



## SPLOST IV COMMITTEE

THURSDAY, MAY 9, 2013 @ 4:00 PM  
Henry County Administration Building

The Henry Daily Herald was notified of the meeting via email.

**Committee Members Present:**

Wayne Greer, Chairman Appointee  
Andy Calloway, District 1  
Susan Craig, District 1  
Edward Toney, District 2  
Arley Lowe, District 2  
John Smith, District 3  
Richard Craig, District 3  
Linda Moye, District 4  
Johnny Basler, District 4  
Steve Cash, District 5  
Carlotta Harrell, District 5  
Tim Young, City of Locust Grove

**Other City Representatives Present:**

Andy Pippin, City of Hampton  
Frederick Gardiner, City of McDonough  
David Milliron, City of Stockbridge

**SPLOST Staff Present:**

Roque Romero  
Ron Burckhalter  
Lynn Planchon  
Dustin Farron

**Other County Staff Members Present:**

Fred Auletta  
Cheri Hobson-Matthews  
Julie Hoover-Ernst  
Bill Lacey  
Keith Nichols  
Angie Sorrow  
Terry McMickle  
Bob White

**Commissioners Present:**

Bo Moss, District 1  
Gary Barham, District 3  
Bruce Holmes, District 5

Chairman Steve Cash welcomed everyone to the meeting (being televised).

Chairman Cash asked Committee Members to introduce themselves.

Pledge of Allegiance was led by Chairman Cash.

The SPLOST IV Committee Meeting was called to order at 4:03 P.M. by Chairman Cash; a motion was made by Johnny Basler and seconded by Ed Toney to accept the call to order.

The motion for acceptance of the Agenda was made by John Smith and seconded by Ed Toney. Next a motion for approval of the May 2, 2013, meeting minutes was made by John Smith and seconded by Susan Craig.

Steve Cash asked for any elected officials present to introduce themselves: Sandra Vincent (City Council, McDonough) Gail Notti (City Council, McDonough), Robert Price (Mayor, Locust Grove), Bruce Holmes (Commissioner, District 5), Keith McBrayer (Sheriff), Bo Moss (Commissioner, District 1), and Gary Barham (Commissioner, District 3).

Mr. Cash then requested any County staff present to introduce themselves: Fred Auletta (County Manager), Cheri Hobson-Matthews (Planning & Zoning Director), Julie Hoover-Ernst (Communications Director), Bill Lacey (Fire Chief), Roque Romero (SPLOST Transportation Director), Keith Nichols (Chief of Police), Dustin Farron (Finance), Angie Sorrow (Finance), Lynn Planchon (SPLOST), Bob White (Development Authority), Ron Burckhalter (SPLOST Capital Director), and Terry McMickle (Public Works Director).

**NEW BUSINESS:****Capital Outlay Projects:**

Henry County Police Department – Presentation by Chief Keith Nichols. Chief Nichols stated that his greatest need is patrol cars for the Uniform Patrol Division. The Uniform Patrol Division is the largest operational component of the Henry County Police Department (see Handout).

Henry County Sheriff's Department – Presentation by Sheriff Keith McBrayer. Sheriff McBrayer stated that his greatest need is to repair/replace infrastructure in B-Pod, which is the oldest section of the Henry County Jail in the Sheriff's Office Complex (see Handout).

Henry County Fire Department – Presentation by Chief Bill Lacy. Chief Lacy presented the needs of the Fire Department as follows (see handout):

Station #8 – Replacement Fire Station

Station #2 – Replacement Fire Station

New Fire Station at Mt. Carmel Park and Luella

Replacement Vehicles

Henry County Department of Transportation – Presentation by Terry McMickle, Public Works Division Director. Mr. McMickle presented the need for HCDOT to replace several pieces of equipment (see handout).

Henry County Comprehensive Transportation Plan (CTP) Major Projects, Presentation by Cheri Hobson-Matthews, Director of Planning & Zoning. Ms. Matthews presented information outlining the projects that are listed on the CTP which outlines the critical needs of transportation improvements for Henry County (see handout).

#### **PUBLIC COMMENTS:**

Bob White, Henry County Development Authority: spoke about economic development.

Holly Duffey, General Manager of Tanger Outlet Mall in Locust Grove: spoke about traffic congestion and the need for improvements to the I-75 @ Bill Gardner Parkway infrastructure (see handout).

Carlotta Harrell asked if Tanger Outlet Mall would be willing to participate in sharing the cost of these improvements. Ms. Duffey responded that they would be willing to share the cost.

Fred Auletta asked if Ms. Duffey could provide sales volume figures and Ms. Duffy responded that the figures could be provided.

Ed Whiddon spoke about traffic congestion and the need for signalization and road improvements, specifically improvements to in the Fairview/Ellenwood area including the extension of Rock Quarry Road which would provide a corridor to Piedmont Henry Hospital.

Sandra Vincent, District 2 Council Member, City of McDonough: spoke as a citizen of McDonough in reference to the joint partnership of the land that was purchased on Jonesboro Road for use as a park. Ms. Vincent said that it is critical to the citizens of McDonough to have a passive park in this area and would like this included as a project on the SPLOST IV list. Steve Cash asked that Ms. Vincent provide the Committee Members with highlights for this request. Carlotta Harrell asked what type of park this would be and Ms. Vincent said that it would be a passive park with an arts theme that would highlight the remembrance of children that have gone too soon to keep the memory of these children alive.

Hershel Arant, of Locust Grove, representing the Chamber of Commerce, spoke about the Southern Crescent Technical College building.

Johnny Basler addressed public comments that were received electronically via the County website from various citizens.

**UPCOMING MEETING:**

Thursday, May 16, 2013, 6 p.m. at Fairview Recreation Center, 35 Austin Road in Stockbridge.

**ADJOURNMENT:**

Mr. Cash asked for a motion to adjourn the meeting at 6:22 p.m. A motion was made by Richard Craig and seconded by Susan Craig.

Minutes were prepared by Roque Romero and Lynn Planchon for Cheri Hobson-Matthews, SPLOST IV Secretary.



# **SPLOST IV COMMITTEE PUBLIC INFORMATION MEETING**

**THURSDAY, MAY 9, 2013 @ 4:00 PM  
HENRY COUNTY ADMINISTRATION BUILDING**

## **MEETING AGENDA**

- I. Pledge of Allegiance.
- II. Call to Order.
- III. Acceptance of the Agenda.
- IV. Approval of May 2, 2013 meeting minutes.
- V. Introduction of Elected Officials.
- VI. Introduction of Committee Members.
- VII. Introduction of Staff Members.
- VIII. New Business:
  - A. Proposed Capital Outlay Projects:
    - 1) Henry County Police Department  
Chief Keith Nichols
    - 2) Henry County Sheriff's Department  
Sheriff Keith McBrayer



## SPLOST IV COMMITTEE PUBLIC INFORMATION MEETING

### A. Proposed Capital Outlay Projects (Con't.):

#### 3) Henry County Fire Department

Chief Bill Lacy

#### 4) Henry County Department of Transportation

Terry McMickle, Public Works Division Director

### B. Henry County Comprehensive Transportation Plan (CTP) Major Projects

Cheri Matthews, Director of Planning & Zoning Dept.

### IX. Public Comments.

### X. Upcoming Meeting Thursday, May 16, 2013 @ 6:00pm at the Fairview Recreation Center, 35 Austin Road, Stockbridge, GA.

### XI. Adjournment.

**SPLOST – UPD VEHICLE REQUEST**  
**PRESENTATION**

The Uniform Patrol Division is the largest operational component of the Henry county Police Department. It is comprised of one hundred and seventy-three (173) Paid Sworn Positions, fifteen (15) Reserve Sworn Positions, twenty-seven (27) School Crossing Guard Positions, and one (1) Administrative Assistant. UPD is considered the backbone of the agency and is responsible for handling the first responder/patrol functions twenty-four (24) hours a day/ seven days per week/ 365 days per year. The men and women in the Uniform Patrol Division are the people who respond first to any and all calls from the citizens we serve.

- **UPD Functions – Calls for Service / Initial Incident & Accident Investigations / Traffic & DUI Enforcement / General Assistance to Public. FIRST LINE OF DEFENSE – BACKBONE!**

The Patrol Functions include, but are not limited to; responding to dispatched calls for service, traffic enforcement, preventive patrols, DUI enforcement, and providing general assistance to the public. Officers are charged with investigating crimes, conducting accident investigations, arresting offenders as well as regulating and controlling vehicular and pedestrian traffic. UPD is the first line of defense and maintenance of public order and coordination of other emergency services such as Fire and Sheriff. In addition, UPD houses the Special Operations Division which is responsible for supplementing UPD with specialized officers/ functions such as: Community Oriented Policing, Motors Unit, Traffic Unit, HEAT Unit, K-9 Unit, and the SWAT Team.

The COPS Unit oversees the Neighborhood Watch Programs, Citizens Police Academy, Women's Self-defense Class, National Night Out, and School Crossing Guards. The COPS Unit assists UPD in targeted enforcement activities and coordinates all major events occurring within Henry County. The Motor Unit conducts specialized directed patrols and traffic enforcement efforts. In addition, they are the HCPD representative's at most formal functions; such as parades and funerals. The Traffic Unit is comprised of Accident Reconstruction Specialists and investigates all fatality and serious injury accidents in Henry County. The HEAT Unit is a state funded grant unit and is strict enforcers of state traffic laws; primarily DUI related offenses. The K-9 primary objective is to support the Uniform Patrol Function by conducting highway and street level interdiction and serve a support role to track felons and locate critically missing persons.

- **The Uniform Patrol Division is responding to more calls for service as well as an increased the number of self-initiated activity. Combined, this increased productivity makes Henry County a safer place to live (see attached chart.)**
- **HENRY COUNTY = approx. 209,000 citizens and 322 SQ Miles. In order to effectively patrol the square miles and serve the citizens, HCPD divides its areas of responsibility in 20 zones.**

According to most recent population studies Henry County is home to approximately two hundred and nine thousand individuals and consists of a land mass encompassing over three hundred and twenty-two (322) square miles. The Henry County Police Department divides its areas of responsibility into twenty (20) zones in order to meet its stated goal of achieving more effective and efficient crime control, reducing fear of crime, and best utilizing limited resources.

- **UPD has fleet of 197 vehicles. Of those vehicles 177 are marked police cars. Of those 177 vehicles, 43 have over 150,000 miles.**

The Uniform Patrol Division has a total vehicle fleet of one hundred and ninety-seven (197) vehicles. The fleet does not solely consist of marked patrol cars. Of the (197) vehicles, UPD has a total of one hundred and seventy-seven (177)

marked patrol vehicles. The remaining twenty (20) vehicles consist of unmarked Administrative Vehicles, SWAT Team Vehicles, and SOD Vehicles (Undercover/Motors). Of UPD's (177) marked patrol vehicles, there are forty-three (43) vehicles with mileage in excess of one hundred and fifty thousand (150,000) miles.

- **Economic downturn = Unable to budget for new patrol cars. Furthermore, aging fleets are expensive to repair (transmission/engines/etc.) DOT says the average cost per year to maintain current fleet is \$2,500 dollars per vehicle. The last time budgeted vehicles were purchased was 2011. Four were purchased (4) utilizing capital outlay funds.**

In recent years due to economic downturn the Division has been unable to budget for new patrol vehicles. As a result the UPD Fleet is rapidly aging. Independent research suggests an aging fleet becomes more expensive for departments to maintain as major service issues, such as transmission and engine troubles, begin to arise. According to information provided by DOT, the current fleet costs taxpayers an estimated \$2,500.00 dollars per vehicle per year to maintain.

- **According to Director of Fleet Services, Jody Swords the Dekalb County Police Department uses 100,000 miles and GSP uses 140,000 miles as a standard for replacement.**
- **UPD Vehicles are different than traditional County Fleet. They are in continuous usage and are driven in MORE EXTREME CONDITIONS with constant start, stop, and rapid acceleration. Suffer wear and tear issues sooner than standard vehicles.**

Unlike other vehicles utilized by county employees, patrol cars are driven in more extreme conditions. Thus, they are more likely to suffer major repair issues sooner than standard vehicles, which could also hinder the patrol officer in the performance of their duties.

- **In the past, new vehicles were bought with seized drug funds; which has been a stop-gap measure to ease the stress on aging fleet. THEREFORE, WE ARE ASKING TO UTILIZE SPLOST FUNDS TO PURCHASE 43 FULLY EQUIPPED V6 DODGE CHARGER PATROL VEHICLES.**

As a means of supplementing the fleet, a small number of UPD vehicles have been purchased in the past five years utilizing seized drug funds. The purchase of vehicles through seized funds has provided a stop gap measure to relieve a critical problem. Therefore, we are requesting these SPLOST funds be utilized to purchase forty-three (43) fully equipped Dodge Charger Patrol Vehicles to replace the patrol vehicles in excess of 150,000 miles.

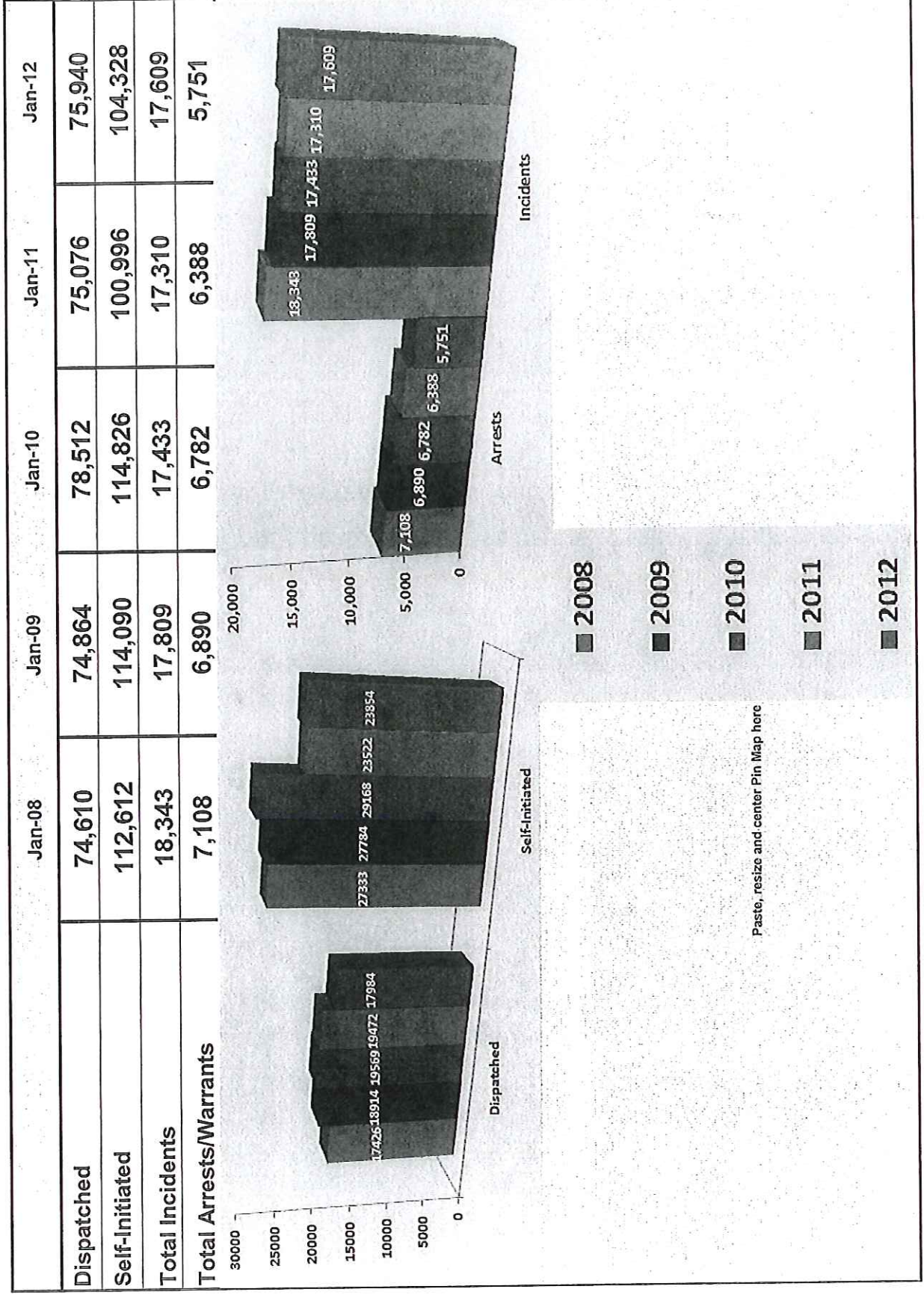
- **Fully equipped means: all lights, sirens, radio and GCIC/computer systems. PRICE per car = \$46,893.53.**

These fully equipped vehicles would include, but not be limited to, Warning Devices (lights/sirens), In- Car Camera Systems, In-Car Radio Systems, and Laptop Computers (see attached for a detailed listing and costs of one fully equipped vehicle and all necessary systems.)

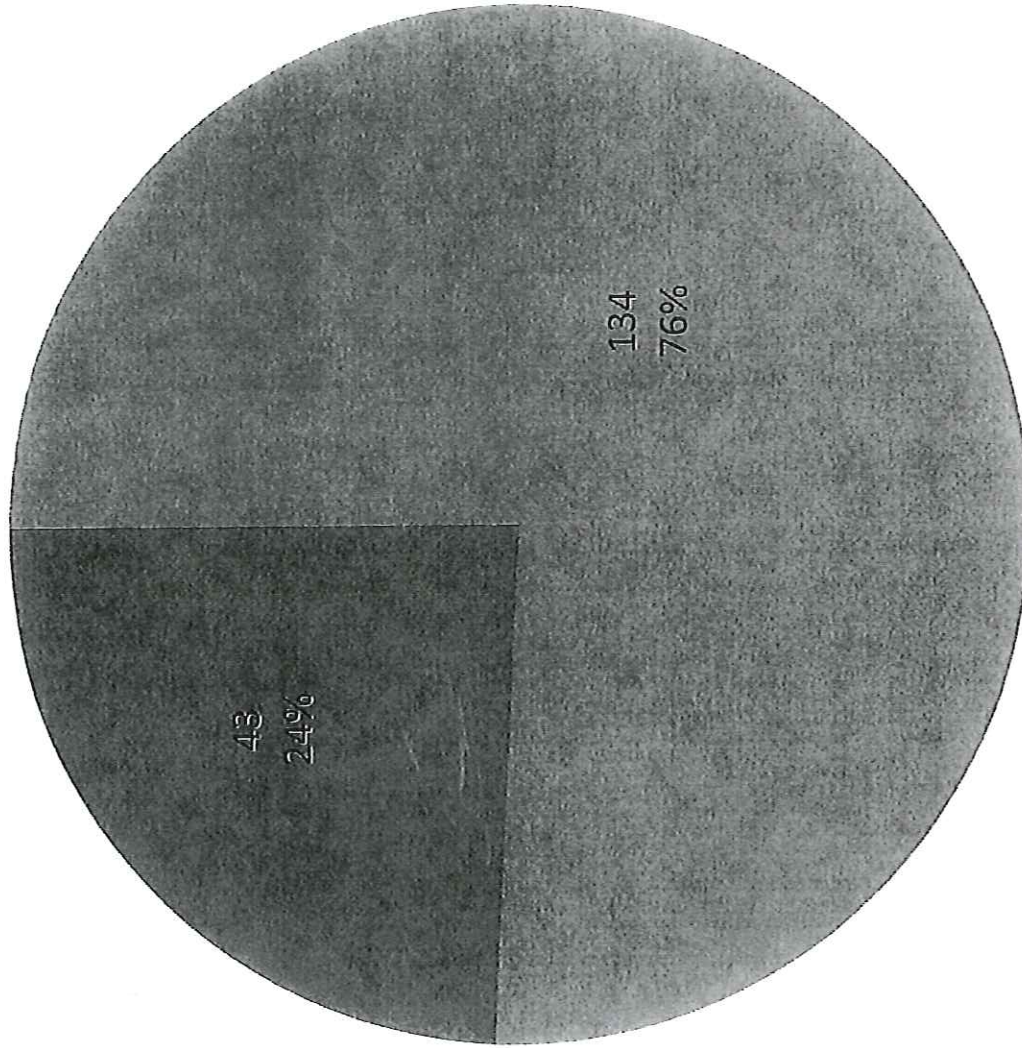


# Henry County Police Department

## City of Stockbridge Statistics



# UPD Marked Vehicle Mileage (Total Marked Vehicles= 177)



■ Marked vehicles Under 150 K Miles  
■ Marked vehicles Over 150 K Miles

There are 197 vehicles assigned to Uniform Patrol, 177 of which are marked.

The annual usage of these vehicles can and does vary with assignment, but overall they average over 6 years in age and over 110,000 miles.

Mileage projections were calculated by taking the most currently known mileage of each vehicle; determining the average miles per year (based on

Using this approach, and establishing a basis of 150,000 miles as the sole determining factor for replacing vehicles, the following number of vehicles

	Now (2013)	by July 2014	by July 2015	by July 2015	by July 2015	by July 2017	by July 2018	by July 2019	Total	Average
UPD	43	10	28	25	20	19	10	155	22	

\* Does not include deadlined vehicles

That is an average of 22 vehicles, per year, in need of replacement, based solely on mileage.

To complicate matters, vehicles are sometimes "deadlined" (not to be repaired) due to mechanical failure, accidents and other reasons. These vehicles are not replaced when that happens. Nor are any collected insurance monies returned to the Police Department budget. Since 2010, the Police Department has averaged about 8 cars a year being deadlined.

Reductions or delays in vehicle purchases, will increase this average need, as the older the fleet gets, the higher the mileage will get and the more deadlines there will be.

## **Henry County Jail B Pod Improvements**

**Built in 1990 occupied 1991**

**136 beds + 4 isolation cells = 140 total**

### **1. Replace and repair infrastructure drainage pipes under concrete**

- The collapsed drain pipes will have to be bored under the building and replaced completely to sewer taps.

### **2. Replace all Tower security access control panels**

- The control panels to all security doors and cells in B Pod are obsolete. Parts cannot be located and the technology is over a decade out of date.
- Panels are not compatible with the central control system so there is no way to use emergency shut off if something were to happen.

### **3. All shower drains must be replaced**

- Cast iron pipes currently collapsed (16 total shower drains).
- Current shower floors and walls are tiled and the tile is breaking off and being used as weapons.
- To be replaced with concrete only and no tile reinstalled.

### **4. Shower floor and walls will need to be resealed (waterproofed) and painted**

- When tile from shower walls and floors is removed they must be waterproofed and painted to help resist mold.

### **5. Replace showers, sinks, and toilets fixtures (obsolete and parts unavailable)**

- The existing sinks and toilets are porcelain and are broken easily and needs to be replaced with institutional style (stainless steel) units.
- The shower fixtures are rusting out from years of use and cleaning and parts for these fixtures are hard to find and if/when found are costly because units are obsolete.

### **6. Replace light fixtures and electrical panel boxes (obsolete)**

- The existing light fixtures are no longer made and parts are obsolete. These light fixtures need to be replaced with institution (tamperproof) fixtures.
- The main electrical panel box and subordinate panels are obsolete and parts cannot be found to replace components or add more circuits to the panel.

### **7. Update all security cameras and connect to existing newer camera system**

- The existing cameras are no longer made and parts cannot be replaced. As a result the cameras are not monitored/recorded.
- Cameras need to be added to our existing system for a single security control point.

### **8. Replace all windows in the tower (looking into the cells)**

- Windows looking into the cell pods are broken or cracked and need replaced to insure proper inmate safety.

### **9. Raise TV outlets out of reach from inmates**

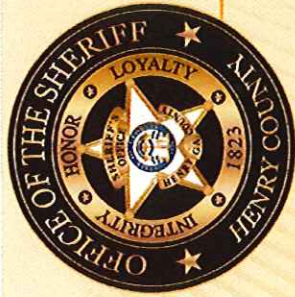
Inmates stand on each other's shoulders or use brooms and mops to change TVs and use the electrical outlet to light tobacco and paper on fire.



# **Henry County Jail Improvements and Future Expansion Proposal**

**Keith McBrayer**

**Sheriff**



## JAIL OPERATIONS FACTS

- ★ We operate two Pre-Trial Adult Detention Centers (Juvéniles are not held in our facilities)
- ★ **Total Bed Capacity – 908**
  - ★ Main Jail on Henry Parkway – **Capacity 824**
  - ★ Jail Annex on Hampton St – **Capacity 84** (low risk inmates on work release or trustee status)
- ★ **Over 1,000** persons are booked into the jail per month
- ★ Our average daily population is **760** inmates
- ★ We serve an average of **2,300** meals each day.
- ★ Medical services are contracted privately. There are Doctors and nurses **on-site 24/7** to operate our **8 bed Medical Infirmary**



# SHERIFF'S OFFICE COMPLEX



**1991** - The Administrative area, 911 Center & Jail were built. Capacity 174 beds.

**2002** - In March a new pod added 143 beds.

**2007** - Phase 1 of 3 building phases started. Adding office space and four pods brings the total for the main Jail to 824 plus 84 beds at the Jail Annex on Hampton St. Total beds now 908.

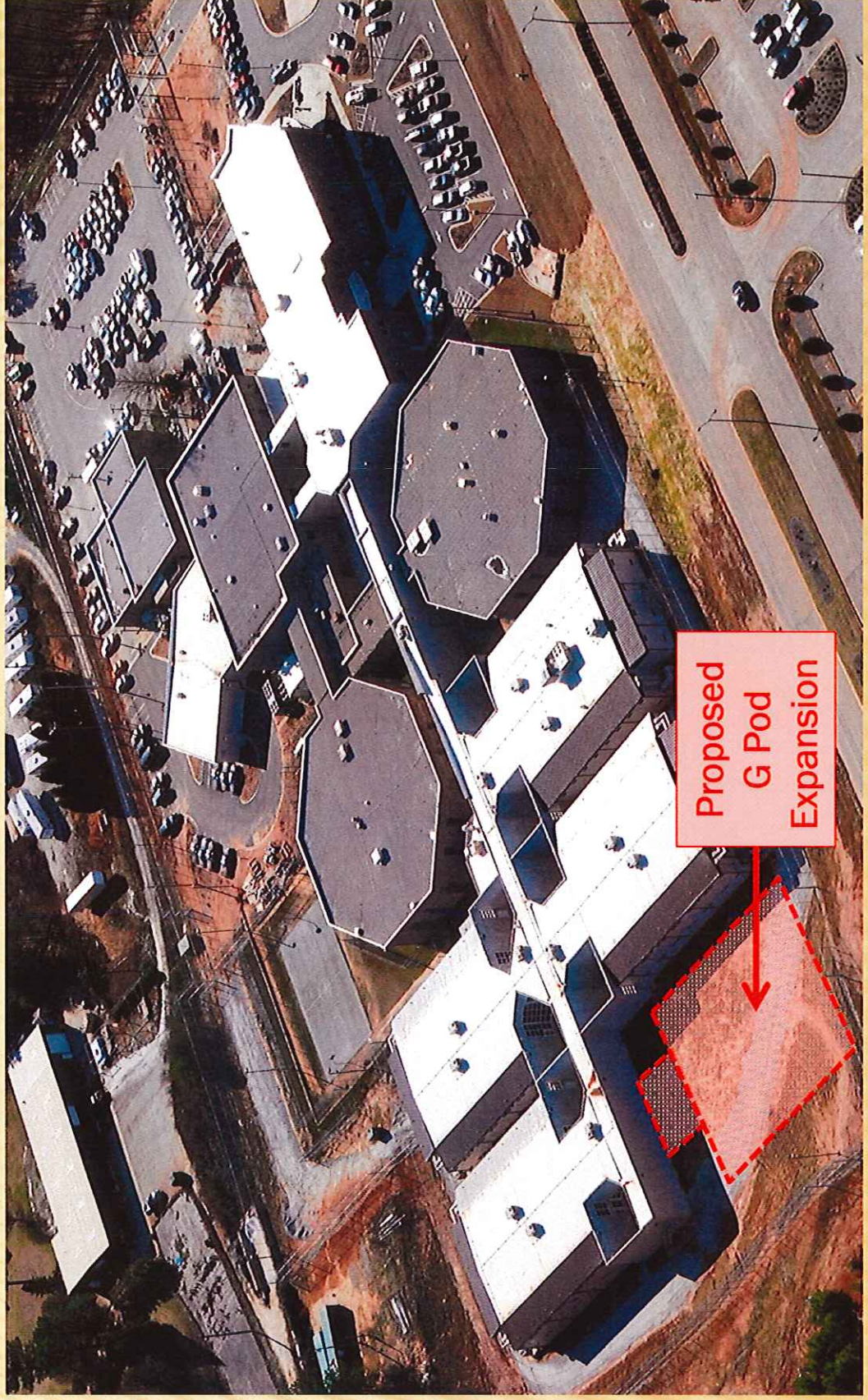


## JAIL B POD IMPROVEMENTS

- ★ Opened in **1991** with a capacity of **140 Beds**
- ★ Major Improvements necessary for the safety, security and welfare of Employees and Inmates:
  - ✧ Replace and repair infrastructure drainage pipes under concrete
  - ✧ Replace all tower security access control panels
  - ✧ Shower floor and walls will need to be resealed (waterproofed) and painted
  - ✧ Replace showers, sinks, and toilets fixtures (obsolete and parts unavailable)
  - ✧ Change light fixtures and panel box (obsolete)
  - ✧ Update all camera's and connect to existing camera system
  - ✧ Replace all windows in the tower (looking into the cells)
  - ✧ Replace all door panels in B Pod tower (obsolete and parts not available)



# SHERIFF'S OFFICE COMPLEX



# HENRY COUNTY FIRE DEPARTMENT

## SPLOST PROJECTS

### SPLOST I

1999 Station # 11

New Fire Station

\$ 599,912.00



2001 Station # 12

New Fire Station

\$ 610,358.00



## SPLOST II

2004 Station # 4

Replacement Fire Station

\$ 825,892.93



2006 Station # 7

Replacement Fire Station

\$ 1,320,502.00



2006

Station # 13

New Fire Station

\$1,054,115.51



### SPLOST III

2012 Station # 9

Replacement Fire Station

\$1,700,839.96



## Projected SPLOST IV Future Projects

Station # 8

**Replacement Fire Station** estimated **\$2,000,000, 00 plus**

replacement cost to rebuild station is estimated to be at least \$2,000,000,000 not including land purchase



Station # 2

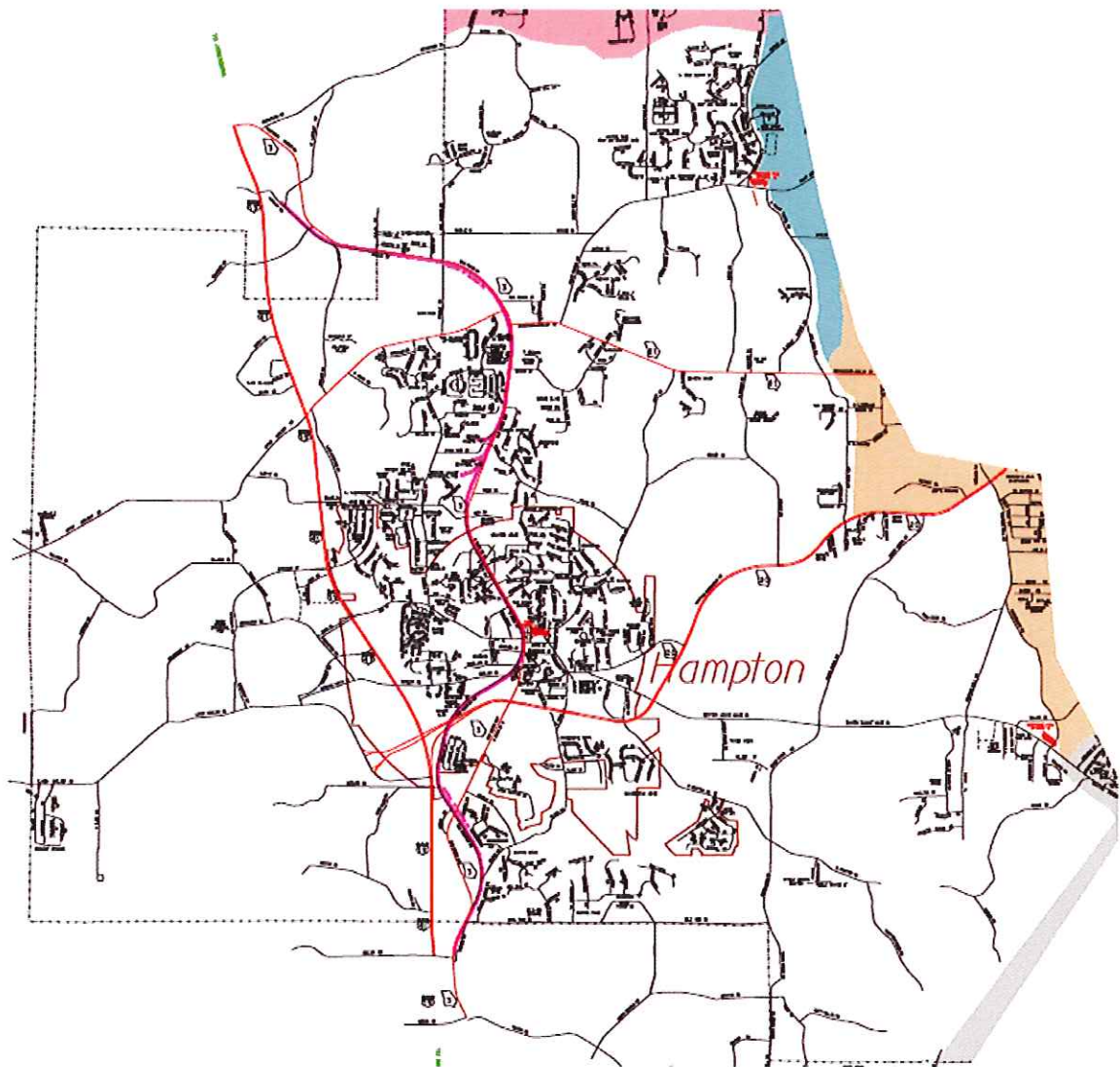
**Replacement Fire Station** estimated **\$2 ,000,000.00 plus**

City of Locust Grove possibly to fund a portion to build a combination facility.



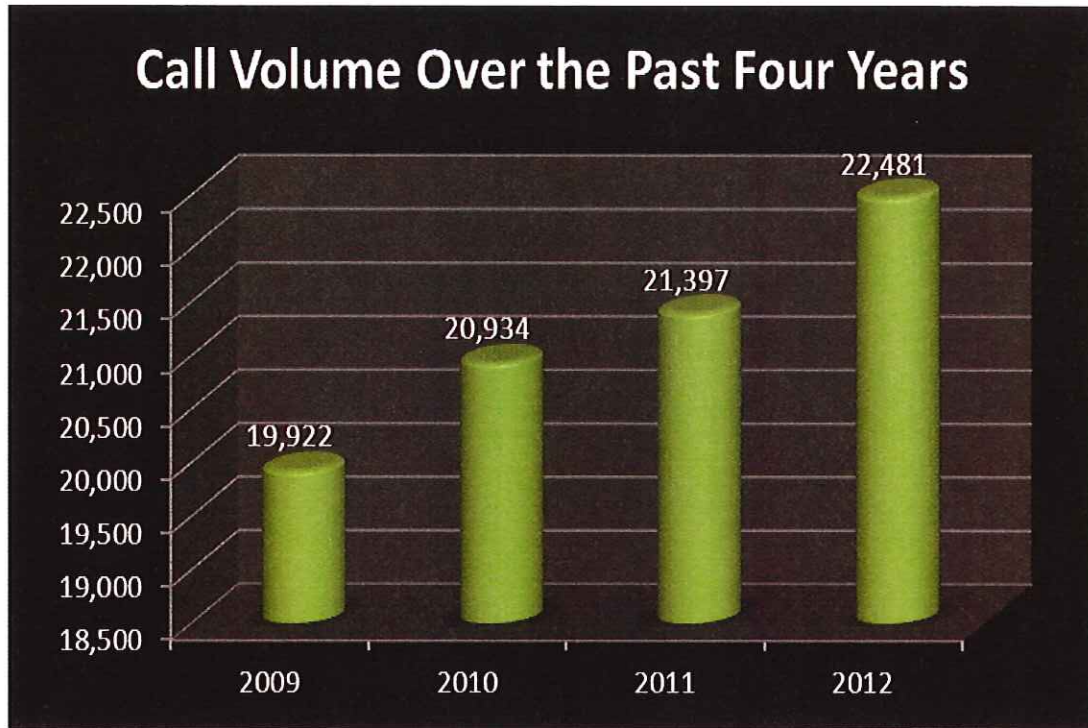
## Projected SPLOST IV Future Projects

### New Fire Stations at Mt. Carmel Park and Luella



Projected SPLOST IV Future Projects

CALL VOLUME 2009-2012



CAPITAL EXPENDITURES 2009-2012

2009	\$367,024	1 Pumper	2 Battalion Chief Vehicles
2010	\$0		
2011	\$1,948,515	2 Pumpers	5 Ambulances 2 Remounts
2012	\$0		
2013	\$0		

Vehicle replacement needs average approximately \$2.8 Million per year. We have fallen behind our replacement plan over the past four years. Through the coming six years our vehicle replacement needs for existing vehicles will exceed \$17 Million.

**DOT Priority List  
for Capital Equipment**

Priority	# Units	Cost per Unit	Total Cost	Description/Justification
1	1	149,912	149,912	<b>Tack Distributor</b> - Current one has been sent out for repairs numerous times, which either shuts down our paving operation or we have to pay a contractor to place tack for us. Cost for that is much higher than our cost to place tack, and extra funds have to be taken out of the DOT asphalt account, meaning we have to place less asphalt to make up the difference. The spreader bar on the back of the machine has been damaged and needs to be replaced. Have to drive distributor to Perry, GA to pick up tack--over 1 hr drive. If motor blows up after distributor is loaded with tack, we could very possibly lose 1800 gal of tack (current price of \$2.07/gal). The distributor is vital to DOT's paving operation and we need a new one to keep our operation going.
2	1	315,000	315,000	<b>Gradall</b> - Existing Gradall is at the end of its service life.
3	2	105,000	210,000	<b>International Tandem Dump Truck</b> - Existing dump trucks are requiring engine replacements and suspension work that costs more than they are worth.
4	2	10,000	20,000	<b>Bush Hog 1510</b> - Existing equipment is at the end of its service life.
5	1	42,000	42,000	<b>Sweeper</b> - Paving/milling crews need a new sweeper to sweep roadway after we mill out old asphalt and before we resurface. Current sweeper has had numerous problems and is in for repairs quite often. We have to rent one each time.
6	4	25,000-31,000	111,926	<b>Ford F-250/350 Crew Cabs</b> -To replace current vehicles approaching 300K miles. (2 F-250 and 2 F-350)
7	1	315,000	315,000	<b>Gradall</b> - This is in addition to the Gradall listed in Priority 2. Gradalls have reached the end of their service life.
8	1	350,000	350,000	<b>Power Screen</b> - This would be a new piece of equipment that would enable us to screen our topsoil which would be used for shoulder building, ball fields, landscaping, and screening asphalt millings for use on surfacing dirt roads. ** We could purchase a used one for approximately \$150,000.
9	1	200,000	200,000	<b>Shoulder widening machine</b> - Needed due to high number of roads DOT is resurfacing that need shoulders built. Machine will greatly improve production since the truck dumps directly into the machine and uniformly places material. This would replace the motorgrader that is currently used for shoulder building which is slow and requires dumping piles of dirt in the roadway before spreading. This stains the roadway and is difficult to clean before the road can be striped. The current method also postpones striping roads because the motorgrader will scrape off the edge line while scraping the dirt off the road. The motorgrader can also cut into the new asphalt while scraping the dirt off, which causes a patch in a newly-resurfaced road. The shoulder building machine has a conveyor belt that carries material over to the shoulder and places it without contacting the roadway. This means that the road can be striped before the shoulders are built, which makes it safer for the traveling public sooner than our current process. This machine also has an adjustable gate that can be placed on the back of the machine to sweep any debris off the roadway immediately to keep it from getting packed into the asphalt.
10	1	500,000	500,000	<b>Material Transfer Vehicle (Shuttle Buggy)</b> - This is a new piece of equipment that would enable us to place our asphalt in a way that would provide a smoother ride for the traveling public.
<b>TOTAL</b>			<b>2,213,838</b>	

Figure IX – 4: Proposed Road Widening and Road Extension Projects

Note: Road projects shown for planning purposes only. Exact alignment and detailed design to be determined through further study.

**Proposed Road Capacity Projects in the RTP**

- New Roadway (approximate location)
- Road Widening

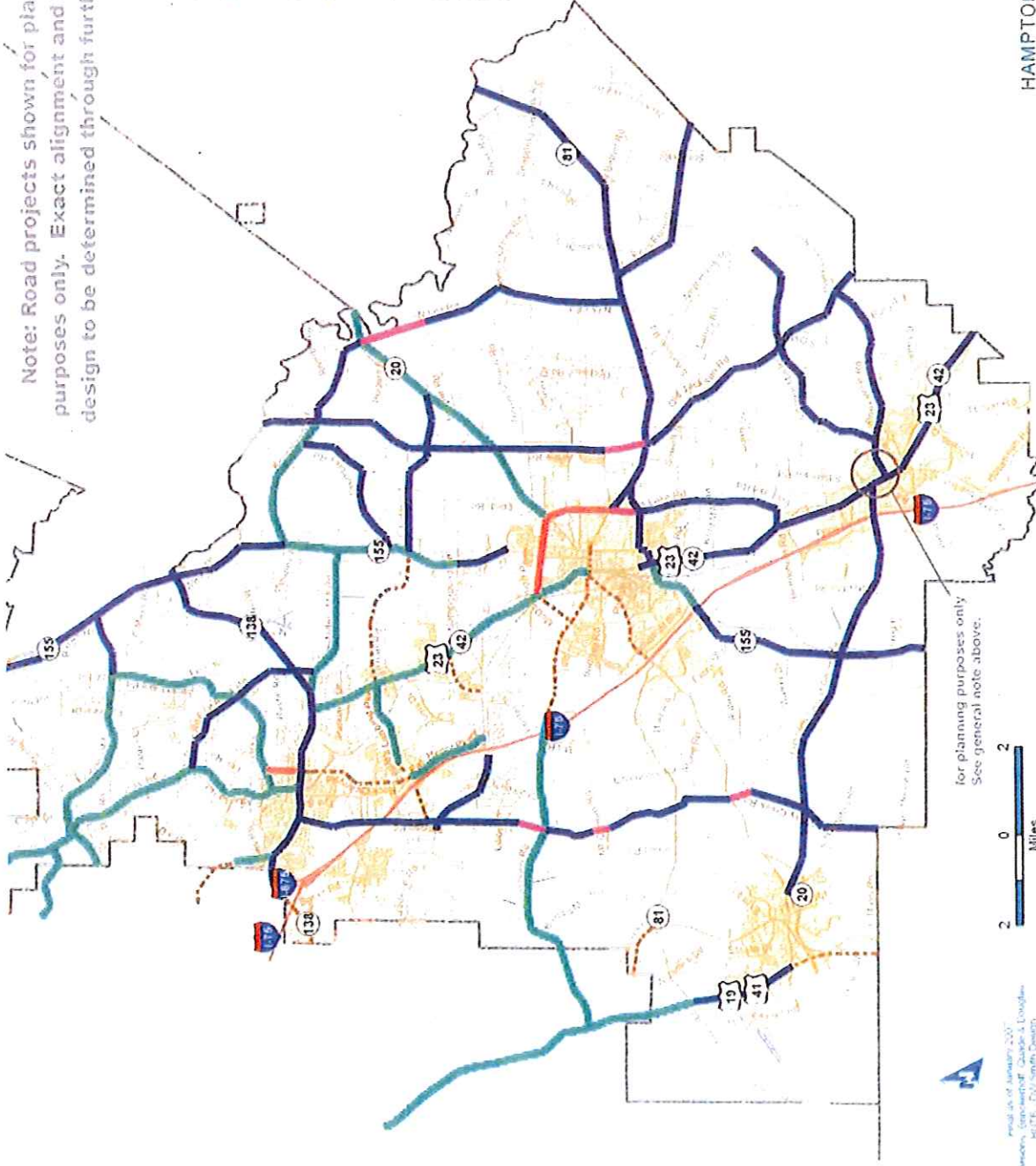
**Proposed Road Capacity Projects**

- New Roadway (approximate location)
- Road Widening

**Future Committed Projects**

- - - Road Widening or New Roadway

Many important strategies are not shown here such as: transit service, bicycle and pedestrian improvements, and road upgrades and intersection improvements.



There are several potential transportation projects that may meet the objectives of the Henry County/Clay County Joint Transportation Plan. These projects are a result of public input, coordination with planning agencies and local governments, technical analysis, and future land use plans.

There are planned projects in the long range Regional Transportation Plan (RTP) that do not have programmed funding. These projects will be prioritized with additional projects in order to identify those that best meet the objectives of the Henry County/Clay County Joint Transportation Plan.

There are planned projects in the short range Transportation Improvement Program (TIP) that have programmed funding and are considered reasonably connected. These projects will not be prioritized in the Henry County/Clay County Joint Transportation Plan.

Figure IX - 6: Proposed Road Capacity Improvements

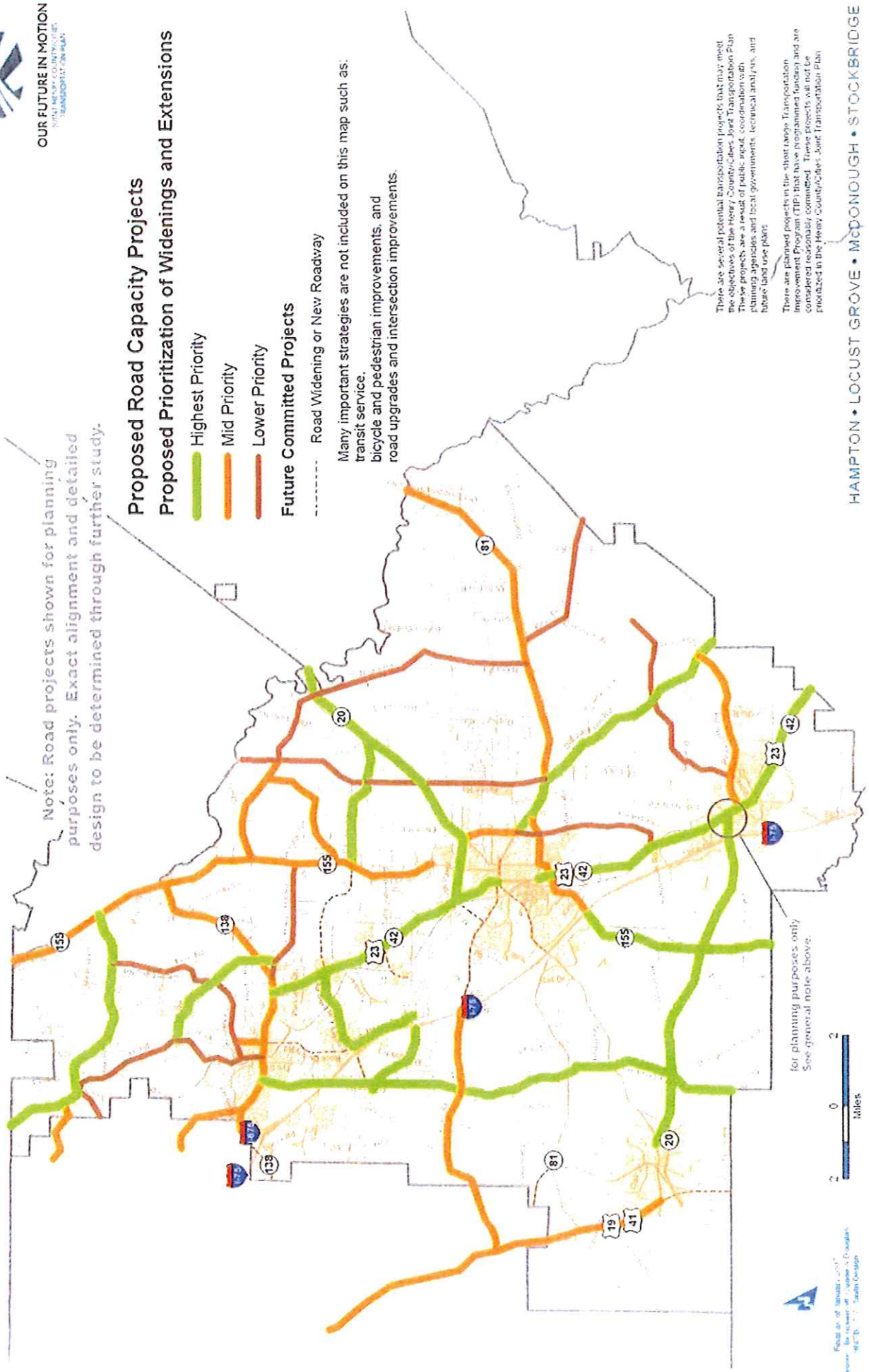


Table IX - 2: Proposed Major Road Improvement Priorities

## Proposed Arterial Road Widenings

High Priority	Medium Priority	Lower Priority
SR 155 from I-75 to Spalding County Line	US 19/41 from SR 81 to Woolsey Road	Airline Road from Rockdale County Line to existing end
SR 42 from Racetrack Road to Butts County Line	<i>US 19/41 from Flint River Road (in Clayton County) to SR 81 (CL-AR-247)</i>	Iris Lake Road from Racetrack Road to Harris Drive
Hampton-Locust Grove Road/Bill Gardner Pkwy. from SR 20 to SR 155	SR 81 from Old Jackson Rd/Airline Rd to Newton County Line	Jodeco Road from Flippen Road to I-75
Hampton-Locust Grove Road/Bill Gardner Pkwy. from SR 155 to SR 42	Racetrack Road from SR 81 to SR 155 and SR 155 from Racetrack Rd to I-75 <sup>2</sup> (HE-113)	North Ola Road from East Lake Road to SR 81
East Lake Road from SR 155 to SR 20	SR 155 from DeKalb County line to Turner Church Rd <sup>4</sup> (HE-135)	Kelleytown Rd from Airline Rd to SR 20
Flippen Road/Western Corridor from SR 138 to Spalding County Line <sup>3</sup>	SR 138 from I-675 to Rockdale County Line	<i>East Atlanta Road from US 23 to Panola Road (HE-137)</i>
SR 81 from McDonough Pkwy. East to Old Jackson/Airline Road	<i>Jonesboro Road from US 19/41 (in Clayton County) to I-75* (HE-920B)</i>	<i>Miller's Mill Road from US23/SR 138 to SR 155 (HE-140)</i>
Fairview Road from DeKalb County Line to SR 155 <sup>1</sup> (HE-134)	<i>Kelleytown Road from SR 155 to Airline Road (HE-139)</i>	<i>Old Conyers Road from East Atlanta Road to Flat Rock Road (HE-138)</i>
SR 20 from McDonough Pkwy. (East) to Rockdale County Line (HE-020C)	<i>US 23 from SR 138 to I-675 in Clayton County<sup>5</sup> (HE-136)</i>	<i>Swan Lake Road from Fairview Road to Flat Rock Road (HE-141)</i>
US 23/SR 42 from SR 138 to Jonesboro Road (HE-107)	<i>Anvil Block Road from Bouldercrest Road in Clayton County to Fairview Road (CL-230C)</i>	<i>West Panola Road from Bailey Drive (in Clayton County) to Flakes Mill Road (HE-163)</i>
Eagles Landing Pkwy. from Eagles Pointe Pkwy. to US 23 (HE-132C)		
Patrick Henry Parkway from Eagles Landing Pkwy (at Rock Quarry Rd) to Jodeco Rd (HE-165B)		

## Proposed Collector Road Widenings

High Priority	Medium Priority	Lower Priority
Widen Flat Rock Rd from East Atlanta Rd to Miller's Mill Rd.	Widen Crumbley Rd from SR 155 to Kelleytown Rd	Widen Keys Ferry Rd from SR 81 to Butts County Line
Widen Old Jackson Rd from SR 81 to Butts County Line	Widen Peeksville Rd from SR 42 to Old Jackson Rd	Widen Leguin Mill Rd from Peeksville Rd to New Hope Rd



Table IX - 2: Proposed Major Road Improvement Priorities, continued

## Proposed Arterial Extensions

High Priority	Mid Priority	Lower Priority
Extend Westside Corridor from Flippen Rd (south end) to Rocky Creek Rd	<i>Extend Rock Quarry Rd from SR 138 to Old Conyers Rd (HE-109)</i>	Extend Airline Rd south from existing end to SR 81
<i>McDonough Pkwy Phase II from US 23 to SR 155 (HE-118B)</i>	<i>McDonough Pkwy Phase IV from SR 20 to SR 81 (HE-118D)</i>	Extend Iris Lake Rd north from existing end to SR 81
<i>McDonough Pkwy Phase III from SR 155 to SR 20 (HE-118C)</i>		Extend N Ola Rd north from existing end to Kelleytown Rd/SR 20

## Note:

Current Mobility 2030 RTP projects are shown in italics; RTP project numbers are shown in parentheses after project description for reference.

1. Long range RTP project Fairview Rd from DeKalb County line to Swan Lake Road
2. Long range RTP project SR 155 from US23/SR42 to I-75
3. Assumes road extensions to connect corridor from end of Flippen Rd south to Spalding County Line
4. Long range RTP project SR 155 from Kelleytown Road to Campground Rd
5. Long range RTP widening project (HE-136) from 4 to 6 lanes; there is also a future committed widening project (CL-064) from 2 to 4 lanes

\* Jonesboro Rd widening project is a borderline high priority projects

Transit priorities are based upon projected ridership given a range of roadway improvements, compatibility with the draft Future Land Use Map as of August 2006, the *Mobility 2030* transit network, and public and stakeholder input. Many issues, including public and stakeholder input, availability of funding, and regional transportation and land use plans may affect the priority of a project as Henry County moves into the future. Figure IX - 7 shows the transit route priorities based upon the County's future land use as of Fall 2006. As the County continues to grow, the CTP team recommends a network of transit to local destinations, connecting residential, recreational, and employment activity centers, particularly to improve mobility and access in and around the I-75 corridor. Regional plans include transit to connect Henry County to destinations in the Metro Atlanta area and the CTP team recommends continued coordination as regional and state plans develop.



## SPLOST speaking points

Thursday May 9, 2013 @ 4 pm

### A. Introduction

- a. Thank you for allowing me to speak with you today. My name is Holly Duffey, I am the General Manager at Tanger Outlets in Locust Grove. As many of you know, this center is located on what once was open parcel farmland in an unknown suburb of Atlanta. Envisioning the same quality growth Henry County has always embraced, planning for future economic development, when Tanger acquired and broke ground in the Summer of 1994 Henry County was a supportive partner in making this Outlet Center a reality.

### B. Timeline of Center Growth/Value to Community

- a. Tanger opened the first phase of retail in fall of 1994 with 110,700 sq ft.
- b. The first year we reported approx. 1.9 mil shoppers
- c. In 1996 we expanded our footprint by 138,154 sq ft for a total of 248,854 sq ft of retail, yielding an estimated 2.8 million shoppers that year
- d. We expanded again in 2005 and in 2012 totaling over 321,000 sq ft of retail which enabled us to bring in higher end store brands such as Polo, Banana Republic, Brooks Brothers, Columbia, Jos A Bank, Under Armour, American Eagle and more.
- e. In 2012, an estimated 4.76 million shoppers travelled to our center
- f. Demand for our center is high and we have continually trended at 98% or higher in occupancy levels, currently standing at 100%
- g. Our total investment of the property over the years totals over \$41 million, thus total investment in the community.
- h. Our center creates an over 200 Full Time jobs and over 800 Part Time jobs. During peak holiday seasons our stores employ an estimated 1300 Part time seasonal help alone.

### C. Profile of Shopper

- a. Early zip code studies show our primary shopper came from immediate local residents and travelers, with minimal visits from shoppers outside of a 30 mile radius.

- b. In depth research and analysis of our shopper performed in late 2011 shows the following trends:
- i. Local residents (within 45 mile radius) compile approximately 2/3 or 67% of our shoppers.
  - ii. Avg HH income of our shopper is \$73,754, up from \$46,822 in 2005
  - iii. Average drive time for our local shopper is 33 minutes.
  - iv. Both income and drive time confirms our market spreads well outside the bounds of Henry County and we are attracting high income families from other areas.
  - v. From 2005 until now our survey also shows a sharp decline in how often our local shopper frequents our center. In 2005 we recorded an average of 12 times per year; in 2011 we recorded 6 times per year. Although some of this may be economical, we have strong evidence that the growing traffic congestion is becoming a major factor in fewer visits.
  - vi. Our quarterly ZIP code studies also confirm that we are losing some of our primary market which is starting to have a negative impact on sales and traffic, specifically on weekends where shopper traffic is heaviest. To date this year we have recorded a slight decrease in traffic in comparison to last year.

D. Traffic congestion

- i. Some of this loss is largely attributed to the reduction of the quality of our shoppers experience entering and exiting our property.
- ii. Congestion often leads to an increase length or time shoppers wait to enter or exit during peak periods as wait times can be as extensive as an hour or more.
- iii. Traffic congestion results in negative posts on websites and social media. Many locals have voiced concerns and issues continue to escalate. It has been noted that during peak weekends surrounding Spring Break, Back to School, Thanksgiving and Christmas that Henry County 911 receives increased callers complaining about traffic in our area related to entering and/or exiting the center and neighboring businesses.
- iv. We have tested 3 different detours to usher shoppers to use an alternate route to I-75 from our center's rear exit, making a right hand turn and circling back to I-75 via Indian Creek Rd. to Bill

Gardner, Locust Grove Hampton Rd. to the West side of the interstate, and south to Exit 205 utilizing back roads. With a solid sign package in place this may be a short term resolution.

- v. Our goal is to help alleviate congestion at the Bill Gardner intersection to allow better flow on Tanger Blvd. In short, funnel a higher volume of cars more expediently on and off the interstate. The planned improvements to Bill Gardner Parkway and the changes to Exit 212 would greatly benefit the overall health of Tanger which is one of the main economic engines of Commission District One in Henry County.

Continued overall deterioration in reductions in traffic conditions will ultimately lead to reduced customer transactions and have a negative impact on sales tax revenue.

Tanger Outlets respectfully asks that the SPLOST Committee and associated officials thoughtfully review and consider inclusion of improvements to the Bill Gardner Parkway infrastructure from Tanger westward. Your continued support of this improvement will be an investment to the economic future in Districts 1 and 2 in Henry County.