A hand-drawn black outline map of the state of Georgia, showing its characteristic shape with a jagged eastern border. The map is centered on the page.

SOME
FACTS ON
GEORGIA'S
ROADS

STATE HIGHWAY DEPARTMENT OF GEORGIA
No. 2 Capitol Square
Atlanta 3, Georgia

SOME FACTS ON HIGHWAYS AND THE HIGHWAY DEPARTMENT

There are nearly 90,000 miles of public roads and streets in Georgia; of which some 16,300 miles are on the official State Highway System.

The highways in the State Highway System, and many "off-system" roads and streets, are built by the state and federal governments, the rest by the counties and cities.

All of the state and federal road work is financed out of the auto use taxes paid by the motorist; that is, the gas taxes, tag fees, new car excise taxes, and taxes on tires, batteries, and accessories. Some of the Georgia road user taxes, about 9 million per year, are given directly to the counties to be used for county road construction; and on both the state and national level, there is "diversion"; that is road user taxes are used for purposes other than building roads. For example, Georgia tag fees are used by the Department of Education.

What all this means is that the road program not only pays for itself, but helps to finance other government services through the revenues derived from the use of the highways by motorists, trucking companies, bus companies, etc.

The State Highway Department plans, locates, and designs the highways, and supervises their construction. The actual building is done by private contractors under a system of competitive bidding for each highway project ; with the contract going to the lowest bidder. Work is sometimes done by the counties under contract with the state.

Contractors must meet certain standards in order to be qualified to submit bids, and must be bonded to insure that their work is done correctly, and on time.

There are several different types of state and federal programs for road construction. One of these, commonly called the "ABC Program" covers: Primary routes; such as U.S. 1, U.S. 41, etc: Secondary Routes, such as State Route 98 or 42, and off-system roads

designated as Post Roads; and Urban routes, the parts of Primary and Secondary routes which lie inside cities of 5,000 or greater population.

The ABC Program is financed on a basis of one dollar in state funds to one dollar in federal funds. The federal funds are apportioned to the state by the Bureau of Public Roads of the U.S. Department of Commerce on the basis of a rather complicated distribution formula; and are matched by state funds from the annual state budget appropriation to the Highway Department.

The other major federal program is the Interstate program, aimed at building a 41,000-mile national network of superhighways; some 1100 miles of which will be in Georgia. Interstate construction is financed on a basis of nine dollars in federal funds to every dollar in state funds.

In all types of federal-aid work, step-by-step approval must be secured by the state from the Bureau of Public Roads on every stage of planning, location, design, and construction; and all work must meet nationally-established standards upon completion.

There are also several different methods used in building the roads on which federal-aid is not received. One of these is the "State Aid Contract", which is handled under the federal-aid programs, except that the payments to the contractor are made wholly with state funds.

Another method used is the "Authority" method, whereby bonds are sold to finance the work; and the bonded indebtedness is paid off out of the annual Highway Department budget.

The Rural Roads Authority is one such program; and the Highway Authority, which includes the former State Bridge Building Authority, and which is now financing improvements to some 6300 miles of our major Primary and Secondary highways, is another.

The State Toll Bridge Authority built the Sidney Lanier Bridge at Brunswick, and the tolls collected from using motorists are applied to the repayment of the bond debt. Some states build toll highways to supplement their normal state and federal programs, but Georgia has rejected the toll road idea, building its roads solely with funds derived from road user taxes.

The most common type of state road program is the county contract method. Under this system, the state enters into contract with county governments; the state furnishing funds, and the counties furnishing labor. Sometime the labor used is convict labor, sometimes county construction employees; and in some cases the counties add funds of their own to those received from the state.

The actual business of building a highway is far more complex than most people imagine.

First, because it would be impossible to build all the roads needed everywhere at one time, there must be PLANNING to decide where the funds which are available at any one time can best be spent.

Planning involves state and federal engineers; and national, state, and local government leaders, such as Congress, the Governor and General Assembly, the State Highway Board, and the City and County Commissioners.

In Georgia, the three-man State Highway Board oversees the administration of the Highway program and the use of the annual highway appropriation. It is assisted and advised by the engineers of the Highway Department, and by the duly elected representatives of the people; the members of the General Assembly, the County Commissioners, Mayors, Aldermen, etc.

The members of the Highway Board are appointed by the Governor with the approval of the General Assembly. This process is like that of the administration of the national government by the President's cabinet.

The State Highway Engineer is the engineering head of the Highway Department, responsible to the Board, and in charge of the various divisions of the Atlanta General Office and the six Field Divisions.

The planners balance available funds against existing and future needs, as determined through studies of present and anticipated traffic volumes, area economic and cultural patterns, population trends, etc.

After the planning phase has brought its recommendations, the LOCATION stage begins. This pinpoints the new facility on the terrain. Much factual information about the terrain must be developed in this phase, through surveys and soil studies. The location men sift all possible alternate routes between given points in order to select the best-all-around route in terms of cost, numbers of people served, and so on.

After a suitable location has been selected and plotted on maps, the DESIGN phase begins. This consists of the preparation of the plans for the roadway, drainage structures, bridges, etc., from which the contractor will build the highway. The designer works from the information collected during the planning and location stages; including the traffic counts, and soil studies, economic and cultural studies, and estimates of future needs.

Near the end of the design phase, maps are prepared which show the land that will be needed for the route of the highway, and to whom this land belongs.

These maps are turned over to the RIGHT OF WAY Department, which works through the local government officials in buying the land to be used for the roadway. In securing rights of way, the Highway Department seeks to give the property owner every consideration possible without sacrificing the best interests of the rest of the taxpaying public.

When right-of-way acquisition is completed, the contract is prepared and notices of letting are sent out to all approved contractors asking for bids two or three weeks later. The sealed bids received on each project are opened, bids are checked for accuracy, a contract is executed with the successful low bidder, and work begins.

Throughout the CONSTRUCTION phase, all work done by the contractor is supervised by highway engineers to assure compliance with plans and specifications; and all materials, including steel, rock, concrete or asphalt, and soils for base and fills are also tested for conformity to specifications.

A percentage of each monthly payment to the contractor is held back, from which the state can collect damages if the contractor is late in completing the work, or if some aspect of the work is below standard. With the bond required of the contractor, this gives the state adequate protection.

When work is satisfactorily completed, the project is accepted by the state, final payment to the contractor is made; and on federal-aid projects, the state is later paid the federal government's share of the project cost.

From this point, federal aid stops and the upkeep of the highway becomes the responsibility of the state, if the route is on the State Highway System, or of the county on off-system roads.

MAINTENANCE is one of the most important phases of the highway program. It involves sealing the roadway to protect it against weather damage, repairing damage to the surfacing, repair of signs, care of the shoulders and right of way alongside the roadway, painting of centerlines, no-passing lines, and bridges, and clearing of drainage ditches and culverts. The Maintenance Department also builds and takes care of the Roadside Parks, which are located along Georgia's roadsides for the pleasure and convenience of both Georgians and out-of-state visitors.

BRIEF HISTORY OF THE STATE HIGHWAY DEPARTMENT

The State Highway Department of Georgia was created by act of the General Assembly on August 16, 1916. For the first three years of its life it served chiefly as a "middleman" in distributing of federal road funds to the counties, and bore little resemblance to today's Highway Department.

It was reorganized in 1919, and in that year the first contract was let on a six-mile section of a highway between Atlanta and Macon, in Spalding County. The three-man Highway Board was created, and the three Highway Divisions, Northern, Central, and Southern, were set up.

The Department was reorganized in 1937, and again in 1941. In 1943 a major reorganization replaced the Highway Board with a State Highway Director and a 12-man Commission. The Director whose job was full-time was to consult with the part-time Commission from time to time on highways affairs. A full-time office of Treasurer was also created.

In 1950, the Director-Commission plan was scrapped, and the three-man Highway Board was re-established. These Board members are elected by a caucus of the General Assembly. Vacancies occurring while the Assembly is not in session are filled by gubernatorial appointment until the next meeting of the Assembly.

The Board determines the policies of the Highway Department, approves the program of projects selected for improvement, executes all contracts, approves the appointment of personnel, and authorizes the expenditure of funds.

MAJOR HIGHWAY DEPARTMENT OFFICIALS

Jim L. Gillis, Sr.

Chairman, Highway Board

Represents Southern Highway District, which is composed of 1st, 2nd, and 8th Congressional Districts. Has headed Highway Department longer than any other man in Georgia's history.

Clarke W. Duncan

Member, Highway Board

Represents Central Highway District, which is composed of 3rd, 4th, 6th, and 10th Congressional Districts.

Willis N. Harden

Member, Highway Board

Represents Northern Highway District, which is composed of 5th, 7th, and 9th Congressional Districts.

Lonnie A. Pope

Executive Assistant, Highway Board

W. M. Williams

Secretary-Treasurer

M. L. Shadburn

State Highway Engineer

V. W. Smith

Asst. State Highway Engineer

J. A. Kennedy

Asst. State Highway Engineer

F. P. King

Asst. State Highway Engineer

Roy A. Flynt

State Highway Planning Engineer

L. W. Verner

State Highway Location Engineer

John M. Wilkerson, Jr.

State Road Design Engineer

S. P. Allison

State Highway Urban Engineer

C. A. Curtis

State Highway Right of Way Engineer

C. A. Marmelstein

State Highway Bridge Engineer

T. D. Spence

Office Engineer

C. W. Leftwich

State Highway Construction Engineer

W. F. Abercrombie

State Highway Materials Engineer.

J. O. Bacon

State Highway Maintenance Engineer

J. N. Richardson

Field Division Engineer
Division I (Gainesville)

Marion Patrick

Field Division Engineer
Division II (Tennille)

John W. Wade

Field Division Engineer
Division III (Thomaston)

Earl Olson

Field Division Engineer
Division IV (Tifton)

C. S. Fain

Field Division Engineer
Division V (Jesup)

W. H. Jackson

Field Division Engineer
Division VI (Cartersville)

T E N N E S S E E

STATE
HIGHWAY DEPARTMENT
OF
GEORGIA
HIGHWAY DISTRICTS
AND
BOARD MEMBERS

Dec. 1, 1960

NORTHERN HWY. DISTRICT

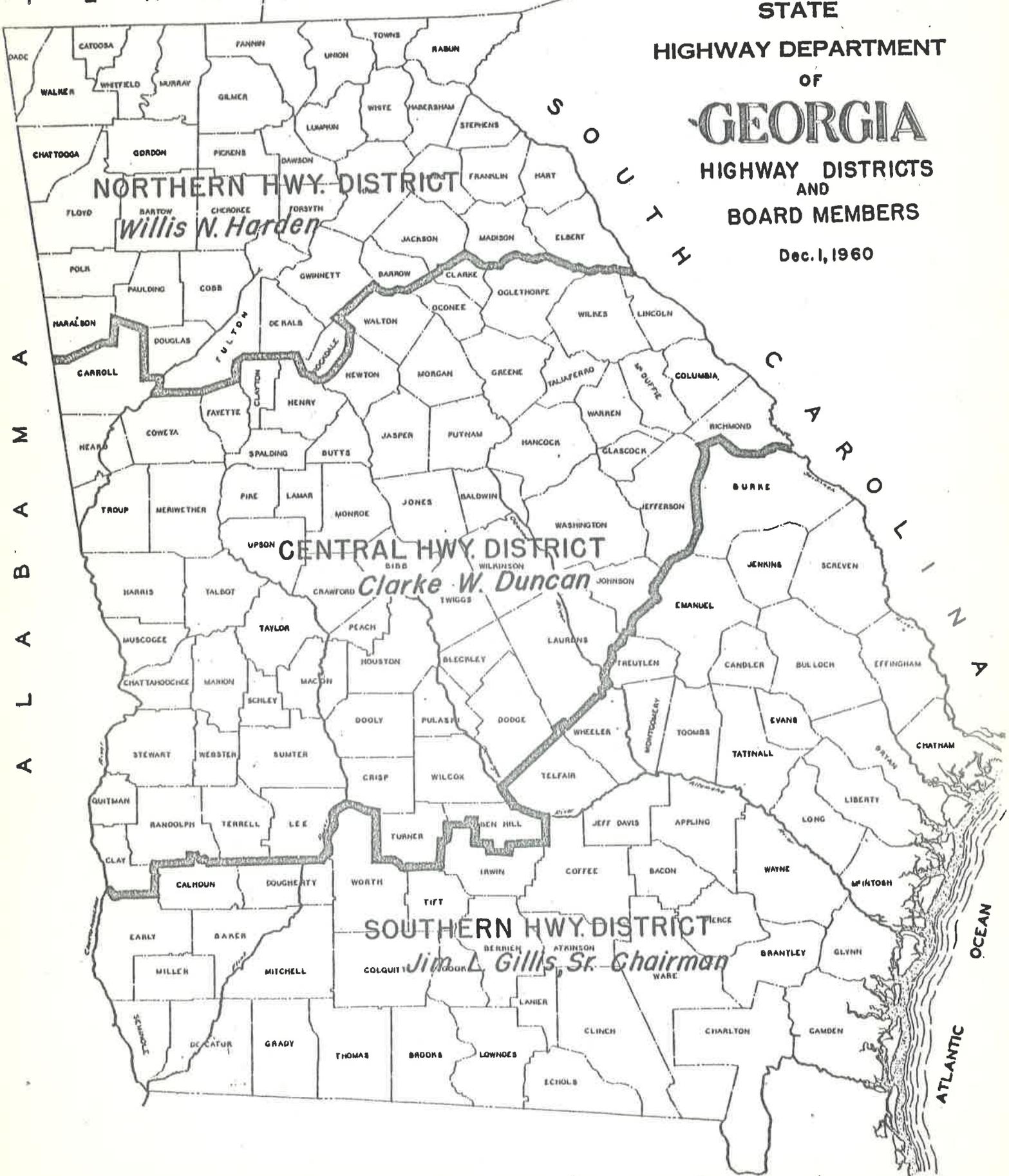
Willis N. Harden

CENTRAL HWY. DISTRICT

Clarke W. Duncan

SOUTHERN HWY. DISTRICT

Jim L. Gillis, Sr. Chairman



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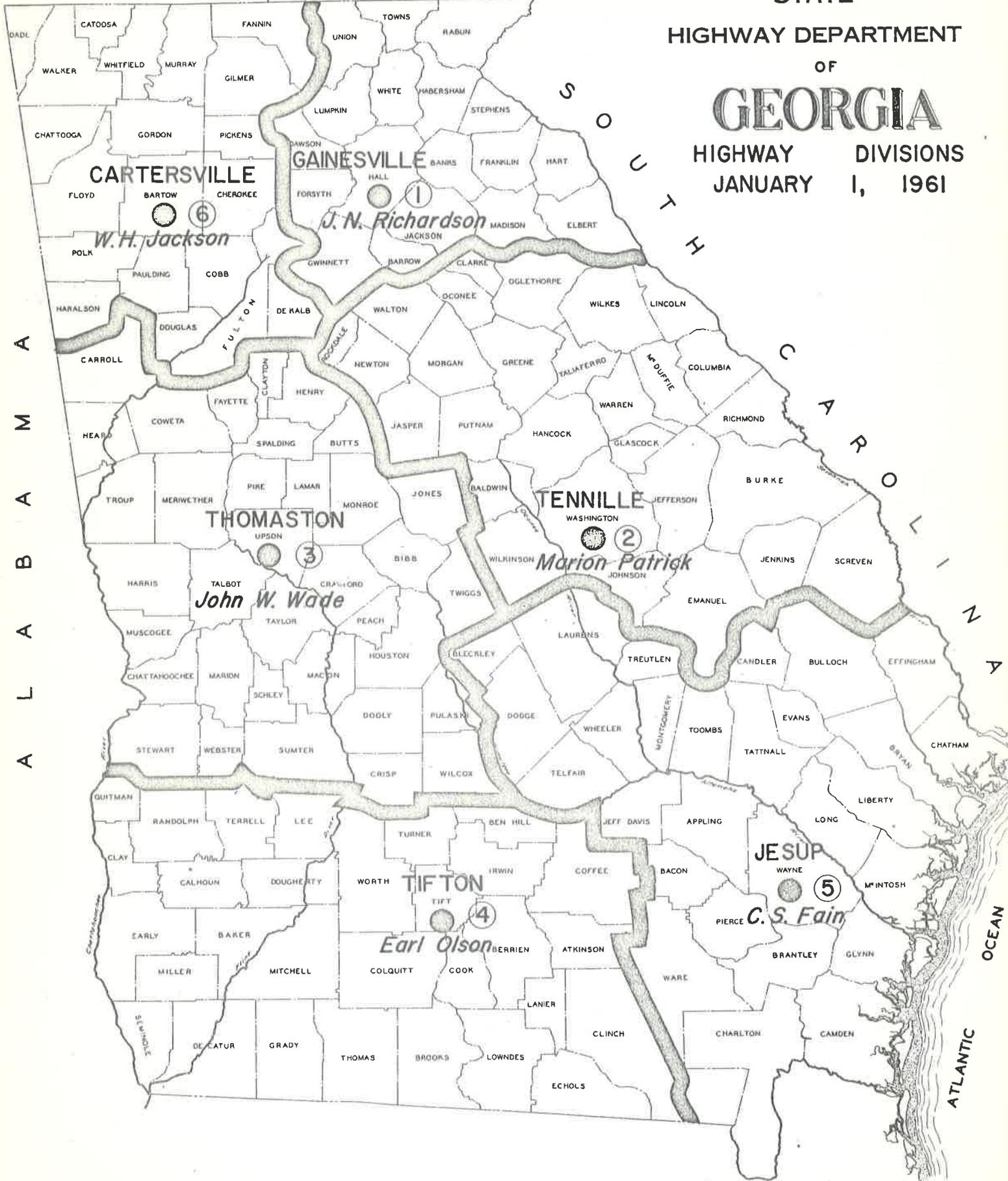
HIGHWAY DEPARTMENT

OF

GEORGIA

HIGHWAY DIVISIONS

JANUARY 1, 1961



F L O R I D A

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STATE HIGHWAY DEPARTMENT OF GEORGIA
DIVISION OF HIGHWAY PLANNING
In Cooperation with
U. S. Department of Commerce
Bureau of Public Roads

PUBLIC ROAD MILEAGE IN GEORGIA, BY COUNTIES

PUBLIC ROAD MILEAGE IN GEORGIA, SHOWING MILEAGE IN EACH COUNTY AND
THE TOTAL PUBLIC ROAD MILEAGE IN THE STATE, ACCORDING TO THE LATEST
AVAILABLE RECORDS OF THE STATE HIGHWAY DEPARTMENT ON JULY 1, 1961

COUNTY	CERTIFIED		TOTAL PUBLIC ROAD MILEAGE
	STATE HIGHWAY SYSTEM MILEAGE	COUNTY ROAD SYSTEM MILEAGE /1	
APPLING	128.05	799.85	927.90
ATKINSON	92.02	426.56	518.58
BACON	68.95	498.37	567.32
BAKER	77.73	299.04	376.77
BALDWIN	84.20	316.79	400.99
BANKS	106.24	336.52	442.76
BARROW	103.62	306.69	410.31
BARTOW	129.35	721.21	850.56
BEN HILL	77.73	337.91	415.64
BERRIEN	117.63	658.88	776.51
BIBB	103.36	457.07	560.43
BLECKLEY	75.74	290.55	366.29
BRANTLEY	96.85	412.78	509.63
BROOKS	115.36	625.95	741.31
BRYAN	80.64	211.82	292.46
BULLOCH	154.19	1,069.81	1,224.00
BURKE	196.47	858.58	1,055.05
BUTTS	55.31	314.91	370.22
CALHOUN	98.26	275.78	374.04
CAMDEN	106.65	230.95	337.60
CANDLER	64.48	383.73	448.21
CARROLL	153.67	1,033.20	1,186.87
CATOOSA	59.57	279.10	338.67
CHARLTON	113.88	216.63	330.51
CHATHAM	96.44	244.88	341.32
CHATTAHOOCHEE	37.83	52.98	90.81
CHATTOOGA	50.84	457.77	508.61
CHEROKEE	106.72	724.28	831.00
CLARKE	46.04	230.39	276.43
CLAY	46.41	179.86	226.27
CLAYTON	83.27	315.23	398.50
CLINCH	144.49	463.59	608.08
COBB	139.66	974.66	1,114.32
COFFEE	181.73	781.17	962.90
COLQUITT	137.10	834.63	971.73

COUNTY	CERTIFIED	COUNTY	TOTAL
	STATE HIGHWAY SYSTEM MILEAGE	ROAD SYSTEM MILEAGE /1	PUBLIC ROAD MILEAGE
COLUMBIA	90.48	325.94	416.42
COOK	48.45	422.90	471.35
COWETA	106.61	661.08	767.69
CRAWFORD	70.00	327.93	397.93
CRISP	82.00	526.24	608.24
DADE	82.61	200.24	282.85
DAWSON	99.91	227.15	327.06
DECATUR	229.92	597.81	827.73
DEKALB	139.29	760.44	899.73
DODGE	149.15	733.04	882.19
DOOLY	114.94	635.64	750.58
DOUGHERTY	117.84	275.55	393.39
DOUGLAS	64.52	373.05	437.57
EARLY	125.36	572.94	698.30
ECHOLS	87.26	221.72	308.98
EFFINGHAM	97.90	438.27	536.17
ELBERT	92.04	531.34	623.38
EMANUEL	208.14	865.37	1,073.51
EVANS	71.12	240.99	312.11
FANNIN	94.09	414.31	508.40
FAYETTE	87.58	339.99	427.57
FLOYD	109.02	713.21	822.23
FORSYTH	75.89	429.60	505.49
FRANKLIN	143.17	495.80	638.97
FULTON	252.61	1,340.14	1,592.75
GILMER	74.96	411.80	486.76
GLASCOCK	40.65	191.17	231.82
GLYNN	101.60	247.27	348.87
GORDON	102.72	544.20	646.92
GRADY	139.46	594.91	734.37
GREENE	82.85	413.51	496.36
GWINNETT	170.08	954.33	1,124.41
HABERSHAM	98.90	410.05	508.95
HALL	185.20	797.76	982.96
HANCOCK	80.01	446.69	526.70
HARALSON	75.06	515.59	590.65
HARRIS	139.89	480.09	619.98
HART	85.60	563.85	649.45
HEARD	71.20	401.80	473.00
HENRY	103.49	634.01	737.50
HOUSTON	120.80	385.16	505.96
IRWIN	76.19	472.35	548.54
JACKSON	166.65	556.80	723.45
JASPER	139.74	409.20	548.94
JEFF DAVIS	78.95	479.22	558.17

COUNTY	CERTIFIED		- TOTAL PUBLIC ROAD MILEAGE
	STATE HIGHWAY SYSTEM MILEAGE	COUNTY ROAD SYSTEM MILEAGE /1	
JEFFERSON	165.33	594.98	760.31
JENKINS	80.97	400.05	481.02
JOHNSON	85.61	426.64	512.25
JONES	87.15	387.27	474.42
LAMAR	52.28	323.63	375.91
LANIER	96.57	206.58	303.15
LAURENS	206.90	1,089.41	1,296.31
LEE	75.25	354.93	430.18
LIBERTY	66.35	192.36	258.71
LINCOLN	80.54	213.21	293.75
LONG	66.70	203.62	270.32
LOWNDES	141.21	739.77	880.98
LUMPKIN	85.30	297.72	383.02
MCDUFFIE	69.98	314.64	384.62
MCINTOSH	73.64	142.86	216.50
MACON	154.57	452.13	606.70
MADISON	111.88	586.40	698.28
MARION	82.76	360.07	442.83
MERIWETHER	137.93	724.39	862.32
MILLER	57.26	416.25	473.51
MITCHELL	177.88	632.99	810.87
MONROE	141.15	413.93	555.08
MONTGOMERY	84.94	329.53	414.47
MORGAN	70.11	438.63	508.74
MURRAY	100.10	376.83	476.93
MUSCOGEE	88.04	229.83	317.87
NEWTON	114.57	424.64	539.21
OCONEE	57.78	270.26	328.04
OGLETHORPE	77.09	554.06	631.15
PAULDING	94.09	546.99	641.08
PEACH	47.28	200.19	247.47
PICKENS	88.90	344.54	433.44
PIERCE	75.22	509.14	584.36
PIKE	54.12	366.39	420.51
POLK	71.92	544.08	616.00
PULASKI	113.16	251.68	364.84
PUTNAM	93.55	295.13	388.68
QUITMAN	35.33	138.83	174.16
RABUN	66.62	304.98	371.60
RANDOLPH	86.29	394.06	480.35
RICHMOND	104.60	429.43	534.03
ROCKDALE	53.26	242.82	296.08
SCHLEY	58.91	188.59	247.50
SCREVEN	123.48	622.73	746.21
SEMINOLE	69.28	305.44	374.72

<u>COUNTY</u>	<u>CERTIFIED STATE HIGHWAY SYSTEM MILEAGE</u>	<u>COUNTY ROAD SYSTEM MILEAGE</u> /1	<u>TOTAL PUBLIC ROAD MILEAGE</u>
SPALDING	56.66	426.15	482.81
STEPHENS	86.21	335.02	421.23
STEWART	62.86	336.11	398.97
SUMTER	169.13	509.13	678.26
TALBOT	130.99	307.40	438.39
TALIAFERRO	52.22	173.22	225.44
TATTNALL	164.67	731.26	895.93
TAYLOR	157.84	395.97	553.81
TELFAIR	154.99	441.87	596.86
TERRELL	92.78	388.27	481.05
THOMAS	187.61	597.25	784.86
TIFT	92.18	521.69	613.87
TOOMBS	148.62	477.03	625.65
TOWNS	57.25	120.21	177.46
TREUTLEN	89.43	295.47	384.90
TROUP	139.67	527.13	666.80
TURNER	92.96	434.63	527.59
TWIGGS	78.09	315.12	393.21
UNION	86.12	330.54	416.66
UPSON	75.14	433.52	508.66
WALKER	152.60	628.30	780.90
WALTON	101.80	601.77	703.57
WARE	134.49	616.13	750.62
WARREN	86.26	332.44	418.70
WASHINGTON	151.97	764.14	916.11
WAYNE	105.03	687.82	792.85
WEBSTER	51.44	222.60	274.04
WHEELER	84.56	350.32	434.88
WHITE	74.17	265.04	339.21
WHITFIELD	76.13	513.59	589.72
WILCOX	114.96	489.66	604.62
WILKES	94.31	413.61	507.92
WILKINSON	122.00	361.25	483.25
WORTH	155.37	785.86	941.23
TOTAL	16,310.74	72,114.72	88,425.46

1/ Includes mileage in State Parks, National Forests, and State Reservations.