

APPENDIX A: TIA PROJECT LISTS

**Final Project List
Central Savannah**

Burke County

Project ID	Project Name	Project Type
RC07-000002	SR 56 Widening Project- Phase II	Widening
RC07-000003	SR 56 Widening Project- Phase III	Widening
RC07-000005	SR 56 Widening- Phase I	Widening
RC07-000007	Sardis Truck Improvements at Intersections	Intersection
RC07-000009	Westside Truck Route- Waynesboro	Roadway Project

Columbia County

Project ID	Project Name	Project Type
RC07-000016	I-20/SR 221 Bridge Replacement and Intersection Improvements	Bridge
RC07-000017	Old Petersburg Rd/ Old Evans Rd from Baston Rd to Washington Rd Improvements	Road Improvements
RC07-000019	SR 1017/Flowing Wells Rd from I-20 to SR 104/Washington Rd Improvements	Road Improvements
RC07-000024	SR 28 from South Carolina Line to CR 1236/Evans to Locks Rd Widening	Widening
RC07-000025	SR 388/Horizon South Pkwy Widening from I-20 to SR 232/Columbia Rd	Widening
RC07-000031	Widen SR 388 from CR 571/Wrightsboro Rd to I-20	Widening
RC07-000032	Wrightsboro Rd Improvements from SR 388/Lewiston Rd to SR 223/Robinson Ave	Widening
RC07-001212	Improvements to Robinson Ave/SR 223 from SR 388 to SR 10 (Richmond Co)	Road Improvements

Glascock County

Project ID	Project Name	Project Type
RC07-001226	Glascock County School Access Road	Roadway Project

Hancock County

Project ID	Project Name	Project Type
RC07-000038	Gettis St Improvement Project	Road Improvement
RC07-000039	SR 22 West Improvement Project	Road Improvement
RC07-000174	SR 15 Sparta Bypass	Roadway Project

Jefferson County

Project ID	Project Name	Project Type
RC07-000044	Convert Hoyt Braswell Rd to Truck Route	Road Improvement
RC07-000046	Louisville Bypass	Roadway Project
RC07-001225	Walker St (Sidewalks, Curb & Gutter, Resurface) from SR 4/US 1 to Young St	Bike/Ped

McDuffie County

Project ID	Project Name	Project Type
RC07-000070	SR 17 North of SR 223 - Drainage Improvements	Drainage
RC07-000079	SR 17 Widening from SR43 to Smith Mill Rd	Widening
RC07-000086	Thomson West Bypass Construction from 3 Points Rd to East of SR 17	Roadway Project

Richmond County

Project ID	Project Name	Project Type
RC07-000096	Augusta Public Transit Operations and Maintenance	Transit
RC07-000105	Bath Edie Rd and SR 88 Intersection Improvements	Intersection
RC07-000106	Berkman Rd over Raes Creek (Bridge Replacement)	Bridge
RC07-000107	Broad St Improvements (Washington Rd to Sand Bar Ferry Rd)	Road Improvement
RC07-000108	Broad St over Hawks Gully (Bridge Repair and Restoration)	Bridge
RC07-000111	Broad St over the Augusta Canal (Bridge Repair & Restoration)	Bridge
RC07-000112	Brothersville Rd and SR 88 Intersection Improvements	Intersection
RC07-000113	Calhoun Expressway Repair and Reconstruction	Maintenance & Resurfacing
RC07-000114	Daniel Field Airport-App #1: New Hangar Doors for both Bulk Hangar and Maintenance Hangar	Airport
RC07-000116	Gordon Hwy and Deans Bridge Rd Intersection Improvements	Intersection
RC07-000117	Greene St Improvements from 13th St to East Boundary St	Road Improvement
RC07-000118	Highland Ave Bridge Repair and Restoration over CSX Railway	Bridge
RC07-000119	Highland Ave Resurfacing from Wrightsboro Rd to Wheeler Rd	Maintenance & Resurfacing
RC07-000120	Improvements to SR 104/ Riverwatch Pkwy Median Barrier- Jones St to I-20	Road Improvement
RC07-000121	Intelligent Transportation System Master Plan Implementation- Richmond County	ITS
RC07-000123	Jackson Rd Resurfacing from Walton Way to Wrightsboro Rd	Maintenance & Resurfacing
RC07-000126	Marks Church Rd Widening From Wrightsboro Rd to Wheeler Rd	Widening
RC07-000127	Milledgeville Rd Bridge Maintenance at Rocky Creek	Bridge
RC07-000129	North Leg Rd Improvements (Sibley Rd to Wrightsboro Rd)	Road Improvement
RC07-000130	Old Waynesboro Rd over Spirit Creek (Bridge Replacement)	Bridge
RC07-000134	Pleasant Home Rd (Riverwatch Pkwy to Walton Way Extension)	Road Improvement
RC07-000135	Rehabilitate Air Carrier and General Aviation Aprons	Airport
RC07-000137	Richmond County Emergency and Transit Vehicle Preemption System	Transit
RC07-000138	Riverwatch Pkwy (15th St to County Line)	Road Improvement
RC07-000139	Riverwatch Pkwy Adaptive Signal Project	Signal Upgrade
RC07-000140	Riverwatch Pkwy and Fury's Ferry Rd Intersection Improvements	Intersection

**Final Project List
Central Savannah**

RC07-000141	Riverwatch Pkwy and Stevens Creek Rd Intersection Improvements	Intersection
RC07-000142	Riverwatch Pkwy Corridor Improvements from I-20 to River Shoals	Road Improvement
RC07-000144	Signal Modernization Walton Way Phase III (Branford Rd to Milledge Rd)	Signal Upgrade
RC07-000145	Signal Modernization Walton Way Phase III (Druid Park to Heard Ave)	Signal Upgrade
RC07-000146	SR 4 / 15th St Pedestrian Improvements - Calhoun Expressway to Central Ave	Bike/Ped
RC07-000147	SR 4 /15th Street Widening - Milledgeville Rd to Government Rd	Widening
RC07-000148	Telfair St Improvements (15th St to East Boundary Street)	Road Improvement
RC07-000151	Walton Way Ext. Resurfacing (Robert C. Daniel to Walton Way)	Maintenance & Resurfacing
RC07-000153	Windsor Spring Rd, Phase IV from Tobacco Rd to Willis Foreman Rd	Road Improvement
RC07-000154	Windsor Spring Rd, Phase V (Road and Bridge Widening)	Widening
RC07-000155	Wrightsboro Rd/ CR 1501 Widening - Jimmie Dyess Pkwy to I-520)	Widening
RC07-001211	Berkmans Road Realignment and Widening (Wheeler Rd to Washington Rd)	Widening
RC07-001213	5th Street- Laney Walker Blvd to Reynolds St	Road Improvement
RC07-001214	Walton Way over Hawks Gully (Bridge Repair and Restoration)	Bridge
RC07-001215	Gordon Hwy/ US 78 Median Barrier between US 25 and Walton Way	Road Improvement
RC07-001216	Scott's Way over Raes Creek (Bridge Replacement)	Bridge
RC07-001217	5th St Bridge (Bridge Repair and Restoration)	Bridge
RC07-001218	James Brown Reconstruction	Road Improvement
RC07-001219	Druid Park Improvements (Walton Way to Wrightsboro Rd)	Road Improvement
RC07-001220	6th St (Laney Walker Blvd to Reynolds St)	Road Improvement
RC07-001221	15th St over Augusta Canal (Bridge Repair and Restoration)	Bridge
RC07-001222	7th St Bridge over Augusta Canal (Bridge Replacement)	Bridge
RC07-001223	13th St (RA Dent to Reynolds St)	Road Improvement
RC07-001224	11th St over the Augusta Canal (Bridge Repair and Restoration)	Bridge

Warren County

Project ID	Project Name	Project Type
RC07-000159	I-20 Frontage Road Phase 1	Roadway Project
RC07-000160	I-20 Frontage Road Phase 2	Roadway Project

Washington County

Project ID	Project Name	Project Type
RC07-00168	SR 15 Sandersville Bypass (Upgrade between SR 242 and SR 15)	Roadway Project
RC07-00175	Resurface Deepstep Rd (CR 348)	Maintenance & Resurfacing

**Final Project Listing
Middel Georgia**

Baldwin County

Project ID	Project Name	Project Type
RC06-000001	Baldwin County Airport Improvements	Airport
RC06-000002	Blandly Rd Widening and Resurfacing	Widening
RC06-000004	SR 540/Fall Line Fwy on New Loc from US 441/Wilkinson to SR 24	Roadway Project
RC06-000005	Transit Capital-Purchase New Vans	Transit
RC06-000006	US 441 North Bypass Construction	Roadway Project

Bibb County

Project ID	Project Name	Project Type
RC06-000007	Bass Rd from I-75 to New Forsyth Rd - Widen - Intersection Improvements	Widening
RC06-000008	Bass Rd from New Forsyth Rd to Riverside Dr - Widen - Intersection Improvements	Widening
RC06-000012	Houston Rd Widening from Sardis Church Rd and North Walden Rd to South Walden Rd	Widening
RC06-000016	I-16 Widening from SR 11 to SR 87	Widening
RC06-000017	I-16/I-75 Interchange Improvements	Interchange
RC06-000018	I-75 Widening from Pierce Ave to I-16	Widening
RC06-000019	Industrial Highway Center Turn Lane from Avondale Mill Rd to Walden Rd	Operations
RC06-000020	Jeffersonville Rd and Millerfield Rd Widening	Widening
RC06-000022	Macon Transit Authority Capital Funds for Buses and Vehicles	Transit
RC06-000023	Macon Transit Authority Maintenance Facility	Transit
RC06-000027	Middle Georgia Regional Airport-Runway 5/23 Extension	Airport
RC06-000028	Norfolk Southern Track Improvements in Bibb and Monroe County	RR
RC06-000030	Pierce Ave Bicycle/Pedestrian Facility from Ingleside Ave to Riverside Dr	Bike/Ped
RC06-000032	Riverside Dr Sidewalks from Madison to Pierce	Bike/Ped
RC06-000033	Riverside Dr, Bass Rd & Arkwright Rd Intersection Signalization	Intersection
RC06-000034	Riverside Dr Widening and Improvements from New Forsyth Rd to Bass Rd	Widening
RC06-000035	Rivoli Drive Bike Lanes	Bike/Ped
RC06-000036	Sardis Church Rd Extension PH II from SR 247 to I-16/Sgoda Rd	Roadway Project
RC06-000038	Sardis Church Road Widening and Extension Connecting I-75 to SR 247	Widening
RC06-000039	Seventh St Truck Route-Seventh St at Walnut and Seventh at Eisenhower Pkwy Intersection Improvements	Intersection
RC06-000042	US 41/Houston Road Bridge Replacement at Rocky Creek	Bridge
RC06-000043	Widen Bass Rd - from Zebulon Rd to I-75	Widening
RC06-000046	Wimbish Road Bike Lanes	Bike/Ped

Crawford County

Project ID	Project Name	Project Type
RC06-000048	SR 7/US 341 Passing Lanes	Passing Lanes

Houston County

Project ID	Project Name	Project Type
RC06-000050	Collins Ave Sidewalk Addition	Bike/Ped
RC06-000053	Gunn Rd Widening	Widening
RC06-000054	Houston Lake Rd Widening	Widening
RC06-000058	Perry Houston County Airport-Runway 36 Localizer Replacement	Airport
RC06-000059	Perry Houston County Airport-Runway 36 Rehabilitation and Extension	Airport
RC06-000062	Perry Houston County Airport-Terminal Expansion	Airport
RC06-000063	Perry Pkwy Extension	Roadway Project
RC06-000064	Perry/Houston County Airport Hangars	Airport
RC06-000067	St Patrick Dr Extension from US 341/Sam Nunn Blvd to Perry Pkwy	Roadway Project
RC06-000070	Widen Lake Joy Rd (SR 127 to Sandefur Rd)	Widening
RC06-000071	SR 247C/Watson Blvd Intersection Improvements	Intersection
RC06-000074	Widening of Elberta Rd from N Houston Lake Rd to SR 247/US 129	Widening
RC06-000076	SR 247 Passing Lanes	Passing Lanes

Jones County

Project ID	Project Name	Project Type
RC06-000077	Bridge Replacement on Turner Woods Rd at Milsap Creek	Bridge
RC06-000078	Construct SR 899/Gray North Bypass from SR 18 to SR 22	Roadway Project
RC06-000079	CR 28/Howard Roberts Rd at Chehaw Creek West of Clinton	Bridge
RC06-000080	Griswoldville Industrial Park Railroad Spur	RR
RC06-000083	Intersection Improvements to US 129/Gray Hwy at Greene Settlement Rd	Intersection
RC06-000085	Jones County Transit-Capital	Transit
RC06-000086	New Clinton Rd - Sidewalks on Both Sides	Bike/Ped
RC06-000089	SR 49 - Sidewalks	Bike/Ped
RC06-000090	SR 49 Crossing 733415H	RRX

Monroe County

Project ID	Project Name	Project Type
RC06-000095	Indian Springs Dr / L. Cary Bittick Dr / Georgia PSTC Intersection Improvement	Intersection
RC06-000096	N Jackson St Underpass	Bridge

RC06-000097	Montpelier Rd Minor Widening and Reconstruction	Widening
RC06-000100	Roundabout at SR 74 and SR 42	Intersection
RC06-000101	Roundabout at SR 83 and SR 87	Intersection
RC06-00154	Johnstonville Rd Bridge Replacement @ I-75	Bridge
Peach County		
Project ID	Project Name	Project Type
RC06-000103	Chapman Rd Widening	Widening
RC06-000107	Russell Pkwy Extension: Phase I	Roadway Project
RC06-000114	SR 96 Widening from I-75 to CS 1121/Lake Joy Rd	Widening
RC06-000117	White Road at SR 49, Intersection Improvement/Realignment	Intersection
Twiggs County		
Project ID	Project Name	Project Type
RC06-000141	Bridge Replacement - SR 19 CSX RR 2.8 Miles SE of Dry Branch	Bridge
RC06-000142	Interchange Reconstruction at I-16 at SR 96	Interchange
RC06-000147	Widening SR 96 from E of CR 540/Old Hawkinsville Rd to West of SR 87	Widening
Wilkinson County		
Project ID	Project Name	Project Type
RC06-000151	Resurfacing J. R. Simms Rd CR 188 from SR 96 to SR 57	Maintenance & Resurfacing
RC06-000152	Resurfacing Jackson Rd/CR 14 from Ivey City Limits to Laurel Branch Rd/CR 182	Maintenance & Resurfacing
RC06-000153	Gordon McIntyre Rd Resurfacing and Operational Improvement from Fall Line Fwy to US 441	Maintenance & Resurfacing

**Final Project List
River Valley**

Harris County

Project ID	Project Name	Project Type
RC08-000019	SR 1/US27 Northbound Passing Lane	Passing Lane
RC08-000021	SR 1/US27 Widening from Turnberry Lane/ Muscogee to SR 315	Widening
RC08-000022	SR 103 Passing Lane from MP 11.8 to Troup County Line (Option 2)	Passing Lane

Macon County

Project ID	Project Name	Project Type
RC08-000032	Passing Lanes for SR 224	Passing Lane
RC08-000035	Replace the SR 128 Bridge over Whitewater Creek	Bridge
RC08-000045	Widening of East Railroad St	Widening

Muscogee County

Project ID	Project Name	Project Type
RC08-000052	Buena Vista Rd Interchange	Interchange
RC08-000054	Columbus River Walk	Bike/Ped
RC08-000055	Cusseta and Old Cusseta Road Improvements	Road Improvement
RC08-000056	Intercity Express Bus Park-N-Ride Service	Transit
RC08-000057	Intersection Improvements along Buena Vista Rd (Columbus Spider Wen Network)	Intersection Improvement
RC08-000058	South Lumpkin Multi-Use Facility	Bike/Ped
RC08-000060	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Rd Improvements	Passing Lanes
RC08-000062	US 27/ Custer Rd Interchange Reconstruction/Modification at Fort Benning	Interchange

Talbot County

Project ID	Project Name	Project Type
RC08-000097	Pobiddy Rd Resurfacing and Improvements	Maintenance & Resurfacing

Taylor County

Project ID	Project Name	Project Type
RC08-000102	Bickley Rd at Patsiligia Creek Tributary Bridge Replacement	Bridge

**Final Project Listing
Three Rivers**

Meriwether

Project ID
RC04-000100
RC04-000101

Project Name
Luthersville Rd Lane Widening and Reconstruction
SR 85 Alt at CSX RR Bridge Replacement in Warm Springs

Project Type
Widening
Bridge

Pike County

Project ID
RC04-000102
RC04-000103
RC04-000104
RC04-000105
RC04-000106

Project Name
County Farm Rd Widening
Flat Shoals Rd - Add 2' of pavement on each side, Add turn lanes at paved crossroads, Resurfacing
Hollowville Rd - Add 2' of Pavement on each side , Add turn lanes at paved crossroads Resurfacing
New Hope Rd - Add 2' of pavement on each side, Add turn lanes at paved crossroads, Resurfacing
Williamson- Zebulon Rd Widening

Project Type
Widening
Maintenance & Resurfacing
Maintenance & Resurfacing
Maintenance & Resurfacing
Widening

Troup County

Project ID
RC04-000018
RC04-000129
RC04-000130
RC04-000143
RC04-000145
RC04-000146
RC04-000147
RC04-000148
RC04-000151
RC04-000156
RC04-000158

Project Name
Troup County Transit- Existing System Operating and Capital Assistance
Hammett Rd - Drainage, Shoulders, Sidewalks, Bike Lanes- Youngs Mill Rd to Prop. I-185 Connector
SR 18 Widening Project to the Intersection of SR 103
SR 1/US 27 from I-185 to I-85 Widening & Reconstruction
SR 14 - One Way Pair from Ferrell Rd to Morgan St
SR 14 Spur (Davis Rd) Realignment- On New Location between US 27/ SR 1 and SR 219
SR 14/ US 29 from CR 4031/Upper Glass Bridge Rd to Old Vernon Rd Widening and Reconstruction
SR 18 & O G Skinner Drive Intersection Signalization/Improvements
US 27/SR 1 (Franklin Rd) as US 29/ SR 14 (Commerce Ave) Intersection Improvements
Widening and Reconstructing of SR 219 from SR 1/US 27 to South of SR 14 Spur (Pegasus Pkwy)
Widening and Reconstruction of SR 1/ US 27

Project Type
Transit
Bike/Ped
Widening
Widening
One-Way Pair
Realignment
Widening
Intersection Improvements
Widening
Widening

Upson County

Project ID
RC04-000168

Project Name
SR 36 Widening Improvement

Project Type
Widening

APPENDIX B: REVIEW OF PREVIOUS STUDIES

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REVIEW OF PREVIOUS STUDIES

Over the past few decades, great deal of time and resources have been allocated to studying improvements for east-west mobility in the study area which were ultimately deemed infeasible for a variety of reasons, including environmental constraints, political controversy, and funding shortfalls. Additionally, the MPOs and several of the counties in the study area have recently conducted comprehensive plans which were reviewed. After reviewing these documents, it has become clear that a majority of the east-west mobility has been focused on the Fall Line Freeway.

The purpose of this study is to build upon these previous efforts to develop a comprehensive solution to improving east-west mobility through central Georgia. It is critical to understand the issues, opportunities and recommendations that resulted from these previous studies. Therefore, a review of previous studies was conducted throughout the study area that were relevant to the development of this plan.

All plans that were readily available were reviewed and documented in this report. These include:

- Augusta-Richmond County TIP and 2035 Long Range Transportation Plan
- Baldwin County - Milledgeville Comprehensive Plan (2006)
- Burke County Comprehensive Plan 2007-2027
- Columbia County 2025 Long Range Transportation Plan
- Columbus-Phenix City TIP and LRTP
- Crawford County and City of Roberta Joint Comprehensive Plan
- Hancock County Comprehensive Plan Update
- Harris County Comprehensive Plan
- Jefferson County Joint Comprehensive Plan
- Lamar, Pike, and Upson Counties Regional Transportation Study
- Macon County Comprehensive Plan Update
- Macon Area MPO 2035 LRTP and 2011-2014 TIP
- Mcduffie County Comprehensive Plan 5
- Meriwether County joint Comprehensive Plan 2008-2028
- Pike County Joint Comprehensive Plan Update 5
- Schley County-City of Ellasville Comprehensive Plan
- Talbot County Joint Comprehensive Plan
- Greater Taylor Comprehensive Plan (2009-2028)
- Twiggs County, Cities of Danville and Jeffersonville - Joint Comprehensive Plan

- Upson County, the City of Thomaston and Town of Yatesville - 2007 Comprehensive Plan
- Warren County Joint Comprehensive Plan (2009-2014)
- Washington County Joint Comprehensive Plan (2005-2025)
- Wilkinson County Joint Comprehensive Plan

Key information relevant to the Connect Central Georgia Study was compiled and documented in the following sections.

AUGUSTA-RICHMOND COUNTY TIP AND 2035 LONG RANGE TRANSPORTATION PLAN

In September 2010, the Augusta-Richmond County Planning Commission (the area's designated MPO) adopted the 2035 LRTP, which addresses the issues of limiting funding resources and the need to prioritize recommendations based on anticipated funding. The plan notes that the portion of the Fall Line Freeway within the region (US 1/Dean Forest Road) is part of the Strategic Highway Network (STRAHNET). According to the model analysis, this roadway will require additional capacity improvements within the study time frame (25 years). To ensure continued efficient travel along this key regional corridor, the plan recommends widening of US 1/Dean Forest Road to six through lanes from Meadowbrook Drive to Tobacco Road, at a cost of \$102 million. This project was defined as a Tier II project, with implementation planned for years 2015-2024.

The current (2012-2015) Augusta-Richmond County Planning Commission TIP includes over \$30 million in road widenings and new roadway projects. However, none of these projects are relevant to the Connect Central Georgia study as they are local in nature and do not significantly impact regional connectivity.

BALDWIN COUNTY/MILLEDGEVILLE COMPREHENSIVE PLAN (2006)

The joint comprehensive plan for Milledgeville and Baldwin County describes issues and opportunities for the transportation network within the study area. One issue noted in the study addresses the planned bypass of SR 441, a north-south GRIP corridor that runs through the County. The recommended alternatives impact neighborhoods and, therefore, have encountered opposition. The plan also notes high truck volumes in downtown as an issue, due to the fact that only one major truck route (SR 22) crosses the Oconee River within the County. The plan suggests that the County work with GDOT to define a bypass alternative with minimum impacts and to begin studying the feasibility of an additional river crossing.

BURKE COUNTY COMPREHENSIVE PLAN 2007-2027

The Burke County Comprehensive Plan provides an overview of the existing conditions, describes the anticipated growth and discusses issues and opportunities in the county relating to population, economic development, natural and cultural resources, facilities and services, housing, land use, transportation and intergovernmental coordination. A reoccurring theme in this report is the planned expansion of the Vogtle Nuclear Power Plant. This project will double the power production from this facility. Transportation recommendations to accommodate this facility include providing a direct connection between the plant and Waynesboro.

COLUMBIA COUNTY 2025 LONG RANGE TRANSPORTATION PLAN

Adopted in 2004, the Columbia County 2025 Long Range Transportation Plan provides recommendations for improving the transportation network, including arterial widening, new roadways, transportation system management improvements, intersection improvements, bridge improvements, bicycle and pedestrian facilities and transit improvements. The recommendations are presented in a tiered manner, with less expensive, interim improvements listed as Level One and larger, capacity-adding projects categorized as Level 5. No recommendations from this plan have a major impact on the study corridor.

COLUMBUS-PHENIX CITY TIP AND LRTP

The Columbus-Phenix City MPO (C-PCMPO) led the development of both the 2035 Long Range Transportation Plan (adopted December 2009) and the 2012-2015 Transportation Improvement Plan (Adopted May 2010). The long range plan projects a 0.4% annual growth in population in the MPO area, to a total of 294,478 in 2035. Employment is projected to grow at a faster rate (1.2% annually) to 254,368 employees in 2040. The plan takes into consideration these growth rates, the geographical distribution of this growth and other factors in developing transportation recommendations for the region.

Several projects in the C-PCMPO LRTP and TIP enhance east-west connectivity through the study area, including improvements to US 80 such as the widening of the ramp from US 80 East to Veterans Parkway and the widening from 4 to 6 lanes from I-185 to Ladonia (\$70 million). The LRTP also includes funding for a study of the region's portion of the 14th Amendment Highway. Goals for the LRTP and TIP which will be considered in the development of recommendations for the Connect Central Georgia Study include improving the efficiency of the multimodal transportation system.

CRAWFORD COUNTY AND CITY OF ROBERTA JOINT COMPREHENSIVE PLAN - COMMUNITY ASSESSMENT

The Crawford County and City of Roberta Joint Comprehensive Plan was updated in 2006. This plan details potential needs pertaining to economic development, community facilities, natural resources, housing and transportation. A small portion of the existing Fall Line Freeway runs through Crawford County. While there are no recommendations to increase east-west capacity, recommendations are made to add turn lanes on US 80 which will improve the link between the Fall Line Freeway and the middle of the County.

HANCOCK COUNTY COMPREHENSIVE PLAN UPDATE

In September of 2008, Hancock County completed an update of their Comprehensive Plan. This rural county, which lies along the northern portion of the study area, halfway between Macon and Augusta, maintains a small population (just over 10,000) with slow projected growth. The plan references the need to extend SR 77 south from SR 16, to provide better access to Lake Oconee.

HARRIS COUNTY COMPREHENSIVE PLAN

Harris County, which is located north of Columbus, has seen significant growth in recent decades, with population increasing from 23,695 to 30,155 from 2000 to 2010 and is projected to increase to 56,277 by 2030 (a 137% increase over year 2000). With this growth and the growth in surrounding counties, major transportation improvements have been recommended. One project that will impact the Connect Central Georgia study is the widening of US 27 from Troup to Muscogee Counties.

JEFFERSON COUNTY JOINT COMPREHENSIVE PLAN

This Comprehensive plan was coordinated with the cities of Avera, Bartow, Louisville, Stapleton, Wadley and Wrens. The plan documented existing conditions, needs and opportunities for economic development, housing, community facilities and land use. Recommendations relating to transportation include developing a plan for additional access across the Ogeechee River, constructing a new road into the industrial park, paving 20 miles of county roads and restriping of all paved roads.

LAMAR, PIKE, AND UPSON COUNTIES REGIONAL TRANSPORTATION STUDY

This multi-county transportation study involved a comprehensive review of existing conditions, projection of future needs and development of recommendations for improving the transportation network. The major

roadway recommendations include the widening and realignment of SR 36, the construction of the Thomaston Truck Route and several smaller new connections. No recommendations in this plan will significantly impact the study area.

MACON COUNTY COMPREHENSIVE PLAN UPDATE

The Greater Macon Comprehensive Plan update, conducted in 2009, included the cities of Ideal, Marshallville, Montezuma and Oglethorpe. Transportation issues identified include the lack of jurisdictional identity and the lack of maintenance of existing infrastructure. Opportunities for improvements include addressing these issues as well as adding transportation improvements that serve as gateways into the county.

MACON AREA TRANSPORTATION STUDY 2035 LRTP AND 2012-2015 TIP

The Macon-Bibb County Planning and Zoning Commission (Macon's designated MPO) adopted their 2035 LRTP in January 2010, which aided in the development and adoption of the 2012-2015 TIP (adopted in May of 2011). These plans provide comprehensive, multimodal solutions for the future of this region's transportation network. As with most plans, funding was a major issue in developing a prioritized list for the Macon region. The plan describes the factors used to prioritize projects in order to develop a financially constrained project list.

Through Macon, much of the Fall Line Freeway currently runs along I-75. Widening projects are included north of the study segment, from I-16 to Arkwright Road. Additionally, modifications to the interchange at I-16 have been recommended. These modifications, programmed for year 2020, consist of a collector-distributor system, at a cost of \$231 million. The issue with how best to provide the connection through Macon has been a critical one in developing the Fall Line Freeway. Several options have been presented and discussed. In recent meetings, GDOT has noted a connection between I-16 and the Fall Line Freeway. The Middle Georgia Regional Council has also endorsed a recommendation that would extend the existing Sardis Church Road to I-16 at Sgoda Road and to extend Sgoda Road to SR 57, thus tying into the Fall Line Freeway. Neither of these projects is currently included in the Macon/Bibb County Transportation Improvement Program (TIP).

MCDUFFIE COUNTY COMPREHENSIVE PLAN

The McDuffie County Comprehensive Plan Update included several major transportation projects aimed at improving north-south traffic through the county. These include the widening of US78/SR17 in several locations and the construction of the Thomson Bypass, which would tie into US78/SR17 north

and south of Thomson. These improvements would help facilitate east-west traffic flow from the study area, north to I-20.

MERIWETHER COUNTY JOINT COMPREHENSIVE PLAN 2008-2028

The transportation section of this Joint Comprehensive Plan reviews major projects in the state's STIP and Long Range Plan. It also recommends a host of other transportation improvements. Major improvements recommended in this plan include widening of SR 41 throughout the entire county, an interchange on I-85 at Forrest Road and the study of truck bypasses around Greenville and Warm Springs. No projects recommended in this plan would have a significant impact on the study area.

PIKE COUNTY JOINT COMPREHENSIVE PLAN UPDATE

This plan was coordinated with the cities of Concord, Meansville, Molena, Williamson and Zebulon. It provides a review and update of policies and short-term work programs by jurisdiction. One of the major transportation issues identified in this plan was the lack of adequate interstate access. No major improvements, which would impact the study area, were recommended through this plan.

SCHLEY COUNTY-CITY OF ELLASVILLE COMPREHENSIVE PLAN

The Schley County – City of Ellasville Comprehensive Plan was last updated in 2006. This plan identifies issues and opportunities relating to transportation. Many of these focus on beautification, including streetscaping, the development of scenic byways and the creation of gateways into the county and city.

TALBOT COUNTY JOINT COMPREHENSIVE PLAN

Updated in 2010, the Talbot County Joint Comprehensive Plan provides a countywide needs assessment as well as a breakdown by the cities within, including Geneva, Junction City, Talbotton, and Woodland. The plan notes that 41.8% of the roads in the county are unpaved. Therefore, a significant focus of transportation improvement is paving these roads. The plan also noted the importance of the proposed Fall Line Freeway, which runs along US 80 in the southern portion of the county.

GREATER TAYLOR COMPREHENSIVE PLAN (2009-2028)

The Greater Taylor Comprehensive Plan, adopted in January of 2009, provides a short-term work program for the County as well as the cities of Butler and Reynolds. The Fall Line Freeway follows SR 96 through central Taylor County, a portion that has been widened to four lanes. The plan mentions designating this corridor as a Scenic Byway.

TWIGGS COUNTY, CITY OF DANVILLE AND CITY OF JEFFERSONVILLE - JOINT COMPREHENSIVE PLAN

This comprehensive plan, adopted in February of 2008, provides transportation issues and opportunities by jurisdiction. Through Twiggs County, the Fall Line Freeway follows US 57 which has been previously upgraded to a four lane highway. No improvements were identified that enhance east-west mobility.

UPSON COUNTY, THE CITY OF THOMASTON AND TOWN OF YATESVILLE - 2007-2027 COMPREHENSIVE PLAN

This joint comprehensive plan for Upson County and jurisdictions within was adopted in September of 2008. Transportation recommendations in this plan include identifying funds for the widening of SR 36, which runs from southwest to northwest through the county. Additionally, the plan recommends the participation in the transportation study to evaluate the improved connectivity between LaGrange and Macon via SR 74 and SR 109.

WARREN COUNTY JOINT COMPREHENSIVE PLAN (2009-2014)

The Warren County Joint Comprehensive Plan provides a review of needs and short-term improvements for the County as well as the cities of Warrenton, Norwood, and Camak. Major transportation improvements include an access road along I-20.

WASHINGTON COUNTY JOINT COMPREHENSIVE PLAN (2005-2025)

This Comprehensive plan documented existing conditions, needs and opportunities for economic development, housing, community facilities and land use for Washington County as well as the cities of Davisboro, Deepstep, Harrison, Oconee, Riddleville, Sandersville, and Tennille . The plan notes the high percentage of unpaved roads (40 percent) in the County. It also noted that projected growth in the county might cause congestion on SR 88.

WILKINSON COUNTY JOINT COMPREHENSIVE PLAN

This joint comprehensive plan was coordinated with the cities of Allentown, Gordon, Irwinton, Ivey, McIntyre, and Toombsboro. Transportation opportunities identified for these jurisdictions include completion of the Fall Line Freeway and the designation of routes, including the Fall Line Freeway and SR 441 as Scenic Highways.

GOALS AND OBJECTIVES

As part of the plan review exercise, goals and objectives were compiled from the major studies. The following plans were used as a guide in establishing goals and objectives for the Connect Central Georgia Plan.

- SAFETEA-LU
- Augusta-Richmond 2035 LRTP
- Columbus-Phenix City MPO 2035 LRTP
- Macon Area MPO 2035 LRTP
- Warner Robins MPO 2035 LRTP

SAFETEA-LU

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

AUGUSTA-RICHMOND 2035 LRTP

Develop a Transportation System Integrated with Planned Land Use. (*Planning Factors 1, 4, & 6*)

1. Promote orderly development of the region by providing transportation services to those areas where growth is planned.
2. Discourage development in conservation or preservation areas limiting access to those areas.

3. Promote revitalization of the urban core through improved accessibility.
4. Promote redevelopment of the urban fringe through improved accessibility.

Develop a Transportation System that is Financially and Politically Feasible and has Broad Support. *(Planning Factors 1, 5, & 8)*

1. Provide a financial balanced plan based on realistic funding availability and opportunities.
2. Provide a plan that works to preserve existing facilities and operate them more efficiently.
3. Prepare a plan where total benefits exceed costs.
4. Provide a plan that includes public participation from all groups, with special emphasis in reaching environmental justice populations.

Develop a Transportation System that will allow Effective Mobility throughout the Region and Provide Efficient Movement of Persons and Goods. *(Planning Factors 1, 4, 6, 7, & 8)*

1. Provide a plan that works to relieve congestion and prevent it in the future.
2. Provide a transportation plan that realizes the importance of public transportation as a viable option in meeting daily travel demands.
3. Provide a plan which positions public transportation as a viable alternative to single occupant vehicles, through routing and scheduling changes and other system improvements.
4. Provide a plan which addresses consideration of non-motorized modes such as bicycles and pedestrians.
5. Provide a plan which addresses the needs of intermodal movements of goods via rail and truck.

Develop a Transportation System that will Enhance the Economic, Social, and Environmental Fabric of the Area, Using Resources Wisely While Minimizing Adverse Impacts. *(Planning Factors 5 & 6)*

1. Provide a plan that increases job accessibility through improved transportation systems.

2. Provide a plan that ensures that new transportation facilities result in disruption or displacement of residential or commercial areas only when the benefits to the community at large outweigh the costs and where no viable alternative exists.
3. Provide a plan that works to ensure that transportation facilities avoid historic areas and structures, and other environmentally sensitive areas, while providing access when desired.
4. Provide a plan to enhance the appearance of transportation facilities whenever possible.
5. Provide a plan that reduces mobile emissions and meets air quality standards.

Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs. *(Planning Factors 2, 3, & 8)*

1. Promote the concentration of future employment and other activity centers along existing and planned major travel corridors.
2. Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit and roadway facilities.
3. Promote new developments that provide efficient, balanced movement of pedestrians, bicycles, buses and motor vehicles within, to and through the area.
4. Preserve and enhance the natural and built environments through context sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions.

Increase the safety and security of the transportation system for motorized and non-motorized users. *(Planning Factors 2 & 3)*

1. Identify policies, plans, and transportation improvements that address unsafe designs and conditions to increase safety for users.
2. Develop and maintain a transportation system that provides increased security for all of its users.

Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region. *(Planning Factors 1, 5, & 7)*

1. Promote street networks that reduce travel delays in accordance with guidelines in the ARTS Congestion Management Plan.
2. Encourage strategies that reduce mobile source emissions in an effort to improve air quality.
3. Continue to implement and promote strategies and policies such as system preservation, access management, managed lanes, travel demand management, mass transit, complete streets, and alternative transportation to improve congestion conditions.
4. Make the best use of existing transportation facilities by implementing measures that actively manage and integrate systems, improve traffic operations and safety, provide accurate real-time information and reduce the demand for single occupant motor vehicle travel.

COLUMBUS-PHENIX CITY MPO 2035 LRTP

Contribute to the economic vitality and quality of life supporting continued growth and development.

1. Provide transport linkages to employment, business and retail activity, and other activity centers.
2. To maintain accessibility in heavily traveled corridors.

Evaluation Criteria

- *Connect Regional Activity Centers*
- *Respond to a current Level of High*
- *Traffic Demand*

Coordinate land use decisions - planning, zoning, site and development approvals – with transportation improvements.

1. To conform to regional and local land use plans providing connectivity and mobility.
2. To reduce sprawl and foster compact, mixed use development patterns.
3. To promote site development that provides the opportunity for access and on-site circulation.
4. To protect existing neighborhoods and community integrity.

Evaluation Criteria

- *Compatible with Land Use Plan*

Preserve the quality and capacity of all transportation facilities.

1. To minimize congestion and delay on main travel arteries.
2. To adequately fund routine maintenance and rehabilitation – pavement, bridges, etc.
3. To achieve a well maintain transit fleet.

Evaluation Criteria

- *Identified through CMP System Study*
- *Respond to Identified Roadway and*
- *Bridge Management Needs*

Assure that freight moves safely and efficiently, reaching its destinations while minimizing impacts on sensitive community areas.

1. To allow for efficient truck circulation and movement.
2. To provide for the special infrastructure needs.
3. To provide physical connections among modes.

Evaluation Criteria

- *Identified as a Freight*
- *Corridor/Intermodal Facility or Corridor*
-

Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers.

1. To provide physical connections among modes.
2. To create a seamless public transportation system - service, operations.
3. To provide modal alternatives for elderly, young, disabled, and low-income citizens.

Evaluation Criteria

- *Identified as Serving Transportation*
- *Disadvantaged*
- *Provide Pedestrian Linkages*
- *Encourage Intermodal Transfer*

Assure that transportation investments – capital, operating, and maintenance costs - effectively and safely serve the transportation needs.

1. To provide transportation alternatives to trips by Single Occupant Vehicles.

2. To promote and encourage ridesharing.
3. To encourage trips by pedestrians and bicyclists.
4. To minimize energy consumption.
5. To create facilities and services that respond to the needs of the community, neighborhoods, and adjoining properties.
6. To minimize impact on environmental resources – wetlands, wildlife, historical, water quality.
7. To reduce auto-related emissions.
8. To minimize and avoid noise impacts.
9. To establish priorities for implementation of transportation improvements.

Evaluation Criteria

- *Encourage Alternative Modes of Transportation*
- *Relieve Congestion*
- *Reduce Congestion*

Reduce crashes and fatalities and enhance safety.

1. To reduce the number and severity of accidents involving vehicles, bicyclists and pedestrians, and others.
2. To correct systematically high crash locations.
3. To identify, inventory, and evaluate locations that pose a significant security threat.

Evaluation Criteria

- *Encourage Alternative Modes of Transportation*
- *Relieve Congestion*
- *Reduce Congestion*

MACON AREA MPO 2035 LRTP

Encourage growth in areas that have access to existing and planned facilities.

1. Support the use of existing roads, sewers and buildings, and focus future development where public infrastructure is planned.
2. Promote efficiency in land development by planning future land uses and higher densities where extension of water and sewer would be appropriate.
3. Encourage residential densities that would make transit service financially feasible in accessible locations.

4. Encourage, through incentives, redevelopment and infill opportunities in existing communities.
5. Provide opportunities for appropriately planned shopping and employment growth near and in scale with existing communities.

Minimize intrusions into wetlands, natural habitats, flood plains, prime farmland, cultural and historic areas.

1. Direct urban development away from environmentally sensitive areas.
2. Encourage development to locate outside of the 100-year floodplain.
3. Promote land uses along the Ocmulgee River Greenway Corridor that enhance and protect it.
4. Identify approaches for maintaining viable rural land uses.
5. Encourage development that enhances and protects the cultural heritage of the community.

Foster a strong, diverse and well designed commercial & industrial environment which provides for a full range of employment and economic choices.

1. Establish appropriate regional growth targets developed with community participation in the planning process.
2. Balance Macon and Bibb County's role as a regional employment and service center with environmental and historic resources, neighborhood stability and economic vitality.
3. Focus future locations of major commercial and industrial growth on interstate interchanges and major thoroughfares appropriately buffered from existing residential.
4. Promote revitalization of existing commercial and industrial sites by utilizing existing vacant industrial land instead of developing agricultural lands for such use.
5. Encourage new and revitalized commercial development to include new residential land uses.
6. Strengthen compatibility between commercial/industrial activities and neighborhoods through appropriate scale of design and transition of land use intensities.

Provide a transportation network that enhances interconnections between activity centers and neighborhoods.

1. Provide better utilization of the arterial system and its relationship to the freeway system.
2. Provide transportation improvements that address internal circulation, as well as cross-community circulation.
3. Improve Jones County's transportation access to major inter-county roadways.
4. Encourage interconnection of the neighborhood street network with design characteristics that discourage use as throughways.
5. Continuously update Major Thoroughfare Plans to reflect transportation interconnection, safety and efficiency needs precipitated by land use changes.

Enhance the ability to travel within the metropolitan area regardless of mode of transportation.

1. Develop a financially feasible, coordinated transportation system that integrates thoroughfares, transit, air, rail, bike and pedestrian facilities (intermodal connectivity).
2. Expand transit service to key residential, employment, retail and educational centers throughout the community.
3. Identify transportation and land use measures to make transit a viable alternative to driving.
4. Establish a network of walkways and bikeways within the urban and non-urban areas.
5. Provide increased mobility opportunities for older and transit-dependent citizens.
6. Identify opportunities to use abandoned rail line rights-of-way for bike paths and walkways.
7. Enhance roadway safety.

Provide a roadway network that enhances the scenic beauty of the community.

1. Design street improvements that reflect community character and utilize a functional classification system based on actual use of the road.
2. Look at future land use and proposed roads to recognize impact on the existing street system classification.
3. Adopt consistent, neighborhood-friendly, land-use efficient thoroughfare design standards and objectives.

4. Consider aesthetic and noise impact of transportation improvement projects.
5. Develop an approach for enhancing historic character and scenic beauty of roadway corridors.

Provide transportation corridors that are safe for all modes.

1. Improve the maintenance of the transportation system. This will increase reliability and safety of the system.
2. Improve safety of the transportation system through signs, signals, markings, ITS, and other means.
3. Improve safety of the transportation system through safer design such as incorporating roundabouts at appropriate intersections and/or eliminating flush medians as continuous left turn lanes in both directions in existing and future designs.
4. Improve mobility and accessibility of the transportation system for goods and people.
5. Improve reliability of the transportation system to reduce the number of incidents that increase delay and reduce the safety of the system.
6. Increase and improve alternative modes of transportation.
7. Provide a better assessment of pedestrian and bicyclist access & safety.

Reduce vehicular emissions that pollute our air.

1. Encourage higher density residential development near centers of employment, shopping and services.
2. Encourage mixed-use developments of residential and employment uses where appropriate.
3. Promote ride sharing, vanpooling and other commute options to reduce vehicular trips.
4. Improve traffic flow to reduce congestion.
5. Incorporate the use of non-motorized transportation in roadway improvements.
6. Expand transit service and ridership.
7. Promote vehicle maintenance in order to reduce emissions.

Establish, promote and sustain strong public involvement.

1. Provide regular opportunities and information for the community to be informed of and participate in land use, transportation and air emission planning issues.
2. Allow flexibility in the planning process that will accept new valid information that may be used to revise plans.
3. Provide educational opportunities for public officials and the general public to learn about land use and transportation issues and innovations.
4. Increase community participation in governmental Capital Improvements Planning and fully coordinate it with transportation and land use planning.

Enhance the image, economic vitality, and sense of community identity of Downtown.

1. Promote opportunities for the Downtown to function as a major player in the region's economic and cultural activities.
2. Improve the appeal of Downtown for shopping, living and cultural activities.
3. Encourage residential development within the Downtown.
4. Encourage local, state, and federal facilities to locate within the Downtown.
5. Fully incorporate the Coliseum and East Macon commercial area into the Downtown.
6. Enhance the Ocmulgee River's connection to the Downtown.
7. Create enhanced gateways into the Downtown.
8. Create pedestrian flow and comfortable people oriented public places with appropriately located safe parking.
9. Enhance the community's natural features and create additional landmarks.

Promote development of community-oriented neighborhoods.

1. Provide for a variety of housing types and development densities to maximize housing choice while maintaining compatibility between new development and existing neighborhoods.
2. Promote walkable/bikable/transit-friendly neighborhoods
3. Incorporate "public gathering spaces", such as parks, into neighborhood development.

Promote development at a higher design and planning standard.

1. Discourage strip-commercial development by establishing new “Main Street” commercial areas in the center of new traditional neighborhoods. The centralized commercial hub would be designed to cater to the specific needs of the neighborhood, consequently, these carefully planned environments would serve as gathering places for personalized commercial and social interaction.
2. Promote and locate new office blocks adjacent to “Main Street” centers.
3. Promote the redevelopment of older commercial areas into mixed-use centers.
4. Allow limited out-parcels.
5. Create new neighborhoods with a range of residential building types, with personalized commerce and higher densities located in the center of the neighborhood, decreasing towards the periphery with large lots located on the periphery.
6. Surround new neighborhoods with lower density land uses.
7. Infill empty lots as a first priority.
8. Establish a higher standard for pedestrian realms, parks/open space, parking options, signage, mobility choices.

WARNER ROBINS MPO 2035 LRTP

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

1. Minimize work trip congestion delay.
2. Increase the efficiency in the movement of goods and services.

Performance Measures

- *Peak Hour VMT*
- *Vehicle Hours of Delay (VHD)*
- *Route Miles Traveled at LOS E or LOS F*

Increase the safety and security of the transportation system for motorized and non-motorized user.

1. Ensure all transportation systems are structurally and operationally safe.

2. Minimize frequency and severity of vehicular accidents.
3. Eliminate at-grade rail crossings.

Performance Measures

- *Total accidents per million miles traveled*
- *Injury accidents per million miles traveled*
- *Fatal accidents per million miles traveled*
- *Number of other safety projects*

Increase the accessibility and mobility options available to people and for freight and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

1. Minimize congestion delays.
2. Maximize regional population and employment accessibility.
3. Provide efficient & reliable freight corridors.
4. Encourage transportation services for the transportation disadvantaged.
5. Encourage use of non-motorized modes.

Performance Measures

- *Volume/Capacity (V/C) ratio*
- *Daily trucks per lane*
- *Number of bike/pedestrian corridors*
- *Vehicle Hours of Delay (VHD)*
- *Route Miles Traveled at LOS E or LOS F*

Protect and enhance the environment, promote energy conservation, and improve quality of life.

1. Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources.
2. Support infill development.

Performance Measures

- *Impacts on the natural environment*
- *Impacts on historical and cultural resources*

Promote efficient system management and operation and emphasize the preservation of the existing transportation system.

1. Require improvements necessary to accommodate future growth in the development review process.

2. Review all development proposals for transportation impacts.
3. Maximize the efficiency of signalized intersections.
4. Expand use of Intelligent Transportation Systems (ITS).

Performance Measures

- *Average Daily Traffic (ADT)/lane*
- *Operational improvement*

APPENDIX C: PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT PLAN

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For many years, improved connectivity across Central Georgia has been a priority of Georgia's leadership. Home to three of Georgia's largest cities, the corridor has been a strategic target for economic development initiatives and is identified as a critical freight and mobility link between Georgia and the Southeastern U.S. in Georgia's Statewide Strategic Transportation Plan (2010-2030), also known as Investing in Tomorrow's Transportation Today (IT3).

Facilitating efficient east-west movement across central Georgia is critical for several reasons. It is home to three military bases: Fort Benning in Columbus, Robins Air Force Base in Warner Robins and Fort Gordon in Augusta. Additionally, the fall line boasts agricultural and industrial resources, including an abundance of kaolin - one of central Georgia's key natural resources (8-million tons of this white rock are mined annually in the state, at an estimated value of over \$1 billion. Kaolin can be found in a variety of household products, including paper, ceramics, plastic, paint and pharmaceuticals).

Though this corridor has long been on the minds and agendas of many state, regional and local leaders, interest has recently been revived due to results of IT3. This statewide plan identified completion of the corridor as a potential inter-regional solution to improve freight and people mobility in the state and throughout the region.

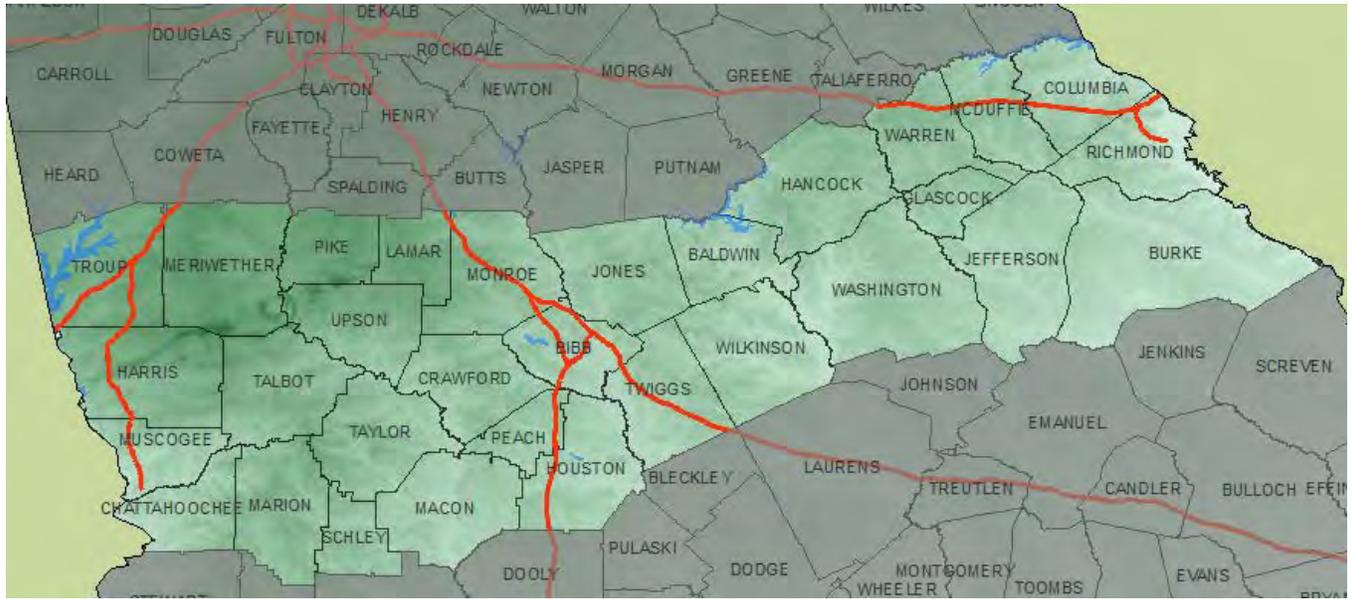
1.1 PROJECT OVERVIEW

The Georgia Department of Transportation (GDOT) contracted with HNTB to complete an alternatives analysis of the Connect Central Georgia study. The Study will establish an updated, reasonable direction for investment that addresses the goals of IT3 and the Department, and will ultimately answer the question of what deficiencies and opportunities exist in the corridor now and in the future, and how state, counties and cities can plan for improvements that address these needs. This study will be the first holistic look at traffic and goods movement across this portion of the state and will build off of the accomplishments and lessons learned from previous transportation studies in the corridor.

The Project Team, made up of GDOT Planning Staff and its Consultant Team - HNTB, Cambridge Systematics, MPH & Associates, and GeoStats - will coordinate with the Counties, Cities, Metropolitan Planning Organizations, Regional Commissions, and GDOT Districts within the 31-county study area, as well as other local partners in the planning, development, review, and approval of study recommendations. A comprehensive and interactive stakeholder and

public involvement program will ensure that potential transportation improvements in the corridor are coordinated with the goals and objectives established as part of the study effort and that key stakeholders, individual citizens and interested groups are given the opportunity to provide their input in developing and evaluating planned improvements to the transportation network. A map of the study area is presented in Figure 1.1.

Figure 1: Project Study Area



2 PUBLIC INVOLVEMENT GOALS

Public involvement is an essential component of the Connect Central Georgia study process. The purpose of the public involvement program is to inform and include stakeholders and the public in the development of recommendations for the corridor. Issues and opportunities emerging from this process will be brought to the forefront at key milestones in the study for discussion and addressed in technical analysis and plan documentation.

Outreach efforts will educate, inform and involve the public as to the purpose and progress of the project by highlighting local issues, technical considerations, and potential impacts. Outreach techniques will be designed to involve and update key stakeholders and the public on the study process and findings. The ultimate goal of the effort is to vet potential solutions and build consensus for the improvement recommendations that will be identified through the analysis process. The primary public involvement goals for the Connect Central Georgia Public Involvement Program are:

- *Goal 1:* Identify and engage stakeholders and maintain a stakeholder database compiled from agency and interest group partners and online inquiries to proactively engage in two-way communication exchange throughout the study process.
- *Goal 2:* Educate and inform elected officials and local leadership in order to enhance their understanding of the Connect Central Georgia study purpose, process, and schedule so that they can discuss issues relevant to the study with their constituencies.
- *Goal 3:* Inform and engage stakeholders and the general public to glean ideas and information and share technical findings throughout the study process.
- *Goal 4:* Collect input from stakeholders and the general public via interviews, public meetings and an area-wide survey.
- *Goals 5:* Communicate with the public and solicit input throughout the planning process by means of a project website and other electronic media.

3 TARGET AUDIENCES

To enhance analysis efforts and foster project support, the project team will engage key stakeholders within the affected corridor, including elected officials, public agencies, business and community interest groups, and the general public. A general description of each group is below, including a brief overview of the outreach techniques envisioned for use in engaging these groups.

3.1 ELECTED OFFICIALS

Elected officials at the state, county, and local levels will be engaged throughout the planning process in order to inform them of issues, alternatives, and potential solutions that affect their represented regions and constituents. State officials may include the governor, and state senate and house members. County and local officials may include commissioners, council members, and mayors. These activities will, on most occasions, occur through one-on-one briefings between the elected official and the Team, although telephone calls may be used in place of face-to-face meetings. Officials will have the opportunity to raise any questions or concerns that they may have about the project process, alternative development, or potential impacts to their communities as a representative of their constituents.

3.2 STATE, REGIONAL AND LOCAL AGENCIES

In order to facilitate a robust and efficient planning process, state, regional, and local agencies, such as Metropolitan Planning Organizations (MPOs), county and city planning and public works staff, and Community Improvement Districts (CIDs) within the study area must be actively engaged in the Connect Central Georgia study. Coordination with these agencies is imperative throughout the study process. These entities will serve as a public outreach gateway to local communities throughout the study process, helping to inform the public of the latest updates and developments. These agencies will be involved in the planning process by directing the Team towards necessary data, revealing critical issues among the three corridors, and referring the team to other key stakeholders. The Team will communicate with the agencies through stakeholder meetings, phone calls, e-mails, and newsletter updates.

3.3 INTEREST GROUPS

Many community, business, and other special interest groups located in the area have a keen interest in the Connect Central Georgia study for a variety of reasons. These groups are important to the public outreach process in that they represent a multitude of interests and opinions, and provide insight on

specific issues and concerns of the community, particularly in cases in which there is opposition.

3.4 GENERAL PUBLIC

Another key stakeholder group is the general public. By engaging the local residents and others who use the corridor, the Team will gain an understanding of the broad concerns and potential opportunities from the point of view of the traveling public. This input from the end users of the facility will help to ensure the development of the best potential alternative for the corridor.

3.5 ENVIRONMENTAL JUSTICE COMMUNITIES

Environmental Justice (EJ) is intended to involve minority and low-income populations and ensure that these groups are not disproportionately impacted as a result of transportation improvement recommendations. The US DOT Order on Environmental Justice and Executive Order 12898 define environmental justice populations as persons belonging to any of the following groups:

- Black;
- Hispanic;
- Asian American;
- American Indian or Alaskan Native; and,
- Low-Income – a person whose household income (or in the case of a community or group, whose median household income) is at or below the US Department of Health and Human Services poverty guidelines.

EJ considerations will have a key role in the public involvement and plan development process. It is paramount to look at the distribution and concentration of minority and low-income populations to determine potential EJ impacts. The intent of EJ analysis is locating these populations and involving them early and continuously through the planning process, as well as using data to analytically assess if recommendations would have a disproportionate impact on traditionally underrepresented communities. The following tasks will be conducted for the identified low-income and minority populations:

- Coordinate with planning organizations to identify leaders within these communities for participation in the Study Advisory Group;
- Post notices for workshops and disseminate study materials in these communities; and,
- Consider meeting times and locations that are convenient to representatives of these communities.

3.6 PRELIMINARY STAKEHOLDER LIST

A preliminary list of stakeholders has been identified for the study along with targeted activities for each group, presented in Table 1. This list will be continuously updated throughout the course of the project.

Table 1 Preliminary Stakeholder List

Stakeholder Group	Potential Targeted Activities
Elected Officials	
State Senate	Briefing
State House	Briefing
City Mayors	Briefing/Advisory Group
City Commissions	Briefing
County Commissions	Briefing/Advisory Group
State, Regional, and Local Agencies	
GDOT Planning	All Activities
GDOT Districts 2 and 3	All Activities
State Senate / State House	Briefing
State Transportation Board	Advisory Group/Briefing
Columbus MPO	Advisory Group/ Interview
Macon MPO	Advisory Group/ Interview
Augusta MPO	Advisory Group/Interview
Warner Robins MPO	Advisory Group/Interview
City of Macon	Advisory Group / Interview
City of Columbus	Advisory Group / Interview
City of Warner Robins	Advisory Group / Interview
City of Perry	Advisory Group
City of Augusta	Advisory Group / Interview
Additional County / City Governments	Advisory Group / Public Meetings
Middle Georgia Regional Commission	Advisory Group/ Interview
River Valley Regional Commission	Advisory Group/ Interview
Heart of Georgia Regional Commission	Advisory Group/ Interview
Central Savannah River Area Regional Commission	Advisory Group/ Interview
Three Rivers Regional Commission	Advisory Group/ Interview
Business Interests / Special Interest Groups	
Georgia Chamber of Commerce	Advisory Group
Georgia Mining Association	Advisory Group
Fort Benning	Advisory Group/ Interview
Fort Gordon	Advisory Group/ Interview
Robins Air Force Base	Advisory Group/ Interview

4 STAKEHOLDER OUTREACH TECHNIQUES

In order to ensure stakeholders are engaged throughout the study process, the team will utilize a variety of outreach techniques. These techniques access to ongoing information and opportunities for target audiences to engage in study activities by way of meetings and conference calls as well as through collateral materials distributed via electronic and traditional methods that will be used to inform and engage the public throughout the study. The outreach techniques that will be used throughout the Connect Central Georgia study include:

- Stakeholder Database / Stakeholder Interviews;
- Advisory Group Meetings;
- Corridor Surveys;
- Public Meetings;
- Electronic Media; and
- Public Official Briefings.

4.1 STAKEHOLDER DATABASE

To facilitate efficient communication to all interested parties, the Team will utilize planning's family of partners' database, and will supplement the database with new information collected during the study if applicable. The database includes a catalog of names, addresses, agency/organization affiliations, phone numbers, and e-mail addresses as available for each stakeholder. This database will be used as a point of contact for announcements of upcoming events, meeting invitations, and other important project information, and will demonstrate who the project team is attempting to engage in the process.

4.2 STAKEHOLDER INTERVIEWS

The project team will engage in early outreach and coalition building amongst stakeholders, legislators, community leaders, and local government officials who are critical to the development of the Connect Central Georgia study. Interviews will be conducted with representatives from MPOs, Regional Commissions (RCs), military installations, economic development agencies, large employers and special interest groups. This information will provide insight into local perceptions regarding transportation deficiencies, primary travel needs in the corridor, types of improvements most needed, and anticipated growth and feed key components of the technical approach,

including the Data Inventory, the development of the Corridor History and Investment Analysis, and the development of Goals, Objectives and Evaluation Factors. Up to 15 interviews will be conducted along the corridor.

4.3 ADVISORY GROUP MEETINGS

Throughout the study process, meetings will be held in the corridor with an Advisory Group representing the interests of the corridor. Advisory Group membership will be determined in consultation with GDOT and may include: MPOs, RCs, local governments, freight stakeholders, military installations, economic development agencies and traditionally underserved (minority or low income) population leaders identified through local elected officials. The group will meet at key milestones during the study and will provide the team with guidance regarding deficiencies, needs assessment, preliminary improvement alternatives, and preferred alternatives. Up to six advisory group meetings will be held. The team will use a web-based meeting format utilizing an on-line conference tool such as WebEx hosted at satellite locations across the study area. This would allow for the team to travel to multiple locations across the corridor to maximize resources and reduce the amount of travel for the stakeholders themselves. Further, stakeholders who could not travel at all would have the option to log on from their own locations.

4.4 CORRIDOR SURVEY

To enhance public engagement in the Connect Central Georgia study, a survey, designed and distributed in a manner to encourage participation from the diverse study area population, will be utilized. In order to reach the diverse study area population, the survey must be developed and distributed with consideration for minority and low-income populations' constraints which typically hinder participation. The survey techniques should attempt to overcome the barriers of low literacy, limited English proficiency, and poverty and must be designed and distributed to reach the full study area population with consideration for the segment of the population with little to no computer skills or access. To overcome the barriers noted above, the school systems of each of the counties and cities located within the 31-county study area will be asked to participate in the process. By engaging school students, and by default, their parents, GDOT will be able to reach a large and diverse audience.

School superintendents for each county will be contacted by telephone and/or email to determine interest in participating in the survey. Once the superintendent agrees to participate, surveys will be delivered to the district either by hard copy or electronically based on the preference of the school superintendent. Each survey will be accompanied by a cover letter to the parents describing the purpose of the study and the survey. A letter to each participating school's principal will be included providing instructions for the

return of the surveys. A web link will also be provided for distribution by e-mail and/or for posting on the school and/or district website.

In addition to the school outreach method, the survey will be distributed at other locations, including the Kaolin Festival in Sandersville on October 8, 2011. This event, in its 57th year, draws residents of Washington County as well as visitors from throughout the region and state. The survey will be distributed in paper form with an option for web based submission.

The survey will be available electronically and in paper form. The study stakeholder advisory group will be encouraged to post a link on their organization's website and to distribute it to readily available e-mail databases maintained by their organizations. The survey will also be available on the study website.

The survey questions, written at a fifth grade reading and comprehension level, will be developed with guidance from GDOT and the study team to capture data necessary to enhance the understanding of the issues and opportunities within the study area. The survey will be designed to gather information on the existing conditions of the local transportation network and the opportunities for improvement to the transportation system. General questions, such as the number of vehicles per family, may be utilized to help determine median family income, family size, etc.

As the surveys are completed, a database of each individual's responses, by county, will be maintained. The results of the school surveys will be summarized in both graphic and tabular format. The results of the survey will be used by GDOT and the study team to guide study process. The study team intends to use survey software such as Survey Monkey, Survey Crafter or Survey Gold to ensure effective and accurate survey data collection and tabulation.

4.5 PUBLIC MEETINGS

Open house style workshops will allow participants to view display boards, review study information, ask questions, and provide feedback regarding corridor issues and opportunities, and sign-up to receive further information and meeting notifications. All participants will be notified of future meetings to maintain momentum and ensure the opportunity to participate throughout the study. Three rounds of public workshops in five locations each round representing urban and rural areas will be held throughout the study. The team proposes one meeting in each of the three urban areas (Columbus, Macon/Warner Robins, Augusta) plus two rural locations in each round. The project team will prepare meeting materials and flyers to advertise the meeting. Meetings will be publicized within the local community through flyer

distribution, local organizations and media outlets. Further, a virtual public meeting format will be provided via the project website in conjunction with each round of public meetings. The virtual public meeting format will include an easy to navigate electronic version of the meeting materials with the opportunity to submit questions and provide comments. This format may also include short videos of the presentations from the public meetings. The virtual public meeting will be posted on the project website and available for the public to review at their convenience for a specified time-period following each public meeting.

4.6 MEDIA RELATIONS

The project team will publicize public meetings through use of local media. The project team will work with GDOT Communications Staff from the General Office, District 2, and District 3 to prepare press releases and inform media outlets of public open houses and other relevant events, including the area-wide survey. The project team will defer to GDOT Communications staff regarding requests for interviews and information, and only respond to media inquiries if directed by GDOT Communications Staff.

4.7 ELECTRONIC MEDIA

The project team will utilize online and electronic media sources such as Facebook and Twitter to widely distribute information and obtain public input while minimizing costs. In addition, materials including study findings, meeting materials, videos of public meeting presentations, surveys, and comment forms will be included on a study-specific GDOT maintained website. The Facebook and Twitter information will also provide a direct link to the GDOT website. Electronic materials will be available and regularly updated throughout the study to ensure that stakeholders and the public remain informed and involved throughout the study. Stakeholders will be encouraged to provide a link to the study website through their own organizations' regular communication tools, such as newsletters and websites.

4.8 PUBLIC OFFICIALS BRIEFINGS

The team will prepare materials to effectively summarize the purpose of the analysis and communicate its findings to GDOT senior leadership, GDOT board members, Georgia State legislators, local elected officials and MPOs. These groups will be briefed of the study's progress and its findings, as needed, to ensure that the study will be met with support from the groups that will ultimately be responsible for implementation of the recommended improvements. Up to five briefings will be held.

5 SCHEDULE OF PUBLIC INVOLVEMENT EFFORTS

The Stakeholder and Public Involvement Process will continue throughout the study. The team has proposed a tentative schedule for outreach activities to ensure timely input is received at key milestones in the study process. Because this public involvement plan is a “living” document, dates may shift based on realities encountered during the study process. Any updates to the public involvement schedule will be communicated through the project website and during public involvement activities. Table 2 illustrates the timing of the various public involvement activities throughout the project schedule.

Table 2 Public Involvement Schedule

Public Involvement Activity	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Stakeholder Interviews													
Advisory Group			•		•			•		•		•	
Corridor Survey													
Public Meetings						•				•		•	
Electronic Media													
Public Officials													

6 PUBLIC INVOLVEMENT DOCUMENTATION

The documentation and synthesis of all outreach activities will provide a clear understanding of the results of the public involvement process. A standard format for the documentation will be developed and will include a summary of the purpose of a particular activity, the venue, participation/numbers, key issues announced and/or discussed, and input received.

Documentation will occur throughout the study process, as key activities are performed. Stakeholder comments and inputs will be documented during calls, interviews, and meetings and will be provided as a deliverable in conjunction with the meeting minutes. Upon completion of the survey, results will be analyzed and documented in a technical memorandum. Comments received from the website will be entered into a database on a regular basis.

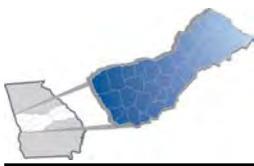
Upon completion of the outreach efforts, all documentation from the public involvement process will be compiled in the “Stakeholder and Public Involvement Activities Report.” This will include meeting minutes, stakeholder and public comments, and survey results, as well as a general summary of the public involvement activities and results of the process.

7 PLAN EVALUATION

This PIP is a “living” document that may change over the course of the study if it is determined that the overall goals and objectives of the public involvement plan are not effectively addressed with the strategies currently proposed. To that end, it is important to evaluate the effectiveness Public Involvement Plan over the course of the study and ensure flexibility and adaptability within the Plan.

The Project Team will verify the effectiveness of ongoing public involvement efforts by documenting participation and polling participants about what is working and not working as a part of the process. An evaluation form will be circulated after Advisory Group and Public Meetings to gather feedback about the meeting format and its effectiveness. Additionally, comment forms will include questions such as *“How did you hear about this meeting?”* to provide the project team with specific feedback on the success of the promotional process. Attendees will also be afforded the opportunity to provide feedback on the meeting time and location. Opportunities for improvement will be discussed with the Project Team and considered when scheduling follow up activities. This interactive refinement will ensure that the public involvement process evolves over the course of the study to best meet the needs of interested citizens. Any changes made to the public involvement plan will be adequately documented during the study process.

ALTERNATIVE PUBLIC INVOLVEMENT MEMO



Date: November 22, 2011

To: Reuben Woods, GDOT

From: Claudia Bilotto, HNTB

CC: Andrew Heath, GDOT
Tom McQueen, GDOT

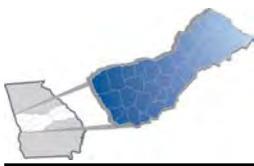
Re: Alternative Outreach Methods for Connect Central Georgia

The Connect Central Georgia Public Involvement Plan (PIP) documents the goals, target audiences, and techniques proposed to engage stakeholders and the public in the planning process. The PIP was intended as a “living document” that could evolve based on first-hand experiences in the community once the outreach process was underway. This memo outlines alternative outreach methods that are intended to supplement the PIP based on what we’ve learned to date. Specifically, these methods are proposed as alternatives to traditional evening public meetings that are very resource intensive and can be difficult to attract the public to attend for a planning initiative that covers such a broad and diverse corridor. To that end, the study team has developed a menu of resource efficient, public-friendly processes intended to reach the largest population possible. These activities encourage participation from a broad range of target audiences, accommodating preferences by allowing participants to interact in person, by mail or via the internet. The following sections provide more information on the strategies to be employed for the remainder of the Connect Central Georgia Study.

Survey

To enhance public engagement in the Connect Central Georgia study, a public survey has been designed to gather direct input from the study area population regarding transportation issues and opportunities in their community. The study will be distributed in a manner to encourage participation from the diverse study area population, including environmental justice communities. By utilizing study area school systems, the distribution process can overcome the traditional barriers of low literacy, limited English proficiency, and low-income communities which often impede the ability of some population segments to attend public meetings. Further, the survey is available in both hard copy and electronic format so it is convenient for those without computer skills or access, but also available 24-7 to those who prefer to access the Internet. Utilizing the school system has also proven effective in enhancing the reach of transportation outreach activities to more traditional participants because children are often successful in engaging their parents’ participation in activities they may not otherwise be aware of.

The 31 school systems in the study area have been asked to participate in the process. School superintendents for each county are being contacted by telephone and/or email to determine



interest in participating in the survey. Surveys are then being delivered to the district either by hard copy or electronically based on the preference of the school superintendent. A web link is also being provided for distribution by e-mail and/or for posting on the school and/or district website. This method of survey distribution has proven successful in previous studies and has already shown good results.

Other key resources will also be leveraged to distribute the survey. Members of the study's Stakeholder Advisory Group, which includes Counties and Cities, Regional Commissions, Metropolitan Planning Organizations and special interest groups have been asked to distribute the survey to their distribution lists or to add a link on their website. The study team also plans to contact local Chambers of Commerce to ask for their help in distributing their survey via a link on their website or direct emails.

Kiosks at Public Events/Locations

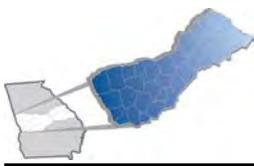
The study team will set up informational kiosks at community events and public locations. These kiosks will be staffed at several locations in the study area and include collateral materials highlighting the latest study efforts. One key event identified during the initial stages of the project was the Kaolin Festival in Sandersville on October 8, 2011. This event, in its 57th year, draws residents of Washington County as well as visitors from throughout the region and state. The survey was distributed in paper form with an option for web based submission. Project staff interacted one-on-one with many members of the public. Sixty hard copies of the public survey were returned at the event, with many others taking them with them.

Due to the success of this event, similar events such as this will be identified throughout the study area at key project milestones. The study team will work with local jurisdictions and Chambers of Commerce to identify up to five key events/locations for future staffed kiosks. Examples of events include the Cherry Blossom Festival held in Macon in March, or RiverFest Weekend held in Columbus in April. Additional locations where kiosks could be held include local malls or key shopping locations in the study area. Decisions on timing and location will be determined in consultation with GDOT staff.

Website

A study website is currently hosted at www.dot.ga.gov/connectcentralgeorgia and will be maintained throughout the duration of this study. The website provides 24-7 access to study information including the project background, schedule, and status. The study survey is accessible via this website and all study materials shared at Stakeholder Advisory Group meetings are also available online for public review and comment. Study documentation and key deliverables will be made available on the website as they are completed. Contact information that provides direct access to the study team is also available online.

The project website is an important resource that is available to all general public with access to the internet. To best capitalize on this outreach tool, it is important to publicize the website address. The study website will be included on all printed materials developed and distributed for the



project, including the survey. Stakeholder committee members have also been asked to publicize the website address, as described below.

Stakeholder Assistance

The study Stakeholder Advisory Group has been asked to help advertise the study website to the local community. These stakeholders will be encouraged to post a link to the study website on their organization’s website and to distribute it to readily available e-mail databases maintained by their organizations. The survey will also be available on the study website.

Speaker’s Bureau

A speaker’s bureau, consisting of project team members, will be available as a resource to share study findings to stakeholder groups upon request. Presentations highlighting key activities, results and recommendations will be created for use by project team members. The speaker’s bureau can provide study updates at regularly scheduled MPO and RC meetings throughout the study area. Presentations may also be appropriate at civic organization meetings, trade association meetings, City and County public meetings, and other gatherings of stakeholders at the request of these groups. Final decisions on timing, staff, and location of these presentations will be determined in partnership with GDOT staff.

Timeline

Table 1 illustrates the various outreach methods, the timeframe of implementation and the potential audience of these techniques. A specific schedule will be determined in cooperation with GDOT.

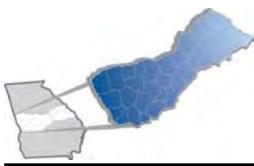


Table 1: Description of Public Involvement Activities

Activity	Description	Timeframe	Audience Reached
Survey	Survey distributed via hard copy at public events (such as Kaolin Festival), distributed via hard copy and link to online survey to school systems throughout the study area as well as through the Chambers of Commerce. A link to the survey will be available on the project website as well.	2 months	<ul style="list-style-type: none"> • Parents of public school students throughout the study area • All attendees at local events attended • Business community • General public
Kiosks at Public Locations/Events	Team to host 5 informational kiosks manned by project staff. Fact sheets and study status information to be distributed. These could be held at local festivals (such as the Kaolin Festival, the Cherry Blossom Festival and RiverFest) as well as local destinations such as shopping malls.	Duration of the project (12 months)	<ul style="list-style-type: none"> • Attendees at local events • General public at key destinations (i.e. shopping malls)
Stakeholder Assistance	The Stakeholder Advisory Groups will be asked to add link to the study website and to distribute informational materials via existing distribution lists.	Duration of the project (12 months)	<ul style="list-style-type: none"> • Distribution lists developed by local jurisdictions • General public (via local jurisdiction websites)
Website	Project website with fact sheet, schedule, survey, presentations from stakeholder meetings and information on study progress. Jurisdictions within the study area will be asked to provide a link to the study website on their site. Study website is also included on surveys which have been distributed by various means.	Duration of the project (12 months)	<ul style="list-style-type: none"> • General public
Speakers Bureau	Study Team will be available to present study updates to stakeholder groups upon request.	Duration of the study (12 months)	<ul style="list-style-type: none"> • Elected Officials • Civic Organizations • General public

PUBLIC SURVEY RESULTS

CONNECT CENTRAL GEORGIA PUBLIC SURVEY

The Connect Central Georgia Public Survey was developed as a primary tool for gathering public input regarding travel conditions and needed transportation improvements in the study area. The survey was designed to capture information from a variety of sources, including:

- Study Stakeholders;
- Government leaders;
- Business leaders;
- Local residents; and
- Local workers.

The intent of the survey was to gather data and input throughout the 31-county study area. The survey effort sought to reach not only the decision-makers and community leaders, but also to reach citizens who live, work, and travel in the study area. Efforts were made to gather input from those individuals who might not otherwise attend a public meeting or community forum by promoting the survey through non-traditional mediums, such as the public libraries, local events, and the local school districts. As a result, twenty-six hundred (2,600) responses were received across the 31-county study area. The results from this effort are presented in this document.

SURVEY DEVELOPMENT

The Public Survey was developed to be distributed through a variety of media:

- An **electronic version of the survey** was created and placed on the Connect Central Georgia Study Website at www.dot.ga.gov/connectcentralgeorgia. This online survey was available from November 1, 2011 through January 31, 2012. A copy of the electronic survey is available in the Appendix.
- A **paper survey**, both in English and Spanish, was developed to gather input in a public setting such as community events and to be provided to those who might not have access to a computer such as outreach through local school district students to reach their parents. The English and Spanish paper surveys are contained in the Appendix.
- A **survey flyer** was also developed for distribution in public locations. This document presented a brief description of the Connect Central Georgia Study and provided the survey link and GDOT contact information for the study. The survey flyer is found in Appendix.
- A **study information business card** was utilized at community events to promote the study website and online survey. The card included the name of the study, the website address, and a message to follow the study and to take the online survey. The card was

distributed to those who completed the survey to help them stay in touch with the study process. The cards were also distributed to those who were not able to complete the paper survey while with study staff members at the community event so they could access the study website at a later time. A copy of the business card is included in the Appendix.

The Public Survey was comprised of 26 multiple choice and open-ended questions targeted to reach those on a fifth-grade reading level. The questions sought to identify everyday travel habits within the study area, how certain destinations are reached, and the obstacles faced traveling to those destinations. The questions were developed in order to gather information about the respondents and about the existing conditions of the local transportation network. Special care was taken, however, to develop a survey that did not rely heavily on personal information. This was essential to bolster the survey's response rate. General questions, such as the number of vehicles per household, were used in order to help determine basic transportation capabilities of the respondents.

Questions 1, 2, and 3 queried the respondents about where they live (county and zip code) and where they work (county). The detailed survey analysis allowed the study team to gauge survey participation and allowed for regional categorization of survey findings.

Questions 4 through 8 sought information about respondents' household and travel characteristics. Respondents were asked how many people live in their homes, how many operating vehicles they have, whether they are dependent upon someone outside of their family for transportation, and if so, what their transportation needs are, and finally, how their children get to school.

Questions 9 through 24 focused on specific transportation issues within the study area seeking specific information about problem areas within the study area. Respondents answered either "Yes" or "No" to each question and were also provided opportunity to input specific locations or concerns.

Questions 9 through 11 asked respondents if they experienced traffic backups on roads or at intersections and whether traffic signals were needed in any locations. These questions provided the study team with location-specific traffic bottleneck and problem areas for which potential engineering solutions could be developed to improve movement and safety.

Questions 12 through 14 focused on the need for alternative modes of transportation and facilities to accommodate them. Question 12 queried respondents about on-demand, rural or public bus service to gauge interest and possible locations for these types of services. Question 13 inquired about the need for roadway shoulders which respondents might feel are needed of safety, walking, or biking. And Question 14 asked about sidewalks, allowing the project team to assess the need for safe facilities for pedestrians in the study area.

Questions 15 through 17 were related to traffic movement and safety related to with the need for turn lanes, unsafe intersections, and speeding. Responses to these questions helped the project team to decipher whether these problem areas require an engineering solution, a law enforcement solution, or both.

Questions 18 through 21 sought to assess how well freight and vehicular traffic co-mingle on the existing road network. The questions inquired about problems with tractor-trailer trucks, farm tractor traffic, and difficulties getting onto roads or passing slow-moving vehicles. Responses to these questions enabled the project team to make determinations regarding roadway capacities and operations.

Questions 22 and 23 provided respondents with the opportunity to express additional traffic concerns and to provide the areas of greatest concern. This allowed information about other needs and problem areas not addressed in other questions to be captured.

Question 24 asked respondents to indicate if they avoided travel on roads due to any problems they had listed.

Finally, **Questions 25 and 26** tried to pinpoint frequency of travel to Columbus, Macon, Warner Robins and Augusta. Question 25 asked respondents to indicate how often they travel from home to each of these locations while Question 26 asked about travel from work to each location. This information provided data regarding both personal and work commuting patterns and to gauge frequency of travel along particular corridors.

SURVEY RESPONDENTS

The Public Survey was publicized and distributed to a variety of audiences. This was to ensure that ample opportunity for participation was garnered from local citizens, business leaders, and elected officials and stakeholders. The wide-spread outreach was accomplished by:

Engaging the Study Stakeholders to publicize the Survey link within their local jurisdictions:

Stakeholder meetings were held in September and November, 2011. Survey Flyers and the online link were provided to stakeholders and they were encouraged to publicize, post, and promote interest in the survey. Additional email and phone communications were also made with stakeholders over the course of the survey period to bolster participation.

Taking the Survey to the public via festivals and community meetings:

The Study Team promoted the Connect Central Georgia Study with a booth at the Kaolin Festival in Sandersville, Georgia on October 8, 2011. Paper surveys were available for festival visitors to complete. Over 60 responses were received at that event.

Utilizing the 31 County School Districts to publicize the Survey:

During October and November 2011, contact was made via phone and/or email with the Superintendents for each of the 31 school districts in the study area to determine their interest in distributing the survey to their parents, teachers, and staff. The Superintendents were provided with the Survey link and the Study Fact Sheet. Participation options included:

- Posting the survey link on their district and/or individual school websites;
- Sending paper surveys home to parents for completion and return to the school;
- Sending Survey Flyers home to parents; and
- Emailing the survey link to teachers and staff and, if possible, parents.

Paper surveys and flyers were mailed to the requesting school districts and were sorted and packaged according to the district’s preference to ensure easy and timely distribution to parents. The school districts were provided with pre-paid packages and a timetable by which to return completed surveys. For those districts wishing to publicize the survey on their website, the website link was provided and a follow-up was performed to ensure that the link was placed and functioning properly. Districts with online links were encouraged to keep the link active through January 31, 2012.

Of the 31 school districts, 23 agreed to participate with one or more methods. The following table summarizes the participating districts and their means of participation.

School District	Website Link	Paper Surveys	Survey Flyers	Email Teachers and Staff	Other*	No Response
Baldwin	X					
Bibb						X
Burke	X			X		
Chattahoochee	X					
Columbia						X
Crawford	X			X		
Glascok	X					
Hancock						X
Harris	X					
Houston	X		X			
Jefferson	X	X				
Jones	X					
Lamar	X					
McDuffie	X					
Macon						X
Marion			X			
Meriwether	X	X				

School District	Website Link	Paper Surveys	Survey Flyers	Email Teachers and Staff	Other*	No Response
Monroe						X
Muscogee			X			
Peach	X					
Pike			X			
Richmond	X			X	X	
Schley			X			
Talbot						X
Taylor	X					
Troup						X
Twiggs	X					
Upson	X				X	
Warren		X				
Washington	X			X		
Wilkinson						X

*Other activities included placing the survey link in the principal newsletter for each school and robo-calling parents to inform them of link on the study website.

Posting Survey Flyers in public libraries:

Two copies of the Survey Flyer were sent to each of the 62 public library branches in the study area. The Flyers included instructions for posting the flyers in a public, well-lit location, such as a bulletin board or door. The Flyer was the same document used for the school districts, promoting the Study, providing the survey link, and inviting the public to respond. A sample of the Library mailing flyer and instructions is found in the Appendix

Publicizing the Survey link through the local media (TV, newspaper, web):

Working with GDOT District Two and Three Commutations, the survey was promoted and publicized to local media outlets including newspapers, television and web outlets. As a result, the survey received media coverage as follows:

Media Source	Coverage
NewsCentralGeorgia.com 01/20/12	Website – Article and website link
Fox24 News Central/ABC 16 Macon 01/20/12	TV News broadcast – Interview with Mary Huffstetler and website link
13WMAZ Where You Live Peach-Crawford 01/05/12	Website - Study link
Macon Telegraph 01/15/12	Newspaper - Article

Media Source	Coverage
Macon Telegraph 12/20/11	Newspaper – Article and website link
Georgia Public Broadcasting 12/20/11	Website – Article
City of Augusta	Website link

Providing the Survey link to the local Chambers of Commerce, Industrial Authorities, and Convention and Visitors Bureaus:

The Survey link was also provided, via email, to all Chambers of Commerce, Industrial and Development Authorities, and Convention and Visitors Bureaus within the study area. A list of those organizations is as follows:

- **Chambers of Commerce**
 - Milledgeville-Baldwin County Chamber of Commerce
 - Augusta Black Chamber of Commerce
 - Barnesville-Lamar County Chamber of Commerce
 - Robins Regional Chamber of Commerce
 - Burke County Chamber of Commerce
 - Buena Vista-Marion County Chamber of Commerce
 - Warren County Chamber of Commerce
 - Ellaville-Schley County Chamber of Commerce
 - Pike County Chamber of Commerce
 - Twiggs County Chamber of Commerce
 - Talbot County Chamber of Commerce
 - Macon County Chamber and Development Authority
 - Jones County Chamber of Commerce
 - Greater Macon Chamber of Commerce
 - Sparta-Hancock County Chamber of Commerce
 - Harris County Chamber of Commerce
 - Jefferson County Chamber of Commerce
 - Thomaston-Upson County Chamber of Commerce
 - Thomson-McDuffie Chamber of Commerce
 - Perry Chamber of Commerce
 - Meriwether County Chamber of Commerce
 - Greater Columbus Chamber of Commerce
 - Augusta Metro Chamber of Commerce
 - LaGrange-Troup County Chamber of Commerce
 - Peach County Chamber of Commerce
 - Roberta-Crawford County Chamber of Commerce
 - Wilkinson County Chamber of Commerce
 - Washington County Chamber of Commerce
 - Columbia County Chamber of Commerce

- Taylor County Chamber of Commerce
- Forsyth-Monroe Chamber of Commerce
- Talbot County Chamber of Commerce
- **Economic Development/Industrial Authorities**
 - City of LaGrange Economic Development Authority
 - Milledgeville/Baldwin County Development Authority
 - The Valley Partnership (Muscogee, Chattahoochee, Marion, Taylor, Talbot, Harris)
 - The Development Authority of Peach County
 - Warren County Georgia Development Authority
 - Crawford County Development Authority
 - Development Authority of Jeffersonville and Twiggs County
 - Glascock County Industrial Development Authority
 - Cusseta-Chattahoochee Industrial Authority
 - Thomaston-Upson Industrial Development Authority
 - Macon-Bibb County Economic Opportunity Council
 - Jones County Development Authority
 - Houston County Development Authority
 - The Development Authority of Harris County
 - Forward McDuffie
 - Barnesville-Lamar Economic Development
 - Wilkinson County Development Authority
 - Development Authority of Monroe County
 - Jefferson County Development Authority
 - Development Authority of Washington County
 - Columbia County Development Authority
 - Meriwether Industrial Development Authority
 - Development Authority of Richmond County
 - Macon-Bibb County Urban Development Authority
 - Macon Economic Development Commission
 - Development Authority of Pike County
 - Development Authority of Burke County
 - Development Authority of Columbus
 - Taylor County Development Authority
- **Convention & Visitors Bureau**
 - Augusta Convention and Visitors Bureau
 - Visit Meriwether County
 - Perry Area Convention and Visitors Bureau
 - Forsyth-Monroe County Convention Visitors Bureau
 - Macon-Bibb Convention and Visitors Bureau
 - Columbus Convention and Visitors Bureau
 - Milledgeville Convention and Visitors Bureau
 - Columbia County Convention & Visitors Bureau

- Thomson-McDuffie Convention & Visitors Bureau
- Warner Robins Convention and Visitors Bureau

OVERALL SURVEY RESULTS

As of January 31, 2012, there were 2,600 responses to the survey. Overall results for all 31 counties in the study area are presented below.

1. What County do you live in?

County	Responses	Percent of Total
Baldwin	28	1.1%
Bibb	49	1.9%
Burke	213	8.2%
Chattahoochee	5	0.2%
Columbia	56	2.2%
Crawford	11	0.4%
Glascok	25	1.0%
Hancock	2	0.1%
Harris	30	1.2%
Houston	35	1.3%
Jefferson	615	23.7%
Jones	49	1.9%
Lamar	7	0.3%
McDuffie	37	1.4%
Macon	8	0.3%
Marion	23	0.9%
Meriwether	678	26.1%
Monroe	5	0.2%
Muscogee	54	2.1%
Peach	58	2.2%
Pike	31	1.2%
Richmond	93	3.6%
Schley	12	0.5%
Talbot	20	0.8%
Taylor	11	0.4%
Troup	5	0.2%
Twiggs	3	0.1%
Upson	88	3.4%
Warren	147	5.7%
Washington	92	3.5%
Wilkinson	5	0.2%
Other	105	4.0%
Total	2,600	100%

3. What County do you work in?

County	Responses	Percent of Total
Baldwin	40	1.6%
Bibb	70	2.8%
Burke	296	11.6%
Chattahoochee	10	0.4%
Columbia	32	1.3%
Crawford	10	0.4%
Glascok	28	1.1%
Hancock	20	0.8%
Harris	44	1.7%
Houston	69	2.7%
Jefferson	306	12.0%
Jones	60	2.4%
Lamar	13	0.5%
McDuffie	99	3.9%
Macon	10	0.4%
Marion	16	0.6%
Meriwether	267	10.5%
Monroe	17	0.7%
Muscogee	73	2.9%
Peach	36	1.4%
Pike	20	0.8%
Richmond	112	4.4%
Schley	13	0.5%
Talbot	9	0.4%
Taylor	16	0.6%
Troup	94	3.7%
Twiggs	10	0.4%
Upson	105	4.1%
Warren	49	1.9%
Washington	97	3.8%
Wilkinson	8	0.3%
I do not commute to work outside of my home	498	19.6%
Other	263	10.3%

4. How many people live at your home?

1 Person	3.3%
2 Persons	15.8%
3 Persons	21.7%
4 Persons	30.5%
5 or More Persons	28.8%

5. How many operating vehicles (cars, trucks, motorcycles) do you and the people living with you have?

No Vehicles	5.7%
1 Vehicle	24.5%
2 Vehicles	36.2%
3 or more Vehicles	33.6%

6. If your family does not have a vehicle (car or truck) do you depend on someone outside of your immediate family to drive you places?

Yes	18.4%
No	81.6%

7. If you answered "yes" to Question #6, please check the locations that someone outside of your immediate family drives you to on a regular basis.

Of the 336 respondents that answered this question, the responses were as follows (note that more than one response could be selected):

Doctor	63.1%
Shopping	58.0%
Work	32.7%
Church	36.9%
School	38.1%
Other	33.0%

8. How do your children get to school?

Of the 2,452 respondents who answered this question, the responses were as follows (note that one than one response could be selected):

School Bus	49.3%
Ride Alone	7.1%
Ride with Family	37.4%
Ride with Non-Family Members	2.5%
Walk	2.7%
Bike	0.4%
No Children in Home	17.6%

Questions 9-22: Within the Study Area, have you experienced...

Issue	Yes	No
9. Traffic backup on roads	32.7%	67.3%
10. Traffic backup at intersections	31.6%	68.4%
11. A need for a traffic signal at intersections	29.2%	70.8%
12. A lack of on-demand, rural, or public bus service	16.7%	83.3%
13. A lack of roadway shoulders	20.4%	79.6%
14. A lack of sidewalks	30.3%	69.7%
15. A lack of turn lanes	21.0%	79.0%
16. Any safety issues	28.2%	71.8%
17. Speeding	43.0%	57.0%
18. Problems with tractor-trailer trucks	27.1%	72.9%
19. Farm tractor traffic slowdowns	28.0%	72.0%
20. Difficulty trying to get onto a road	19.6%	80.4%

Issue	Yes	No
21. Been unable to pass slow moving vehicles	34.0%	66.0%
22. Any other traffic problems	10.3%	89.7%

24. Do you avoid travel on roads due to any of the problems listed above?

Yes	23.6%
No	76.4%

25. How often do you travel from your home to the following cities?

	Several trips per month	Monthly	5 or more trips per year	4 or fewer trips per year	Never	Response Count
Columbus	317	131	140	497	1,025	2,110
Macon	231	132	164	572	1,027	2,126
Warner Robins	143	43	96	374	1,436	2,092
Augusta	758	191	170	290	831	2,240

26. How often do you travel from your work to the following cities?

	Several trips per month	Monthly	5 or more trips per year	4 or fewer trips per year	Never	Response Count
Columbus	155	45	48	184	1,573	2,005
Macon	122	61	65	215	1,541	2,004
Warner Robins	88	30	29	143	1,700	1,990
Augusta	342	104	87	173	1,387	2,093

Location-Specific Responses to Open-Ended Questions

Questions 9-24 included space to expand on the “yes” or “no” responses. Respondents listed specific locations of concern or expanded on the reasons they felt a component of the transportation system was lacking and could be improved. The full survey responses are included in the Appendix. Responses for several of the top reported concerns are summarized below.

Within the study area, have you experienced speeding?

Speeding was reported as a general issue primarily in urban areas in the study area. The areas in or near Augusta, Macon, and Warner Robins were noted most often. Speeding was also reported to be an issue on the interstates in the study area as well.

Within the study area, have you been unable to pass slow moving vehicles?

The following locations were most often reported:

- SR 56
- US 1
- SR 24
- SR 74
- SR 96
- US 27
- SR 49

In the study area, have you experienced traffic backup on roads?

The majority of the responses indicated that backup on roads is most prominent in the urban areas of the study areas. Many responses simply mentioned the name of a City or County in or around the four major urban areas. The following specific locations were most often reported:

- I-75
- I-520
- I-20
- Washington Road in Richmond and Columbia Counties
- SR 96
- US 1
- US 27
- SR 49
- Watson Boulevard in Warner Robins

In the study area, have you experienced traffic backup at intersections?

With the large study area, there was not frequent correlation singling out particular intersections. Three intersections did appear repeated times as follows:

- US 129/SR 44/SR 22 in downtown Gray
- I-16/I-75
- Bobby Jones and Washington Road in Columbia County

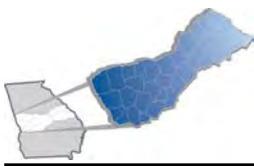
In addition, multiple intersections were mentioned along the following routes:

- SR 96
- US 1
- US 27

The final open-ended question on the survey read, “If you expressed transportation problems in the study area, please list your main transportation concerns below.” There were many location-specific responses and these can be examined in the appendix. The general themes expressed from the responses to this question are summarized as follows:

- Tractor trailer trucks on two lane roads and in small city downtowns
- Two lane highways connecting major cities
- Safety concerns for cyclists on the roadways
- Lack of public transportation (bus and train)
- Roadway maintenance (paving and potholes)
- Dirt roads that need to be paved
- Excessive speeding
- School Zone safety and access (turning lanes needed)
- I-16/I-75 Interchange
- Trucks speeding on the interstates
- Inability to pass slow moving vehicles
- Lack of pedestrian sidewalks
- Traffic signal timing and need for new signals
- Roadway shoulders in rural areas
- At-grade railroad crossings
- Congested highways

SUMMARY OF STAKEHOLDER INTERVIEWS



Purpose: Summary of Stakeholder Interviews

Participants: See attached interview summaries

Date: September 2011

1. Overview of Interview Effort

A series of stakeholder interviews were conducted in August and September 2011 to introduce the project to key stakeholders in the study area and to solicit their input about connectivity and transportation needs and issues. Interviews were conducted with representatives from MPOs, Regional Commissions (RCs), military installations, and economic development agencies, including:

- Columbus MPO / City of Columbus
- Macon MPO / City of Macon
- Augusta MPO / City of Augusta
- Warner Robins MPO / City of Warner Robins
- Macon Mayor's Office
- Ft. Benning
- Ft. Gordon¹
- Warner Robins AFB
- Middle Georgia Regional Commission
- River Valley Regional Commission
- Heart of Georgia Regional Commission
- Central Savannah River Area Regional Commission
- Three Rivers Regional Commission

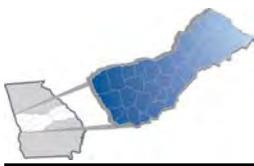
Interview questions were designed to provide insight into local perceptions regarding transportation deficiencies, primary travel needs in the corridor, types of improvements needed, and anticipated growth.

Key themes heard during the interviews were fairly consistent, and included support for completing the Fall Line Freeway, assorted improvements to benefit economic development efforts, and the need to coordinate effectively with other transportation plans and initiatives currently underway. Actual interview summaries follow the key details.

Key Themes Heard During Interviews

East-West Connectivity is already good, especially in areas where the Fall Line Freeway has been constructed. Completing the Fall Line Freeway should be a top priority.

¹ Contact was made with Fort Gordon officials and the project was briefly discussed. An interview discussion guide was sent to them for their review and completion, but was not sent back despite repeated requests.



There was a clear consensus that the Fall Line Freeway was critical to connectivity in Central Georgia. In portions of the study area where the Fall Line Freeway is complete, east-west mobility and connectivity is excellent. Completing the Fall Line Freeway should be a top priority to upgrade level of service, particularly around the Macon area.

Some east-west deficiencies were noted, mostly in connection with economic development aspirations and the need for four-lane connection to the interstates.

The GRIP program has greatly improved mobility in the study area. Additional 4-laning of key state routes remains of interest to public officials and planners. Specific suggestions are noted in the interview summaries in Appendix B.

North-South Routes, especially east of I-75, should be evaluated in addition to east-west roads.

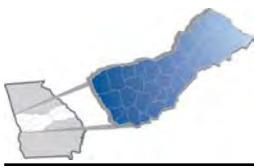
Capacity issues on north-south routes during emergency hurricane evacuation, safety concerns on north/south roads intersecting the Fall Line Freeway, and general north-south mobility in the study area are important issues that should be included in the study.

Freight mobility should be a top focus for the study, particularly in metropolitan areas such as Augusta and west of I-75.

Upgrade of key intersections serving truck traffic is a priority in Augusta and intermodal investment was noted as key in the eastern portion of the study area. These types of last-mile connectivity issues are critical to efficient movement of goods. Similarly, auto manufacturing in the western part of the study area is a growing economic niche since the KIA Plan began operations. 4-laning some key state routes would enhance economic development activities and potentially bring new jobs to the area west of I-75.

Economic Development is a top priority in the study area. Transportation-dependent industries are targeted in a number of economic development plans. Warehousing and distribution industries are a focus throughout the study area, given the strong performance of the Savannah Port. Auto parts and manufacturing to support KIA operations is a focus in the western part of the study area.

Coordination with TIA Lists and Other Plans is very important. It is a very busy time for transportation planning. Public education about the TIA lists will be on-going from the present to July 2012. Public perception is an important aspect of successful outcomes. Identifying the linkages between the Connecting Central Georgia Study and other efforts needs to be a priority.



Organization: Columbus Consolidated Governments

Participants: Rick Jones
Lynda Temples
Rush Wickes

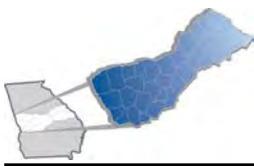
Interviewers: Garth Lynch, HNTB Corporation
Reuben Woods, GDOT
Krystal Fowler, GDOT

Date: August 29, 2011

1. What are the major transportation issues impacting connectivity, and safety in the study corridor?
 - Shipping travels through the area related to Brunswick, Savannah, Kia (Troup County), Hyundai (AL).
 - Logging used for paper mill on Alabama side is currently struggling.
 - Flat Rock Rd is a mixture of freight and residential. This road connects to Fall Line Freeway just east of US 27 Alt.
 - Fort Benning typically ships oversized loads via rail. Expansion of Fort and its training school will impact travel in the area.
 - US 80 is built up in the MPO area, an outer loop would need to be developed as an alternative.
 - Safety and operational concerns in Fort Valley, particularly related to the intersections of SR 49 with US 341/SR 42 and SR 49. There is also a bridge in Fort Valley with weight restrictions.
 - Fall Line Freeway is not a straight shot. It depends on I-75. Feeling that it is easier to get to Montgomery, AL than Macon.
 - Need better directional signage along Fall Line Freeway. Facility changes route designation several times.

2. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
 - Medium – Currently no priorities are given to GRIP corridors.

3. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?
 - Current TIP has the Eastern Connector (Schatulga Rd) widening from 2 to 4 lanes from Buena Vista Rd to Macon Rd. This will introduce more freight to the Fall Line Freeway.
 - No recent improvements along the Columbus-Macon section of Fall Line Freeway.



- Bike Lanes are present along Fall Line Freeway, but they are very rarely used.
4. Do you have any relevant data that might benefit the study?
 - CMP – portions of US 80 and US 280 identified.
 - Primarily look to USDOT for freight data.
 5. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?
 - Only barrier currently faced is money
 6. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
 - Have not heard of unmet needs for east-west connectivity
 - The MPO has successfully engaged the public in a variety of ways.
 - TIA process has not been as political as in Atlanta area



Organization: Middle Georgia Regional Commission

Participants: Bob Rychel, Middle Georgia Regional Commission

Interviewers: Elizabeth Sanford, Cambridge Systematics
Joanna Hite, Cambridge Systematics

Date: August 24, 2011

Topics

What are the major transportation issues impacting connectivity, and safety in the study corridor?

- The issue most pressing in the region's communities is the need for a trucking route. There is a feeling that the lack of easy connectivity from Columbus/Macon/Augusta impacts economic development opportunities and that the lack of a good trucking route makes the area less attractive for warehouse or distribution industries.

Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?

- I have not been involved in TIA roundtable discussions so cannot say whether or not this corridor is a priority.
- Economic development is first and foremost on the region's mind, so anything that would improve the transportation network from a roads perspective would be viewed as beneficial for economic development opportunities, mainly in warehousing and distribution. The Macon area's main focus has been warehousing and distribution and it has been successful in attracting this type of industry. Also, Twiggs County (off of I-16) has experienced economic boost with the recent Academy Sports distribution center. The Middle Georgia Regional Commission counties want to pursue the same type of development.

What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?

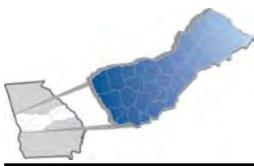
- Fall Line Freeway. Discussion at Macon Area Transportation Study technical coordinating committee meetings indicate that Macon has not seen the level of connectivity that they were anticipating from the concept.
- Not aware of any local studies and is only aware of statewide level studies.

Do you have any relevant data that might benefit the study?

- No comments.

Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?

- Overall attitude is that the region would welcome improvements to the corridor.
- There are pockets of resistance in every community depending on what is proposed. Macon has a number of very vocal groups. As expected, some will view any



improvements as impacting the lifestyle or rural community in a negative way (by increasing traffic and increasing speeds, for example).

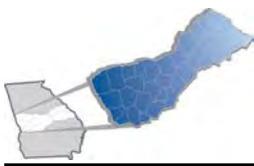
- From a local elected official position, the concern is to find avenues to increase economic development opportunities and potentially draw commercial businesses or trucking industries to locate along the route.

What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?

- The view is that any improvements to the transportation network could provide potential for economic development.

Who should be targeted for inclusion in stakeholder/public outreach?

- Would recommend targeting local officials in the study area to provide opportunity to comment. Offered to forward the fact sheet on to local administrators in the middle Georgia region.



Organization: Three Rivers Regional Commission

Participant: Anthony Dukes, Three Rivers Regional Commission

Interviewer: Elizabeth Sanford, Cambridge Systematics
Joanna Hite, Cambridge Systematics

Date: August 29, 2011

Topics

What are the major transportation issues impacting connectivity, and safety in the study corridor?

- Currently there is local concern about connectivity for economic development reasons. Presently, it is limited, especially in terms of using connectivity as a way to attract jobs and industry. Local officials think that a 4-lane facility connecting to the interstate would attract new business.
- Would like to see a four lane facility to make the area more attractive for manufacturing jobs and industry. Would like to attract new Atlanta metro industry to the area.

Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?

- Low priority for the area unless the region's communities understand that they will be impacted directly by any improvements.

What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?

- SR 74 Corridor Study. No serious GDOT or federal funding. It's an idea that officials in Pike, Merriweather, and Upson County are in favor of.
- SR 36 Study. It is in GDOT plan and on the regional TSPLOST list. It would widen and realign SR 36 from I-75 through Lamar County to Upson County. People want a more direct alignment that bypasses downtown areas and allows for faster connection to I-75.

Do you have any relevant data that might benefit the study?

- Both Upson and Spalding have monthly committee meetings that might provide relevant information. An additional question is why Spalding isn't included in this corridor?

Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?

- Hilly area will present engineering and cost challenges.
- Politically, any improvements to the corridor might compete with local interest in extending I-16 (to allow for goods movement from the expanded port to the Kia plant). That is an idea that has people's attention and is the impetus behind the SR 74 Study).



What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?

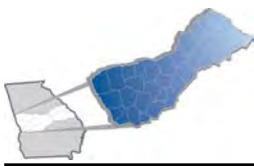
- They would agree that improvements in the corridor would be good..

Who should be targeted for inclusion in stakeholder/public outreach?

- The Executive Director of Three Rivers Regional Commission, Lanier Boatwright, would be able to provide more information and provide a list of people who should be involved in any future outreach. He knows the A-to-Z history of the SR 74 debate.
- There is a list of citizens interested in the TSPLOST.

One additional comment:

- GDOT should look at GRIP corridors running north-south to the east of I-75. These seem important to emergency management and hurricane evacuation.



Organization: Fort Benning

Participants: Dean Miller, Fort Benning

Interviewers: Elizabeth Sanford, Cambridge Systematics
Joanna Hite, Cambridge Systematics

Date: August 29, 2011

Topics

What are the major transportation issues impacting connectivity, and safety in the study corridor?

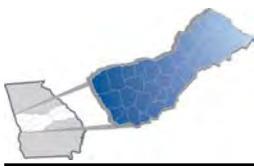
- Major changes to the Fort Benning area have occurred due to BRAC and the relocation of the Armor School from Fort Knox to Fort Benning. It is projected that the Armor School will bring 20,000 people into the area and they are set to be in place by September 15 of this year. The change in base operations is that the Armor School provides training for tank maneuvers.
- Over the past few years, tanks and other heavy equipment have come from Fort Knox to Fort Benning as a result of the Armor School move. Initially, highways were selected for routing, but the operations ultimately was performed via rail to avoid some bridges, overpasses and roads that weren't conducive to tank movement. This move is virtually complete.
- However, for additional information about routing challenges encountered, it is suggested that the team contact the Installation Transportation Officer (Ron Johnson, 706.545.4788, ron.johnson5@us.army.mil) for details about transport routes for heavy equipment.
- It is not anticipated that much transport of heavy equipment will be undertaken in the future. Troops typically "fall in on equipment" in Iraq or Afghanistan. The tanks are already there. If heavy equipment was to be sent overseas, it would be transported to the Port of Jacksonville.

Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?

- The main concern for Fort Benning is getting people in and out of Fort Benning's main entrance, which is on the Alabama side. A number of these improvements are currently underway, e.g. travelling in on I-85 to Lindsey Creek Parkway. In addition, Hwy 431 (the main route to Destin and a back door route in to Fort Benning) has been improved. In general, north-south routes are good. East-west routes are better than they used to be, I'd say pretty good.

What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?

- I-185 was expanded when the KIA plant came in. It was around the same time BRAC was announced, and the improvements have helped a great deal.



CONNECT CENTRAL GEORGIA STUDY

- An EIS has recently been prepared to support the expansion of Fort Benning's land and operations to include tank maneuver training. The expansion would include an additional 82,000 acres for Fort Benning in Georgia and Alabama. The preferred expansion alternative is the south side of Fort Benning in Stewart County, Georgia.

Do you have any relevant data that might benefit the study?

- The environmental study for the expansion of Fort Benning might have helpful background information.

Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?

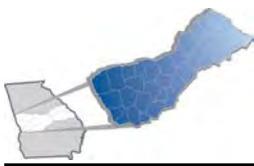
- Columbus congestion and bottleneck on the east side of the City. It is known that there has been opposition to expansion and new business in that area. Some of the Fort Benning ranges built for the tanks are in the area, so there is potential for a noise issues. That community has opposed projects in the past.

What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?

- Fort Benning's main priority currently is getting traffic in and out of Fort Benning, and these improvements are currently underway.

Who should be targeted for inclusion in stakeholder/public outreach?

- As needed, Fort Benning personnel can be contacted via email.



Organization: City of Macon

Participant: Robert Reichert, Mayor
478-751-7170

Interviewer: Claudia Bilotto, AICP, HNTB Corporation
Reuben Woods, GDOT
Mary Huffstetler, AICP, MPH and Associates, Inc.

Date: August 31, 2011

The following Introduction and Study Objective were provided to Mayor Reichert to establish a baseline understanding of the Connect Central Georgia Study.

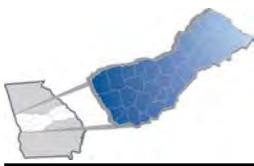
Introduction: For many years, improved connectivity across Central Georgia has been a priority of Georgia's leadership. Home to three of Georgia's largest cities, the corridor has been a strategic target for economic development initiatives and is identified as a critical freight and mobility link between Georgia and the Southeastern U.S. in Georgia's Statewide Strategic Transportation Plan (2010-2030).

Facilitating efficient east-west movement across central Georgia is critical for several reasons. It is home to three military bases: Fort Benning in Columbus, Robins Air Force Base in Warner Robins and Fort Gordon in Augusta. Additionally, the fall line boasts agricultural and industrial resources, including an abundance of kaolin - one of central Georgia's key natural resources (8-million tons of this white rock are mined annually in the state, at an estimated value of over \$1 billion. Kaolin can be found in a variety of household products, including paper, ceramics, plastic, paint and pharmaceuticals).

Study Objective: The Georgia Department of Transportation (GDOT) is conducting an analysis of the overall Central Georgia corridor to identify and plan for future transportation needs impacting intra-regional mobility. The study will consider natural resources, freight, economics, and the travel patterns of the general public.

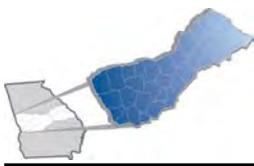
Working with area stakeholders, the team will establish goals, objectives, and evaluation factors in order to assess existing and future conditions and develop and test improvement scenarios that meet the needs of the corridor in the future. Recommendations will address how the state, counties, and cities in the study area can invest to ensure that future connections and mobility across the study area are preserved.

We recognize several specific/specialized studies have already taken a high-level look at future demand and facility opportunities in the area (I-14, the high-level investigations done by IT3/Statewide Strategic Plan, others) but this will be the first holistic look at traffic and goods movement through this section of the state. We will build off of the accomplishments of those efforts.

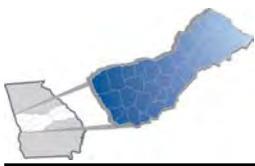


Interview as follows:

1. What are the major transportation issues impacting connectivity, and safety in the study corridor?
 - The City of Macon provided a great deal of input in to the 14th Amendment Highway Study.
 - Look at the Georgia Public Policy Foundation study of the west Atlanta Bypass. This study connects Savannah, Macon, La Grange, and Chattanooga, TN along US 27 in an effort to accommodate Port of Savannah containers that need to move north, east, and west. An ideal transportation/ logistics hub is recommended to be in South Bibb County below Macon.
 - The Mayor showed a map of his recommended route to provide the missing link for the Fall Line Freeway. The recommendation includes improvements to SR 49 east of Byron merging onto US 41, on new location to I-16 and ultimately to SR 57 east of Macon. The Mayor provided documentation of two Limited Feasibility Study documents outlining the study need, fatal flaws, and study conclusion for the route spanning from I-75 east of Byron to SR 57 east of Macon.
 - A new interchange is under construction at Sardis Church/I-75. A roadways project will also connect Avondale Mill Road , SR 247, and the Middle Georgia Regional Airport. The interchange will open in 6-12 months. The road work is set to be let to construction within the year.
 - In the vicinity of the airport, there are several rail lines and several existing Industrial Parks (Sofkee- Kumho Tire was mentioned specifically) near the proposed route. The Mayor feels that the combination of rail, industry, airports, and a new surface transportation corridor all working together would be beneficial to the region and the State of Georgia. Hartsfield-Jackson cannot expand to accommodate air cargo demand. Macon is a logical alternative choice. Middle Georgia Regional Airport plans to extend the runway from the current 6,500 feet to 8,500 feet. Due to noise and crash encroachment regulations, thousands of acres of residential land north of RAFB is being acquired by Bibb County right now. This land could be suitable for industrial park development. Also, 25,000 people commute to work at Robins Air Force Base each day. This route would provide batter access for these vehicles.
 - In the Macon area, there are four existing bridges over the Ocmulgee River and they are all in downtown Macon. The closest bridge to the north is SR 18 in Monroe County 20 miles to the north. The closest bridge to the south is SR 96 in Houston County 20 miles to the south. This alignment would provide a crossing approximately half way between downtown Macon and SR 96.
 - The Mayor mentioned the possibility of a Public Private Partnership to complete the south bypass.
 - The southern bypass could serve as the first leg of a ring road around Macon.

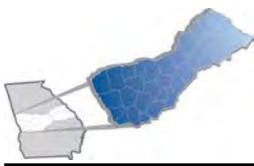


- To travel to Augusta, people generally take (1) Macon, Gray, Eaton, I-20 or (2) Macon, Milledgeville, Sparta, or (3) Milledgeville, Sandersville, Wrens to get to Augusta. There is not a best way and none of the routes are ideal.
 - Since the improvements between Columbus and Byron have been implemented, the Mayor feels there is increased use of I-75 to Byron and taking the Fall Line Freeway to Columbus.
 - No safety concerns come to mind
2. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
- South Bypass is a high priority – Middle Georgia Regional Commission passed a resolution supporting the project. The MATS Citizens Advisory Committee also supports the alignment.
3. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?
- The Mayor stated that the original 7 alignments proposed for the Fall Line Freeway through Macon will not work due to the presence of Traditional Cultural Property (Ocmulgee Indian Mounds).
4. Do you have any relevant data that might benefit the study?
- The Mayor provided documentation of two Limited Feasibility Study documents outlining the study need, fatal flaws, and study conclusion for the route spanning from I-75 east of Byron to SR 57 east of Macon.
5. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?
- The Mayor pointed out that the original 7 alignments proposed for the Fall Line Freeway through Macon will not work due to the presence of Traditional Cultural Property (Ocmulgee Indian Mounds).
 - The second phase of the bypass is situated in an area with lots of wetlands. This will be an expensive project.
6. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
- Middle Georgia Regional Commission passed a resolution supporting the south bypass. The MATS Citizens Advisory Committee, Twiggs County, and Jones County also support the alignment.



7. Who should be targeted for inclusion in stakeholder/public outreach?

- Page Siplon, Georgia Centers of Innovation, **page.siplon@gatech.edu.**, (912) 966 – 7867
- Convention and Visitors Bureau



Organizations:	Macon Area Transportation Study Warner Robins Area Transportation Study
Participants:	Jim Thomas, Macon MPO jpthomas@mbpz.org Don Tussing, Macon MPO dtussing@mbpz.org Gregory Brown, Macon MPO gbrown@mbpz.org Ken North, Macon MPO knorth@mbpz.org Jessica Bird, Warner Robins MPO jbird@wrga.gov
Interviewer:	Claudia Bilotto, AICP, HNTB Corporation Reuben Woods, GDOT Mary Huffstetler, AICP, MPH and Associates, Inc.
Date:	August 31, 2011

The following Introduction and Study Objective were provided to the participants to establish a baseline understanding of the Connect Central Georgia Study.

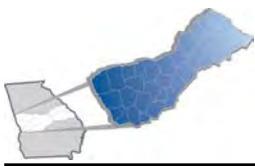
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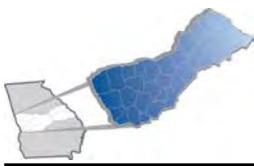
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We recognize several specific/specialized studies have already taken a high-level look at future demand and facility opportunities in the area (I-14, the high-level investigations done by IT3/Statewide Strategic Plan, others) but this will be the first holistic look at traffic and goods movement through this section of the state. We will build off of the accomplishments of those



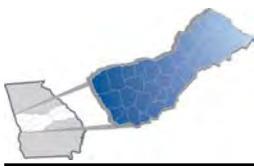
efforts.



Interview as follows:

8. What are the major transportation issues impacting connectivity, and safety in the study corridor?
 - A pressing concern is the need for additional Ocumlgee River Crossings in the vicinity of Macon.
 - The Macon MPO supports the south bypass alignment proposed by Mayor Reichert.
 - Additional access is needed to Warner Robins. The current east west arterials are congested making travel less than ideal. There is also increased need for access to economic/industrial complexes north of Warner Robins
 - East access to Warner Robins Air Force Base is needed. Currently there is a railroad to cross to get in and out of the base to the west. This could be an issue in an emergency.
 - The south bypass utilizing the new Sardis Church/I-75 interchange has been examined and poses the least impact to the vast wetlands in the area
 - The MPO feels the (1) I/16 and I/75 interchange and (2) Jeffersonville Road environmental process is moving too slowly.
 - Access for the Kumho Tire Plant in South Bibb County will produce tires to serve the Kia Plant in Troupe County so improved west access will be needed.
 - The Jones County Connector could serve as a connection across the river to the north. This roadway would better connect the population base in Jones County to increasing employment opportunities in northern Bibb County.
 - Freight movement east west through downtown Macon is an issue. 7th Street to Eisenhower Extension is being explored as an alternative freight route.
 - There is a pulp plant south of downtown that needs better access from the east and northeast.
 - Additional industrial access is needed to promote economic development/ industrial growth.
 - The project to widen SR 96 through Warner Robins will increase freight access to the base and take some freight movement off of Watson Boulevard.
 - Access to Columbus is good. Access to Augusta is difficult.

9. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
 - The entire south bypass is a top priority.
 - Only Phase I from I-75 to the Middle Georgia Regional Airport was included in TIA because of the funding limitations and the high cost of Phase II. Phase I is estimated to cost \$56 Million and Phase II is estimated to cost \$192 Million.
 - TIA recommended 82 projects totaling \$565 million.
 - Priorities in Warner Robins include:



- a. Passing lanes on SR 247 from the Pulaski Line to SR 96
 - b. Operational Improvements on Watson Boulevard
 - c. Widening of Gunn Road to move traffic to I-75
 - d. General east west movement needs improvement
10. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?
- 14th Amendment Highway Study did not seem to truly focus on what was needed through Georgia.
11. Do you have any relevant data that might benefit the study?
- The Macon MPO offered GIS Files. Let them know what is needed and they will provide the data.
12. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?
- . Rivers and wetlands are barriers to connecting east and west.
 - New political attitudes support the consideration of the south bypass. Former political views were focused on keeping the Fall Line Freeway alignment closer to Macon.
13. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
- The Middle Georgia Regional Commission passed a resolution supporting the south bypass phase from the Middle Georgia Regional Airport to SR 57 as a regionally important highway.
14. Who should be targeted for inclusion in stakeholder/public outreach?
- The Study Team was invited to present study updates and findings to the Macon MPO.



CONNECT CENTRAL GEORGIA STUDY

Organization:	Augusta Regional Transportation Study
Participants:	George Patty, Executive Director 706-821-1796; gpatty@augustaga.gov Paul DeCamp, Planning Director 706-821-1796; pdecamp@augustaga.gov
Interviewers:	Jennifer King, HNTB Corporation Reuben Woods, GDOT Mary Huffstetler, AICP, MPH and Associates, Inc.
Date:	September 1, 2011

The following Introduction and Study Objective were provided to the participants to establish a baseline understanding of the Connect Central Georgia Study.

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Facilitating efficient east-west movement across central Georgia is critical for several reasons. It is home to three military bases: Fort Benning in Columbus, Robins Air Force Base in Warner Robins and Fort Gordon in Augusta. Additionally, the fall line boasts agricultural and industrial resources, including an abundance of kaolin - one of central Georgia's key natural resources (8-million tons of this white rock are mined annually in the state, at an estimated value of over \$1 billion. Kaolin can be found in a variety of household products, including paper, ceramics, plastic, paint and pharmaceuticals).

Study Objective: The Georgia Department of Transportation (GDOT) is conducting an analysis of the overall Central Georgia corridor to identify and plan for future transportation needs impacting intra-regional mobility. The study will consider natural resources, freight, economics, and the travel patterns of the general public.

Working with area stakeholders, the team will establish goals, objectives, and evaluation factors in order to assess existing and future conditions and develop and test improvement scenarios that meet the needs of the corridor in the future. Recommendations will address how the state, counties, and cities in the study area can invest to ensure that future connections and mobility across the study area are preserved.

We recognize several specific/specialized studies have already taken a high-level look at future demand and facility opportunities in the area (I-14, the high-level investigations done by IT3/Statewide Strategic Plan, others) but this will be the first holistic look at traffic and goods movement through this section of the state. We will build off of the accomplishments of those efforts.



Interview as follows:

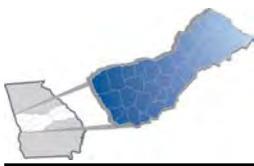
15. What are the major transportation issues impacting connectivity, and safety in the study corridor?
 - During the ARTS Freight Study, the east/west freight volume across central Georgia was determined to be unusually large.
 - Four lane roads are needed between Augusta and Macon, particularly SR 49, SR 22, and SR 16.
 - Container traffic from the Port of Savannah coming to Augusta needs a good way to be sorted and sent north. SR 17 would be a good route, but north Georgia does not want the traffic.
 - Demand on I-20 and I-520 is increasing. GDOT will let a widening later this month on I-520 between Gordon Highway and US 1. Both interchanges will be redesigned which should better accommodate freight movement.
 - I-20 from Belair Road to McDuffie County is expected to need to be widened from 4 to 6 lanes in the future.
 - Freight movement through downtown Augusta (on Reynolds, Broad, and Greene Streets) is an issue now that Bobby Jones is in place all the way to I-20 in South Carolina.
 - SR 56 south of Augusta: A 5-lane section transitions into a 4-lane section causing a driver expectancy problem. This area has a mix of residential and freight traffic. A project between Spirit Creek and Doug Barnard is programmed to go to construction in 2013.

16. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
 - . Most critical priority is maintenance of arterials and the interstate system.
 - a. Upgrades of key intersections serving truck traffic is also a key priority (such as Marvin Griffin/SR 56)

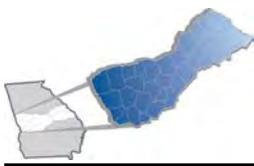
17. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?
 - . ARTS Freight Study and Freight Profile - Paul DeCamp can provide

18. Do you have any relevant data that might benefit the study?
 - . None suggested

19. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?



- . Fort Gordon is a large land area
 - a. Plant Vogtle: It would be ideal to have SR 56 improvements in place during the Plant Vogtle improvements
 - b. The Savannah River channel is being investigated for the possibility of moving containers further up the river. No firm plans.
20. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
- A continuous 4-lane connection providing an alternative to traveling through Atlanta to get to Columbus would be desirable.
21. Who should be targeted for inclusion in stakeholder/public outreach?
- Development Authorities
 - Chambers of Commerce
 - Railroads
 - Convention and Visitors Bureaus
 - Savannah River Site – Jim Giusty- Media Relations
 - Bush Field Airport – Diane Johnson



Organization: Central Savannah River Area Regional Commission

Participants: Andy Crosson, Executive Director
acrosson@csrarc.ga.gov; 706-210-2000
Christian Lentz
clentz@csrarc.ga.gov; 706-210-2000

Interviewers: Mary Huffstetler, AICP, MPH and Associates, Inc.
Jennifer King, HNTB Corporation

Date: August 24, 2011

The following Introduction and Study Objective were provided to Mr. Crosson and Mr. Lentz to establish a baseline understanding of the Connect Central Georgia Study.

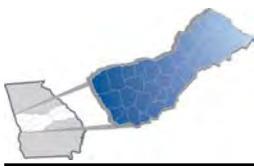
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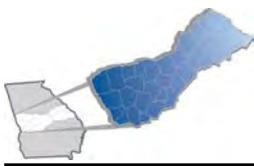
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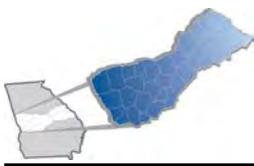


Interview as follows:

22. What are the major transportation issues impacting connectivity, and safety in the study corridor?
- Concerns are really about north/south connectivity. They feel, if they have Fall Line Freeway completed, east/west connectivity will be sufficient.
 - Intermodal impact is very important. Savannah River Parkway is adequate for getting goods to Augusta. Transferring goods from the Port of Savannah arriving into the region to rail and to trucks is a problem. Would like to see connectivity to utilize Bush Field for air cargo movement, too. There is interest in creating foreign trade zones. Suitable intermodal transfer ability is needed. Bush Field is currently seeing very little freight movement. Locals would like to expand airport to accommodate freight movement versus passenger movement.
 - Rural leaders are concerned with the connectivity of freight movement for the last few miles of each trip. The main roadways are good, but accessing the actual industrial/warehousing sites having to traverse through communities needs improvement.
 - I-20 from Warren to Taliaferro County – would like the wire safety guard in median.
 - Safety concern on north/south roads intersecting the Fall Line Freeway. Truck traffic crossing the Fall Line Freeway traveling north/south is unexpected to the drivers on the Fall Line Freeway. Jefferson County and Washington County has major problems with severe intersection crashes.
 - The railroad at-grade crossings on the Fall Line Freeway create barriers to economic development as industries do not want the timeliness of their deliveries to be impacted by railroad crossing delays. In particular on SR 80 in Warren County– Camak Industrial site. Also, close to Sandersville – does not bother kaolin industry, but would be an obstacle for a large freight mover in need of timely movement of goods to locate there.
23. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
- #1 Finish Fall Line Freeway; #2 Intermodal Investment; #3 Safety
 - TIA List: There seems to be a greater value to the region to move freight north/south (i.e. US17 US15) versus east/west. Freight now goes on I-16 to I-75 to Atlanta and beyond or I-95 to I-26 to Columbia and beyond. Need better connectivity from I-16 to I-20 to I-85 to open up north south movement in eastern Georgia.
24. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?
- Unified Development Authority had a consultant look at 600-900 acre industrial parks (report not released). The number one park they will be working on will be in Northern Warren County. Improvements are needed on the frontage road between the Norwood (#160) and Camak (#165) exits off of I-20.



- a. Fort Gordon Joint Land Use Study – includes access into and out of the Fort. The Fort has someone assigned to implement the study recommendations.
25. Do you have any relevant data that might benefit the study?
- None – they mostly rely on GDOT data
26. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?
- . Wrens is interested in having a bypass around the town. The current Fall Line Freeway goes through the middle of town and is two lanes. Not sure if this made it on the TIA List or not.
- a. A number of bypasses were recommended in the TIA list.
 - b. The region works well together so there should not be any political obstacles.
 - c. There is a general satisfaction with east/west connectivity
- From a traveler perspective – the barrier from the central and southern part of the region, it is difficult to get to Macon. Traffic can get freely through the region, but once they get past Sandersville, they have to decide whether to go through Milledgeville or Wilkinson County to get to Macon. On the northern side of the region, most people use I-20 to Exit 130 to Eatonton to Gray to Macon.
27. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
- . North/South connectivity is most important – freight comes in and it needs to go north.
28. Who should be targeted for inclusion in stakeholder/public outreach?
- RBW Logistics based in Augusta. They understand the bottom line for the foreign trade zone.
 - Georgia Power – Plant Vogtle in Burke County work is underway over the next 8 years. Most heavy parts were being moved in on barge up the river. The river cannot accommodate this movement anymore so freight movement is being done by rail or truck. Georgia Port and Mobile Bay connectivity is needed.
 - Savannah River Site



Organization: Heart of Georgia Regional Commission

Participant: Alan Mazza, Executive Director
mazza@hogarc.org; 478-374-4771

Interviewer: Mary Huffstetler, AICP, MPH and Associates, Inc.
Jennifer King, HNTB Corporation

Date: August 23, 2011

The following Introduction and Study Objective were provided to Mr. Mazza to establish a baseline understanding of the Connect Central Georgia Study.

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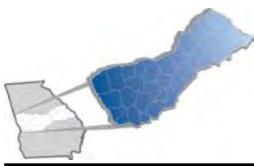
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Interview as follows:

29. What are the major transportation issues impacting connectivity, and safety in the study corridor?
- The Heart of Georgia Region is not included in the study area: Bleckley, Laurens, Johnson, and Emanuel touch the study area.
 - There is not a good way to get to Augusta from the region. People use US 319, SR 24 (2 lane road the whole way) to travel to Augusta.
 - People are not really going north through study area, mostly using I-16, or US 441 to Milledgeville
 - They primarily use I-16 and US 341 to connect to I-75 to the west. North connectivity is not good.
 - Bleckley County – SR 96 and SR 18 into Wilkinson County. Also, SR 112 would be used. Acuity Brand Lighting is a major manufacturer (200 employees). He is not sure where they are shipping to. Only major shipper in Bleckley County.
 - Laurens County – largest number of manufacturers of the four counties in the region touching the study area. They are on I-16. To go north they use US 441/ SR 29 into Wilkinson County. Also use US 319 North into Johnson County. Dublin Construction (185 employees); Admiral Tool and Manufacturing (50 employees); Evans Cabinet Co. (100 employees); Grand Brothers Construction (350 employees); S&P Newsprint (352 employees); Griffin Industries (60 employees); Lifetime Cabinet Company (60 employees); Harper Hannison (250 Employees); Pepsi Bottling (400 employees). Shows a lot of potential for freight traffic. US 441 or US 319 would be main north routes used.
 - Johnson County – not a lot of industry. Electromechanical Scoreboard (65 employees); McAfee Packing (65 employees); Bellevue Inc. (50 employees). US 319 and SR 78 and SR 171 into Jefferson County is the route they would use to go to Augusta.
 - Emanuel County –has a number of manufacturers (2nd largest of the four), Use US 1, SR 56, and SR 305 into Burke County
 - Improved north/south connectivity to the improved east west route identified through this study would be beneficial.
30. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
- . TIA should be examined. There are approximately 12 regional projects identified. Also look at individual county projects.
31. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?



CONNECT CENTRAL GEORGIA STUDY

- Look at the comprehensive plans for Bleckley, Laurens, Johnson, and Emanuel Counties.
32. Do you have any relevant data that might benefit the study?
- . None
 - a. Could check with local Chambers of Commerce and Development Authorities
33. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?
- None, just funding
6. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
- I-16 and I-75 are assets to the region. It is difficult to get to Augusta. There does not seem to be a big need for people in the region to go to Augusta.
7. Who should be targeted for inclusion in stakeholder/public outreach?
- Chambers of Commerce and Development Authorities in the four counties
 - Individual Manufacturers



Organization: River Valley Regional Commission

Participants: Patti Cullen, Executive Director
apcullen@rivervalleyrc.org; 706-256-2910
Rick Morris
rmorris@rivervalleyrc.org; 706-256-2910

Interviewers: Mary Huffstetler, AICP, MPH and Associates, Inc.
Jennifer King, HNTB Corporation

Date: August 26, 2011

The following Introduction and Study Objective were provided to Ms. Cullen and Mr. Morris to establish a baseline understanding of the Connect Central Georgia Study.

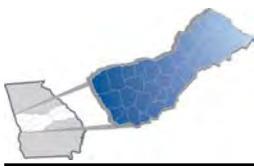
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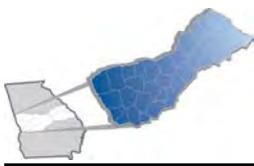
Working with area stakeholders, the team will establish goals, objectives, and evaluation factors in order to assess existing and future conditions and develop and test improvement scenarios that meet the needs of the corridor in the future. Recommendations will address how the state, counties, and cities in the study area can invest to ensure that future connections and mobility across the study area are preserved.

We recognize several specific/specialized studies have already taken a high-level look at future demand and facility opportunities in the area (I-14, the high-level investigations done by IT3/Statewide Strategic Plan, others) but this will be the first holistic look at traffic and goods movement through this section of the state. We will build off of the accomplishments of those efforts.

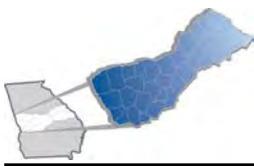


Interview as follows:

34. What are the major transportation issues impacting connectivity, and safety in the study corridor?
- Fall Line Freeway is a good route and there is adequate access to this route in the study area.
 - SR 26 (Cusseta to Buena Vista) needs passing lanes
 - US 19 is a good road now and it intersects with the Fall Line Freeway
 - New intersections on the Fall Line Freeway – especially with the Fall Line Freeway carrying more trucks – the collisions are likely to be more severe due to increased travel speeds ; US 19 and SR 96 is a difficult intersection; SR 26 and US 19 in Ellaville – changes have been made and people are not used to the changes – may need more signage and warning mechanisms.
 - Even though this is not in the study area, US 280 is expected to be a problem when the inland port in Cordell is open. Truck traffic from the port will head west onto US 280 which is mostly a 2 lane road. The traffic will go through downtown Americus.
 - Freight travels from Savannah to Cordele on train and then will transfer to truck to continue westward – US 280 will be a primary route used for truck movement.
 - Troupe County is constructing a bypass – SR 27 has been widened to get to I-185
 - Meriwether County is mostly 2-lane roads – logging truck related traffic
 - US 27 Alternate is a good road for north south movement
35. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?
- The River Valley Commission approach to TIA was to look at where the voters are and develop a strategy accordingly. If this were not the case, improving US 280 would have been a higher priority. Widening of US 80 from Crisp County to SR 300 would have been another priority. The tax just was not going to produce enough money. Bypassing Americus would be a priority.
 - Completing the widening of US 27 South of Cuthbert is a regional priority for moving freight and economic development. (Randolph and Clay County)
36. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?
- Look at the US 27 Corridor Hwy Study (for tourism purposes) - completed by US Highway 27 Association – www.hwy27.com
 - Troupe County has a good transportation plan – it was updated about 4 years ago.
 - Regional Growth Management Plan (Fort Benning) – The Valley Partnership (Related to Columbus Chamber of Commerce) – Gary Jones 706-327-1566
37. Do you have any relevant data that might benefit the study?



- Georgia Forward Program – focused on economic resources, education –
Georgia_forward@mail.vresp.com
38. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?
- Question was asked how this plan relates to HPC6 and US 280. The response given was that those two studies were focused on connecting to the Port of Savannah all the way to Meridian Mississippi. This focus is more focused on connecting movement between the three cities Columbus, Macon, Augusta.
 - They were concerned about the perception of this study especially with TIA underway. People are expected to be concerned with funding the recommendations from this study. They are concerned with the economy and the funding of these recommendations. People will be confused at the numerous studies focused on the same general region. Response given is that this is a holistic look at the movement within the study area versus one corridor. The process of planning long term, moving to the CWP, moving to the STIP, etc. for funding programming was explained.
39. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?
- There is a general attitude towards regional benefit.
 - One question we should be ready to answer is “Freight is getting there somehow currently, how are these improvements going to benefit us?”
 - The less acquisition, the better. Less disruption is better. They feel people are generally more supportive of improvements that stay on existing routes and in the existing right-of-way.
 -
40. Who should be targeted for inclusion in stakeholder/public outreach?
- Georgia Forward Program; Georgia_forward@mail.vresp.com
 - ACCG – Matt Hicks
 - Valley Partnership
 - US Highway 27 Association
 - Fort Benning should be a major stakeholder in this study as they will have freight transport needs associated with transporting their Bradley tanks. They are not moving traditional freight, but military freight. Contact George Stuber or Monica Manganaro.
 - Kia Plant traffic in Troupe County is utilizing many back roads to access the interstate. SR 18 to Hopewell Church Road or SR 18 through Pine Mountain. Most freight leaves by train, but there is much truck traffic too. Contact Ed Moon, City Manager, City of West Point to get Kia contact.



Organization: Warner Robins Air Force Base

Participant: Terry Alan Landreth, P.E., CE Technical Support Supervisor
Terry.Landreth@robins.af.mil; 478-327-2910

Interviewer: Mary Huffstetler, AICP, MPH and Associates, Inc. (The response was submitted in writing per WRAFB Policy)

Date: September 7, 2011

The following Introduction and Study Objective were provided to Mr. Landreth to establish a baseline understanding of the Connect Central Georgia Study.

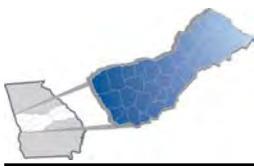
Introduction: For many years, improved connectivity across Central Georgia has been a priority of Georgia's leadership. Home to three of Georgia's largest cities, the corridor has been a strategic target for economic development initiatives and is identified as a critical freight and mobility link between Georgia and the Southeastern U.S. in Georgia's Statewide Strategic Transportation Plan (2010-2030).

Facilitating efficient east-west movement across central Georgia is critical for several reasons. It is home to three military bases: Fort Benning in Columbus, Robins Air Force Base in Warner Robins and Fort Gordon in Augusta. Additionally, the fall line boasts agricultural and industrial resources, including an abundance of kaolin - one of central Georgia's key natural resources (8-million tons of this white rock are mined annually in the state, at an estimated value of over \$1 billion. Kaolin can be found in a variety of household products, including paper, ceramics, plastic, paint and pharmaceuticals).

Study Objective: The Georgia Department of Transportation (GDOT) is conducting an analysis of the overall Central Georgia corridor to identify and plan for future transportation needs impacting intra-regional mobility. The study will consider natural resources, freight, economics, and the travel patterns of the general public.

Working with area stakeholders, the team will establish goals, objectives, and evaluation factors in order to assess existing and future conditions and develop and test improvement scenarios that meet the needs of the corridor in the future. Recommendations will address how the state, counties, and cities in the study area can invest to ensure that future connections and mobility across the study area are preserved.

We recognize several specific/specialized studies have already taken a high-level look at future demand and facility opportunities in the area (I-14, the high-level investigations done by IT3/Statewide Strategic Plan, others) but this will be the first holistic look at traffic and goods movement through this section of the state. We will build off of the accomplishments of those efforts.



Written Responses are as follows:

1. What are the major transportation issues impacting connectivity, and safety in the study corridor?

Robins AFB has multiple missions and requires freight deliveries that originate from all possible directions. The main delivery routes involve Highway 247. This is an aging item of infrastructure that is of concern. Robins AFB is concerned that most of our access is from the west and we would be interested in alternative routes that would provide more direct connection to Interstates 16 and 20. Also there is no nearby west bound freeway

2. Where would you prioritize investment in the corridor versus other transportation needs in your area (high, medium, or low)?

One of our major priorities is the development of an alternate access route that would head east and connect with Interstate 16. Having only a West side access with most traffic funneling into Highway 247 is a strategic and logistics limitation for the base. The next concern that we have is the congestion to Watson Blvd and Russell Parkway that is caused by a heavy pattern of truck traffic. An alternate access might help reduce this problem. Highway 96 provides a great alternative but since Russell and Watson are the most direct routes to Interstate 75, these routes are used extensively. Russell and Watson appear to have limited ability to be enlarged.

3. What are some of the previous studies and/or improvement recommendations you are aware of that have addressed mobility in the corridor? Were these solutions implemented? Why or why not?

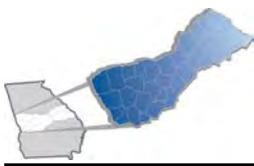
We have requested that the GA Department of Transportation study the possibility of providing an alternate access road to the base to alleviate the congestion on Hwy 247. The study has not yet been completed so there are no solutions to implement at this time.

4. Do you have any relevant data that might benefit the study?

The average vehicular traffic consist of the daily (M-F) arrival of approximately 24,000 private vehicles arriving mainly from Houston and Bibb Counties. We have approximately 1000 trucks (including Tractor-Trailer combinations and single chassis delivery trucks) that arrive on a typical work day.

5. Are you aware of any barriers to implementing improvements to this corridor (i.e. political, social, geographical, etc.)?

The main geographical barrier is the swamp and wetlands that are east of the Base. These will require special consideration and mitigation to make this land suitable as a travel route.



6. What are the attitudes in your jurisdiction on connections to / from Columbus, Macon, or Augusta?

We feel that the base would benefit from such a connection.

7. Who should be targeted for inclusion in stakeholder/public outreach?

Robins AFB is already in contact with most of the agencies that are affected by the activities of the Base including the city of Warner Robins, Houston County and the GA DOT. The Century 21 Partnership would also be able to contribute. These agencies would provide a significant portion of the public feedback concerning any development of the East-West Corridor.

STAKEHOLDER ADVISORY COMMITTEE

Stakeholder Advisory Committee

Agency	Representative	Title
Columbus MPO	Rick Jones	Executive Director
Columbus MPO	Rush Wickes	Transportation Planner
Macon MPO	Jim Thomas	Executive Director
Macon MPO	Ken North	
Macon MPO	Don Tussing	Principal Planner
Augusta MPO	George Patty	Executive Director
Augusta MPO	Paul DeCamp	Planning Manager
Warner Robins MPO	Robert Sisa	Executive Director
Warner Robins MPO	Jessica Bird	
Middle Georgia Regional Commission	Ralph Nix	Executive Director
Middle Georgia Regional Commission	Chan Layson	Public Admin Dept.
Middle Georgia Regional Commission	Bob Rychel	Mgr-Planning Programs
River Valley Regional Commission	Patti Cullen	Executive Director
River Valley Regional Commission	Rick Morris	Planning Director - Columbus Office
Heart of Georgia Regional Commission	Alan R. Mazza	Executive Director
Central Savannah River Area Regional Commission	Anthony Crosson	Executive Director
Three Rivers Regional Commission	Lanier Boatwright	Executive Director
Three Rivers Regional Commission	Robert Hiatt	Governmental Svc Director
City of Perry	James Faircloth, Jr	Mayor
City of Perry	Mike Beecham	Director of Community Development
City of Wrens	Lester Hadden	Mayor
City of Wrens		
City of Sandersville	James Andrew	Mayor
City of Sandersville	Robert Eubanks	Dir. Public Works
City of Sandersville	Belinda Rhodes	Admin Asst - Public Works
City of Ivey	Ann Evans	Mayor
City of Gordon	Kenneth Turner	Mayor
City of Byron	Lawrence Collins	Mayor
City of Junction City	Fred Burt	Mayor
City of Geneva	Ollie Chester	Mayor
City of Butler	Harold Heath	Mayor
City of Butler	Bob Bacle	Public Works Director
City of Reynolds	Fredrick Waller	Mayor
City of Reynolds	Fredrick Waller	
City of Columbus / Muscogee County	Teresa Tomlinson	Mayor
City of Columbus / Muscogee County		
City of Augusta / Richmond County	Deke S. Copenhaver	Mayor
City of Macon	Robert Reichert	Mayor
City of Macon	Gene Simonds	Director - Central Services
City of Macon	Bill Causey	Manager-Engineering
City of Warner Robins	Chuck Shaheen	Mayor
City of Warner Robins	Robert Sisa	Director-City Development
Baldwin County	Faye Smith	Chairman
Baldwin County		
Bibb County	Samuel F. Hart, Sr.	Chairman
Bibb County		
Burke County	R. Wayne Crockett	Chairman
Burke County	Merv Waldrop	County Administrator
Chattahoochee County	Emmett Moore JR.	Chairman
Chattahoochee County		
Chattahoochee County	Norman Yates	Public Works
Chattahoochee County	Henry Nelson	Public Works
Columbia County	Ron Cross	Chairman
Columbia County	Glen Bollinger	Traffic Engineer
Columbia County	Steve Exley	Road Construction Manager
Crawford County	Dean Fripp	Chairman
Crawford County	Pat Kelly	County Manager
Glascok County	Anthony Griswell	Chairman
Glascok County		
Hancock County	Samuel Duggan	Chairman
Hancock County	Kizzie Sibert	Accounts Payable Clerk
Harris County	Harry Lange	Chairman
Harris County	Alan Culpepper	Dir. Public Works
Harris County	Danny Bridges	County Manager

Stakeholder Advisory Committee

Agency	Representative	Title
Houston County	Tommy Stalnaker	Chairman
Houston County		
Houston County	Brian Jones	Board of Assessors
Jefferson County	William Rabun	Chairman
Jefferson County		
Jones County	J. Preston Hawkins	Chairman
Jones County	J. Preston Hawkins	
Jones County		
Jones County	Mike Underwood	County Administrator
Lamar County	Jay Matthews	Chairman
Lamar County	Bob Zellner	County Administrator
McDuffie County	Charles Newton	Chairman
Macon County	Ambrose Felton	Chairman
Macon County		
Macon County		
Marion County	George Neal	Chairman
Marion County		
Meriwether County	Nancy Jones	Chairman
Meriwether County	Ron Garrett	Mayor- City of Woodbury
Monroe County	James Vaughn	Chairman
Monroe County		
Monroe County	Sid Banks	Road Superintendent
Peach County	Melvin Walker	Chairman
Pike County	Douglas Mangham	Chairman
Pike County		
Schley County	Greg Barineau	Chairman
Talbot County	R. Freeman Montgomery	Chairman
Talbot County		
Taylor County	Clinton Perry	Chairman
Taylor County	Patty J. Bentley	Commissioner
Troup County	Richard Wolfe	Chairman
Troup County		
Troup County	James Emery	Engineer
Twiggs County	Ray Bennett	Chairman
Twiggs County		
Twiggs County	Milt Sampson	Commissioner
Twiggs County	Donald Floyd	Commissioner
Twiggs County	Kathryn Epps	Commissioner
Upson County	Maurice Raines	Chairman
Warren County	John Graham	Chairman
Warren County		
Washington County	Horace Daniel	Chairman
Washington County	Chris Hutchings	Administrator
Washington County	Frank Simmons	Commissioner
Washington County	Edward Burten	Commissioner
Wilkinson County	Dennis Holder	Chairman
Wilkinson County	David Franks	City Manager
Wilkinson County	John Williams	Commissioner
Wilkinson County	C.L. Brooks	Commissioner
Georgia Miner's Association	Lee Lemke	Executive Vice-President
Georgia Miner's Association	Dallas Jackson	Membersip Coordinator
Fort Benning	Dean Miller	
Fort Gordon	Stacy Jones	
Robins Air Force Base	Otis L. Hicks Jr.	Director-78th Civil Engineering Group
Robins Air Force Base	Terry Landreth	Civil Engineering
Robins Air Force Base	Nancy Manley	Base Asst Manager
GDOT District 2	Johnny Floyd	Vice Chairman
GDOT District 3	Sam Wellborn	Board Member
GDOT District 8	Jim Cole	Board Member
GDOT District 10	Don Grantham	Board Member
GDOT District 12	Bobby Parham	Board Member
GDOT District 2	Kedrick Collins	Traffic Ops Manager-Tennile
GDOT District 2	Jimmy Smith	District Engineer
GDOT District 3	Jack Reed	Planning & Programming
GDOT District 3	Bill Rountree	Preconstruction
Georgia House of Representatives	Bubber Epps	Rep - District 140

RESULTS OF STAKEHOLDER PROJECT PRIORITIZATION

Results of Stakeholder Prioritization
Stakeholder Meeting #5

Strategic Connection	Georgia			Study Area			Local			GA, Study Area, and Local			Top 3 Priority
	High	Meduim	Low	High	Meduim	Low	High	Meduim	Low	High	Medium	Low	
Fall Line Freeway	11	7	2	14	6	1	12	5	2	37	18	5	9
I-75 (Monroe/Lamar Co.)	15	5	1	9	9	2	8	10	1	32	24	4	2
I-75/I-16 (Bibb Co.)	14	5	1	15	4	1	14	4	0	43	13	2	14
I-20	8	7	5	6	8	6	5	8	5	19	23	16	0
I-85	8	9	3	7	12	1	9	6	2	24	27	6	3
US 27/I-185 Connection	7	10	4	8	10	3	6	6	5	21	26	12	3
SR 15	3	7	10	1	8	10	5	5	6	9	20	26	3
SR 17N	0	6	13	2	8	11	3	7	6	5	21	30	0
SR 17S	0	10	9	3	10	8	4	7	5	7	27	22	0
SR 18	3	10	7	2	14	4	5	11	3	10	35	14	0
SR 36	4	10	6	3	11	6	7	6	5	14	27	17	1
SR 44	5	5	9	5	8	7	6	8	3	16	21	19	2
SR 49	5	10	4	9	9	2	10	7	1	24	26	7	1
SR 96	7	7	6	9	5	6	10	6	3	26	18	15	5
SR 109/SR 74	11	9	0	11	8	1	10	6	2	32	23	3	7
Sardis-Sgoda Extension	5	13	2	8	10	2	14	4	1	27	27	5	11
Wrens Bypass	2	6	12	1	10	9	3	8	6	6	24	27	2

MARKETING AND OUTREACH

Connect Central Georgia Study Outreach and Marketing

In addition to the public and stakeholder involvement described in this plan, efforts were made to market the study via various venues. GDOT's Tom McQueen presented a summary of the study's purpose, analyses and results to date at the Georgia Planning Association's Fall Conference in Columbus, GA. Additionally, members of the project team participated in a television interview on Fox 24 and ABC 16 in the Macon area to promote the study. As a result of media coordination and participation at stakeholder meetings, several newspaper articles have also been published throughout the study process. These articles as well as a summary of the television interview are provided on the following pages.



Proposed interstate would connect Georgia, Mississippi

By Associated Press
For the AJC

11:16 a.m. Tuesday, February 14, 2012

MACON — A federal report details plans for a possible new interstate highway that would move traffic from Augusta through central Georgia and Alabama to Natchez, Miss.

The report on the proposed 14th Amendment Highway was obtained by [The Telegraph](#) newspaper of Macon under the Freedom of Information Act.

In Georgia, one proposal calls for the interstate cutting through an area just south of Macon.

No funding for the federal route has been identified. The Federal Highway Administration launched the study to meet a congressional mandate.

The report says the new interstate would be more than 600 miles, linking Augusta and Natchez with three other metro areas: Montgomery in Alabama, and Columbus and Macon in Georgia.

"Although several major Interstate highways pass through the corridor, they are all generally oriented in a north-south direction," the report states. "There is no single designated east-west Interstate or other major highway that directly connects all five cities."

The 14th Amendment Highway study examined five options for a new route from Augusta to Natchez. The options ranged from about \$296 million to \$7.7 billion.

Experts say that even if the new highway is never built, its ideas will likely affect other transportation plans.

Find this article at:

<http://www.ajc.com/news/proposed-interstate-would-connect-1349054.html>



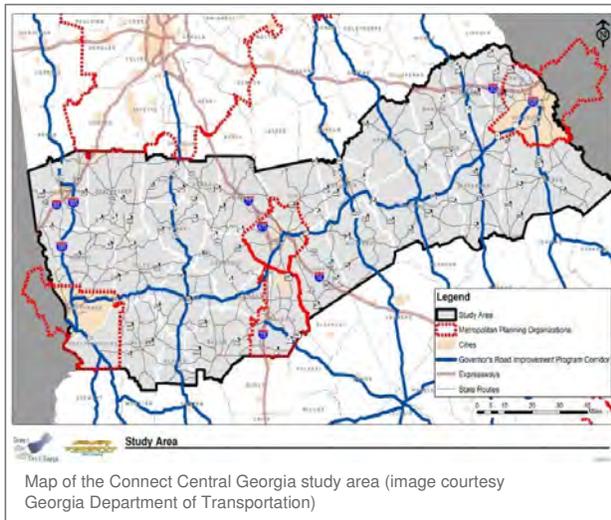
Politics • Education • Business • Sports • Lawmakers

Tue., December 20, 2011 2:50pm (EST)

State Studies Strategic Roads

By Josephine Bennett

Updated: 1 month ago



MACON, Ga. — State transportation officials are studying new ways to improve roads connecting Columbus through Macon and on to Augusta. They're examining a strategic corridor stretching across a 31-county swath of the state.

The Georgia Department of Transportation wants to find out if existing roads do a good job getting people and goods from point A to point B.

The Connect Central Georgia Study will analyze current and future transportation needs based on population, employment centers and business needs. Rob Rychel with the Middle Georgia Regional Commission attended a recent stakeholders meeting.

"A part of this is to look at where there's missing links in the connectivity and where there's potential safety issues and potential gridlock issues and I guess propose some solutions to those."

Those solutions may include changing the uncompleted Fall Line Freeway for better access to Robins Air Force Base and easier crossings over the Ocmulgee River.

Posted on Sun, Jan. 15, 2012

Georgia special tax district crite Projects require 'existing' study/plan BY LEE BALLARD

A political wag foolishly suggested to the Georgia Department of Transportation that "Projects that existing plans or studies, but that have public support or local government council or broad approval eligible and should be included on the Example Investment List."

The GDOT astutely answered, "Limiting projects to those from existing plans or studies indicates a public scrutiny and support. Such projects are more likely to be strategic, supported and deliverable. The GDOT's ruling, based on the Statewide Strategic Transportation Plan, was codified in the Final the Middle Georgia Special Tax District's Guiding Principles thusly, "Projects are from existing plan studies (for example, the DOT work program, MPO longrange plan and shorrange program, county transportation studies, etc.)." Additionally, the Macon Area Transportation Study Long Range Transportation Plan requires the local planning process begin by addressing road-building issues stating, "Many of these issues cannot be definitely answered without a very thorough study."

A project in Bibb County fails to meet the "thorough study" standard: Sardis Church Road Extension proposed new road to I-16 via Sgodda Road. Bibb planning officials contemplated planning actions late as last year. A proposed \$500,000 study, then titled "Avondale Mill Road/Sgodda Road Extension" was included several times in both the 2030 and 2035 versions of the MATS LRTP.

A "preliminary analysis," prepared by the MATS technical staff in June 2009, examined the Phase II Fall Line Freeway bypass around Macon. And "limited feasibility" studies were prepared by the GDOT in 2010 for two projects that would become Phase II and III extending the road to Ga. 57, the FLF; none as a study/plan.

In a June 2010 LRTP revision, Phase II, with an estimated \$178 million price tag, was renamed "S Road/Sgodda Road Extension from SR 247 to I-16, Illustrative Project-No Funding." Phase III went on the selected list in August 2011 ending the FLF bypass idea.

The renamed project fell through the crack -- again. A few months later the significantly downgrade construction was removed and the \$22.7 million Phase II project magically reappeared on the Unclassified Project List.

"The idea to connect I-16 at Sgodda Road to Ga. 247 via a new highway," according to a Feb. 13, 2010 article, "belongs to Macon Mayor Robert Reichert. He also happens to be in charge of the Middle Georgia Transportation Roundtable ..." Indeed, Phases II and III were identified on the first Unconstrained Project List of Macon projects.

Factually, Reichert was one of only five voting members and chairman of the Regional Roundtable Committee. The EC produced the Final Project List sent to the Roundtable for an 17-0 rubber-stamp including Reichert -- last summer. No one apparently noticed or was concerned that Phase II would be outside MATS jurisdiction. Reichert was, and still is, the MATS Policy Committee member. Nevertheless, by foregoing a study/plan, consideration of traditional planning factors including alternatives were summarily dismissed, for instance, the Federal Highway Administration's 14th Amendment H Three proposed studies for a "New I-14 from Augusta to Natchez" are listed in the 2035 LRTP. The ongoing study includes several I-14 routes through Middle Georgia, two propose using the Fall Line and a third is to "...follow the proposed Sgodda Road Extension on a new alignment to its intersection with I-16."

Additionally, the GDOT-controlled Connect Central Georgia study group recently began a year-long study that should have preceded the 2010 Transportation Investment Act. The study will seek answers such as, "Do Transportation Investment Act project lists reflect priorities to address these (Georgia connections?) What happens if the answers don't jive with connection priorities?"

The CCG study is a moot issue, as it relates to the TIA, in two ways: It began too late to help fulfill study/plan requirement; and it probably will end too late to provide an appraisal of TIA projects, like before the T-SPLOST referendum later this year.

The official Phase II description: "This phase of the project will offer a new river crossing," is wrong. The main goal is simply acquire the right-of-way necessary to span the river someday via another, higher project. Ironically, the CCG study also includes an assessment of the "Need for (an) additional crossing of the Ocmulgee River."

Perhaps Reichert will consider an audacious move postponing his uninspiring project pending a decision through a proper study. Reichert's counterpart in Cave Springs, Mayor Rob Ware, boldly removed the town bypass from the T-SPLOST list last month returning it to the long-range plan.

Lee Ballard is a Macon resident. Send comments to MidGaSPLOST@gmail.com

Retired Perry public safety director reflects on life's work

Federal study proposes interstate routes through Middle Georgia

Published: February 14, 2012

By MIKE STUCKA — mstucka@macon.com

A new interstate could cut a swath through Middle Georgia, according to a federal study that details possible plans of a \$7.7 billion route from Augusta to Natchez, Miss.

The report, released to The Telegraph under the Freedom of Information Act, includes the prospect of an interstate highway cutting through the heart of Byron. The proposals for the 14th Amendment Highway also include reusing existing roads, including the Fall Line Freeway through Middle Georgia.

No funding for the federal route has been identified, and the Federal Highway Administration launched the study to meet a congressional mandate, and not on its own.

Yet the federal route also covers an area under study by state officials in the ongoing Connect Central Georgia study, which would better tie Columbus, Macon and Augusta through roadways. It also puts the federal government on record in support of Macon Mayor Robert Reichert's idea of a connector road across the Ocmulgee River south of Macon, from Avondale Mill Road to Twiggs County's Sgoda Road.

Bob Rychel, regional mobility manager with the Middle Georgia Regional Commission, said even if the federal route is never built or funded, its ideas are likely to affect other transportation plans.

"It is a proposed project, so I think that any community that's in its designated route would need to think about planning around that and in conjunction with that," Rychel said.

The 14th Amendment Highway study looked at five different options for improving transportation from Augusta to Natchez. The minimum cost was cited at about \$296 million, adding in a relatively few smaller pieces of roads to connect to existing highways. The three middle-priced alternatives would cost \$1.4 billion to \$3.8 billion. The \$7.7 billion price tag is on the high end.

Several of those options would follow Reichert's proposal for a Sgoda Road connector over the Ocmulgee River. The Federal Highway Administration said that project, with upgrades to Ga. 49 and Avondale Mill Road, would cost \$456.9 million. State officials previously estimated the connector road alone at \$178 million. No funding has been identified for any of that work, though a proposed regional transportation sales tax would put money toward studying the connector.

An earlier document prepared for Connect Central Georgia included a proposed route for "I-14" -- the name the federal 14th Amendment Highway is sometimes called -- that showed the interstate's route apparently just south of Robins Air Force Base, through a well-developed area of Warner Robins. A Georgia Department of Transportation spokeswoman, Jill Goldberg, told The Telegraph that the route was provided by federal officials. State officials are using research by the federal agency, she said.

"There's many, many things going across that part of the state, and they want to look at everything that's done or in the works," Goldberg said last month.

But the just-south-of-Robins route doesn't appear in the final 14th Amendment Highway report to Congress. The routes all move closer to Macon.

Instead, the proposed routes include running a full interstate, with a 300-foot right of way, from Byron's exit on Interstate 75 west through the city's historic district. That interstate would then continue west toward Columbus, paralleling Ga. 96 to the south.

Don Tussing, a transportation planner with the Macon-Bibb County Planning & Zoning Commission, said it's highly unlikely that an interstate would ever be built through Byron in that manner.

"You probably couldn't go through the center of Byron, especially if you had to do federal interstate design standards," Tussing said.

Any interstate, if it were ever built, probably would be rerouted around Byron, Tussing said. But he also doubted whether the Federal Highway Administration would ever push an interstate it was ordered by Congress to study. With no money and little enthusiasm, the 14th Amendment Highway proposals are more likely to be incorporated into, or to influence, the state's Connect Central Georgia plans.

The plans avoid cities east of Macon on the way to Augusta. A new interstate could be built from Ga. 57 most of the way to Augusta, tying into Interstate 20. Or the route could follow the Fall Line Freeway, from Ga. 57 to the Gordon Bypass, Ga. 243 to a proposed Milledgeville bypass, then on to Ga. 24 and Ga. 68 near Sandersville. The new interstate would cost about \$2.05 billion. The roads that make up the Fall Line Freeway already are mostly getting upgraded, but other upgrades would cost about \$221.5 million.

To contact writer Mike Stucka, call 744-4251.

Man who escaped fire: 'When the dogs started barking, I got up'

State study finds little traffic between Macon, Augusta and Columbus

Published: February 17, 2012

By MIKE STUCKA — mstucka@macon.com

A state transportation study has concluded there's little traffic between Macon, Augusta and Columbus. Planners will spend the next few months trying to figure out whether better roads would improve that traffic and the state's economy.

Estimates released Thursday by the Connect Central Georgia study suggest that a few hundred cars travel between the cities daily, compared to roughly 1 million daily trips inside each of the cities' regions.

Claudia M. Bilotto, director of planning for HNTB Corporation who is running the study for the state, said the numbers of travelers across the region come from computer models and may not be exact. But such limited inter-city travel may be a combination of difficult travel and limited business ties that could feed off of each other.

"The trips that go across the state are fewer and far between," she said Thursday during a meeting at a Georgia Department of Transportation office in Macon.

The basic Augusta-Macon-Columbus corridor has been often studied, including a federal "14th Amendment Highway" study first released by The Telegraph this week. But other road studies including the Fall Line Freeway and High Priority Corridor 6 have looked at ways to improve east-west travel across Georgia. Only portions of the Fall Line Freeway have been built as new roads.

But the area is changing too, such as the possibility of getting more freight from Savannah's harbor to a Kia plant in LaGrange.

On Thursday, Bilotto told transportation planners from as far as Columbus and Washington County that the Connect Central Georgia plan would try to make the most of existing roads.

"Funding's at a premium, basically, so we want to manage existing assets and make smart investments in new things while also protecting quality of life," she said.

Traffic modeling shows that road projects already in progress could relieve local traffic congestion problems by 2020, but other problems are expected to crop up by 2035, Bilotto said. Roads and bridges are generally doing a good job.

"There aren't major overall overarching congestion issues in the study area, but there are spot issues that need to be addressed," she said.

Connect Central Georgia will next study the extent of economic development that transportation investments could bring. The 31 counties under study have had population growth, job growth, wages and unemployment rates that generally lag state and national averages, according to a handout.

Macon transit authority offers to help Warner Robins start public transportation

Interstate 75 to be overwhelmed with congestion by 2040

Published: February 21, 2013

By MIKE STUCKA — mstucka@macon.com

On a map of expected congestion traffic on Interstate 75 a few decades from now, the whole stretch between McDonough and Macon is colored red. Red like danger. Red like the brake lights from stop-and-go traffic. Red like the faces of frustrated car and truck drivers unable to keep moving.

A state study under way, looking at what's called I-75 South, aims to try to figure out ways to ease the crunch on the interstates. Officials haven't started to evaluate possible solutions yet, but could consider alternatives as diverse as improving capacity on roads parallel to the interstate, or making exits more efficient, said Beverly Davis, a consultant with Reynolds, Smith and Hills Inc. who is helping the state with the study.

"I think it's going to be quite the combination (of fixes) to address the issues," Davis said Thursday after a meeting at Macon's offices of the Georgia Department of Transportation.

The congestion assessments are based on the idea that budgeted improvements, but no others, would be done in the area. Under those projections, I-75 traffic volumes would exceed 92 percent of the road's capacity, slowing traffic. Such congestion would be seen even on a planned rebuilding of the Interstate 75 -Interstate 16 interchange. Traffic models from around Macon and Atlanta, as well as a statewide model, were used.

Jim Thomas, executive director for Macon-Bibb County Planning and Zoning Commission, confirmed his office's projections show the Interstate 16 to I-75 interchange would be flooded with traffic within a few decades, even if the interchange is rebuilt. Thomas said more traffic will hit both those interstate highways.

"As they continue to grow, the effect on that interchange increases," Thomas said Thursday.

That thought was echoed by Steve Coté, consultant project manager for the study.

"You're going to be putting so many more cars and trucks on by 2040," Coté said during the meeting.

Officials from local governments along the highway -- as far flung as McDonough to Warner Robins -- suggested the planners ought to look at other big-picture ideas that would affect the I-75 corridor, including plans for a better route between Macon and LaGrange. That proposal was favored in a state freight study and is likely to be discussed at more length in the upcoming Connect Central Georgia report.

The I-75 South Corridor report is scheduled to begin weighing potential recommendations in June, with a final report due by November.

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State eyeing Macon-LaGrange, Sgoda Road connectors

By MIKE STUCKA — mstucka@macon.com

Posted: 1:15pm on Apr 26, 2012; Modified: 10:42pm on Apr 26, 2012

State transportation planners are scrutinizing a Macon-LaGrange connector and a span over the Ocmulgee River that would tie Interstate 75 and Sardis Church Road to Sgoda Road and Interstate 16 in Twiggs County.

Those routes have already received some study from the state, but they'll be reviewed again as part of the Connect Central Georgia study, which aims to improve access between Augusta, Macon and Columbus. Connect Central Georgia won't make recommendations until August, planners said at a meeting Thursday in the Macon office of the Georgia Department of Transportation.

The study is also looking at measures on much smaller scales than new road construction, such as synchronizing traffic lights and coordinating land-use planning with transportation planning.

Claudio M. Bilotto, director of planning for HTNB Corp., who is running the study for the state, said the study will evaluate any proposals with cost-for-performance measures and recommend priorities. Three particular roads -- the Sgoda Road connector, the Macon-LaGrange connector and missing links along the Fall Line Freeway in eastern Georgia -- have been recommended by people in those areas, Bilotto said.

The eastern Fall Line Freeway connections are already planned for future construction.

But the big projects proposed for Macon haven't been funded. The Sgoda Road connector over the Ocmulgee River has been estimated at \$178 million. That road would tie Interstate 16 to Interstate 75 through a Sardis Church Road extension to Ga. 247. A regional sales tax referendum July 31 could put money toward an environmental study of the road, but no construction money. Macon Mayor Robert Reichert and other officials say the road provides needed access to Robins Air Force Base, connects the two interstates and provides a useful crossing of the Ocmulgee River. It would be the only river crossing between downtown Macon and Ga. 96 in Houston and Twiggs counties.

A state freight and logistics study has also recommended improvements between Macon and LaGrange, which could ease transportation challenges between a Kia car factory and Savannah's harbor.

Officials have talked about improving Ga. 74 and U.S. 27, but haven't specified an exact route. Ga. 74 in Macon is Thomaston Road and Mercer University Drive, which often have traffic problems. A state freight study said four-laning the route would cost \$480 million but would bring \$11.3 billion in economic benefits. The state study did not specify a route, but did indicate that parts of the route don't exist today.

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Man shot in both legs in Macon gunfire

State transportation study eyeing new Middle Georgia connections

Published: September 10, 2012 Updated 10 hours ago

By MIKE STUCKA — mstucka@macon.com

A state transportation study could shift thousands of automobiles to new routes across Middle Georgia.

The Connect Central Georgia study, which is eyeing a corridor from Augusta to Macon and Columbus, will next determine whether major road projects like an expanded Macon-LaGrange highway or a new connector between Interstate 75 and Interstate 16 should be endorsed.

Macon Mayor Robert Reichert, who was at a meeting Monday discussing 17 proposed road improvements, said he's glad to see the study is considering proposals to improve both transportation and economic development.

"I'm pleased that the priorities we think need to be emphasized are included," said Reichert, who has championed a Sardis Church Road to Sgoda Road extension over the Ocmulgee River. Reichert called that road "the key to our success."

Transportation planners warned Monday that the busiest part of that road -- bridging the Ocmulgee River north of Robins Air Force Base -- would be the part with the most environmental problems, including the river, swamps, historical sites and conservation land.

As many as 10,500 automobiles per day could use southern parts of the connector, while a northern portion tying Interstate 16 to the Fall Line Freeway connector could have just 1,000 cars, said Garth Lynch of HNTB, who is leading the Connect Central Georgia study for the Georgia Department of Transportation.

Lynch said one of the longest proposed improvements, along some 73 miles of Ga. 74 between Macon and LaGrange, could bring as many as 15,600 vehicles per day. Some of those likely would be trucks running freight between Savannah's port and Kia and Hyundai car plants.

The Connect Central Georgia study has highlighted 17 improved connections as possibilities. Costs and benefits will be analyzed in the next three months before particular projects are recommended, Lynch said.

"We want to get as much benefit for the costs," Lynch said.

Lynch said the report will identify potential funding sources. Some of the projects already were planned for money from regional transportation sales taxes, known as T-SPLOSTs; two of the four regions in the study area passed a T-SPLOST this year.

An early Georgia Department of Transportation estimate suggested the Sardis Church-Sgoda Road extension would cost about \$178 million.

Lynch said even projects that don't get a favorable cost-benefit analysis could still benefit, such as by having local road planners wary of putting intersections every 300 feet, which would further slow traffic.

Other proposed connectors include improvements on Ga. 36, to bring more traffic from Thomaston to Barnesville to Interstate 75; upgrades on Ga. 44 from Gray toward Eatonton; improvements on Ga. 49 to improve a Macon-Milledgeville connection expected to get much traffic; and improvements along Ga. 96 between Fort Valley and Interstate 75.

Reichert said he didn't know where funding for the Sardis Church Road-Sgoda Road connector would come from, but he said he needs to continue advocating for it to become a reality.

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Man who escaped fire: 'When the dogs started barking, I got up'

State transportation planners explore new highway construction, road upgrades

Published: December 20, 2011

By MIKE STUCKA — mstucka@macon.com

Transportation planners are trying to figure out whether Middle Georgia needs another highway, or two or three.

The Connect Central Georgia study now under way could decide whether the Fall Line Freeway or other road projects provide enough connectivity between Augusta and Columbus through the Macon area. Or it could recommend another crossing of the Ocmulgee River and better access to Robins Air Force Base, which local officials have been pushing.

Such studies are nothing new. They've been discussed in Middle Georgia for decades and sometimes result in plans, and even less often result in pavement. It's not clear yet how far Connect Central Georgia will go.

Reuben Woods, project manager with the Georgia Department of Transportation, said it's still far too early in the process to say what Connect Central Georgia will recommend. The study may conclude existing roads and current plans for improvements are fine.

"If the information supports what we've already got programmed, then that's a plus," Woods said Monday.

The study area is a swath about 40 miles across. It includes Baldwin, Bibb, Crawford, Houston, Jones, Lamar, Monroe, Peach, Twiggs and Wilkinson counties.

Claudia M. Bilotto, a consultant to the state on the Connect Central Georgia study, said it's a wide-open look at 51 counties. The study could decide new roads are needed; the current road system is fine; or relatively small tweaks, such as adding passing lanes to freight truck-laden roads, are a good idea.

"This study is looking broadly at a range of potential alternatives," Bilotto said Monday.

Georgia's study is distinct from a Federal Highway Administration study of the area that was supposed to have wrapped up this past summer. That review, called the 14th Amendment Highway, was tasked with studying a route between Augusta and Natchez, Miss., under a 2004 Congressional edict. Federal officials could not be reached for comment, and no such plan was posted to the agency's website or sent to some local transportation planners.

One proposed route for the 14th Amendment Highway followed Ga. 96 through Peach, Houston and Twiggs counties. Some Ga. 96 improvements are planned for a regional transportation sales tax expected next year.

Another proposed route for the 14th Amendment Highway came through Fort Valley and led to Ga. 49 through Byron, to Interstate 75, then to Interstate 16 briefly, then U.S. 80 to Ga. 57 in Wilkinson County. That's the current de facto route for the Fall Line Freeway, which originally was going to extend

Eisenhower Parkway across the Ocmulgee National Monument -- a crossing that would bring major cultural and environmental challenges.

Don Tussing, a planner with the Macon-Bibb County Planning & Zoning Commission, said the 14th Amendment Highway proposal doesn't seem to have gone very far, and the Fall Line Freeway plans don't provide much more connectivity between Macon and Augusta.

Bob Rychel, manager of planning programs for the Middle Georgia Regional Commission, said Connect Central Georgia could show where critical connections are missing.

"I think it's an attempt to try to tie in all of the transportation-related initiatives that will be on the ballot for the regional transportation sales tax, and try to establish some sort of connectivity across the entire state," Rychel said.

It's not clear yet whether that could include entirely new roads or more upgrades to Ga. 96, which runs to the south of Warner Robins and Macon. Macon Mayor Robert Reichert has pushed for a new crossing of the Ocmulgee River, tying Bibb County's Avondale Mill Road to Sgoda Road in Twiggs County. One early estimate put the cost at about \$180 million, and no money has been identified for construction. The road could tie in with Robins Air Force Base to its south.

A list of discussion topics for Connect Central Georgia includes the Fall Line Freeway's gap in Macon, an Ocmulgee River crossing, better access to Robins Air Force Base and improvements in the way to get from Macon to Augusta.

The state wants comments on Connect Central Georgia by the end of January. For more information or to fill out the survey, visit www.dot.state.ga.us/connectcentralgeorgia.

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Man who escaped fire: 'When the dogs started barking, I got up'

Interactive map: 14th Amendment Highway

Published: February 14, 2012

By MIKE STUCKA — mstucka@macon.com

A new report from the Federal Highway Administration, obtained by The Telegraph under federal open records laws, describes possible routes for a new interstate or upgraded roads connecting the Georgia cities of Augusta, Macon and Columbus with Natchez, Miss. The map below shows possible routes.

Among them are a proposal for an interstate slicing through Byron to parallel Ga. 96 on the way to Columbus, and a connecting road across the Ocmulgee River south of Macon, which is favored by Macon Mayor Robert Reichert.

The map was built from Federal Highway Administration files for Google Fusion Tables.

To contact writer Mike Stucka, call 744-4251.

Connect Central Georgia Study

Originally printed at <http://www.newscentralga.com/news/local/Connect-Central-Georgia-Study-137793173.html>

By Amber Jones
January 20, 2012

Central Georgia is home to three of Georgia's largest cities and transportation through the corridor has a strategic target for the Connect Central Georgia Study.

"This study is taking a holistic look, it's a 31 county study area, across central Georgia, mainly look at connection between Columbus the Macon Warner robins area over to Augusta." said Mary P. Huffstetler, AICP, President of MPH and Associates, Inc.

The purpose of the study is to identify and plan a for future transportation needs for drivers traveling the road ways from Augusta, Macon and Columbus for both work and personal reasons.

"Improved connectivity across the state is focus of Georgia leadership and through this planning study recommends transportation improvements come out of this study and will ultimately end up in a Georgia DOT work program to improve transportation and mobility." said Huffstetler.

Huffstetler tells how the study is working with area stakeholders to establish objects to be included as they study the area.

"So we are encouraging residents to participate, there is a technical part to the study but there is also a resident and stakeholder side." said Huffstetler.

Public input is an important for this study and Bibb County Driver's are invited to participate. It's as simple as a click.

"We are very excited to have an online survey and it is located on the website, so anyone that is a resident of the area can go to the website." said Huffstetler.

<http://dot.ga.gov/informationcenter/programs/studies/Pages/ConnectCentralGeorgia.aspx>



Online Survey Helps GDOT Connect Central Georgia | Community Spirit

Title

Online Survey Helps GDOT Connect Central Georgia



Submitted by [Jacqueline Harnevious](#) ([profile/46189/jacqueline-harnevious](#)), 13WMAZ Community Web Producer
Thursday, January 5th, 2012, 3:32pm

Topics: [Community Spirit](#) ([/news/community-spirit](#)), [Transportation](#) ([/news/transportation](#))



Flickr source: Fudj

Georgia Department of Transportation is conducting an online survey to determine Central Georgia's transportation needs.

[Take the online survey.](https://www.surveymonkey.com/s.aspx?sm=648wmgUWQtkhF9hZBPJqZ3ved3jFEirEZJdevqN4XD0%3d) (<https://www.surveymonkey.com/s.aspx?sm=648wmgUWQtkhF9hZBPJqZ3ved3jFEirEZJdevqN4XD0%3d>)

[The purpose of the study:](https://www.surveymonkey.com/s/ConnectCentralGASurvey) (<https://www.surveymonkey.com/s/ConnectCentralGASurvey>)

this study will be the first holistic look at traffic and goods movement across this portion of the state and will build off of the accomplishments and lessons learned from previous transportation studies. The study includes thorough analysis of operational and capacity needs to improve safety, freight movements, person mobility, and connectivity across Central Georgia through the year 2035.

The study involves 31 Georgian counties.

APPENDIX D: FREIGHT ANALYSIS

Connect Central Georgia - Existing Conditions of Freight Movement

technical

memorandum

prepared for

HNTB

prepared by

Cambridge Systematics, Inc.

technical memorandum

Connect Central Georgia - Existing Conditions of Freight Movement

prepared for

HNTB

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date

October 13, 2011

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1.0 Introduction

This technical memorandum describes the freight movement in the Connect Central Georgia (CCG) study area, as shown in Figure 1.1. The study area consists of 31 counties in Central Georgia, including the metropolitan regions of Columbus, Macon, Warner-Robins, and Augusta.

Figure 1.1 CCG Study Area Location Map



This report is comprised of the following eight sections:

Section 1.0 - Introduction - This section provides a general background of the analysis conducted in this memo.

Section 2.0 - Freight Traffic Generation - This section discusses *how much freight traffic* there is in the opportunity area by mode and type of movement. Freight traffic in the region also is compared throughout Georgia. Freight activity also is shown to understand how many trucks stop throughout the study area.

Section 3.0 - Freight Origin/Destination - This section discusses *where the traffic is coming from and going to*. It analyzes roadside truck origin-destination

survey data and IHS/Global Insight TRANSEARCH freight flow data to find out where the freight trucks are coming from and going to within the study area.

Section 4.0 – Freight and Transportation System – This section discusses *which roadways are used by trucks*. Truck count data is used to make this determination. GPS-equipped truck speed data is then used to understand *how the roadways are performing*.

Section 5.0 – Comparisons to IT3 Freight Flows – This section discusses current estimates of freight flow traffic with estimates that were developed for the IT3 report in 2008.

Section 6.0 – Freight Economic Analysis – This section describes the key industries in the study area focusing especially on industries that produce high-truck tonnages.

Section 7.0 – Future Freight Forecast – This section addresses how freight flows are predicted to change over the long term.

Section 8.0 – Key Findings – This section summarizes the key findings from the report.

2.0 Freight Flow Analysis

Based on TRANSEARCH freight flow data, in 2007, more than 128 million tons of freight moved into, out of, and within the CCG area counties. This equates to about 23 percent of total freight moved in Georgia. Two-thirds of the freight traffic is moved by trucks and one-third is moved by rail. Air cargo moves less than 0.1 percent of the goods. There are no active marine cargo facilities in the region.

The CCG study area has a higher rail flow percentage than the State as a whole, where 79 percent of freight is moved by trucks and 20 percent by rail (Table 2.1). The higher share of rail tonnage in the CCG study area is due in part to the kaolin industry in the region, where outbound shipments are done in part by rail. In addition, a power plant in Monroe County generates large inbound rail shipments of coal.

Figure 2.1 shows that the shares of tons by mode for inbound and outbound movements also are roughly equal, so the flows are evenly balanced.

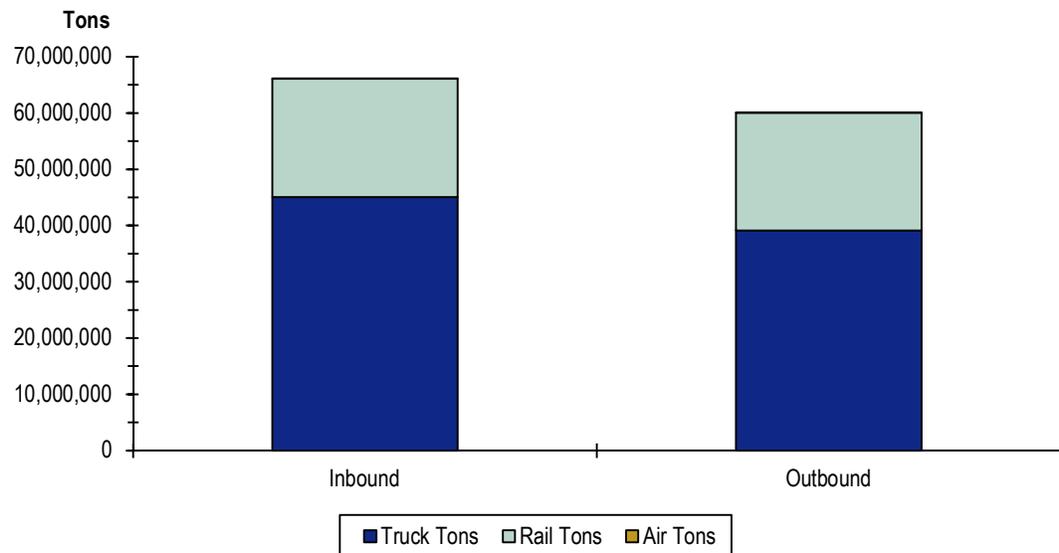
Table 2.1 Freight Tons by Mode in CCG Area and Georgia
2007

Mode	CCG Area	Percent of Total	Georgia ^a	Percent of Total
Truck	86,369,169	67%	450,473,978	79%
Rail	41,994,790	33%	115,529,731	20%
Air	1,515	< 0.1%	537,197	0.1%
Water	0	0	1,724,864	0.3%
Total	128,365,474	100%	568,265,771	100%

Source: 2007 Georgia TRANSEARCH database.

^a Includes Inbound, Outbound, and Intrastate flows.

Figure 2.1 Freight Tons by Mode and Direction
2007



Source: 2007 Georgia TRANSEARCH database.

Table 2.2 shows inbound and outbound freight tonnages generated by each county in the CCG study area. Monroe County alone is responsible for 15 percent of freight movements in the study area, primarily due to the inbound rail shipments of coal. Richmond County (Augusta) is responsible for 13 percent of all freight movements. This freight represents the consumption of Augusta’s local population which is the third largest in Georgia. It also represents local manufacturing activity in the Augusta metropolitan area. Similarly, the nine percent of flows from Bibb County are due to the large population and economy of the Macon region. Washington County’s 11.2 million tons of goods represent nine percent of the total goods movement in the region. The majority of this is bulk goods that are mined in the region such as kaolin. The processing of kaolin requires several different inputs which is what generates the inbound tonnage of goods for this county.

Figures 2.2 and 2.3 show the amount of freight traffic generated in each county for truck and rail respectively. The urbanized areas of Macon, Augusta, and Columbus are among those with the heaviest truck flows. In addition, Washington County and its neighboring Wilkinson County also have significant truck tonnages from the movement of its mining industries.

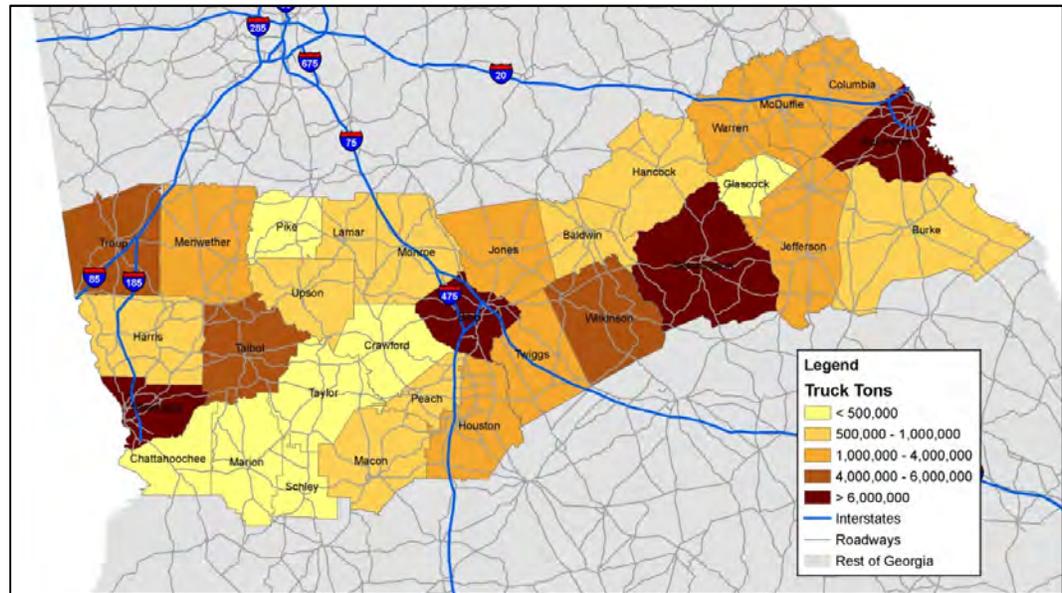
The county with the heaviest rail activity is Monroe County. The county itself is responsible for about 43 percent of all rail activity in the region. This is because it receives significant tonnages of coal to supply its power plant that generates electricity for Georgia. Other rail-intensive counties include Richmond County (Augusta) and the kaolin belt counties (Washington, Wilkinson, and Jefferson).

Table 2.2 Freight Tons by Direction for Each CCG County, 2007

County	Outbound	Inbound	Total	Percent Total
Monroe	1,615,476	17,311,296	18,926,773	15%
Richmond	8,413,032	7,387,093	15,800,126	13%
Washington	6,949,013	4,254,105	11,203,118	9%
Bibb	5,672,615	5,225,321	10,897,936	9%
Muscogee	3,994,851	5,370,983	9,365,833	7%
Talbot	4,969,127	2,626,661	7,595,787	6%
Wilkinson	3,106,893	4,364,689	7,471,581	6%
Jones	2,768,764	3,425,449	6,194,213	5%
Troup	2,400,996	2,440,893	4,841,889	4%
Jefferson	3,718,424	1,071,085	4,789,509	4%
Warren	2,446,721	2,211,136	4,657,857	4%
Houston	1,762,216	2,529,651	4,291,867	3%
Columbia	2,746,446	1,297,296	4,043,743	3%
Twiggs	2,090,800	274,202	2,365,002	2%
Meriwether	1,905,600	455,339	2,360,939	2%
McDuffie	1,221,089	1,137,829	2,358,918	2%
Macon	783,462	823,770	1,607,232	1%
Lamar	981,366	529,883	1,511,250	1%
Baldwin	526,687	442,083	968,770	1%
Peach	337,238	429,264	766,501	1%
Upson	116,420	594,377	710,797	1%
Hancock	486,332	118,014	604,346	0%
Harris	197,743	354,306	552,049	0%
Burke	321,933	219,823	541,757	0%
Crawford	241,042	186,502	427,544	0%
Taylor	19,227	398,374	417,601	0%
Marion	173,649	111,830	285,479	0%
Pike	9,068	267,007	276,075	0%
Chattahoochee	5,752	87,173	92,925	0%
Schley	40,730	51,297	92,026	0%
Glascocock	10,230	79,613	89,843	0%
Total	60,032,942	66,076,346	126,109,288	100%

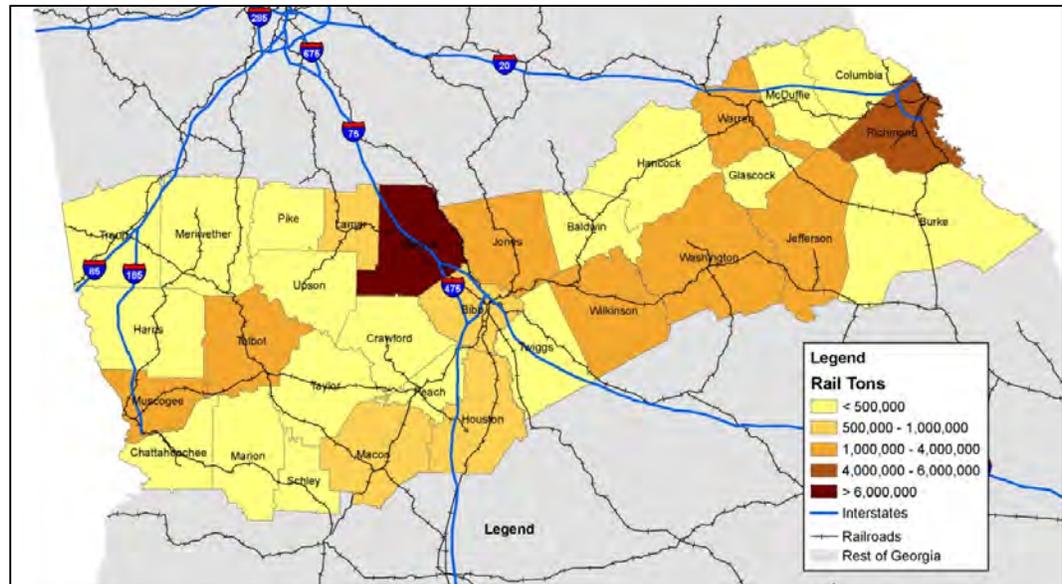
Source: 2007 Georgia TRANSEARCH database.

Figure 2.2 Inbound and Outbound Tons of Freight Moved by Truck 2007



Source: 2007 Georgia TRANSEARCH database.

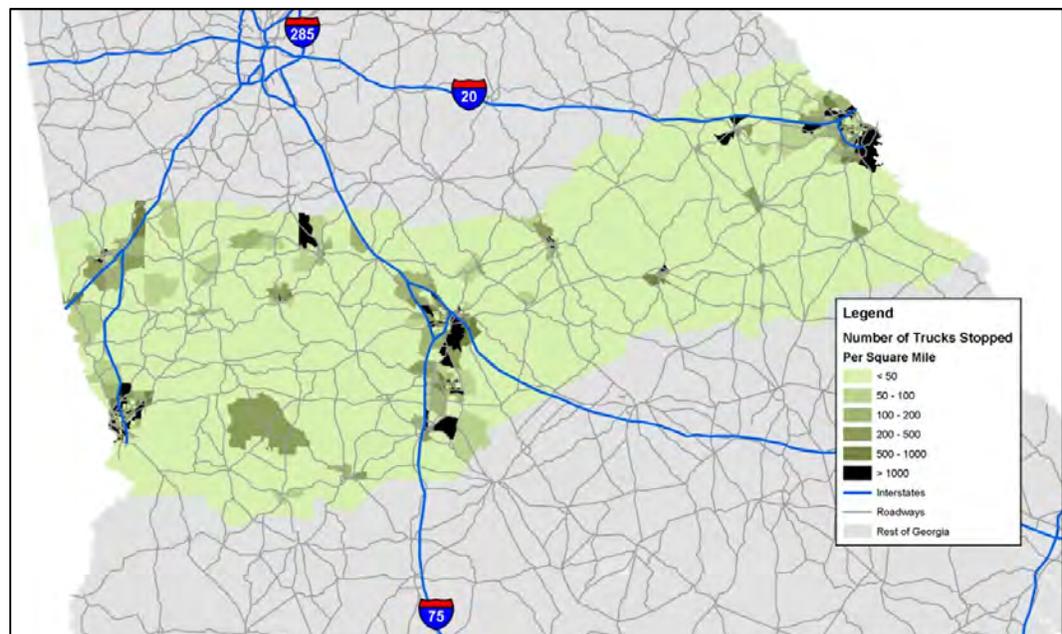
Figure 2.3 Inbound and Outbound Tons of Freight Moved by Rail



Source: 2007 Georgia TRANSEARCH database.

Global positioning data from GPS-equipped trucks was used to confirm locations in the study area that generate truck trips. Figure 2.4 shows the relative number of trucks stopped for each census block group in the study area using the GPS data. The data confirm that Macon, Augusta, and Columbus generate the highest numbers of truck trips in the study area. There also are concentrated locations of truck trip generation in Griffin, Perry, and Buena Vista, possibly due to the presence of airports and/or air force bases. Truck activity in Washington and Wilkinson County may be somewhat underrepresented in this database due to the large number of owner-operators that serve these counties and the lower likelihood of them having GPS-equipped trucks.

Figure 2.4 Number of Trucks Stopped Per Square Mile
2009-2010



Source: ATRI Freight Performance Measurement Data, 2009-2010.

3.0 Truck O-D Survey Analysis

This section describes the origin-destination pairs of truck traffic in the CCG study area through examination of roadside truck origin-destination surveys at six weigh stations on the interstates in the CCG study area. According to the TRANSEARCH database, over 90 percent of the freight tonnage in the study area have at least one trip end outside the study area. Therefore, understanding long-haul flows is critical to understanding the CCG's freight movement. Roadside truck surveys are a good source of long-haul truck traffic information.

3.1 O-D SURVEY SUMMARY RESULTS

In 2006, GDOT conducted roadside truck origin-destination surveys at weigh stations as part of the GDOT Truck-Lane Needs Identification Study. The data collected through the GDOT surveys were combined with similar surveys conducted by the Atlanta Regional Commission as part of the Atlanta Regional Freight Mobility Plan to develop a statewide database of truck survey data. As part of the CCG study, an additional survey was conducted at the Augusta weigh station in the westbound direction. This location was under construction during the GDOT Truck-Lane Needs Identification Study.

The six roadside truck surveys of most relevance for this study were conducted at the following locations:

1. I-20 Augusta eastbound weigh station;
2. I-20 Augusta westbound weigh station;
3. I-85 LaGrange northbound weigh station;
4. I-85 LaGrange southbound weigh station;
5. I-16 Pembroke eastbound weigh station; and
6. I-16 Pembroke westbound weigh station.

These surveys are particularly helpful in identifying the number of trucks that have travel paths along the Columbus-Macon-Augusta pathway that currently utilize the interstate system rather than the shortest path route through the study area along state highways. This was calculated by using the percent of trucks that travel this pathway captured in the surveys and multiplying that by the total number of trucks at the location. Table 3.1 summarizes the results of this analysis. This analysis indicates that there are between 1,400 and 2,100 trucks per day that travel along the Interstate that have the potential to use some portion of the state highway system within the CCG study area as an alternative, if the highways were improved to provide a level of service at or above that provided on the interstate system. Most notable are the 1,400 trucks estimated using the Augusta surveys that have travel paths through the study area. The

I-85 surveys identified over 500 trucks with this travel path, and the I-16 surveys captured over 100 trucks on the Interstate with travel paths through the study area. The I-16 surveys capture truck flows from the Port of Savannah through Macon to points due west of Macon, including Alabama and states further to the west. Note that there is some overlap between the truck O-D pairs captured through these surveys. Therefore, the range of 1,400 to 2,100 trucks per day is required to account for the potential size of this overlap.

Table 3.1 Summary of O-D Survey Results

	Augusta I-20 West	Augusta I-20 East	I-85 La Grange North	I-85 La Grange South	I-16 Pembroke EB	I-16 Pembroke WB	Total
Number of trucks successfully surveyed	237	191	64	100	305	261	1,158
Number of trucks with travel path that could go through CCG study area	53	51	10	6	11	4	135
Percent of trucks surveyed with travel path through CCG study area	22%	27%	16%	6%	4%	1.53%	n/a
Approximate total truck count at the location	2,865	2,865	2,663	2,662	2,200	2,200	n/a
Approximate trucks at the location that could use the CCG Corridor	642	765	415	160	88	34	2,070

Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

3.1 O-D SURVEY DETAILED ANALYSIS

As mentioned previously, Figures 3.1 through 3.6 show maps that display the truck trip ends for trucks surveyed at each of the six locations.

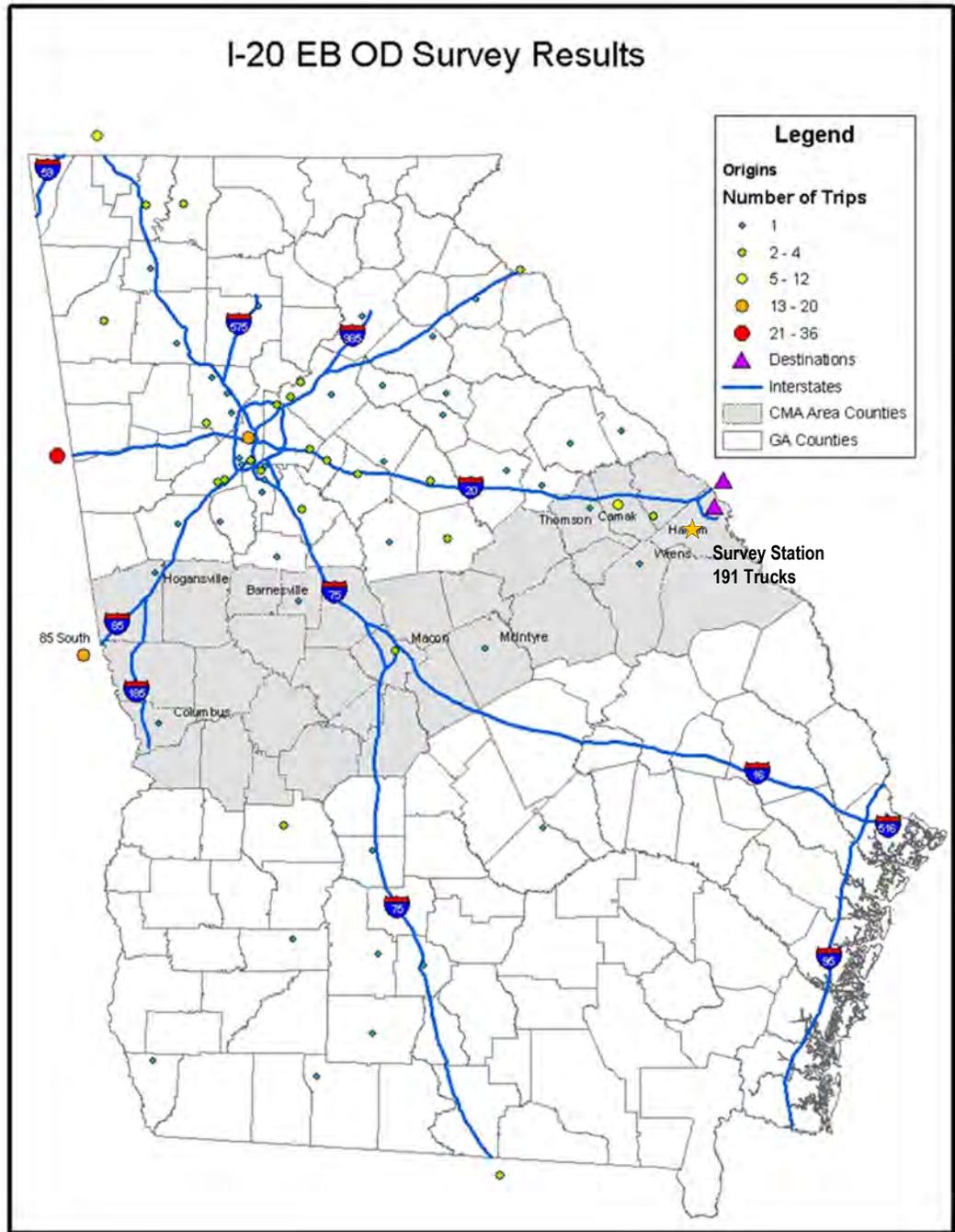
The Augusta surveys provide us a good sense of east-west travel patterns for the CCG study area. Figure 3.1 shows the Augusta EB O-D survey results, performed at the weigh station along I-20. Because the survey is performed near the Georgian border, the only two possible destination locations are I-20 East and I-520 East. Out of the 191 valid survey results, we can see that the majority come from the Atlanta area, and also I-20 West. Counting the origins that are south and west of the study region, we can calculate there are 19 trucks that will traverse the entire CCG study area to get from I-85 in Alabama to Augusta. Furthermore, 51 trucks will traverse a portion of the CCG study area between Macon to Augusta. This indicates that about 26.7 percent of trucks have travel paths through the CCG study area.

Figure 3.2 shows the Augusta WB O-D survey results that were done recently as part of this study. It exhibits very similar patterns to the EB survey. Out of the 237 trucks surveyed, 53 trucks have a travel path that goes through the CCG study area, which is equivalent to 22.4 percents.

LaGrange NB and SB surveys serve similar purposes as Augusta surveys to understand the truck travel patterns from the western edge of the CCG study area to the other parts of Georgia. As Figure 3.3 shows, NB trucks are primarily destined for Atlanta and I-85 N, since trucks enter on I-85. About 10 out of the 65 trucks actually ended up on the eastern side of the CCG study area, thus traversing through the entire corridor. The SB surveys exhibit similar patterns, but only 6 of the 100 trucks traversed the whole CCG study area. Because of the small sample size, it is hard to determine the relevance of the data.

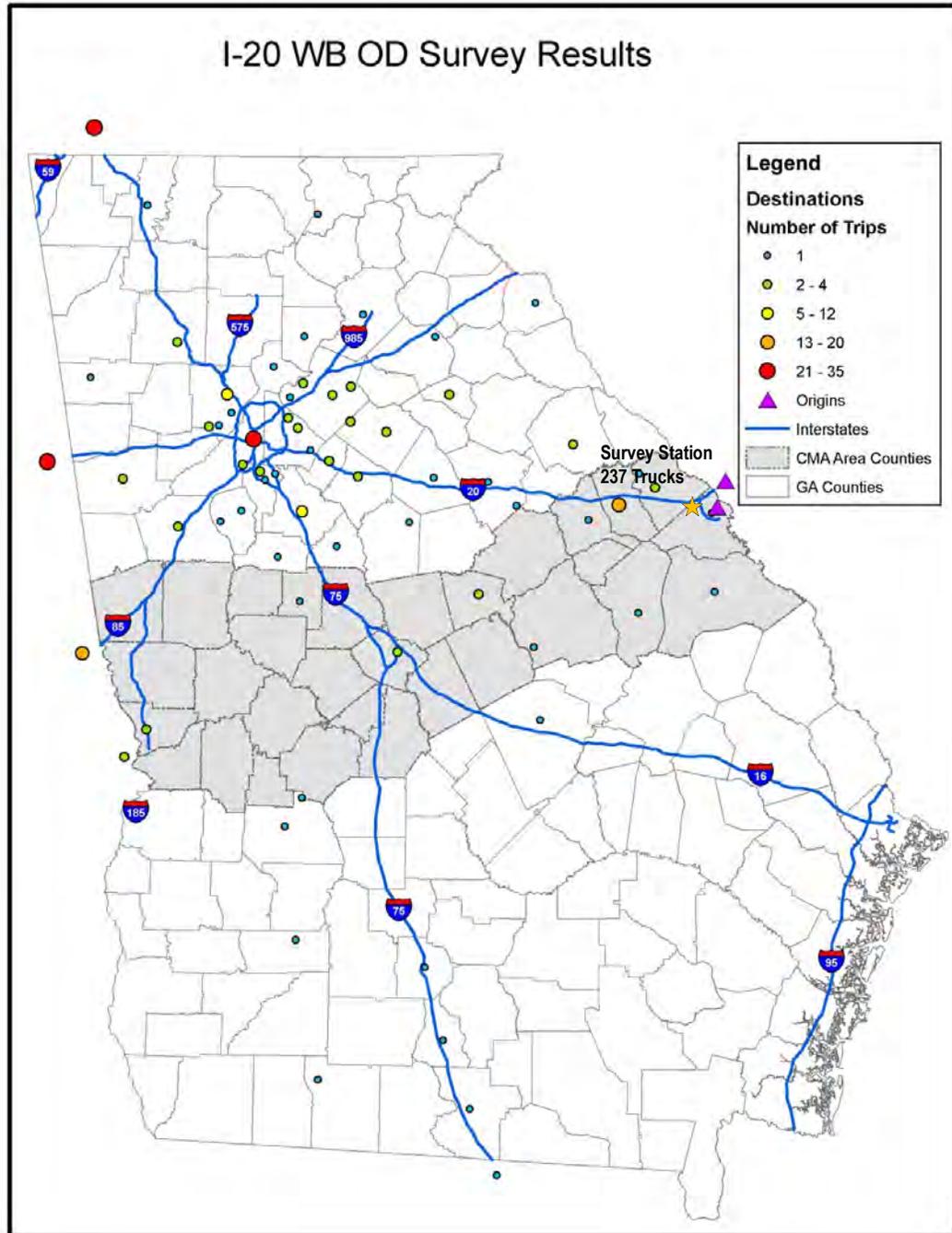
The Pembroke Surveys are useful in the sense that it can help us measure, among the trucks that come from, or go to Savannah, how many of them actually go to/come from Alabama. It is important to look at this movement to see if there is a need for a corridor connecting Macon and Columbus. As Figure 3.5 shows, about 11 trucks coming/going to the Savannah region come from Alabama, or another origin between Alabama and Macon. This represents about 3.6 percent of traffic traveling on that part of the road. On the other hand, the WB Pembroke Survey shown in Figure 3.6 does not indicate any trip that is destined for Alabama. However, about 4 trucks stopped between Augusta and Columbus.

Figure 3.1 Augusta EB O-D Survey Results
2006



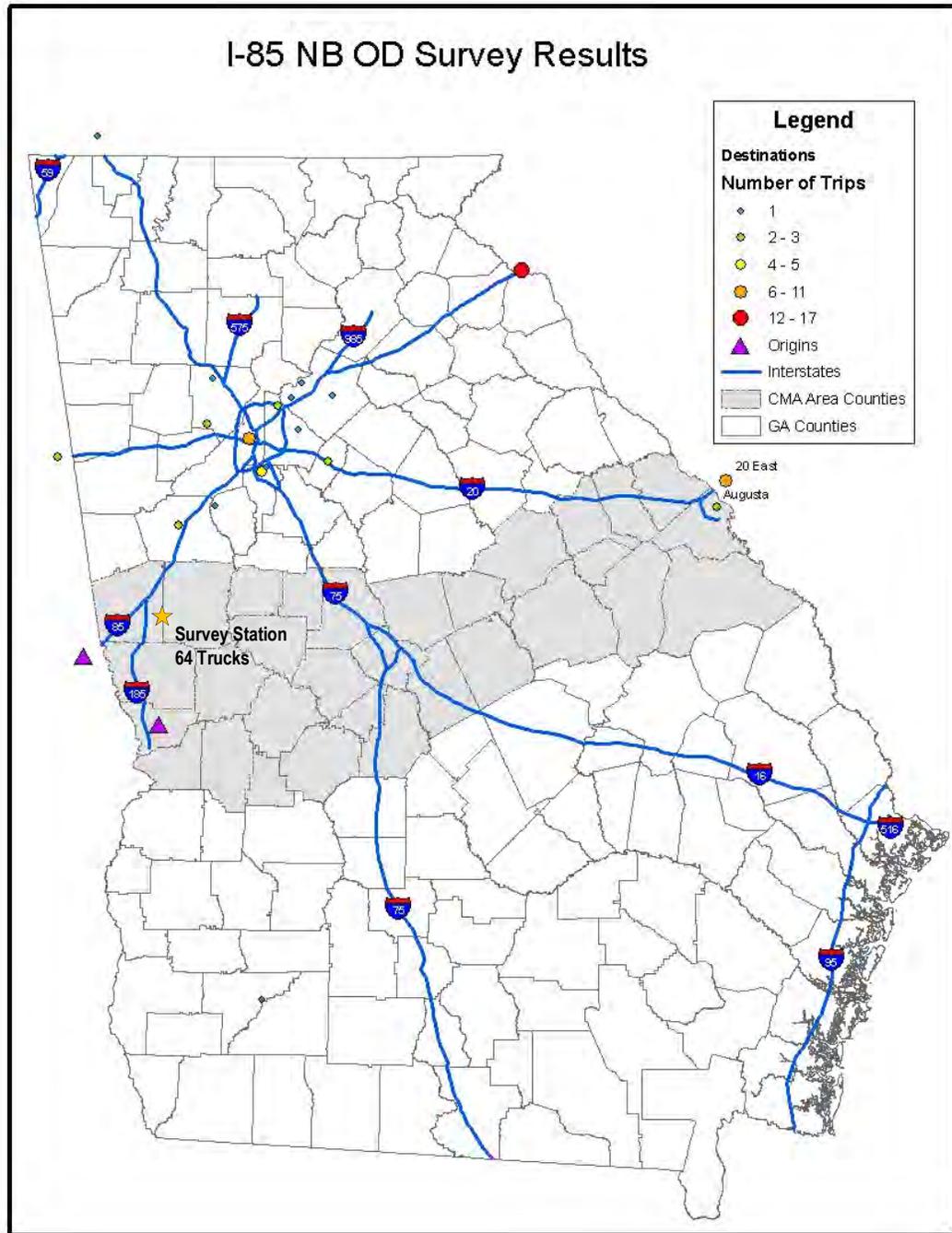
Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

Figure 3.2 Augusta WB O-D Survey Results



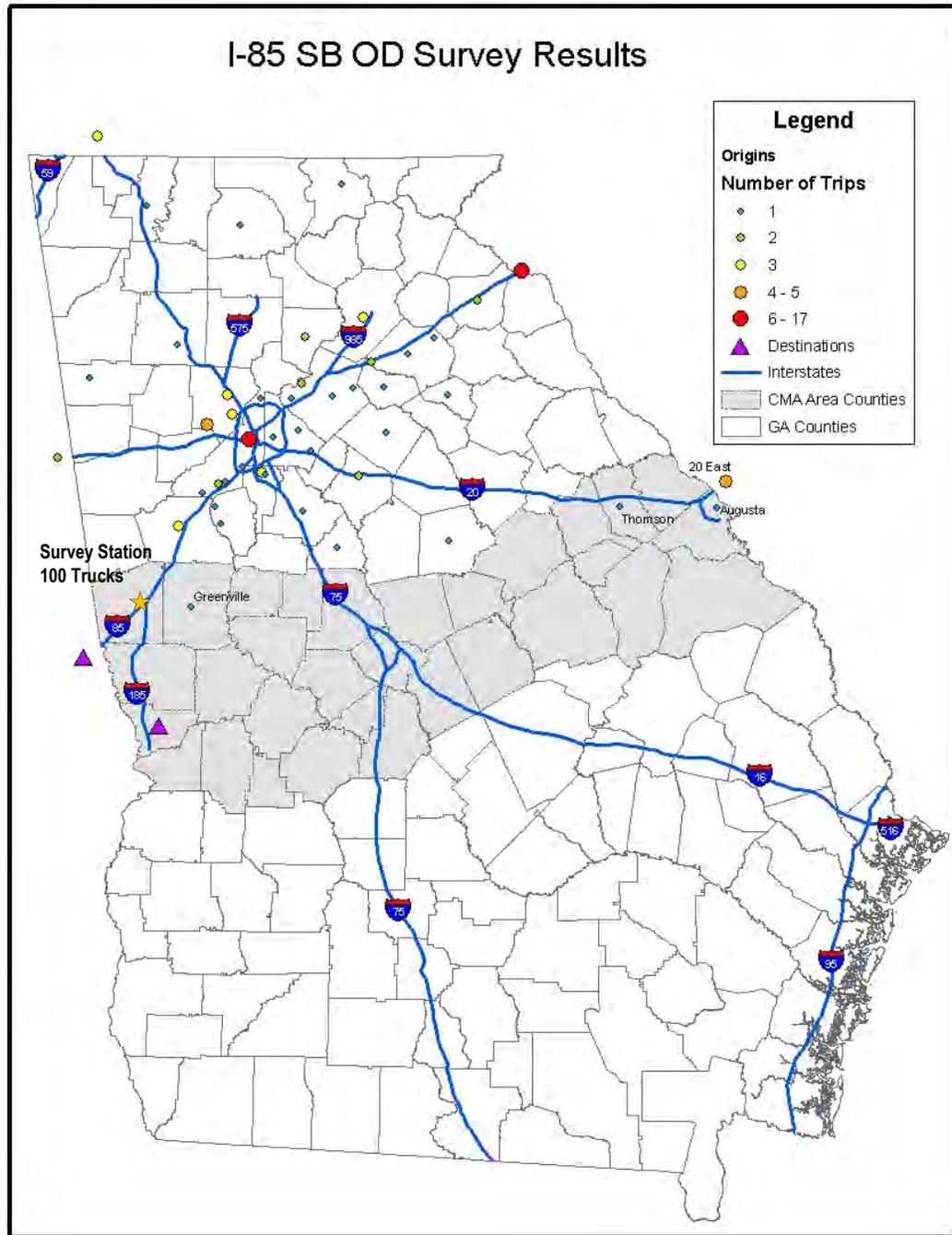
Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

Figure 3.3 LaGrange NB O-D Survey Results



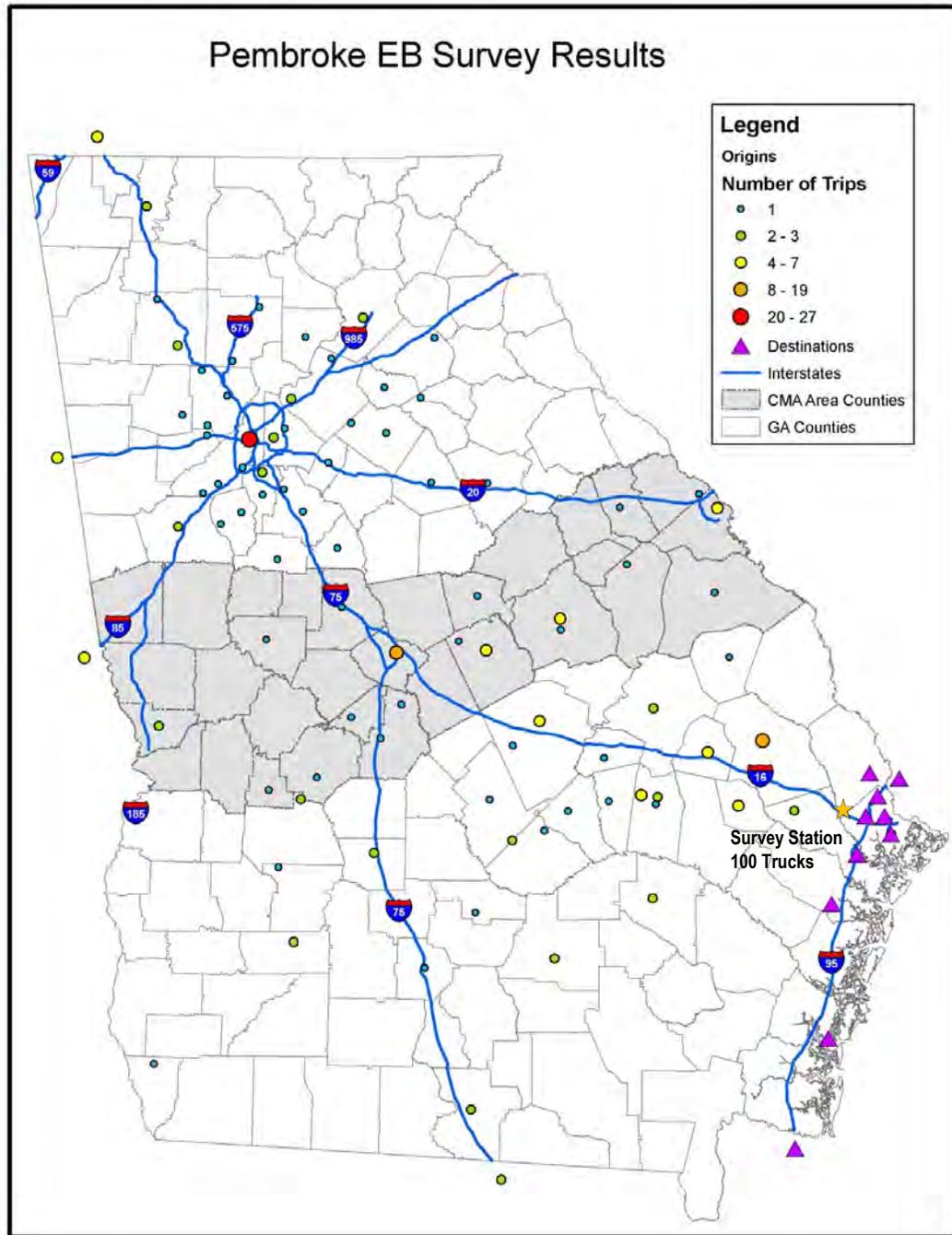
Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

Figure 3.4 LaGrange SB O-D Survey Results



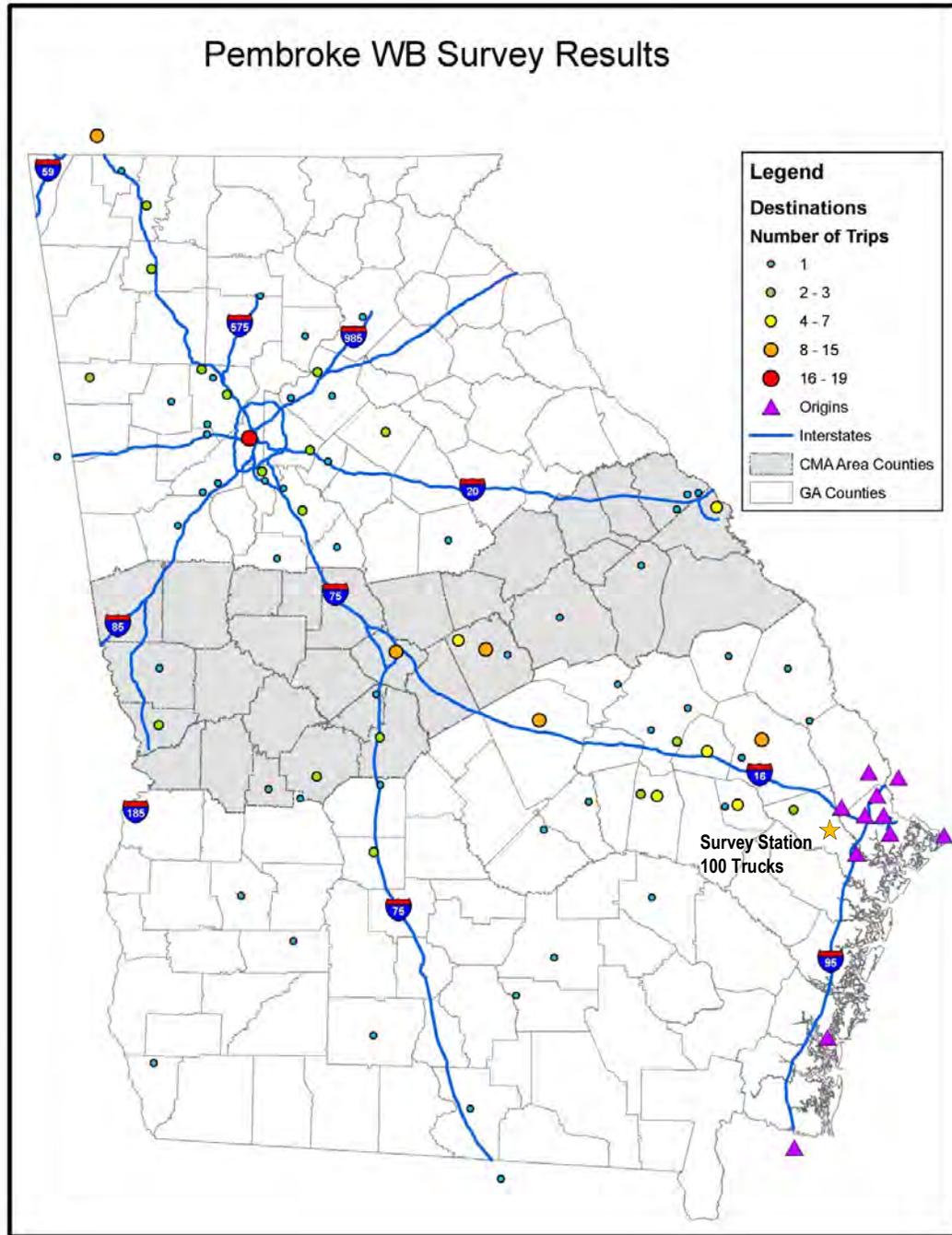
Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

Figure 3.5 Pembroke EB O-D Survey Results



Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

Figure 3.6 Pembroke WB O-D Survey Results



Source: GDOT Truck Lane Needs Identification Study, ARC Regional Freight Mobility Plan, GDOT OTD Count Data, Consultant Analysis.

4.0 Truck Count Data

This section examines specific roadways used by trucks in the CCG study area.

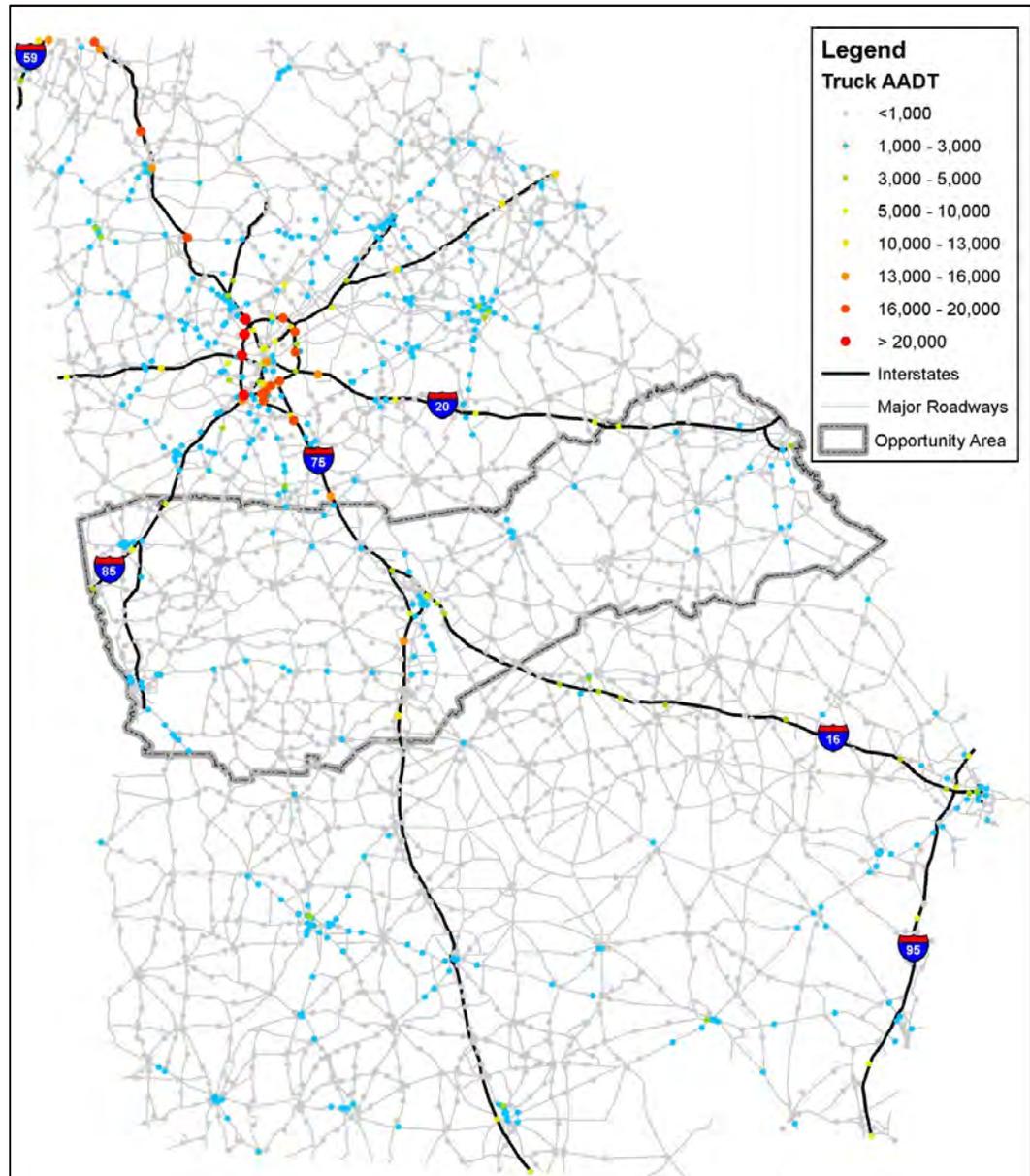
Figure 4.1 shows the truck AADT for major roadways in Georgia. The roadways with the highest truck counts are located in the Atlanta region, around I-285, and along I-75, where there can be more than 20,000 trucks per day passing through. The CCG study area in comparison has moderate truck activity. The highest truck counts are found on I-75, where the number of trucks falls between 13,000 and 16,000 per day. The only locations with truck counts above 3,000 in the CCG study area are on the interstate system (I-75, I-85, and I-16). There are several counts in the CCG study area in the 1,000 to 3,000 range.

Figure 4.2 below shows the truck AADT in the CCG study area only. This map better differentiates between smaller truck count ranges. As noted above, truck counts above 3,000 daily all fall on the Interstates, indicating that Interstates are the primary routes for trucks. Other high truck count locations include: U.S. 280 near Columbus due in part to military traffic from Ft. Benning, several state roads just outside of Augusta, and SR 96 (part of fall-line freeway) between Columbus and Macon. The SR 96 corridor is the only non-Interstate corridor in the study area with a consistent flow of over 1,000 trucks per day. There are no corridors between Augusta and Macon with over 1,000 trucks per day.

Figure 4.3 shows the top 50 top truck count locations in the CCG study area. These top locations are on Interstates and state road segments near the metro areas of Columbus, Macon, and Augusta. There also are several high truck count locations on U.S. 280 connecting to Ft. Benning.

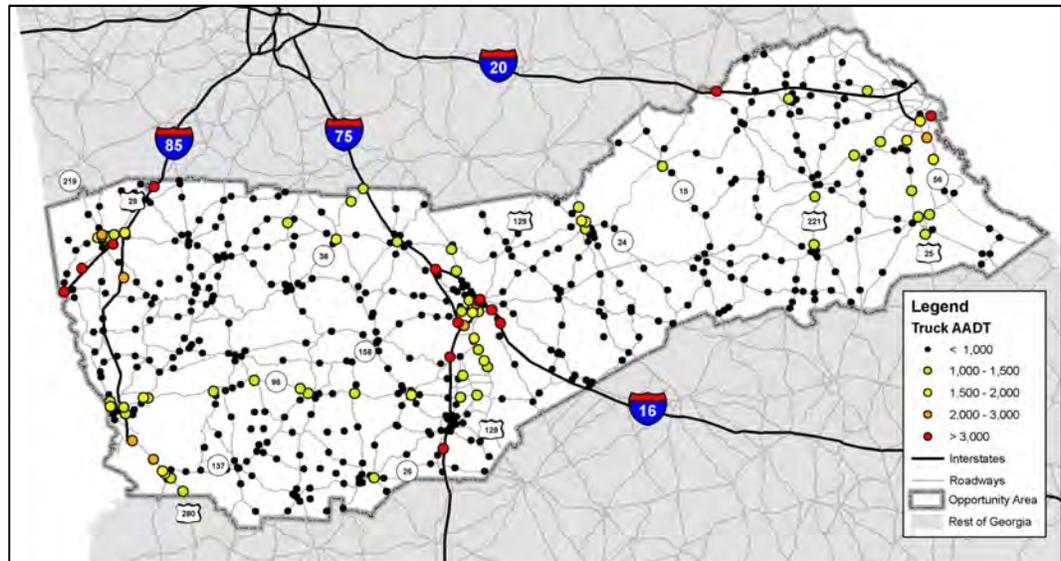
Table 4.1 displays more detailed information for the top 50 count locations. It can be seen that I-75 has the highest truck volume, since it is the only roadway with truck counts greater than 10,000. Also, the top 14 truck count locations are all on Interstates, with the majority of volumes greater than or near 5,000 trucks per day. Figure 4.4 shows the top 50 truck AADT non-Interstate locations. Once again, SR 96 and U.S. 280 emerge as corridors with significant truck volume.

Figure 4.1 Truck AADT for Major Roadways in Georgia
2009



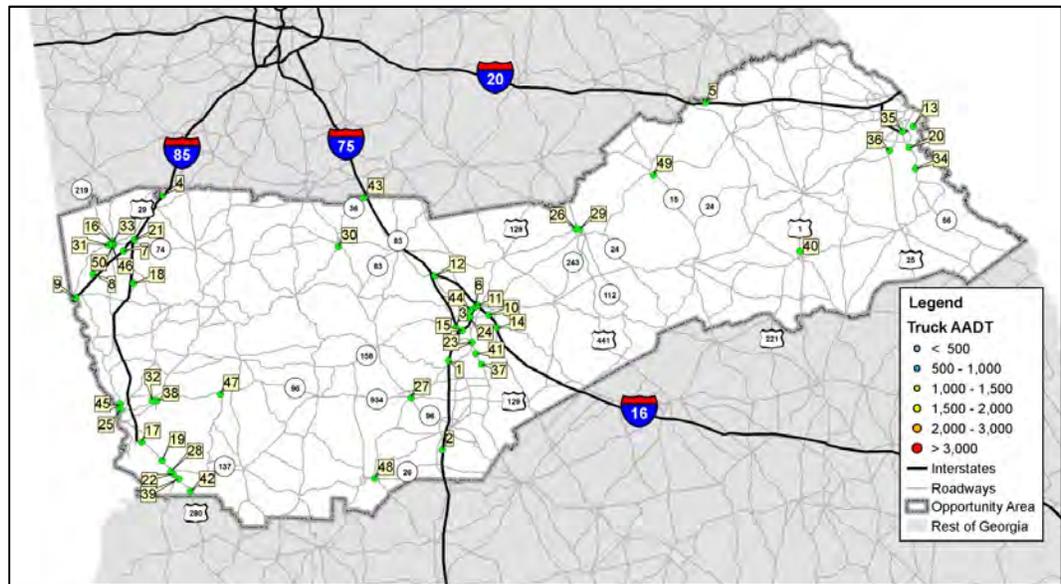
Source: GDOT Classification Count Data, 2009.

Figure 4.2 Truck AADT for Major Roadways in CCG study area 2009



Source: GDOT Classification Count Data, 2009.

Figure 4.3 Top 50 High Truck AADT Locations in CCG study area 2009



Source: GDOT Classification Count Data, 2009.

Table 4.1 Top 50 High Truck AADT Locations in CCG study area 2009

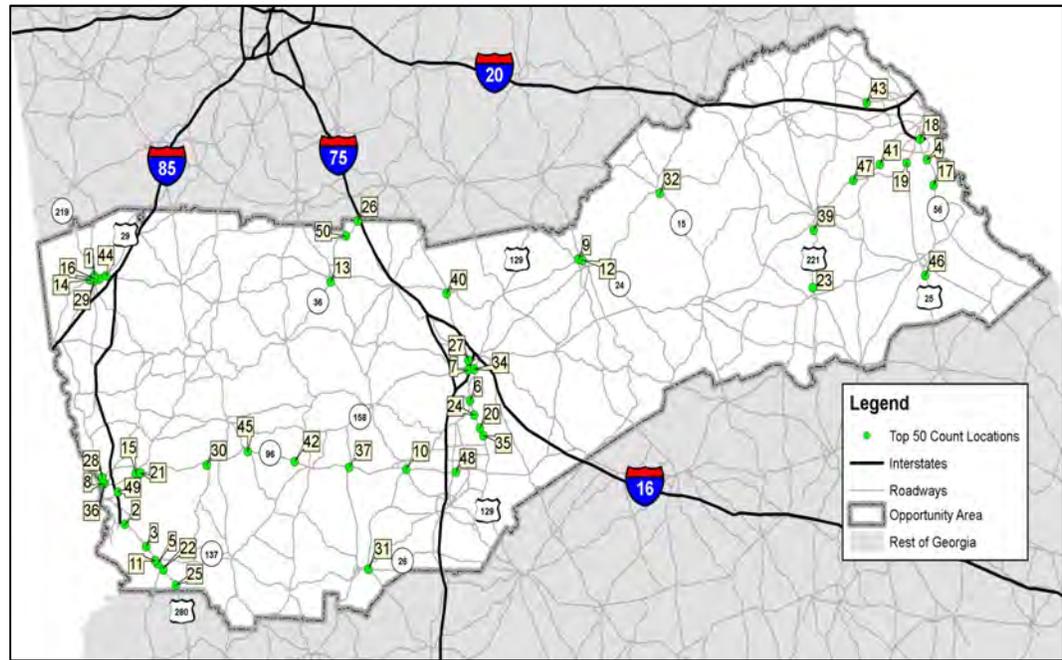
Rank	County	Route	Beginning	End	AADT	Truck	Truck
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			Mile	Mile		Percent	AADT
1	Peach	I75	8.81	11.12	73,120	18	13,162
2	Houston	I75	3.21	10.06	44,180	24	10,603
3	Bibb	I475	0	3.99	50,990	18	9,178
4	Meriwether	I85	0	4.43	41,920	16	6,707
5	Warren	I20	1.28	6.57	22,920	25	5,730
6	Bibb	I75	11.9	13.23	76,420	7	5,349
7	Troup	I85	12.74	16.6	25,360	21	5,326
8	Troup	I85	0.76	11.48	27,690	19	5,261
9	Harris	I85	0	1.47	29,400	17	4,998
10	Bibb	I16	1.88	5.92	45,140	11	4,965
11	Bibb	I16	0.33	1.17	81,410	6	4,885
12	Monroe	I75	2.05	4.39	30,310	16	4,850
13	Richmond	I520	3.46	5.53	64,150	7	4,491
14	Bibb	I16	5.93	8.99	22,100	19	4,199
15	Bibb	I75	4.36	7.85	31,670	9	2,850
16	Troup	U27	16.98	17.37	22,050	12	2,646
17	Muscogee	U27	6.64	7.78	15,820	16	2,531
18	Troup	I185	0	6.73	17,520	13	2,278
19	Chattahoochee	U27	0	0.78	10,330	20	2,066
20	Richmond	S56	6.74	9.91	14,660	14	2,052
21	Troup	I185	12.45	14.16	16,480	12	1,978
22	Chattahoochee	U27	9.15	9.66	8,230	24	1,975
23	Bibb	U41	4.11	4.87	28,020	7	1,961
24	Bibb	U41	10.94	11.3	17,340	11	1,907
25	Muscogee	S22	0	0.59	23,550	8	1,884
26	Baldwin	U441	9.16	10.23	20,740	9	1,867
27	Peach	S49	3.84	3.85	8,500	21	1,785
28	Chattahoochee	U27	8.15	8.68	8,090	22	1,780
29	Baldwin	U441	15.64	17.09	22,230	8	1,778
30	Lamar	U341	9.46	10.64	11,050	16	1,768
31	Troup	U29	15.55	15.88	14,050	12	1,686
32	Muscogee	U80	9.84	10.86	13,940	12	1,673
Rank	County	Route	Beginning Mile	End Mile	AADT	Truck Percent	Truck AADT
33	Troup	N Morgan St	16.69	16.95	18,570	9	1,671

34	Richmond	S56	0	5.6	7,860	20	1,572
35	Richmond	S56	11.75	13.15	14,270	11	1,570
36	Richmond	U25	7.38	7.74	17,060	9	1,535
37	Houston	U129	22	22.28	21,590	7	1,511
38	Muscogee	U80	10.87	11.41	11,400	13	1,482
39	Chattahoochee	U280	10.66	11.54	5,780	25	1,445
40	Jefferson	U1	14.32	17.95	7,580	19	1,440
41	Bibb	U41	0	5.13	23,320	6	1,399
42	Chattahoochee	U280	14.08	16.15	5,030	27	1,358
43	Lamar	S36	18.6	19.28	7,530	18	1,355
44	Bibb	U41	12.65	12.83	13,360	10	1,336
45	Muscogee	S219	1.92	2.42	16,670	8	1,334
46	Troup	Morgan St	16.22	16.52	14,720	9	1,325
47	Talbot	U80	0	7.91	6,850	19	1,302
48	Macon	S26	12.6	13.31	6,180	21	1,298
49	Hancock	S15	8.37	9.15	4,530	28	1,268
50	Troup	Lafayette Parkway	11.75	12.04	15,550	8	1,244

Source: GDOT Classification Count Data, 2009.

**Figure 4.4 Top 50 Non-Interstate High Truck Count Locations
2009**



Source: GDOT Classification Count Data, 2009.

5.0 Comparison of Truck Data to IT3 Figure

The Investing in Tomorrow’s Transportation Today (IT3) initiative identified the Columbus-Augusta corridor as one of three truck hubs in the State. This section revisits that analysis using more recent and more varied data sources.

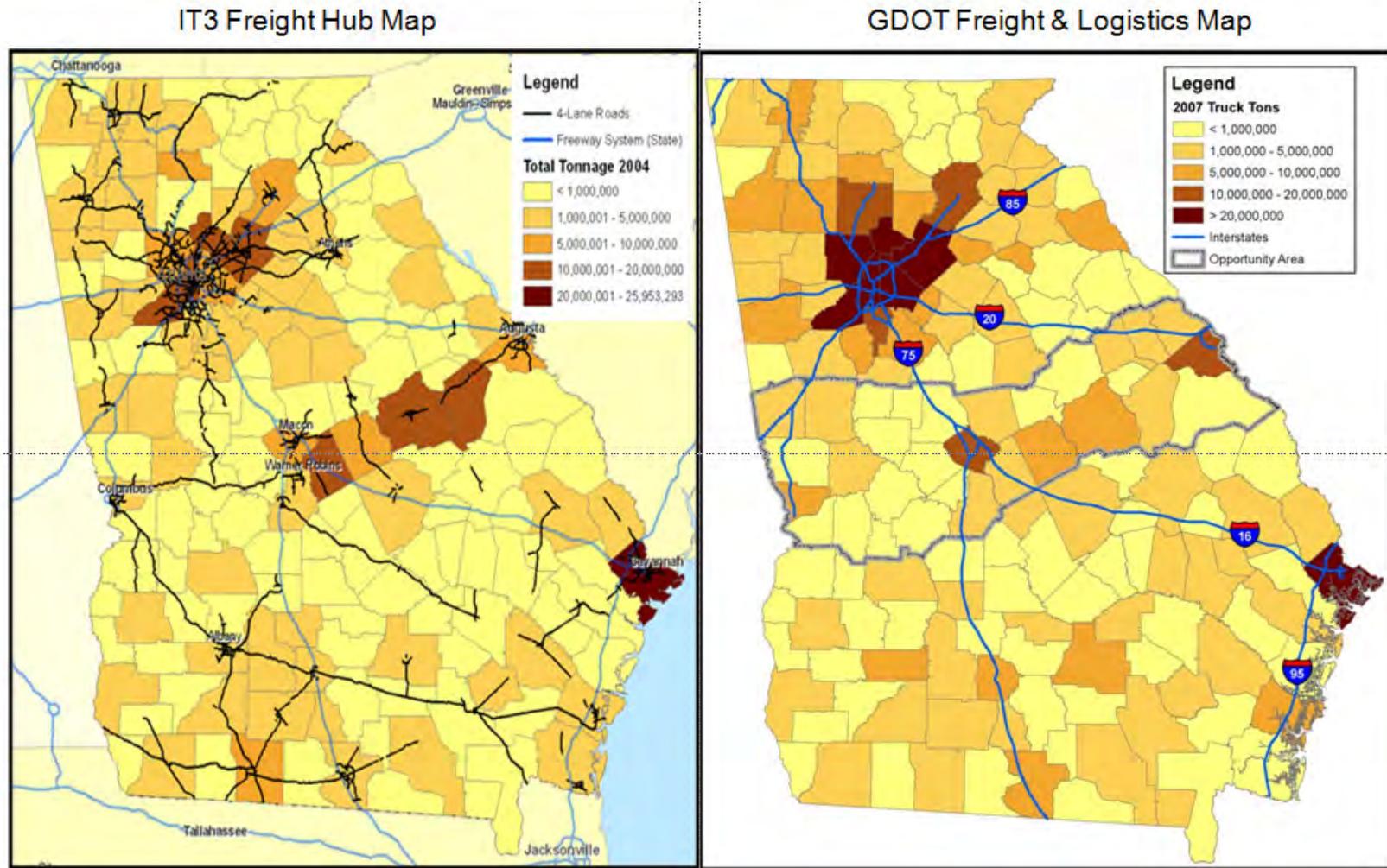
Figure 5.1 compares the IT3 truck flows developed using 2004 TRANSEARCH freight flow data to the more recently obtained 2007 TRANSEARCH truck flow data. The more recent data have a much lower truck tonnage total between Augusta and Macon compared to the older freight flow data.

Figure 5.2 shows truck counts for the entire State of Georgia next to the IT3 truck flows map. This comparison highlights that the IT3 map identifies a significant amount of truck flows between Augusta and Macon. However, the truck count data do not identify any high truck volumes in the corridor.

Figure 5.3 compares the IT3 truck flows map to the GPS-equipped truck trip end data. Similar to the truck counts, the GPS data also did not identify any locations between Augusta and Macon that generate significant truck trips.

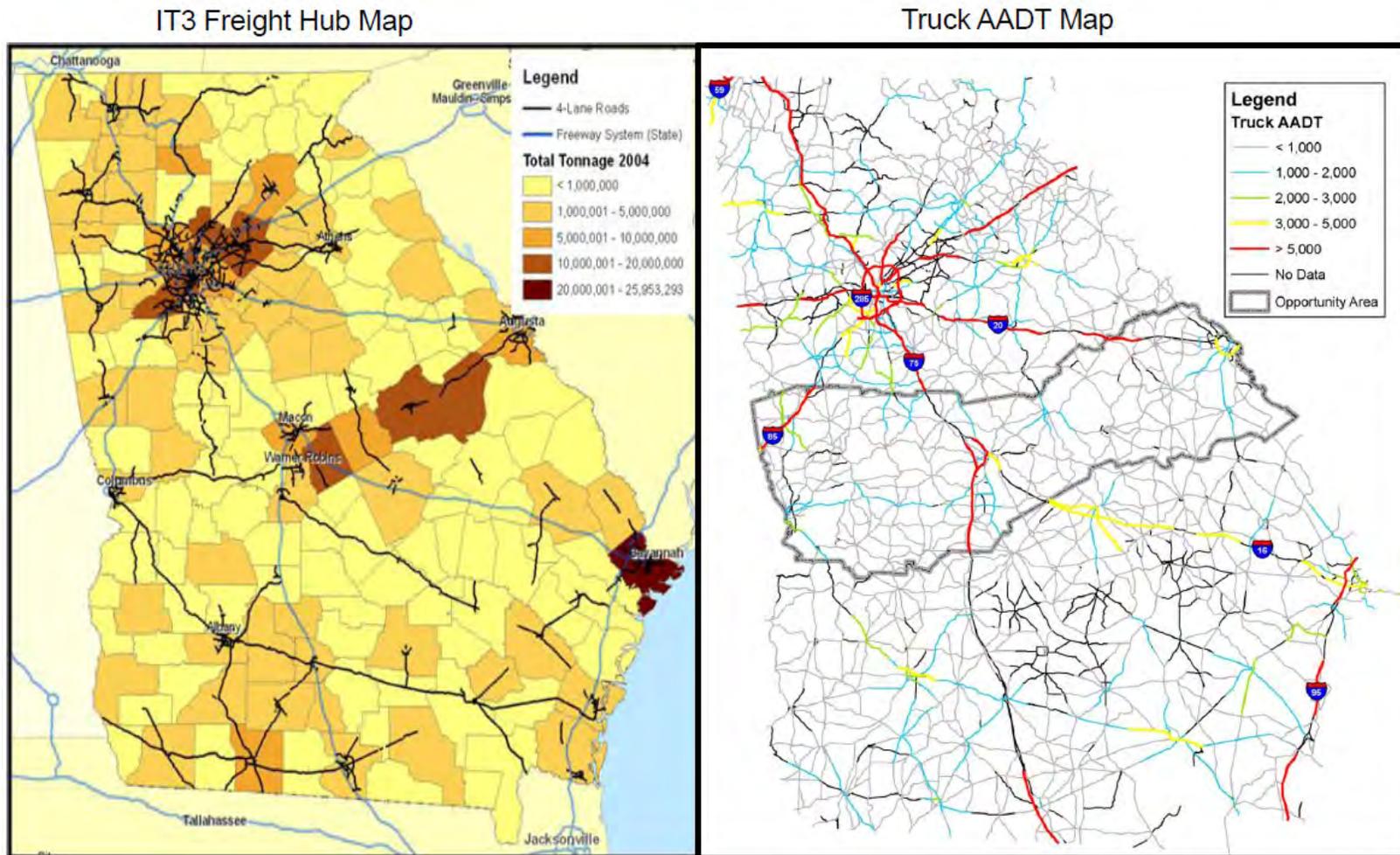
These following three figures taken together indicate that the Augusta to Macon truck corridor identified using IT3 overestimated the number of trucks and that only a moderate amount of truck activity exists between the two city pairs.

Figure 5.1 Comparison between IT3 Truck Flows and 2007 TRANSEARCH Truck Flows



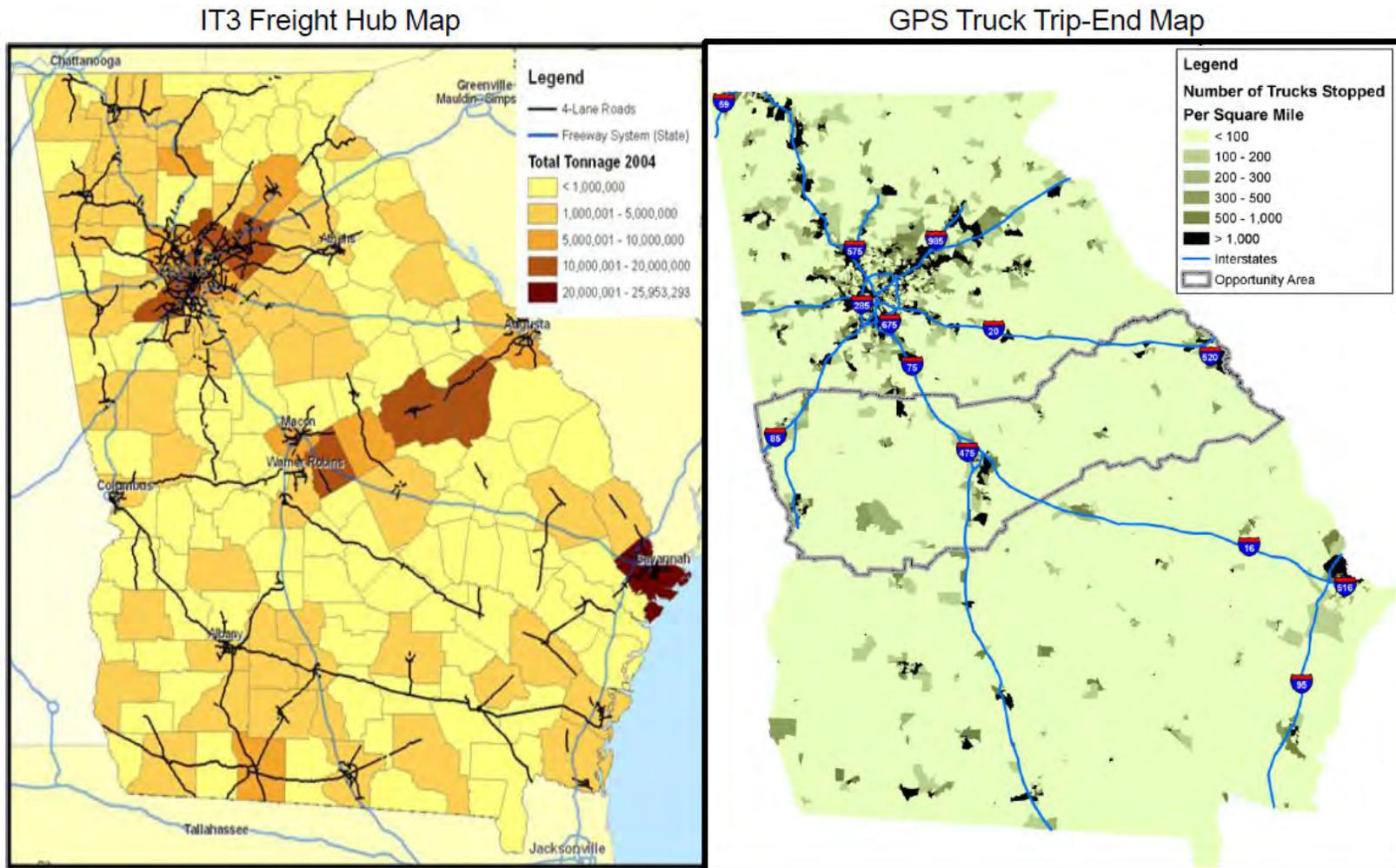
Source: IT3 Presentation to Joint GRTA, GDOT Board by McKinsey; 2007 TRANSEARCH Data.

Figure 5.2 Comparison between IT3 Freight Flows and Truck AADTs



Source: IT3 Presentation by McKinsey; GDOT Classification Count Data.

Figure 5.3 Comparison between IT3 Freight Flows and GPS Truck Trip-Ends



Source: IT3 Presentation by McKinsey; ATRI GPS Truck-Stopped Data.

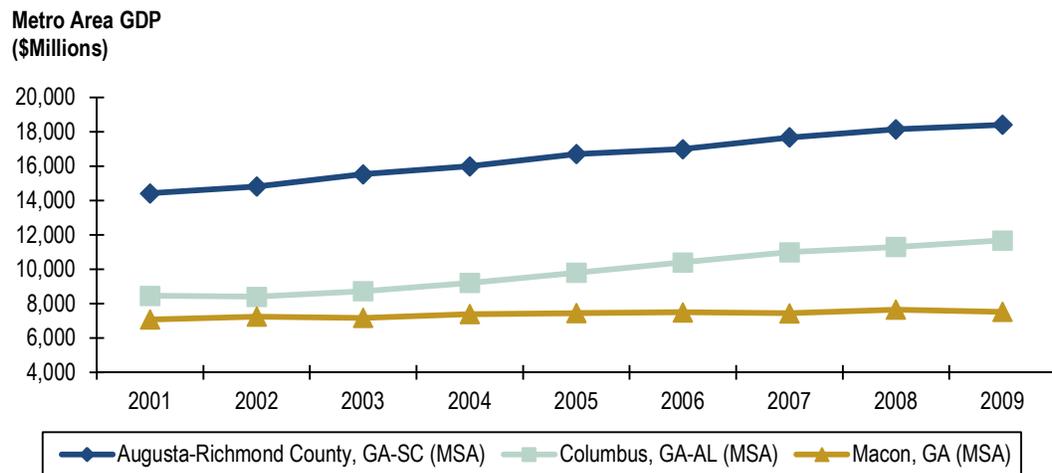
6.0 Economic Analysis

Economic activity is a key driver for freight movements, and growth in output is inextricably linked with growth in freight activity in a region. This section first overviews the economic patterns of the CCG study area, and then zooms in to look at the top freight-intensive counties to understand the key drivers for freight movements in these top locations.

6.1 FREIGHT-RELATED ECONOMIC ACTIVITY IN CCG STUDY AREA

Figure 6.1 shows the GDP in Augusta, Columbus, and Macon between 2001 and 2009. The GDP of Augusta and Columbus have grown at a compound annual rate of 2.8 percent and 3.7 percent respectively. These growth rates are comparable to the Georgia Statewide growth rate of 3.6 percent in the same time period.¹ However, Macon has relatively little growth from 2001 to 2009, indicating that the industrial and economic base has not changed over the years. This likely translates to much more rapid growth in truck and rail traffic in the Augusta and Columbus regions over this time period relative to Macon.

**Figure 6.1 GDP Trends of Top Three Metro Areas
2001-2009**



Source: U.S. Bureau of Economic Analysis.

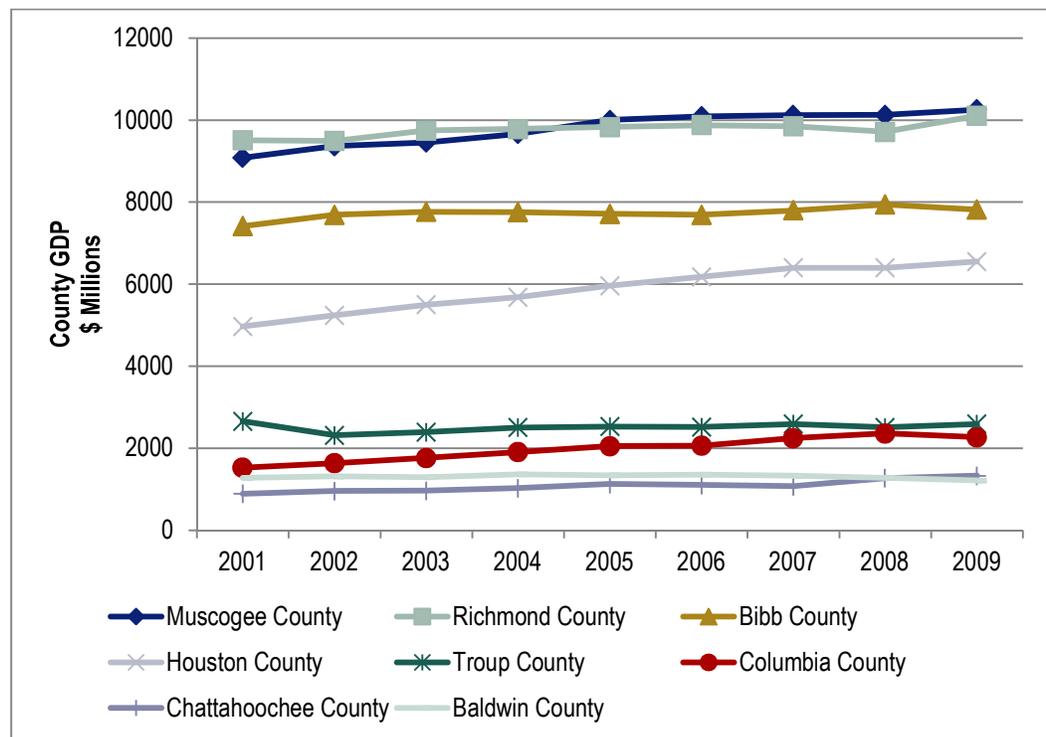
¹ U.S. Bureau of Economic Analysis.

These growth rates are also confirmed when looking at growth from a county level. Figure 6.2 shows the GDP of the top eight counties that made up more than 85 percent of the CCG study area’s 2009 GDP. There are some clear patterns. The counties with the fastest growth rates are Columbia and Chattahoochee Counties near Augusta and Columbus respectively, both growing at more than 4.5 percent annually. Troup County has the highest absolute growth in terms of GDP and it houses the municipalities of Perry and Warner Robins. Muscogee and Richmond Counties, which are part of Columbus and Augusta, grew at average rates. Bibb County (Macon) again shows nearly stagnant growth. This is also true for Baldwin and Troup Counties.

The flat growth of Macon (in terms of population) was substantiated in the Macon-Bibb Planning and Zoning Commission’s 2035 Long-Range Transportation Plan. While no specific measures were mentioned to address the issue of flat growth, the first goal of the LRTP focused on encouraging growth that have access to existing and planned facilities.²

Figure 6.2 GDP Trends of Top Counties

2001-2009



Source: Economy.com Data.

²http://www.maconbibbpz.org/artman2/uploads/1/1-3_Chapters_LRTP_1.pdf.

The 2009 GDP of all industrial sectors in the CCG study area are shown in Table 6.1 below. The top freight-dependent industry sectors are manufacturing, retail trade, wholesale trade, and construction, which are traditionally freight-intensive sectors. Manufacturing sector alone contributes to about 10 percent of the total GDP, while wholesale and retail constitutes another 10 percent. Mining, which is a key industry in the region due to Kaolin mines, only constitutes about 0.2 percent of the total GDP. In total, 29 percent of the economic activity in the CCG study area is related to freight. This is roughly comparable to the 35 percent of economic activity statewide that is related to freight.

GDP and population are highly correlated in the CCG study area. However, GDP and freight movements are not as highly correlated. Table 6.2 compares the freight movements with goods-dependent GDP. It identifies counties with differences between freight traffic and the local freight-related economy. Monroe County has the highest freight tonnage in 2007, which is 15 percent of the total freight moved in the region. However, its share of GDP is only 1.8 percent. In addition, its rail share is more than 18 times its truck share. This is because the county is importing coal to supply a large coal fire plant. Richmond County has the second highest freight tonnages, and makes up 12.5 percent of total tonnages in the CCG study area. Its freight GDP share on the other hand is 17.5 percent, even higher than its freight tonnage share. Washington County also has high tonnages and low freight-related economy. This is due to the high volumes of kaolin that are mined in this county.

The amount of freight tonnages and freight-dependent GDP also is shown in graphical format in Figure 6.3. The maps more clearly demonstrate the fact that areas with low GDP also can have high freight tonnages. These high tonnages areas that are not metro regions include counties making up the Kaolin belt (between Augusta and Macon), and also Monroe and Talbot Counties.

Table 6.1 Economic Output of Industries in the CCG Study Area
Thousand Dollars, 2009

Description	Type	Economic Output	Percent Total
Retail Trade	Freight Dependent	2,044	4.1%
Manufacturing	Freight Dependent	2,004	4.1%
Construction	Freight Dependent	1,744	3.5%
Wholesale Trade	Freight Dependent	1,731	3.5%
Manufacturing	Freight Dependent	1,641	3.3%
Manufacturing	Freight Dependent	1,442	2.9%
Utilities	Freight Dependent	1,128	2.3%
Retail Trade	Freight Dependent	889	1.8%
Transportation and Warehousing	Freight Dependent	782	1.6%
Agriculture, Forestry, Fishing and Hunting	Freight Dependent	615	1.2%
Transportation and Warehousing	Freight Dependent	224	0.5%
Mining	Freight Dependent	104	0.2%
Total Freight-Dependent Industries		14,348	29.0%
Public Administration	Services	5,690	11.5%
Public Administration	Services	4,721	9.6%
Real Estate and Rental and Leasing	Services	3,837	7.8%
Health Care and Social Assistance	Services	3,776	7.6%
Public Administration	Services	3,630	7.4%
Information	Services	3,301	6.7%
Finance and Insurance	Services	3,058	6.2%
Professional, Scientific, and Technical Services	Services	2,218	4.5%
Administrative and Support and Waste Management and Remediation Services	Services	1,422	2.9%
Accommodation and Food Services	Services	1,364	2.8%
Other Services (except Public Administration)	Services	847	1.7%
Management of Companies and Enterprises	Services	622	1.3%
Educational Services	Services	270	0.5%
Arts, Entertainment, and Recreation	Services	258	0.5%
Total Services		35,014	71.0%
Total Economic Output		49,363	100.0%

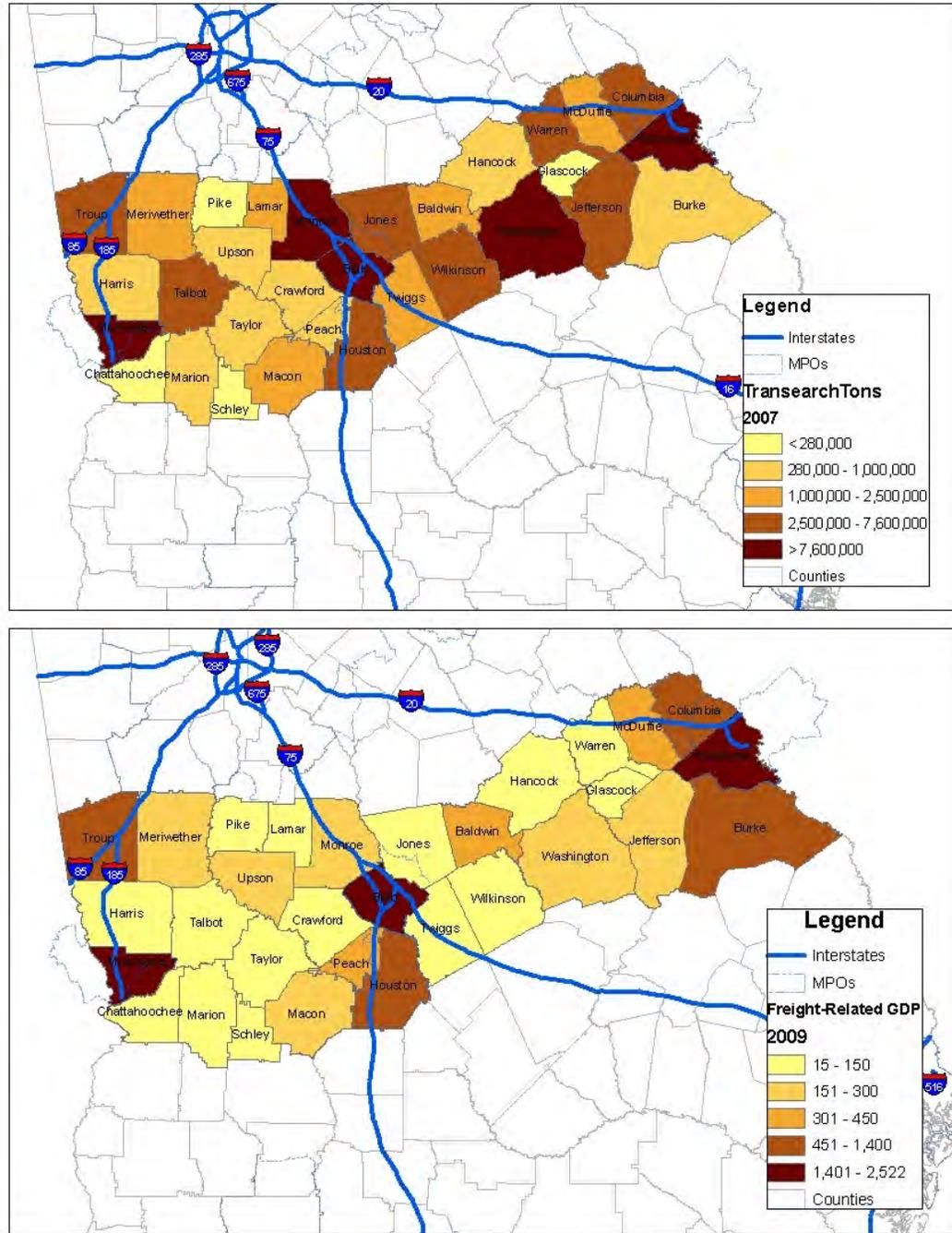
Source: Economy.com Data.

Table 6.2 Tons by County by Type of Movement as Compared to GDP
2007, 2009

Name	Truck Tons	Rail Tons	Air Tons	Total Tons	Percent Total	Freight GDP (\$,000)	Percent Total
Monroe	884,408	18,042,365	–	18,926,773	15.0%	255	1.8%
Richmond	11,279,213	4,520,837	75	15,800,126	12.5%	2,522	17.6%
Washington	7,825,906	3,377,212	–	11,203,118	8.9%	221	1.5%
Bibb	10,038,298	859,628	9	10,897,936	8.6%	2,296	16.0%
Muscogee	8,196,206	1,169,239	388	9,365,833	7.4%	2,093	14.6%
Talbot	4,484,504	3,111,283	–	7,595,787	6.0%	42	0.3%
Wilkinson	5,996,021	1,475,560	–	7,471,581	5.9%	146	1.0%
Jones	3,455,901	2,738,312	–	6,194,213	4.9%	122	0.9%
Troup	4,745,969	95,920	–	4,841,889	3.8%	1,101	7.7%
Jefferson	3,194,608	1,594,901	–	4,789,509	3.8%	270	1.9%
Warren	2,625,899	2,031,958	–	4,657,857	3.7%	65	0.5%
Houston	3,535,666	755,160	1,042	4,291,867	3.4%	1,352	9.4%
Columbia	3,855,707	188,036	–	4,043,743	3.2%	879	6.1%
Twiggs	2,112,322	252,680	–	2,365,002	1.9%	35	0.2%
Meriwether	2,167,939	193,000	–	2,360,939	1.9%	185	1.3%
McDuffie	2,291,878	67,040	–	2,358,918	1.9%	193	1.3%
Macon	972,578	634,654	–	1,607,232	1.3%	101	0.7%
Lamar	984,428	526,822	–	1,511,250	1.2%	132	0.9%
Baldwin	961,730	7,040	–	968,770	0.8%	399	2.8%
Peach	766,501	–	–	766,501	0.6%	407	2.8%
Upson	635,397	75,400	–	710,797	0.6%	235	1.6%
Hancock	604,346	–	–	604,346	0.5%	31	0.2%
Harris	552,049	–	–	552,049	0.4%	105	0.7%
Burke	526,517	15,240	–	541,757	0.4%	455	3.2%
Crawford	308,868	118,676	–	427,544	0.3%	59	0.4%
Taylor	386,881	30,720	–	417,601	0.3%	85	0.6%
Marion	285,479	–	–	285,479	0.2%	317	2.2%
Pike	276,075	–	–	276,075	0.2%	99	0.7%
Chattahoochee	65,898	27,027	–	92,925	0.1%	52	0.4%
Schley	87,986	4,040	–	92,026	0.1%	80	0.6%
Glascocock	89,843	–	–	89,843	0.1%	15	0.1%
Total	84,195,023	41,912,750	1,515	126,109,288	100.0%	14,349	100.0%

Source: TRANSEARCH, Economy.com.

Figure 6.3 Tons and GDP for CCG study area Counties



6.2 COMMODITY ANALYSIS

Table 6.3 shows commodity by direction and mode for the entire CCG study area. Of particular note is that non-metallic minerals is the top commodity with just over 42 million tons and stone/clay/concrete/glass is the fourth largest commodity at just over 15 million tons. Combined, these two commodities account for roughly half of the total goods moved in the CCG study area. These commodities are also closely related in that non-metallic minerals are developed from transforming mined or quarried items such as sand, gravel, stone, clay, and refractory minerals into products for intermediate or final consumption. Kaolin is a major commodity produced and refined in the CCG study area. It is considered to be a type of clay that is used in many nonmetallic mining processes.

Most of the inbound shipments of both nonmetallic minerals and clay/concrete/glass/stone are done by trucks. These shipments are made from local mines to local processing facilities. Many of the processing facilities are co-located with the mines, so these truck trips are relatively short. Outbound shipments of these goods are roughly evenly split between truck and rail. Some of these shipments also occur by pipeline, but that is not included in the Transearch database. Many of trucked outbound shipments are to the Port of Savannah for export. Domestic shipments are done mostly by rail to the Midwest and northeast. Kaolin is used as one input in the paper manufacturing processes that are conducted in these regions.

According to an interview of the Georgia Miners Association, mining activity between Macon and Augusta is concentrated in three counties: Washington, Wilkinson, and Twiggs. There are between 15 to 20 medium and large mines in these three counties that produce the vast majority of kaolin in the state. The association estimates that about 10 million tons of material is mined every year which produces 5 million tons of kaolin. Approximately 3 million tons of kaolin are shipped by rail to the Midwest and northeast. Another roughly two million tons of kaolin is trucked to the Port of Savannah and shipped all over the world. These shipments are done by containerized trucks. The trucks are exclusively for-hire as none of the mining companies own their own trucking fleet.

Table 6.3 Commodities by Direction by Mode in the CCG study area
2007, Tons

Commodity	Inbound		Outbound		Total
	Truck	Rail	Truck	Rail	
Non-Metallic Minerals	17,538,284	170,920	13,604,166	10,710,058	42,023,428
Secondary Traffic	15,124,643	–	4,806,107	–	19,930,750
Coal	57,039	16,330,038	–	–	16,387,077
Clay/Concrete/Glass/Stone	3,958,908	451,600	4,705,147	6,192,000	15,307,655
Lumber/Wood	2,661,648	539,380	6,606,710	1,552,588	11,360,326
Chemical/Allied	118,949	1,651,376	2,451,960	1,318,900	5,541,184
Food/Kindred	1,432,057	370,960	2,756,887	24,160	4,584,064
Farm Products	807,317	776,171	578,105	44,568	2,206,160
Pulp/Paper/Allied	329,386	374,400	570,674	699,652	1,974,111
Petroleum/Coal	934,479	10,320	484,665	22,728	1,452,192
Textile Mill	122,834	–	799,145	–	921,980
Primary Metal	439,892	26,116	152,481	3,680	622,170
Rubber/Plastics	245,248	–	361,053	–	606,301
Metallic Ores	496,861	35,680	–	–	532,541
Waste/Scrap Materials	–	194,064	–	317,756	511,820
Transportation Equipment	113,646	45,176	285,313	21,440	465,575
Fabricated Metal	139,117	–	200,562	–	339,680
Machinery Exc. Electrical	119,193	–	196,532	–	315,725
Printed Matter	103,844	–	189,741	–	293,585
Electrical Mach./Equip/Supplies	121,646	–	130,606	–	252,252
Furniture/Fixtures	102,125	–	73,252	–	175,377
Apparel	43,131	–	83,440	–	126,571
Tobacco	8,381	–	66,547	–	74,928
Miscellaneous Manufacturing	38,109	–	6,888	–	44,997
Miscellaneous Shipping	–	21,275	–	7,744	29,019
Instr/Optical/Watches/Clocks	19,206	–	6,555	–	25,761
Leather	2,543	–	–	–	2,543
Total	45,078,487	20,997,476	39,116,536	20,915,274	126,107,773

Source: TRANSEARCH.

7.0 Freight Forecasts

This section describes the forecast growth of freight activity in the CCG study area. Table 8.1 shows the freight tonnages in 2050 for each of the counties in the study area. The 2050 forecasts are developed using a combination of TRANSEARCH base data and FAF growth rates, as performed as part of the Georgia Statewide Freight Plan. The FAF growth factors are applied because they are more recent the forecast developed in the 2007 TRANSEARCH database.

In general, outbound tonnages are expected to grow faster with compound annual growth rate (CAGR) of 2.3 percent, compared to the CAGR for inbound tons, which is expected to grow at 1.0 percent. Compared to the CAGR of 1.5 percent for the whole State of Georgia for the same time period, the CCG region exhibit slightly higher growth rate at 1.7 percent. On a county level, the majority of counties will exhibit growth similar to CCG study area averages in 2050.

Monroe County (which has the highest tonnages in 2007) is expected to have declines in freight activity in 2050 relative to 2007. This is likely based on the assumption the coal-fired power plant in Monroe County will decrease its production over time as more cost-effective and emission-efficient power generation methods are adopted. Growth in the top 13 counties in terms of tonnage varies between 1.7 percent and 2.7 percent annually.

However, according to the January 2007 edition of Georgia Trend magazine, the kaolin industry in Georgia has been scaling back in recent years due to lower prices in the marketplace, primarily as a result of increased competition from Brazil. Production costs are cheaper in Brazil due to lower labor costs and shipping costs are lower due to the ability to put mined kaolin directly on to ships on the Amazon River and then export to Europe. Many economic development officials in the CCG study area are looking to replace the kaolin industry with other industrial activity.

Figure 7.1 Growth in Tons for CCG Counties

County	Outbound			Inbound			Total		
	2007	2050	CAGR	2007	2050	CAGR	2007	2050	CAGR
Monroe	1,615,476	3,666,647	1.9%	17,311,296	6,426,732	-2.2%	18,926,773	10,093,380	-1.4%
Richmond	8,413,032	20,733,795	2.1%	7,387,093	12,965,088	1.3%	15,800,126	33,698,883	1.7%
Washington	6,949,013	18,942,449	2.3%	4,254,105	10,359,031	2.0%	11,203,118	29,301,481	2.2%
Bibb	5,672,615	14,186,754	2.1%	5,225,321	9,213,027	1.3%	10,897,936	23,399,781	1.8%
Muscogee	3,994,851	9,949,259	2.1%	5,370,983	13,193,488	2.1%	9,365,833	23,142,748	2.1%
Talbot	4,969,127	13,640,292	2.3%	2,626,661	6,942,086	2.2%	7,595,787	20,582,378	2.3%
Wilkinson	3,106,893	8,204,671	2.2%	4,364,689	10,836,968	2.1%	7,471,581	19,041,639	2.1%
Jones	2,768,764	8,292,077	2.5%	3,425,449	5,642,359	1.1%	6,194,213	13,934,436	1.9%
Troup	2,400,996	7,737,804	2.7%	2,440,893	6,026,414	2.1%	4,841,889	13,764,218	2.4%
Jefferson	3,718,424	10,910,841	2.5%	1,071,085	1,680,252	1.0%	4,789,509	12,591,093	2.2%
Warren	2,446,721	8,401,312	2.8%	2,211,136	3,032,954	0.7%	4,657,857	11,434,266	2.1%
Houston	1,762,216	3,813,971	1.8%	2,529,651	4,381,362	1.3%	4,291,867	8,195,334	1.5%
Columbia	2,746,446	8,996,760	2.7%	1,297,296	1,817,953	0.8%	4,043,743	10,814,713	2.3%
Twiggs	2,090,800	7,179,544	2.8%	274,202	404,883	0.9%	2,365,002	7,584,427	2.7%
Meriwether	1,905,600	5,463,161	2.4%	455,339	788,570	1.3%	2,360,939	6,251,731	2.2%
McDuffie	1,221,089	2,760,377	1.9%	1,137,829	1,888,764	1.2%	2,358,918	4,649,141	1.6%

Figure 8.1 Growth in Tons for CCG Counties (continued)

County	Outbound			Inbound			Total		
	2007	2050	CAGR	2007	2050	CAGR	2007	2050	CAGR
Macon	783,462	1,822,425	1.9%	823,770	1,825,386	1.8%	1,607,232	3,647,811	1.9%
Lamar	981,366	3,070,527	2.6%	529,883	684,771	0.6%	1,511,250	3,755,298	2.1%
Baldwin	526,687	938,491	1.3%	442,083	728,247	1.1%	968,770	1,666,738	1.2%
Peach	337,238	878,021	2.2%	429,264	731,866	1.2%	766,501	1,609,887	1.7%
Upson	116,420	314,789	2.3%	594,377	904,985	1.0%	710,797	1,219,775	1.2%
Hancock	486,332	1,066,008	1.8%	118,014	106,299	-0.2%	604,346	1,172,308	1.5%
Harris	197,743	449,763	1.9%	354,306	715,569	1.6%	552,049	1,165,331	1.7%
Burke	321,933	791,551	2.1%	219,823	386,963	1.3%	541,757	1,178,514	1.8%
Crawford	241,042	649,975	2.3%	186,502	248,622	0.7%	427,544	898,597	1.7%
Taylor	19,227	54,801	2.4%	398,374	590,639	0.9%	417,601	645,440	1.0%
Marion	173,649	370,990	1.7%	111,830	135,599	0.4%	285,479	506,588	1.3%
Pike	9,068	20,480	1.9%	267,007	330,382	0.5%	276,075	350,862	0.5%
Chattahoochee	5,752	11,746	1.6%	87,173	212,524	2.0%	92,925	224,270	2.0%
Schley	40,730	86,416	1.7%	51,297	111,222	1.8%	92,026	197,638	1.8%
Glascock	10,230	21,583	1.7%	79,613	182,959	1.9%	89,843	204,542	1.9%
Total CCG Study Area	60,032,942	163,427,280	2.3%	66,076,346	103,495,966	1.0%	126,109,288	266,923,246	1.7%

Source: TRANSEARCH Data as used in GDOT Statewide Freight and Logistics Plan.

8.0 Key Findings

This memo describes the freight movement in the Connect Central Georgia study area. It provides information and data on where the freight traffic is coming from and going to, how much traffic there is on the roadway network, what the key industry drivers are for freight traffic, and how these flows may change in the future. It also re-examines the IT3 freight flows and locations with high crash occurrences.

The key findings from this memo are:

- Over 128 million tons of freight are moved in, out, and around the CCG study area. Two-thirds of this is moved by truck, one-third by rail, and far less than 1 percent by air cargo. The rail percentage is higher than the 20 percent State average, primarily due to a coal-fired power plant in Monroe County and kaolin shipments from Washington and neighboring counties.
- Freight movements are concentrated in the three largest metro areas in the study area – Augusta, Columbus, and Macon. The major non-urban sources of freight are coal into Monroe County and shipments related to the kaolin belt as mentioned previously.
- Over 90 percent of freight shipments in the CCG study area are to/from external locations, 44 percent to other parts of Georgia, and 48 percent to other states in the U.S.
- It is estimated that between 1,400 and 2,100 trucks have travel paths through the CCG study area, but elect to take the longer interstate routes rather than utilize the roads inside the study area. This is likely due to the higher speeds and better road conditions of Georgia’s interstate system relative to the non-interstate system. The vast majority of these trucks travel between I-20 in Augusta and I-85 at Georgia’s border with Alabama.
- None of the non-interstate portions of the study area have more than 3,000 trucks per day. The most truck-intensive non-Interstate corridor is SR 96 between Warner-Robins and Columbus. This is the only non-interstate corridor with over 1,000 trucks per day. Other locations with over 1,000 trucks per day are points rather than entire corridors.
- Recent Transearch freight flow data, truck count data, and GPS-equipped truck data indicate that the IT3 study overestimated truck flows between Augusta and Macon.
- While economic growth in Augusta and Columbus are similar to that of the Georgia average, growth in Macon has been flat over the past decade. If this trend continues, it has significant implications for the long-term transportation-related needs of the freight industry in the CCG study area.

- Mining is a significant industry in CCG region, and it contributes to nearly half of freight movement in the region. A big portion of the mined material is kaolin. The processed materials are shipped by rail to the Midwest and northeast, while the trucking mode is used to ship goods to the Port of Savannah for export around the world.
- In the future, outbound shipments from the CCG study area are forecast to grow at more than twice the rate of inbound traffic. Shipments to/from the region as a whole will grow at about the same rate as the rest of Georgia. The only notable exception are coal shipments which are expected to decline based on substitution with other energy producing methods.

APPENDIX E: ECONOMIC CASE STUDIES

Connect Central Georgia – Economic Analysis

Introduction

There are various ways that new transportation facilities can benefit economic conditions. Oftentimes, the primary benefit is related to congestion relief and an improvement of travel efficiency, resulting in cost savings affected by reducing congestion. Existing conditions for travel demand in the Connect Central Georgia study area indicate that congestion is not an overriding issue, therefore most transportation projects planned for the area will not have a major economic impact resulting from congestion mitigation as is frequently the case in large metropolitan regions. Transportation projects in Central Georgia, however, can generate tangible economic benefits through other means than travel efficiency. Transportation can positively impact economic performance through improvements in connectivity, safety, access, and/or congestion relief.

With this in mind, the economic analysis focuses on the identification of broad strategic opportunities for increasing economic performance in Central Georgia, and specifically, looks at the strategic role that transportation can play in economic advancement, given the existing land use and current economic context of the region.

Study Approach

Economic and Demographic Profile of Central Georgia

Central Georgia's economic performance is benchmarked by comparing it to the entire state of Georgia to determine any degree of economic underperformance. Economic underperformance is defined as performing less than average in key demographic areas. This profile compares the 31-county study area with the State of Georgia and the United States on such key socioeconomic factors, including:

- Population growth;
- Jobs growth;
- Unemployment rate;
- Wage levels;
- Per capita income levels; and
- Poverty rate.

Review of Economic Goals and Strategies of Study Area

In this section, the economic goals and strategies of Central Georgia's economic development agencies are briefly summarized to ascertain key economic development challenges and to determine the extent to which additional transportation infrastructure is a necessary pre-

condition for economic development. Transportation, in combination with education, workforce, business climate, quality of place, other infrastructure (water, electricity, communications, development-ready sites) and access to capital, is a crucial pillar to support regional economic growth. This section assesses the role of transportation in Central Georgia in the context of the other economic development foundations to support growth and the overall competitiveness of the region. Given Central Georgia's identified competitive strengths and constraints, ways in which potential transportation improvements can further enhance economic opportunities are summarized.

Importance of Transportation to Central Georgia's Key Industries

Critical sectors of the Central Georgia economy are particularly reliant on a strong transportation system to perform day-to-day activities and to compete in domestic and global markets. In this section, the study examines Central Georgia's transportation-intensive industries, including manufacturing, agriculture, defense, mining, and warehousing and distribution, and how they may benefit from improved transportation connectivity, safety, and access.

Case Studies Demonstrating the Economic Benefits of Selected Improvements to Central Georgia's Transportation Network

Central Georgia is a large, diverse region. For this reason, three transportation improvement case studies are presented, covering the western, central, and eastern sections of the study area in order to differentiate the challenges and opportunities present within the Connect Central Georgia study area. Each case study reviews the types of economic impacts that may be expected in response to a particular transportation improvement. The three case studies include:

- West – Enhanced connection between Macon and LaGrange;
- Central – Extension of Sardis Church Road to I-16 and Fall Line Freeway (SR 57); and
- East - Assessment of the regional impacts of local improvements including a bypass around Wrens and operational improvements at several locations for freight (intersections/interchanges; safety improvements).

Economic and Demographic Profile of Central Georgia

Transportation investments to add access and improve connectivity often result in improved economic opportunity and overall economic performance in a region. Population, jobs, and income growth in Central Georgia are indicative of the region's overall economic competitiveness. These factors, as they expand, also fuel transportation demand. In this section, Central Georgia's economic performance is benchmarked by comparing it to the entire state of Georgia to determine the degree of economic underperformance in the region. This includes comparing the 31-county study area with the State of Georgia and the United States on several key socioeconomic factors, including:

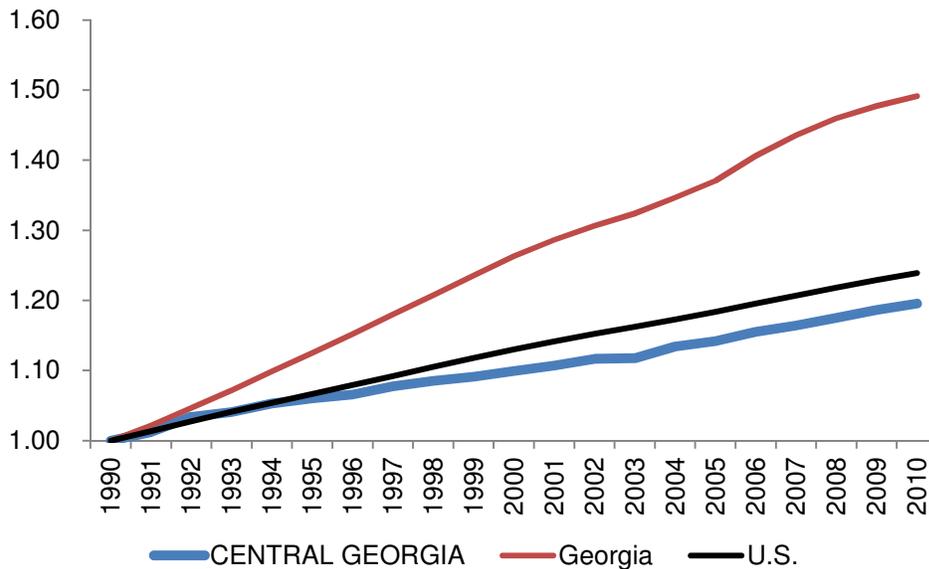
- Population growth;

- Jobs growth;
- Unemployment rate;
- Wage levels;
- Per capita income levels; and
- Poverty rate.

Population Growth

Population growth in Central Georgia helps to maintain and expand the region’s labor pool, a primary factor of production upon which the region’s businesses generate economic activity and compete. Population growth also has a direct bearing on transportation demand. More people take more trips, require more services, and need more goods to sustain themselves. Population growth in Central Georgia has been moderate (see Figure E.1), expanding at a rate just below the national average. However, the region has not come close to keeping pace with Georgia’s population increases, one of the fastest growing states in the country.

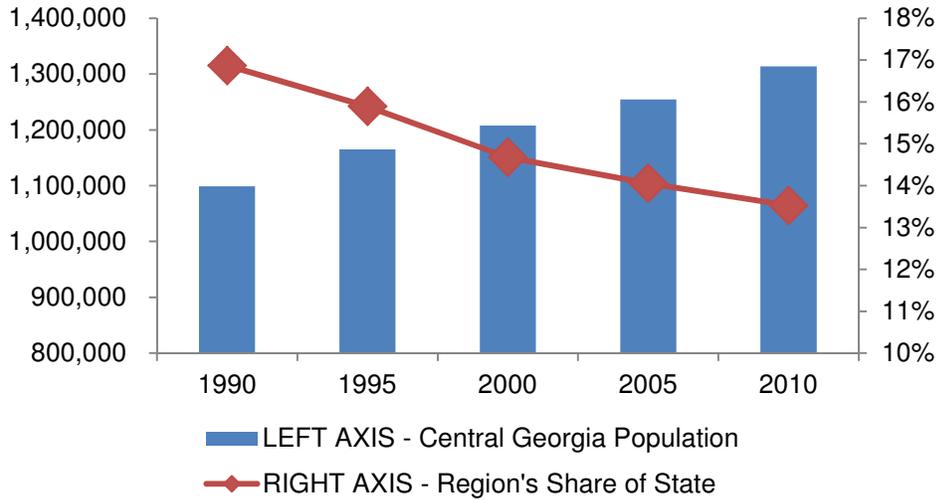
Figure E.1 Central Georgia’s Population, Long-term, Has Been Growing at a Slower Rate than Either the State or Nation (Population Growth Index, 1990=1.00)



Source: U.S. Census Bureau

As of 2010, Central Georgia was home to over 1.3 million residents and equivalent in population size to the State of New Hampshire. Since 1990, the Central Georgia region has grown by over 200,000 people. However, as Georgia has grown significantly more quickly, the region’s share of the state population has subsequently declined from 17 percent of the state total in 1990 to only 13.5 percent in 2010 (see Figure E.2).

Figure E.2 Central Georgia Is Growing But It Is Accounting for a Lower Share of the State's Population



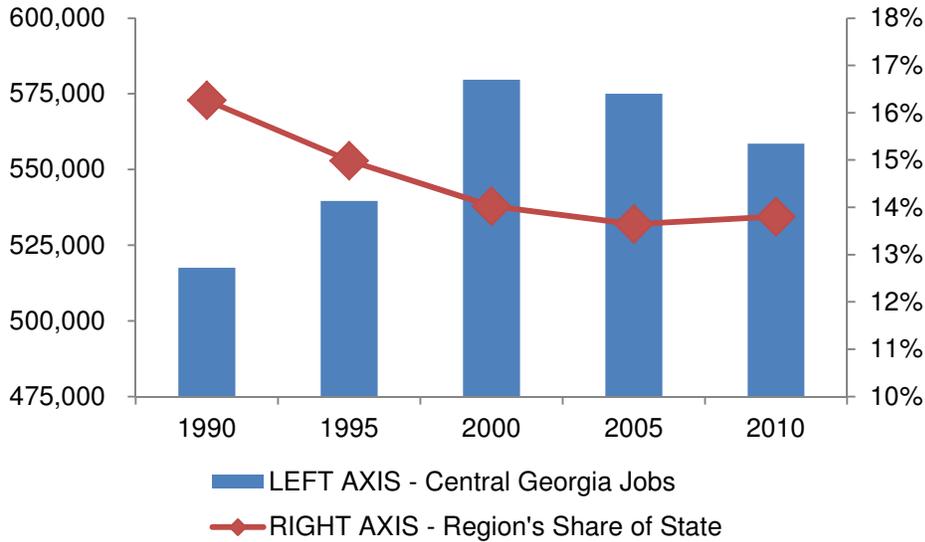
Source: U.S. Census Bureau

With slow-to-moderate population growth, Central Georgia's transportation system must accommodate the mobility, consumer, and logistics needs of an increasing number of residents, workers, and businesses, and do so reliably, safely, and efficiently. For these reasons, Central Georgia's transportation infrastructure needs to steadily incorporate and respond to these growth conditions while making improvements that can benefit the economic well-being of the region's residents.

Jobs Growth

From a jobs perspective, the Central Georgia economy employed about 560,000 people in 2010 (see Figure E.3), accounting for about 14 percent of all Georgia jobs. Between 1990 and 2000, Central Georgia experienced strong jobs growth coinciding with the 1990s economic expansion, albeit at a slower pace than either Georgia's or the nation's (see Figure E.4). However, the region's economy never gained momentum during the 2000s and Central Georgia did not participate in the job increases experienced by both the State and U.S. through 2007, prior to the recession. Between 2003 (the first year of a nationwide jobs recovery following the implosion of the tech bubble) and 2007, Central Georgia added only 12,500 jobs, an increase of 2.4 percent, while Georgia and the U.S. grew by 7.6 and 5.5 percent, respectively. Going into the "Great Recession" in 2008, job numbers in Central Georgia fell considerably without having had the benefit of a meaningful recovery during the middle part of the decade. Between 2007 and 2009, Central Georgia shed 3.1 percent of its jobs (a decline of 18,000) compared to a 4.7 percent drop for the United States and a sharper 6.3 percent falloff for the State. The recession's impact on Central Georgia was less severe because the area did not participate fully, as had the State, in the 2000s expansion, led by construction and real estate growth.

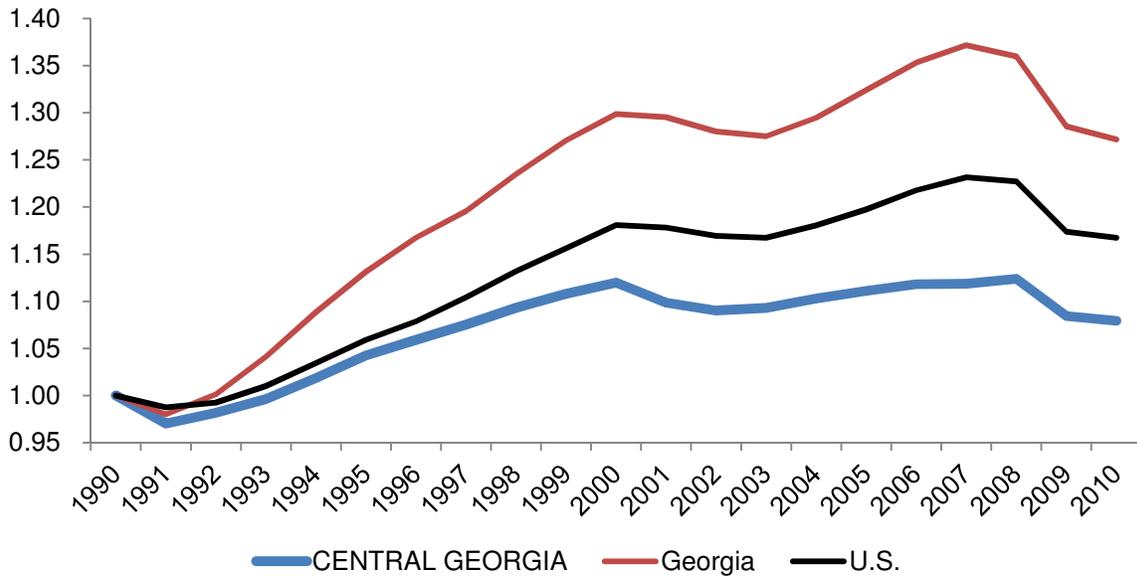
Figure E.3 Until the Recent Recession, Central Georgia’s Share of Jobs in the State Had Been Declining



Source: U.S. Department of Commerce, Bureau of Economic Analysis

The overall lack of jobs growth in Central Georgia through much of the 2000s and the drop in 2009-2010 are clear in Figure E.4. Central Georgia, like much of the rest of the United States entered into a hesitant recovery, with jobs growth stabilizing in 2010. In conclusion, this lack of growth combined with the recession conspired to give Central Georgia poor overall jobs performance in the 2000s as the region had a net loss of 21,000 jobs over the 10-year period, a decline of 3.6 percent compared to 2.0 and 1.1 percent losses for the State and country, respectively. There are likely several root causes to the region’s underperformance, but critical gaps in Central Georgia’s transportation network’s connectivity would contribute to slower growth and make it more challenging to capitalize on economic opportunities as they arise.

Figure E.4 Long-term Jobs Growth in Central Georgia Lags Both the State and the U.S. (Jobs Growth Index, 1990=1.00)

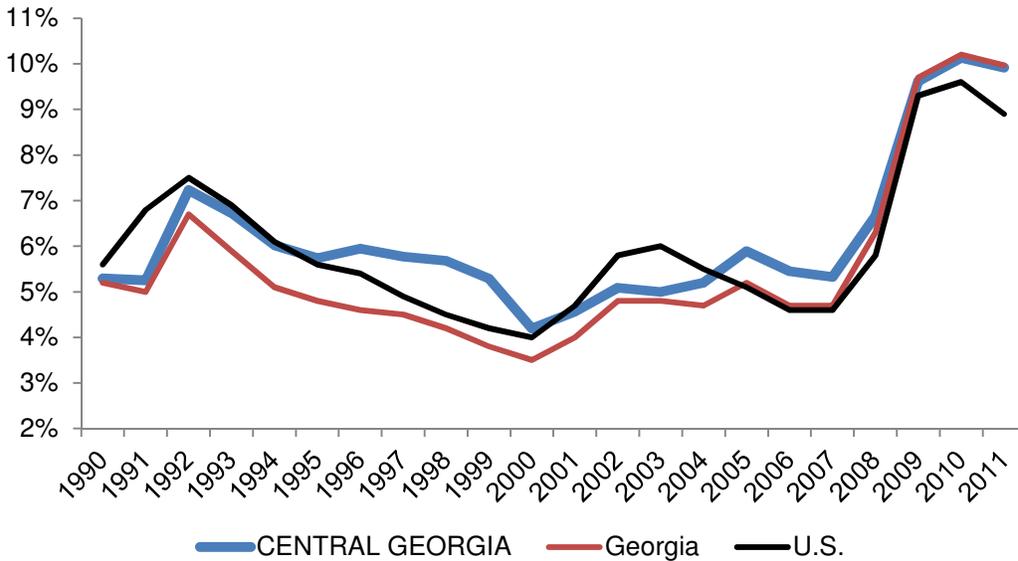


Source: U.S. Department of Commerce, Bureau of Economic Analysis

Unemployment Rate

Central Georgia’s unemployment rate as seen in Figure E.5 is consistently higher than Georgia’s especially during periods of strong economic growth (1990s and mid-2000s). This trend underscores that the region has a labor force that more frequently encounters problems securing jobs than elsewhere in the State. Prior to the recession, Central Georgia’s unemployment rate hovered in the 5 to 6 percent range in most years while Georgia’s was a percentage point lower, usually between 4 and 5 percent. During the recession, however, the gap between the region and the State closed, with both seeing unemployment rates above 10 percent and higher than the nation’s in 2010. While Central Georgia’s and Georgia’s current unemployment surge can be linked to the collapse of housing and lower nationwide demand, Central Georgia’s underlying, historically higher unemployment rates points to a higher level of long-term economic distress in the region.

Figure E.5 Until the Recession, Central Georgia’s Unemployment Rate Tended to Be Higher than the State’s

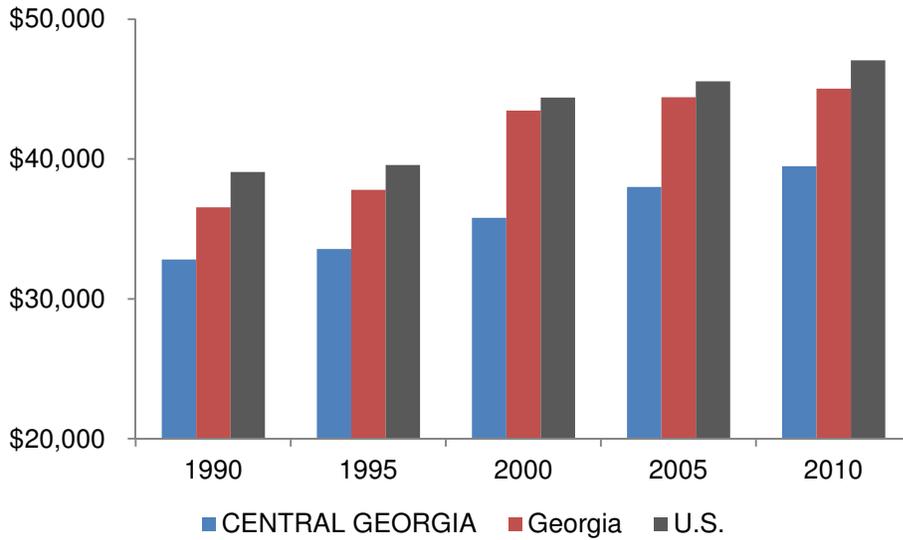


Source: U.S. Department of Labor, Bureau of Labor Statistics

Wage Levels

The average wage level in Central Georgia reached \$39,500 in 2010 and has increased by 10 percent, in real terms (based on 2010 dollars) since 2000 (see Figure E.6). Despite the increase, Central Georgia’s wage levels remain substantially below either Georgia’s or the nation’s. Throughout the 1990 to 2010 period, the average wage in the region was generally between 81 and 84 percent as high as the nation’s. The gap between the region and the nation has remained steady, with the region neither losing ground nor making progress on this measure. By comparison, Georgia’s average wage level, after being as high as 98 percent of the national average has recently fallen to 96 percent of U.S. level. The attraction and support of higher-paying industrial sectors to Central Georgia, including manufacturing and distribution and logistics, in the long-term can help to boost overall wages in the region. Both of these industries, including examples such as the Kia assembly plant in LaGrange and the Academy Sports distribution center in Twiggs County, require roadway access and connectivity (to markets and suppliers) as prerequisites for their selected sites.

Figure E.6 Wage Levels in Central Georgia Are 16 to 17 Percent Below the National Average
(Average Wage per Job in 2010 dollars)

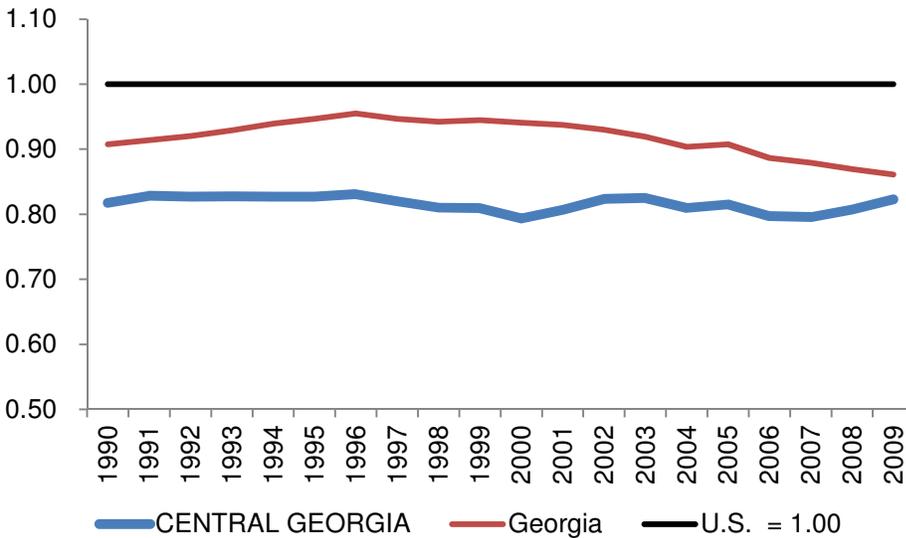


Source: U.S. Department of Commerce, Bureau of Economic Analysis

Per Capita Income Levels

While employment is a valid measure of overall economic growth and demographic trends (population change, educational attainment, etc.) are key determinants affecting economic competitiveness, income levels are considered one of the best measures of overall well-being (whether measured at the place, county, state, or country-level). People ultimately need higher income levels to justify increased consumption (manifested through construction, retail sales, restaurants, and leisure spending) and to invest in their own preparedness for the future (e.g., training and higher education). Higher income levels occur when businesses compete effectively, generating revenues, wages, and jobs. Per capita personal income in Central Georgia was \$33,100 in 2009, below both the Georgia and U.S. levels. Between 2000 and 2009, real per capita personal income grew 8.8 percent in Central Georgia, a higher rate than the country's (+4.9 percent) and the State's (which actually posted a decline of 3.9 percent). Less exposure to the real estate bubble (housing is a component of income) may explain the relatively better performance of per capita income in Central Georgia.

Figure E.7 Central Georgia’s Per Capita Income Levels Have Remained Just Above 80 Percent of the U.S. Average for Decades (Per Capita Income Growth Index; U.S.=1.00)



Source: U.S. Department of Commerce, Bureau of Economic Analysis

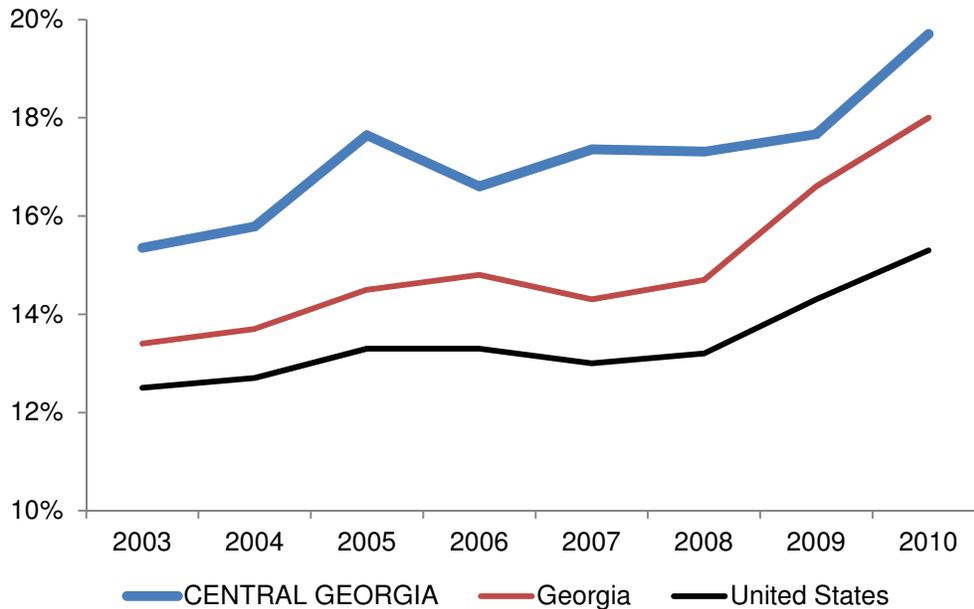
Despite the recent outperforming of the State in terms of per capita income growth, Central Georgia’s overall per capita income levels have remained well below those of the United States for years. As shown in Figure E.7, Central Georgia’s per capita income has held steady relative to the United States, generally in the range of 80 to 82 percent of the U.S. average for the past two decades. The region’s steady performance has recently been better than the State’s which has seen its per capita income levels erode from as high as 95 percent of the U.S. average in 1997 (the year after the Atlanta Olympics and its economic ramp-up) to 86 percent of the U.S. average in 2009 as the state was more heavily impacted by the Great Recession. Improvements in Central Georgia’s transportation infrastructure (e.g., connectivity and access) to enhance the movement of people and goods, in coordination with other economic development, workforce, and educational strategies can be part of a multi-pronged approach to invigorate economic opportunity in Central Georgia and raise income levels.

Poverty Levels

Corresponding to low wages, slow jobs growth, and lower overall income levels, the poverty rate for Central Georgia is well above both State and national levels (see Figure E.8). In 2010, the poverty rate for the region, fueled by the negative effects of the recession, reached 19.7 percent, a far higher rate than the nation’s (15.3 percent) and Georgia’s (18.0 percent). Prior to the recession, the gap between the Central Georgia and the U.S. poverty rate was also between 4 and 5 percentage points each year, emphasizing that poverty is a persistent issue in the region, a fact made worse by the recent recession. Persistently high (and rising) poverty levels are symptomatic of a lack of adequate economic opportunities in Central Georgia for its residents. Improved transportation connections can help make Central Georgia more attractive to expanding businesses and help existing employers thrive by improving access to markets and

between businesses and suppliers. It may also better match workers with education and job opportunities, also crucial to providing an economic lift to the region.

Figure E.8 Central Georgia's Poverty Rate, Already Higher than the U.S. and the State's Pushed Upward with the Recession



Source: U.S. Census Bureau, Small Area Income and Poverty Estimates (SAIPE)

Conclusions – Degree of Economic Underperformance in Central Georgia

Central Georgia is facing numerous challenges to expand economic opportunities for its people. The region, with its mix of small metropolitan cities and expanses of rural land, is not unique in the country with the extent and the types of challenges it is facing. Jobs growth, in part due to the Great Recession, has essentially stalled and shown no net growth over the past decade. Central Georgia, though not hit as hard by the recession as Georgia, overall, did not participate in the state's expansion and growth during the 1990s and 2000s. Wage and income levels remain relatively low in Central Georgia and the poverty rate is now accelerating as residents are impacted by the recession. By most measures, whether compared to Georgia or the United States, Central Georgia is underperforming in several of the key indicators that reflect economic well-being.

Continued transportation improvements for Central Georgia are one component, among others, that will help provide the region with the means to better compete in the future and introduce greater economic opportunities for its people and business community.

Review of Economic Goals and Economic Foundations of Study Area

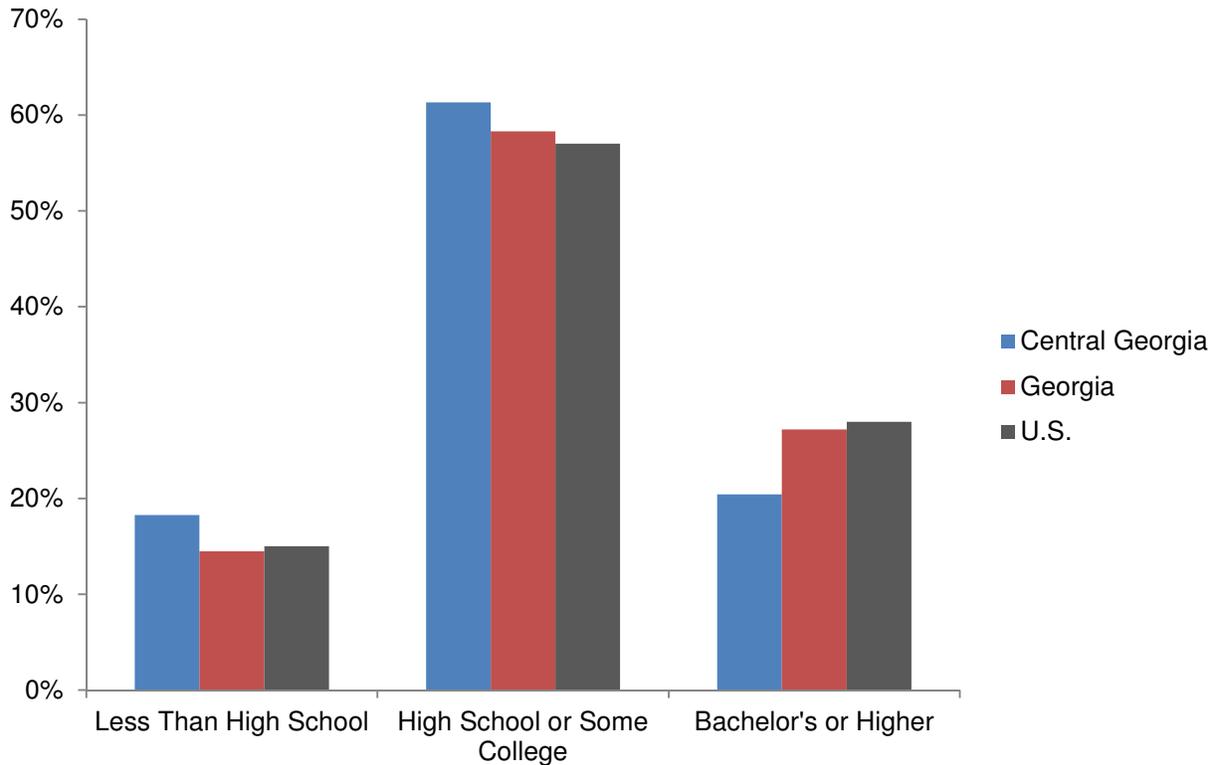
In this section, the economic goals and strategies of Central Georgia's economic development agencies are briefly summarized to ascertain key economic development challenges and to determine the extent to which additional transportation infrastructure is a necessary precondition for economic development. Transportation, in combination with education, workforce, business climate, quality of place, other infrastructure (water, electricity, communications, development-ready sites) and access to capital, is a crucial pillar to support regional economic growth. This task assesses the role of transportation in Central Georgia in the context of the other economic development foundations to support growth and the overall competitiveness of the region. Given Central Georgia's identified competitive strengths and constraints, ways in which potential transportation improvements can further enhance economic opportunities will be summarized.

The regional commissions and major economic development agencies in Central Georgia coordinate to develop the economic opportunities and infrastructure necessary to attain and maintain the highest living standard and quality of life attainable for the residents of the region. This includes sustaining a strong and diversified economy with economic prosperity extending to all parts of the region. Transportation is a single, though crucial element contributing to the vision and goals of Central Georgia. While this study focuses on how several roadway improvements can benefit the regional economy, Central Georgia's prosperity will also depend on the area's educational foundations, other infrastructure (e.g., telecommunications and water), and other transportation improvements (air, rail, etc.) that contribute to economic development and help to attract/retain companies. Through interviews, stakeholder meetings, and available published data, several concerns and advantages possessed by Central Georgia in these key foundation areas emerged and are summarized in this section.

Educational Attainment

While Central Georgia's transportation network is vital for keeping the region connected and functioning, Central Georgia's future economic competitiveness also will depend on the region's ability to attract skilled labor and to produce an educated and skilled populace. The education and training requirements for jobs are increasing. The proportion of new jobs requiring a high school degree or less is declining while demand is expected to increase for people with the types of specialized skills earned from higher degrees, especially those in more advanced technical fields. Not only will more educated people be more likely to find economic opportunities, critically important sectors to the Central Georgia economy like manufacturing are increasing their reliance on technology and need highly skilled labor that can readily adapt to technological changes.

Figure E.9 Educational Attainment in Central Georgia Is Lower than the U.S. and State



Source: U.S. Census Bureau, American Community Survey 2006-2010 five-year estimates.

Given the trend towards a greater share of occupations requiring higher skill levels, Central Georgia is facing significant challenges. Central Georgia has more people with less than a high school degree than U.S. averages and also has a smaller share of people who have completed Bachelor's or more advanced degrees (see Figure E.9). In 2006-2010, 28 percent of American adults (and 27.2 percent of Georgians, overall) had a Bachelor's degree or higher compared to 20.4 percent for Central Georgia. Improving Central Georgia's education levels will create economic opportunities, improve income levels, help meet the labor needs of industry, and make the region more competitive long-term.

The importance of education was stressed in Georgia's Competitiveness Report (the report issued by the Georgia Competitiveness Initiative, an initiative of the Governor co-chaired by leaders of the Georgia Department of Economic Development and the Georgia Chamber of Commerce) released in January 2012. In electronic voting conducted at the end of regional meetings held throughout the state, "education and workforce", was determined to be the most important issue in all but two regions. All regions that overlap Central Georgia identified education and workforce as their #1 issue. The regional meetings found that "many parts of Georgia are experiencing a shortage of technically skilled workers," and that "the state's education system from pre-K through 12 needs to be improved to ensure that students graduate from high school college- or career-ready".

While Central Georgia confronts education and workforce challenges like all parts of the United States, it does have considerable educational assets, including numerous 2-year and 4-year colleges. These assets are crucial to workforce development in the region. In some instances, there is a perceived opportunity that the region's educational assets could be better utilized by the citizens of Central Georgia.

Transportation Infrastructure

In the mid-area of the Central Georgia region, proximity to both I-75 and I-16 are seen as advantages for the area. In western Georgia, access to I-75 and I-85 (via I-185) is also advantageous for the region and is a particular asset for the logistics and distribution industry. The completion of US 27, however, to four lanes would make a difference for both the tourism and logistics and distribution industries by providing better access to I-10 to the south. The roadways support a tourism industry that includes assets linked to Presidents Theodore and Franklin Roosevelt and Jimmy Carter.

In eastern Georgia, there is a concern about viable north-south routes. Passenger and freight traffic coming from coastal Georgia can easily reach Atlanta, but it is considerably more difficult to reach points in the Central Savannah region (east central Georgia) from the Ports of Savannah and Brunswick. The completion of the four-laning of SR 17 would help with north-south access in eastern Georgia.

Rail assets are considered underutilized in parts of the Central Georgia region. Rail spurs are needed and state-owned rail lines require upgrades to make them usable. Combined with existing connections to Class I railroads in Central Georgia that serve national markets, upgrades of the state-owned rail lines would provide more opportunities for manufacturing and other rail-intensive industries, including logistics.

The northwestern parts of Central Georgia have excellent access to Atlanta Hartsfield Jackson International Airport, via I-85 and I-75, which is a major strategic advantage when attracting businesses. However, beyond these areas which comprise a relatively small portion of Central Georgia's land area, commercial air service is limited and the distances to Atlanta cease to be a strategic advantage. For these reasons, expanded direct air service to more destinations (other than to the Atlanta hub) is seen as a need for Central Georgia's commercial airports in Columbus, Macon, and Augusta. Today, the ability to reach major markets by air is a key site location criteria for many businesses.

Infrastructure (other than transportation)

A lack of broadband access and capacity is a particularly strong issue in Central Georgia brought up numerous times by economic development officials. Parts of rural Georgia are seen to be at a competitive disadvantage because of a lack of access to broadband networks. Rural areas are in need of DSL high-speed broadband services and some do not even have dial-up services currently available.

Statewide, the provision of an adequate supply of clean water for residential, business, and recreational use is a concern brought up by the Georgia Competitiveness Initiative. While a concern in a large part of the state, heightened by the recent drought, water resources are

considered an asset for Central Georgia. Aquifers and rivers provide ample water to support agriculture and other water-intensive industries, including food processing.

Land availability for expanding companies is an asset in Central Georgia, with large plots of land located throughout Central Georgia for further development. Cities, including Columbus, are mostly built-out but developable properties are located beyond the city limits.

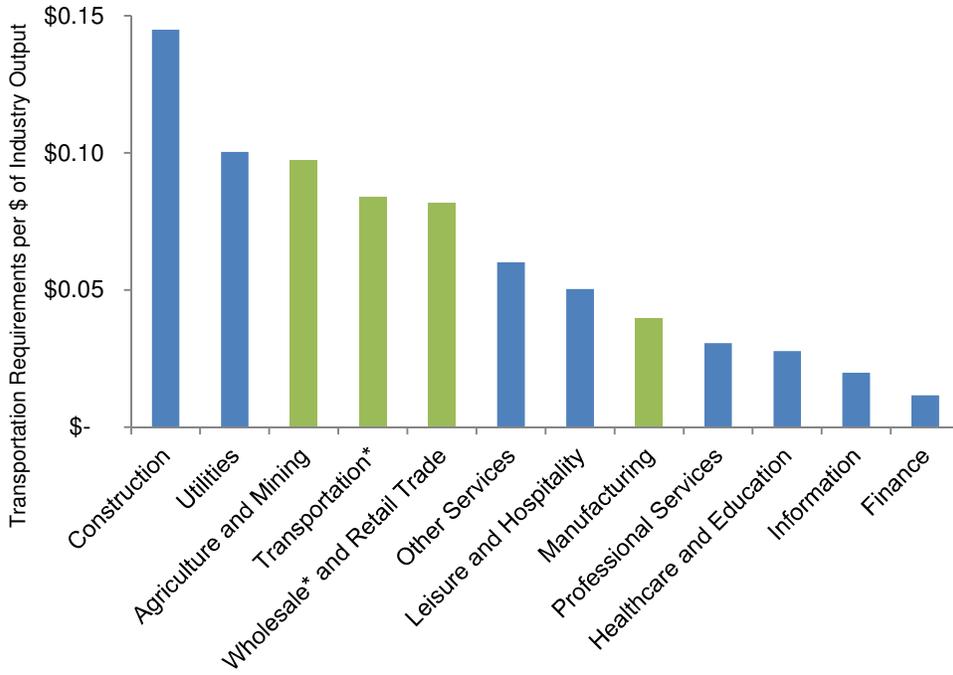
Importance of Transportation to Central Georgia's Key Industries

Critical sectors of the Central Georgia economy are particularly reliant on a strong transportation system to perform day-to-day activities and to compete in domestic and global markets. In this section, the study examines Central Georgia's transportation-intensive industries, including manufacturing, agriculture, defense, mining, and logistics and distribution, and how they may benefit from improved transportation connectivity, safety, and access.

Transportation-dependent industries are targeted in a number of economic development plans in Central Georgia. Warehousing and distribution industries are a focus throughout the study area, given the strong performance of the Port of Savannah and Central Georgia's strategic location relative to Florida and the Southeast. Auto parts and manufacturing to support Kia operations is a focus of the western and central parts of the study area. Aerospace and defense are focus industries reflecting the presence of three major defense installations and an expanding cluster of aerospace companies (both manufacturers and services) in the region. Food processing, capitalizing on inputs raised or grown in Georgia and proximity to major markets is also an identified target industry for the Central Georgia region.

The prominent industries and industry targets of Central Georgia are particularly dependent on transportation, not only to access markets and supplies but also because transportation costs represent a large share of total industry production costs. Figure E.10 demonstrates the value of transportation inputs that are required to produce a dollar of industry output. Agriculture, mining, and the industry sectors that comprise the warehousing and distribution industry each requires substantial transportation inputs in order to produce. For example, in agriculture and mining, about 10 cents in transportation inputs are required to produce a dollar of output in the industry. Manufacturing is also transportation intensive, requiring 4 cents of transportation inputs to produce a dollar of output. Although this is not the highest among the industry sectors, due to manufacturing's size, it is the largest overall consumer of transportation services in the United States. Transportation is clearly essential to the industries that Central Georgia has targeted for growth and initiatives to improve transportation access, connectivity, and reliability will resonate with its key industries by improving linkages to markets and suppliers. In the evaluation of areas for expansion, transportation, given its importance and associated costs as a factor of production, rises to the top (with labor) as criteria in the site selection process for the industries key to Central Georgia's future growth. For example, an I-75 location was clearly a key factor in a decision by an Ohio-based plastics manufacturer to locate in Forsyth, "The prime location on I-75 gives us room to expand and lower freight costs to our customers allowing us to remain a cost-efficient producer of plastic packaging for our coast-to-coast customers," said Encore Plastics president, Craig Rathbun, in a statement (Atlanta Business Journal, November 23, 2010).

Figure E.10 Key Industries in Central Georgia Are Particularly Dependent on Transportation to Produce; *Transportation Requirements per \$1 dollar of Output by Industry*



*indicates an industry that comprises the “logistics and distribution” sector (i.e., wholesale trade and transportation).

Source: Bureau of Transportation Statistics, Transportation Satellite Accounts, 2011 (data are for 1997).

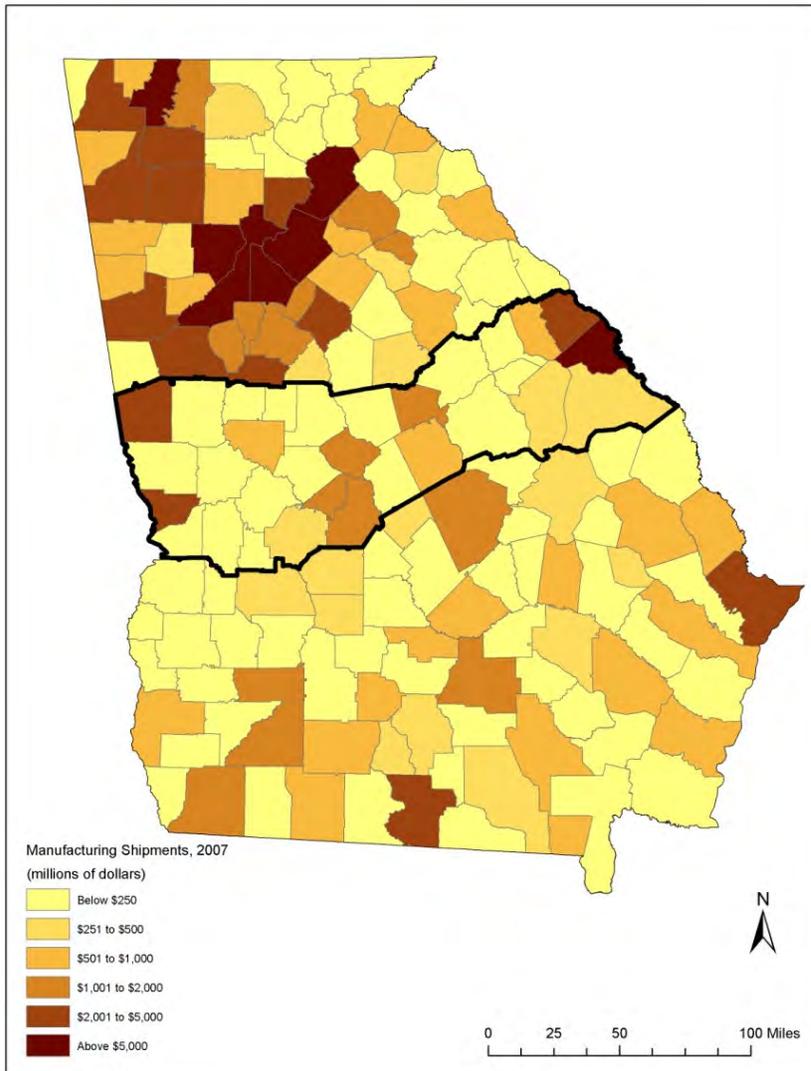
The following section reviews recent trends affecting Central Georgia’s key industries and main industrial targets, all intensive users of the region’s transportation network and services which allow them to compete both domestically and globally.

Manufacturing

Manufacturing is a mainstay of the Central Georgia economy, with a strong history of food processing, transportation equipment (e.g., aerospace and motor vehicles), and paper and lumber products. Today, manufacturing continues to be a key contributor to the Central Georgia economy, producing high-value flight instruments, automobiles, jet engine parts, and ceramics that help keep the region at the forefront of cutting-edge technologies and modern production processes. In 2007, the value of manufacturing shipments from Central Georgia reached some \$21.3 billion, with particular concentrations around the three metropolitan areas and in Troup County (see Figure E.11), and accounted for 15 percent of the state’s total for Georgia. Manufacturing is an explicit target of many economic development efforts in the region, and several of the industries (e.g., motor vehicles, aerospace, and life sciences) that

Central Georgia has targeted for strategic growth are either contained or partially contained within the manufacturing super sector. While not within manufacturing, Central Georgia's logistics and services industries, and the inputs they provide, are absolutely essential to the success of the region's manufacturers.

Figure E.11 Central Georgia Includes Several of the State's Most Manufacturing-Intensive Counties, Value of Manufacturing Shipments by County, 2008



Source: Economy.com

Although employment in the manufacturing sector has been declining regionally, in Georgia, and the United States, it must be emphasized that the value of manufacturing production has remained steady and is now increasing, again, as the economy emerges from the Great Recession. With its linkages to other parts of the economy (research, professional services, logistics, etc.), the strength of the manufacturing sector is crucial to the overall health of the

economy as a whole. Georgia and Central Georgia manufacturers have invested heavily in automation and sophisticated process technologies, reducing their need for labor while maintaining or even increasing output. Investments that assist Central Georgia manufacturers in accessing roadways and better reach markets and receive supplies will benefit the region by encouraging industrial companies to expand or move their facilities to the region.

Central Georgia's manufacturing sector makes extensive use of rail services (e.g., the Kia plant in West Point has a rail spur), but is particularly dependent on the trucking and the highway system that provide its manufacturers with the capability to access a wide range of materials, labor, technology, knowledge, and markets, and to integrate these elements into cost-effective manufacturing operations. Overall, manufacturing is very transportation intensive, requiring over four cents of transportation inputs to generate a dollar of output as shown in Figure E.10.

From stakeholder meetings and interviews, it is clear that Central Georgia has enjoyed several successes in manufacturing in recent years and that there is a role for roadway improvements to reinforce this success in the future. The new Kia plant in Troup County has been an economic catalyst for the western parts of the study area since its opening in 2009 and transportation improvements would help spread this success towards the middle parts of Central Georgia. Kia has already expanded despite opening within the past three years and just produced its 500,000th vehicle as of March 2012.

Attracting automotives suppliers for Kia as well as for the Hyundai plant in Montgomery, Alabama has been an imperative for economic development in Central Georgia. In Harris County, Johnson Controls, a maker of automotive seating, has expanded twice. Despite the success brought by the Kia plant, improved transportation connections would enhance the growth of the developing automotive cluster in Central Georgia. The development of direct connections to the LaGrange area from Macon would promote the attraction of parts suppliers and other manufacturers to support the Kia plant. In south Bibb County, a delayed Kumho tire plant that will supply Kia will need improved access to the west to more efficiently reach its main customer. Global economic issues are the cause of the delay – there has been no explicit citing of an east-west facility as a factor. The success of motor vehicle manufacturing in Central Georgia is not limited to Kia. A Blue Bird Body Company (a leading school bus maker) supplier of seats, CE White, has recently expanded in Fort Valley, just to the west of I-75.

The lack of a four-lane facility between LaGrange and Macon is also seen as limiting economic development opportunities to attract manufacturers the western part of Central Georgia. According to economic development specialists, a four-lane facility would help attract manufacturing jobs, including auto suppliers and Atlanta-area businesses seeking new production locations. Automotive-related shipments to/from Brunswick and Savannah related to the Kia and Hyundai plants are already moving through the area but the lack of a direct four-lane route to the ports may be hindering some companies from locating in the area. Atlanta companies looking to expand in the region have a need for an east-west facility to better serve and more easily reach eastern (if originating from the western part of the Central Georgia area) and western markets (if originating in the central or eastern parts of the study area).

In addition to the growth of automotive-related industries in Central Georgia reviewed here, Central Georgia's aerospace and aviation cluster also is showing signs of strengthening. Pratt & Whitney, a manufacturer of commercial and military aircraft engines, is adding 180 new jobs in

Columbus and they already employ more than 300. Triumph Aerostructures, a maker of flight instruments, TIMCO Aviation and Bombardier (both in aircraft heavy maintenance), and Dow Formulated Systems (a maker of epoxy for wind turbines) are all expanding in Middle Georgia. Proximity to Central Georgia's military facilities, notably Robins Air Force Base, is a draw for aerospace companies. Efforts to reinforce the strength of the military operations at these bases, including transportation linkages, will help to ensure that they continue to generate beneficial spin-off effects for the Central Georgia region.

The success of Laurens County, just south of study area, in attracting manufacturing demonstrates both the advantages of an Interstate location (I-16) and the economic development benefits accruing to Georgia due to the expansion of the Port of Savannah. Major manufacturers and other major freight generators located in Laurens County include the following:

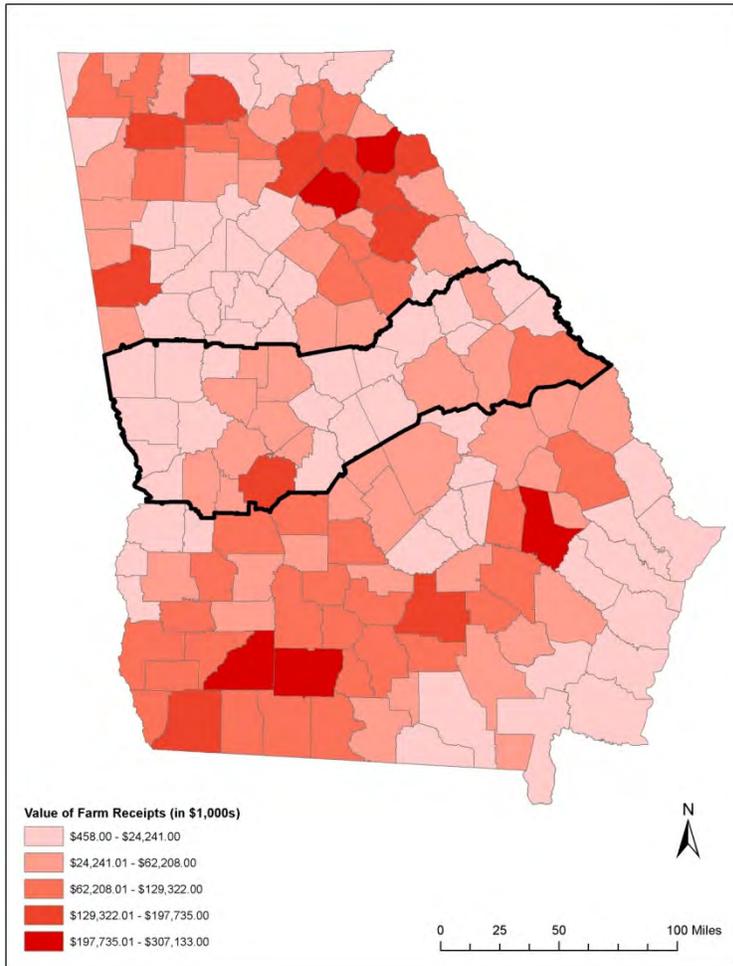
- Admiral Tool and Manufacturing (50 employees);
- Evans Cabinet Co. (100 employees);
- S&P Newsprint (352 employees);
- Griffin Industries (60 employees);
- Lifetime Cabinet Company (60 employees);
- Harper Hannison (250 Employees); and
- Pepsi Bottling (400 employees).

While the attributes that have contributed to Laurens County's success certainly extend up I-16 and I-75 into Central Georgia, a four-lane facility in the western part of the study area to provide a better connection between Macon and LaGrange would offer companies additional options for expansion and could potentially help stimulate growth through more of the Central Georgia study area.

Agriculture

Agriculture represents the growing of crops (e.g., soybeans, cotton, peanuts) and the raising of livestock (e.g., poultry, cattle). At the center of the nation's fertile Piedmont region, Georgia's agriculture industry is the 12th largest in the country, producing crops and livestock valued at \$9.0 billion in 2008. Central Georgia is at the confluence of the Piedmont to the north and Georgia's coastal plain to the south. In 2008, the agricultural production of the region reached \$840 million and accounted for just under 10 percent of Georgia's total agricultural production. Agricultural production by county is shown on the map in Figure E.12.

Figure E.12 Central Georgia Is on the Northern End of Georgia’s Agriculturally Rich Coastal Plain, Macon and Burke Counties Are Among the Leading Agricultural Counties in the State



Source: University of Georgia, GeorgiaStats.

Georgia is the top-ranking state in the production of broiler chickens and peanuts and ranks second to Texas in cotton production. In the Central Georgia region, Macon County ranks among the State’s leading producers of broiler chickens, Burke County is a leading producer of cotton, and Jefferson and Burke Counties are major producers of peanuts. The production of these agricultural commodities are located throughout Central Georgia, with both cotton and peanut growing located south of the geological Fall Line (where the Piedmont reaches the Coastal Plain).

The reliability and cost of transportation comes to the forefront to keep Central Georgia competitive as transportation expenses are a major cost to produce agricultural goods. Today, every dollar of agricultural output requires about ten cents in transportation services (see Figure E.10) – the highest among all industries other than construction and utilities. For this reason, agricultural shippers stress the importance of lower-cost and reliable transportation to keep

their industry costs competitive. This is especially important because Central Georgia's agricultural commodities compete on a global scale, often against low-cost overseas' producers.

In an interview with a poultry producer in Perry for the Georgia Statewide Freight and Logistics Study, the availability of quality secondary roads to carry products west came up as an issue. While, there were no problems with north-south movements on I-75, the east-west roads in Central Georgia were considered not suitable for the tractor-trailers used by the poultry processor and the pavement conditions can put wear and tear on the company's trucks. Improvements to the east-west roadways connecting I-75 in Central Georgia to I-85 and points in Alabama farther south would benefit the operations of Central Georgia's agricultural producers to receive inputs and to ship products to Southeastern markets.

Mining

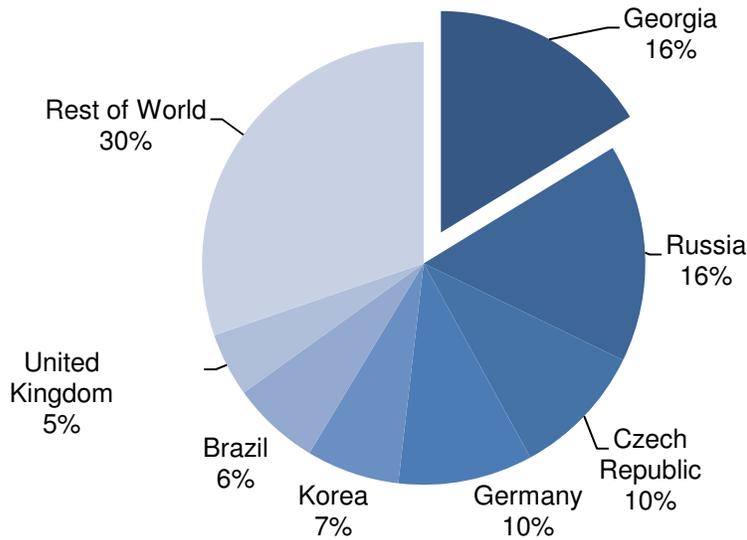
Due to one of the world's foremost deposits of kaolin, mining is a legacy industry in Central Georgia that continues to be a cornerstone of the region's economy. Kaolin is an industrial mineral mined in a relatively narrow "belt" along the Fall Line (See Figure E.13). The kaolin mining industry has located its processing facilities in the communities near the deposits, primarily in the nine rural counties between Macon and Augusta. In 2008, Georgia mined 6.3 million tons of kaolin valued at approximately \$1 billion. The State accounted for some 16 percent of global production (see Figure E.14) with primary competition coming from Russia and Central Europe (Germany and Czech Republic).

Figure E.13 Kaolin Mining in Central Georgia



Source: Georgia Mining Association

Figure E.14 Georgia Accounts For About One-Sixth of the World's Production of Kaolin



Source: U.S. Geological Service (USGS), 2008

Sophisticated machinery and advanced processes are employed to transform the crude kaolin into a range of products which are marketed around the world for a variety of uses including ceramics, plastics, paper, paint, concrete, etc. In Central Georgia, asphalt and cement plants are located in Hancock and Washington counties to be nearby the kaolin mines, an input for the production of both. Today, kaolin has also been developed into a proppant, a material used to extract natural gas from shale formations deep underground. CARBO Ceramics, a manufacturer of proppant, is opening a new plant in Toombsboro located within Central Georgia's kaolin belt in Wilkinson County. The production of natural gas with the use of proppants is booming in many parts of the United States, helping to lower energy costs and reduce U.S. energy imports. The expansion of kaolin to new markets such as proppants will sustain this industry as an economic driver for Central Georgia into the future. Transportation is a crucial factor to mining production, requiring about 10 cents of transportation inputs to generate one dollar of production (see Figure E.10 showing transportation's contribution to output for major industry sectors).

With the size of the industry in Central Georgia and the inherent weight of its products, mining (kaolin and all other non-metallic minerals) contributes to nearly half of the freight movement, based on tonnage, in the Central Georgia region. The heavy trucks used by the mining industry raise concerns about the load carrying capacity of Central Georgia's roadways. Safety concerns are also always present as these heavy trucks share the same roads and go through the same intersections as passenger autos and school buses (e.g., intersection of the Fall Line Freeway and Linton Road in Washington County).

Mining is a significant industry in Central Georgia and is producing spin-offs as additional uses (e.g., the manufacture of specialized ceramics for the production of natural gas) are found for the already versatile kaolin mineral. Transportation plays a large role in kaolin production, allowing mined inputs to reach local (and more distant) plants for additional processing into

downstream products (cement, proppants, etc.). The industry requires strong, well-maintained road surfaces for heavy trucks and roadway designs (geometries, use of signals, signage, and intelligent transportation systems) that maximize safety and support the movement of trucks.

Warehousing and Distribution

The warehousing and distribution industry in Central Georgia includes freight transportation and warehousing activities as well as businesses engaged in wholesale trade. Central Georgia has a strategic advantage within Georgia for warehousing and distribution as the region is between the ports of Savannah and Brunswick and the Atlanta metropolitan area. Five Interstate highways allow for north-south movements within the State although they are not as convenient for most east-west intraregional moves. Central Georgia has become an attractive location for distribution centers (see Figure E.15 for locations of the state's distribution centers) that process consumer goods entering the country through the Port of Savannah and are then distributed to Southeastern markets. Retailers, including Academy Sports, Bass Pro Shops, and Kohl's operate major distribution centers in Central Georgia, in Twiggs and Bibb counties. Academy Sports' Jeffersonville distribution center, opened in 2009, serves stores from Florida to Missouri. Kohl's distribution center in Macon opened in 2003 and is one of eleven operated by the company nationwide while the Bass Pro Shop distribution center, also in Macon, opened in 2006 and was the first to be located outside the company's Springfield, Missouri headquarters.

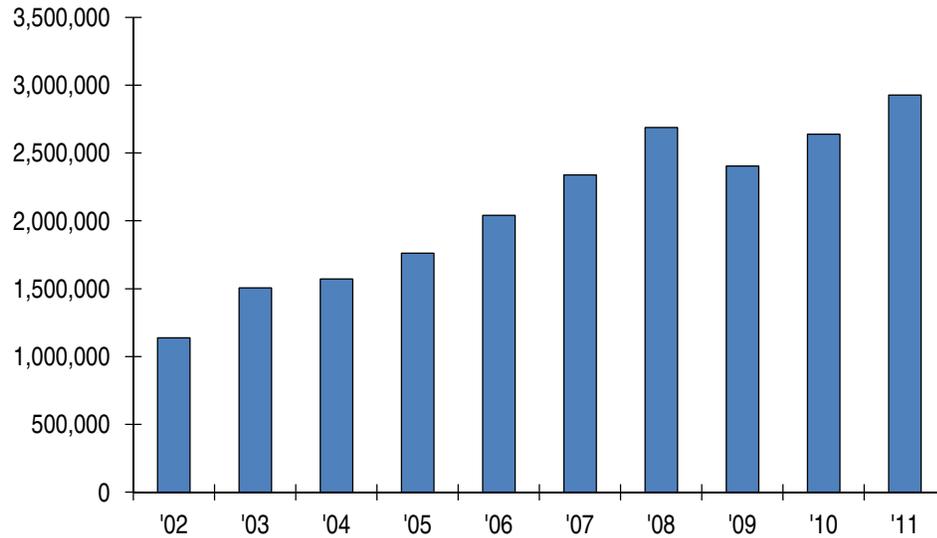
Figure E.15. Locations of Major Distribution Centers in Georgia



Source: Georgia Department of Economic Development. Map includes major distribution centers (brown), freight carriers (orange), major logistics users (blue), and intermodal hubs (X).

The growth in container volumes at the Port of Savannah represents an opportunity for Central Georgia to continue growing as a location for distribution centers. In the Georgia Port Authority's 2011 fiscal year, the Port of Savannah handled 8.7 percent of total U.S. containerized trade based on tonnage, and the port has grown far faster than any other top 10 container port since 2000. In the 2011 fiscal year, Savannah handled nearly 3 million containers and volumes, overall, have nearly tripled over the past 10 years (see Figure E.16).

Figure E.16 Port of Savannah Container Volume
Port Container Volume FY 2002 – FY 2011



Source: Georgia Ports Authority, container volumes are for fiscal year.

The expansion of the Port of Savannah into one of the country’s busiest container ports is viewed as an economic opportunity for Central Georgia. Feedback from stakeholder meetings captured this and also alluded to a need for transportation improvements to allow the region to adequately take advantage of these opportunities—“Capitalize on the planned growth in freight traffic through the Port of Savannah by improving connectivity.”

Transportation access and connectivity between ports, distribution centers, and markets is a paramount concern for distribution center site locations, and there is concern in Central Georgia that much of the region’s roadways cannot actively serve the logistics and distribution industry. Trucks going to/from and through the Connect Central Georgia study area often elect to take longer interstate routes rather than utilize the roads inside the study area. A pressing issue for Central Georgia’s communities is the need for additional trucking routes. The lack of intra-regional connectivity in the Columbus-Macon-Augusta corridor impacts economic development opportunities and the lack of a good trucking route makes the area less attractive for warehouse and distribution industries.

Warehousing and distribution has been a main focus in the Macon area and it has been successful in attracting this industry to Central Georgia. Twiggs County has experienced an economic boost with the recent opening of the Academy Sports distribution center. Other Central Georgia counties want to pursue the same type of development but need the connections to the Interstates for it to happen.

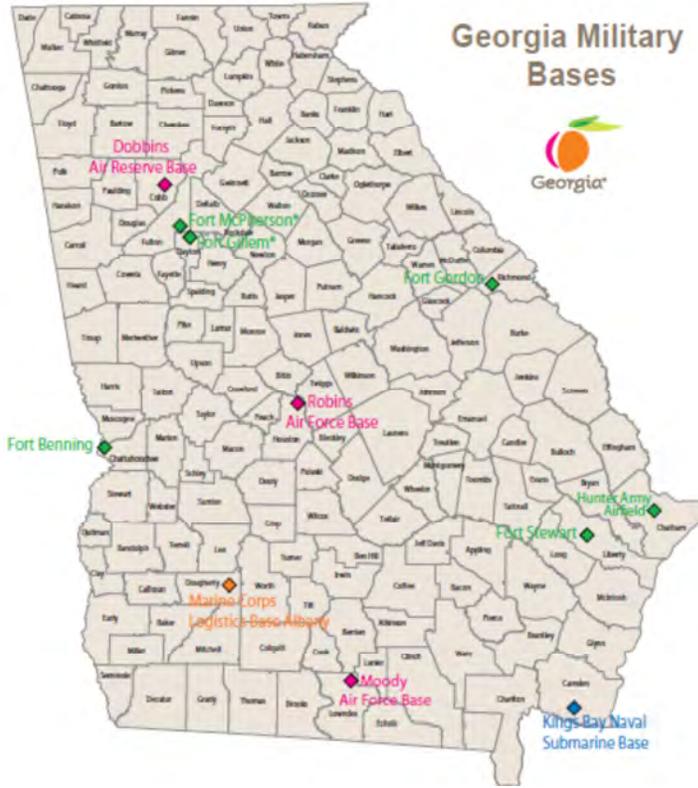
Improved intermodal connections can also help in the development of distribution centers and other freight-intensive industries in Central Georgia. Prior to the opening of the Cordele Intermodal Center on I-75 south of the Central Georgia region in 2011, the only truck-rail intermodal facilities in Georgia were in the Atlanta area and Savannah. The Cordele yard acts

as an inland port for Savannah. With a large volume of ships coming in, containers are put on rail and transported to the inland port where goods are transferred to trucks (Cordele is just beginning operations so this process is now in an early stage). With rising fuel prices, it is becoming more competitive to ship goods from the port by rail than to use trucks. It is expected that the inland port will grow and new distribution facilities could begin locating in the western part of the state, including within the Central Georgia region. Strengthened east-west roadway connections, as mentioned by stakeholders, would help Central Georgia capture the business opportunities likely to arise with the expansion of the Cordele Intermodal Center.

Defense

Central Georgia has three large military bases, Fort Benning, Robins Air Force Base, and Fort Gordon. These military facilities are major economic generators for the region, due to procurement and civilian and military wages spent in the local economy. Additionally, the presence of such large facilities offers substantial spin-off effects that introduce new technologies and add to jobs growth in Central Georgia. An example of this is the aerospace and aviation cluster that has developed around Robins Air Force Base. As discussed in the manufacturing section of this analysis, the area has attracted significant investment in both aerospace manufacturing and aviation services, including maintenance and overhaul facilities for commercial aircraft. The technical skills learned by personnel at the air force base make Central Georgia attractive for these types of industries. In Columbus, a spin-off from the recent Fort Benning expansion has been an increase in tourism activity.

Figure E.17. Major Georgia Military Facilities



Source: Georgia Department of Economic Development

Table E.1 Military and Civilian Personnel At Central Georgia’s Three Military Bases

	Active Military	Civilian Personnel	Total
Fort Benning	22,100	4,000	26,100
Robins Air Force Base	4,500	14,600	19,100
Fort Gordon	10,400	3,100	14,500

Source: U.S. Department of Defense, 2009

Transportation connections are important to the military bases as the movement of people and goods can be a consideration during the U.S. Department of Defense’s Base Realignment and Closure (BRAC) process. Fort Benning was a beneficiary of the last round of BRAC, completed in 2005, and is expecting 3,000 more troops and 6,000 more civilian and contractor jobs (according to August 2011 Fort Benning estimates). This is due to the relocation of the Armor School from Fort Knox, Kentucky to Fort Benning and has helped stimulate considerable construction in western Georgia, including transportation improvements. Lane expansions were completed on I-185 to help with the flow of vehicles, troops, personnel, and other workers

to and from Fort Benning. This improvement demonstrates the importance of transportation to Ft. Benning and shows that Georgia and the region are responsive to the base's needs.

The adequacy of infrastructure serving the bases, again, will be under review as the USDoD begins its next phase of BRAC which is expected to be completed between 2013 and 2015. This could affect Central Georgia, depending on the decisions made concerning the missions of the state's military bases. On the positive side, the DoD may decide to consolidate some operations in Georgia, as it did at Fort Benning. Expansions like the one at Fort Benning will have a ripple effect over a multi-county area. A closure (or reduced mission) of a military base, on the other hand, would have a very negative economic impact, as Central Georgia with its three large military facilities is more reliant on military activity to sustain the economy than most other regions of the country. With the next round of BRAC looming – Robins AFB, Fort Benning, and Fort Gordon need to be prepared. In the regional meetings of the Georgia Competitiveness Initiative, preparing the bases to move through the BRAC process came up explicitly. Anytime Georgia can make the movement of troops easier (i.e., improve roads and access to roads, airports, etc.) it improves troop readiness and response time.

Case Studies Demonstrating the Economic Benefits of Selected Improvements to Central Georgia's Transportation Network

Central Georgia is a large, diverse region. For this reason, three case studies are presented, covering the western, central, and eastern sections of the study area in order to differentiate the challenges and opportunities present within the Connect Central Georgia study area. Each case study reviews the types of economic impacts that may be expected in response to a particular transportation improvement. The three case studies include:

- West – Enhanced connection between Macon and LaGrange;
- Central – Extension of Sardis Church Road to I-16 and Fall Line Freeway (SR 57); and
- East - Assessment of the regional impacts of local improvements including a bypass around Wrens and operational improvements at several locations for freight (intersections/interchanges; safety improvements).

Western Region – Improving the Macon to LaGrange Connection

The Macon to LaGrange road connection serves as the primary east-west connection west of Macon. Travel between the two cities is currently primarily done using two lane roads on SR 74 from Macon to just south of Molena then continues west on SR 109 to LaGrange. Outreach to employees at the KIA plant and truck drivers that service the plant verified that travel between the two cities on these roadways is also slowed by a significant number of traffic signals, slow moving vehicles, and sporadic congestion.

The Kia Plant, just south of LaGrange, employs over 3,000 people including those hired to meet the demands of the recently added third shift. The Macon metropolitan region has strong interstate access to the north and south via I-75. It has strong eastern connection via I-16. However, there is no interstate connection to the west. Therefore, the current state highway

system is important to provide the Macon region with access to I-85, the state of Alabama and points further west.

The Macon to LaGrange connection also is important as far east as Savannah. Goods travelling between Savannah and LaGrange to the Kia Plant along with goods travelling between Savannah and Montgomery (such as the Hyundai Plant) and goods travelling throughout central Alabama and central Mississippi all rely on the limited roadways between Macon and LaGrange. For the Kia Plant, the vast majority of their international imports arrive to the U.S. via the Port of Savannah and travel the Macon to LaGrange connection.

Improving access between LaGrange in Troup County with the Macon area would likely provide economic development benefits both for existing industries and in efforts to attract more businesses to the Central Georgia region. Two of the primary potential economic development benefits of an improved Macon to LaGrange connector are:

1. Enlarging the area in Central Georgia where Kia (West Point) and Hyundai (Montgomery, Alabama) suppliers would be encouraged to locate; and
2. Providing more efficient inland access for the Port of Savannah.

Enlarging the Area Within Georgia Where Auto Suppliers are Encouraged to Locate. As described in the manufacturing profile of this report, Georgia has enjoyed recent success in attracting auto assembly plants (Kia in West Point) and suppliers (both to Kia and to Hyundai). The Kia plant, itself now employs over 3,000 while its suppliers employ thousands more. Today, much of the supplier activity is located along I-85 from Atlanta to eastern Alabama. Enhancing the connection between LaGrange and Macon would provide more Central Georgia companies with the opportunity to supply the automakers and help attract existing suppliers to a larger part of the region (i.e., all the way to Macon and perhaps eastward). Auto companies and their suppliers operate using sophisticated inventory and delivery systems and proximity to Interstates and limited-access roadways is a critical factor in site location decisions. In order to avoid late or delayed deliveries, these companies seek to minimize risks in their logistics systems and thus prefer more highly developed roadways. A more efficient LaGrange-Macon connection would thus provide motor vehicle-related companies, and other businesses, with a faster, more dependable link to the west. Already, a Korean tire manufacturer has decided to build in Macon and the connector may help encourage other suppliers to locate between LaGrange and Macon. As more suppliers locate in Georgia, the automotive cluster can also become further developed, potentially attracting more suppliers and “upstream” activity (e.g., secondary and tertiary suppliers, business services, and research) to support the growing cluster.

Providing More Efficient Inland Access for the Port of Savannah. The improved linkages to the Ports of Savannah and Brunswick provided by the LaGrange-Macon connector would include potential benefits for the auto industry and may enhance Central Georgia’s appeal for warehousing and distribution. Automotive parts and finished products either entering or leaving the U.S. through the two ports would be able to reach both the West Point and Montgomery assembly plants more easily with improved east-west connections, including parts shipped by rail that may increasingly use the Cordele Intermodal facility in the future. The

linkage to the ports as well as to the plants may encourage these suppliers to locate in the Central Georgia region.

Continued growth at the Port of Savannah may also provide an economic development opportunity to expand warehousing and distribution and other industries into Central Georgia. The Port of Savannah has experienced very fast growth for over a decade which has also been a catalyst for Georgia's warehousing and distribution industry. As Savannah's port capacity and container volumes continue to grow, and more companies seek a Georgia location for a distribution center, the LaGrange-Macon connector can help Central Georgia capture a portion of this growth. The connector would help expand the market reach of distribution centers in the Macon area, making that area more attractive and provide viable site location alternatives for new distribution centers to be located between Macon and LaGrange, opening up an opportunity for more areas within Central Georgia.

To estimate the travel benefits of improving the Macon to LaGrange corridor, average travel times and speeds were estimated for the following no build and build alternatives:

1. Base year (2006) with no improvements to the corridor
2. Future year (2035) with no improvements to the corridor
3. Future year (2035) improving existing connection between Macon and LaGrange (SR 74 and SR 109) to a four lane facility and improving road geometry to allow for handling higher vehicle volumes
4. Future year (2035) developing a new limited access freeway between Macon to LaGrange

The Georgia statewide travel demand model was used to estimate average travel times for each alternative. Table E.2 shows the results of this analysis. It is estimated that in 2006, the average travel time was 121 minutes and with no improvements the average travel time will go up to 134 minutes by the year 2035. The average travel speed along the corridor can be expected to decrease from 40 mph to 36 mph between 2006 and 2035 under no build circumstances. Improving the corridor to four lanes allows for 2035 travel times to reduce by 21 percent to 95 minutes. Adding a new limited access freeway between Macon to LaGrange reduces travel time between the two cities by 36 percent to 77 minutes. Average travel times for the two improvement alternatives are estimated to increase to 51 mph and 62 mph for the four-lane alternative and the new freeway alternative, respectively.

Table E.2 Travel Times and Speeds for Alternative Macon to LaGrange Scenarios

Year	Alternative	Travel Time (min)	Percent Travel Time Change Relative to 2006	Average Travel Speeds (mph)
2006	No Build	121	n/a	40
2035	No Build	134	11%	36
2035	4-Lane Existing SR 74/SR 109 Facility	95	-21%	51
2035	New Limited Access Freeway	103*	-15%	47
2035	New Limited Access Freeway	77**	-36%	62

*Travel time on existing facility, **Travel time on new limited access freeway

The travel time savings shown in Table E.2 translate into benefits for auto travelers and savings to the bottom line for truck traffic. Another perspective on truck-related benefits is to determine the number of drayage trips that can occur between key origins and destinations with and without the improvements. For this example, a drayage trip consists of a round trip from Macon to LaGrange or Savannah to LaGrange with average loading times in the Macon and LaGrange being 60 minutes and average loading/dropoff time in Savannah being one and a half hours. It is also assumed that all trucks are single drivers with eleven hour day maximum drive times consistent with Federal regulations.

Table E.3 shows that it is estimated that in 2035, four drayage trips can occur between Macon and LaGrange and only 1 drayage trip can occur between Savannah and LaGrange. Four-laning the existing Macon to LaGrange corridor increases the number of drayage trips between Macon and LaGrange to five over the course of a single day. This is a significant benefit to the trucking firm and customers along the corridor as the trucking firm will be able to more effectively utilize their crew and fleet, and shippers/receivers in the corridor will likely have some of this cost savings passed along to them. Even more significant, improvements in the corridor have the potential to increase truck drayage times between Savannah and LaGrange from one per day to two per day. This 100 percent improvement in truck drayage capabilities allows for drastic efficiencies to be implemented throughout the supply chain.

Developing a new limited access freeway would increase the number of truck drays between Macon and LaGrange from four to seven. This is a 75 percent improvement over the no build alternative. The number of truck drays between Savannah and LaGrange would also double in this scenario from one to two.

Table E.3 Number of Truck Drayage Trips for Alternative Macon to LaGrange Scenarios

Year	Alternative	Number of Truck Drayage Trips Macon-LaGrange	Number of Truck Drayage Trips Savannah-LaGrange
2035	No Build	4	1
2035	4-Lane Existing SR 74/SR 109 Facility	5	2
2035	New Limited Access Freeway	7	2

These results are consistent with the results from the Georgia Statewide Freight & Logistics Plan which also showed tremendous benefits from developing non-descript improvements to the Macon to LaGrange corridor. In this plan, an economic analysis of the corridor indicated that the benefit-cost ratio of developing the corridor, as well as widening SR 27, is 18.0 over a time-period between 2012 to 2050. This package of projects can serve as a bypass route for truck and auto traffic around Atlanta during periods of severe congestion in the Atlanta region. Therefore, the Macon to LaGrange improvements would contribute to improving the reliability of statewide freight flows and provide increased resilience to the statewide freight infrastructure system.

West Georgia – Industry Performance Gap Analysis

In order to further assess the possible economic effects of transportation improvements on the West Georgia region, the relative performance of industries (with an emphasis on those that are the most intensive users of transportation) were assessed. The growth rates of these industries were compared to the prevailing U.S. growth rates for 2000-2009, with “performance gaps” indicating the extent to which the region did not keep up with U.S. growth in the industry and “outperforming” indicating the extent to which the region’s growth exceeded U.S. averages. This demonstrates the sectors which are most competitive nationally (outperforming or gaining ground) and least competitive nationally (performance gap or losing ground). Table E.4 shows the industry sectors that either gained (outperformed) or lost competitiveness (performance gap) in West Georgia between 2000 and 2009 and the associated annual wages linked with these gains or losses. These data can be read in the following way: If West Georgia had performed as well as the nation between 2000 and 2009 in manufacturing, it would have resulted in 9,134 additional manufacturing jobs (the performance gap) that would have meant \$394 million in additional annual wages. As discussed previously in this report, transportation is a contributing factor to overall regional competitiveness and improvements like enhancing the connection between Macon and LaGrange can result in tangible economic benefits for the region.

In West Georgia, an analysis of 2000 to 2009 industry data from the U.S. Census Bureau’s County Business Patterns, revealed that the region underperformed national trends in key industries that are intensive users of transportation. In manufacturing, in particular, there was a deficit of over 9,000 manufacturing jobs in the region, signifying that the region’s manufacturing loss was far more severe than the nation’s, overall, during the 2000-2009 period. When associated with the average manufacturing wage in the region, \$43,171 in 2009, this represents a deficit of nearly \$400 million in annual wages that would have been accruing to the region if the industry had performed as well as the nation’s. The Macon-LaGrange Connector can contribute to making manufacturing more competitive in West Georgia and lift the sector’s performance. This underscores that the potential benefits of West Georgia transportation improvements can potentially be very substantial. If the region’s manufacturing sector performed as well as the nation’s, and transportation can contribute to this, West Georgia would see total wage income increase by as much as \$400 million on an annual basis.

The transportation efficiency benefits analysis suggests that improving connectivity between Macon and LaGrange could potentially have strong positive impacts on economic development activities in the Western part of the Central Georgia study area.

Table E.4 West Georgia Industry Performance Relative to the United States, 2000-2009

Industry	Underperforming (-) and Outperforming Industries (+)	Average Annual Wage	Annual Wages Lost (-) or Gained (+) Linked to Relative Performance
Manufacturing	-9,134	\$43,171	-\$394,319,409
Information	-4,042	\$36,922	-\$149,225,347
Admin, support, waste mgt, remediation services	-6,047	\$24,533	-\$148,356,753
Health care and social assistance	-2,837	\$41,200	-\$116,892,893
Retail trade	-2,338	\$21,536	-\$50,343,221
Management of companies & enterprises	-568	\$79,388	-\$45,112,914
Wholesale trade	-275	\$42,916	-\$11,805,784
Construction	-294	\$34,250	-\$10,081,698
Arts, entertainment & recreation	-396	\$14,250	-\$5,649,595
Educational services	-183	\$18,600	-\$3,397,060
Professional, scientific & technical services	-89	\$36,692	-\$3,261,002
Other services (except public administration)	+30	\$20,632	+\$611,869
Real estate & rental & leasing	+44	\$31,022	+\$1,375,460
Utilities	+53	\$57,551	+\$3,035,825
Mining	+78	\$43,456	+\$3,377,833
Forestry, fishing, hunting, and agriculture support	+184	\$36,394	+\$6,690,560
Accommodation & food services	+636	\$12,649	+\$8,045,237
Transportation & warehousing	+847	\$33,767	+\$28,608,019
Finance & insurance	+10,155	\$39,045	+\$396,489,768

Source: U.S. Census Bureau County Business Patterns, analysis based on 2000-2009 data. Transportation-intensive industries are indicated in **bold italics**.

Central Region – Sardis Church Road Extension

The Sardis Church Road extension would connect the Fall Line Freeway (SR 49) and I-75 in Byron to I-16, southeast of Macon and the Fall Line Freeway (SR 57), east of Macon. The project could potentially provide a viable southern bypass to the City of Macon. The extension would be a 4-lane roadway with a 55 mile per hour speed design. The project is currently not programmed and is a key missing gap for completing the Fall Line Freeway, which currently relies on I-75 and I-16 for its connection in the Macon area. The Middle Georgia Regional Commission has passed a resolution supporting the south bypass phase from the Middle Georgia Regional Airport to SR 57 as a regionally significant highway.

The completion of the Sardis Church Road extension could yield substantial economic development benefits, including the following:

- The extension goes through a kaolin-rich area in Twiggs County which poses a problem (cost of land acquisition and mineral rights on existing land). However, the extension would also improve the movement of trucks servicing the kaolin industry, a foundation for the Central Georgia economy.
- The internal flow of traffic south of Macon would be improved which could help Robins Air Force Base. By providing alternatives for Robins Air Force Base’s associated traffic to reach I-16 and I-75 (and points more distant to the east and west), it could help make regional freight moves associated with the base more efficient. Robins AFB has multiple missions and requires freight deliveries that originate from all possible directions. On a daily basis, approximately 1,000 trucks and 24,000 cars arrive at the base. The main delivery routes involve SR 247 which would connect with the Sardis Church Road extension. Robins AFB is

concerned that most of its access is from the west and would be interested in alternative routes that would provide more direct connection to I-16 and farther north to I-20. The military base would also benefit from a westbound freeway. A development priority is an alternate access route that would head east and connect with I-16 which is what the Sardis Church Road extension would do, although the connection would be to the north of Robins Air Force Base. The resolution of access and encroachment issues affecting the base could be a factor to help Robins move through the next phase of BRAC. This is crucial to Central Georgia, as Robins AFB is a driver of both direct and indirect (e.g., spin-off activity described earlier) economic activity that employs thousands of people in the region.

- By providing a link from points westward to I-16, the Sardis Church Road extension would improve the flow of freight traffic (originating in the western part of Central Georgia) destined for the Port of Savannah. This could also help make the area more attractive to exporting industries such as manufacturers as well as for warehousing and distribution – all industries targeted for growth in the region. The Sardis Church Road extension would provide a more direct link to the ports and help truck traffic avoid the central area of Macon or having to cross between I-75 and I-16 on state highways that are currently accommodating more localized trips.

Central Georgia – Industry Performance Gap Analysis

In order to further assess the possible economic effects of transportation improvements on the Central Georgia region, the relative performance of industries (with an emphasis on those that are the most intensive users of transportation) were assessed. The growth rates of these industries were compared to the prevailing U.S. growth rates for 2000-2009, with “performance gaps” indicating the extent to which the region did not keep up with U.S. growth in the industry and “outperforming” indicating the extent to which the region’s growth exceeded U.S. averages. This demonstrates the sectors which are most competitive nationally (outperforming or gaining ground) and least competitive nationally (performance gap or losing ground). Table E.5 shows the industry sectors that either gained (outperformed) or lost competitiveness (performance gap) in Central Georgia between 2000 and 2009 and the associated annual wages linked with these gains or losses. These data can be read in the following way: If Central Georgia had performed as well as the nation between 2000 and 2009 in manufacturing, it would have resulted in 1,520 additional manufacturing jobs (the performance gap) that would have meant \$62 million in additional annual wages. As discussed previously in this report, transportation is a contributing factor to overall regional competitiveness and improvements like the Sardis Church Road extension can result in tangible economic benefits for the region.

In the Central Region, an analysis of 2000 to 2009 industry data from the U.S. Census Bureau’s County Business Patterns, revealed that the region underperformed national trends in several industry sectors that are intensive users of transportation, including manufacturing and mining, two key industries for the region. In manufacturing there was a performance gap of over 1,500 manufacturing jobs in the region, signifying that the region’s manufacturing loss was more severe than the nation’s, overall, during the 2000-2009 period. In mining, the performance gap was 935 as the Central Region did not keep pace with national growth trends in the industry. When associated with the average annual manufacturing and mining wage in the region, \$40,471 and \$37,883, respectively, in 2009, this represents a gap of nearly \$97 million in annual

wages that would have accrued to the region if it had grown like the nation. The Sardis Church Road extension and other transportation improvements can contribute to making manufacturing and mining more competitive in the Central Region and lift the relative performance of both sectors. This underscores that the potential benefits of transportation improvements in the Central Region can potentially be very substantial. If the region's manufacturing and mining sectors performed as well as the nation's, and transportation can contribute to this, the Central Region would see total wage income increase by as much as \$97 million on an annual basis.

In contrast to the relative declines posted by manufacturing and mining, the gains made by Central Georgia's transportation and warehousing and wholesale trade industries between 2000 and 2009 demonstrate some of the positive outcomes resulting from forward-thinking transportation infrastructure improvements. The two industries, together, are the main components of "logistics and distribution"—capturing the global movement of goods for consumer and industrial markets. By outperforming the nation, the Central Region is benefiting from about \$56 million in additional annual wages than it otherwise would have received if it simply followed the national trends in transportation and warehousing and wholesale trade. The Central Region is benefiting from the capacity improvements at the Port of Savannah that have pushed container volumes to record levels at the port, making it the fourth busiest in the country. Distribution centers (part of the transportation and warehousing industry), tapping into improved access to and from global markets afforded by the nearby Port of Savannah, have located in the Central Region bringing a substantial number of jobs and income into the region.

Table E.5 Central Region Industry Performance Relative to the United States, 2000-2009

Industry	Underperforming (-) and Outperforming Industries (+)	Average Annual Wage	Annual Wages Lost (-) or Gained (+) Linked to Relative Performance
Health care and social assistance	-2,372	\$39,116	-\$92,791,925
Manufacturing	-1,520	\$40,471	-\$61,525,078
Educational services	-1,446	\$40,990	-\$59,283,874
Admin, support, waste mgt, remediation services	-2,519	\$21,309	-\$53,684,758
Mining	-935	\$37,883	-\$35,436,578
Information	-668	\$42,242	-\$28,206,587
Finance & insurance	-440	\$44,506	-\$19,598,737
Retail trade	-801	\$21,754	-\$17,425,347
Utilities	-290	\$57,983	-\$16,817,655
Other services (except public administration)	-304	\$21,238	-\$6,460,933
Construction	-152	\$34,348	-\$5,235,920
Real estate & rental & leasing	-138	\$27,895	-\$3,857,235
Forestry, fishing, hunting, and agriculture support	-25	\$40,451	-\$994,063
Arts, entertainment & recreation	+26	\$13,084	+\$346,279
Professional, scientific & technical services	+48	\$40,076	+\$1,930,448
Accommodation & food services	+547	\$11,561	+\$6,318,395
Wholesale trade	+158	\$44,098	+\$6,987,142
Management of companies & enterprises	+527	\$48,920	+\$25,791,951
Transportation & warehousing	+1,472	\$33,516	+\$49,347,056

Source: U.S. Census Bureau County Business Patterns, analysis based on 2000-2009 data. Transportation-intensive industries are indicated in *bold italics*.

Potential Effects of the Sardis Church Road Extension on Central Georgia Economic Development

The gap analysis demonstrates that Central Georgia has been underperforming the U.S. in manufacturing performance over the past decade while bettering the nation in transportation and warehousing. Proximity to the fast-growing Port of Savannah and its role as an access point to Greater Atlanta and national markets, are contributing to Central Georgia's growth in logistics and distribution. The Sardis Church Road Extension, by serving as the final linkage of the Fall Line Freeway and by opening up land south of Macon between I-75 and I-16 can help foster continued growth in logistics and distribution while also helping to attract (and retain) manufacturers to Central Georgia, thus introducing greater opportunity to the region and narrowing the performance gap with the United States.

Proximity to Interstates and limited access highways are crucial site location factors for manufacturers and distributors. The Sardis Church Road Extension would abet the growth of both industries, providing access to the Georgia Coast, Atlanta, and Florida. The completion of the Fall Line Freeway would also give businesses improved access from Central Georgia to the Carolinas and Alabama. These linkages bring more reliable connections to supply these large markets as well as to receive inputs used in the manufacture of products.

The opportunities afforded by the Sardis Church Road Extension are recognized by elected officials and economic development agencies in Central Georgia. Existing industrial parks as well as proposed industrial areas that are in close proximity would potentially be greatly enhanced by the construction of the Sardis Church Road Extension. Today, businesses using these industrial parks are confronted with commercial streets, traffic lights, and less direct access to the Interstates, presenting a potential challenge when trying to attract additional business activity. More reliable, less congested access to the Interstates and the Fall Line Freeway would potentially make the industrial parks more attractive to manufacturers and to distributors.

The Sardis Church Road Extension would also provide Middle Georgia Regional Airport with improved highway access, enhancing that facility's attractiveness for cargo and passenger carriers. A more competitive airport would strengthen Central Georgia's stature not only for manufacturing and distribution but also for the service companies that increasingly depend on air service to conduct their business. A Norfolk Southern rail line further provides this area with Class I rail freight service.

An analysis, based on the availability of existing industrial properties located nearby the proposed Sardis Church Road Extension, was used to estimate the potential economic impacts of the project. About 1,750 acres in five business parks are zoned for industrial use (a designation that allows for manufacturing as well as distribution centers), all of which would be connected by the Sardis Church Road Extension. These sites either have existing or offer connections to the water, sewer, electricity, and telecommunications infrastructure required to support more intensive development.

Assuming the Sardis Church Road Extension is completed and the Fall Line Freeway is fully operational, without detours, the 1,750 acres of industrial land become more marketable. Central Georgia stands to experience economic gain from the expansion of manufacturers and

distribution facilities. These companies, in turn, by attracting investment and generating wage income could have additional spin-off effects in Central Georgia, resulting in increased retail, construction, and services (business services, professional services, healthcare, etc.) activity. While the pace of potential jobs growth in the region, even with the transportation improvements will depend, in part, on external market forces (including the speed of the U.S. recovery from the 2009-2010 recession, the resumption of growth in Europe, and the sustainability of the Chinese expansion, the conditions are ripe for economic benefits to provide growth in the central part of the study area. Today, Central Georgia is continuing to benefit from the expansion of distribution and logistics activity, a fact underscored by a yet unannounced 1 million square foot distribution center that is in the planning stages along I-75 in south Bibb County. The Sardis Church Road Extension can be a factor in the future to support the continued growth of this industry that is becoming a more significant player in the Central Georgia economy.

While the region is already experiencing substantial interest from the distribution and logistics industry, attracting manufacturers to the industrial sites would help close the performance gap with the nation in the industry. With existing infrastructure, the airport, and a rail line, Central Georgia has several of the elements to attract further growth in manufacturing. The Sardis Church Road Extension would further enhance the region's viability as a preferred location for manufacturing. Today, the manufacturing industry is recovering nationwide from the recession and is offering more prospects for growth than in the prior decade. The overall competitiveness of the United States as a manufacturing platform relative to China is a chief contributor leading to this turnaround and Central Georgia has the potential to reap benefits from this shift. The improved favorability of the United States for manufacturing coincides with emergence of several issues that have made distant overseas locations less attractive, including:

- Extremely long supply chain and inventory pipeline;
- Intellectual property theft;
- Quality control;
- Higher labor costs; and
- Rising costs of shipping goods half way around the world.

The shift to North American production is occurring now, from everything going toward Asia in the 2000s to wanting to manufacture more products locally for the large U.S. consumer base. This hardly means that all manufacturing is coming back from China, but that country's cost advantages have become less compelling.

Given these market dynamics, the potential benefits of attracting increased manufacturing and distribution activity to areas affected by the completion of the Sardis Church Road Extension were estimated. As a starting point in developing an estimate, the Macon-Bibb County Industrial Authority provided information about land, located at five business parks that would be most directly affected by connecting with the Sardis Church Road Extension (see Figure E.18). This included approximately 2,300 acres of industrially-zoned land. Due to terrain, buffers, and other factors such as internal circulatory roads, it was assumed that one-third of this land (approximately 770 acres) could be developed commercially for manufacturing or distribution activities.

The development of the land used the following business assumptions:

- Manufacturing – 27.7 jobs per acre;
- Distribution and logistics – 5.3 jobs per acre; and
- Floor to area ratios (FARs) of 0.35 for manufacturing and logistics/distribution facilities.

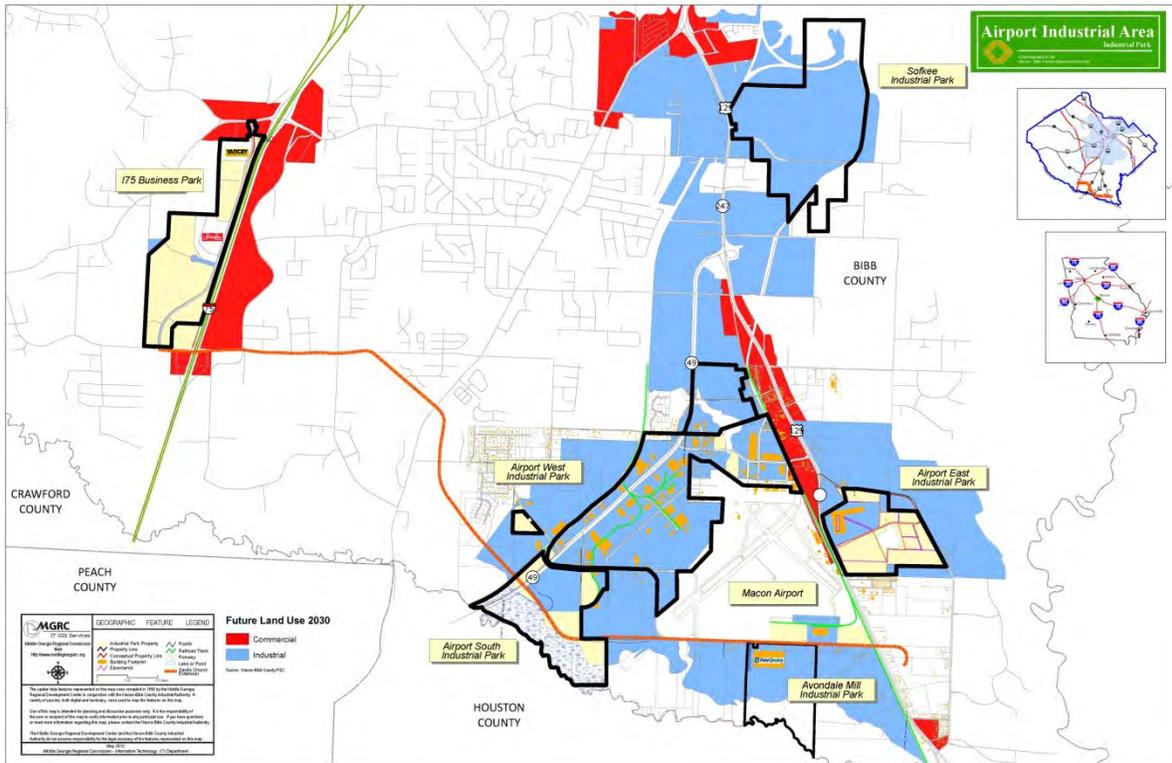
These figures were generated using such sources as NCHRP 25-25(22) “Forecasting Indirect Land Use Effects of Transportation Projects” (2007), the workers per square feet ratios from the construction industry, the National Association of Industrial and Office Properties (“NAIOP Commercial Real Estate Development Association”), and from information about the size of recent distribution center facilities locating in Central Georgia.

In terms of estimating growth, it was assumed that employment on available land in the industrial parks would split 63 percent to manufacturing and 37 percent to logistics and distribution. This split reflects the relative sizes of the two industries in 2009. Based on this split, and the land needs of each industry, a maximum carrying capacity scenario for the business parks was estimated to be the following, once the parks were fully occupied:

- Manufacturing – 5,345 jobs with \$216.3 million in annual payroll;
- Logistics and distribution - 3,087 jobs with \$120.4 million in annual payroll; and
- Total – 8,432 jobs with \$336.7 million in annual payroll

This outcome is considered an optimum, if and when full build-out for the office parks is obtained and it conforms to the assumptions laid out in this analysis. Assuming favorable market trends and that Central Georgia can meet other economic development requirements, including workforce and other infrastructure to accommodate growth, reaching even half the potential capacity at the office parks would be a boon for the region, resulting in over 4,200 jobs and nearly \$170 million in annual payroll. In manufacturing, this would more than make up for the identified gap in the region’s manufacturing performance relative to the United States between 2000 and 2009.

Figure E.18 Sardis Church Road Extension and Surrounding Industrial Parks



Source: Macon-Bibb County Industrial Authority

Eastern Region – Wrens Bypass and Operational Improvements

A third case study evaluates the potential economic benefits of a series of various projects, including the construction of a bypass, along with operational improvements to address safety and intersection/interchange operations. One potential project in the eastern section of Central Georgia includes a bypass to allow the Fall Line Freeway to move traffic uninterrupted around Wrens. There are also opportunities to provide numerous smaller operational improvements to enhance freight mobility and safety in this area.

The Fall Line Freeway is a completed 4-lane facility (US 1 / SR 4) from Augusta to Wrens; however, this facility reduces to a 3-lane section through downtown Wrens which reduces travel speeds and creates land use and pedestrian conflicts. A bypass around Wrens, by allowing traffic to move around this downtown area, would improve reliability and efficiency (higher speeds, less delay, and lower travel times) for both autos and trucks. For a segment northeast of Wrens, daily traffic volumes are expected to rise from 8,600 in 2006 to nearly 13,000 in 2040, so the improvements would affect the movements of a substantial and growing number of vehicles into the future. More importantly, the bypass is another missing link required to complete the Fall Line Freeway and provide a more direct connection to Macon, I-75, and points west.

The potential benefits that may result from the completion of this project and improving connectivity are numerous and include the following:

- The energy industry is growing in the region with a new clean coal plant planned in Washington County. Two new nuclear reactors are being constructed near Waynesboro (Plant Vogtle). There is also a new biomass (would use lumber/wood scraps and tires) plant planned for Jefferson County (in Wadley, proposed opening in 2013). The opening of significant new power generating capacity will provide the region with reliable and inexpensive electricity for decades to come. The energy investments may help Central Georgia attract manufacturers and other industries that depend on inexpensive and reliable electricity flows (metals, plastics, data processing, etc.). The completing of the Fall Line Freeway will complement these changes by making more land accessible to limited access roadways and by providing better connectivity to additional markets.
- Improved connectivity will help to develop Augusta's Bush Airport to attract more freight movement, a goal of the area.

Numerous operational improvements in eastern Georgia can also have positive economic effects while helping to stretch limited infrastructure investment dollars. Examples of operational improvements that could enhance access, improve safety, ease the flow of traffic, and provide greater connectivity, include:

- Demand on I-20 and I-520 is increasing. GDOT will let a widening for I-520 between Gordon Highway and US 1. Both interchanges will be redesigned which should better accommodate freight movement.
- The widening of I-20 from Belair Road to McDuffie County at some point in the future.
- A 5-lane section of SR 56 south of Augusta transitions into a 4-lane section causing congestion and surprising drivers (a perceived safety issue). This area has a mix of residential and freight traffic. A project between Spirit Creek and Doug Barnard Parkway is programmed to go into construction in 2013 that would resolve this issue.
- Rural leaders in eastern Georgia are concerned with the connectivity of freight movement for the last few miles of each trip. The main roadways are frequently good, but accessing the actual industrial/warehousing sites by having to traverse through communities needs improvement. "Last mile" infrastructure improvements would help the flow of freight traffic and also make existing industrial/commercial sites more attractive for future investments.
- There are safety concerns on north-south roads intersecting the Fall Line Freeway. Truck traffic crossing the Fall Line Freeway is unexpected to the drivers on the Fall Line Freeway. Jefferson County and Washington County have major issues with severe intersection crashes. Improvements to lessen the incidence of these crashes would translate to benefits by reducing the costs associated with accidents.
- At-grade railroad crossings on the Fall Line Freeway, including US 1 just north of SR 88 (Wrens) and just east of Deepstep Road in Sandersville, create barriers to economic

development as industries do not want their deliveries delayed by having to wait for long train sets to pass. A rail crossing on SR 80 in Warren County is also the source of delays. The kaolin industry is active in these areas and has acclimated to the trains. However, the rail crossings may impede large shippers in need of timely goods movements to locate in these areas.

East Georgia – Industry Performance Gap Analysis

In order to further assess the possible economic effects of transportation improvements on the Central Georgia region, the relative performance of industries (with an emphasis on those that are the most intensive users of transportation) was assessed. The growth rates of these industries were compared to the prevailing U.S. growth rates for 2000-2009, with “performance gaps” indicating the extent to which the region did not keep up with U.S. growth in the industry and “outperforming” indicating the extent to which the region’s growth exceeded U.S. averages. This demonstrates the sectors which are most competitive nationally (outperforming or gaining ground) and least competitive nationally (performance gap or losing ground). Table E.6 shows the industry sectors that either gained (outperformed) or lost competitiveness (performance gap) in East Georgia between 2000 and 2009 and the associated annual wages linked with these gains or losses. These data can be read in the following way: If East Georgia had performed as well as the nation between 2000 and 2009 in manufacturing, it would have resulted in 1,477 additional manufacturing jobs (the performance gap) that would have meant \$68 million in additional annual wages. As discussed previously in this report, transportation is a contributing factor to overall regional competitiveness and improvements like the Wrens Bypass and the completion of the Fall Line Freeway can result in tangible economic benefits for the region.

In the East Georgia region, an analysis of 2000 to 2009 industry data from the U.S. Census Bureau’s County Business Patterns, revealed that the region underperformed national trends in several industry sectors that are intensive users of transportation, including manufacturing, construction, retail trade, and mining. In manufacturing there was a deficit of about 1,500 manufacturing jobs, signifying that the region’s manufacturing loss was more severe than the nation’s, overall. In mining, another “export industry” for the region (i.e., the market base for the product is mostly outside the area), the region underperformed the nation by 471 jobs. When associated with the average annual manufacturing and mining wage in the region, \$46,058 and \$27,448, respectively, in 2009, this represents a gap of nearly \$71 million in annual wages that did not accrue to the region. The Wrens Bypass, the completion of the Fall Line Freeway, and other operational improvements can contribute to making manufacturing and mining more competitive in the East Georgia region and lift the relative performance of both sectors. This underscores that the potential benefits of transportation improvements in the East Georgia region can potentially be very substantial. If the region’s manufacturing and mining sectors performed as well as the nation’s, and transportation is a factor among others that can contribute to this, the East Georgia region would benefit from additional jobs and wage income.

Table E.6 East Georgia Industry Performance Relative to the United States, 2000-2009

Industry	Underperforming (-) and Outperforming Industries (+)	Average Annual Wage	Annual Wages Lost (-) or Gained (+) Linked to Relative Performance
Manufacturing	-1,477	\$46,058	-\$68,006,159
Construction	-1,432	\$33,581	-\$48,080,853
Retail trade	-1,539	\$22,066	-\$33,958,714
Management of companies & enterprises	-583	\$56,211	-\$32,796,506
Admin, support, waste mgt, remediation services	-1,285	\$22,497	-\$28,904,756
Finance & insurance	-427	\$42,836	-\$18,300,944
Mining	-471	\$27,448	-\$12,923,388
Arts, entertainment & recreation	-242	\$21,686	-\$5,244,167
Other services (except public administration)	-141	\$20,475	-\$2,892,821
Real estate & rental & leasing	-29	\$30,160	-\$874,865
Transportation & warehousing	-25	\$34,487	-\$869,752
Accommodation & food services	+155	\$12,066	+\$1,864,743
Forestry, fishing, hunting, and agriculture support	+59	\$34,437	+\$2,032,512
Educational services	+531	\$20,342	+\$10,792,233
Information	+664	\$42,610	+\$28,297,792
Professional, scientific & technical services	+654	\$44,594	+\$29,152,203
Wholesale trade	+606	\$48,573	+\$29,451,524
Health care and social assistance	+725	\$44,431	+\$32,229,957
Utilities	+1,007	\$57,118	+\$57,532,609

Source: U.S. Census Bureau County Business Patterns, analysis based on 2000-2009 data. Transportation-intensive industries are indicated in **bold italics**.

Potential Benefits of the Wrens Bypass and the Completion of the Fall Line Freeway – Examples from Nationwide Case Studies

There are numerous examples based on information collected for completed roadway projects nationwide, that demonstrate a range of economic benefits that could potentially result from the types of projects either planned or proposed in Eastern Georgia. This section draws from these examples, using completed case studies, to demonstrate the types and range of benefits that may accrue to East Georgia if planned transportation projects are completed. It also reviews what communities and regions needed to do (e.g., other infrastructure investments, incentives, etc.) to complement the transportation investment and introduce greater economic opportunities into their regions. The case studies demonstrating these benefits were sourced from the recently completed U.S. Strategic Highway Research Program (SHRP2), project C03, "Impact of Transportation Capacity on Economic Development and Land Use". This project developed over 100 case studies to quantify benefits based on the data and experiences of already completed, real world projects. The prime contractor was Economic Development Research Group, Inc. (EDR Group), with additional support from Cambridge Systematics, Wilbur Smith Associates, Texas Transportation Institute and Susan Moses Associates. The SHRP2 C03 case studies with applicability to East Georgia are summarized, below, and include the following:

- Wichita Northeast Bypass (K-96) completed in 1993;
- Parsons, Kansas Bypass (US 400) completed in 2004;
- Mercer County Bypass, Kentucky completed in 2001;

- Corridor J, Appalachian Development Highway, Kentucky and Tennessee completed in 1984;
- Corridor Q, Appalachian Development Highway, West Virginia, Kentucky, and Virginia completed in 1986;
- Corridor D, Appalachian Development Highway, West Virginia to Cincinnati completed in 1977; and
- SR29, Northern Wisconsin completed in 2000.

Wichita Northeast Bypass (K-96)

Project Description: The Wichita Northeast Bypass (K-96) is a 10.5 mile, four-lane bypass that runs northeast of the City of Wichita, Kansas. The bypass provides increased efficiency for regional traffic traveling east-west through southern Kansas. The project cost roughly \$103 million. Since it was completed in 1993, the Northeast Bypass corridor has dramatically influenced the Wichita region's development patterns both in terms of land use and employment.

Economic Impacts: It is estimated that development along the Northeast Bypass corridor contributed nearly 24,000 new jobs to the region between 1993 and 2006, generating \$1.2 billion in annual income along the corridor in 2006. The area along the corridor has become a center for a booming medical arts/manufacturing cluster, attracting numerous medical supply companies such as Medline Industries, Inc., Allied Medical Supply and Stryker Midwest.

Other Factors Supporting the Project's Success: While the K-96 Bypass was a catalyst for the rapid development of Northeast Wichita, there were larger economic forces at play and the bypass's construction coincided with a boom in the Wichita economy. Wichita experienced an employment upswing shortly after the Northeast Bypass was completed due to the growth of regional industries, including military and large commercial craft manufacturing.

Parsons, Kansas Bypass (US 400)

Project Description: The Parsons Bypass re-routes US 400 from Parson's downtown to north of downtown. The bypass completes an upgraded "Super Two" route between Parsons and Wichita, providing a more reliable, higher speed alternative to Parson's Main Street for vehicles using the US 400 corridor. Before the bypass, freight trucks traveling East and West via US 400 passed through the downtown, causing safety concerns.

Economic Impacts: The bypass has helped retail shopping activity in the downtown area and several businesses have located to the bypass, north of the city, to capitalize on its ease of access. The average annual net job gain before construction (1999) was 126 jobs per year. After construction (2004), the average annual net job gain was 418 jobs per year. Overall, the number of jobs added in Parsons due to the bypass is estimated to be 1,400. The types of businesses that have located to the bypass area include manufacturing, medical, industrial, retail, transportation, financial and hospitality. This has been an important economic contribution to the city since the closure of the Kansas Army Ammunition Plant and the damage to Parsons

caused by a tornado in 2000. One trucking company stated that the bypass saved them about 10 minutes per trailer, saving the company an estimated \$1,500 per day. An industrial manufacturing company cited time savings and convenience as the principal reasons for expanding their facility near the bypass. A cabinet manufacturer mentioned that a delivery trip to Wichita that previously took three hours now takes 2.5 hours, has reduced shipping costs which is important given the new trucker in-service rules.

Other Factors Supporting the Project's Success: The city provided development incentives to encourage manufacturers to locate near the US 400 and US-59 interchange. The redevelopment and re-vitalization of the downtown area can be credited with attracting additional retail activity and tourism from the regional area.

Mercer County Bypass, Kentucky

Project Description: The Mercer County Bypass runs north of Harrodsburg, Kentucky, and provides access to undeveloped land for future housing, retail, and industrial development. The bypass also allows trucks carrying limestone from a nearby quarry to avoid the downtown area of Harrodsburg. Without the bypass, the limestone laden vehicles would have traveled through the city center, causing congestion and creating safety concerns.

Economic Impacts: With little development along the eastern bypass, no notable land-use changes have yet occurred because of the project. Conversely, the pre-bypass development west of town has continued. A primary reason commercial development has been constrained along the inner-east bypass is due to the lack of corresponding water and sewer facilities.

Other Factors Supporting the Project's Success: This project emphasizes the fact that transportation improvements by themselves do not always yield economic benefits unless accompanied by other, complementary improvements. Although the project does successfully address this important safety concern, commercial development has been constrained along the bypass due to the lack of corresponding water and sewer facilities. However, the county and city are collaborating to expand water and sewer facilities for a portion of the eastern bypass length. For these reasons, development is anticipated to occur rapidly as the water and sewer facilities are completed.

Corridor J, Appalachian Development Highway, Kentucky and Tennessee

Project Description: Corridor J is a 244 mile highway corridor between London, Kentucky to Chattanooga, Tennessee. The project was conceived by the Appalachian Regional Commission (ARC) as a single highway improvement to promote overall economic development in Kentucky and Tennessee. The completed portions of the corridor were constructed in several separate projects over 14 years.

Economic Impacts: The prolonged and incomplete construction of the corridor in Tennessee has inhibited its connectivity benefits suggesting that its overall economic impact has yet to be realized. Nonetheless, the improvements along KY 80 between Somerset and London that comprise Corridor J facilitated notable economic development in both small urban communities. The project is responsible for an estimated 2,400 direct jobs. Corridor J is considered instrumental in the attraction of a major chicken processing facility that employs

over 1,400 people in Clinton County, Kentucky. The KY 90 segment is used by both inbound trucks carrying chickens from regional farms and outbound trucks transporting the processed poultry. Such development has led to indirect retail development such as a Wal-Mart and a notable strip mall (around 200 jobs), as well as the educational development of a KCTCS Technical Community College in Albany, Kentucky (just south of the Corridor). The Corridor J improvements helped vitalize local communities and connect them with the overall interstate system (I-75). By doing so, the Corridor improvements played a major factor in the communities' success in maintaining existing job levels as local workforces evolve and industries come and go.

Other Factors Supporting the Project's Success: Albany, Kentucky completed massive water system upgrades, both for the supply and treatment of water, in conjunction with the roadway improvements. The availability of much higher water capacity combined with electric utility improvements were key factors in attracting the poultry processing company to the area.

Corridor Q, Appalachian Development Highway, West Virginia, Kentucky, and Virginia

Project Description: Corridor Q, part of the Appalachian Development Highway system, is an east-west oriented, four-lane highway through Kentucky, Virginia, and West Virginia. Comprised of pre-existing and subsequently improved or realigned U.S. highways, the Virginia and West Virginia sections are complete, while some Kentucky portions are incomplete (either under construction, in design or in the process of right-of-way acquisition).

Economic Impacts: Originally planned and promoted to foster economic development, the Corridor improved connectivity, as exemplified by increased commuting distances along the corridor, and facilitated commercial development in rural areas. Corridor Q has generally fostered growth in the retail sector, primarily in big-box establishments. Availability of commercial goods and services within the region has helped to retain the existing population base by both providing employment opportunities and expanding local shopping options. An estimated 8,000-10,000 jobs have been created in the corridor as a result of the improved highway infrastructure.

Other Factors Supporting the Project's Success: At the ends of the route, the impacts are less pronounced or attributable to the Corridor itself, with the eastern end influenced more by I-81 and the western end sparsely populated and still under development. Nevertheless, the Corridor succeeded in retaining jobs in otherwise poorly accessible areas, thereby ensuring the communities' survival.

Corridor D, Appalachian Development Highway, West Virginia to Cincinnati

Project Description: The Corridor D project of the Appalachian Development Highway System provided four-lane access along US 50/32, a 170-mile stretch of road connecting northern West Virginia with Cincinnati, Ohio. As part of this project, a 70-mile segment of this road connecting I-77 and I-79 was widened from two lanes to four lanes. The impacts reviewed here focus on a 70-mile segment of Corridor D, which connects Parkersburg and Clarksburg in Northwestern West Virginia.

Economic Impacts: The project, completed in 1977, has supported the transition of the regional economy from a reliance on heavy industry toward services; thousands of new jobs in the corridor have been created in healthcare, education, government, and education since the project was completed, nearly 40 years ago. The net employment impact of the project itself is estimated at approximately 1,000 jobs, due to its role in retaining growth in indigenous manufacturing activities. This study area has traditionally been dependent on heavy manufacturing, particularly chemicals, glass, metals, and plastics. To date, the project's main direct economic impact has been to retain the indigenous Symington Window manufacturing company in rural Ritchie County, which has expanded to an estimated 1,000 workers. If US 50 had not been widened, the company would likely have moved to another site within the project area closer to the interstates.

Other Factors Supporting the Project's Success: Development has been concentrated nearby I-77 and I-79, which anchor the corridor. Most of the development in the study area has been around interstate interchanges that are well-served with infrastructure. The lag in development in the interior of the corridor area between I-77 and I-79 is due in part to the lack of adequate water and sewer infrastructure. Similar to the experience for the Mercer County, Kentucky Bypass project, Corridor D underscores that transportation infrastructure, alone, may not always be a catalyst for further development in a region.

SR 29 Northern Wisconsin

Project Description: Between 1988 and 2000, the Wisconsin Department of Transportation (WisDOT) expanded SR 29 from a two-lane to a four-lane state road with grade-separated interchanges along a 182-mile corridor between Chippewa Falls and Green Bay. The main purpose of the improvements on SR 29 was to address safety issues (at-grade intersections, poor sight lines, dangerous curves, etc.) along the corridor.

Economic Impacts: SR 29 serves as an important transportation link to manufacturers, food processors, and transportation providers located in the communities traversed by this corridor. Between 1990 and 2001, a total of 151 new and expanded manufacturing plants located within five miles of the highway, creating over 6,200 jobs. Numerous industrial parks have been built on the corridor and the village of Curtiss has become a trucking hub for the region. There has been a significant growth in highway-oriented businesses along the corridor, such as hotels/motels, restaurants and gas stations.

The improved highway allows commuters to travel longer distances to regional urban areas and job centers, while residing in smaller communities along the corridor. This has helped provide corridor residents with expanded job opportunities and strengthen communities along the corridor.

An increase in tourism spending in Door County can be also be attributed to faster travel times on SR 29 from Minnesota and the western parts of Wisconsin. Tourism spending in the 5-county area more than doubled over the 1993-2002 period.

Other Factors Supporting the Project's Success: Communities along the corridor have or are in the process of upgrading their infrastructure to attract additional development to the vicinity of the SR 29 corridor. Communities in Wisconsin are allowed to create tax increment finance (TIF)

district for economic development (up to 12 percent of the community's assessed value). TIF encourages development in blighted areas, and bond proceeds from TIF districts can be used for infrastructure improvement, land acquisition, and also for development incentives. Businesses utilize TIF as a negotiating tool in discussions about relocation or redevelopment with municipal planning departments. TIF districts have been created in the vicinity of SR 29, which have influenced some of the development.

Significance of Case Studies for East Georgia Transportation Improvements

The seven SHRP2 C03 case studies demonstrate that completed transportation investments, similar to those proposed for East Georgia, have tangible benefits that can be quantified based on documentable changes in the affected regions' economies. The case study projects each generated between 1,000 and 24,000 net new jobs for their respective regions. The projects were shown to help retain manufacturing employers (Corridor D in West Virginia) in some instances and attract manufacturers in others (SR 29 in Wisconsin). Improved access to and from major markets was also shown to increase tourism activity (SR 29) and manufacturing (Wichita Bypass). Better access is also contributing to more retail opportunities, expanding options for consumers in formerly difficult to reach rural areas (Corridor Q in West Virginia). Safety improvements are also relevant to East Georgia as demonstrated by the Mercer County Bypass in Kentucky which has helped to remove trucks carrying stone from downtown streets. In East Georgia, improvements like the Wrens Bypass can similarly remove kaolin trucks from town streets reducing potential conflicts with pedestrians and other vehicles.

The case studies also point that the transportation improvements, by themselves, did not necessarily result in greater economic opportunities unless accompanied by other improvements and, in some instances, economic incentives. Communities nearby the transportation projects upgraded other infrastructure (water, sewer, telecommunications) to better accommodate growth. In fact, the communities (e.g., the Mercer Bypass project in Kentucky) that did not build or are still in the process of building infrastructure to complement the transportation improvement did not reap the development advantages of those that did. Finally, economic development incentives can also be part of a package, along with the transportation improvement, to promote development nearby completed transportation projects. On SR 29, in northern Wisconsin, tax increment financing was used as an incentive to attract businesses as well as to provide funding for needed infrastructure improvements. Between the TIF and the improvements to SR 29, northern Wisconsin was garnered significant measurable benefits in manufacturing and tourism.

Conclusion

Transportation investment in the Central Georgia study area can support economic development, particularly when executed in concert with other factors, such as other infrastructure development. In the case of both the Macon-LaGrange connection and the Sardis Church Road extension, economic analysis indicates that potentially significant improvements to the regional economy could be spurred by strategic transportation projects.

APPENDIX F: ENVIRONMENTAL ANALYSIS

Environmental Screening Methodology and Results

The environmental screening task reviewed each of seventeen projects focusing on strategic connections to identify and quantify potential environmental issues. This preliminary assessment based on available geospatial data and existing reports is intended to highlight those projects that may require higher levels of environmental scrutiny as the project is considered for implementation. Field visits or other intensive investigations were not conducted.

The seventeen projects were organized into a total of 33 sections for the analysis:

- Fall Line Freeway
- I-75 (Monroe/Lamar Co.) *Segment 1 - 2*
- I-16 / I-75 (Bibb Co.) *Segment 1 - 3*
- I-20
- I-85 Segment 1-2
- US 27 / I-185 Connection
- SR 15 *Segment 1 - 2*
- SR 17 N *Segment 1 - 2*
- US 1 / SR 17 S *Segment 1 - 3*
- SR 18 *Segment 1 - 2*
- SR 36 *Segment 1 - 2*
- SR 44 *Segment 1 - 2*
- SR 49 *Segment 1 - 2*
- SR 96 *Segment 1 - 2*
- SR 109 / SR 74 *Segment 1 - 5*
- Sardis-Sgoda Extension *Segment 1 - 2*
- Wrens Bypass

Ten different factors were considered for the environmental issues proximal to each segment. These factors are:

- Agricultural Land
- Flood Zone
- Wetland
- Rare Species
- Streams
- Lakes
- Historical Sites
- Mining Sites
- EPA Sites
- Environmental Concern Sites

Each project section was investigated independently to estimate and identify environmental issues. A 100' buffer was applied to the roadway sections to identify proximal point issues and area calculations. All of the resulting statistics were then reviewed for logical consistency, particular the placement of historical sites that had some variation in positional quality and accuracy. Once validated, the results were tabulated into scoring system so that projects could be ranked or compared with others. The scores were calculated by counting the number of possible environmental issues and normalizing to a 0-10 scale (10 being the highest). The breakdown of each segment's Environmental Concern Score is shown in Table F-1.

Table F-1 – Project by Environmental Concerns Score (ECS)

Project Segments	ECS
SardisChurch_1	10
I-16/I-75 Bibb_1/3, SR 96_1, Fall line Freeway	7
SR 109/74 _1/3/6, SR 44_2	6
SR 36_1, I-85 1	5
I-185/US-27, US_1/SR 17S_1, Wrens Bypass, I-75_1, Sardis Church 2, SR 15_1	4
SR 17N_1, SR 15_2, SR 109/74 2, SR 36_2, I-75_2, I-16/I-75 Bibb_2	3
SR 96_2, US_1/SR 17S_2/3, I-85_2, SR 49_1, SR 109/74 _4	2
SR 17N_2, I-20, SR 49_2, SR 109/74 _5	1
SR18_1/2, SR44_1	0

Three different ranges were established placing each segment with other similarly rated project segments. Those ranges are Limited Environmental Issues (0-2), Possible Environmental Issues (3-7), and Likely Environmental Issues (8-10).

- Likely Environmental Issues

- Sardis Church 1

- Possible Environmental Issues

- | | |
|---------------------|--------------------|
| ○ Fall Line Freeway | ○ Wrens Bypass |
| ○ I-16/I-75 Bibb 1 | ○ I-75 1 |
| ○ I-16/I-75 Bibb 3 | ○ Sardis Church 2 |
| ○ SR 96 1 | ○ SR-15 1 |
| ○ SR 109/74 1 | ○ SR-17N 1 |
| ○ SR 109/74 3 | ○ SR-15 2 |
| ○ SR 44 2 | ○ SR 109/74 2 |
| ○ SR-36 1 | ○ SR 36 2 |
| ○ I-85 1 | ○ I-75 2 |
| ○ I-185/US-27 | ○ I-16/I-75 Bibb 2 |
| ○ US 1/SR 17S 1 | |

- Limited Environmental Issues

- | | |
|-----------------|---------------|
| ○ SR 96_2 | ○ I-20 |
| ○ US 1/SR 17S 2 | ○ SR 49 2 |
| ○ US 1/SR 17S 3 | ○ SR 109/74 5 |
| ○ I-85 2 | ○ SR-18 1 |
| ○ SR 49 1 | ○ SR-18 2 |
| ○ SR 109/74 4 | ○ SR-44 1 |
| ○ SR 17N 2 | |

Only one project segment is in the “Likely Environmental Issues” category, twenty-two are in the “Possible Issues” category leaving thirteen in the “Limited Environmental Issues” range. Details regarding the specific issues for each project segment can be found in the Corridor Assessment Sheets at the end of this Appendix. Each of these project segment details lists the length, 2035 volume, and the type of improvement. The list of potential environmental concerns is also provided along with supporting map detail.

The first segment of a new four lane divided highway connecting Sardis Church Road and I-16 was identified as the highest risk for likely environmental issues. The proposed alignment crosses over the Ocmulgee River and its associated wetlands, including a national wildlife refuge and a designated nature area. Three rare species also inhabit this area. While other segments do not stand out as prominently, there are several other issues that planners and project managers should be familiar with.

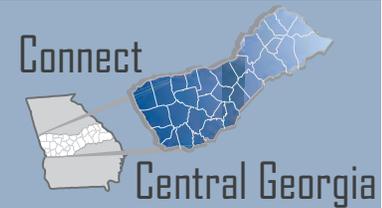
The data used to identify environmental concerns are listed below:

Table F-2 - Data Sources for Environmental Screening

Name	Feature Type	Source	Description
FLD_HAZ_AREA	Polygon	FEMA 2012	All designated Flood Zone Areas
Wetlands	Polygon		All wetland areas
305b303d_Streams	Polyline	Georgia EPD	All water ways
305b_303d_Lakes	Polygon	Georgia EPD	All water bodies
Conservation Lands	Polygon	USGS 2009	National Conservation Lands
Parks	Polygon	USGS	National Parks
gnhpds	Polygon		Rare Species
Mrds-2011-06-17-11-52-41	Point	USGS 2005	Mining Sites
USEPA_Sites_Clip	Point	US EPA	US EPA Sites
Environmental_Concerns	Point	US EPA	Environmental Concern Sites
Nat_His_Reg	Point	NAHRGIS, 2009, ITOS	National Historic Sites
Cdl_tm_r_ga_2010_utm17	tiff	USDA NASS 2010	Land Cover Classification
MajRds	Polyline	GDOT	Major Roads
Expressways	Polyline	GDOT	Interstates

CORRIDOR ASSESSMENT SHEET

Fall Line Freeway



Segment Details

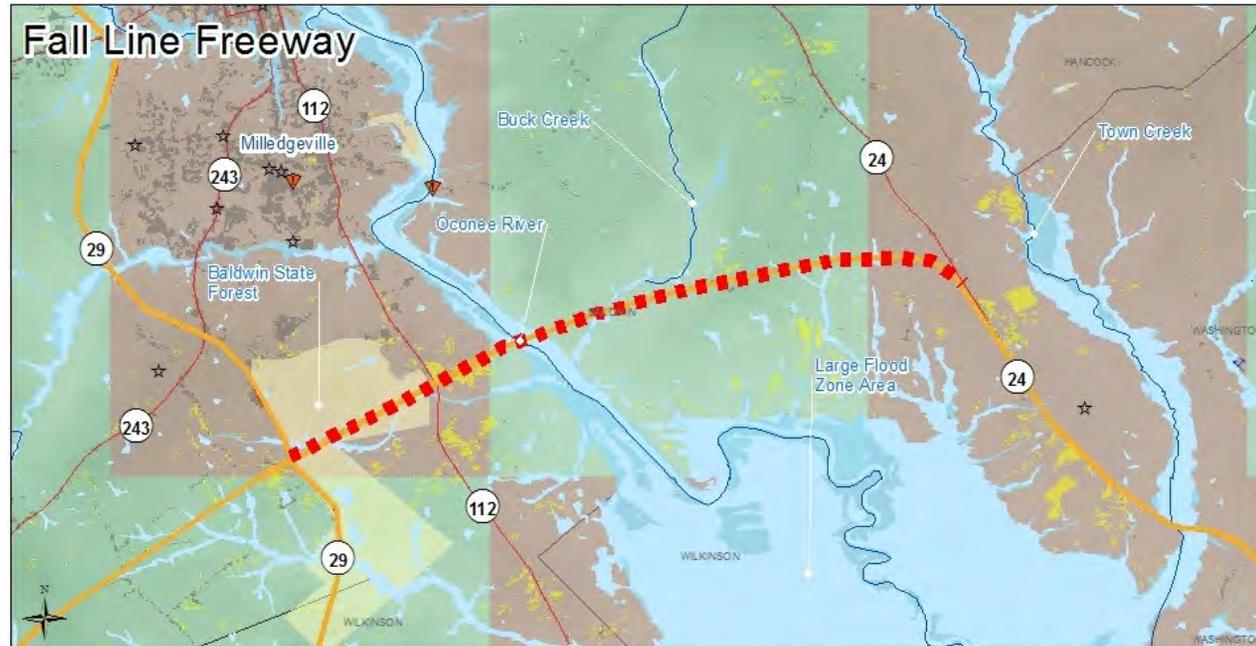
- Length: **7.0 miles**
 - From US 441 to SR 24
- 2035 Volume: **4,900 vehicles per day**
- GDOT #: **0000346**
 - 4-Lane Divided Highway (new alignment)
 - Currently acquiring ROW
- **GRIP Corridor**

Potential Environmental Concerns

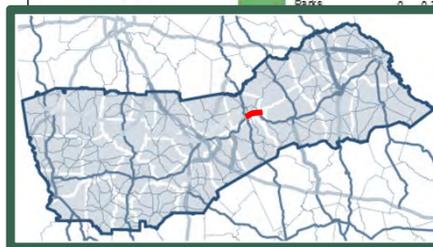
- Rare species area
 - Robust Redhorse (fish)
 - Silky Camellia (plant)
- Oconee River and its associated wetland and flood zone
- Baldwin State Forest and some agriculture land

Recommendation

- Construct new 4-Lane Divided Highway
- Cost: **\$75.3 M (CST)**



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	0.277	
Flood Zone Area	0.569	
Wetlands	0.63	
Rare Species Area	3.229	
305b Streams	0.052	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0



Baldwin County
Character Area 4
Congressional District 10

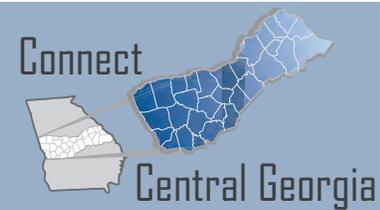
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Moderate

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

I-75 (Monroe/Lamar) Segment 1



Segment Details

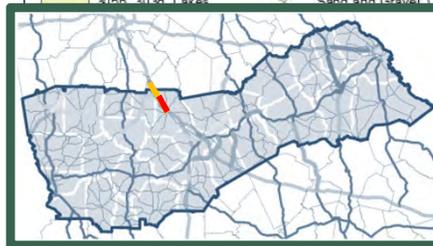
- Length: **9.7 miles**
 - From SR 42 to High Falls Rd
- 2035 Volume: **92,400 vpd**
- 2035 LOS: **D**
- GDOT #: **0007879** (Monroe Co.)
 - 8-lane Interstate
 - No Activities - Long Range
- Part of I-75 S Master Plan
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

- Rare species area
 - Altamaha Shiner
 - Ocmulgee Shiner
- Water Bodies and Associated Wetland and Flood Zone
 - Little Towaliga River
 - Red Creek
- Conservation Lands in Proximity
 - High Fall State Park



Legend		Environmental Feature	
I-75 Monroe	mrds-2011-06-17-11-52-41 USEPA_Sites_clip	FLD_HAZ_AREA	Agriculture Land
Environmental_Concerns	Aluminum	Wetlands	Flood Zone Area
National_Historic_Sites	Clay	ConservationLands	Wetlands
305b303d_Streams	Granite	Non_Agriculture_Land	Rare Species Area
Major_Roads	Iron	Agriculture	305b Streams
Express_ways	Kaolin	Rare_Species	303d Lakes
L_75_100ft_Buffer	Mica	County_Area	Historic Sites
305b_303d_Lakes	Sand_and_Gravel_Construction	Study_Boundary	Mining Sites
			EPA Sites
			Environmental Concern Sites



Recommendation

- Widen to 8-Lane Interstate
- Cost: **\$107.6 M** (PE / CST)

Monroe/Lamar Co.
Character Area 3
Congressional District 03/10

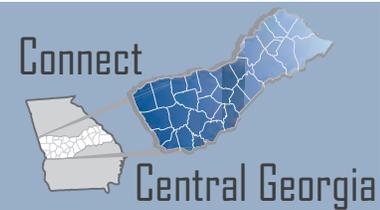
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
High	High / Medium	Medium

I-75 (Monroe/Lamar) Segment 2



Segment Details

- Length: **7.4 miles**
 - From High Falls Rd to SR 16
- 2035 Volume: **91,600 vpd**
- 2035 LOS: **E**
- GDOT #: **0007880** (Lamar/Butts Co.)
 - 8-lane Interstate
 - No Activities - Long Range I-75 S Master Plan
- Part of I-75 S Master Plan
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

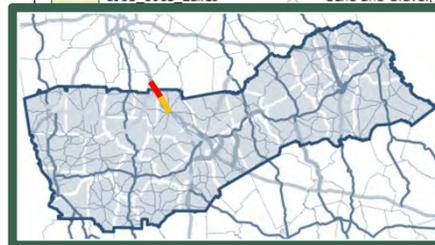
- Rare species area
 - Altamaha Shiner
- Water Bodies and Associated Wetland and Flood Zone
 - High Falls Lake
 - Buck Creek
- Conservation Lands in Proximity
 - High Fall State Park



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	0	
Flood Zone Area	0.64	
Wetlands	0.06	
Rare Species Area	5.3	
305b Streams	0.04	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0

Recommendation

- Widen to 8-Lane Interstate
- Cost: **\$81.2 M** (PE / CST)



Monroe/Lamar/Butts Co.
Character Area 3 / Outside Study Area
Congressional District 08

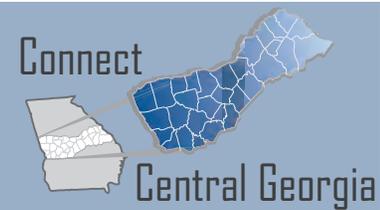
Technical Elements

LOS / Need	Environmental	Cost
High	Moderate	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
High	High / Medium	Medium

I-16 / I-75 (Bibb) Segment 1



Segment Details

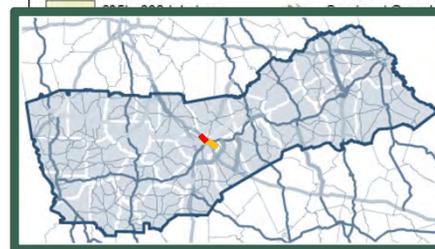
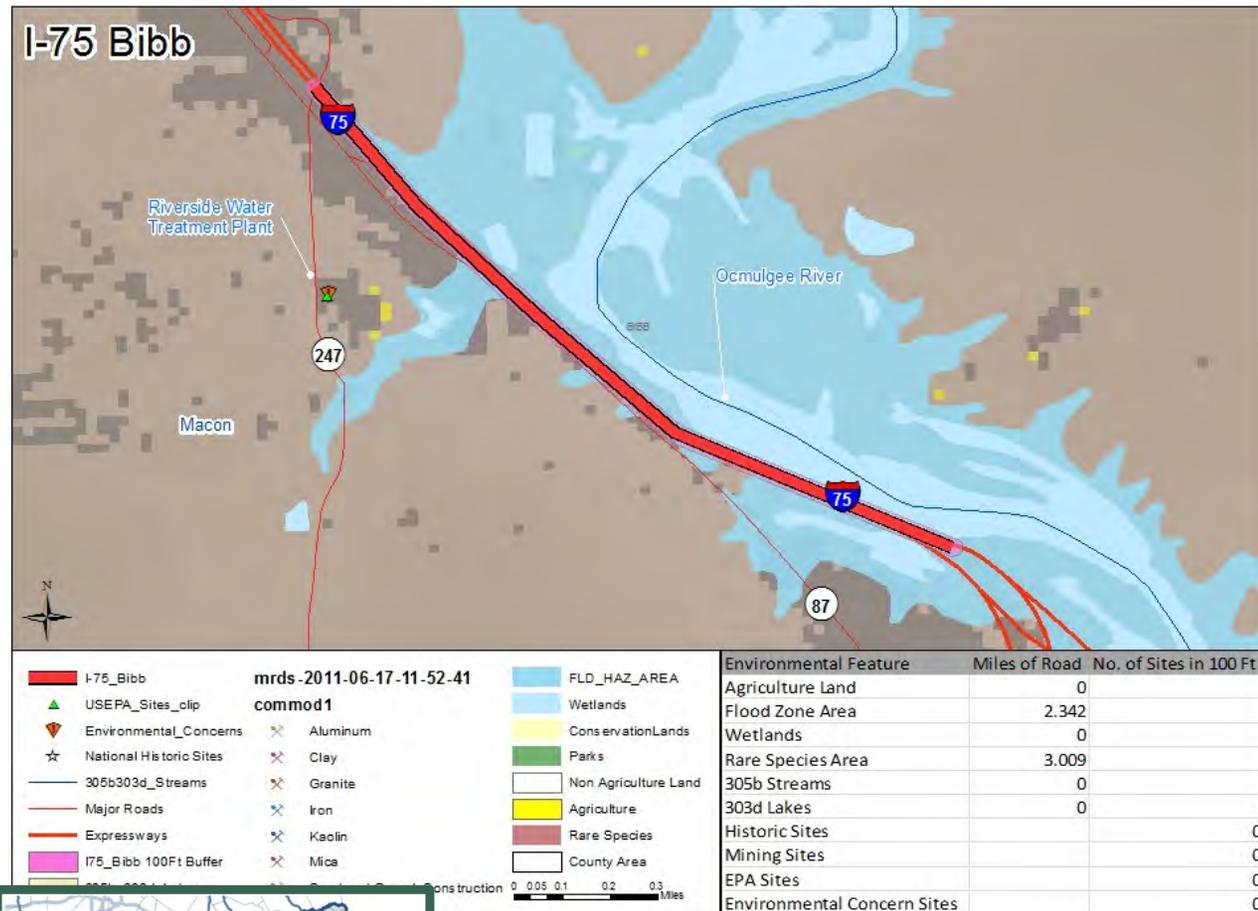
- Length: **1.2 miles**
 - From Pierce Ave to I-16
- 2035 Volume: **52,000 vpd**
- 2035 LOS: **E**
- GDOT #: **311400-**
 - 6-Lane Interstate
 - Currently acquiring ROW
- Part of I-75 S Master Plan

Potential Environmental Concerns

- Rare species area
 - Ocmulgee Skullcap (plant)
 - Fringed Campion (plant)
- Ocmulgee River flood zone
- USEPA Regulated Facility in Proximity
 - Riverside Water Treatment Plant

Recommendation

- Widen to 6-Lane Interstate
- Cost: **\$41.4 M (CST)**



Bibb Co.
Character Area 3
Congressional District 02/08

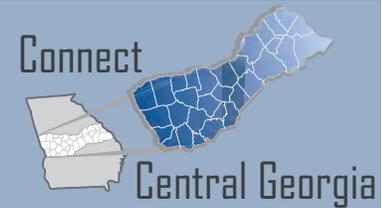
Technical Elements

LOS / Need	Environmental	Cost
High	Moderate	Low

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

I-16 / I-75 (Bibb) Segment 2



Segment Details

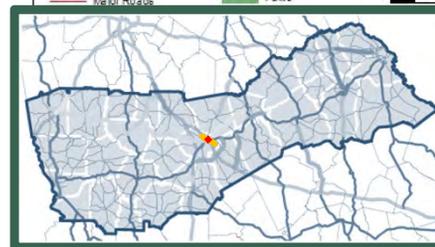
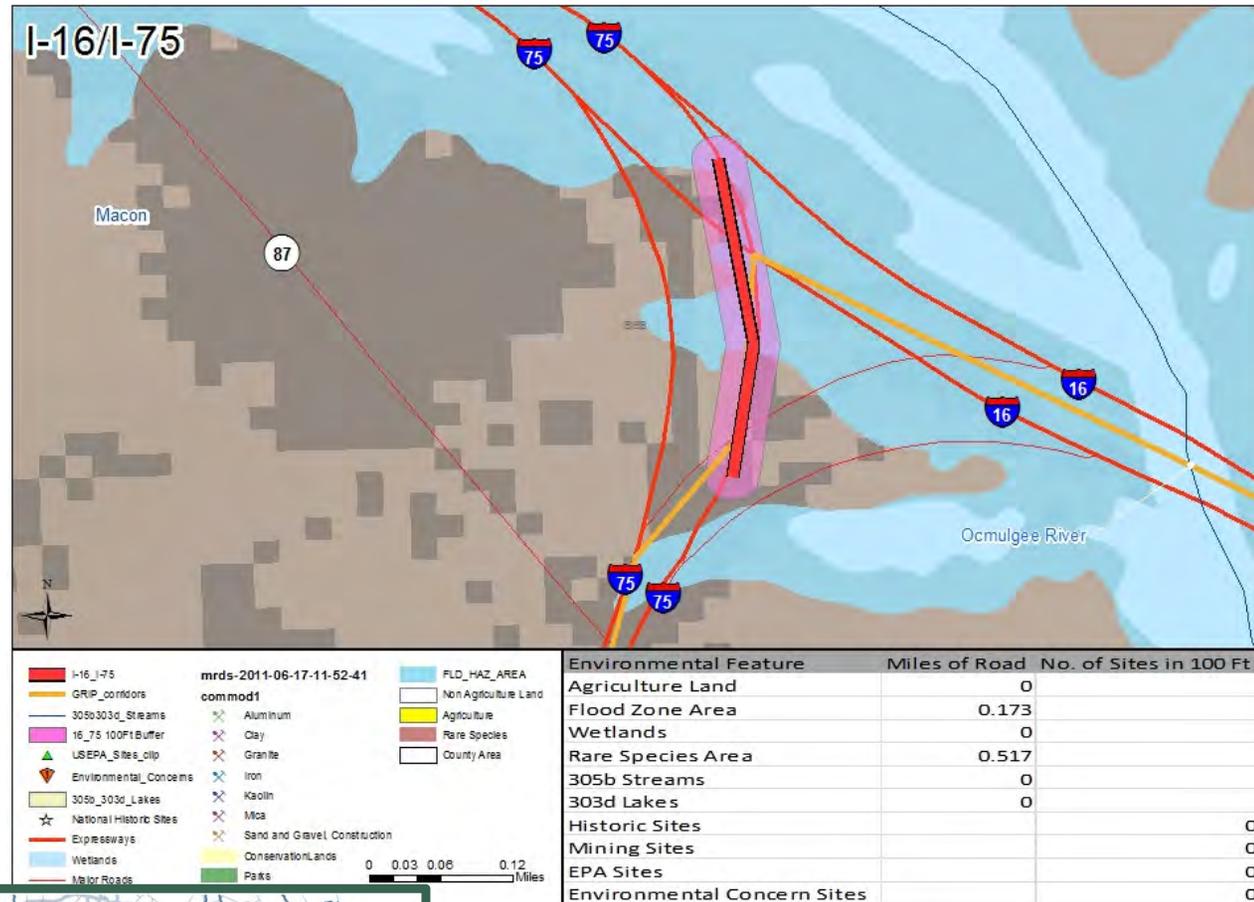
- Length: **1.7 miles**
- 2035 Volume: **62,600 vpd**
- GDOT #: **311410-**
 - Interchange Improvements
 - Currently acquiring ROW
- Part of I-75 S Master Plan

Potential Environmental Concerns

- Rare species area
 - Ocmulgee Skullcap (plant)
 - Fringed Campion (plant)
- Ocmulgee River flood zone

Recommendation

- Reconstruct Interchange
- Cost: **\$164.5 M (CST)**



Bibb Co.
Character Area 3
Congressional District 02

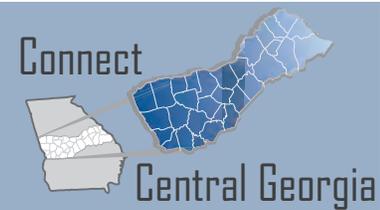
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	High

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

I-16 / I-75 (Bibb) Segment 3

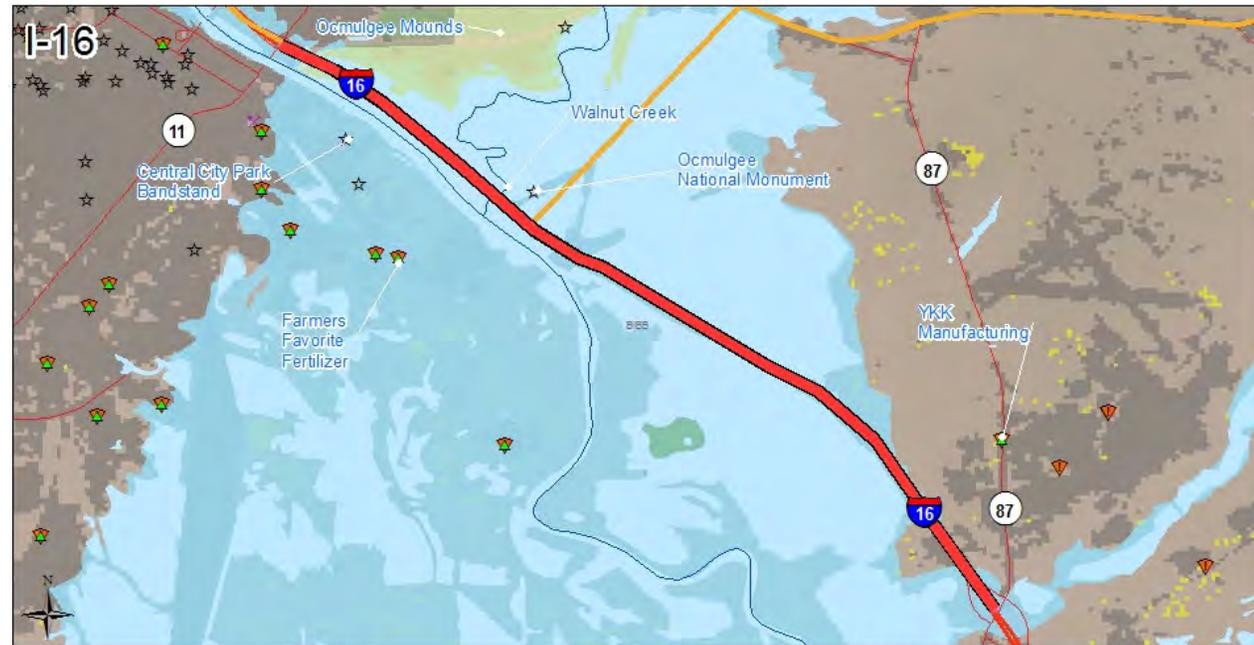


Segment Details

- Length: **4.1 miles**
 - From SR 11 to SR 87
- 2035 Volume: **34,700 vpd**
- 2035 LOS: **E**
- GDOT #: **311000-**
 - 6-lane Interstate
 - Currently acquiring ROW

Potential Environmental Concerns

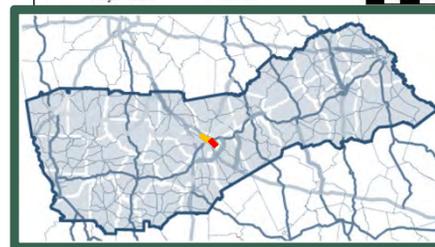
- Ocmulgee River & Walnut Creek flood zone
- Rare species area
 - Yellow Flytrap (plant)
 - Sweet Pitcherplant (plant)
 - Dwarf Waterdog (animal)
- National Historical Sites and Conservational Land in Proximity
 - Central City Park Bandstand
 - Ocmulgee National Monument
 - Ocmulgee Mounds
- USEPA Regulated Facilities in Proximity
 - Farmers Favorite Fertilizer
 - YKK Manufacturing



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0	
Flood Zone Area		7.54	
Wetlands		0	
Rare Species Area		8.2	
305b Streams		0.015	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0

Recommendation

- Widen to 6-Lane Interstate
- Cost: **\$59.7 M (CST)**



Bibb Co.
Character Area 3
Congressional District 02

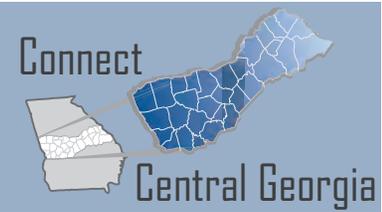
Technical Elements

LOS / Need	Environmental	Cost
High	Moderate	Moderate

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

I-20



Segment Details

- Length: **18.4 miles**
 - From SR 150 to SR 383
- 2035 Volume: **52,400 vpd**
- 2035 LOS: **E**
- GDOT #: **0008345**
 - 6-Lane Interstate
 - No Activities - Long Range

Potential Environmental Concerns

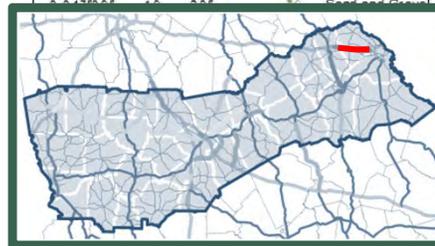
- Rare species area
 - Georgia Aster (plant)
 - Longstem Waterwort (plant)
 - American Pillwort (plant)
 - Wingpod Purslane (plant)
 - Pink Ladyslipper (plant)
- USEPA Regulated Facilities in Proximity
 - Metokote Corp Plant 14 (Metal Coating and Allied Services)
 - Leco Corp (Nonclay Refractory Manufacturing)
- National Historical Site and Conservation Lands in Proximity
 - Carr, Thomas, District
 - Fort Gordon
 - Heggie's Rock Preserve



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land			0
Flood Zone Area		1.7154	
Wetlands		0.054	
Rare Species Area		14.93	
305b Streams		0	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0

Recommendation

- Widen to 6-Lane Interstate
- Cost: **\$268.2 M** (PE / CST)



Columbia/McDuffie Co.
Character Area 5
Congressional District 10/12

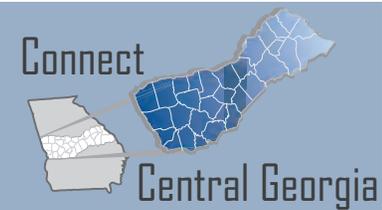
Technical Elements

LOS / Need	Environmental	Cost
High	Low	High

Stakeholder Ranking

Georgia	Study Area	Local
High	High	Medium

I-85 Segment 1

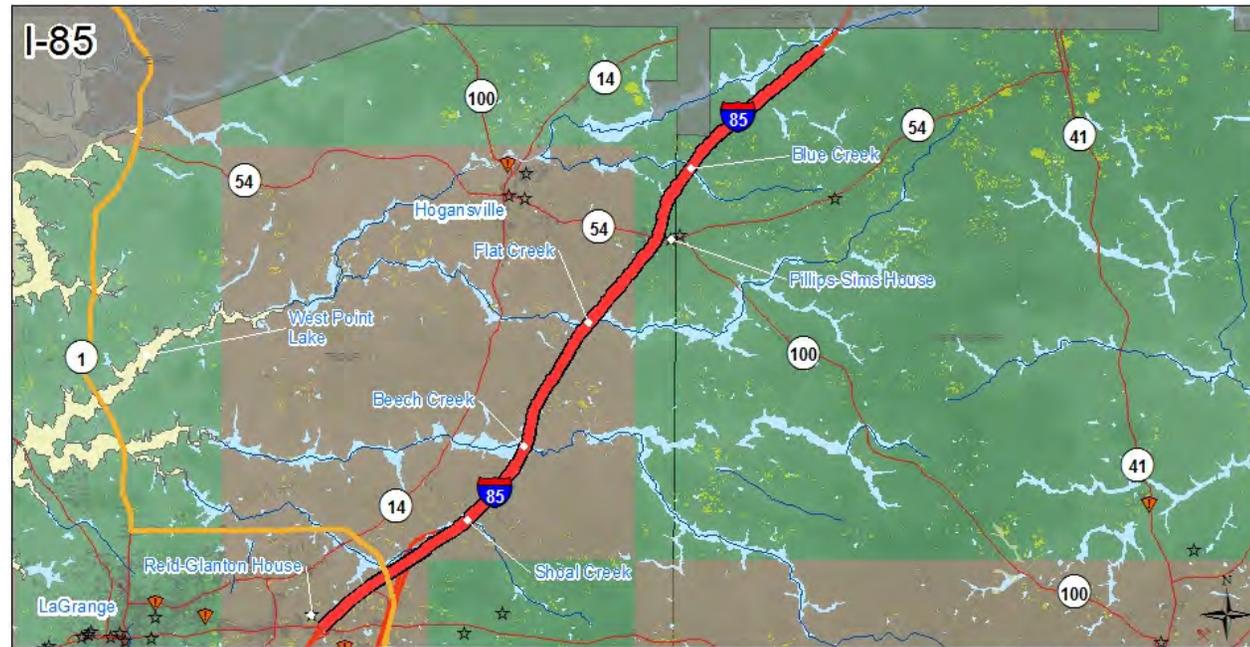


Segment Details

- Length: **15.3 miles**
 - From SR 109 to CR 417 (Meriwether)
- 2035 Volume: **63,800 vpd**
- 2035 LOS: **F**
- GDOT #: **0003246**
 - 6-Lane Interstate
 - Currently under design
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

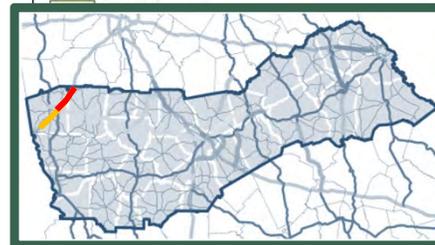
- Rare species area
 - Southern Brook Lamprey (fish)
 - Highscale Shiner (fish)
- Water Bodies and Associated Wetland
 - Shoal Creek
 - Beech Creek
 - Flat Creek
 - Blue Creek
 - Yellowjacket Creek
- National Historical Sites in Proximity
 - Reid-Glanton House
 - Phillips-Sims House



mrd s-2011-06-17-11-52-41		Environmental Feature	
commod1		Miles of Road	No. of Sites in 100 Ft
GRIP_corridors	Aluminum	Agriculture Land	0.013
L_85	Clay	Flood Zone Area	0
USEPA_Sites_dip	Granite	Wetlands	0.049
Environmental_Concerns	Iron	Rare Species Area	19.214
National_Historic_Sites	Kaolin	305b Streams	0.033
305b303d_Streams	Mica	303d Lakes	0
Major_Roads	Sand and Gravel, Construction	Historic Sites	0
Expressways		Mining Sites	0
L_85_100Ft_Buffer		EPA Sites	0
		Environmental Concern Sites	0

Recommendation

- Widen to 6-Lane Interstate
- Cost: **\$81.1 M (CST)**



Troup/Meriwether Co.
Character Area 1
Congressional District 03

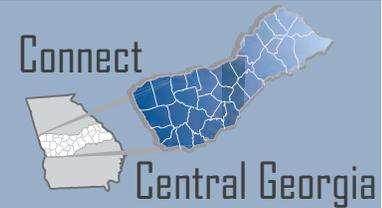
Technical Elements

LOS / Need	Environmental	Cost
High	Low	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	Medium

I-85 Segment 2

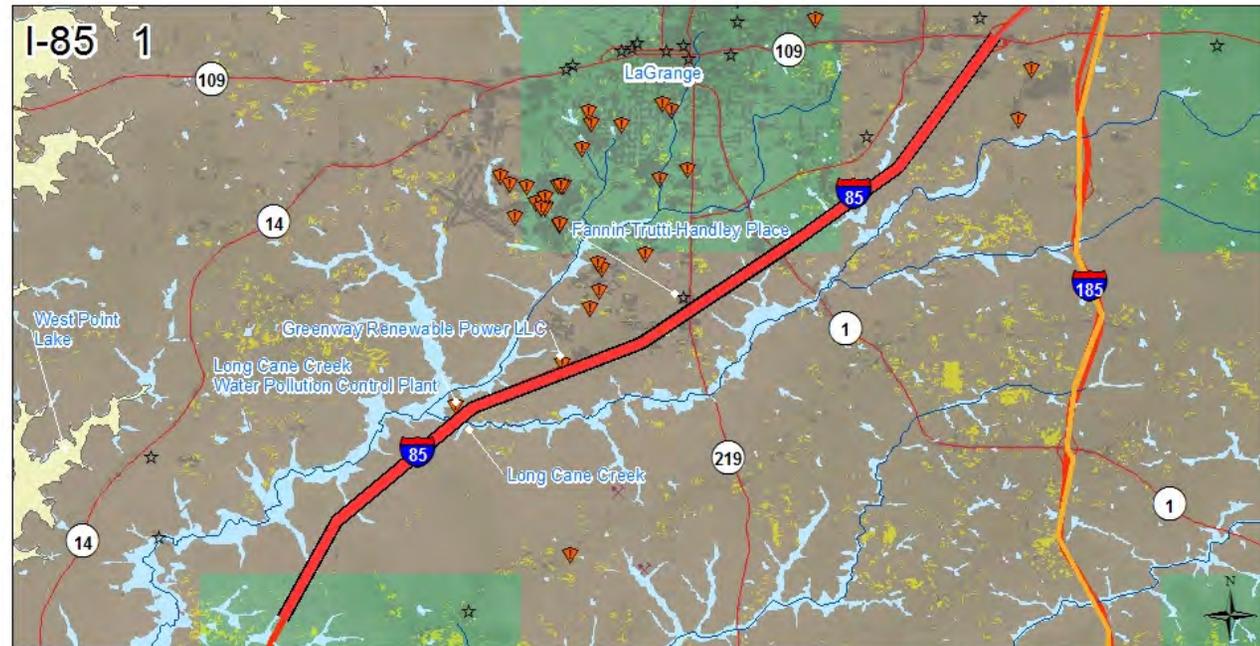


Segment Details

- Length: **11.5 miles**
 - From Kia Blvd to SR 109
- 2035 Volume: **53,800 vpd**
- 2035 LOS: **E**
- Identified in Freight & Logistics Plan

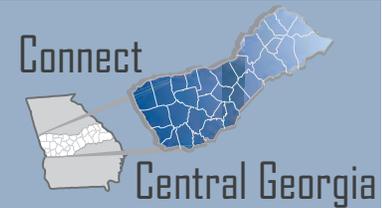
Potential Environmental Concerns

- Rare species area
 - Southern Brook
 - Lamprey
 - Highscale Shiner
 - Lamance Iris
- Water Bodies and Associated Wetland
 - Long Cane Creek
 - Blue John Creek
- National Historical Sites in Proximity
 - Fannin Trutti-Handley Place



mrd-s-2011-06-17-11-52-41		Environmental Feature	
commod1		Miles of Road	No. of Sites in 100 Ft
■ I-85_1	✕ Aluminum	Agriculture Land	0.013
■ GRIP_corridors	✕ Clay	Flood Zone Area	0
▲ USEPA_Sites_dip	✕ Granite	Wetlands	0.049
▲ Environmental_Concerns	✕ Iron	Conservation Lands	
★ National_Historic_Sites	✕ Kaolin	Non Agriculture Land	
— 305b303d_Streams	✕ Mica	Agriculture	
— Major_Roads	✕ Sand and Gravel, Construction	Non Agriculture Land	
— Expressways		Conservation Lands	
■ L_85_100Ft_Buffer		Non Agriculture Land	
		Agriculture	
		Rare Species	
		County Area	
		Study Boundary	
		FLD_HAZ_AREA	
		Wetlands	
		Conservation Lands	
		Non Agriculture Land	
		Agriculture	
		Rare Species	
		County Area	
		Study Boundary	
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		Rare Species	
		County Area	
		Study Boundary	
		FLD_HAZ_AREA	
		Wetlands	
		Conservation Lands	

US 27/I-185 Connection



Segment Details

- Length: **5.6 miles**
 - From US 27 to I-85 / I-185
- 2035 Volume: *TBD*
- **GRIP Corridor**
- New Connection
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

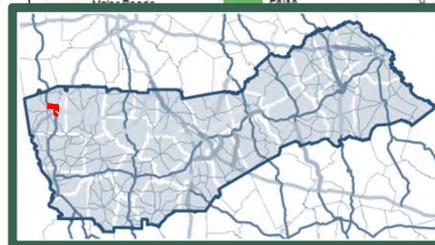
- Rare species area
 - Highscale Shiner (fish)
 - Southern Brook Lamprey (fish)
- Shoal Creek and associated wetland

Recommendation

- Construct new 4-Lane Limited Access Facility
- Cost: **\$106.3 M** (PE, ROW, CST)



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	0.083	
Flood Zone Area	0	
Wetlands	0.343	
Rare Species Area	4.018	
305b Streams	0.019	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0



Troup Co.
Character Area 1
Congressional District 03

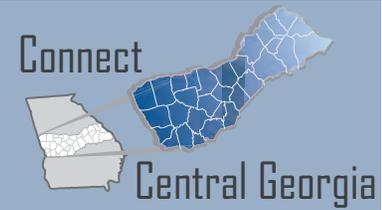
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	High / Medium

SR 15 Segment 1



Segment Details

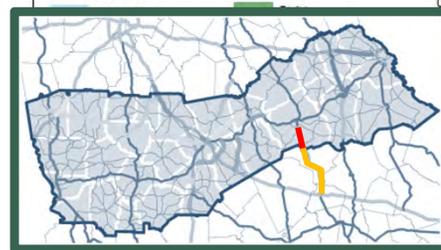
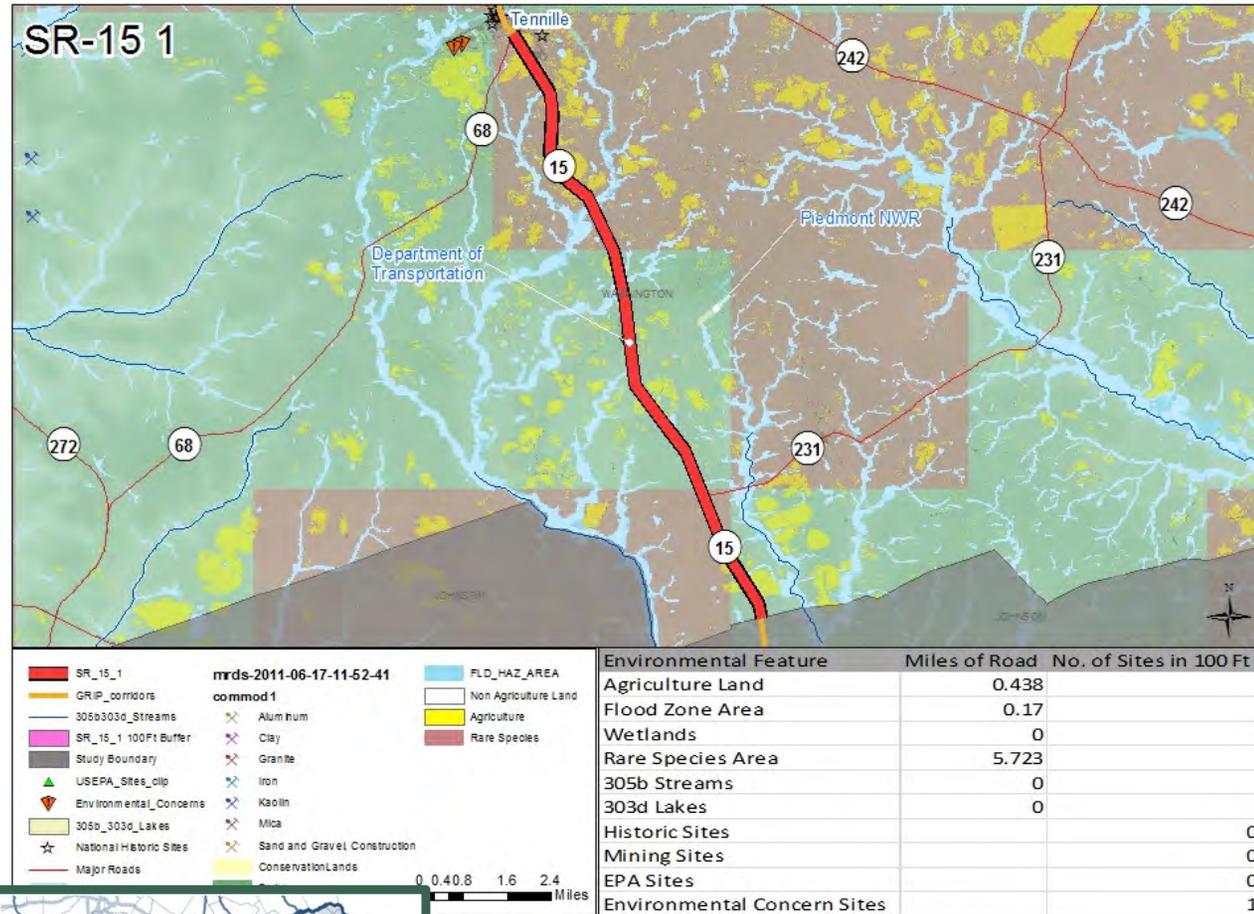
- Length: **11.5 miles**
 - From SR 88 to S of SR 231
- 2035 Volume: **5,400 vpd**
- 2035 LOS: **D**
- **GRIP Corridor**

Potential Environmental Concerns

- Rare Species Area
 - Pineland Barbara Buttons (plant)
 - Spotted Turtle (animal)
- Ochoopee River Flood Zone
- USEPA Regulated Facility in Proximity
 - Department of Transportation, Tennille, GA
- Conservation Land in Proximity
 - Piedmont National Wildlife Refuge

Recommendation

- Passing lanes, localized improvements
- Cost: **\$13.3 M** (PE, ROW, CST)



Washington/Johnson Co.
Character Area 4 / Outside Study Area
Congressional District 10

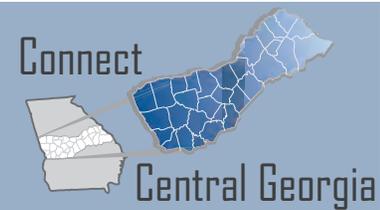
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Low

Stakeholder Ranking

Georgia	Study Area	Local
Low	Low	Low

SR 15 Segment 2



Segment Details

- Length: **27.9 miles**
 - From S of SR 231 to I-16
- 2035 Volume: **4,300 vpd**
- 2035 LOS: **C+**
- **GRIP Corridor**

Potential Environmental Concerns

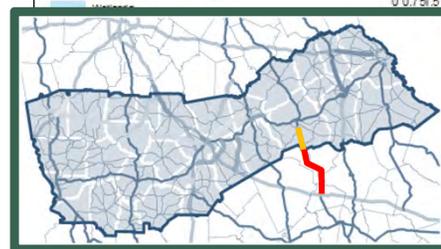
- Ochoopee River and associated flood zone
- Rare Species Area
 - Pineland Barbara Buttons (plant)
 - Southern Hognose Snake (animal)
 - Yellow Flytrap (plant)
 - Flame Flower (plant)
 - Snowy Orchid (plant)
 - Hooded Pitcherplant (plant)
 - Spotted Turtle (animal)
- USEPA Regulated Facilities in Proximity
 - Helena Chemical Co.
 - Cavalier Industries Inc Adrian Homes Div. (Mobile Home Manufacturing)
- National Historical Site and Conservation Land in Proximity
 - Johnson County Courthouse



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	0.473	0
Flood Zone Area	1.166	0
Wetlands	0	0
Rare Species Area	18.055	0
305b Streams	0.056	0
303d Lakes	0	0
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0

Recommendation

- Passing lanes, localized improvements
- Cost: **\$13.6 M** (PE, ROW, CST)



Johnson/Emanuel/Treutlen Co.
Outside Study Area
Congressional District 10/12

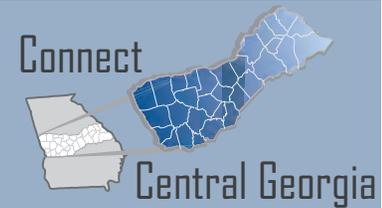
Technical Elements

LOS / Need	Environmental	Cost
Low	Moderate	Low

Stakeholder Ranking

Georgia	Study Area	Local
Low	Low	Low

US 1 / SR 17 S Segment 1



Segment Details

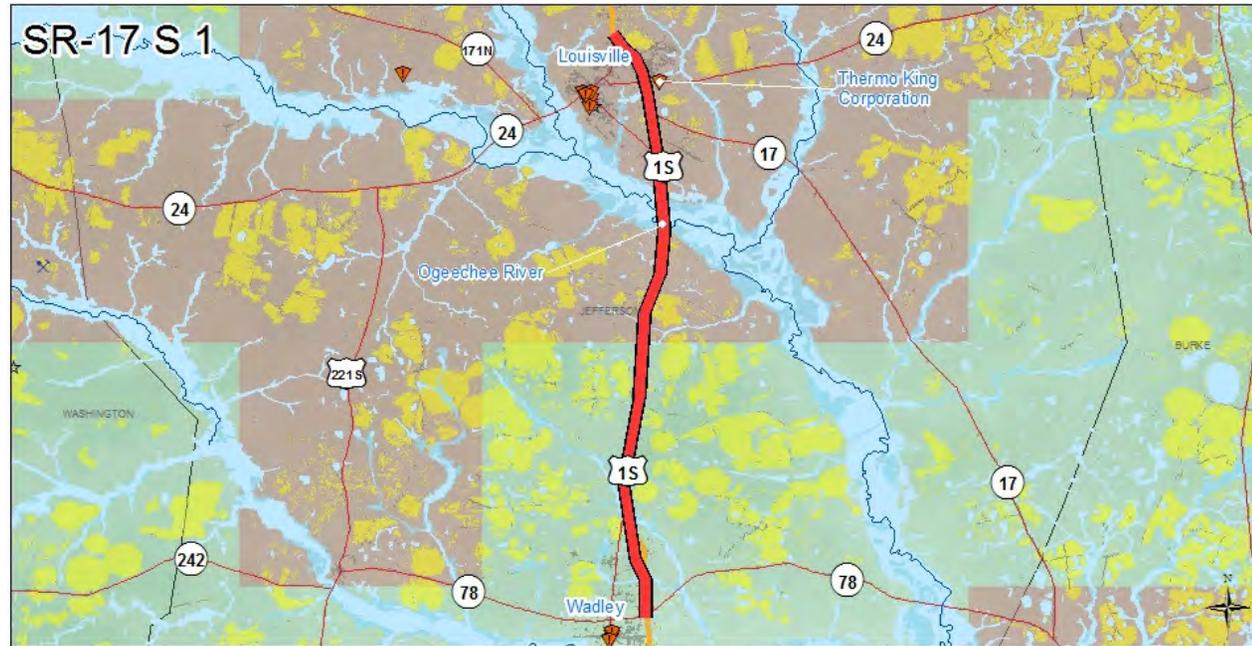
- Length: **10.6 miles**
 - From Wadley Bypass to Louisville Bypass
- 2035 Volume: **7,000 vpd**
- 2035 LOS: **C+**
- GDOT #: **222120-**
 - 4-Lane Divided Highway
 - Under Environmental Study
- TIA: **RC07-000046**
- **GRIP Corridor**

Potential Environmental Concerns

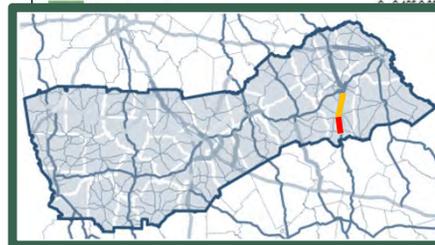
- Ogeechee River and Associated Wetland and Flood Zone
- USEPA Regulated Facility in Proximity
 - Thermo King Corp. (Refrigeration and Heating Equipment Manufacturing)
- Rare Species Area
 - Sweet Pitcherplant (plant)
- Agriculture Land and Greenspace

Recommendation

- Project now considered E+C due to TIA passing in Central Savannah River Area RC



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.004	
Flood Zone Area		0.269	
Wetlands		0.016	
Rare Species Area		5.8	
305b Streams		0.052	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0



Jefferson Co.
Character Area 4
Congressional District 10

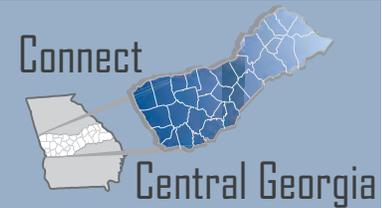
Technical Elements

LOS / Need	Environmental	Cost
Low	Moderate	N/A

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	Medium

US 1 / SR 17 S Segment 2



Segment Details

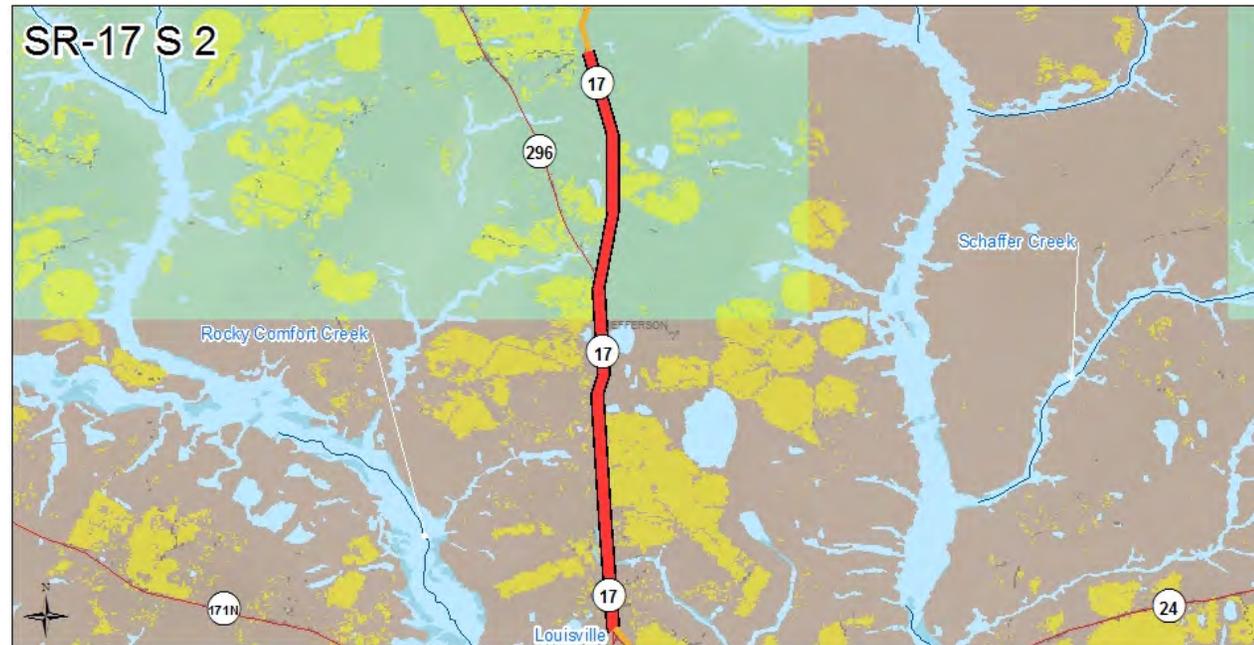
- Length: **6.0 miles**
 - From Louisville Bypass to CR 138 / Mennonite Church Rd
- 2035 Volume: **6,900 vpd**
- 2035 LOS: **C+**
- GDOT #: **222160-**
 - 4-Lane Divided Highway
 - Under Environmental Study
- **GRIP Corridor**

Potential Environmental Concerns

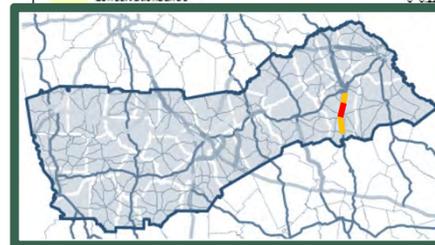
- Rare Species Area
 - Sweet Pitcherplant (plant)
- Agriculture Land and Green Space

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$24.8 M** (ROW / CST)



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.142	
Flood Zone Area		0.025	
Wetlands		0	
Rare Species Area		3.115	
305b Streams		0	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0



Jefferson Co.
Character Area 4
Congressional District 10

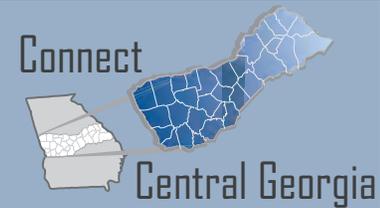
Technical Elements

LOS / Need	Environmental	Cost
Low	Low	Low

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	Medium

US 1 / SR 17 S Segment 3

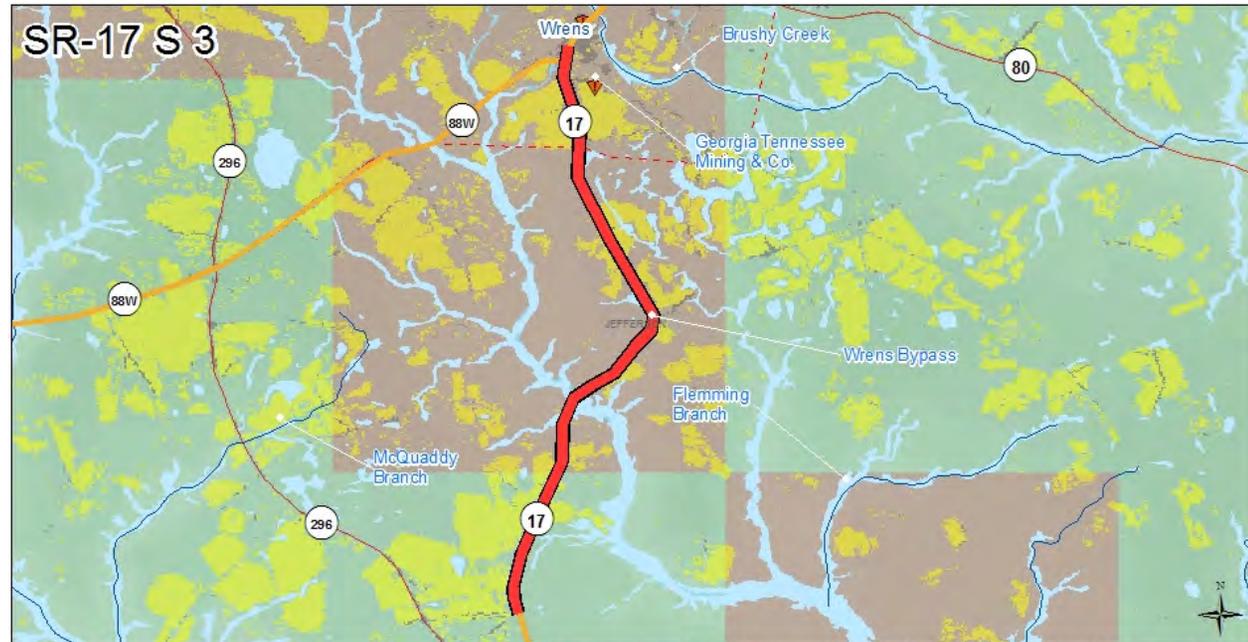


Segment Details

- Length: **6.7 miles**
 - From CR 138 / Mennonite Church Rd to SR 88
- 2035 Volume: **6,600 vpd**
- 2035 LOS: **C+**
- GDOT #: **222170-**
 - 4-Lane Divided Highway
 - Under Environmental Study
- **GRIP Corridor**

Potential Environmental Concerns

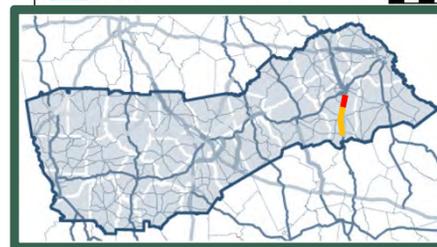
- Rare Species Area
 - Dwarf Waterdog (animal)
- USEPA Regulated Facility in Proximity
 - Georgia Tennessee Mining & Co.
- Water Bodies and Associated Wetland and Flood Zone
 - Brushy Creek
 - Flemming Branch
- Agricultural Land



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	0.068	
Flood Zone Area	0.088	
Wetlands	0.038	
Rare Species Area	5.167	
305b Streams	0	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$51.8 M** (ROW / CST)



Jefferson Co.
Character Area 4
Congressional District 10

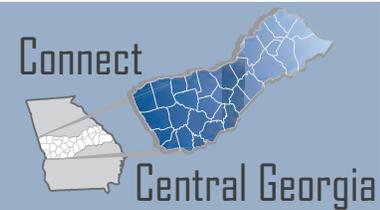
Technical Elements

LOS / Need	Environmental	Cost
Low	Low	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	Medium

SR 17 N Segment 1



Segment Details

- Length: **4.5 miles**
 - From SR 296 to CR 59 / Quaker Rd
- 2035 Volume: **4,300 vpd**
- 2035 LOS: **C+**
- GDOT #: **222520-**
 - 4-Lane Divided Highway
 - Under Environmental Study
- **GRIP Corridor**

Potential Environmental Concerns

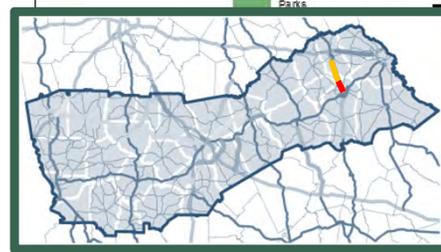
- Rare Species Area
 - Dwarf Waterdog (animal)
- USEPA Regulated Facility in Proximity
 - Southern Natural Gas(Pipeline Transportation of Natural Gas)
- Wetland and Agriculture Land

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$23.2 M** (ROW / CST)



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.006	
Flood Zone Area		0	
Wetlands		0	
Rare Species Area		2.31	
305b Streams		0	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			1



Jefferson/Warren Co.
Character Area 4
Congressional District 10

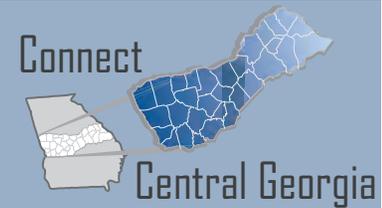
Technical Elements

LOS / Need	Environmental	Cost
Low	Moderate	Low

Stakeholder Ranking

Georgia	Study Area	Local
Low	Low	Medium

SR 17 N Segment 2



Segment Details

- Length: **11.3 miles**
 - From CR 311 / Wire Rd to SR 296
- 2035 Volume: **6,000 vpd**
- 2035 LOS: **C+**
- GDOT #: **222590-**
 - 4-Lane Divided Highway
 - Under Environmental Study
- **GRIP Corridor**

Potential Environmental Concerns

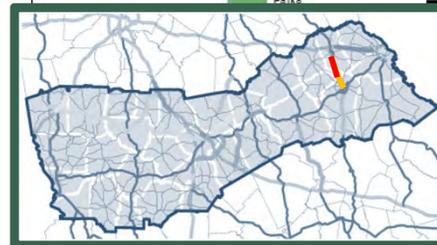
- Water Bodies and Associated Wetland and Flood Zone
 - Sweetwater Creek
 - Reedy Creek
- Rare Species Area
 - Southern Hognose Snake (animal)

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$48.8 M** (ROW / CST)



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.29	
Flood Zone Area		0.111	
Wetlands		0	
Rare Species Area		1.394	
305b Streams		0.021	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0



Warren/McDuffie Co.
Character Area 5
Congressional District 10

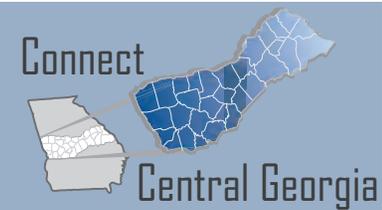
Technical Elements

LOS / Need	Environmental	Cost
Low	Low	Low

Stakeholder Ranking

Georgia	Study Area	Local
Low	Low	Medium

SR 18 Segment 2



Segment Details

- Length: **13.2 miles**
 - From US 80 to SR 57
- 2035 Volume: **1,500 vpd**
- 2035 LOS: **C+**

Potential Environmental Concerns

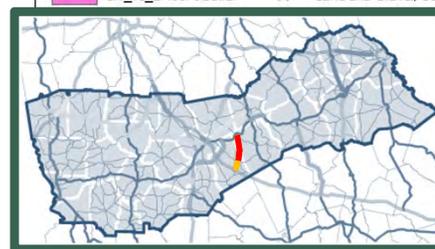
- Big Sandy Creek and Associated Flood Zone and Wetland

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$121.1 M** (PE, ROW, CST)



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0	
Flood Zone Area		0.063	
Wetlands		0.022	
Rare Species Area		0	
305b Streams		0	
303d Lakes		0	
Historic Sites		0	
Mining Sites		0	
EPA Sites		0	
Environmental Concern Sites		0	



Twiggs/Wilkinson Co.
Character Area 3/4
Congressional District 08

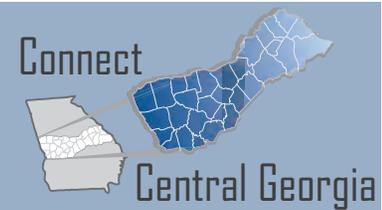
Technical Elements

LOS / Need	Environmental	Cost
Low	Low	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	Medium

SR 36 Segment 1

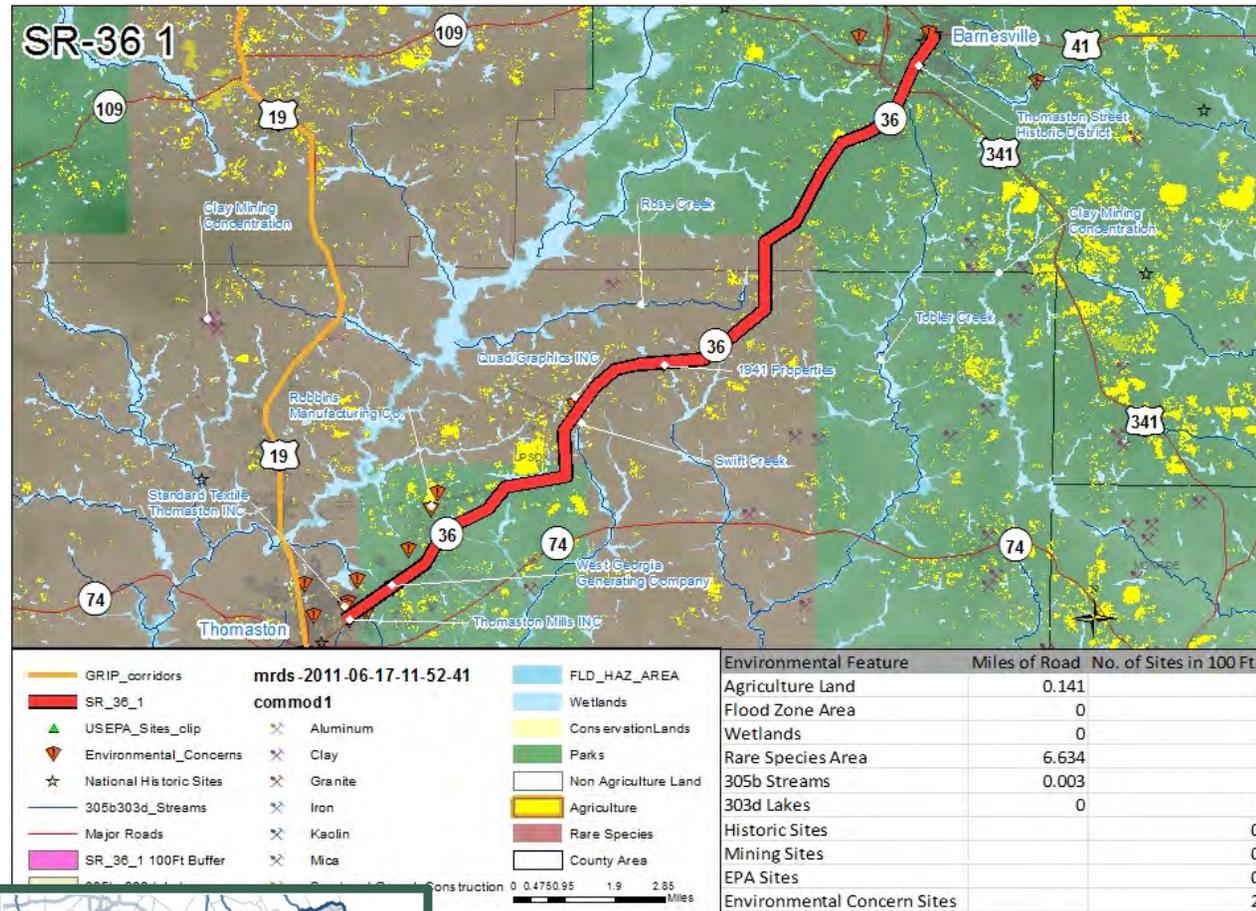


Segment Details

- Length: **16.3 miles**
 - From SR 74 to US 41
- 2035 Volume: **7,900 vpd**
- 2035 LOS: **D**
- TIA #: **RC04-000168 (Failed)**

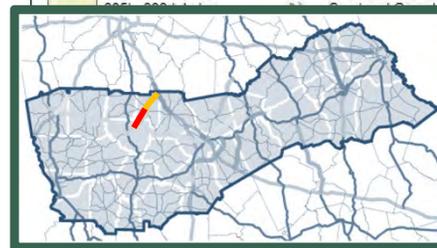
Potential Environmental Concerns

- Water Bodies and Associated Wetland and Flood Zone
 - Swift Creek
 - Dye Branch
 - Rose Creek
- Rare Species Area
 - Highscale Shiner (fish)
 - Chaffseed (plant)
 - Southern Elktoe (animal)
 - Bluestripe Shiner (fish)
- USEPA Regulated Facilities in Proximity
 - 1941 Properties (Heating Equipment Manufacturing)
 - West Georgia Generating Company (Fossil Fuel Electric Power Generation)
 - Quad/Graphics Inc (commercial printing, lithographic)
 - Standard Textile Thomaston Inc (Broadwoven Fabric Mills)



Recommendation

- Passing lanes, localized Improvements
- Cost: **\$13.3 M** (PE, ROW, CST)



Upson/Lamar Co.
Character Area 2
Congressional District 03

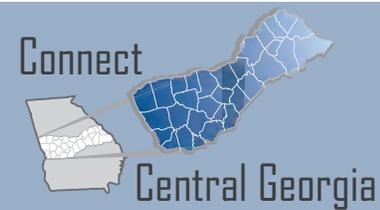
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Low

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	High

SR 36 Segment 2

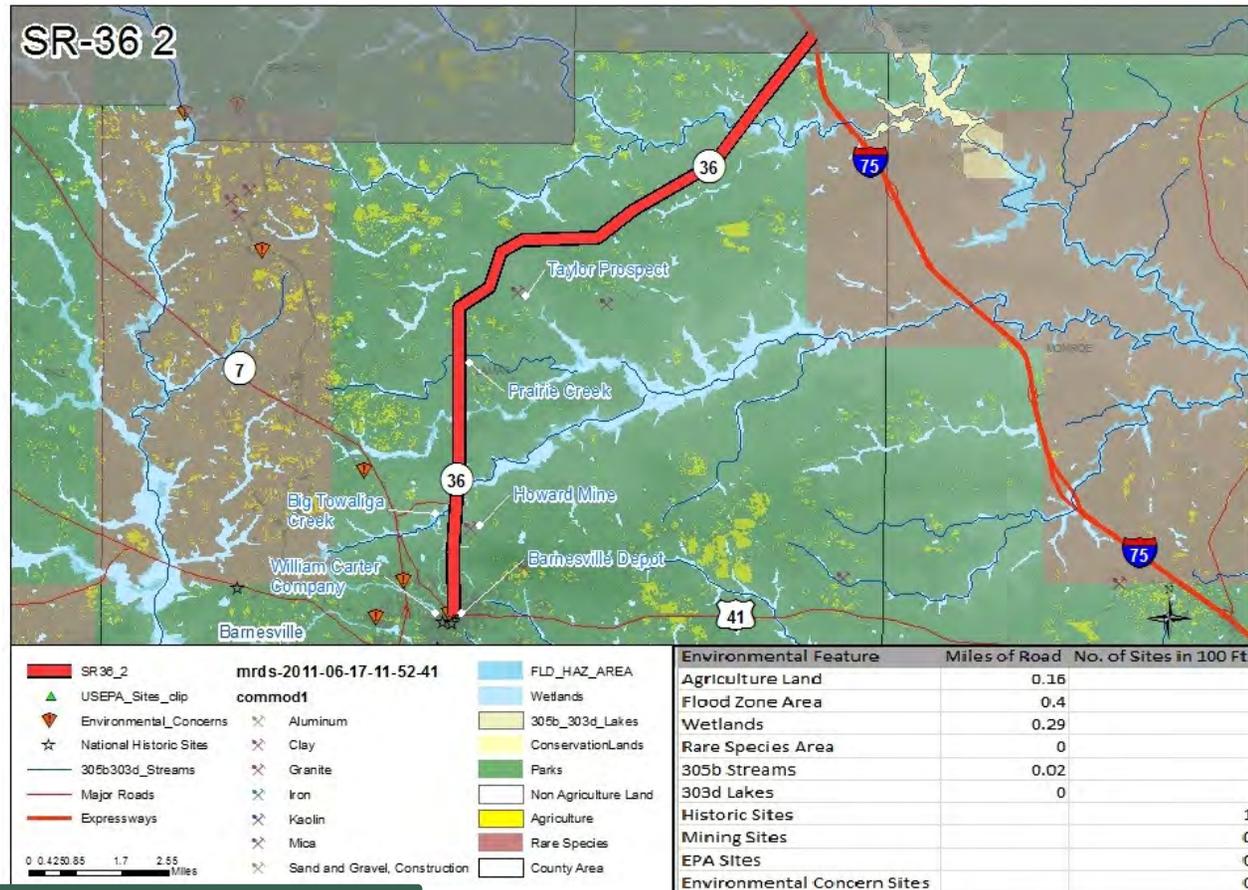


Segment Details

- Length: **13.4 miles**
 - From US 41 to I-75
- 2035 Volume: **4,900 vpd**
- 2035 LOS: **C+**
- TIA #: **RC04-000168 (Failed)**

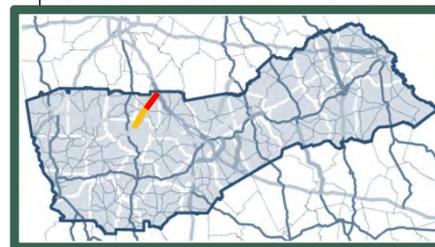
Potential Environmental Concerns

- Water Bodies and Associated Flood Zone
 - Big Towaliga Creek
 - Prairie Creek
 - Buck Creek
- USEPA Regulated Facility in Proximity
 - William Carter Company
- National Historical Sites in Proximity
 - Lamar County Courthouse
 - Carnegie Library of Barnesville



Recommendation

- Passing lanes, localized improvements
- Cost: **\$13.6 M** (PE, ROW, CST)



Lamar Co.
Character Area 2/3
Congressional District 03

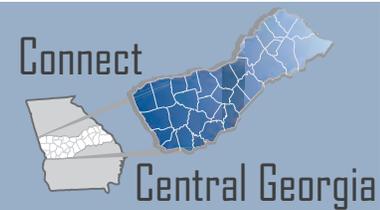
Technical Elements

LOS / Need	Environmental	Cost
Low	Low	Low

Stakeholder Ranking

Georgia	Study Area	Local
Medium	Medium	High

SR 44 Segment 1



Segment Details

- Length: **10.1 miles**
 - From Gray Bypass to Mathis Rd
- 2035 Volume: **6,300 vpd**
- 2035 LOS: **D**
- GDOT #: **0001040**
 - 4-Lane Divided Highway
 - No Activities - Long Range

Potential Environmental Concerns

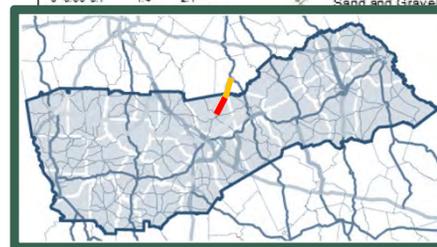
- Conservation Land in Proximity
 - Oconee National Forest

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$49.3 M** (PE / ROW / CST)



Legend		Environmental Feature	
SR_44_1	mrds-2011-06-17-11-52-41	FLD_HAZ_AREA	Miles of Road
USEPA_Sites_clip	commod1	Wetlands	No. of Sites in 100 Ft
Environmental_Concerns	Aluminum	ConservationLands	Agriculture Land 0.067
National_Historic_Sites	Clay	Parks	Flood Zone Area 0.036
305b303d_Streams	Granite	Non Agriculture Land	Wetlands 0
Major_Roads	Iron	Agriculture	Rare Species Area 0
305b_303d_Lakes	Kaolin	Rare Species	305b Streams 0
SR_44_1_100Ft_Buffer	Mica	County Area	303d Lakes 0
	Sand and Gravel Construction	Study Boundary	Historic Sites 0
			Mining Sites 0
			EPA Sites 0
			Environmental Concern Sites 0



Jones Co.
Character Area 4
Congressional District 08

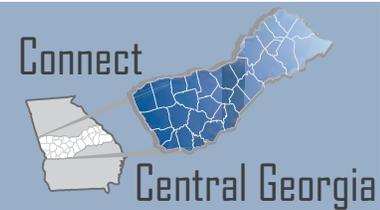
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Low	Low

Stakeholder Ranking

Georgia	Study Area	Local
Low	Medium	Medium

SR 44 Segment 2

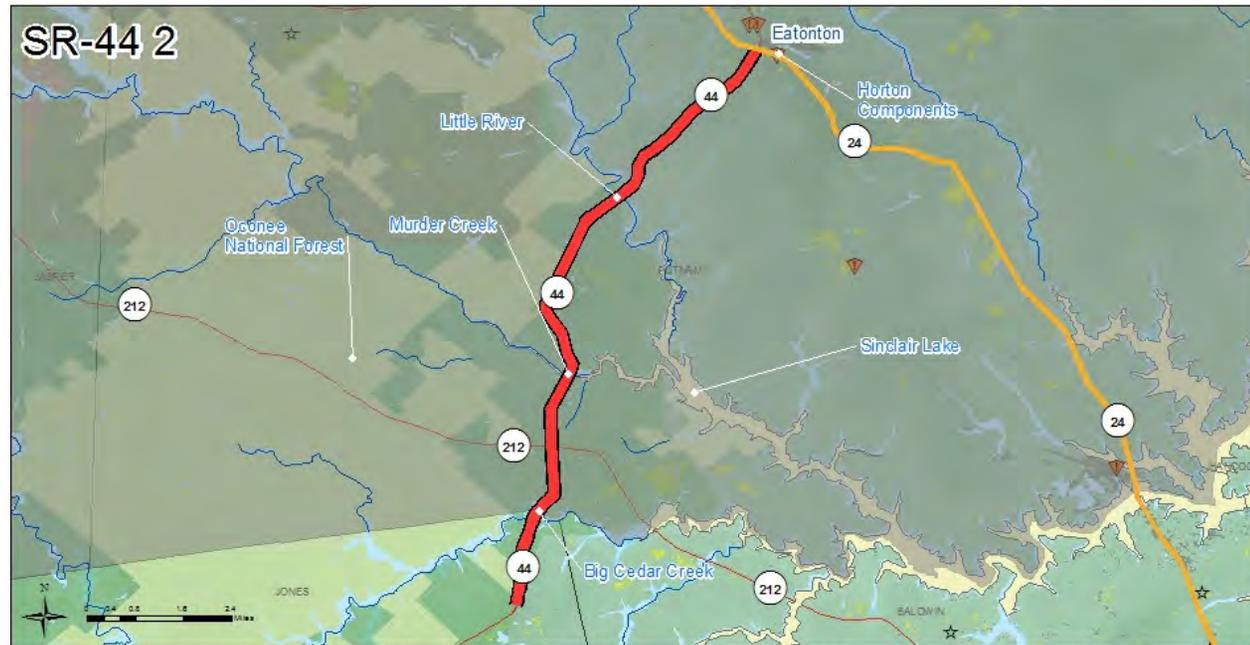


Segment Details

- Length: **10.6 miles**
 - From Mathis Rd to US 29 / US 441
- 2035 Volume: **8,100 vpd**
- 2035 LOS: **D**
- GDOT #: **231620-**
 - 4-Lane Divided Highway
 - Designed – awaiting ROW

Potential Environmental Concerns

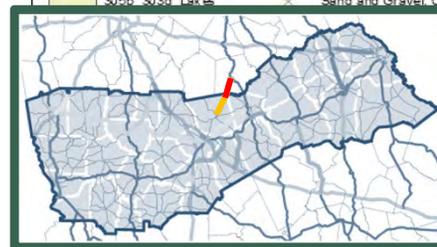
- Water Bodies and Associated Flood Zone and Wetland
 - Little River
 - Murder Creek
 - Big Cedar Creek
 - Sinclair Lake
- Conservation Land in Proximity
 - Oconee National Forest
- USEPA Regulated Facility in Proximity
 - Horton Components (Ready-Mix Concrete Manufacturing)



Legend		Environmental Feature	
GRIP_corridors	SR_44_2	Agriculture Land	0
USEPA_Sites_clip	Environmental_Concerns	Flood Zone Area	0.145
National_Historic_Sites	305b303d_Streams	Wetlands	0.046
SR_44_2_100Ft_Buffer	305b_303d_Lakes	ConservationLands	0
305b_303d_Lakes		Parks	0
		Non Agriculture Land	0.06
		Agriculture	0.032
		Rare Species	0
		County Area	0
		Study Boundary	0
		Environmental Concern Sites	0

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$41.3 M** (ROW / CST)



Jones/Putnam Co.
Character Area 4 / Outside Study Area
Congressional District 08/10

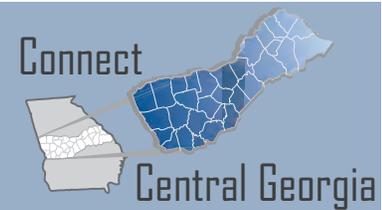
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Low

Stakeholder Ranking

Georgia	Study Area	Local
Low	Medium	Medium

SR 49 Segment 1



Segment Details

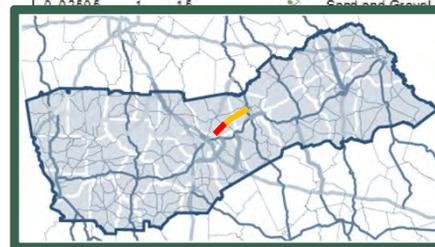
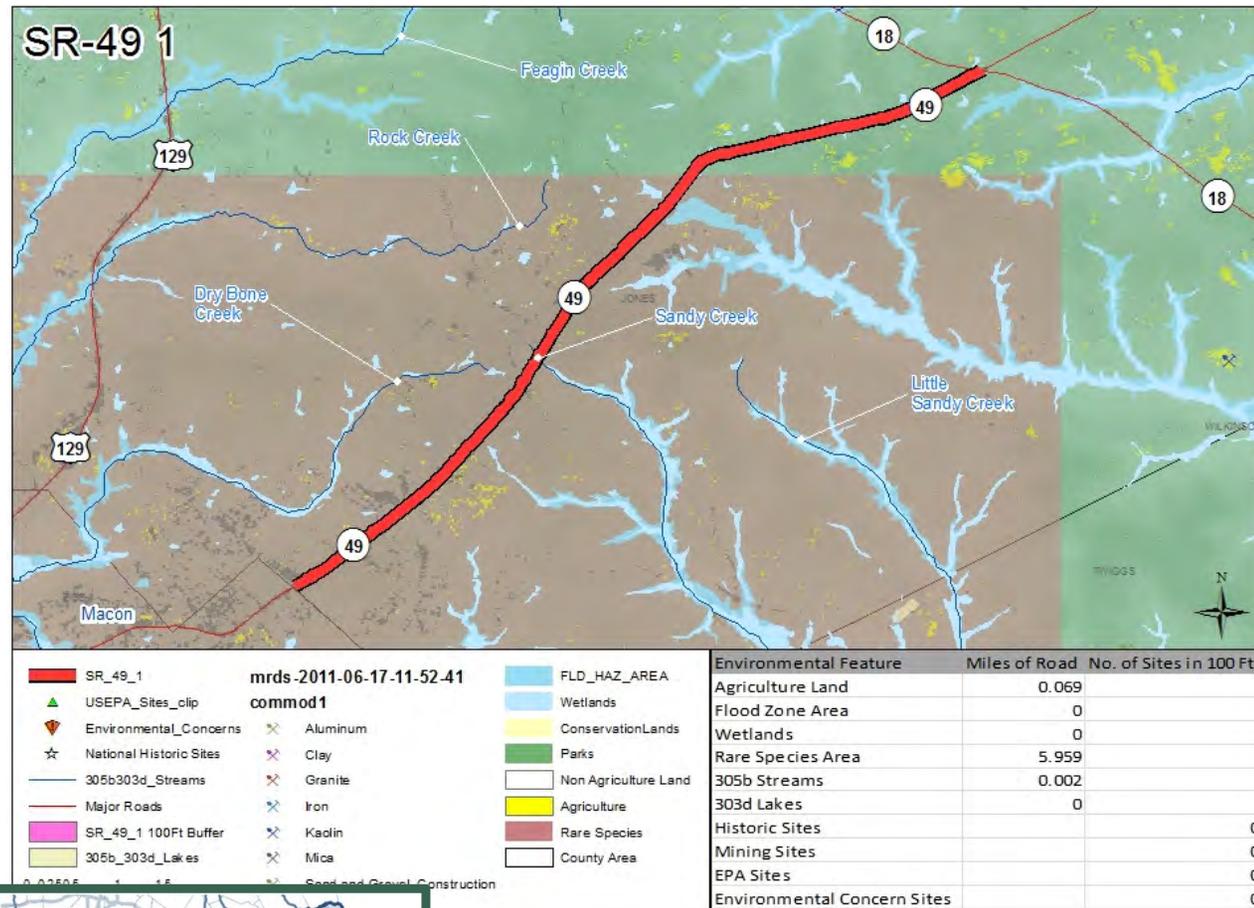
- Length: **8.8 miles**
 - From Griswoldeville Rd to SR 18
- 2035 Volume: **8,100 vpd**
- 2035 LOS: **D \ E**
- GDOT #: **332450-**
 - 4-Lane Divided Highway
 - No Activities - Long Range

Potential Environmental Concerns

- Sandy Creek
- Rare Species Area
 - Yellow Flytrap
 - Sweet Pitcherplant
 - Goldstripe Darter
 - Big Spicebush
 - Indian Olive

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$105.0 M** (PE / ROW / CST)



Jones Co.
Character Area ¾
Congressional District 08

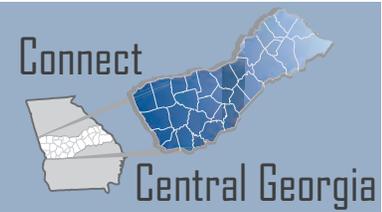
Technical Elements

LOS / Need	Environmental	Cost
Moderate\High	Low	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Medium	High / Medium	High

SR 49 Segment 2



Segment Details

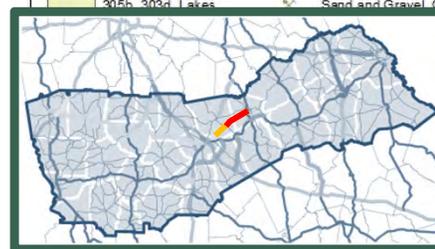
- Length: **12.9 miles**
 - From SR 18 to Felton Rd
- 2035 Volume: **8,800 vpd**
- 2035 LOS: **E**

Potential Environmental Concerns

- Commissioner Creek and Associated Flood Zone
- National Historical Site in Proximity
 - Samuel Rockwell House

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$135.8 M** (PE, ROW, CST)



Jones/Baldwin Co.
Character Area 4
Congressional District 08/10

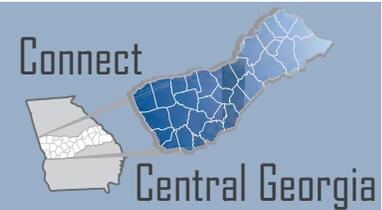
Technical Elements

LOS / Need	Environmental	Cost
High	Low	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Medium	High / Medium	High

SR 96 Segment 1



Segment Details

- Length: **7.6 miles**
 - From SR 49 to SR 96
- 2035 Volume: *TBD*
- New Connection

Potential Environmental Concerns

- Water Bodies and Associated Flood Zone and Wetland
 - Mossy Creek
 - Bay Creek
- Rare Species Area
 - Sailfin Shiner
 - Florida Senna
- National Historical Sites in Proximity
 - Everett Square Historic District
 - Peach County Courthouse

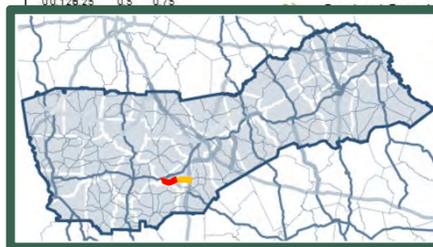
Recommendation

- Construct new 4-Lane Divided Highway
- Cost: **\$31.0 M** (PE, ROW, CST)



Legend		Environmental Feature	
SR96_1	GRIP_corridors	FLD_HAZ_AREA	Agriculture Land
USEPA_Sites_clip	Environmental_Concerns	Wetlands	Flood Zone Area
National_Historic_Sites	305b303d_Lakes	305b_303d_Lakes	Wetlands
305b303d_Streams	Major_Roads	ConservationLands	Rare Species Area
Expressways	Expressways	Parks	305b Streams
		Non Agriculture Land	303d Lakes
		Agriculture	Historic Sites
		Rare Species	Mining Sites
		County Area	EPA Sites
			Environmental Concern Sites

Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	1.34	
Flood Zone Area	0.03	
Wetlands	0.07	
Rare Species Area	7.56	
305b Streams	0.01	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0



Peach Co.
Character Area 3
Congressional District 02

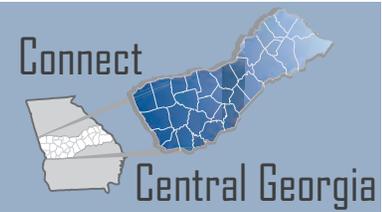
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Low

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High / Medium	High	High

SR 96 Segment 2



Segment Details

- Length: **6.3 miles**
 - From Firetower Rd to Housers Mill Rd
- 2035 Volume: **12,300 vpd**
- 2035 LOS: **E**
- GDOT #: **0008387**
 - 4-Lane Divided Highway
 - No Activities - Long Range

Potential Environmental Concerns

- Water Bodies and Associated Flood Zone and Wetland
 - Mossy Creek
- Rare Species Area
 - Florida Senna
- Agricultural Land and Green space

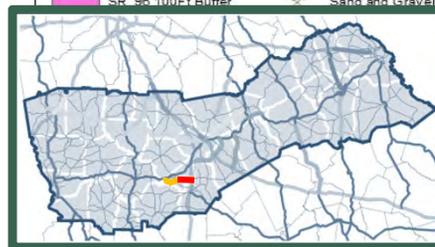
Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$34.7 M** (PE / ROW / CST)



Legend		Environmental Feature	
SR96_2	mrds -2011-06-17-11-52.41	FLD_HAZ_AREA	MILES of Road
GRIP_corridors	commod1	Wetlands	No. of Sites In 100 Ft
USEPA_Sites_clip	Aluminum	305b_303d_Lakes	
Environmental_Concerns	Clay	ConservationLands	
National_Historic_Sites	Granite	Parks	
305b303d_Streams	Iron	Non Agriculture Land	
Major_Roads	Kaolin	Agriculture	
Expressways	Mica	Rare Species	
SR_96_100Ft_Buffer	Sand and Gravel Construction	Rare Species Area	
		County Area	

Environmental Feature	MILES of Road	No. of Sites In 100 Ft
Agriculture Land	0.11	
Flood Zone Area	0.33	
Wetlands	0.04	
Rare Species Area	2.19	
305b Streams	0.01	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0



Peach Co.
Character Area 3
Congressional District 02

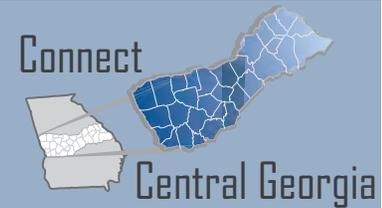
Technical Elements

LOS / Need	Environmental	Cost
High	Moderate	Low

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High / Medium	High	High

SR 109 / SR 74 Segment 1



Segment Details

- Length: **15.9 miles**
 - From I-85 to SR 41
- 2035 Volume: **12,600 vpd**
- 2035 LOS: **E**
- GDOT #: **0008674**
 - Partial coverage
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

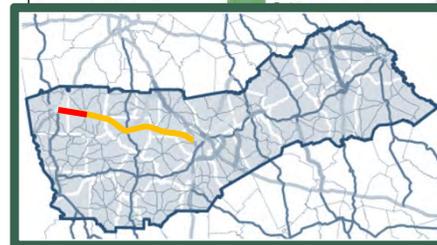
- Rare species area
 - Southern Brook Lamprey (fish)
 - Highscale Shiner (fish)
 - Alexander Rock Aster (plant)
 - Piedmont Blue Burrower (animal)
 - Blacktip Shiner (fish)
- National Historical Sites in Proximity
 - Jones-Florence Plantation
 - Clarkland Farms
 - Mays-Boddie House
 - Hill, Hiram Warner House



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.076	
Flood Zone Area		0	
Wetlands		0	
Rare Species Area		11.982	
305b Streams		0	
303d Lakes		0	
Historic Sites			2
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$146.6 M** (PE, ROW, CST)



Troup/Meriwether Co.
Character Area 1
Congressional District 03

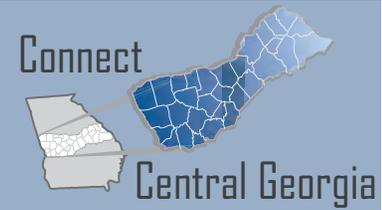
Technical Elements

LOS / Need	Environmental	Cost
High	Moderate	Moderate

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

SR 109 / SR 74 Segment 2

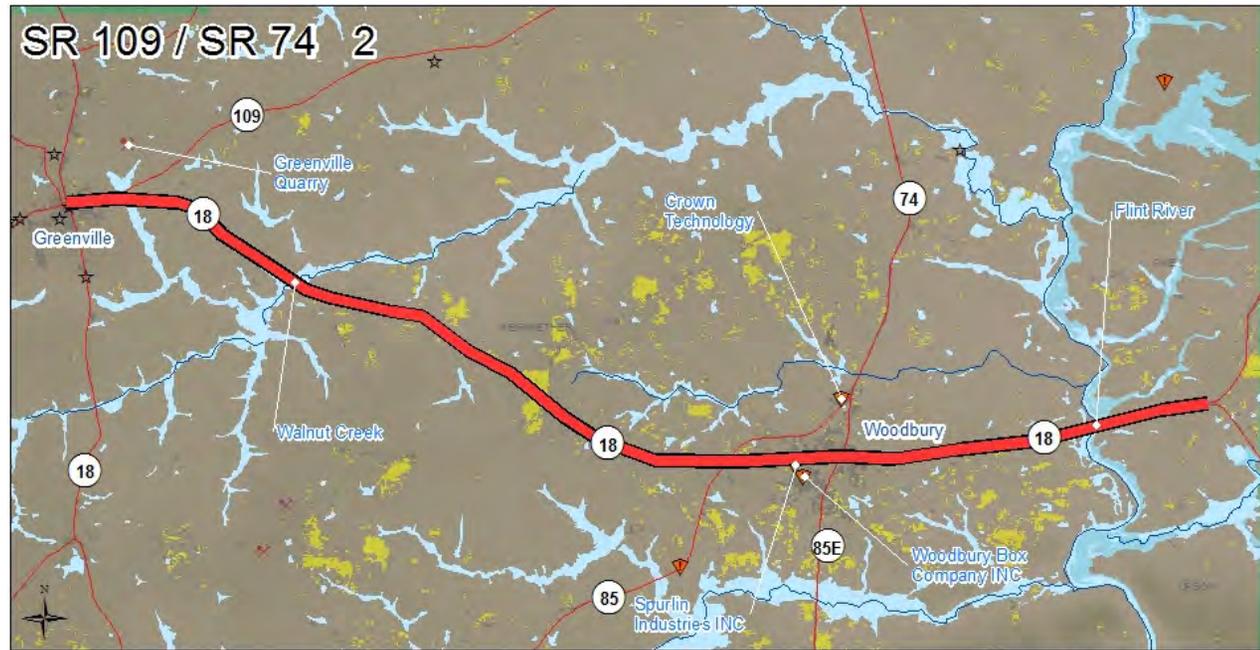


Segment Details

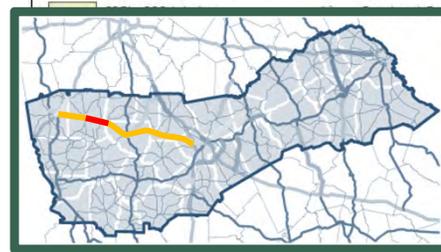
- Length: **13.0 miles**
 - From SR 41 to SR 18
- 2035 Volume: **10,700 vpd**
- 2035 LOS: **E / D**
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

- Rare species area
 - Highscale Shiner (fish)
 - Pool Sprite (plant)
 - Alexander Rock Aster (plant)
 - Dwarf Pipewort (plant)
 - Creeping Smallflower Seedbox (plant)
 - Harper Yellow-eyed Grass (plant)
 - Southern Elktoe (animal)
 - Bluestripe Shinner (fish)
 - Delicate Spike (animal)
 - Barbour's Map Turtle (animal)
- Water Bodies and Associated Flood Zone and Wetland
 - Flint River
 - Walnut Creek
- USEPA Regulated Facilities in Proximity
 - Spurlin Industries Inc (Plastics Plumbing Fixture Manufacturing)
 - Woodbury Box Company Inc
- National Historical Sites in Proximity
 - Greenville Historical District



Legend		Environmental Feature Summary	
MaconLagrange_2	USEPA_Sites_clip	FLD_HAZ_AREA	Miles of Road
Environmental_Concerns	National Historic Sites	Wetlands	No. of Sites in 100 Ft
305b303d_Streams	Major Roads	ConservationLands	Agriculture Land: 0.019
Expressways	MaconLagrange2 100Ft Buffer	Parks	Flood Zone Area: 0.106
mrds-2011-06-17-11-52-41	commod1	Non Agriculture Land	Wetlands: 0.065
Aluminum	Clay	Agriculture	Rare Species Area: 13.077
Granite	Iron	Rare Species	305b Streams: 0
Kaolin	Mica	County Area	303d Lakes: 0
Mica			Historic Sites: 0
			Mining Sites: 0
			EPA Sites: 0
			Environmental Concern Sites: 0



Meriwether/Pike Co.
Character Area 2
Congressional District 03

Recommendation

- Widen to 4-Lane Divided Highway
- Cost: **\$154.6 M** (PE, ROW, CST)

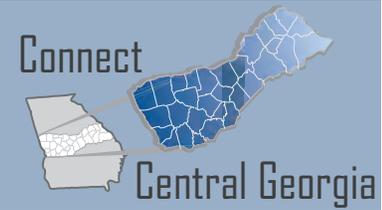
Technical Elements

LOS / Need	Environmental	Cost
Moderate/High	Moderate	High

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

SR 109 / SR 74 Segment 3

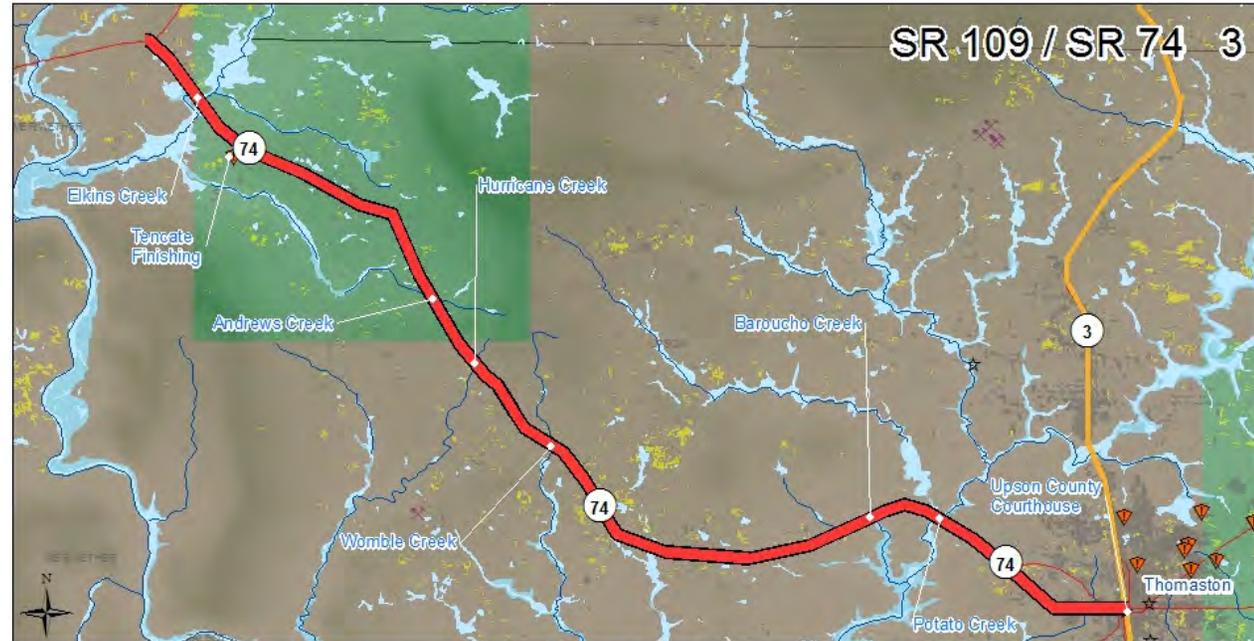


Segment Details

- Length: **14.7 miles**
 - From SR 18 to US 19
- 2035 Volume: **5,800 vpd**
- 2035 LOS: **D / C+**
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

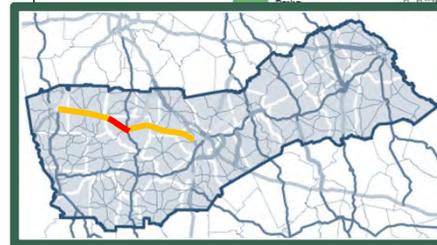
- Rare species area
 - Highscale Shiner (fish)
 - Harper Yellow-eyed Grass (plant)
 - Red-cockaded Woodpecker (bird)
 - Southern Elktoe (animal)
 - Bluestripe Shinner (fish)
 - Delicate Spike (animal)
 - Barbour's Map Turtle (fish)
 - Greater Jumprock (fish)
- Water Bodies and Associated Flood Zone and Wetland
 - Elkins Creek
 - Andrews Creek
 - Hurricane Creek
 - Womble Creek
 - Baroucho Creek
 - Potato Creek
- USEPA Regulated Facility in Proximity
 - Tencate Finishing (Broadwoven Fabric Finishing Mills)



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	0	
Flood Zone Area	0.076	
Wetlands	0.019	
Rare Species Area	12.529	
305b Streams	0.049	
303d Lakes	0	
Historic Sites		1
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0

Recommendation

- Passing lanes, localized improvements
- Cost: **\$13.2 M** (PE, ROW, CST)



**Pike Upson Co.
Character Area 2
Congressional District 03**

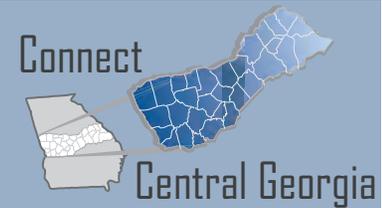
Technical Elements

LOS / Need	Environmental	Cost
Moderate\Low	Moderate	Low

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

SR 109 / SR 74 Segment 5



Segment Details

- Length: **23.0 miles**
 - From US 341 / SR 7 to I-475
- 2035 Volume: **2,400 vpd**
- 2035 LOS: **C+**
- Identified in Freight & Logistics Plan

Potential Environmental Concerns

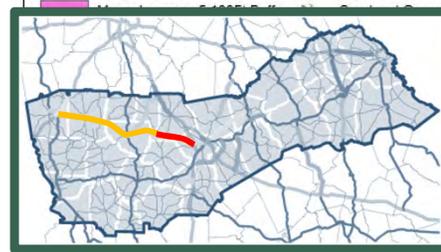
- Water bodies and associated flood zone and wetland
 - Echeconnee Creek
 - Wood Creek
- National Historical Sites and Conservation Land in Proximity
 - Montpelier Female Institute
 - Tobesofkee Lake
 - Culloden Historic District

Recommendation

- Passing lanes, localized improvements
- Cost: **\$13.8 M** (PE, ROW, CST)



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.149	
Flood Zone Area		0.634	
Wetlands		0.014	
Rare Species Area		0	
305b Streams		0.014	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			0



Monroe/Bibb Co.
Character Area 2/3
Congressional District 02/08

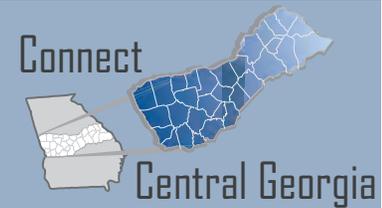
Technical Elements

LOS / Need	Environmental	Cost
Low	Low	Low

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
High	High	High

Sardis-Sgoda Extension Segment 1

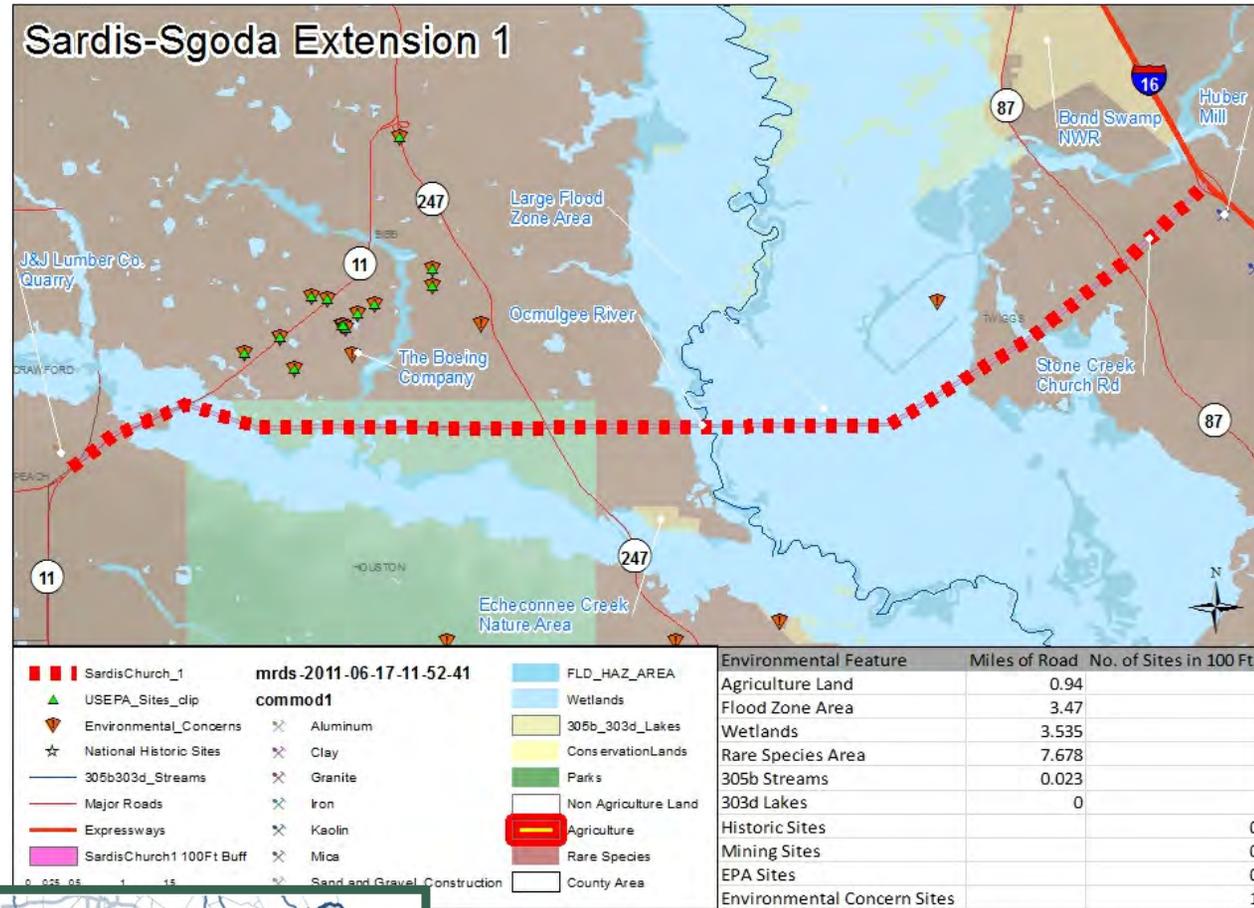


Segment Details

- Length: **11.3 miles**
 - From SR 11 to I-16
- 2035 Volume: **10,500 vpd**
- New Connection

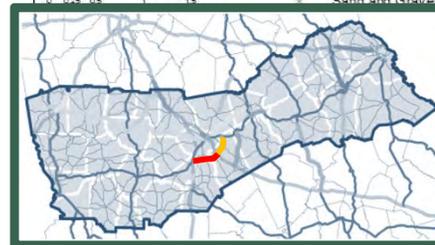
Potential Environmental Concerns

- Ocmulgee River and associated flood zone and wetland
- Rare Species Area
 - Dwarf Waterdog (animal)
 - Awned Meadowbeauty (plant)
 - Bald Eagle (bird)
- National Historical Sites and Conservation Land in Proximity
 - Bond Swamp National Wildlife Refuge
 - Echeconnee Creek Nature Area
- USEPA Regulated Facility in Proximity
 - The Boeing Company



Recommendation

- Construct new 4-Lane Divided Highway
- Cost: **\$212.8 M** (PE, ROW, CST)



Houston/Bibb/Twiggs Co.
Character Area 3
Congressional District 02/08

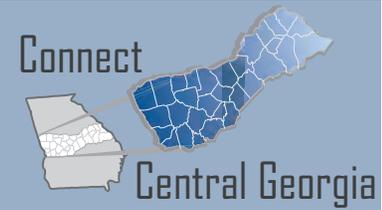
Technical Elements

LOS / Need	Environmental	Cost
Moderate	High	High

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
Medium	Medium	High

Sardis-Sgoda Extension Segment 2



Segment Details

- Length: **10.6 miles**
 - From I-16 to SR 57
- 2035 Volume: **1,000 vpd**
- New Connection

Potential Environmental Concerns

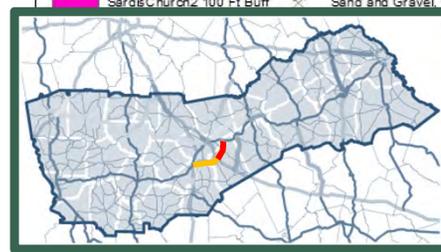
- Rare Species Area
 - Bald Eagle (bird)
 - Sweet Pitcherplant (plant)
 - Indian Olive (plant)
- National Historical Sites and Conservation Land in Proximity
 - Bond Swamp National Wildlife Refuge
- USEPA Regulated Facility in Proximity
 - Dry Branch Kaolin Company (Kaolin and Ball Clay Mining)

Recommendation

- Construct new 4-Lane Divided Highway
- Cost: **\$131.6 M** (PE, ROW, CST)



Environmental Feature		Miles of Road	No. of Sites in 100 Ft
Agriculture Land		0.079	
Flood Zone Area		0	
Wetlands		0.222	
Rare Species Area		5.945	
305b Streams		0	
303d Lakes		0	
Historic Sites			0
Mining Sites			0
EPA Sites			0
Environmental Concern Sites			1



Twigg Co.
Character Area 3
Congressional District 08

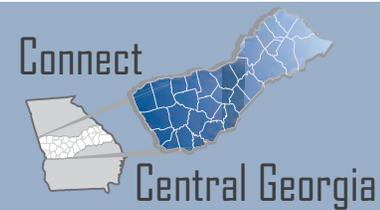
Technical Elements

LOS / Need	Environmental	Cost
Moderate	Moderate	Moderate

Stakeholder Ranking – Top 5 Connection

Georgia	Study Area	Local
Medium	Medium	High

Wrens Bypass



Segment Details

- Length: **7.2 miles**
 - From SR 88 to US 1
- 2035 Volume: **3,900 vpd**
- New Connection

Potential Environmental Concerns

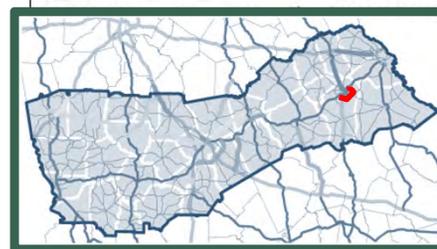
- Brushy Creek and Associated Flood Zone and Wetland
- Rare Species
 - Dwarf Waterdog
- 18% of this segment goes across agricultural land

Recommendation

- Construct new 4-Lane Divided Highway
- Cost: **\$84.9 M** (PE, ROW, CST)



Environmental Feature	Miles of Road	No. of Sites in 100 Ft
Agriculture Land	1.32	
Flood Zone Area	0.15	
Wetlands	0.62	
Rare Species Area	2.76	
305b Streams	0.01	
303d Lakes	0	
Historic Sites		0
Mining Sites		0
EPA Sites		0
Environmental Concern Sites		0



Jefferson Co.
Character Area 4
Congressional District 10

Technical Elements

LOS / Need	Environmental	Cost
Low	Moderate	Moderate

Stakeholder Ranking

Georgia	Study Area	Local
Low	Medium	Medium

APPENDIX G: RESULTS OF SCORING BY SCHEME

Project Prioritization – Balanced

Corridor	Improvement Type	Description	Score	Ranking
SR 96 Segment 2	Widening	from Firetower Rd to Housers Mill Rd	69.0	 1
Fall Line Freeway	New Connection	from US 441 to SR 24	61.7	 2
SR 109 / SR 74 Segment 4	Operational (Passing Lanes)	from US 19 to US 341 / SR 7	60.0	 3
I-16 / I-75 Segment 3	Widening	from SR 11 to SR 87	59.5	 4
I-85 Segment 1	Widening	from Kia Blvd to SR 109	56.0	 5
SR 109 / SR 74 Segment 5	Operational (Passing Lanes)	from US 341 / SR 7 to I-75	55.0	 6
I-16 / I-75 Segment 1	Widening	from Pierce Ave to I-16	54.5	 7
SR 49 Segment 2	Widening	from SR 18 to Felton Rd	51.5	 8
SR 109 / SR 74 Segment 3	Operational (Passing Lanes)	from SR 18 to US 19	51.3	 9
I-16 / I-75 Segment 2	Interchange Improvements	I-16 and I-75 Interchange	49.5	 10
SR 96 Segment 1	New Connection	from Fall Line Freeway to SR 96	49.0	 11
SR 17 North Segment 2	Widening	from CR 311 / Wire Rd to SR 296	48.7	 12
I-20	Widening	from SR 150 to SR 383	48.5	 13
I-85 Segment 2	Widening	from SR 109 to CR 417 (Meriwether)	48.5	 13
SR 109 / SR 74 Segment 1	Widening	from I-85 to SR 41	47.5	 15
SR 49 Segment 1	Widening	from Griswoldeville Rd to SR 18	45.0	 16
I-75 Segment 2	Widening	from High Falls Rd to SR 16	44.5	 17
SR 109 / SR 74 Segment 2	Widening	from SR 41 to SR 18	43.5	 18
SR 15 Segment 1	Operational (Passing Lanes)	from SR 88 to south of SR 231	42.5	 19
I-75 Segment 1	Widening	from SR 42 to High Falls Rd	42.3	 20
SR 17 North Segment 1	Widening	from SR 296 to CR 59 / Quaker Rd	42.2	 21
SR 36 Segment 1	Operational (Passing Lanes)	from SR 74 to US 41	41.3	 22
US 1 / SR 17 South Segment 2	Widening	from Louisville Bypass to Mennonite Church Rd	39.7	 23
US 1 / SR 17 South Segment 3	Widening	from CR 138 / Mennonite Church Rd to SR 88	37.2	 24
SR 36 Segment 2	Operational (Passing Lanes)	from US 41 to I-75	36.0	 25
SR 15 Segment 2	Operational (Passing Lanes)	from south of SR 231 to I-16	34.7	 26
US 27 / I-185 Connection	New Connection	from US 27 to I-85 / I-185	33.7	 27
SR 44 Segment 1	Widening	from Gray Bypass to Mathis Rd	31.3	 28
SR 18 Segment 1	Widening	from I-16 to US 80	31.0	 29
Sardis-Sgoda Extension Seg. 2	New Connection	from I-16 to SR 57	29.0	 30
SR 18 Segment 2	Widening	from US 80 to SR 57	28.5	 31
Sardis-Sgoda Extension Seg. 1	New Connection	from SR 11 to I-16	24.3	 32
SR 44 Segment 2	Widening	from Mathis Rd to US 29 / US 441	22.3	 33
Wrens Bypass	New Connection	from SR 88 to US 1	19.0	 34

Project Prioritization – Mobility and safety focused

Corridor	Improvement Type	Description	Score	Ranking
SR 96 Segment 2	Widening	from Firetower Rd to Housers Mill Rd	76.5	1
I-85 Segment 1	Widening	from Kia Blvd to SR 109	66.0	2
I-16 / I-75 Segment 3	Widening	from SR 11 to SR 87	60.8	3
I-16 / I-75 Segment 1	Widening	from Pierce Ave to I-16	58.3	4
Fall Line Freeway	New Connection	from US 441 to SR 24	55.5	5
I-75 Segment 2	Widening	from High Falls Rd to SR 16	53.3	6
SR 49 Segment 2	Widening	from SR 18 to Felton Rd	47.8	7
I-85 Segment 2	Widening	from SR 109 to CR 417 (Meriwether)	47.3	8
SR 96 Segment 1	New Connection	from Fall Line Freeway to SR 96	46.5	9
I-16 / I-75 Segment 2	Interchange Improvements	I-16 and I-75 Interchange	45.8	10
SR 109 / SR 74 Segment 4	Operational (Passing Lanes)	from US 19 to US 341 / SR 7	45.0	11
SR 109 / SR 74 Segment 1	Widening	from I-85 to SR 41	43.8	12
SR 49 Segment 1	Widening	from Griswoldeville Rd to SR 18	42.5	13
SR 109 / SR 74 Segment 5	Operational (Passing Lanes)	from US 341 / SR 7 to I-75	42.5	13
I-75 Segment 1	Widening	from SR 42 to High Falls Rd	41.6	15
SR 17 North Segment 2	Widening	from CR 311 / Wire Rd to SR 296	40.0	16
US 27 / I-185 Connection	New Connection	from US 27 to I-85 / I-185	37.5	17
I-20	Widening	from SR 150 to SR 383	37.3	18
SR 17 North Segment 1	Widening	from SR 296 to CR 59 / Quaker Rd	34.7	19
SR 109 / SR 74 Segment 3	Operational (Passing Lanes)	from SR 18 to US 19	33.1	20
SR 109 / SR 74 Segment 2	Widening	from SR 41 to SR 18	29.8	21
SR 15 Segment 1	Operational (Passing Lanes)	from SR 88 to south of SR 231	29.3	22
SR 36 Segment 1	Operational (Passing Lanes)	from SR 74 to US 41	28.1	23
US 1 / SR 17 South Segment 2	Widening	from Louisville Bypass Mennonite Church Rd	23.5	24
SR 44 Segment 1	Widening	from Gray Bypass to Mathis Rd	23.1	25
US 1 / SR 17 South Segment 3	Widening	from CR 138 / Mennonite Church Rd to SR 88	22.2	26
SR 36 Segment 2	Operational (Passing Lanes)	from US 41 to I-75	21.0	27
SR 15 Segment 2	Operational (Passing Lanes)	from south of SR 231 to I-16	21.0	28
Sardis-Sgoda Extension Seg. 1	New Connection	from SR 11 to I-16	18.6	29
SR 18 Segment 1	Widening	from I-16 to US 80	18.5	30
SR 18 Segment 2	Widening	from US 80 to SR 57	17.3	31
SR 44 Segment 2	Widening	from Mathis Rd to US 29 / US 441	16.6	32
Sardis-Sgoda Extension Seg. 2	New Connection	from I-16 to SR 57	16.5	33
Wrens Bypass	New Connection	from SR 88 to US 1	11.5	34

Project Prioritization – Connectivity and economic development focused

Corridor	Improvement Type	Description	Score	Ranking
Fall Line Freeway	New Connection	from US 441 to SR 24	73.0	1
SR 96 Segment 2	Widening	from Firetower Rd to Housers Mill Rd	71.3	2
I-85 Segment 1	Widening	from Kia Blvd to SR 109	67.5	3
I-16 / I-75 Segment 3	Widening	from SR 11 to SR 87	60.0	4
I-85 Segment 2	Widening	from SR 109 to CR 417 (Meriwether)	60.0	4
I-16 / I-75 Segment 1	Widening	from Pierce Ave to I-16	57.5	6
I-20	Widening	from SR 150 to SR 383	57.5	6
SR 49 Segment 2	Widening	from SR 18 to Felton Rd	57.5	6
I-75 Segment 1	Widening	from SR 42 to High Falls Rd	56.3	9
SR 96 Segment 1	New Connection	from Fall Line Freeway to SR 96	56.3	9
I-75 Segment 2	Widening	from High Falls Rd to SR 16	52.5	11
I-16 / I-75 Segment 2	Interchange Improvements	I-16 and I-75 Interchange	52.5	11
SR 109 / SR 74 Segment 4	Operational (Passing Lanes)	from US 19 to US 341 / SR 7	52.5	11
SR 109 / SR 74 Segment 5	Operational (Passing Lanes)	from US 341 / SR 7 to I-75	50.0	14
SR 17 North Segment 2	Widening	from CR 311 / Wire Rd to SR 296	49.3	15
SR 109 / SR 74 Segment 1	Widening	from I-85 to SR 41	47.5	16
SR 49 Segment 1	Widening	from Griswoldeville Rd to SR 18	46.3	17
SR 109 / SR 74 Segment 3	Operational (Passing Lanes)	from SR 18 to US 19	46.3	17
SR 15 Segment 1	Operational (Passing Lanes)	from SR 88 to south of SR 231	44.3	19
US 27 / I-185 Connection	New Connection	from US 27 to I-85 / I-185	43.0	20
SR 36 Segment 1	Operational (Passing Lanes)	from SR 74 to US 41	41.3	21
SR 17 North Segment 1	Widening	from SR 296 to CR 59 / Quaker Rd	38.0	22
SR 44 Segment 1	Widening	from Gray Bypass to Mathis Rd	36.3	23
SR 109 / SR 74 Segment 2	Widening	from SR 41 to SR 18	35.0	24
US 1 / SR 17 South Segment 2	Widening	from Louisville Bypass Mennonite Church Rd	34.3	25
US 1 / SR 17 South Segment 3	Widening	from CR 138 / Mennonite Church Rd to SR 88	33.0	26
SR 15 Segment 2	Operational (Passing Lanes)	from south of SR 231 to I-16	31.8	27
SR 36 Segment 2	Operational (Passing Lanes)	from US 41 to I-75	30.0	28
Sardis-Sgoda Extension Seg. 1	New Connection	from SR 11 to I-16	28.8	29
SR 18 Segment 1	Widening	from I-16 to US 80	27.5	30
SR 18 Segment 2	Widening	from US 80 to SR 57	26.3	31
SR 44 Segment 2	Widening	from Mathis Rd to US 29 / US 441	23.8	32
Sardis-Sgoda Extension Seg. 2	New Connection	from I-16 to SR 57	22.5	33
Wrens Bypass	New Connection	from SR 88 to US 1	17.5	34

Project Prioritization – System preservation and environmental sustainability focused

Corridor	Improvement Type	Description	Score	Ranking
SR 109 / SR 74 Segment 4	Operational (Passing Lanes)	from US 19 to US 341 / SR 7	73.8	1
SR 109 / SR 74 Segment 5	Operational (Passing Lanes)	from US 341 / SR 7 to I-75	71.3	2
I-85 Segment 1	Widening	from Kia Blvd to SR 109	65.8	3
SR 96 Segment 2	Widening	from Firetower Rd to Housers Mill Rd	62.4	4
SR 49 Segment 2	Widening	from SR 18 to Felton Rd	61.1	5
I-85 Segment 2	Widening	from SR 109 to CR 417 (Meriwether)	60.1	6
SR 36 Segment 2	Operational (Passing Lanes)	from US 41 to I-75	59.5	7
I-20	Widening	from SR 150 to SR 383	58.9	8
SR 109 / SR 74 Segment 3	Operational (Passing Lanes)	from SR 18 to US 19	58.4	9
SR 17 North Segment 2	Widening	from CR 311 / Wire Rd to SR 296	58.4	10
SR 49 Segment 1	Widening	from Griswoldeville Rd to SR 18	56.9	11
I-16 / I-75 Segment 3	Widening	from SR 11 to SR 87	55.9	12
SR 15 Segment 1	Operational (Passing Lanes)	from SR 88 to south of SR 231	54.3	13
SR 36 Segment 1	Operational (Passing Lanes)	from SR 74 to US 41	53.4	14
I-16 / I-75 Segment 1	Widening	from Pierce Ave to I-16	53.4	15
US 1 / SR 17 South Segment 2	Widening	from Louisville Bypass to Mennonite Church Rd	51.7	16
US 1 / SR 17 South Segment 3	Widening	from CR 138 / Mennonite Church Rd to SR 88	50.4	17
I-16 / I-75 Segment 2	Interchange Improvements	I-16 and I-75 Interchange	49.6	18
SR 15 Segment 2	Operational (Passing Lanes)	from south of SR 231 to I-16	49.2	19
SR 44 Segment 1	Widening	from Gray Bypass to Mathis Rd	48.4	20
I-75 Segment 2	Widening	from High Falls Rd to SR 16	48.4	21
SR 109 / SR 74 Segment 1	Widening	from I-85 to SR 41	48.1	22
Fall Line Freeway	New Connection	from US 441 to SR 24	47.5	23
SR 18 Segment 1	Widening	from I-16 to US 80	47.0	24
I-75 Segment 1	Widening	from SR 42 to High Falls Rd	46.7	25
SR 18 Segment 2	Widening	from US 80 to SR 57	45.8	26
SR 17 North Segment 1	Widening	from SR 296 to CR 59 / Quaker Rd	44.2	27
SR 109 / SR 74 Segment 2	Widening	from SR 41 to SR 18	43.9	28
SR 96 Segment 1	New Connection	from Fall Line Freeway to SR 96	39.9	29
SR 44 Segment 2	Widening	from Mathis Rd to US 29 / US 441	32.9	30
US 27 / I-185 Connection	New Connection	from US 27 to I-85 / I-185	31.5	31
Sardis-Sgoda Extension Segment 2	New Connection	from I-16 to SR 57	25.5	32
Wrens Bypass	New Connection	from SR 88 to US 1	20.5	33
Sardis-Sgoda Extension Segment 1	New Connection	from SR 11 to I-16	14.4	34

Project Prioritization – Project support and readiness focused

Corridor	Improvement Type	Description	Score	Ranking
SR 96 Segment 2	Widening	from Firetower Rd to Housers Mill Rd	72.4	1
Fall Line Freeway	New Connection	from US 441 to SR 24	67.5	2
I-16 / I-75 Segment 3	Widening	from SR 11 to SR 87	65.9	3
SR 109 / SR 74 Segment 4	Operational (Passing Lanes)	from US 19 to US 341 / SR 7	63.8	4
I-16 / I-75 Segment 1	Widening	from Pierce Ave to I-16	63.4	5
SR 109 / SR 74 Segment 5	Operational (Passing Lanes)	from US 341 / SR 7 to I-75	61.3	6
SR 96 Segment 1	New Connection	from Fall Line Freeway to SR 96	59.9	7
I-16 / I-75 Segment 2	Interchange Improvements	I-16 and I-75 Interchange	59.6	8
SR 109 / SR 74 Segment 3	Operational (Passing Lanes)	from SR 18 to US 19	58.4	9
SR 109 / SR 74 Segment 1	Widening	from I-85 to SR 41	58.1	10
SR 109 / SR 74 Segment 2	Widening	from SR 41 to SR 18	53.9	11
I-85 Segment 1	Widening	from Kia Blvd to SR 109	45.8	12
Sardis-Sgoda Extension Seg. 2	New Connection	from I-16 to SR 57	45.5	13
Sardis-Sgoda Extension Seg. 1	New Connection	from SR 11 to I-16	44.4	14
SR 49 Segment 2	Widening	from SR 18 to Felton Rd	41.1	15
I-85 Segment 2	Widening	from SR 109 to CR 417 (Meriwether)	40.1	16
I-20	Widening	from SR 150 to SR 383	38.9	17
SR 17 North Segment 2	Widening	from CR 311 / Wire Rd to SR 296	38.4	18
I-75 Segment 2	Widening	from High Falls Rd to SR 16	38.4	19
SR 49 Segment 1	Widening	from Griswoldeville Rd to SR 18	36.9	20
I-75 Segment 1	Widening	from SR 42 to High Falls Rd	36.7	21
SR 15 Segment 1	Operational (Passing Lanes)	from SR 88 to south of SR 231	34.3	22
SR 17 North Segment 1	Widening	from SR 296 to CR 59 / Quaker Rd	34.2	23
SR 36 Segment 1	Operational (Passing Lanes)	from SR 74 to US 41	33.4	24
US 1 / SR 17 South Segment 2	Widening	from Louisville Bypass Mennonite Church Rd	31.7	25
US 27 / I-185 Connection	New Connection	from US 27 to I-85 / I-185	31.5	26
US 1 / SR 17 South Segment 3	Widening	from CR 138 / Mennonite Church Rd to SR 88	30.4	27
SR 36 Segment 2	Operational (Passing Lanes)	from US 41 to I-75	29.5	28
SR 15 Segment 2	Operational (Passing Lanes)	from south of SR 231 to I-16	29.2	29
SR 44 Segment 1	Widening	from Gray Bypass to Mathis Rd	28.4	30
SR 18 Segment 1	Widening	from I-16 to US 80	27.0	31
SR 18 Segment 2	Widening	from US 80 to SR 57	25.8	32
SR 44 Segment 2	Widening	from Mathis Rd to US 29 / US 441	22.9	33
Wrens Bypass	New Connection	from SR 88 to US 1	20.5	34

Project Prioritization – Accessible care and multimodal focused

Corridor	Improvement Type	Description	Score	Ranking
Fall Line Freeway	New Connection	from US 441 to SR 24	67.5	1
SR 96 Segment 2	Widening	from Firetower Rd to Housers Mill Rd	67.4	2
I-16 / I-75 Segment 3	Widening	from SR 11 to SR 87	55.9	3
SR 17 North Segment 1	Widening	from SR 296 to CR 59 / Quaker Rd	54.2	4
SR 109 / SR 74 Segment 4	Operational (Passing Lanes)	from US 19 to US 341 / SR 7	53.8	5
SR 17 North Segment 2	Widening	from CR 311 / Wire Rd to SR 296	53.4	6
SR 49 Segment 2	Widening	from SR 18 to Felton Rd	51.1	7
I-20	Widening	from SR 150 to SR 383	48.9	8
SR 109 / SR 74 Segment 3	Operational (Passing Lanes)	from SR 18 to US 19	48.4	9
US 1 / SR 17 South Segment 2	Widening	from Louisville Bypass Mennonite Church Rd	46.7	10
I-85 Segment 1	Widening	from Kia Blvd to SR 109	45.8	11
SR 96 Segment 1	New Connection	from Fall Line Freeway to SR 96	44.9	12
SR 15 Segment 1	Operational (Passing Lanes)	from SR 88 to south of SR 231	44.3	13
SR 109 / SR 74 Segment 2	Widening	from SR 41 to SR 18	43.9	14
SR 36 Segment 1	Operational (Passing Lanes)	from SR 74 to US 41	43.4	15
I-16 / I-75 Segment 1	Widening	from Pierce Ave to I-16	43.4	16
SR 49 Segment 1	Widening	from Griswoldeville Rd to SR 18	41.9	17
SR 109 / SR 74 Segment 5	Operational (Passing Lanes)	from US 341 / SR 7 to I-75	41.3	18
US 1 / SR 17 South Segment 3	Widening	from CR 138 / Mennonite Church Rd to SR 88	40.4	19
I-85 Segment 2	Widening	from SR 109 to CR 417 (Meriwether)	40.1	20
I-16 / I-75 Segment 2	Interchange Improvements	I-16 and I-75 Interchange	39.6	21
I-75 Segment 2	Widening	from High Falls Rd to SR 16	38.4	22
SR 109 / SR 74 Segment 1	Widening	from I-85 to SR 41	38.1	23
I-75 Segment 1	Widening	from SR 42 to High Falls Rd	36.7	24
SR 15 Segment 2	Operational (Passing Lanes)	from south of SR 231 to I-16	34.2	25
US 27 / I-185 Connection	New Connection	from US 27 to I-85 / I-185	31.5	26
SR 36 Segment 2	Operational (Passing Lanes)	from US 41 to I-75	29.5	27
SR 18 Segment 1	Widening	from I-16 to US 80	27.0	28
Sardis-Sgoda Extension Seg. 2	New Connection	from I-16 to SR 57	25.5	29
SR 18 Segment 2	Widening	from US 80 to SR 57	20.8	30
Wrens Bypass	New Connection	from SR 88 to US 1	20.5	31
SR 44 Segment 1	Widening	from Gray Bypass to Mathis Rd	18.4	32
Sardis-Sgoda Extension Seg. 1	New Connection	from SR 11 to I-16	14.4	33
SR 44 Segment 2	Widening	from Mathis Rd to US 29 / US 441	12.9	34