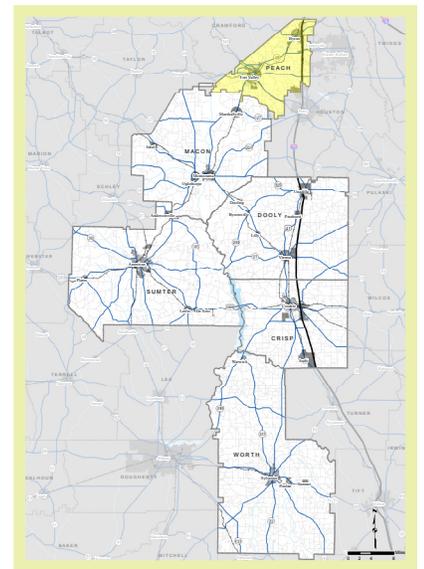
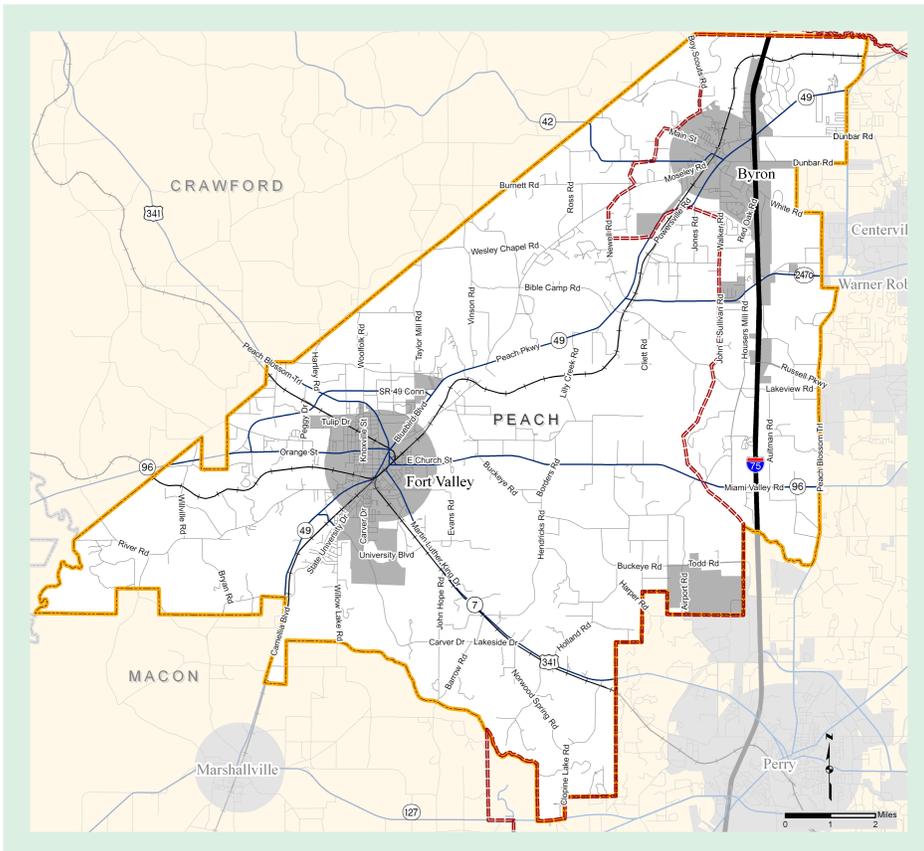


# Peach County Long Range Transportation Plan

Southwest Georgia Multi-County  
Transportation Study

October  
2010



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## 1. INTRODUCTION

The Georgia Department of Transportation (GDOT) Office of Planning initiated the Southwest Georgia Multi-County Transportation Study in cooperation with the counties of Crisp, Dooly, Macon, Peach, Sumter and Worth; the River Valley, Southwest Georgia, and Middle Georgia Regional Commissions (RCs), and other planning partners. The objective of the study was to identify and recommend transportation improvements necessary within each county to meet existing and future transportation needs through the year 2035. Results and recommendations of this study will be important in identifying transportation deficiencies. The study began in October 2008 and was completed in October 2010.

### 1.1 STUDY PURPOSE

The ability of the transportation system to meet existing and future travel needs is essential to the economic viability of these six counties. This study will recommend transportation improvements that complement state, regional, and local objectives regarding economic development, quality of life, and the interconnection of people, goods, and services. The final result of this study process will be a 2035 Long Range Transportation Plan (LRTP) for each of the six counties in the study area. The focus of this report is Peach County. The Peach County LRTP will provide a prioritized outline of improvements necessary to address its existing, short term, and long term transportation needs of the county.

### 1.2 GENERAL DESCRIPTION OF THE SIX-COUNTY STUDY AREA

The study area is located in southwest Georgia from south of Macon to south and east of Albany. The six-county study area includes Crisp, Dooly, Macon, Peach, Sumter and Worth Counties. It is important to recognize that a portion of Peach County is located within the Warner Robins Metropolitan Planning Organization and is therefore included in an ongoing and formalized long- and short-range transportation planning process. The City of Warner Robins was designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Warner Robins Area Transportation Study (WRATS), which is responsible for the continuing, cooperative, and comprehensive metropolitan planning process required by Title 23 U.S.C.134.

The six-county study area covers 2,300 square miles and a number of areas of interest that are significant to the state's natural, cultural, and social environments. A map of Peach County can be found in **Figure 1.1** on page 2 and a map of the six-county study area can be found in **Figure 1.2** on page 3. Key local assets include:

- Georgia Veterans Memorial State Park in Crisp County, which features a museum; Lake Blackshear, a privately operated conference center and golf club; and the Savannah, Americus, and Montgomery (SAM) Shortline Excursion Train, which runs from Cordele to Plains, GA.
- Flint River Wildlife Management Area (WMA) in Dooly County, located ten miles south of Montezuma. Activities in the WMA include hunting, fishing, hiking, bird watching and horseback riding.
- Andersonville National Historic Site in Macon County, located just east of the City of Andersonville. This site includes Camp Sumter, which served as the largest Confederate prison during the Civil War; the Andersonville National Cemetery, and the National Prisoner of War Museum.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
 PEACH COUNTY LONG RANGE TRANSPORTATION PLAN

FIGURE 1.1: MAP OF PEACH COUNTY

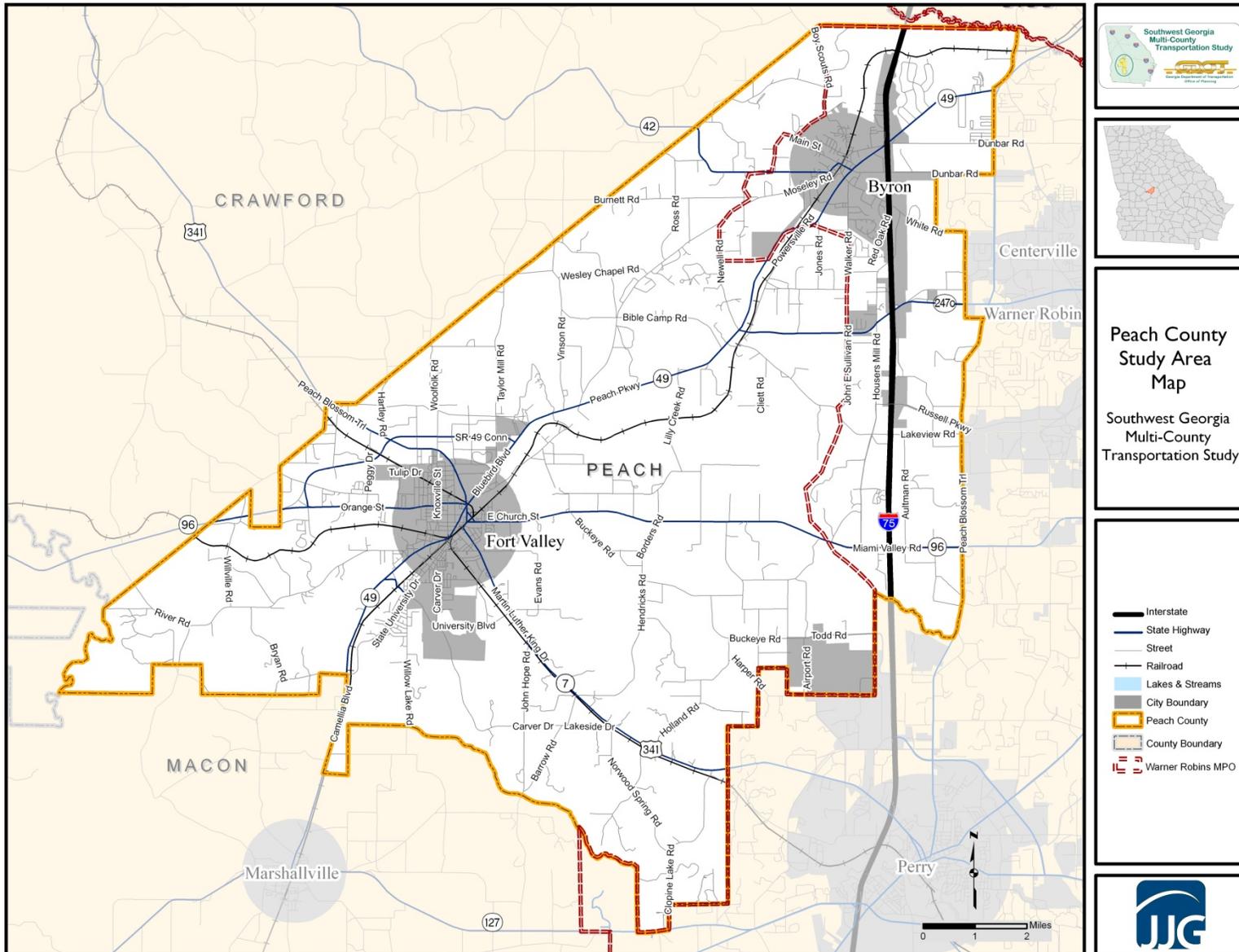
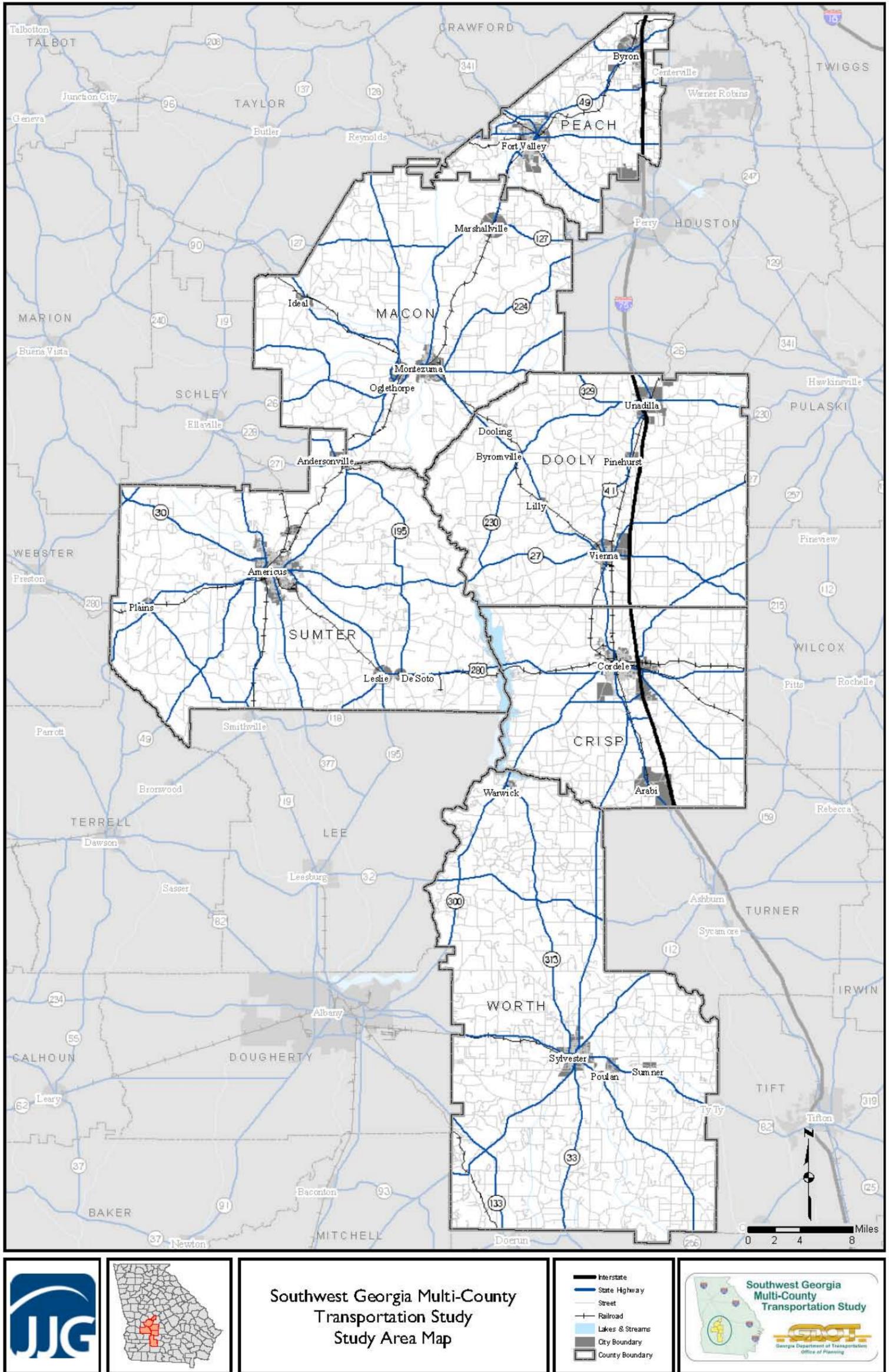


FIGURE 1.2: MAP OF SIX-COUNTY STUDY AREA



Southwest Georgia Multi-County  
 Transportation Study  
 Study Area Map

- Interstate
- State Highway
- Street
- Railroad
- Lakes & Streams
- City Boundary
- County Boundary



- Fort Valley State University in Peach County, a Historically Black Land Grant University located in the City of Fort Valley.
- Jimmy Carter National Historic Site in Sumter County. This historic area includes the thirty-ninth president's current residence, boyhood farm, school, and the town railroad depot, which served as his campaign headquarters during the 1976 Presidential Election.
- Worth County's annual Georgia Peanut Festival, held in Sylvester each October.

### 1.3 OVERVIEW OF DATA SOURCES

The data presented in the Southwest Georgia Multi-County Transportation Study include a variety of sources ranging from GDOT, counties within the six-county study area, Middle Georgia RC, River Valley RC, Southwest Georgia RC, U.S. Census Bureau, National Wetlands Inventory and key stakeholders in the region. See **Appendix A** for an inventory of all GIS data sources.

Demographic and socioeconomic data were collected primarily from the U.S. Census Bureau, local comprehensive plans and other various planning documents. In addition, this report includes other local studies and data sources from the Georgia Department of Labor (GDOL) and U.S Department of Commerce.

In order to analyze existing and future travel patterns and traffic conditions, a travel demand model was developed for the six-county study area. A travel demand model utilizes information such as roadway networks, population, and employment data to calculate the existing or future demand for transportation facilities. The travel demand model originally developed for the Southwest Georgia Interstate Study (2009) was modified and recalibrated for use in this study.

### 1.4 STUDY PROCESS

This study began with the collection of transportation data within the six-county study area, including a review of studies previously conducted in the region. Input from local agencies, stakeholders, and the general public regarding transportation issues and growth patterns was solicited and considered during the development of this study.

A travel demand model was prepared for the six county area based on much of the data presented in this report. This information includes demographic and land use data, existing transportation infrastructure and traffic conditions, as well as planned and programmed projects within each county.

Based on the information gathered, existing conditions and projected future conditions were evaluated. With the aid of stakeholders, the study goals and objectives were developed based on the counties' comprehensive plans. With these goals in mind, transportation recommendations were developed and prioritized for each county. This final transportation study is the result and documentation of these previous steps.

## 2. DEMOGRAPHICS

The demographic information discussed in this section includes general population, employment, and for environmental justice purposes, minority and low-income groups. Demographics in this section are presented by Census Block Group, Census Tract, and Traffic Analysis Zone (TAZ). TAZs are relatively small units of geography used in travel demand modeling to relate different land-use patterns with trip purposes and trip end frequency.

### 2.1 EXISTING POPULATION

As depicted in **Table 2.1** below, between 1990 and 2000, Peach County exhibited a significant increase in its population, with almost 2,500 new residents, resulting in an annual growth rate of just over one percent during this decade. During the same decade, the percentage of growth and annual rate of growth exhibited in the state of Georgia outpaced that of Peach County.

In 2006, the US Census estimated the population in Peach County to be 24,785. Between 2000 and 2006, the annual rate of population growth in the county slowed to 0.8 percent, and the state of Georgia maintained its strong growth trend of 2.3 percent per year. Peach County added over 1,100 residents during this time period.

According to the *Joint Comprehensive Plan for Peach County* (2006), the City of Byron has experienced a significant population increase of 11 percent since 2000, mainly attributed to growth surrounding the Warner Robins area. This increase is also due to Byron's proximity to Macon and its direct access to I-75. In contrast, Fort Valley experienced a population decline from 1990 to 2000.

**TABLE 2.1: HISTORIC POPULATION GROWTH IN PEACH COUNTY**

	1990	2000	2006	1990 - 2000		2000 - 2006	
				Percent Change	Annual Growth Rate	Percent Change	Annual Growth Rate
Peach County	21,189	23,668	24,785	11.7%	1.11%	4.7%	0.77%
State of Georgia	6,478,216	8,186,453	9,363,941	26.4%	2.37%	14.4%	2.27%

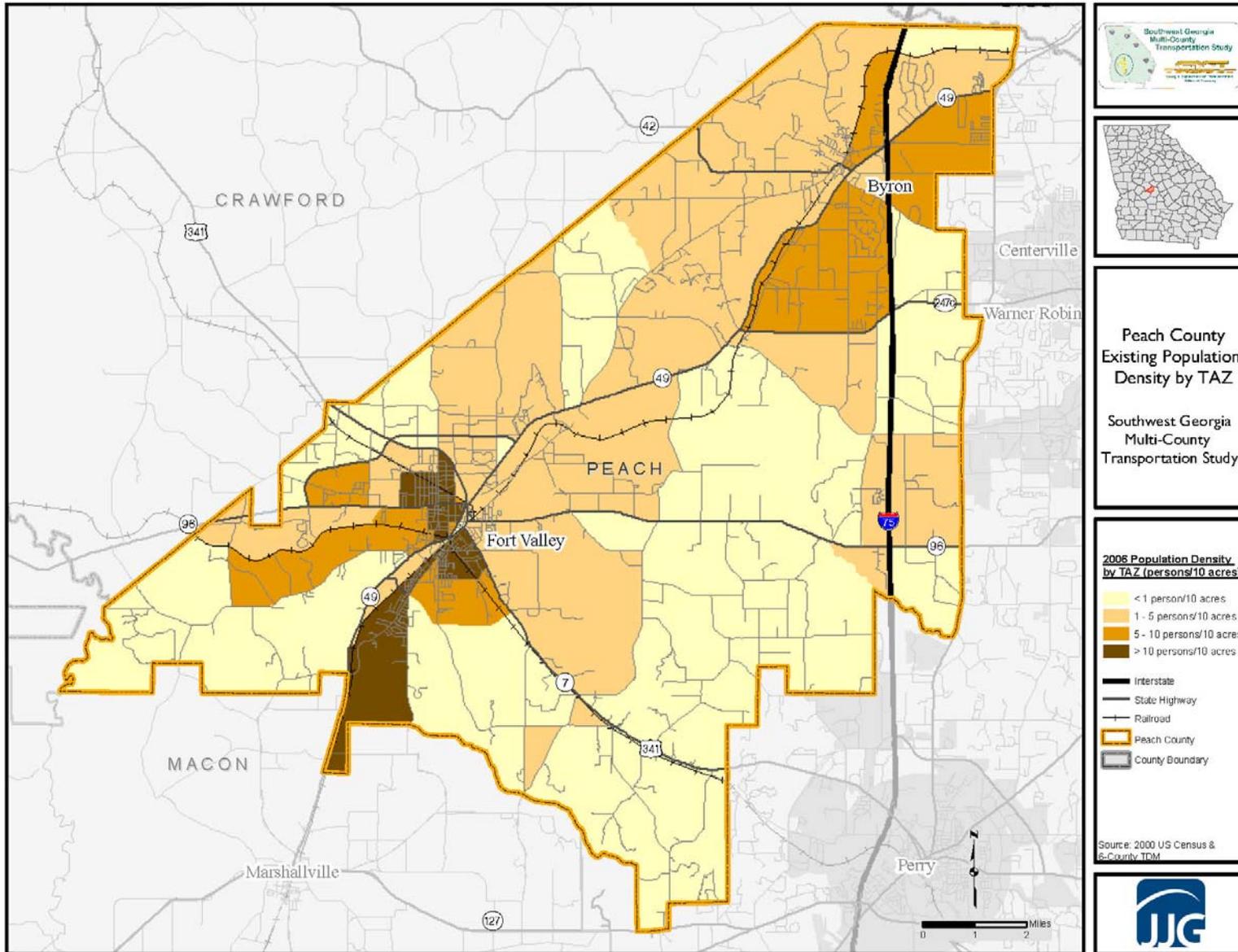
Source: 2000 US Census

Although still considered rural in terms of population, Peach County is fairly densely populated. Fourteen percent of Peach County has at least one person per every two acres. As shown in **Figure 2.1** on page 6, Peach County's most densely populated areas are located in Fort Valley and Byron. Due to the overall rural nature of Peach County, the population density maps herein are expressed in persons per ten acres rather than persons per acre.

### 2.2 FUTURE POPULATION

**Table 2.2** on page 7 presents the population forecast for Peach County, which has a projected population growth rate of 28 percent from 2006 to 2035. With 6,950 new residents expected by 2035, Peach County is projected to have a county-wide annual growth rate of 0.86 percent during this period.

FIGURE 2.1: EXISTING (2006) PEACH COUNTY POPULATION DENSITY BY TAZ



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
PEACH COUNTY LONG RANGE TRANSPORTATION PLAN

**TABLE 2.2: PEACH COUNTY POPULATION FORECAST**

	2006	2035	2006 - 2035	
			Percent Change	Annual Growth Rate
Peach County	24,785	31,735	28.0%	0.86%

Source: Travel Demand Model

Upon a review of the county's comprehensive plan and interviews with county staff and officials, it is clear that the northeast area of Peach County will experience the majority of the county's population growth. This area of the county, which includes the City of Byron, is already experiencing rapid residential growth due to its proximity to Warner Robins, Macon, and I-75. **Figure 2.2** on page 8 illustrates the 2035 population density in Peach County.

Future population for the six-county study area was determined by using growth rates based on continuation of past trends and growth assumptions outlined in the individual county comprehensive plans. The population estimates shown in the county comprehensive plans are very similar to the projections used in this study. For much of the study area, a uniform growth rate was applied. For counties with high growth areas or expected land use changes, population projections were modified to account for these changes. A detailed methodology used to develop the future population data is included in the separate Travel Demand Model Development technical report.

### 2.3 EXISTING EMPLOYMENT

Peach County was home to approximately 7,900 jobs in 2006, as depicted in **Table 2.3** below. Half of Peach County's employment is associated with the service-providing sector, which includes a significant share of accommodation and food services, and health care jobs. Manufacturing is also significant in Peach County, and makes up almost one-quarter of the jobs in the county.

Peach County's comprehensive plan indicates that historically, agricultural businesses have been a foundation for the Peach County economy. In 2006, the agriculture industry made up approximately four percent of jobs in the county, ranking sixth among county industries. The county's top five employers are Advance Stores Co., Arriscraft International, Blue Bird Corporation, Fort Valley State University, and Fred's Stores of Tennessee.

**TABLE 2.3: PEACH COUNTY CURRENT EMPLOYMENT**

County	AMC	MFG	WTW	RET	SER	Total
Peach County 2006	727	1,861	353	1,026	3,933	7,901
<i>Share of County Employment</i>	9%	24%	4%	13%	50%	100%

Note: AMC – Agricultural, Mining and Construction employment  
WTW – Wholesale, Trucking and Warehouse employment  
SER – Service employment

MFG – Manufacturing employment  
RET – Retail employment  
Source: GDOL; U.S. Bureau of Labor Statistics.

As illustrated in **Figure 2.3** on page 9, the majority of jobs in Peach County can be found along state routes in Fort Valley and Byron. Approximately 2,500 acres in Peach County has a density of at least ten jobs per ten acres. Downtown Fort Valley has the highest employment density in the entire study area with 470 jobs per ten acres. Due to the rural nature of Peach County, employment density is presented in terms of jobs per ten acres.

FIGURE 2.2: PEACH COUNTY FUTURE (2035) POPULATION DENSITY BY TAZ

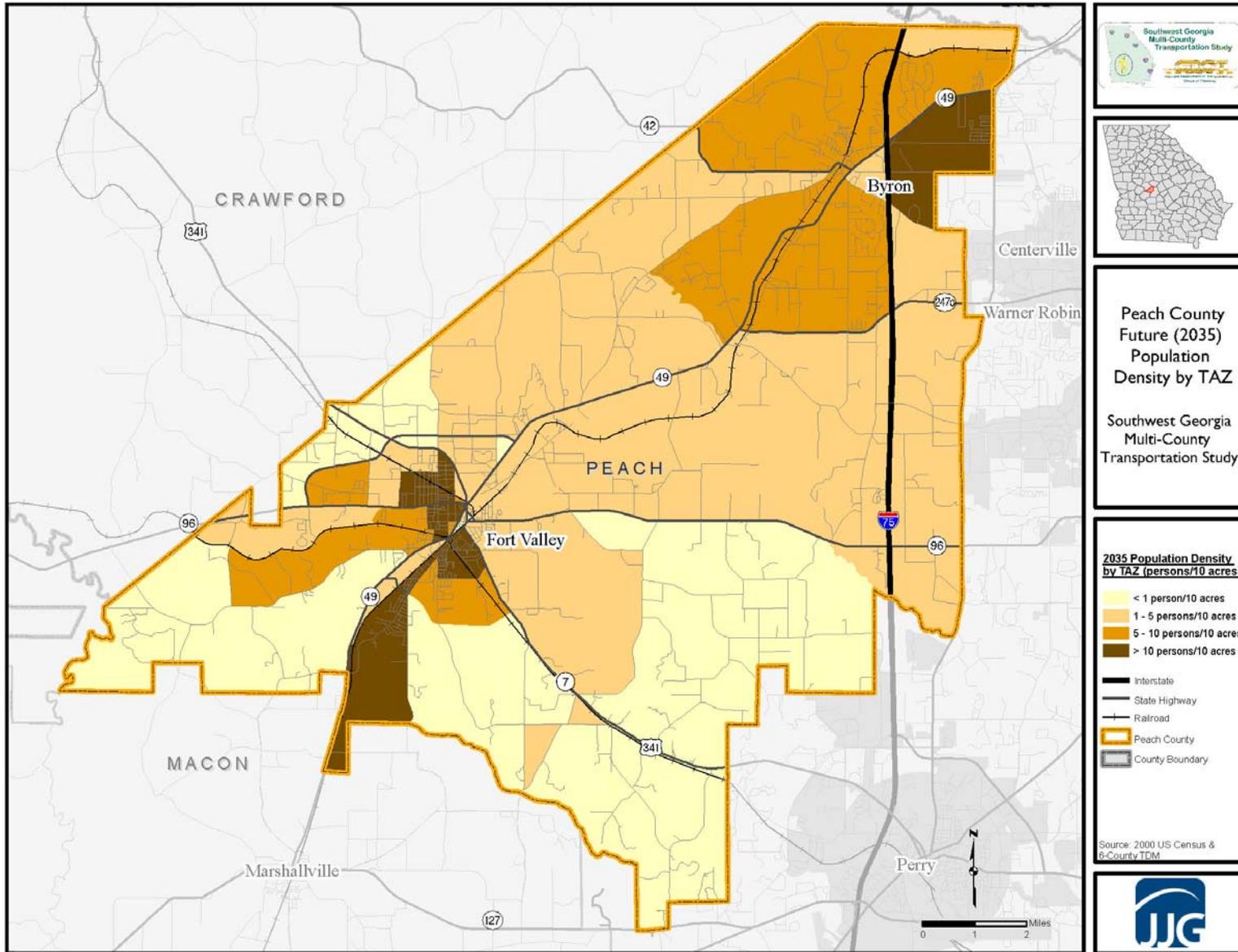
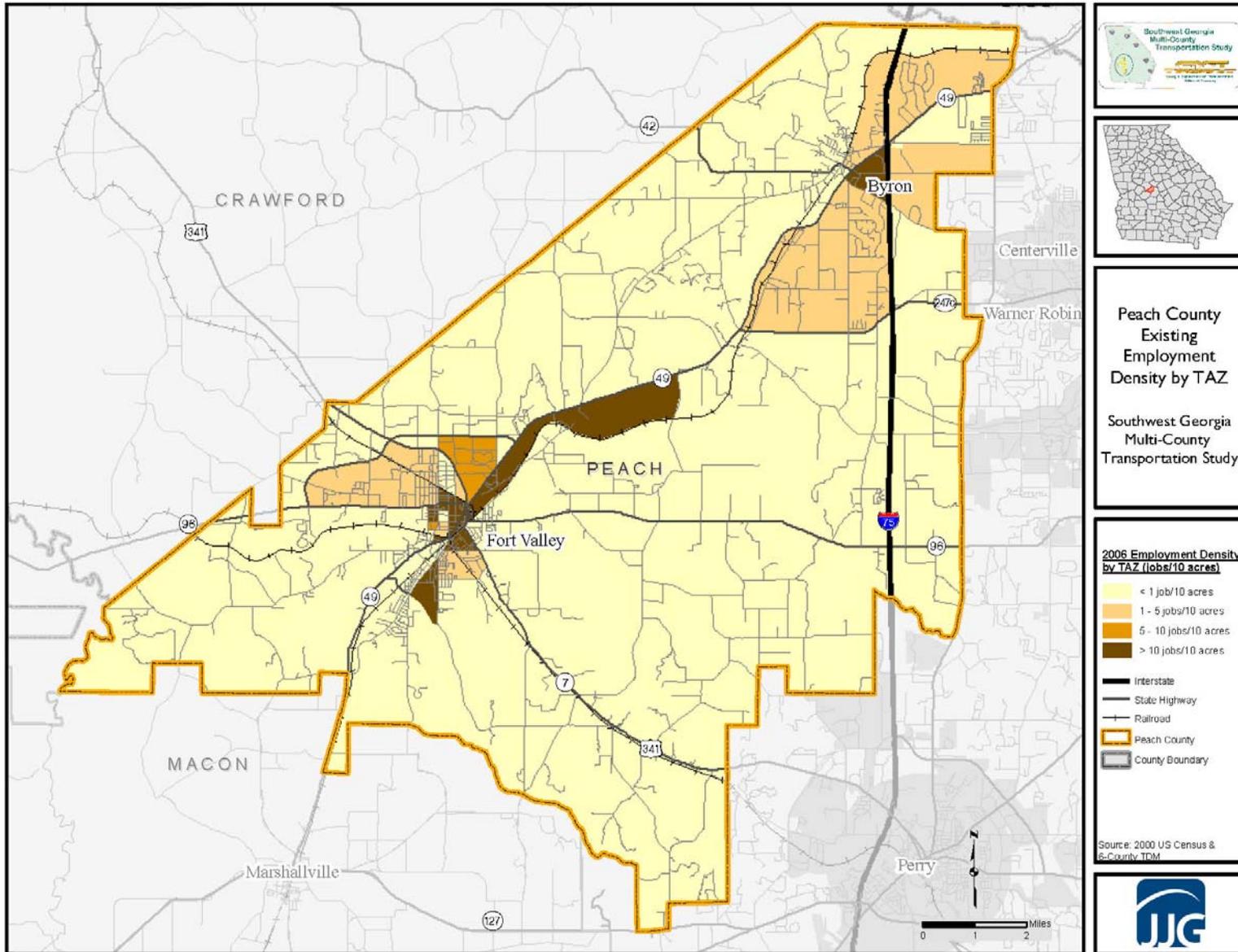


FIGURE 2.3: PEACH COUNTY EXISTING (2006) EMPLOYMENT DENSITY BY TAZ



## 2.4 FUTURE EMPLOYMENT

**Table 2.4** below illustrates that Peach County is forecast to have over 10,100 jobs in 2035, for a 28 percent increase in jobs over 2006. Approximately half of the job increase in Peach County is expected to occur in the service-providing sector.

**TABLE 2.4: PEACH COUNTY FUTURE EMPLOYMENT FORECAST**

County	AMC	MFG	WTW	RET	SER	Total	Annual Growth Rate
Peach County 2006	727	1,861	353	1,026	3,933	7,901	
Peach County 2035	928	2,381	451	1,312	5,028	10,106	0.85%
Growth	27.6%	27.9%	27.8%	27.9%	27.8%	27.94	

AMC – Agricultural, Mining and Construction employment  
 WTW – Wholesale, Trucking and Warehouse employment  
 SER-Service employment

MFG – Manufacturing employment  
 RET – Retail employment

Source: GDOL; U.S. Bureau of Labor Statistics

As can be seen in **Table 2.5** below, the service sector is projected to account for half of employment in 2035, much as it did in 2006. With population growth concentrated in northeast Peach County, much of this service sector growth is expected in this area of the county. Manufacturing, as well, is expected to remain strong in Peach County, continuing to account for almost a quarter of employment.

**Figure 2.4** on page 11 illustrates Peach County's future employment density in jobs per ten acres. Even though Fort Valley will continue to be the primary center for employment in Peach County, some of the service-related jobs are expected to locate near Byron to provide services needed for its rapidly increasing residential population.

**TABLE 2.5: PEACH COUNTY FUTURE EMPLOYMENT CONSTITUTION**

County	AMC	MFG	WTW	RET	SER	Total
Peach County 2035	928	2,381	451	1,312	5,028	10,106
<i>Share of 2035 county employment</i>	<i>9%</i>	<i>24%</i>	<i>4%</i>	<i>13%</i>	<i>50%</i>	<i>100%</i>

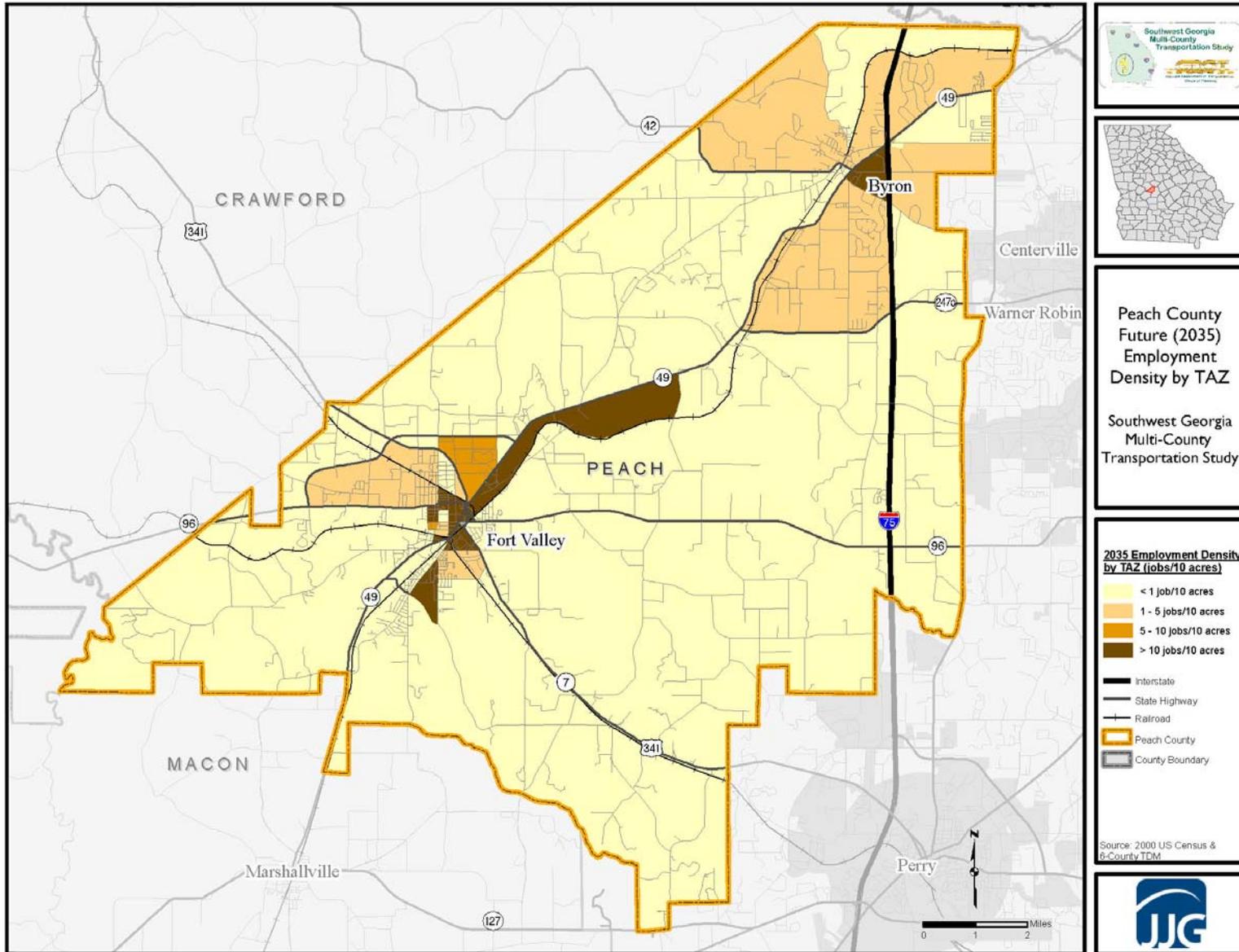
AMC – Agricultural, Mining and Construction employment  
 WTW – Wholesale, Trucking and Warehouse employment  
 SER-Service employment

MFG – Manufacturing employment  
 RET – Retail employment

Source: GDOL; U.S. Bureau of Labor Statistics.

In order to forecast employment in the year 2035, linear growth estimates were developed at the county level based on GDOL 1990 to 2006 annual employment estimates by county. County level employment data for the 17-year period between 1990 and 2006 did not display a clear directional trend; individual county employment rose and fell during the time period, while for the study area as a whole there was a clear upward trend in employment. In addition to the linear growth rate, plans for future developments were also taken into account. Employment projections are based on the assumption that all the currently planned developments will reach build out by 2035.

FIGURE 2.4: PEACH COUNTY FUTURE (2035) EMPLOYMENT DENSITY BY TAZ



## 2.5 ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 and related statutes assure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, and disability. Executive Order 12898 Federal Actions to Address Environmental Justice to Minority Populations and Low Income Populations, signed by President Clinton requires federal agencies to consider impacts to minority and low income populations as part of environmental analyses to ensure that these populations do not receive a disproportionately high number of adverse human health impacts as a result of a federally funded project. In 1998, FHWA issued a guidance document that established policies and procedures for complying with EO 12898 in relation to federally-funded transportation projects. This guidance defines a “disproportionately high and adverse effect” as one that is predominantly borne by, suffered by, or that is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or non-low-income population.

Minority persons are defined as those people belonging to the following groups: Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Hispanic or Latino. Census 2000 defines the first five groups as races, and Hispanic or Latino as an ethnicity. As such, people of this minority group can belong to any racial group but are still considered minorities with respect to Environmental Justice. Low-income persons are defined as those whose median household income is at or below the U.S. Department of Health and Human Services poverty threshold.

Census 2000 data from the P4 (Hispanic or Latino and Not Hispanic or Latino by Race) and P92 (Poverty Status is 1999 of Households by Household Type by Age of Householder) sample datasets were utilized to provide a quantitative analysis of the counties in the study area with respect to minority and ethnic populations and low-income households. Census data are grouped together by geographic area, of which blocks are the smallest and most precise form. The sensitivity of some information requires the Census Bureau to release it in the more general form of block groups. The data for this study were gathered at the most accurate level for which they were available: for race and ethnicity, at the block level; for income, at the block-group level.

### 2.5.1 MINORITY POPULATION

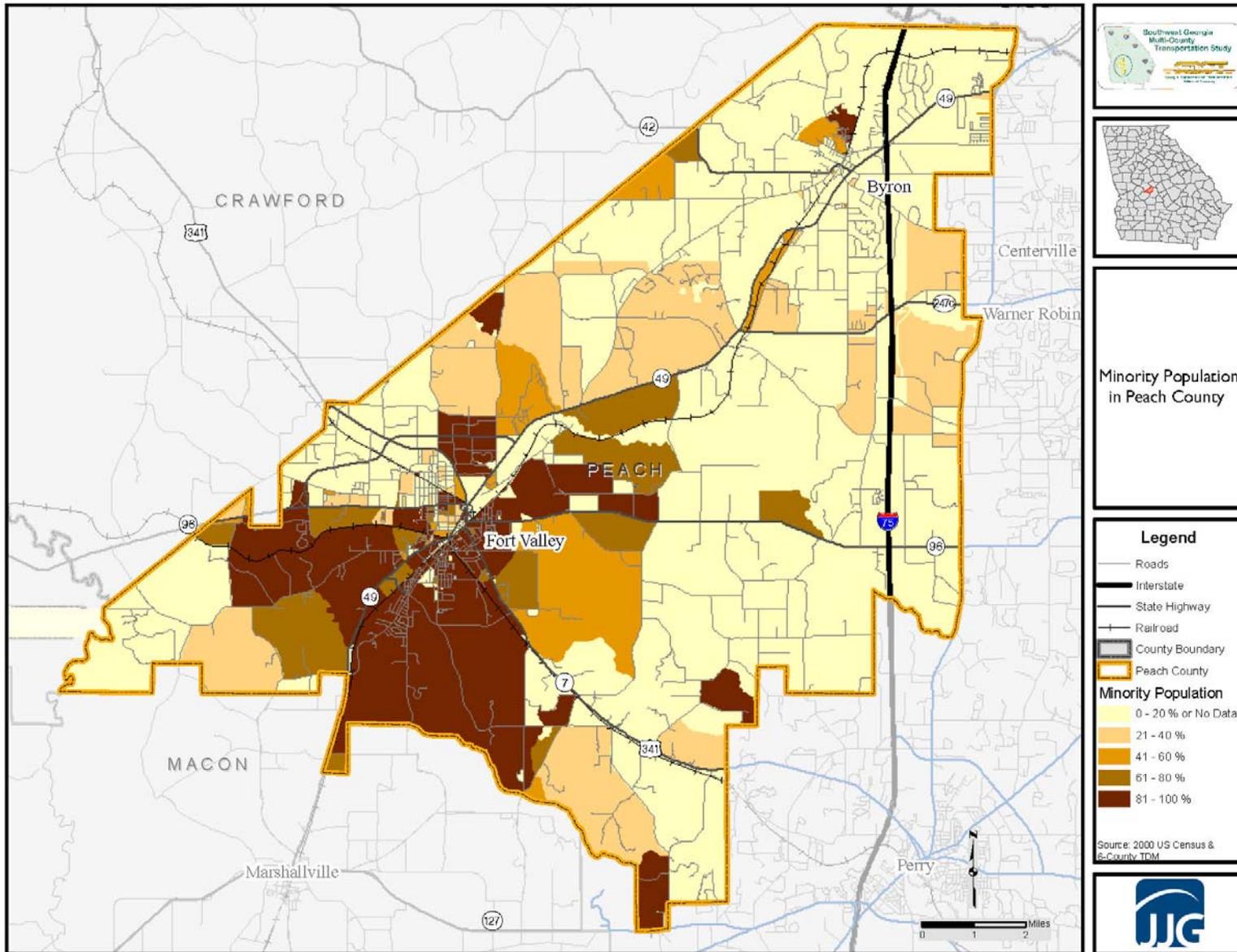
**Table 2.4** below presents the percentage of the total population of Peach County made up of racial and ethnic minorities. The population of Peach County is 50.8 percent minority, a higher percentage than the statewide average of 37.4 percent. Census blocks with populations that are 81 to 100 percent minority are concentrated around Fort Valley. A map of the minority population in Peach County can be found in **Figure 2.5** on page 13.

**TABLE 2.6: MINORITY POPULATION IN PEACH COUNTY**

	Peach County	State of Georgia
Total Population	23,668	8,186,453
Minority Population	12,014	3,057,792
Percent Minority	50.8%	37.4%

Source: 2000 US Census

FIGURE 2.5: MINORITY POPULATION IN PEACH COUNTY (2000)



### 2.3.2 LOW INCOME POPULATION

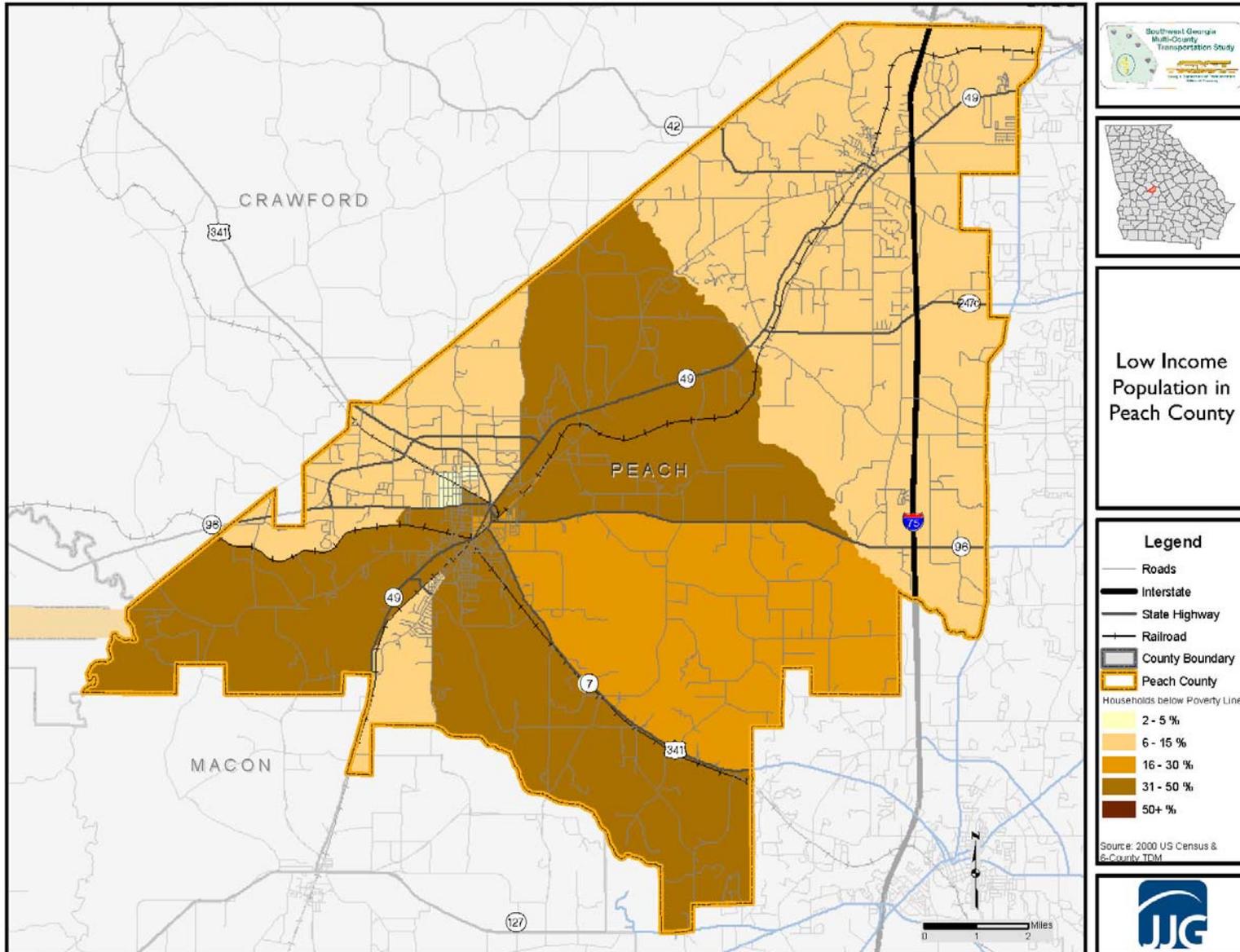
**Table 2.5** below, presents the percentage of households in Peach County that have incomes under the poverty rate as determined by the federal government and reported by the US Census Bureau. Of Peach County households, 25.6 percent have incomes under the poverty level, higher than the statewide average of 12.6 percent. As can be seen in **Figure 2.6** on page 15, the highest percentages of low income households are found around Fort Valley.

**TABLE 2.7: LOW INCOME POPULATION IN PEACH COUNTY**

	<b>Peach County</b>	<b>State of Georgia</b>
Total Households	4,901	3,006,369
Households with incomes below the poverty level, 1999	1,253	380,369
Percentage of low income households	25.6%	12.6%

Source: 2000 US Census

FIGURE 2.6: LOW INCOME HOUSEHOLDS IN PEACH COUNTY (2000)



### 3. LAND USE

This section presents current and future land use in Peach County, including protected areas and anticipated development. Parks and wetlands are presented here, but further, detailed analysis of park and wetland resources will be necessary for any transportation project to proceed.

#### 3.1 EXISTING LAND USE

Peach County is primarily agricultural in nature, but portions of the unincorporated county have recently shifted to suburban-style and rural residential uses. Commercial uses are largely found at Interstate interchanges, while retail, service and office uses are found in and around the cities of Fort Valley and Byron. Industrial uses are found at the South Peach Industrial Park, just south of Fort Valley on US 341, and two other tracts of land, one east of the Perry-Houston County Airport, and the other south of Juniper Creek Road.

The City of Byron has many new low-density residential neighborhoods, clustered in the areas around Walker Road and north of SR 49, which serve the Warner Robins metropolitan area. Most commercial development in the city occurs along major roadways, but is also found in the central business district, in neighborhood commercial centers, and at regional commercial centers that capitalize on the Interstate to create a shopping destination. The City of Byron also has public and institutional uses as well as some agricultural and vacant land that remains to be developed.

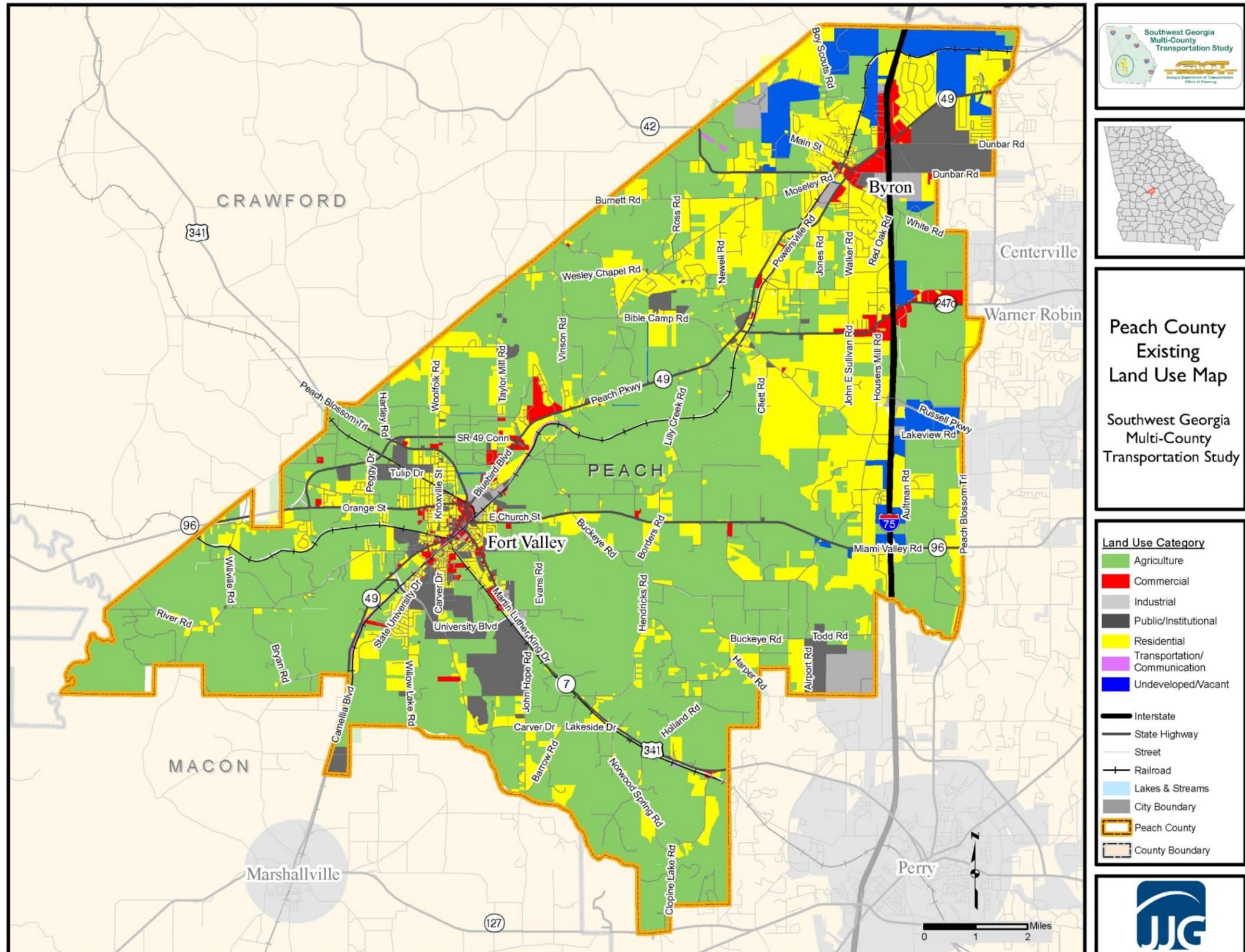
In the City of Fort Valley, residential areas are older than those in Byron, with smaller lots and higher densities. Commercial uses are found in the central business district and in strip highway developments. The Blue Bird Bus Company represents a large industrial use in Fort Valley, and county services and Fort Valley State University account for a large amount of public and institutional use lands. There is a large tract of agricultural, undeveloped land in eastern Fort Valley. A map of existing land use in Peach County can be found in **Figure 3.1** on page 17.

#### 3.2 FUTURE LAND USE

According to the Peach County Comprehensive Plan (2006), the major anticipated change in land use by 2025 in Peach County may occur in the Byron area. Most of the growth anticipated in Peach County is expected to occur in the northeast section of the county. Should current trends continue, this area of the county will shift to residential uses to accommodate more bedroom-community style development.

In the City of Byron, proposed residential projects indicate that it will increasingly be considered a bedroom community for workers in the cities of Macon and Warner Robins and the surrounding areas. Commercial and other investment in the central business district is expected to continue into the future. Future land use will encourage the inclusion of neighborhood commercial centers in new, nodal development, rather than the strip development that currently dominates the city.

FIGURE 3.1: PEACH COUNTY EXISTING LAND USE (2006)



The City of Fort Valley intends to focus future redevelopment on in-town residential neighborhoods, which are in need of redevelopment due to their age. Supporters of the central district are currently working with the Main Street Program to create a plan for an appealing shopping and working area that will draw people downtown. As nearby neighborhoods plan to redevelop, strip commercial areas should be accounted for and converted to mixed-use developments where possible. Fort Valley State University, located on the south side of Fort Valley is expected to more than double its enrollment in the next ten years. While industrial development will be encouraged, most agricultural and undeveloped areas of the city are not expected to change significantly in the near future. A map of future land use in Peach County can be found in **Figure 3.2** on page 19.

### 3.3 PROTECTED AREAS

Protected areas are locations which receive protection because of their environmental, cultural or similar value. A large number of protected areas exist which vary by level of protection and by the enabling laws. Examples include parks, reserves, wetlands, wildlife management areas (WMAs), natural areas (NAs), and places and structures of a historic nature. The identification of environmental resources and parks is important in the preparation of a transportation study for two main reasons. First, the preservation of these resources is important to all local, state, and federal stakeholders. Second, the early identification of resources is important when developing transportation plans since their existence could serve to preclude potential transportation facilities or alignments. This discussion focuses on parks, wetlands, and historic locations.

#### 3.3.1 PARKS/PROTECTED NATURAL AREAS

Peach County is not home to any national or state parks, or any designated wildlife management areas or natural areas. Individual projects may have impacts on local parks, and environmental impacts of proposed projects should be examined on a case-by-case basis.

#### 3.3.2 WETLANDS

Wetlands are defined as areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes and bogs. Federal law and the Georgia Planning Act require protection of wetlands and other natural resources from adverse impact. Because of this, the Georgia Department of Natural Resources maintains a database that defines, identifies, and maps the categories of freshwater wetlands and habitats. **Figure 3.3** on page 20 depicts the location of wetlands, rivers, open waters, and locations of key protected areas in Peach County.

#### 3.3.3 NATIONAL REGISTER OF HISTORIC PLACES

According to the National Register of Historic Places, Peach County contains six places deemed worthy of preservation. These include three historic districts, a courthouse, a private home and a farm. A list of the locations in Peach County that are included in the National Register of Historic Places can be found in **Table 3.1** on page 21.

FIGURE 3.2: PEACH COUNTY FUTURE LAND USE (2035)

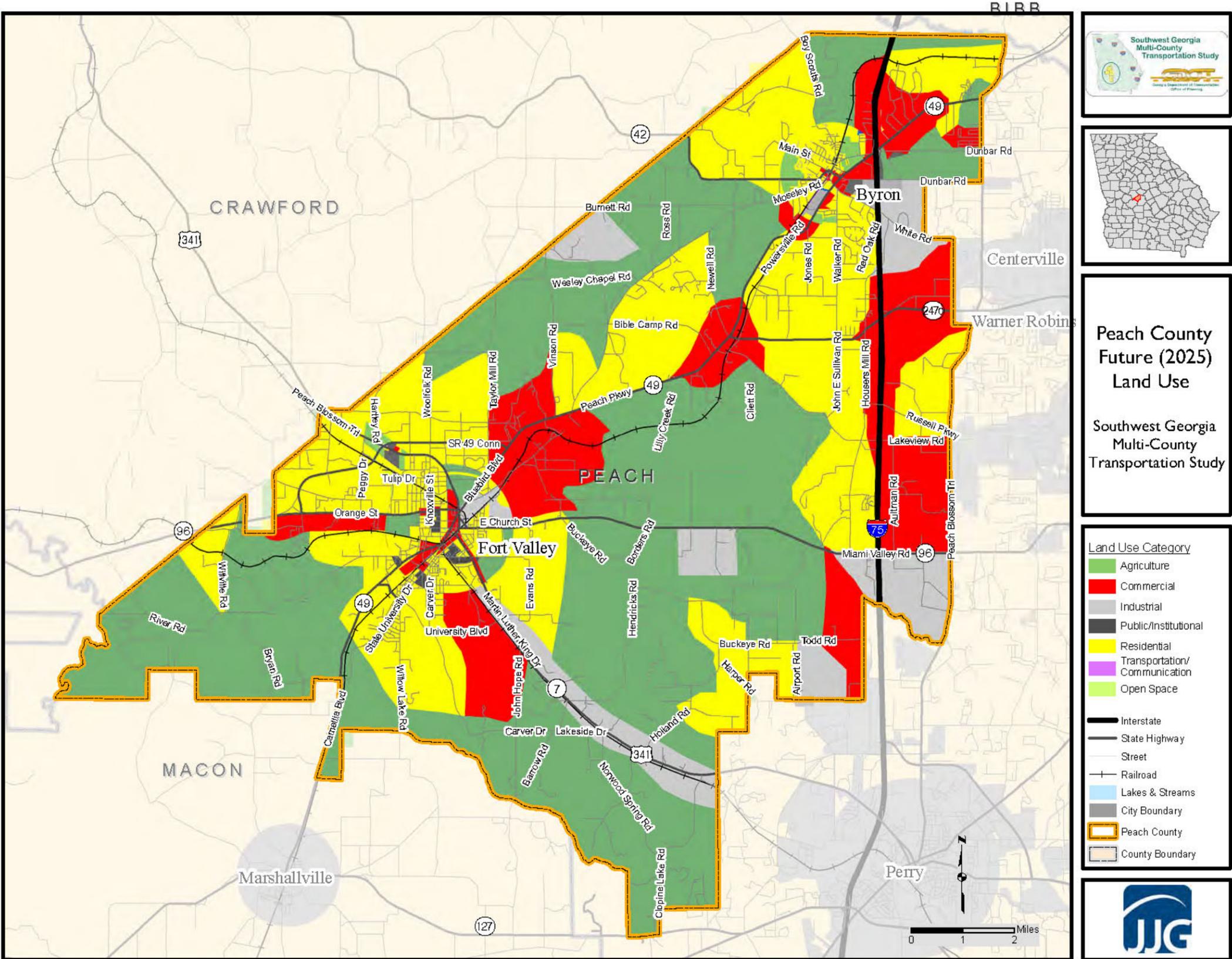
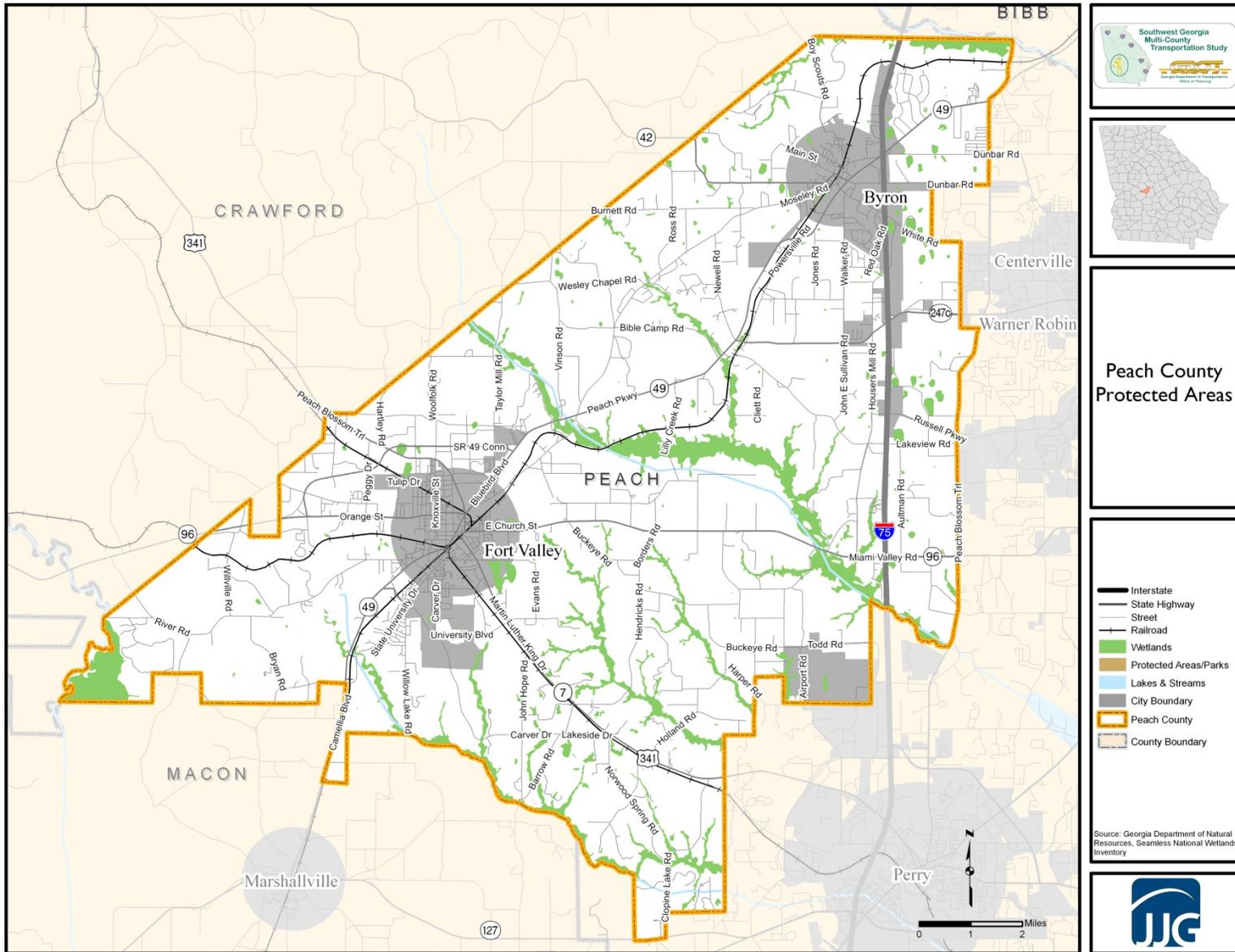


FIGURE 3.3: PEACH COUNTY WETLANDS, PROTECTED AREAS, AND PARKS (2009)



**TABLE 3.1: PEACH COUNTY HISTORIC PLACES**

<b>City</b>	<b>Location</b>	<b>Address</b>
Byron	Byron Historic District	Roughly, along the Central GA RR tracks from Jackson St. to Vinson St.
Fort Valley	Everett Square Historic District	Roughly bounded by Knoxville, Vineville, Anderson, and Macon Sts. and the Central of Georgia RR tracks
Fort Valley	Everett, James A., House	220 Northwoods Dr.
Fort Valley	Fort Valley State College Historic District	Pear St. and State University Dr.
Fort Valley	Peach County Courthouse	Off GA 49
Fort Valley	Strother's Farm	Rt. 3

Source: National Register of Historic Places

### 3.4 DEVELOPMENTS OF REGIONAL IMPACT

A review was performed for applications for Developments of Regional Impact (DRI) within Peach County filed since 2001 that have been approved or are still pending. DRIs are large-scale projects that are likely to have regional impacts, beyond the boundaries of the local governments of their locations. DRIs are included in this study because, due to their size and/or nature, they can have transportation implications for the regional roadway network.

DRI applications are reviewed by the Regional Commissions, which issue a finding of whether or not the proposed project is in “the best interest of the Region and therefore the State.” The local government uses this recommendation in deciding whether to allow the project to proceed. This process is overseen by the Georgia Department of Community Affairs.

Analysis of the application list in **Table 3.2** highlights an area of proposed growth to the north and east of Byron in Peach County. This area has had several applications for additional residential communities just across the county line from Warner Robins in Houston County. It is therefore expected that this area will see additional, suburban style growth into the near future. The amount of residential development indicated by the DRI activity in Peach County indicates that existing transportation network may experience a significant increase in demand into the future.

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**TABLE 3.2: DRI APPLICATIONS IN PEACH COUNTY SINCE 2001**

DRI ID	Project	Type	Location	Initial Info Sub. Date	Current Status	RC Finding: In the best interest of the region?	Expected time frame: This phase/ Overall project	Total Estimated Traffic Volume
2063	The Roost Development- Formerly Saddle Ridge Subdivision- DRI-#1297	Industrial	Byron	8/31/09	Completed	Yes	NA / January 2013	5,000 TPD
1308	Hawks Ridge Subdivision	Housing	Byron	1/9/07	Request for Comments Made	Pending	NA / September 2007	537
1297	Saddle Ridge Subdivision	Housing	Byron	12/15/06	Request for Comments Made	Pending	NA /July 2014	2,700
1116	The Grove	Housing	Byron	5/10/06	Complete	Yes	NA /2014	1578
1089	The Plateau	Housing	Byron	4/6/06	Additional Form Submitted	Pending	NA /June 2009	289
868	The Preston	Housing	Byron	7/15/05	Complete	Yes	July 2006/July 2008	237
778	Cumberland Shores	Housing	Byron	4/18/05	Complete	Yes	July 2006/July 2009	272
682	Timber Ridge Preserve	Mixed Use	Byron	11/10/04	Complete	Yes	July 2005/2010	350

Source: Georgia Department of Community Affairs

## 4. TRANSPORTATION INVENTORY

This section presents an inventory of existing transportation facilities within Peach County. This inventory includes roadway functional classifications, surfaces, and lane configurations, bridges, pedestrian and bicycle facilities, railroads, public transportation services, and safety of roadway segments and intersections.

### 4.1 ROADWAY INVENTORY

#### 4.1.1 FUNCTIONAL CLASSIFICATION

Functional classification is the process by which street and highway facilities are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. The functional classification designation of a given road also determines whether it is eligible for federal funds. Federal-aid roads are:

- Principal arterials,
- Minor arterials,
- Urban collectors, and
- Rural major collectors.

In addition, rural minor collectors can be eligible for federal funds. Urban or rural local roads are not eligible for federal-aid.

The hierarchy of roadway networks is defined by the role each type of road serves meeting access and mobility requirements within the system. The role of a local road is to provide access to land, with little emphasis on system mobility. Conversely, arterials emphasize a high level of mobility, serving long trips between activity centers with little concern for land access. Collectors offer a balance between mobility and land access, and provide connections between local roads and streets and arterials.

Urban and rural areas have fundamentally different characteristics as to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which all these elements are related in the definitions of highway function. The following section describes the differences in roads for rural and urban areas.

#### **Functional Systems for Rural Areas**

Rural principal arterials typically serve substantial statewide or interstate travel. These continuous facilities emphasize regional mobility and connect larger urban areas. These roads are designed for a relatively high rate of speed and often have limited access to adjacent land uses and street networks. Rural principal arterials are comprised of Interstate facilities as well as major rural highways. Rural minor arterials, in conjunction with rural principal arterials comprise a rural network that connects cities with towns. While generally not designed with limited or controlled access, these facilities allow for higher speeds and mobility than provided by collector roadways.

Rural major and minor collectors generally serve travel of primarily intra-county, rather than statewide or regional importance. These facilities provide a balance between mobility and land access. Trip length is therefore generally shorter than rural arterials and posted speeds generally more moderate than rural arterials.

Rural local roads typically provide access to adjacent land and provide service to travel over shorter distances than collector and higher order systems. Rural local roads represent the largest type of road network within Peach County.

### Functional Systems for Urban Areas

Urban principal arterials serve the major centers of activity in a metropolitan area, are the highest traffic volume corridors, and serve the longest urban trips. These facilities carry a high proportion of the total urban area travel. Urban principal arterials should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the city centers. Characteristics of these roads include partially and fully controlled access and high speeds.

The urban minor arterial street system should connect to and support urban principal arterials and provide slightly lower mobility than the principal arterials. These usually serve a smaller geographic area and provide some local access. Urban minor arterials are usually lower speed facilities and generally do not have limited or controlled access.

Urban collectors provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. This classification of street is typically designed to distribute trips from the arterials to their ultimate destination. Speeds on these streets are relatively moderate.

Urban local streets comprise all facilities not on one of the higher systems. These streets serve primarily to provide direct access to abutting land and to the higher order systems. Speeds are typically low and through traffic movement is usually discouraged.

These classifications allow the safety of facilities across the state of Georgia to be evaluated relative to other facilities of similar design, traffic volumes and purpose. GDOT is responsible for collecting performance information from local and state reporting agencies for street and highway facilities. In most cases, GDOT also provides the functional classifications for state road facilities. Typical information collected includes Average Annual Daily Traffic (AADT), accident locations, and equipment involved injuries and fatalities.

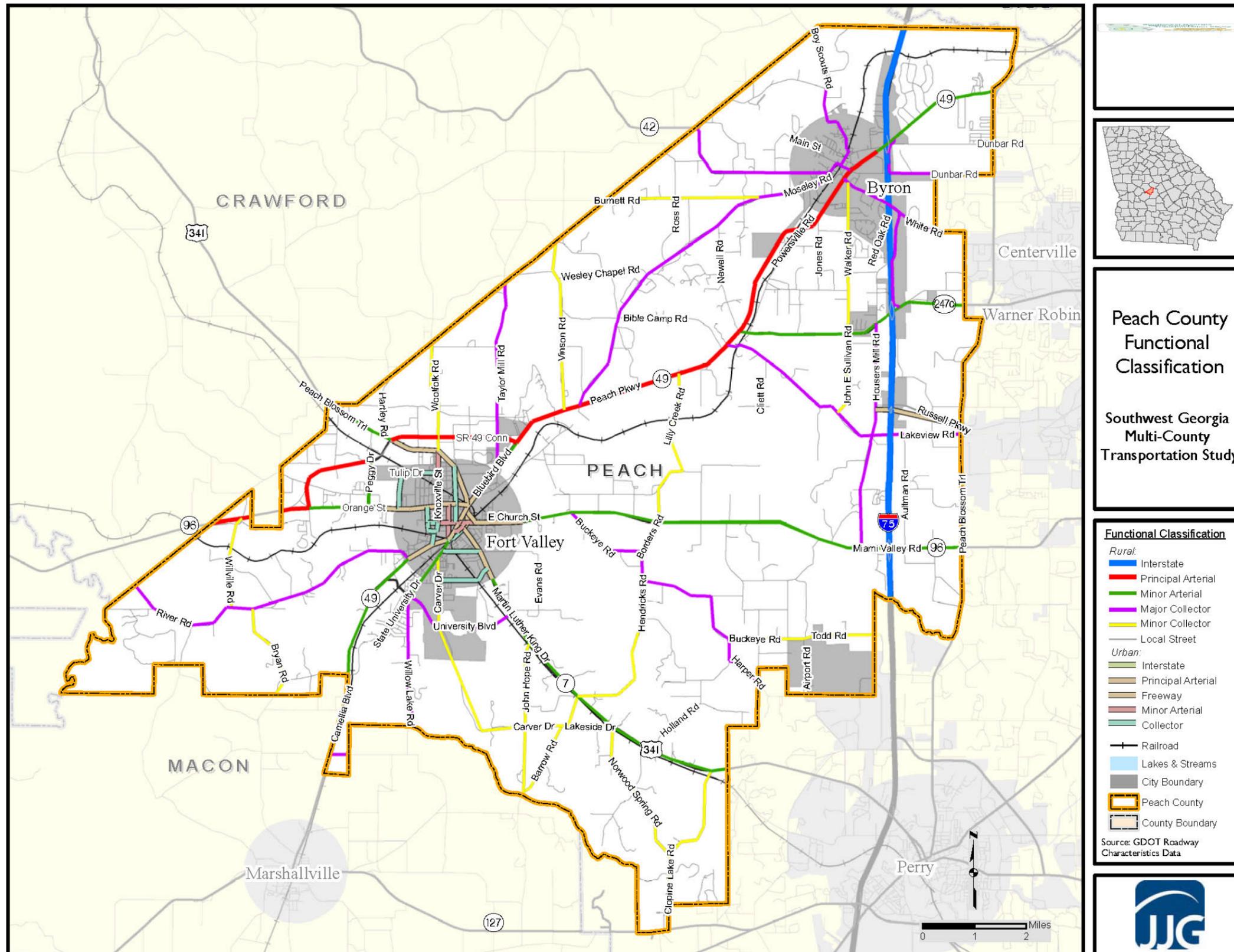
**Figure 4.1** on page 25 presents the Peach County roadways by functional classification. **Table 4.1** below presents the mileage and VMT for each functional classification in Peach County.

**TABLE 4.1: FUNCTIONAL CLASSIFICATIONS IN PEACH COUNTY**

	Rural Roadways		Urban Roadways	
	Mileage	VMT	Mileage	VMT
Interstate	8.30	569,064	2.82	182,227
Arterial	41.53	319,309	20.77	134,564
Collector	90.19	147,588	8.56	11,469
Local	153.57	70,010	49.13	44,494
Road Total	293.59	1,105,970	81.28	372,755

Source: GDOT Office of Transportation Data Mileage by Road Type and Road System

FIGURE 4.1: PEACH COUNTY ROADWAY FUNCTIONAL CLASSIFICATIONS (2008)



#### 4.1.2 ROAD SURFACE

Peach County had 12 percent of its 375 miles of roads unpaved. The more urban the area, the higher traffic levels are, and so the higher the need for paved roads. **Table 4.3** below presents the road mileage by surface type for Peach County.

**TABLE 4.2: PEACH COUNTY ROAD MILEAGE BY SURFACE TYPE**

Road Type	Peach County			State Totals		
	Total Mileage	Unpaved	Percent Unpaved	Total Mileage	Unpaved	Percent Unpaved
State Routes	69	0.0	0.0%	18,096	1	0.0%
County Roads	236	47	19.9%	84,558	27,986	33.1%
City Streets	70	3	4.3%	14,584	486	3.3%
Road Total	375	51	13.6%	117,238	28,473	19.5%

Source: GDOT Office of Transportation Data 2007

#### 4.1.3 LANE CONFIGURATION

Another important attribute reviewed from GDOT's RC database is the number of lanes provided on each road. Roads in the county primarily serve traffic in both directions. Additionally, the majority of the roads in the county are two-lane facilities. **Figure 4.2** on page 27 illustrates the number of lanes on roadways in Peach County.

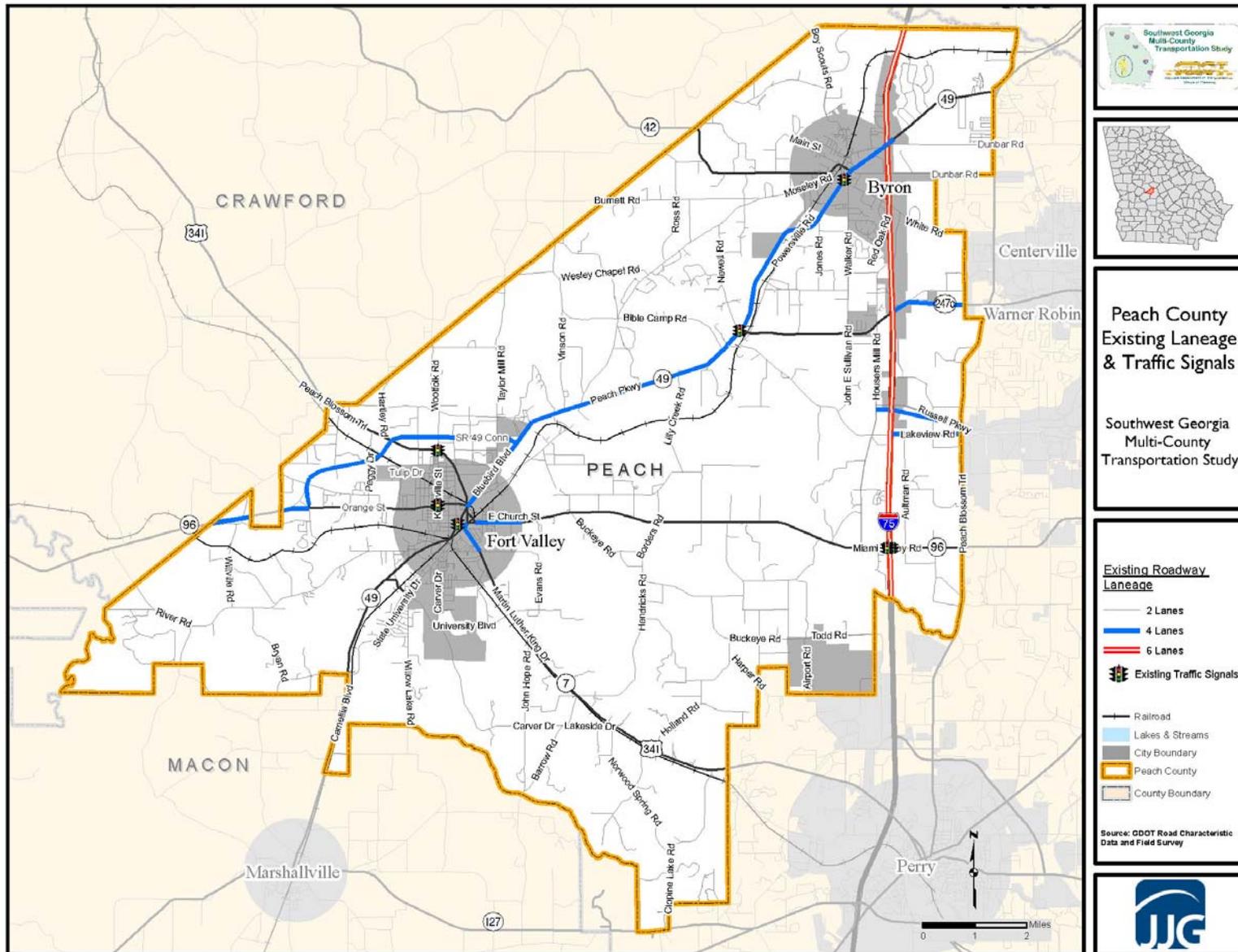
### 4.2 BRIDGE INVENTORY AND CONDITIONS ASSESSMENT

The following section will provide an analysis of current bridge conditions relative to sufficiency and importance to the overall roadway network in the study area. Maintaining bridges in good condition is important for safety and to avoid delays due to road closures and weight limits. The bridge sufficiency rating formula was created in part as a universally accepted method of collectively evaluating factors which indicate a bridge's condition and its ability to remain in service. The result of the standardized formula is a number between zero and 100, for which 100 represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge.

The collective factors which form a sufficiency rating are collected by GDOT and submitted to the Federal Highway Administration (FHWA) on an annual basis. Key factors which make up a sufficiency rating include the number of lanes relative to the roadway it carries, AADT, structural condition and deck condition.

It is important to note that sufficiency ratings do not necessarily indicate a bridge's ability to safely carry traffic loads. Measures used to determine a bridge's sufficiency also include metrics not related to the structural integrity. Factors that are used to calculate sufficiency that are not related to structural integrity include under-clearances, the bridge's location on the national highway system, conditions of the bridge approaches, and traffic safety features, like railing height, and the length of a detour should the bridge be closed. In total, there are 18 key factors used to calculate sufficiency ratings.

FIGURE 4.2: PEACH COUNTY EXISTING LANEAGE AND TRAFFIC SIGNALS (2008)



The Highway Bridge Program uses sufficiency ratings to help prioritize bridges in need of repair or replacement. The Highway Bridge Program is authorized and funded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). To qualify for federal replacement funds, a bridge must have a rating of 50 or below. Bridges with a sufficiency of 50 to 80 meet the minimum qualifications for rehabilitation funding. Rehabilitation can include maintenance or repair of bridge decks, expansion joints, bridge railings, foundations, piers, etc. Bridge rehabilitation can be a cost efficient solution for bridges with sufficiency ratings below 50 if it can be demonstrated that the rehabilitation will improve the bridge to an acceptable sufficiency rating. It should be noted that bridges that qualify for federal funding by their sufficiency ratings are not guaranteed to receive such funds.

Peach County has one bridge, or approximately five percent of bridges in the county, with a sufficiency rating below 50, qualifying for FHWA bridge replacement funding. This bridge is not on the State Route system. This bridge is located on Willow Lake Road at Big Indian Creek (listed in **Table 4.3** below and shown in the map in **Figure 4.3** on page 29).

**TABLE 4.3: PEACH COUNTY BRIDGE SUFFICIENCY RATINGS BELOW 50**

Bridge Serial Number	Facility Carried	Feature Intersected	Sufficiency	Year Built	On State Route System?	PI Number?
225-5016-0	Willow Lake Road	Big Indian Creek	27.73	1959	No	No

Source: GDOT January 2008

### 4.3 PEDESTRIAN AND BICYCLE FACILITIES

The information in this section regarding existing and planned bicycle and pedestrian facilities comes from the *Bicycle and Pedestrian Plan for the Middle Georgia Region (2005)*, which was prepared by what was then the Middle Georgia Regional Commission (RC) and submitted to GDOT in March 2005, the *Warner Robins Area Transportation Study Bicycle and Pedestrian Plan (2007)*, and from GDOT planned and programmed projects. Planned near-term pedestrian and bicycle facility improvements are included in GDOT's State Transportation Improvement Program (GDOT STIP) 2008-2011 and Work Program. The nature of the GDOT STIP and Work Program are covered in the GDOT Planned and Programmed Improvements Section presented later in this document.

#### 4.3.1 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

According to the *Bicycle and Pedestrian Plan for the Middle Georgia Region (2005)*, in Fiscal Year 2004, GDOT contracted with the Middle Georgia Regional Commission to collect sidewalk data for the City of Macon (Bibb County), and the Cities of Gordon, Hawkinsville, Jeffersonville, Roberta, Milledgeville, Eatonton, and Gray. A portion of the sidewalk network in Fort Valley was inventoried under this contract.

Peach County has two designated State Bicycle Routes. The Central Route Corridor, bike route #15, runs along US 41 on the eastern edge of the county. SR 96, which runs east-west through the middle of the county, is part of the TransGeorgia Corridor, route # 40. As the *Bicycle and Pedestrian Plan for the Middle Georgia Region (2005)* notes, however, the state bicycle route designation does not imply access to bicycle facilities, and shared bicycle and vehicular traffic should be expected along these routes. Furthermore, there are no signs that mark roadways as state bicycle routes. Existing bicycle routes in the study area are mapped with the proposed bicycle routes in **Figure 4.4** on page 30.

FIGURE 4.3: PEACH COUNTY BRIDGE SUFFICIENCY (2008)

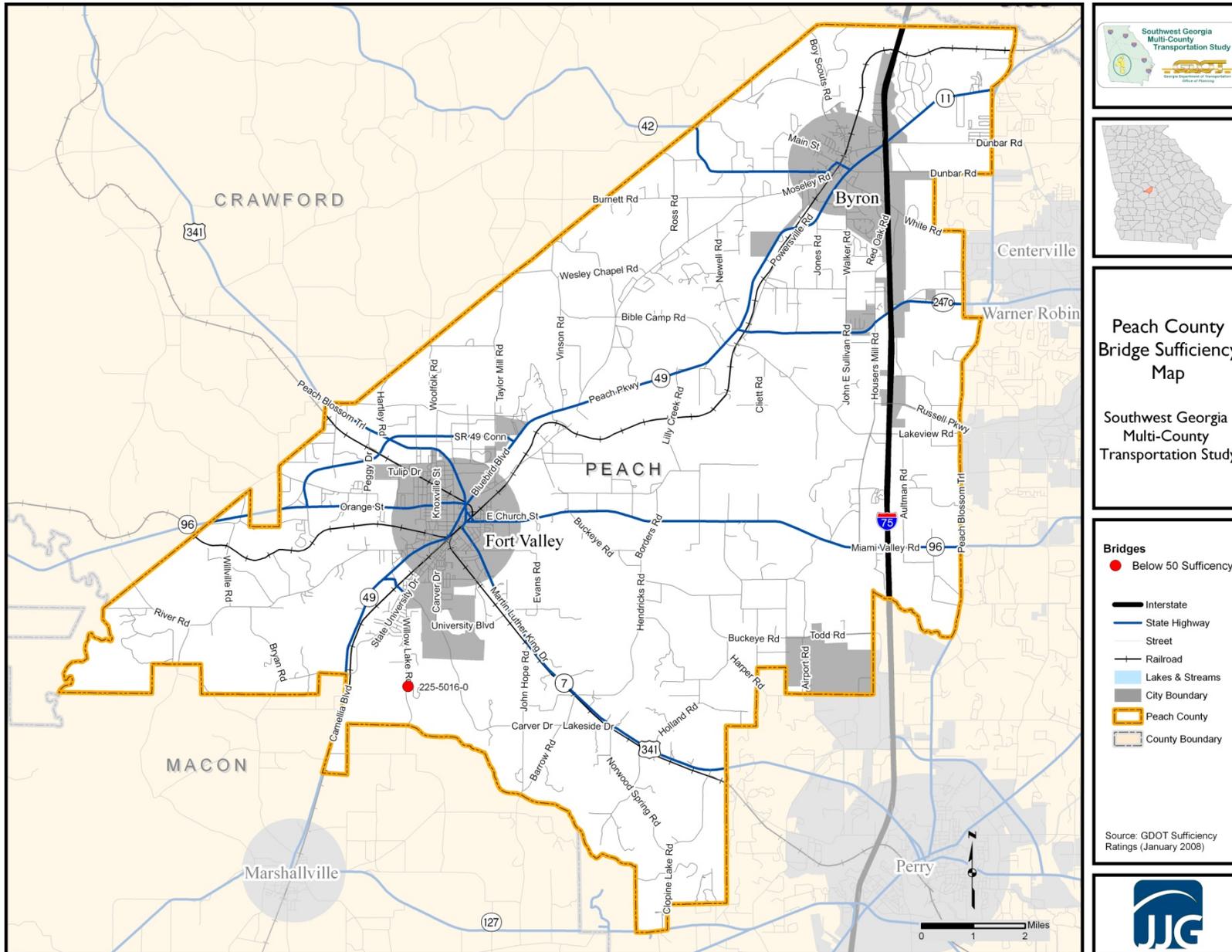
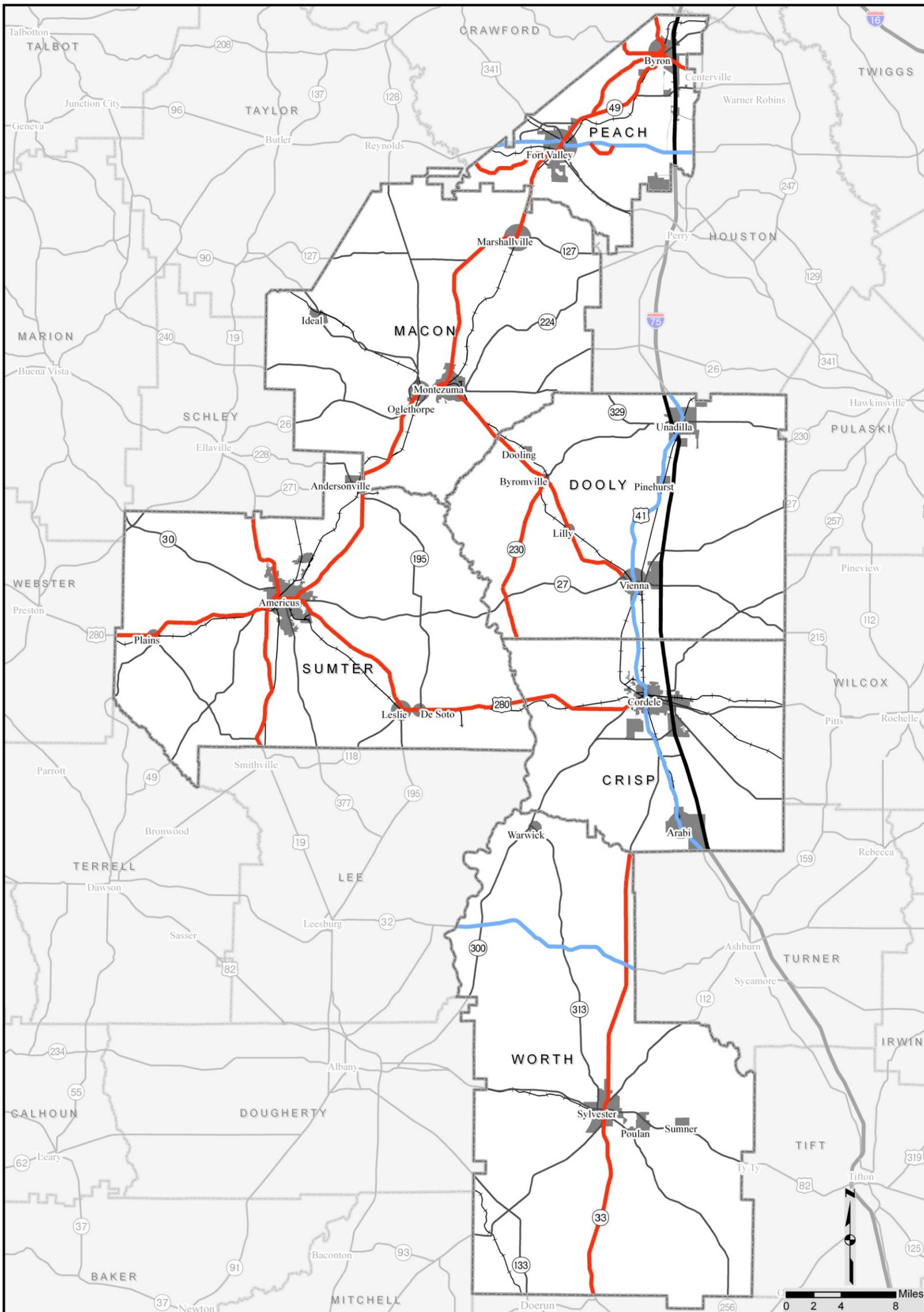


FIGURE 4.4: EXISTING AND PROPOSED BICYCLE ROUTES IN THE SIX-COUNTY STUDY AREA (2009)



		<p><b>Southwest Georgia Multi-County                  Transportation Study                  Existing and Planned Bike Routes</b></p>	<ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Existing Bike Route</li> <li><span style="color: red;">—</span> Planned Bike Route</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block;"></span> State Highway</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Railroad</li> <li><span style="border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span> City Boundary</li> <li><span style="border: 1px solid gray; width: 10px; height: 10px; display: inline-block;"></span> County Boundary</li> </ul> <p><small>Sources: GDOT Bicycle and Pedestrian Program, Warner Robins Area Transportation Study, Middle Georgia, Middle Flint, and Southwest Georgia Regional Bicycle and Pedestrian Plans.</small></p>	
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### 4.3.2 FUTURE BICYCLE AND PEDESTRIAN FACILITIES

An inventory of recommendations from the *Bicycle and Pedestrian Plan for the Middle Georgia Region (2005)* RC and GDOT projects are listed in **Table 4.4** below. Proposed bicycle routes in the six-county study area are mapped with the existing bicycle routes in **Figure 4.4**.

**TABLE 4.4: PEDESTRIAN RECOMMENDATIONS IN PEACH COUNTY**

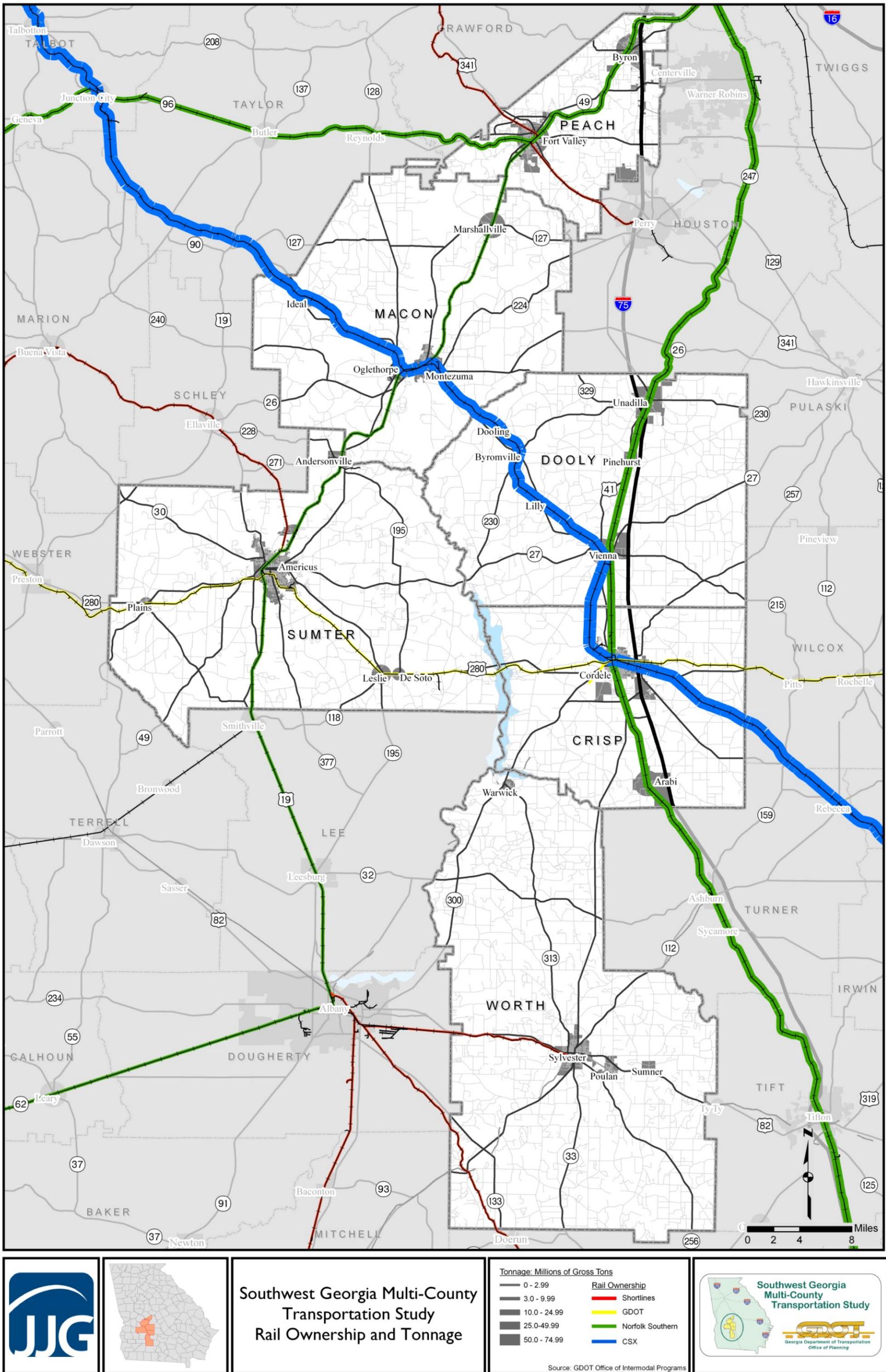
Source	County	Facility Type	Recommendation
Middle GA RC	Peach	Bike	Spur routes from the State Central Route Corridor 15: <ul style="list-style-type: none"> <li>• Byron to Fort Valley,</li> <li>• TransGeorgia Corridor Route #40,</li> <li>• Highway 49,</li> <li>• Perry, via Highway 41.</li> </ul>
Middle GA RC	Peach	Ped	Improve pedestrian access to Byron's downtown, public schools, and park on White Road.
Middle GA RC	Peach	Ped	Sidewalks should be constructed across the interstate bridge on White Road.
Middle GA RC	Peach	Ped	Complete pedestrian facilities database and formulate sidewalk network plan.
WRATS	Peach	Bike	Designate White Road to Linda Drive as a Shared Roadway. Place share-the-road on the right-of-way to warn motorists of possible bicyclists on the roadway.
WRATS	Peach	Bike	Bicycle lanes on US 41 from South of Osigian Blvd to White Road
WRATS	Peach/ Houston	Bike	Bicycle lanes on SR 96 from I-75 to SR 247
WRATS	Peach/ Houston	Bike	Bicycle lanes on Dunbar Road from the Peach County Industrial Park North in Byron to Elberta Road
WRATS	Peach	Bike	White Road from Linda Drive in Byron to US 41
WRATS	Peach	Bike	SR 42 from Roberta to SR 49 in Byron
WRATS	Peach	Bike	Moseley Road from SR 49 to SR 42 in Byron
WRATS	Peach	Bike	Bicycle lanes on SR 49 from Fort Valley to White Road in Byron
WRATS	Peach/ Houston	Bike	Bicycle lanes on Russell Parkway from I-75 to SR 247
WRATS	Peach	Bike	Bicycle lanes on US 41 from White Road to Dunbar Extension; Perry Parkway to South of Osigian Boulevard; and Dooly County Line to I-75.

Source: Middle Georgia Regional Bicycle and Pedestrian Plan, WRATS Bicycle and Pedestrian Plan

## 4.4 RAILROADS

Historically, a number of thriving communities within the six counties of the study area were established along the railroad lines at key locations to serve commerce. Today, a number of these railroads continue serving these six-counties. Please see **Figure 4.5** on page 32 for a map of these railroads in the study area.

FIGURE 4.5: RAIL OWNERSHIP AND TONNAGE (2005)



Peach County is served by two Norfolk Southern lines and one short line. The first of the Norfolk Southern lines links Albany to Macon. This mainline has also been identified by GDOT's Intercity Rail program as a corridor for passenger service from Albany to Atlanta. In Peach County, it passes from Marshallville, in Macon County, to the south to Fort Valley, Byron, and then into Houston County to the northeast.

The second Norfolk Southern line connects with the first in Fort Valley. This line connects Fort Valley to Columbus. In Peach County, this line passes from Fort Valley west to Reynolds in Taylor County.

The short line, the Georgia Midlands Railway, owned and operated by Atlantic Western Transportation, operates between Roberta and Perry via Fort Valley, in Peach County.

## 4.5 PUBLIC TRANSPORTATION

Rural transit service can take the form of fixed-route, demand-responsive, or deviated fixed-route. A fixed-route system operates along a particular route according to a fixed schedule, such as a typical city bus service. A demand responsive system could include van services and shuttle bus systems that provide services only when or where they are required. Deviated fixed-route service combines aspect of both types of service by breaking from fixed-route service to make trips at other times or locations when requested.

The service is often infrequent and is designed to accommodate persons traveling for medical, shopping and other personal business needs rather than commuting. Service tends to be catered to the individual due to the clientele and number of requested trips. Service is usually open to the general public unless otherwise noted. Service hours tend to be limited to weekdays, with schedules designed to allow for same day return trips on days service is provided. In Peach County, transit is provided by Peach County Transit ((478) 825-5995).

## 4.6 SAFETY

Crashes occur most frequently at intersections, but can also occur along segments of a street or highway for many different reasons. Understanding where and why crashes occur is useful in measuring relative need and prioritizing projects. To pursue this end, crash data were analyzed using three distinct approaches.

First, a county analysis was conducted which compared crashes within each county to that of the state, per population, for the years 2000-2007. This analysis provides a generalized tool which compares each county relative to the likelihood of a crash occurring.

Second, an analysis was completed by road segment. Segment termini were established by using county lines, termini of a roadway facility, or location where a facility type changed. An example of a segment terminus would be the location where an urban arterial road facility type changed to a rural arterial, or from a local collector to an arterial, etc. Segments with crash rates higher than the state rate per 100 million vehicle miles (MVM) for their respective facility type were identified and noted. This analysis was conducted using the year 2007 data.

Facilities with high crash rates were compared to the statewide averages for their respective functional classifications. Functional classifications analyzed in this study were Urban Interstate, Rural Interstate, Urban Principal Arterial, Rural Principal Arterial, Rural Minor Arterial, Urban Collector, and Rural Major Collector.

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Rates were normalized for each segment by comparing crashes per 100 million vehicles miles (MVM). Crash, injury and fatality rates were compared against the average of similar facilities across the State of Georgia, as is industry standard.

The third process used to analyze crash information identified intersections throughout the six-county study area with consistently high numbers of reported crashes annually. GDOT funds the use of Critical Analysis Reporting Environment (CARE) software for crash data analysis in Georgia. CARE software was used in this study to examine reported crashes and their respective locations for the years 2000-2007. Intersections which averaged higher than five crashes per year between 2000 and 2007 were considered to experience relatively high crash rates.

High crash rates at intersections are generally the result of high traffic volumes and congestion, not poor intersection geometry. In almost all instances, high crash rate intersections are on the most heavily travelled roadways within a county. When intersections with safety concerns are identified by local input or field investigation, these intersection are compared with the list of high crash intersections in order to identify whether operational or geometric improvements are necessary.

From 2000 to 2007, Peach County averaged 2.4 crashes per day or 35.6 crashes per 1,000 people versus the statewide rate of 37.8. In 2003 and 2007, Peach County crash rates exceeded those of the State of Georgia. During the same time period, Peach County averaged 868 crashes, 397 traffic related injuries and 7.1 fatalities annually.

During the segment review of the Peach County road network, ten segments experienced higher rates than state averages for each respective roadway type. Segments meeting these criteria included three segments of Interstate 75, and three segments of State Route 49. I-75 is on the Interstate system, SR 7/US 341 is on the National Highway System, and the remaining segments are on the State Route system. **Table 4.5** below provides a complete list of segments and associated statistics

**TABLE 4.5: 2007 PEACH COUNTY CRASH RATES BY ROADWAY SEGMENT**

Roadway			Crashes Number	Crash Rate (per 100 million vehicle-miles (MVM))		Injuries Number
GDOT Route No.	Functional Classification	Beg - End MP		Peach County Road Segment	Statewide Avg.	
I-75	Rural Interstate	0 - 3.6	47	60	50	17
I-75	Rural Interstate	5.7 - 11.3	124	81	50	69
I-75	Rural Interstate	12.5 - 17.6	71	270	114	21
SR 49 CO	Rural Principal Arterial	0 - 5	22	320	114	26
SR 96	Rural Minor Arterial	5.9 - 12.9	30	237	154	16
SR 96	Rural Minor Arterial	13.0 - 15.0	12	200	154	3
SR 7/US 341	Rural Minor Arterial	0.3 - 6.2	24	204	154	11
SR 7/US 341	Urban Principal Arterial	6.3 - 10.1	61	629	441	27
SR 247 CO	Rural Minor Arterial	0.0 - 3.0	21	276	154	5
SR 42	Rural Major Collector	0.0 - 3.5	18	391	158	8

Source: CARE Data 2000-2007

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Peach County had ten intersections with more than five crashes per year during the 2000-2007 study period, all of which involved at least one road on the State Route System. Nine of the locations were along State Route 49, and the other location is at the intersection of Atlanta Street at North 1<sup>st</sup> Street. Four locations were within Fort Valley, two in Byron and four in unincorporated areas. These hotspot intersections are listed in **Table 4.6** below and shown in **Figure 4.6** on page 36. Intersections are difficult to compare to one another over time and space, due to the differences in roadway types, intersection geometries, and factors such as signalization and sight-distance. GDOT maintains statewide crash rates for intersections by type; however, for the purposes of this study, intersection crash rates were compared within the county.

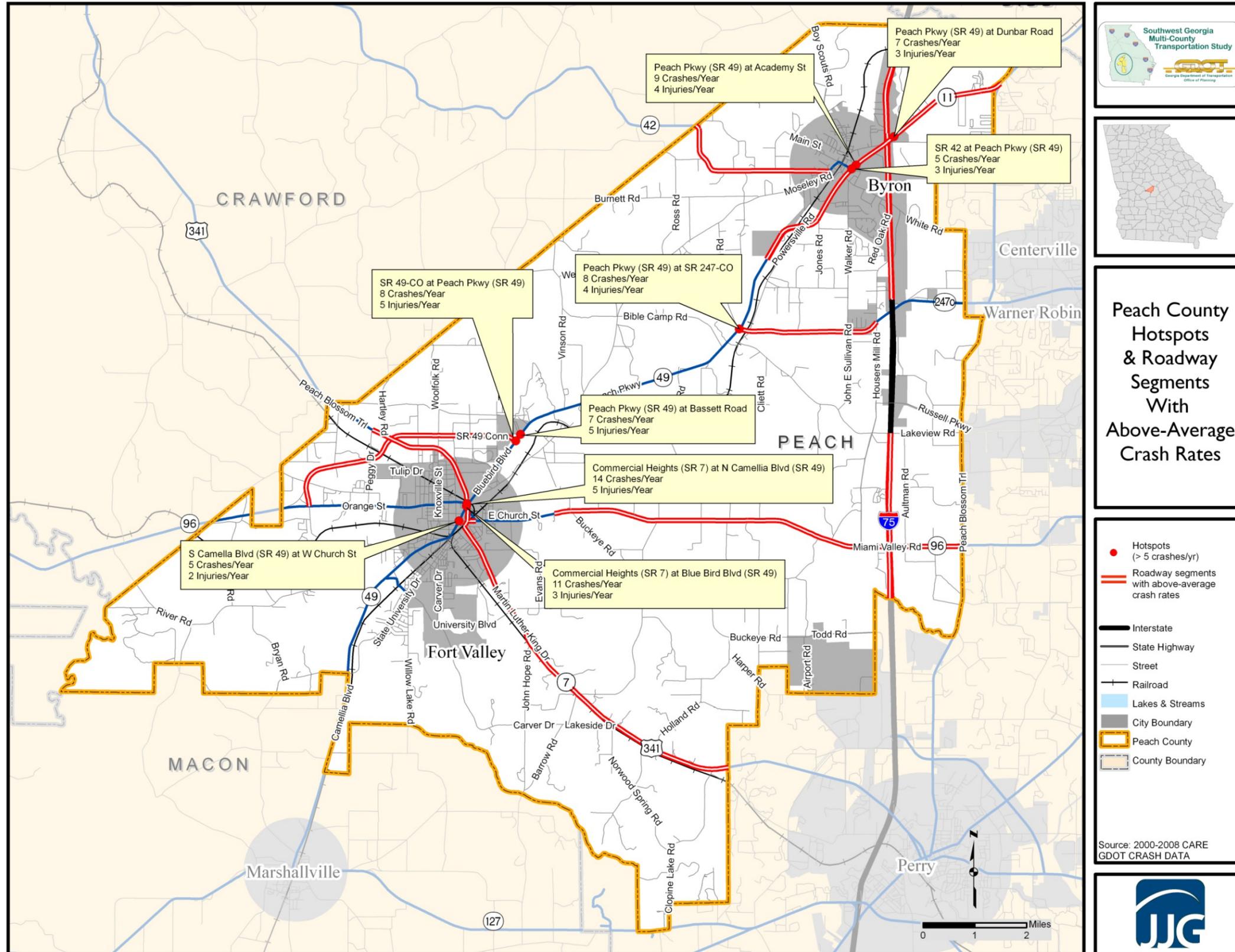
High crash rates at intersections are generally the result of high traffic volumes and congestion, not poor intersection geometry. In almost all instances, high crash rate intersections are on the most heavily travelled roadways within a county. High rates of accidents on segments or intersections may not be indicative of skewed geometry and may not be open to remediation based on geometric redesign.

**TABLE 4.6: PEACH COUNTY HOTSPOTS**

Intersection Location			Total (2000-2007)			Annual Average		
Location	MP	City	Crash	Injury	Fatality	Crash	Injury	Fatality
Commercial Heights (SR 7) at N. Camellia Blvd (SR 49)	7.73	Fort Valley	115	36	0	14	5	0
Commercial Heights (SR 7) at Blue Bird Blvd (SR 49)	7.86	Fort Valley	90	25	0	11	3	0
Peach Pkwy (SR 49) at Academy Street	14.81	Byron	72	29	0	9	4	0
SR 247-CO at Peach Pkwy (SR 49)	0.00	Peach Rural	65	41	2	8	5	<1
Peach Pkwy (SR 49) at SR 247-CO	10.97	Peach Rural	65	28	1	8	4	<1
Peach Pkwy (SR 49) at Dunbar Road	15.77	Byron	57	23	0	7	3	0
Peach Pkwy (SR 49) at Bassett Road	5.9	Peach Rural	54	38	0	7	5	0
SR 42 at Peach Pkwy (SR 49)	0.00	Peach Rural	42	22	1	5	3	<1
Atlanta Street(SR 7) at N 1st Street	9.13	Fort Valley	40	30	1	5	4	<1
South Camella Blvd (SR 49) at W Church Street	3.92	Fort Valley	40	15	0	5	2	0

Source: CARE Data 2000-2007

FIGURE 4.6: HOTSPOTS AND ROADWAY SEGMENTS WITH ABOVE-AVERAGE CRASH RATES IN PEACH COUNTY (2000-2007)



## 5. EXISTING AND FUTURE TRAFFIC CONDITIONS

In order to evaluate existing and future traffic conditions on roadways within each study county, a travel demand model was developed for the entire six-county study area. A travel demand model is a computer model used to estimate traffic volumes and travel patterns utilizing study area information such as roadway networks, land use information, and demographic data including population and employment. The travel demand model originally developed for the Southwest Georgia Interstate Study (2009) was modified and recalibrated for use in this study. The base, or existing, model year utilized was 2006 since this is the most recent year for accurate employment data from the Georgia Department of Labor (GDOL). The future, or horizon, year utilized for this study was 2035. Based on federal regulations, Metropolitan Planning Organization (MPO) long range transportation plans (LRTPs) are required to study at least 20-year horizons. Due to the implication of this study on the Warner-Robins MPO, this study complies with this regulation.

The travel demand model was utilized to determine traffic conditions on all six-county study area roadways for base (2006) and horizon year (2035). Traffic conditions on study roadways are evaluated based on a Level-of-Service (LOS) analysis. LOS is a qualitative measure describing operational conditions and driver perceptions within a traffic stream. According to the 2000 Highway Capacity Manual (2000 HCM), six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing free-flow conditions with minimal delay and LOS F representing severe congestion with long vehicle delays. **Figure 5.1** on page 38 presents a graphical representation of the six levels of service.

LOS for a roadway segment is based on the volume to capacity (V/C) ratio. V/C compares the traffic volumes on a roadway with the carrying capacity of that segment of road. V/C is the quantitative measure generated by the travel demand model that is utilized to determine the LOS of a roadway segment. The threshold for each LOS based on V/C is presented in **Table 5.1** below.

**TABLE 5.1: LEVEL OF SERVICE THRESHOLDS**

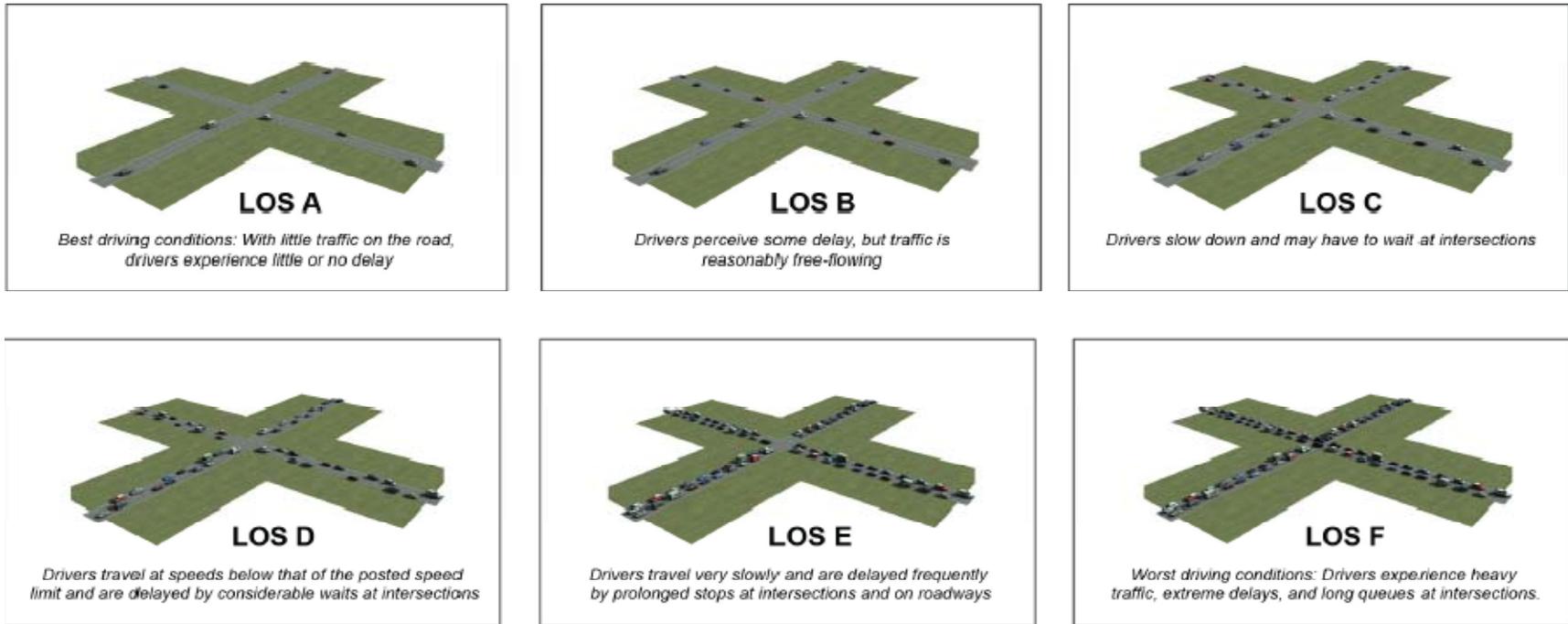
Level of Service (LOS)	Volume/Capacity Ratio
LOS A, B, C	$V/C < 0.75$
LOS D	$0.75 \leq V/C < 0.85$
LOS E	$0.85 \leq V/C < 1.00$
LOS F	$V/C \geq 1.00$

The travel demand model was utilized to identify existing and future roadway segments with deficient LOS. For planning level analysis, GDOT considers LOS C or better to be acceptable and considers LOS D, E, or F to be deficient. When developing long range transportation plans in rural counties, GDOT strives to provide LOS C or better for all study roadways. This section presents the existing (2006) and future (2035) traffic conditions for Peach County.

### 5.1 EXISTING (2006) TRAFFIC CONDITIONS

Under existing conditions, most roadways within Peach County operate at an acceptable LOS (C or better). The only roadway segments that operate at an unacceptable LOS (D or worse) are presented in **Table 5.2** on page 39. A map identifying these deficient segments is presented in **Figure 5.2** on page 40.

FIGURE 5.1: REPRESENTATION OF LOS



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**TABLE 5.2: EXISTING (2006) DEFICIENT ROADWAY SEGMENTS IN PEACH COUNTY**

Roadway	From	To	LOS	Traffic Volume (AADT)
SR 247 Connector	I-75 SB Ramps	I-75 NB Ramps	F	11,990

Source: CARE Data 2000-2007

As presented in **Table 5.2** and **Figure 5.2** the interchange of I-75 at SR 247C is the only roadway facility currently operating at an unacceptable LOS.

## 5.2 FUTURE (2035) TRAFFIC CONDITIONS

Under future conditions, most roadways within Peach County operate at an acceptable LOS (C or better). The only roadway segments that operate at an unacceptable LOS (D or worse) are presented in **Table 5.3** below. A map identifying these deficient segments is presented in **Figure 5.3** on page 41.

**TABLE 5.3: FUTURE (2035) DEFICIENT ROADWAY SEGMENTS IN PEACH COUNTY**

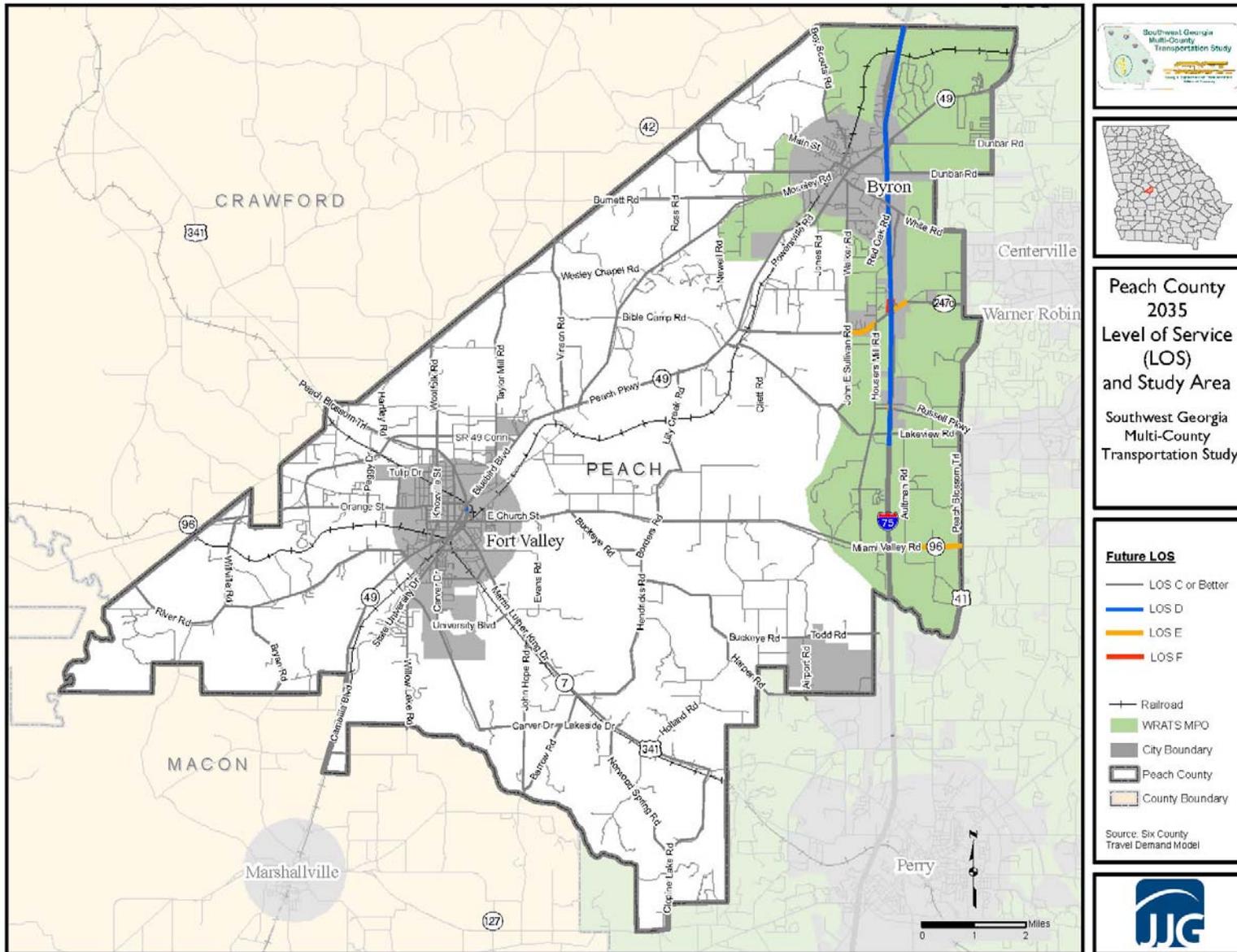
Roadway	From	To	LOS	Traffic Volume (AADT)
SR 247 Connector	I-75 SB Ramps	I-75 NB Ramps	F	17,480
SR 247 Connector	Walker Rd	Housers Mill Rd	E	13,390
SR 247 Connector	I-75 North Ramp	Gunn Road	E	26,460
SR 96	I-75	US 41	E	14,200
I-75	Lakeview Rd	Crawford County Line	D	90,020
US 341/SR 7/SR 96	RR Overpass	SR 49	D	14,230

Source: CARE Data 2000-2007

As presented in **Table 5.3** and **Figure 5.3** on page 42, traffic conditions in the northeast section of Peach County will continue to worsen in the future. With most of the expected growth in Peach County expected to occur in the northeast section of the county, this worsening of LOS on area roadways is anticipated.



FIGURE 5.3: FUTURE (2035) DEFICIENT ROADWAY SEGMENTS IN PEACH COUNTY



## 6. GDOT PLANNED AND PROGRAMMED PROJECTS

This section presents the projects planned and programmed for Peach County from the GDOT STIP (2008-2011) and Work Program.

### 6.1 GDOT STIP (2008-2011) AND WORK PROGRAM

GDOT maintains two lists of transportation improvement projects, the State Transportation Improvement Program (mandated by the federal government) and the Work Program. The following paragraphs explain the differences between the two programs.

- The GDOT State Transportation Improvement Program (STIP) for the 2008-2011 period—includes a list of federally funded and state funded priority transportation project elements (Preliminary Engineering, Right-of-Way, or Construction) proposed to be carried out in the current and next three years (a four-year plan). It is financially constrained (dollar value of projects programmed is equal to the anticipated revenues per program year), and includes projects consistent with the Statewide Transportation Plan. The GDOT STIP is approved by the FHWA and Federal Transit Administration (FTA) and includes all TIP projects as adopted by the Metropolitan Planning Organizations (MPO) and approved by the Governor. As this study began in 2008, it used the GDOT STIP from 2008-2011 instead of the now current GDOT STIP 2010-2013.
- The Work Program is a listing of identified transportation projects that are eligible for federal and state funding with all project phases scheduled beyond the current GDOT STIP outside the fiscal years of the GDOT STIP.

Improvements listed in the GDOT STIP and Work Program include improvements to transit, pedestrian and bicycle facilities, airports, and roadways. Those improvements applicable to pedestrian and bicycle facilities are covered in that section of this document. Roadway improvements planned within the study are listed in this section.

### 6.2 WARNER ROBINS AREA TRANSPORTATION STUDY

As part of the ongoing metropolitan transportation planning process, WRATS, in coordination with GDOT, has developed a Transportation Improvement Program (TIP) that has followed both the Federal Highway Administration and Federal Transit Authority Metropolitan Planning Regulations (23 CFR Part 450). The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. There were three relevant projects listed in the WRATS TIP (2010-2013) within this study's boundary, listed in **Table 6.1** on page 43.

In addition, the WRATS 2030 LRTP, summarized in Section 7, listed projects for the 2030 project years in Peach County. The relevant projects from this study are found in **Table 6.2** on page 43. It is recognized that ongoing coordination of Peach County planning activities with WRATS planning activities for those areas within the WRATS boundary is integral to the successful implementation of projects developed as part of this long-range plan.

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**TABLE 6.1: PEACH COUNTY PROJECTS FROM WRATS TIP 2010-2013**

GDOT PI No.	Work Type	Description	Programmed Date	Funding Source
0000480	Widening	SR 49 from 5 Lanes in Byron/Peach County to US 41 in Houston County	ROW 2011	L200
0004206	Intersection Improvement	SR 49 at CR 145/Chapman; Old Macon; Industrial; and Woodland	LUMP	LS30
0008534	Intersection Improvement	SR 247 Conn at CR 189/John E Sullivan Road/Walker Road	LUMP	LS30
322450	Widening	SR 96 from I-75 in Peach County to CS 1121/Lake Joy Road in Houston County – Phase 1	2014	L050
0008835	Reconstruction/ Rehabilitation	SR 96 from I-75 in Peach County to CS 1121/Lake Joy Road in Houston County – Phase 1	2014	L050

Source: WRATS TIP

**TABLE 6.2: PEACH COUNTY PROJECTS FROM WRATS 2030 LRTP**

GDOT PI No.	Work Type	Description	Programmed Date	Funding Source
0000480	Widening	SR 49 from Byron to US 41	PE in 2007	L200
322450	Widening	SR 96 from I-75 to Lake Joy Rd Phase I, widen from 2 to 4 lanes	ROW 2008	LY20

Source: WRATS LRTP

### 6.3 GDOT PLANNED AND PROGRAMMED PROJECTS FOR PEACH COUNTY

**Table 6.3** on page 44 and **Figure 6.3** on page 45 present the projects and their descriptions as listed in the current GDOT STIP and Work Program for Peach County, including the type of work, funding source, and programmed date for each.

Projects that utilize lump sum funding originate with exclusive Federal and State funding and are administrated by the GDOT. A portion of the GDOT STIP funding is set aside for non-capacity projects in the following categories.

- Maintenance
- Safety
- Preliminary Engineering
- Roadway/Interchange Lightning
- Right of Way
- Transportation Enhancement
- Appalachia Local Access Road Program

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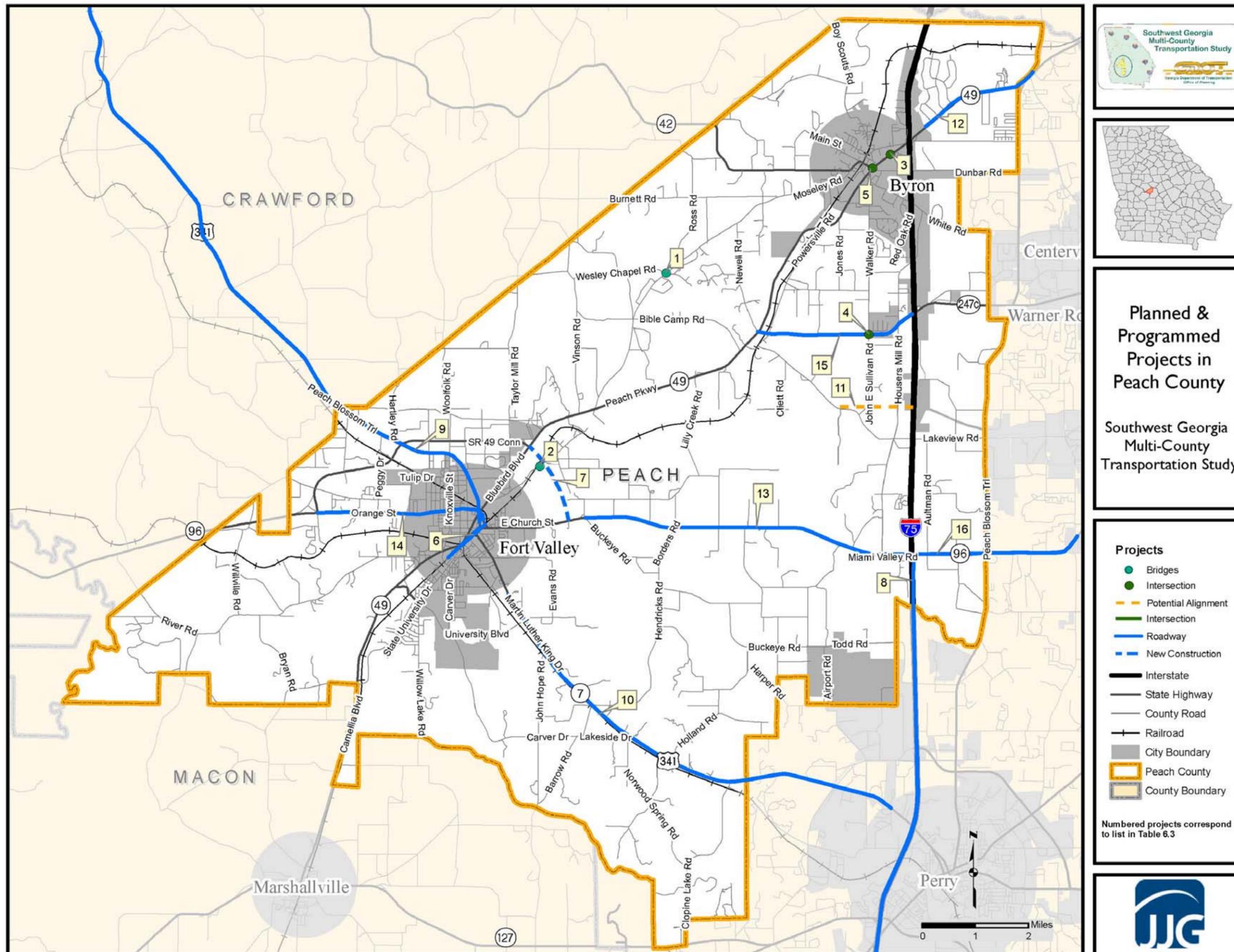
**TABLE 6.3: GDOT PLANNED AND PROGRAMMED PROJECTS IN PEACH COUNTY**

Note: The most current project schedule can be found on Transportation Explorer under the Quick links sections of the Department's homepage ([www.dot.ga.gov](http://www.dot.ga.gov)).

Map No.	GDOT PI No.	Work Type	Description	Construction Programmed Date	Funding Source
1	0007623	Bridge Replacement	CR 183/Mosley Rd @ Mule Creek in Peach County	2010	Federal
2	0000951	Bridges	CR 49/Old Macon Road Over Norfolk Southern Railroad	Beyond 2011	State
3	0004206	Intersection Improvement	SR 49 @ CR 145/Chapman; Old Macon; Industrial & Woodland	LUMP	Federal
4	0008534	Intersection Improvement	SR 247 connecting @ CR 189/John E Sullivan Road/Walker Road	LUMP	Federal
5	343250-	Intersection Improvement	CR 182/White Road - Realign to Meet SR 42 @ SR 49	Beyond 2011	Federal
6	0003623	Miscellaneous Improvements	SR 49 from S of CS 629 to SR 7 & SR 7 from SR 49 to south of CS 740	2011	Federal
7	0006963	New Construction	SR 49 bypass from SR 49 connecting to SR 96, two lanes	Beyond 2011	Federal
8	M003242	Resurface & Maintenance	I-75 from SR 26/Houston to SR 96/Peach	Beyond 2011	Federal
9	M003969	Resurface & Maintenance	SR 7 from SR 96/Peach County to SR 22/US 80/Crawford	LUMP	Federal
10	0000405	Widening	SR 7/US 341 from SR 96/Peach to 4-Lane/Houston & Part New Locate	Beyond 2011	Federal
11	363765-	Roadway Project	Richard Russell Parkway From CR 91/Lake View to CR 83/Housers Mill	Beyond 2011	State
12	0000480	Widening	SR 49 From 5-lane in Byron/Peach Co to US 41 in Houston County	Beyond 2011	Federal
13	0008387	Widening	SR 96 From CR 107/Fire Tower Road to CR 83/Housers Mill Road	Beyond 2011	Federal
14	320960-	Widening	SR 96/Vineville St From Fort Valley Bypass to CS 621/Anderson Av	Beyond 2011	State
15	321660-	Widening	SR 247C From SR 49 to I-75/INCL Parallel Br @ Southern RR	Beyond 2011	Federal
16	322450-	Widening	SR 96 FM I-75/Peach To CS 1121/Lake Joy Rd/Houston - Phase I	2014	Federal
not on map	0008189	TE-Historic Preservation	Fort Valley Freight Depot Rehabilitation in Peach County	LUMP	Federal

Source: GDOT

FIGURE 6.1: GDOT PLANNED AND PROGRAMMED PROJECTS IN PEACH COUNTY FROM WORK PROGRAM AND STIP 2008-2011



## 7. LOCAL INPUT

This section presents the public involvement activities conducted for the Southwest Georgia Multi-County Transportation Study and the resulting input. A complete record of Public Involvement activities can be found in **Appendix C**.

### 7.1 AGENCY INPUT

On December 3, 2008, GDOT held Agency Kickoff Meetings for the Southwest Georgia Multi-County Transportation Study. Due to the size of the study area, two meetings were held—one in the north of the study area, one in the south. The first meeting took place at 10 a.m. at the Fairfield Inn in Cordele, Georgia, and the second, at 2:30 pm at the Flint Area Housing Authority conference room in Montezuma, Georgia.

Including GDOT and study staff, those attending the meeting were:

Robert Hughes, GDOT	Jenny Lee, JJG
Radney Simpson, GDOT	Perry Ivie, City of Unadilla
Pat Smeeton, JJG	Shane Pridgen, GDOT 4 <sup>th</sup> District
Jimmy Watson, Macon County Board of Commissioners	Gene Crapse, Crisp County Board of Commissioners
Audra Rojek, JJG	Bryan Barnett, Southwest Georgia RC
Inga Kennedy, PEQ	Carl Gamble, Crisp County Public Works
Jean Burnnett, City of Cordele	Stephen Sanders, Dooly County
Bob Rychel, Middle Georgia RC	Gerald Mixon, River Valley RC
Deborah Bridges, City of Sylvester	Michael Sudduth, Sumter County Planning and Zoning
Charles West, City of Unadilla	

The meeting began with introductions. Pat Smeeton, a consultant on the study team, then made a presentation about the nature of the study and the purpose of the meeting, copies of which were given to attendees. Attendees broke into groups and provided information about the transportation needs of the counties and cities that they represent. The input for each county from meeting attendees was summarized and used to create maps of perceived needs areas within each county.

Agency members were then asked to fill out questionnaires and provide suggestions for membership on the study's Advisory Committee, potential stakeholder interviewees, and goals and objectives of the study. Lastly, in order to inform more people about the study and to collect public input, Fact Sheets were given to attendees for them to distribute in the areas they represent.

### 7.2 ADVISORY COMMITTEE

The Advisory Committee was assembled for this study from state and local agency staff from across the six-county study area. The committee provided guidance and strategic direction to the study, primarily through setting the project's goals and objectives. The committee met twice over the course of the study. Each meeting was held twice on the same day in separate locations to accommodate committee members from across the study area.

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The first pair of Advisory Committee meetings were held on July 9, 2009, at 10:30 am at the Marriott Fairfield Inn and Suites in Cordele and at 1:30 pm at the Flint Area Consolidated Housing Authority in Montezuma. Including GDOT and study staff, those attending the meetings were:

Robert Hughes, GDOT	Pat Smeeton, JIG
Radney Simpson, GDOT	Erik Kruszewski, JIG
Rickey Blaylock, Peach County Zoning	Jimmy Watson, Macon County Public Works
John G. Turner, Macon County Planning & Zoning	Raymond Bridges, Sumter County Public Works
Marcia Johnson, Peach County Administrator	Willie Young, Sumter County Public Works.
Billie Segars, Peach County Public Works	Bryan Barnett, Southwest Georgia RC
Ralph Nix, Middle Georgia RC	Shane Pridgen, GDOT
Michael McDonald, GDOT	

Robert Hughes opened the meeting and began introductions. Then Pat Smeeton gave a presentation on the purpose of the study and progress made to date. The committee reviewed and commented upon the draft study goals that Mr. Smeeton presented. These goals are presented in the following section. After the presentation, the floor was opened to the questions and comments of meeting attendees. Areas that locals felt needed improvements were noted and added to the locally-identified needs areas for analysis.

The second Advisory Committee meetings were held March 25, 2010, at the same times and locations as the first round of meetings. Those attending the meetings were:

Kelly Gwin, GDOT	Pat Smeeton, JIG
Radney Simpson, GDOT	Audra Rojek, JIG
Cindy VanDyke, GDOT	Shane Pridgen, GDOT
Rickey Blaylock, Peach County Zoning	Robert McDaniel, Southwest Georgia RC
John G. Turner, Macon County Planning & Zoning	Bob Rychel, Middle Georgia RC
Brent Thomas, GDOT	Gerald Mixon, River Valley RC
Van Mason, GDOT	Carl Gamble, Crisp County Public Works
David Sparks, GDOT	Michael Sudduth, Sumter County Zoning Administration
Brink Stokes, GDOT	

Kelly Gwin opened the meeting by introducing herself as the new project manager and reviewing the purpose of the study. She then introduced Pat Smeeton, who gave a presentation on the means by which the study determined transportation needs in the study area, as well as the study findings. Maps of study recommendations were presented by county in posters for committee review and discussion. Committee feedback from this meeting called for the addition of study recommendations in Sumter County.

### 7.3 TRANSPORTATION GOALS AND OBJECTIVES

The goals and objectives of this study were prepared from a review of the goals and objectives of local studies and from guidance from stakeholders, primarily those on the Advisory Committee. The goals were determined to be as follows:

- Assure a safe and efficient street and highway network throughout the six-county study area.



**Safety/Pedestrian and Bicycle Issues and Needs** [REDACTED]

7. Need improved pedestrian access between Fort Valley State University and downtown Fort Valley. Sidewalks are also needed throughout Fort Valley.
8. There is a need for continuous sidewalks and bike paths to accommodate the growing number of residents in Byron.
9. SR 49 bypass of Fort Valley needs a signal.
10. Turn lanes are needed on 247 C at Housers Mill Road, and John E Sullivan Road.

**Truck and Railroad Issues and Needs** [REDACTED]

11. Five Points area (where SR 96, SR 49, SR 7 converge) in Fort Valley has congestion issues caused by trucks and trains.
12. There is heavy traffic on SR 127 from Marshallville (in Macon Co.) to I-75 in Perry (in Houston Co.).
13. SR 96 has heavy truck traffic.
14. Train activity (moving back and forth) where the railroad crosses US 341/GA 49 in central Fort Valley backs up traffic. People not from the area do not know there is an overpass that will allow them to avoid delay. A small road may be needed to connect US 341 to the overpass.

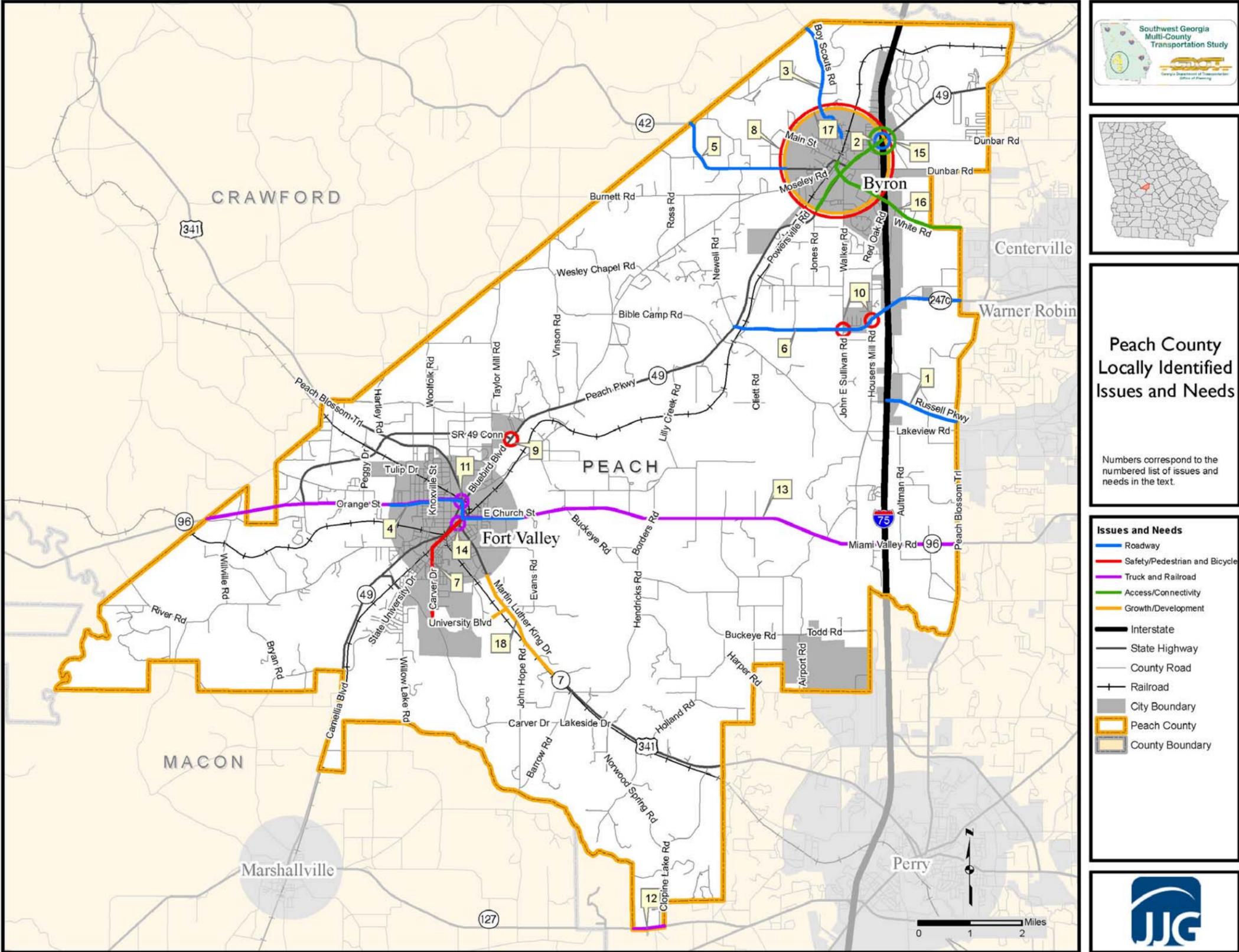
**Access/Connectivity Issues and Needs** [REDACTED]

15. Access to Dunbar Road from SR 49 is hindered by a sharp curve and close proximity to the I-75 ramps. Dunbar Road provides access to the North Peach Industrial Park. Heavy Truck use is damaging the sidewalk and roadway, which is impacting potential economic growth in this area due to access concerns.
16. Connect SR 42 to US 41 via White Road. Widen and Pave White Road to become extension of SR 42 or a connector highway. Complete new I-75 interchange as part of this plan.

**Growth/Development Issues and Needs** [REDACTED]

17. City of Byron is a bedroom community that is experiencing significant population growth.
18. A large development on SR 341 South has Blue Bird starting up a new plant.

FIGURE 7.1: PEACH COUNTY LOCALLY-IDENTIFIED ISSUES AND NEEDS



## **8. RECOMMENDATIONS FOR PEACH COUNTY**

This section presents the recommended transportation projects for Peach County based on the analysis completed as part of this study. The type of projects considered included:

- Capacity Improvements (roadway widenings or new roadways)
- Operational Improvements (interchange or intersection improvements, traffic signal)
- Safety Improvements (roadway or intersection realignments)
- Bridge Replacement or Rehabilitation
- Pedestrian or Bicycle Improvements
- Maintenance

This section describes how these projects were identified, analyzed, and how their cost was estimated. The final list of projects identified within Peach County is presented with project sheets providing additional information about each proposed improvement. An inventory of potential funding sources to support the list of proposed improvements is included at the end of this section.

### **8.1 METHODOLOGY**

Findings from the existing and future conditions, travel demand model projections, field observations, and public and agency input were analyzed to determine the need for potential transportation projects. Due to the six-county size of the study area, bicycle and pedestrian needs identified over the course of this study have been forwarded to the appropriate Regional Commission for review and possible inclusion in their respective regional bicycle and pedestrian plan updates. Locations identified by local agencies and the public as potentially in need of traffic signals, maintenance, or safety measures have been forwarded to the appropriate GDOT District Engineer. Please note that this is a planning-level study, not an official engineering study, and comments or recommendations herein are not a verified reflection of any needed improvements.

The final project recommendations for Peach County can be divided into two main type of transportation improvements; capacity improvements and operational improvements. Capacity improvements are generally roadway widening or new location roadway projects. The need for capacity projects was identified by local input, field observation, and with the travel demand model. As described in an earlier section, the travel demand model developed for this study was utilized to determine traffic conditions in 2035. The results of this modeling effort identified roadway segments that are not expected to be able to accommodate traffic demands in the future. Operational improvements are projects that seek to address congestion or safety concerns at intersections or interstate interchanges. These are not roadway segments that need widening, rather, they are bottlenecks in the roadway network that reduce mobility and cause congestion. These projects were identified through local input and field observation. Operational improvements range from the reconstruction of a congested interstate interchange to the addition of turn lanes at a busy intersection.

#### **8.1.1 COST ESTIMATION**

Costs were estimated using GDOT Right-of-Way and Utility Relocation Cost Estimate Tool (RUCEST) and Trns-Port Cost Estimation System Tool (CES) Software. In addition, Preliminary Engineering costs

were set at eight percent of construction costs. Individual assumptions for each project can be found in **Appendix B: Cost Estimates**.

To determine right of way costs, a survey of the project area was conducted using aerial photography and field investigation for adjacent land use types, presence of utilities and potential impacts to homes, businesses and institutions. This information was entered into RUCEST, which determined costs for right of way acquisition based on land use type and county given the additional or new right of way requirements for the project. RUCEST estimated utility relocation costs by utility type and location, and relocation and improvement costs based on market history. Contingency costs were added to right of way estimates, to cover damages (30 percent), scheduling (55 percent), and administration and court costs (60 percent, all costs cumulative). The resulting right of way and utility cost estimates were included when developing total project costs.

Construction costs were based on width, length and roadway functional classification, to which costs for additional or replacement traffic signals, turn lanes and bridges were added as needed. Turn lanes were included in cost estimates for major intersections or where intersection improvements were deemed necessary. Likewise, traffic signals were included at intersections where widening or other improvements would require their replacement or where they were deemed necessary as an intersection improvement.

In CES, costs for turn lanes were estimated using the same price per ton for asphalt and base/aggregate as the main project; these prices were estimated by CES given size and location of the project. Cost estimates for bridges were determined by CES based on materials costs and historic data. CES construction estimates were utilized in the development of total project costs, which included right of way, utility relocation, and preliminary engineering costs.

## 8.2 RESPONSE TO LOCALLY-IDENTIFIED NEEDS

During the public involvement process detailed in Chapter 8, study stakeholders and the general public were invited to identify transportation needs as they perceived them in the counties in which they live, play and work. These locally identified needs were then considered for transportation improvements by this study. **Table 8.1** below provides a response to each locally identified need, including projects proposed by this study.

**TABLE 8.1: RESPONSES TO LOCALLY-IDENTIFIED NEEDS**

Locally Identified Transportation Need	Recommended Activities
Russell Parkway is an emerging transportation corridor that needs appropriate planning.	Please see the Russell Parkway Extension Study for detailed analysis of potential improvements to this corridor.
SR 49 at I-75 interchange experiences congestion issues during certain times of the day.	This study recommends a reconstruction of this interchange.
Widen Boy Scout Road as a new connector to new I-75 Interchange at Sardis Church Road.	Projected 2035 traffic volumes do not exceed 7,000 ADT. As these volumes correspond to LOS C or better for this roadway segment, widening is not justified and is not recommended.
SR 96 from downtown Fort Valley to city limits needs to be five lanes of traffic.	This transportation need is addressed in detail in the Fort Valley Bypass Study.

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Locally Identified Transportation Need	Recommended Activities
SR 42 now has a lot of traffic but few passing zones because it is curvy. SR 42 out of Byron has curves at the Crawford County line and just south of its intersection with Jones Road.	Projected 2035 traffic volumes do not exceed 3,000 ADT. As these volumes correspond to LOS C or better for this roadway segment, passing lanes are not recommended.
SR 247C is at capacity. Widening it from I-75 west to four lanes may someday be needed.	There is currently a project in the GDOT STIP/Work Program to widen this roadway segment.
Need improved pedestrian access between Fort Valley State University and downtown Fort Valley. Sidewalks are also needed throughout Fort Valley.	Bicycle and pedestrian needs have been forwarded to the Middle Georgia Regional Commission for study and possible inclusion in the Regional Bicycle and Pedestrian Plan Update.
There is a need for continuous sidewalks and bike paths to accommodate the growing population of Byron.	Bicycle and pedestrian needs have been forwarded to the Middle Georgia Regional Commission for study and possible inclusion in the Regional Bicycle and Pedestrian Plan Update.
SR 49 at SR 49C north of Fort Valley needs a signal.	This intersection has a high rate of accidents. A signalization study has been requested from the GDOT District Area Engineer.
Turn lanes are needed on 247 C at Housers Mill Road, and John E Sullivan Road.	Recommendations concerning this intersection are addressed by the Russell Parkway Extension Study.
Five Points area (where SR 96, SR 49, SR 7 converge) in Fort Valley has congestion issues caused by trucks and trains.	This intersection has a high occurrence of accidents. Intersection realignment and operational improvements are recommended.
There is heavy truck traffic on SR 127 from Marshallville (in Macon Co.) to I-75 in Perry (in Houston Co.).	Projected 2035 traffic volumes do not exceed 2,000 ADT. As these volumes correspond to LOS C or better for this roadway segment, widening is not justified and is not recommended.
Train activity (moving back and forth) where the railroad crosses US 341/GA 49 in central Fort Valley backs up traffic. People not from the area do not know there is an overpass that will allow them to avoid delay. A small road may be needed to connect US 341 to the overpass.	This concern is addressed by the Fort Valley Bypass Study.
Access to Dunbar Road from SR 49 is hindered by a sharp curve and close proximity to the I-75 ramps. Dunbar Road provides access to the North Peach Industrial Park. Heavy truck use is damaging the sidewalk and roadway, which is impacting potential economic growth in this area due to access concerns.	This study recommends improvements to Dunbar Road as part of the interchange reconstruction at SR 49 at I-75.
Connect SR 42 to US 41 via White Road. Widen and Pave White Road to become extension of SR 42 or a connector highway. Complete new I-75 interchange as part of this plan.	This transportation need is addressed by the recommended interchange reconstruction at SR 247C and I-75 recommended by this study.

### 8.3 CURRENTLY IDENTIFIED PROJECTS

One mission of the Southwest Georgia Multi-County Transportation Study was to assess currently identified projects, or those projects listed in GDOT's GDOT STIP and Work Program, for their efficacy in remedying the transportation problems of their area. These assessments are presented in **Table 8.2** below.

The Governor's Road Improvement Program (GRIP) consists of proposed economic development highways in Georgia. The Georgia General Assembly originally adopted GRIP (Section 32-4-22 of the Official Code of Georgia Annotated (updated 4/29/05)) in 1989, and added new routes in 2001 and 2005. The purpose of GRIP is to foster connectivity among Georgia cities, provide opportunities for growth, and provide safe and effective transportation throughout the state.

**TABLE 8.2: CURRENTLY IDENTIFIED PROJECTS IN PEACH COUNTY**

GDOT PI No.	Work Type	Description	Recommendation
0007623	Bridge Replacement	CR 183/Mosley Rd @ Mule Creek in Peach County	This bridge provides access and connectivity within the local roadway network and this project's continued inclusion in the GDOT STIP/Work Program is recommended.
0000951	Bridges	CR 49/Old Macon Road Over Norfolk Southern Railroad	This bridge provides access and connectivity within the local roadway network and this project's continued inclusion in the GDOT STIP/Work Program is recommended.
0004206	Intersection Improvement	SR 49 @ CR 145/Chapmen; Old Macon; Industrial & Woodland	Project addresses previously identified safety issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
0008534	Intersection Improvement	SR 247 connecting @ CR 189/John E Sullivan Road/Walker Road	Project addresses previously identified safety issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
343250-	Intersection Improvement	CR 182/White Road - Realign to Meet SR 42 @ SR 49	Project addresses previously identified safety issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
0003623	Miscellaneous Improvements	SR 49 from S of CS 629 to SR 7 & SR 7 from SR 49 to south of CS 740	Project addresses previously identified safety issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
0006963	New Construction	SR 49 bypass from SR 49 connecting to SR 96, two lanes	Need for project addressed by the GDOT Fort Valley Bypass Study, 2010.
M003242	Resurface & Maintenance	I-75 from SR 26/Houston to SR 96/Peach	Project addresses maintenance issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
M003969	Resurface & Maintenance	SR 7 from SR 96/Peach County to SR 22/US 80/Crawford	Project addresses maintenance issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
0000405	Widening	SR 7/US 341 From SR 96/Peach to 4-Lane/Houston & Part New Location	Project does not address identified LOS needs on roadway segment, and its continued inclusion in STIP/Work Program is not recommended.

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GDOT PI No.	Work Type	Description	Recommendation
363765-	Roadway Project	Richard Russell Parkway From CR 91/Lake View to CR 83/Housers Mill	Need for and alignment of this project are addressed by the GDOT Russell Parkway Extension Study, 2010.
0000480	Widening	SR 49 From 5-lane in Byron/Peach Co to US 41 in Houston County	2035 Volumes range from 11,400 – 17,500 with LOS from D to F. Widening is recommended for continued inclusion in the GDOT STIP/Work Program.
0008387	Widening	SR 96 From CR 107/Fire Tower Road to CR 83/Housers Mill Road	Project addresses previously identified issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
320960-	Widening	SR 96/Vineville St From Fort Valley Bypass to CS 621/Anderson Av	Project does not address identified LOS needs on this roadway segment and is not recommended for continued inclusion in the GDOT STIP/Work Program.
321660-	Widening	SR 247C From SR 49 to I-75/INCL Parallel Br @ Southern RR	This roadway segment is projected to operate at LOS E and F in 2035 without improvements. Widening is recommended for continued inclusion in the GDOT STIP/Work Program.
322450-	Widening	SR 96 FM I-75/Peach To CS 1121/Lake Joy Rd/Houston - Phase I	This roadway segment is projected to operate at LOS E and F in 2035 without improvements. Widening is recommended for continued inclusion in the GDOT STIP/Work Program.
0008189	TE-Historic Preservation	Fort Valley Freight Depot Rehabilitation in Peach County	Project is not a transportation improvement and not under the purview of this study.

## 8.4 RECOMMENDED TRANSPORTATION IMPROVEMENTS

From the locally identified needs, field observations, as well as from the results of travel demand modeling projections, recommendations for transportation improvements were made. A list of transportation improvements recommended for Peach County is presented in **Table 8.3** below and a map of recommended projects can be found in **Figure 8.1** on page 57. Project sheets for each recommendation with further details and location maps are presented on pages 58 through 60.

**TABLE 8.3: RECOMMENDATIONS FOR PEACH COUNTY**

Map ID	Project Name	Project Description	Cost Estimate
1	Interchange Reconstruction at SR 49 at I-75	Reconstruction of Interstate Interchange for operational improvements.	\$16,568,336.98
2	Intersection Improvement at SR 96, SR 49, SR 7	Realignment of five-point intersection to improve traffic flow.	\$ 11,155,271.49
3	SR 247C at I-75 Interchange Improvements	Operational Improvements to SR 247C at I-75 interchange	\$1,290,237.93

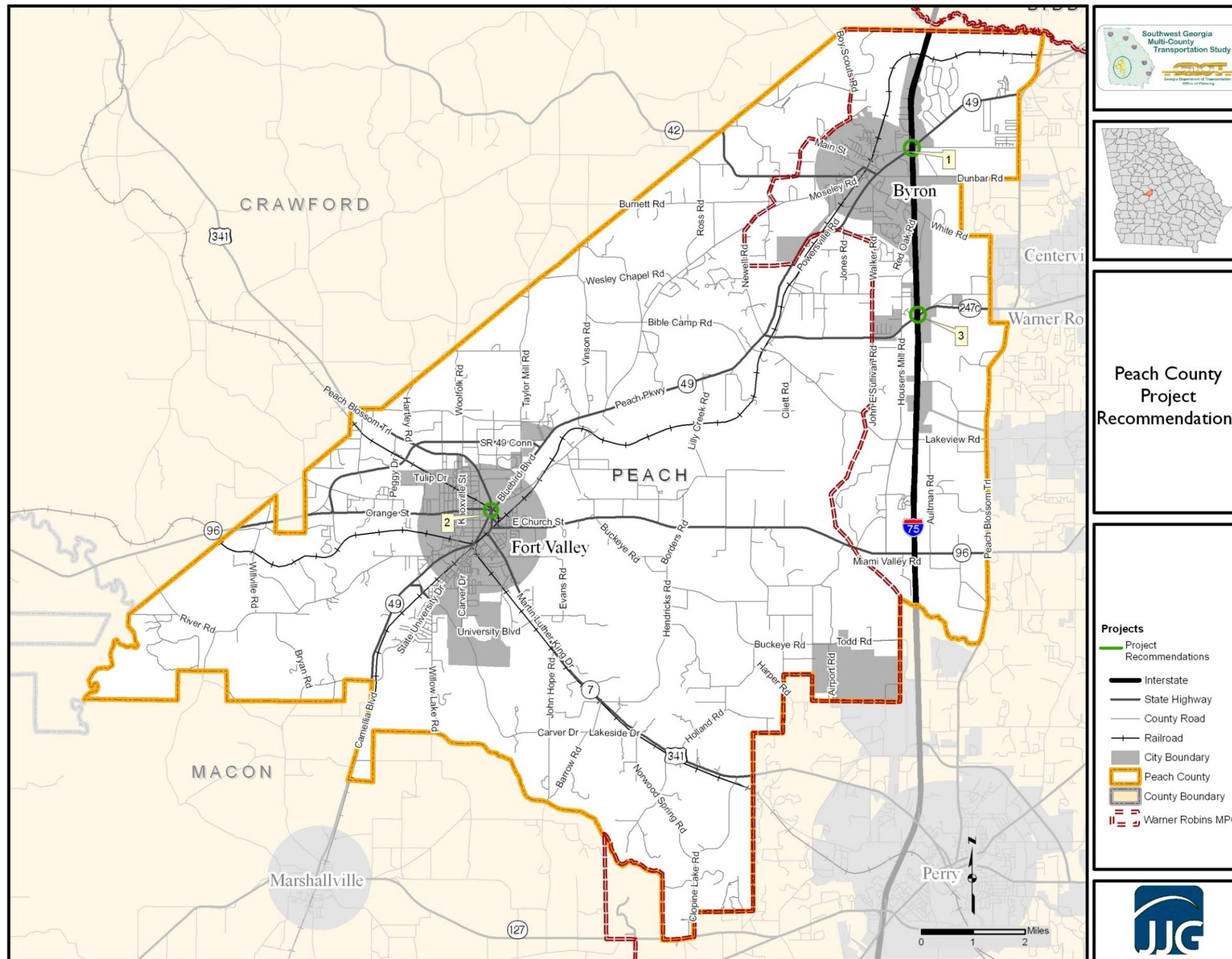
#### 8.4.1 RECOMMENDATIONS IN THE WARNER ROBINS AREA TRANSPORTATION STUDY (WRATS)

WRATS is responsible for the continuing, cooperative, and comprehensive metropolitan planning process required by Title 23 U.S.C.134. As can be seen in **Figure 8.1**, which illustrates the WRATS boundary, the following projects fall within the WRATS planning area:

- Interchange reconstruction at SR 49 at I-75
- Interchange reconstruction at SR 247C at I-75

Coordination between Peach County and WRATS will be essential to the inclusion of these projects in the WRATS long-range planning process.

FIGURE 8.1: RECOMMENDATIONS FOR PEACH COUNTY



Peach County  
 Project  
 Recommendations

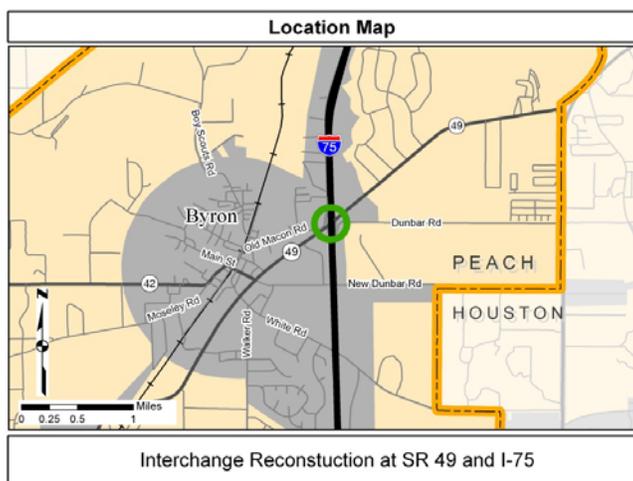
**Projects**

- Project Recommendations
- Interstate
- State Highway
- County Road
- Railroad
- City Boundary
- Peach County
- County Boundary
- Warner Robins MPO



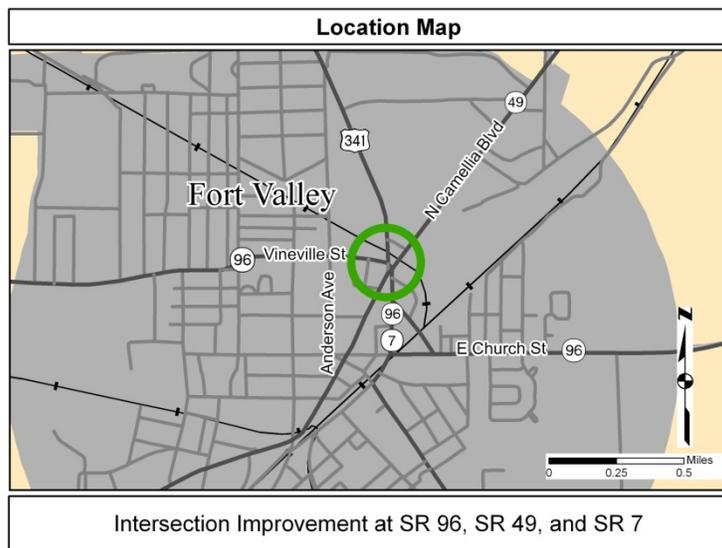
## 8.5 PROJECT SHEETS

<b>Project Name: Interchange Reconstruction at SR 49 and I-75</b>						
<b>Description:</b> Reconstruction of SR 49 interchange with I-75 to provide operational improvements. Includes widening and lengthening of ramps, addition of turn lanes at intersections, widening of bridge to accommodate additional turn lanes, and realignment/signalization of Dunbar Road.					County	Peach
					GDOT District	3
					Congressional District:	2
Traffic Vol.:	2006:	10,500	2035:	14,580	RC/MPO:	Middle Georgia RC
Truck %	2006:	4%	2035:	5%	Length (miles):	.667
No. of Lanes	Existing:	4	Recommended:	4	Route #:	I-75, SR 49
Functional Classification:			Rural Interstate Principal Arterial		Beginning and Ending Points:	Chapman Rd. & Dunbar Rd.
<b>Project Need and Purpose:</b> The SR 49 interchange with I-75 is the most congested interchange in Peach County. Insufficient capacity causes this interchange to function as a bottleneck along SR 49 during the peak hours. Access to and from I-75 is also severely hindered by congestion at this interchange. The operational improvements proposed by this project would reduce congestion and queuing on the ramps as well as along SR 49, thus allowing this interchange to function properly. With Dunbar Road east of I-75 and Chapman Road west of I-75 currently in very close proximity to the interchange, the realignment and signalization of these two roadways is necessary to ensure safe and efficient operation of this important interchange. The realignment of Chapman Road is already programmed in the GDOT STIP.						
<b>Logical Termini:</b> The improvements would begin at the realigned Chapman Road intersection with SR 49 west of I-75 and end at Dunbar Road to the east of I-75. Since this project is an operational improvement, the logical termini are the points where the interchange improvement ties back into the existing roadway alignments.						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$1,134,511.48	\$1,186,432.00	\$66,000.00	\$14,181,393.50	\$16,568,336.98	
				Project Type (Local/GDOT):	GDOT	



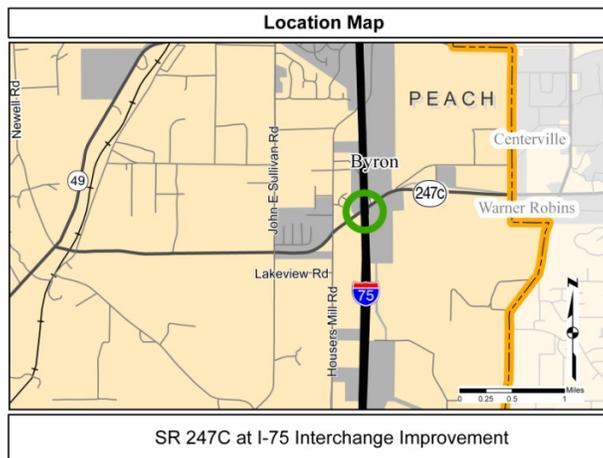
SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
PEACH COUNTY LONG RANGE TRANSPORTATION PLAN

Project Name: SR 96, SR 49, and SR 7						
<b>Description:</b> Intersection Improvement at SR 96, SR 49, and SR 7 in Fort Valley					County	Peach
					GDOT District	3
					Congressional District:	2
Traffic Vol.:	2006:	16,700	2035:	19,710	RC/MPO:	Middle Georgia RC
Truck %	2006:	26%	2035:	24%	Length (miles):	NA
No. of Lanes	Existing:	NA	Recommended:	NA	Route #:	SR 96/SR 49/SR 7
Functional Classification:			Urban Principal Arterials		Beginning and Ending Points:	NA
<p><b>Project Need and Purpose:</b> The intersection of SR 96, SR 49, and SR 7 is a five legged intersection with adjacent railroad crossings on the two northern legs. This intersection routinely experiences heavy congestion and delay under existing conditions. As traffic continues to grow, congestion and delays will worsen. Realignment of this intersection to accommodate all traffic movements is essential to maintaining traffic circulation and safety at this intersection of three state routes.</p> <p><b>Logical Termini:</b> Since this is an operational improvement, the logical termini would be the points at which improvements would tie back into existing roadways.</p>						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$338,006.20	\$5,425,112.72	\$492,075.00	\$7,850,077.56	\$11,155,271.49	
				Project Type (Local/GDOT):	GDOT	



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
PEACH COUNTY LONG RANGE TRANSPORTATION PLAN

<b>Project Name: Interchange Improvements at SR 247C at I-75</b>						
<b>Description:</b> Operational improvements to SR 247 at I-75 Interchange				County	Peach	
				GDOT District	3	
				Congressional District:	2	
Traffic Vol.:	2006:	21,500	2035:	28,230	RC/MPO:	Middle Georgia RC
Truck %	2006:	9%	2035:	9%	Length (miles):	.21
No. of Lanes	Existing:	NA	Recommended:	NA	Route #:	SR 247C
Functional Classification:			Rural Minor Arterial		Beginning and Ending Points:	NA
<p><b>Project Need and Purpose:</b> The SR 247C interchange with I-75 is one of the most congested interchanges in Peach County. SR 247C is an important east-west corridor providing access to Robins Air Force Base, a significant regional shopping center, as well as Peach County to the west. This interchange is a critical interstate access point for traffic in the region. A lack of turn lanes at the northbound and southbound ramps causes traffic to experience growing congestion in the peak hours under existing conditions. By 2035, the interchange ramps are expected to operate at LOS F without improvement. This project would add turn lanes at the northbound and southbound ramp intersections. These operational improvements would reduce congestion and queuing on the ramps and maintain needed access and mobility at this important interchange.</p> <p><b>Logical Termini:</b> The improvements would consist of additional turn lanes at the northbound and southbound interchange intersections. Since this project is an operational improvement, the logical termini are the points where the interchange improvement ties back into the existing roadway alignments.</p>						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$80,831.67	\$117,236.36	\$81,774.00	\$1,010,395.90	1,290,237.93	
			Project Type (Local/GDOT):	GDOT		



## 8.6 PEACH COUNTY RECOMMENDATIONS

**Table 8.4** on page 62 displays a complete list of projects recommended by this study for Peach County, along with the project limits, configuration, source, type, implementation timeline and potential funding source of each. The source of the recommendation refers to whether the need for the project was first identified by a local representative or by data analysis. The implementation timeline for each project was determined by the general need for the project and the difficulty of financing its implementation. Therefore, projects with higher costs were generally determined to be longer-range in nature. For the purposes of the implementation timeline, short-term projects are expected to be implemented within one to five years; mid-term projects, within five to ten years; and long-range projects, more than ten years from the time of this study. The potential funding sources column notes those funding sources for which each project is eligible. No steps have been taken by this study towards securing such funding nor are any projects guaranteed access to funding.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
PEACH COUNTY LONG RANGE TRANSPORTATION PLAN

**TABLE 8.4: COMPLETE RECOMMENDATIONS FOR PEACH COUNTY**

Project	Project Limits		Configuration		Source	Project Type	Implementation Timeline			Potential Funding Source		
	From	To	Existing	Proposed			Short-term	Mid-term	Long-term	Federal	State	Local
SR 49	I-75		Interchange	Interchange with longer ramps, wider bridge	Locally Identified	Interchange Reconstruction		X		X	X	X
SR 96	SR 49 & SR 7		Skewed intersection	Realigned Intersection	Locally Identified	Intersection Improvement			X	X	X	X
SR 247C	I-75 interchange		Interchange	Improved Interchange	Analysis	Operational Improvements		X		X	X	X

## 8.7 TRANSPORTATION FUNDING RESOURCES

Planning for and successfully implementing a transportation plan relies on the identification and effective utilization of available transportation funds. Generally, funding is provided at the federal, state and local levels. It is important to note that, while a wide array of funds may be available for transportation improvements, funds at each level are limited.

### 8.7.1 FEDERAL FUNDING SOURCES

The primary source for relatively costly roadway, transit, bicycle and pedestrian projects is federal funding authorization provided by Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Federal funding requires that project sponsors contribute a portion of the project's cost, typically 20 percent or more of the total cost. Project sponsors can be state or local, or both. Federal funding sources may be available to those rural roads classified as major collectors or above, or urban roads designated as collectors or above. Due to the large number of projects vying nationwide for federal funding, federal funds are limited and require stringent regulation.

### 8.7.2 STATE FUNDING SOURCES

State funds are also an important component of transportation funding, primarily for capital projects (those requiring construction or equipment costs). As with federal funds, rural roads classified as major collectors or above, or urban roads designated as collectors or above, are potentially eligible for state funding sources.

The State of Georgia collects two types of taxes on motor fuels to help fund transportation infrastructure projects. Along with the *Prepaid State Tax*, by which three percent of average retail price of fuel is dedicated to transportation, and a bond program, the state of Georgia has the *Fuel Excise Tax*, which places a 7.5 cents tax on each gallon of fuel purchased. Since this tax is based solely on the volume of gasoline sold, it is not indexed to inflation. Revenues increase only with an increase in roadway usage, and revenue increases from travel are offset due to improved engine technology and higher fuel efficiency of vehicles. Due to these factors, the funding ability generated by this tax has been in decline. At this time, State funding is limited, although efforts are underway to identify a potential new source of state funding to supplement the transportation gas tax.

### 8.7.3 LOCAL FUNDING SOURCES

HB 277 was signed by Governor Sonny Purdue June 2, 2010. The law allows each region to designate a list of selected transportation projects within its boundaries. These projects would be financed by a regional one percent sales tax over ten years, if approved by voters within the region. Project lists will undergo initial developments in the fall of 2010 and referendums will take place in 2012.

Projects along local roads and rural minor collectors are typically funded through local sources. Use of local funding provides local agencies with additional control and direction over the project, but requires expenditure of local resources. Localities within the State of Georgia are able to collect three types of taxes to generate funds for transportation infrastructure projects.

Local governments may, in some cases, also levy fees for this purpose. These may include a *Special Local Option Sales Tax (SPLOST)*, which can be levied by a county via voter referendum for the purpose of raising money to build and maintain transportation and other public facility improvements; *Tax Allocation Districts (TAD)* can fund infrastructure projects, including transportation projects, with bonds from a limited area targeted for accelerated growth; *Community Improvement Districts (CID)* can fund

infrastructure projects, including transportation projects, in a limited area at the discretion of existing commercial property owners; and *Impact Fees*, which are one-time fees charged in association with a new development and are designed to cover part of the cost of providing public facilities to support the development.



# Appendix A: Data Sources

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Southwest Georgia Multi-County  
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## APPENDIX A: GIS AND DATA MANAGEMENT FRAMEWORK

Maps for the Southwest Georgia Multi-County Transportation Study were developed using the projected coordinate system of NAD\_1983\_StatePlane\_Georgia\_East\_FIPS\_1001\_Feet. GIS data analyzed in the Existing Conditions Report were collected from various sources such as the U.S. Census Bureau, GDOT Roadway Characteristics (RC) data and the Southwest Georgia Travel Demand Model (TDM). Upon completion of the study, all the GIS data will be provided to the client in a CD with a list of the data and their sources. See **Table A.1** for a sample inventory list.

**TABLE A.1: GIS DATA INVENTORY**

Type	Data	Geographic Type	Source
Socioeconomic & Demographic	Population	Transportation Analysis Zone (TAZ)	Southwest Georgia TDM
	Employment	TAZ	Southwest Georgia TDM
	Minority Population	Census Block	2000 U.S. Census
	Median Household Income	Census Block Group	2000 U.S. Census
Roadway Characteristics	Functional Classification	N/A	GDOT RC Data
	Laneage	N/A	GDOT RC data
	Annual Average Daily Traffic (AADT) Volume	N/A	Southwest Georgia TDM
	Traffic Signals	N/A	Digitized GDOT data
	Crashes (2000 - 2007)	N/A	CARE GDOT Crash Software
	Bridges	N/A	Jan. 2008 GDOT Bridge Inventory
Environmental	Water Features	N/A	National Wetlands Inventory



# Peach County LRTP

## Appendix B:

### Planning-Level Cost Estimates

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Southwest Georgia Multi-County  
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**Peach County Project Recommendation Cost Estimates:**

Interchange Improvements to SR 49 at I-75

Intersection Improvements to SR 96 at SR 49 and SR 7

Interchange Improvements to SR 247C at I-75

Print View Cost Snapshot

CES Project ID:  GDOT PI Number:  MPO Plan ID:  Accounting Number:

Description:

Interchange Reconstruction at I-75 at SR 49

Primary Work Type: Interchange Reconstruction Dot District Number:  Main County:

Cost Snapshot Name:  Total Amount:

Row Cost Items

Typical Sections

Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Rural	No Roadway	0 ft
Future	Rural	2 Lanes with 24 feet Pavement	60 ft

Land Costs [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Peach	Agricultural	60.00	.76	5.53	10,000.00		55,272.73		-

Last Updated Dates: 3/28/2008

Total Length: 0.76 mile(s)

Land Cost SubTotal

Improvement Costs [\(help\)](#)

Improvement	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates 01/01/0001

Improvement Cost SubTotal

Relocation Costs [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates: 01/01/0001

Relocation Cost SubTotal

SubTotal (Land + Improvement + Relocation)

Damages Cost Percentage :  %

Damages Cost

Sub Total

Contingencies Scheduling :  %

Contingency Cost

SubTotal

Administration And Court Cost :  %

Contingency Cost

ROW Sub Total

Utility Cost Items [\(help\)](#)

Contingency: 50.00 %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost (\$)	Quantity	Unit	Total Cost (\$)	Comments	Justification
3			0.00		0		0.00		-

Last Updated Dates: 01/01/0001

SubTotal

Contingency SubTotal

Utility Sub Total

Support Documents [\(help\)](#)

Name	Uploaded By	Uploaded Date	Url

Print View Cost Snapshot

CES Project ID:  GDOT PI Number:  MPO Plan ID:  Accounting Number:

Description:

Interchange Reconstruction at I-75 at SR 49

Primary Work Type: Interchange Reconstruction Dot District Number:  Main County:

Cost Snapshot Name:  Total Amount:

Row Cost Items

Typical Sections

Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Rural	4 Lanes with 14 feet Flush Median (62 feet Pavement)	180 ft
Future	Rural	4 lanes with 20 feet Raised Median	200 ft

Land Costs [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Peach	Commercial	20.00	.66	1.60	150,000.00		240,000.00		-

Last Updated Dates: 3/28/2008

Total Length: 0.66 mile(s)

Land Cost SubTotal

Improvement Costs [\(help\)](#)

Improvement	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates 01/01/0001

Improvement Cost SubTotal

Relocation Costs [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates: 01/01/0001

Relocation Cost SubTotal

SubTotal (Land + Improvement + Relocation)

Damages Cost Percentage :  %

Damages Cost

Sub Total

Contingencies

Scheduling :  %

Contingency Cost

SubTotal

Administration And Court Cost :  %

Contingency Cost

ROW Sub Total

Utility Cost Items [\(help\)](#)

Contingency: 50.00 %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost (\$)	Quantity	Unit	Total Cost (\$)	Comments	Justification
3			0.00		0		0.00		-

Last Updated Dates: 01/01/0001

SubTotal

Contingency SubTotal

Utility Sub Total

Support Documents [\(help\)](#)

Name	Uploaded By	Uploaded Date	Url

Print View Cost Snapshot

CES Project ID:  GDOT PI Number:  MPO Plan ID:  Accounting Number:

Description:

Interchange Reconstruction at I-75 at SR 49

Primary Work Type:  Dot District Number:  Main County:

Cost Snapshot Name:  Total Amount:

Row Cost Items

Typical Sections

Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Rural	No Roadway	0 ft
Future	Rural	2 Lanes with 24 feet Pavement	60 ft

Land Costs [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Peach	Commercial	60.00	0.05	0.36	150,000.00		54,545.45		-
Peach	Agricultural	60.00	.25	1.82	10,000.00		18,181.82		-

Last Updated Dates: 3/28/2008,3/28/2008

Total Length: 0.30 mile(s)

Land Cost SubTotal

Improvement Costs [\(help\)](#)

Improvement	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates 01/01/0001

Improvement Cost SubTotal

Relocation Costs [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates: 01/01/0001

Relocation Cost SubTotal

SubTotal (Land + Improvement + Relocation)

Damages Cost Percentage :  %

Damages Cost

Sub Total

Contingencies Scheduling :  %

Contingency Cost

SubTotal

Administration And Court Cost :  %

Contingency Cost

ROW Sub Total

Utility Cost Items [\(help\)](#)

Contingency:  %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost (\$)	Quantity	Unit	Total Cost (\$)	Comments	Justification
3	Electricity	Power Poles	5,500.00		8	each	44,000.00		-

Last Updated Dates: 4/4/2008

SubTotal

Contingency SubTotal

Utility Sub Total

Support Documents [\(help\)](#)

Name	Uploaded By	Uploaded Date	Url

Southwest Georgia Multi-County Transportation Study

**TEXT FILE ATTACHMENT – for CES project PEACH\_I75/SR49A**

PI # **PEACH\_I75/SR49** TPRO Description: ***Interchange Reconstruction at I-75/SR 49***

Date estimate done: 02/10/2010

Estimate done by: **Audra Rojek** Agency: **JJG**

Let With: PI # \_\_\_\_\_ (if applicable)

Total Cost of Project (including all bridges, signals, intersections, turn lanes, and road realignments) = 14,181,393.50

**Area Type Assumptions:**

Area type (Urban or Rural) **Rural**

Primary County for Costing: PEACH

**Earthwork Percent Assumptions:**

Earth work appropriate for rolling Georgia region.

**A: Widening Ramps**

Length .7575 Width assumed: **37 feet** Concept: New roadway

**Widening Width Assumptions:**

New Travel Lanes includes inside and outside shoulders , no curb and gutter

Total – 37'

**B:Widening Approach SR 49**

Length .6666 Width assumed: **65 feet** Concept: New roadway - four lanes divided with depressed grassed medians

**Widening Width Assumptions:**

New Travel Lanes includes inside and outside shoulders , depressed grassed median

Total – 65'

Cost of Project B = **5,084,478.37**

**Bridge #1**

PI # **PEACH\_I-75/SR49C** Description: **Bridge over roadway**

Bridge Length: **.06 miles** Bridge Width assumed: **104 feet** Concept: **Bridge Replacement**

Bridge crosses over (Roadway, Rail or Water): Roadway

CES Cost Estimate = \$3,978,374.40 (bridge only)

Bridge Width Assumptions:

- 48' Travel Lanes
- 56' Outside shoulders, inside shoulders and parapet

**Intersection Improvements (Turn lanes)**

All turn lanes are assumed to have the same unit costs per ton for Asphalt and Base/Aggregate as the main widening project to produce a more accurate planning level cost estimate. These units costs are:

Asphalt: \$ 60.28446 per ton

Base/Aggregate: \$ 30.52290

**Intersection #1**

Description: **Intersection improvement at SR 49 at SB Ramp**

## Southwest Georgia Multi-County Transportation Study

Includes left right turn lanes on SR 96 approaches

Intersection of State Route with: State Route Speed (Low/High): Low Median (Narrow/Wide): Narrow

Left turn lanes: 350' / 14' Quantity 1

Right turn lanes: 275' / 12' Quantity 1

### Intersection #2

Description: Intersection improvement at SR 49 at NB ramp

Includes left and/or right turn lanes on all SR 96 approaches

Intersection of State Route with: State Route Speed (Low/High): Low Median (Narrow/Wide): Narrow

Right turn lanes: 275' / 12' Quantity 1

Total number of turn lanes by Type:3978374.4

Type B: 350' by 30' Quantity 1 Total length: 0.0663 miles Total CES Cost Estimate: \$ 99,856.79

Type F: 275' by 12' Quantity 2 Total length 0.1042 miles Total CES Cost Estimate: \$ 134,519.46

### **Traffic Signals**

Signal #1

Description: **New Signal at SR 96 at NB ramp**

CES Cost Estimate = \$125,000

Signal #2

Description: **New Signal at SR 49 at SB Ramp**

CES Cost Estimate = \$125,000

**PI # DOOLY I-75/SR230 TPRO Description: INTERCHANGE RECONSTRUCTION AT I-75 AND SR 49:Realignment of Dunbar Road**

Date estimate done: 02/10/2010

Estimate done by: Audra Rojek Agency: JJG

Let With: PI # \_\_\_\_\_ (if applicable)

Length 0.3 miles Width assumed: 37 feet Concept: Realign Dunbar Road

Total Cost of Project (including all bridges, signals, intersections, turn lanes, etc.) = **1,153,591.69**

### **New Alignment Width Assumptions:**

New Travel Lanes include inside and outside shoulders

Total – 37'

### **Area Type Assumptions:**

Area type (Urban or Rural) Rural

Primary County for Costing: PEACH

### **Earthwork Percent Assumptions:**

Changed to reflect earth work required for rolling Georgia region.

I

### **Intersection Improvements (Turn lanes)**

All turn lanes are assumed to have the same unit costs per ton for Asphalt and Base/Aggregate as the main widening project to produce a more accurate planning level cost estimate. These units costs are:

Asphalt: \$ 60.28446 per ton

Base/Aggregate: \$ 30.52290

### Intersection #1

Description: Intersection improvement at Dunbar Road at SR 49

Includes left and/or right turn lanes on all approaches

### Southwest Georgia Multi-County Transportation Study

Intersection of State Route with: Non-SR Speed (Low/High): Low Median (Narrow/Wide): Narrow  
Left turn lanes: 350' / 14' Quantity 1  
Right turn lanes: 275' / 12' Quantity 2

Total number of turn lanes by Type:

Type A: 350' by 14' Quantity 1 Total length: 0.0663 miles Total CES Cost Estimate: \$ 99,856.79

Type E: 275' by 12' Quantity 2 Total length: 0.1042 miles Total CES Cost Estimate: \$ 134,519.46

#### Traffic Signal

Signal #1

Description: **New Signal at Dunbar Street and SR 49**

CES Cost Estimate = \$125,000

Print View Cost Snapshot

**CES Project ID:** 
**GDOT PI Number:** 
**MPO Plan ID:** 
**Accounting Number:**

**Description:**

&nbsp; INTERSECTION IMPROVEMENT AT SR 96, SR 49, AND SR 7 IN FORT VALLEY

**Primary Work Type:** Intersection Improvement
 **Dot District Number:** 
**Main County:**

**Cost Snapshot Name:** 
**Total Amount:**

**Row Cost Items**

**Typical Sections**

Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Rural	2 Lanes with 24 feet Pavement	60 ft
Future	Rural	4 Lanes with 14 feet Flush Median (62 feet Pavement)	180 ft

**Land Costs** [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre(\$)	Revised Cost(\$)	Total Cost(\$)	Comments	Justification
Peach	Industrial	120.00	.15	2.18	30,000.00		65,454.55		-
Peach	Commercial	120.00	0	0.00	150,000.00		0.00		-

Last Updated Dates: 3/28/2008,3/28/2008

**Total Length:** 0.15 mile(s)

**Land Cost SubTotal**

**Improvement Costs** [\(help\)](#)

Improvement	#	Unit Cost(\$)	Revised Cost(\$)	Total Cost(\$)	Comments	Justification
Commercial business	1	500,000.00		500,000.00		-

Last Updated Dates 3/28/2008

**Improvement Cost SubTotal**

**Relocation Costs** [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost(\$)	Total Cost(\$)	Comments	Justification
Commercial	1	25,000.00		25,000.00		-

Last Updated Dates: 3/28/2008

**Relocation Cost SubTotal**

**SubTotal (Land + Improvement + Relocation)**

**Damages Cost Percentage:**  %

**Damages Cost**

**Sub Total**

**Contingencies**

**Scheduling:**  %

**Contingency Cost**

**SubTotal**

**Administration And Court Cost:**  %

**Contingency Cost**

**ROW Sub Total**

**Utility Cost Items** [\(help\)](#)

**Contingency:**  %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost(\$)	Quantity	Unit	Total Cost(\$)	Comments	Justification
3	Water	6 inch PVC water lines	12.00		790	lin ft	9,480.00		-
3	Electricity	Power Poles	5,500.00		4	each	22,000.00		-
3	Gas	2 inch plastic gas main (local govt)	25.00		790	lin ft	19,750.00		-
3	Sewer	6 inch and 8 inch PVC sewer lines (gravity)	35.00		790	lin ft	71,100.00		-
3			0.00		0		0.00		-

Last Updated Dates: 4/4/2008,4/4/2008,4/4/2008,4/4/2008,01/01/0001

**SubTotal**

**Contingency SubTotal**

**Utility Sub Total**

**Support Documents** [\(help\)](#)

Name	Uploaded By	Uploaded Date	Url

Print View Cost Snapshot

**CES Project ID:** 
**GDOT PI Number:** 
**MPO Plan ID:** 
**Accounting Number:**

**Description:**  
 &nbsp;  INTERSECTION IMPROVEMENT AT SR 96, SR 49, AND SR 7 IN FORT VALLEY

**Primary Work Type:** Intersection Improvement
 **Dot District Number:** 
**Main County:**

**Cost Snapshot Name:** 
**Total Amount:**

Row Cost Items

**Typical Sections**  
 Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Rural	No Roadway	0 ft
Future	Rural	4 Lanes with 14 feet Flush Median (62 feet Pavement)	180 ft

Land Costs [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Peach	Commercial	180.00	.13	2.84	150,000.00		425,454.55		-

Last Updated Dates: 3/28/2008

Total Length: 0.13 mile(s)

Land Cost SubTotal

Improvement Costs [\(help\)](#)

Improvement	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates 01/01/0001

Improvement Cost SubTotal

Relocation Costs [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates: 01/01/0001

Relocation Cost SubTotal

SubTotal (Land + Improvement + Relocation)

Damages Cost Percentage :  %

Damages Cost

Sub Total

Contingencies Scheduling :  %

Contingency Cost

SubTotal

Administration And Court Cost :  %

Contingency Cost

ROW Sub Total

Utility Cost Items [\(help\)](#)

Contingency: 50.00 %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost (\$)	Quantity	Unit	Total Cost (\$)	Comments	Justification
3	Water	6 inch PVC water lines	12.00		680	lin ft	8,160.00		-
3	Electricity	Power Poles	5,500.00		3	each	16,500.00		-
3	Gas	2 inch plastic gas main (local govt)	25.00		680	lin ft	17,000.00		-
3	Sewer	6 inch and 8 inch PVC sewer lines (gravity)	35.00		680	lin ft	61,200.00		-

Last Updated Dates: 4/4/2008,4/4/2008,4/4/2008,4/4/2008

SubTotal

Contingency SubTotal

Utility Sub Total

Support Documents [\(help\)](#)

Name	Uploaded By	Uploaded Date	Uri

Print View Cost Snapshot

**CES Project ID:** 
**GDOT PI Number:** 
**MPO Plan ID:** 
**Accounting Number:**

**Description:**  
 &nbsp;&nbsp;&nbsp;INTERSECTION IMPROVEMENT AT SR 96, SR 49, AND SR 7 IN FORT VALLEY

**Primary Work Type:** Intersection Improvement
 **Dot District Number:** 
**Main County:**

**Cost Snapshot Name:** 
**Total Amount:**

Row Cost Items

Typical Sections

Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Rural	No Roadway	0 ft
Future	Rural	2 Lanes with 24 feet Pavement	60 ft

Land Costs [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Peach	Commercial	60.00	.13	0.95	150,000.00		141,818.18		-

Last Updated Dates: 3/28/2008

Total Length: 0.13 mile(s)

Land Cost SubTotal

Improvement Costs [\(help\)](#)

Improvement	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Commercial business	1	500,000.00		500,000.00		-

Last Updated Dates 3/28/2008

Improvement Cost SubTotal

Relocation Costs [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Commercial	1	25,000.00		25,000.00		-

Last Updated Dates: 3/28/2008

Relocation Cost SubTotal

SubTotal (Land + Improvement + Relocation)

Damages Cost Percentage :  %

Damages Cost

Sub Total

Contingencies Scheduling :  %

Contingency Cost

SubTotal

Administration And Court Cost :  %

Contingency Cost

ROW Sub Total

Utility Cost Items [\(help\)](#)

Contingency: 50.00 %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost (\$)	Quantity	Unit	Total Cost (\$)	Comments	Justification
3	Water	6 inch PVC water lines	12.00		680	lin ft	8,160.00		-
3	Gas	2 inch plastic gas main (local govt)	25.00		680	lin ft	17,000.00		-
3	Electricity	Power Poles	5,500.00		3	each	16,500.00		-
3	Sewer	6 inch and 8 inch PVC sewer lines (gravity)	35.00		680	lin ft	61,200.00		-

Last Updated Dates: 4/4/2008,4/4/2008,4/4/2008,4/4/2008

SubTotal

Contingency SubTotal

Utility Sub Total

Support Documents [\(help\)](#)

Name	Uploaded By	Uploaded Date	Uri

Southwest Georgia Multi-County Transportation Study

**TEXT FILE ATTACHMENT – for CES project PEACH\_SR49/SR96**

PI # **PEACH\_SR49/SR96** TPRO Description: INTERSECTION IMPROVEMENT AT SR 96, SR 49, AND SR 7 IN FORT VALLEY

Date estimate done: 02/10/2010

Estimate done by: Audra Rojek Agency: JJG

Let With: PI # (if applicable)

A: Camellia Blvd/SR 49: 4 lane roadway with sidewalks from train tracks north of SR 42 to Fountain Street

B: Realign segment of 4-lane Vineville/SR 96 from SR 49 to SR 49

C: Realign 2-lane Fountain Street from terminus to SR 96 at bridge over railroad

Total Cost of Project (including all bridges, signals, intersections, turn lanes, etc.) =

**CAMEILLIA BLVD Widening/SR96/SR49 Realignment**

Length: .15 miles Width assumed: 56 feet Concept: 4 lane roadway

Total Cost of Entire Project (including all bridges, signals, intersections, turn lanes, etc.) = 3,486,049.68

**Area Type Assumptions:**

Area type (Urban or Rural) Urban

Primary County for Costing: PEACH

**Widening Width Assumptions:**

Camillia Blvd – widen to four lanes: Ne.15w Travel Lanes includes sidewalks + curb & gutter are assumed  
Total – 56'

**Earthwork Percent Assumptions:**

Earth work appropriate for rolling Georgia region.

**Intersection Improvements (Turn lanes)**

All turn lanes are assumed to have the same unit costs per ton for Asphalt and Base/Aggregate as the main widening project to produce a more accurate planning level cost estimate. These units costs are:

Asphalt: \$63.17193 per ton

Base/Aggregate: \$53.63466

**Intersection #1**

Description: Intersection improvement at SR 96 at SR 49 and US 341

Includes left and/or right turn lanes on all approaches

Intersection of State Route with: SR Speed (Low/High): Low Median (Narrow/Wide): Narrow

Left turn lanes: 350' / 14' Quantity 4

Right turn lanes: 275' / 12' Quantity 3

**Intersection #2**

Description: Intersection improvement at SR 49 at Fountain Road

Includes left and/or right turn lanes on all approaches

Intersection of State Route with: SR Speed (Low/High): Low Median (Narrow/Wide): Narrow

Left turn lanes: 350' / 14' Quantity 4

Right turn lanes: 275' / 12' Quantity 3

**Total number of turn lanes by Type:**

Type A: 350' by 14' Quantity 8 Total length: 0.5304 miles Total CES Cost Estimate: \$ 1,045,080.26

Type E: 275' by 12' Quantity 6 Total length: 0.3126 miles Total CES Cost Estimate: \$ 527,944.59

## Southwest Georgia Multi-County Transportation Study

SR9SR 96

### Traffic Signals

Signal #1

Description: **Signal Replacement at Vineville at SR49**

CES Cost Estimate = \$125,000

Signal #2

Description: **New Signal at Fountain Street at SR 49**

CES Cost Estimate = \$125,000

### VINEVILLE/SR 96

Length: .13 miles      Width assumed: 56 feet      Concept: 4 lane roadway

Total Cost of Vineville Project (including all bridges, signals, intersections, turn lanes, etc.) = 944,349.08

#### **Area Type Assumptions:**

Area type (Urban or Rural) Rural

Primary County for Costing: PEACH

#### **Widening Width Assumptions:**

New lanes: New Travel Lanes includes inside and outside shoulders and sidewalks+ curb & gutter are assumed  
Total – 56'

#### **Earthwork Percent Assumptions:**

Earth work appropriate for rolling Georgia region.

### FOUNTAIN ST

Length: .13 miles      Width assumed: 37 feet      Concept: Extend 2-lane roadway section

Total Cost of Fountain Project (including all bridges, signals, intersections, turn lanes, etc.) = 419,678.80

#### **Area Type Assumptions:**

Area type (Urban or Rural) Rural

Primary County for Costing: PEACH

#### **Widening Width Assumptions:**

Camillia Blvd – extend two lane section: with curb & gutter  
Total – 37

#### **Earthwork Percent Assumptions:**

Earth work appropriate for rolling Georgia region.

Print View Cost Snapshot

CES Project ID:  GDOT PI Number:  MPO Plan ID:  Accounting Number:

Description:

Widen SR 247C from Sr49 to Howells Mill Road

Primary Work Type: Widening  Dot District Number:  Main County:

Cost Snapshot Name:  Total Amount:

Row Cost Items

Typical Sections

Terrain: Rolling

	Urbanization Level	Typical Section	Width
Existing	Urban	2 Lanes with 14 feet Flush Median (38 feet Pavement) with sidewalks	72 ft
Future	Urban	2 Lanes with 14 feet Flush Median (38 feet Pavement) with sidewalks	72 ft

Land Costs [\(help\)](#)

County	Land Use Type	Width Needed (ft)	Length Miles	Area in Acres	Cost Per Acre (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
Peach	Commercial	20.00	.1	0.24	150,000.00		36,363.64		-

Last Updated Dates: 3/28/2008

Total Length: 0.10  mile(s)

Land Cost SubTotal

Improvement Costs [\(help\)](#)

Improvement	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates 01/01/0001

Improvement Cost SubTotal

Relocation Costs [\(help\)](#)

Relocation	#	Unit Cost (\$)	Revised Cost (\$)	Total Cost (\$)	Comments	Justification
	0	0.00				-

Last Updated Dates: 01/01/0001

Relocation Cost SubTotal

SubTotal (Land + Improvement + Relocation)

Damages Cost Percentage :  %

Damages Cost

Sub Total

Contingencies Scheduling :  %

Contingency Cost

SubTotal

Administration And Court Cost :  %

Contingency Cost

ROW Sub Total

Utility Cost Items [\(help\)](#)

Contingency: 50.00 %

District	Utility Type	Cost Item	Unit Cost (\$)	Revised Cost (\$)	Quantity	Unit	Total Cost (\$)	Comments	Justification
3	Water	6 inch PVC water lines	12.00		528	lin ft	6,336.00		-
3	Electricity	Power Poles	5,500.00		3	each	16,500.00		-
3	Gas	2 inch plastic gas main (local govt)	25.00		528	lin ft	13,200.00		-
3	Sewer	6 inch and 8 inch PVC sewer lines (gravity)	35.00		528	lin ft	18,480.00		-

Last Updated Dates: 4/4/2008,4/4/2008,4/4/2008,4/4/2008

SubTotal

Contingency SubTotal

Utility Sub Total

Support Documents [\(help\)](#)

Name	Uploaded By	Uploaded Date	Uri

Southwest Georgia Multi-County Transportation Study

**TEXT FILE ATTACHMENT – for CES project PEACH\_SR247C\_INT**

PI # **PEACH\_SR 247C\_INT** TPRO Description: **OPERATIONAL IMPROVEMENTS TO SR 247C AT I-75 INTERCHANGE**

Date estimate done: 03/18/ 2010

Estimate done by: **Audra Rojek** Agency: **JJG**

Let With: PI # \_\_\_\_\_ (if applicable)

Length X Width assumed: X feet Concept: Add right and left turn lanes to SR 247 C at I-75 interchange

Total Cost of Project (including all bridges, signals, intersections, turn lanes, etc.) = **\$1,010,395.90**

**Area Type Assumptions:**

Area type (Urban or Rural) **Rural**

Primary County for Costing: PEACH

**Widening Width Assumptions:**

Additional turn lanes only

**Intersection Improvements (Turn lanes)**

All turn lanes are assumed to have the same unit costs per ton for Asphalt and Base/Aggregate as the main widening project to produce a more accurate planning level cost estimate. These units costs are:

Asphalt: \$74.22147 per ton

Base/Aggregate: \$73.96558

**Intersection #1**

Description: **Intersection improvement at SR 49 at NB I-75 Ramps**

**Includes left right turn lanes on SR 96 approaches**

Intersection of State Route with: State Route Speed (Low/High): Low Median (Narrow/Wide): Wide

Left turn lanes: 350' / 14' Quantity 1

Right turn lanes: 275' / 12' Quantity 2

**Intersection #2**

Description: **Intersection improvement at SR 247C at SB I-75 Ramps**

**Includes left and right turn lanes on all approaches**

Intersection of State Route with: Non-SR Speed (Low/High): Low Median (Narrow/Wide): Wide

Left turn lanes: 350' / 14' Quantity 1

Right turn lanes: 275' / 12' Quantity 2

Total number of turn lanes by Type:

Type A: 350' by 14' Quantity 2 Total length: 0.1326 miles Total CES Cost Estimate: \$206,605.77

Type F: 275' by 12' Quantity 4 Total length 0.2084 miles Total CES Cost Estimate: \$448,947.91

**Traffic Signals**

Signal #1

Description: **Signal Replacement at SR 249C at NB I-75 Ramps**

CES Cost Estimate = \$125,000

Signal #2

Description: New **Signal Replacement at SR 249C at SB I-75 Ramps**

<b>Southwest Georgia Multi-County Transportation Study</b>
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CES Cost Estimate = \$125,000
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