

Butts, Jones & Monroe Counties Multi-Modal Transportation Study

Executive Summary

August 2008

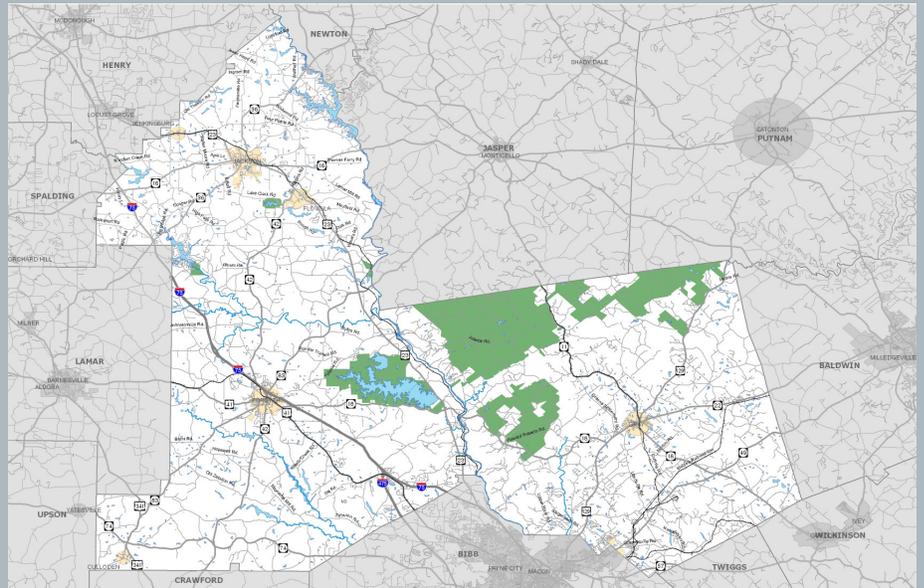


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1.0 Introduction

Residential, commercial and industrial growth in Butts, Jones, and Monroe Counties has resulted in increased travel demand throughout the 3-County Region. The Georgia Department of Transportation (GDOT) Office of Planning, in conjunction with these three Counties, initiated the Butts, Jones, and Monroe Counties Transportation Study to develop a Long Range Transportation Plan (LRTP) to serve the 3-County Region through the planning horizon year of 2035. Currently, the transportation planning function for the Counties is provided by GDOT through coordination with each County. The transportation plans developed as part of this study were built upon existing work efforts to date; and the LRTP can provide a mechanism for guiding transportation decision-making as development and growth increase throughout the 3-County Region.

GDOT and the study team coordinated with Butts, Jones and Monroe Counties, local cities, and other partners in the planning, development, review, and approval of potential improvements. Additionally, a comprehensive and interactive public involvement program was conducted to establish plan goals and objectives consistent with county comprehensive plans, identify issues and opportunities and to identify potential improvements. This ensured that alternative transportation improvements were not only coordinated with various governments, but afforded individual citizens and interested groups the opportunity to provide their input in developing and evaluating potential improvements to each County's transportation network.

Ultimately, study efforts have produced a documented LRTP that provides for the efficient movement of people and goods within and through Butts, Jones and Monroe Counties through the study horizon year (2035). In addition, an interim analysis was also conducted for the year 2015 for the three-county region.

1.1 Study Purpose

The purpose of the LRTP is to identify long-range transportation needs, determine the resources to meet those needs, and to provide a framework of projects that address the transportation needs of the county to the extent possible by leveraging existing and future resources. While the majority of the 3-County Region is not within a Metropolitan Planning Organization (MPO) service area, the transportation plan development process methodology followed the Federal guidelines established for MPOs. A portion of Jones County falls within the Macon-Bibb County Planning and Zoning Commission, the MPO for the Macon metropolitan area, and transportation planning for this area of Jones County is included in the Macon Area Transportation Study (MATS). Incorporating the Federal planning guidelines established for MPOs creates a more rigorous process and establishes a strong framework for transportation planning and decision-making. The format of the LRTP, and the process by which it was developed, is prescribed by federal legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). LRTPs are required to have a planning horizon of 20 or more years. This time frame provides a basic structure and overall goal for meeting the long-term transportation needs of the planning study area. Since many factors influencing the

development of the LRTP, such as demographics, forecast revenue, and project costs, change over time, long range transportation plans should be updated at least every five years.

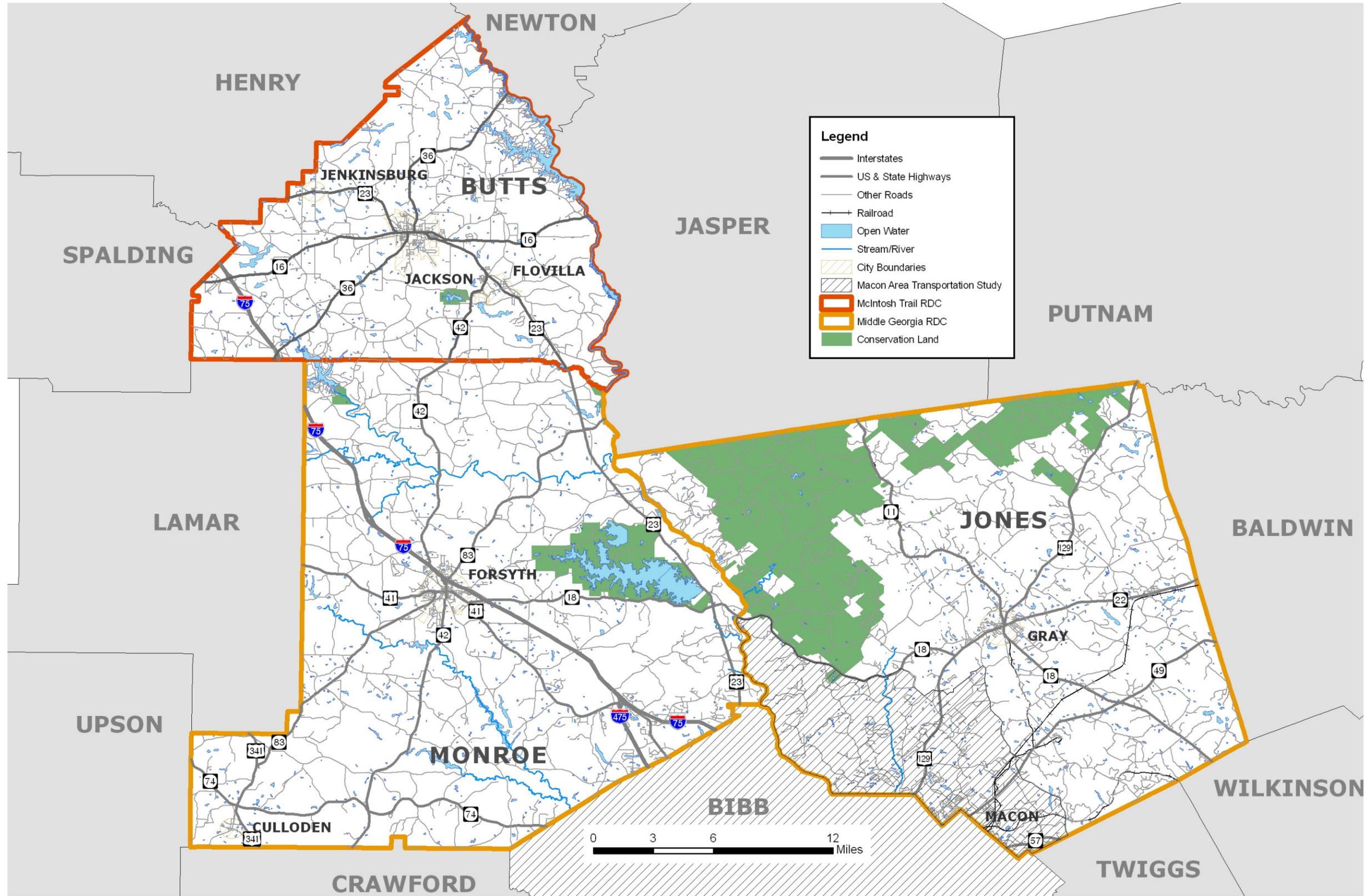
1.2 Study Area Description

The transportation planning study area is located along the I-75 corridor in middle Georgia, north of Macon. In recent years, communities located in the I-75 corridor from south of Atlanta to Macon have recognized the economic importance of the corridor in attracting manufacturing, distribution, logistics, and warehousing operations and the associated residential, commercial, and office development that supports these valuable businesses.

Butts, Jones, and Monroe Counties cover a land area of just over 976 square miles. Butts County is comprised of 187 square miles, Jones County covers 394 square miles, and Monroe County covers 396 square miles. The area features many appealing points of interest, is significant to the State's natural and built environments, and contains cultural and historic assets, all of which create unique impacts on the transportation system.

- Butts County is home to Indian Springs State Park, the oldest state park in the United States.
- Jones County has natural and historical sites including the Ocmulgee River, the restored Jarrell Plantation, and the Piedmont National Wildlife Refuge.
- Monroe County, named after President James Monroe, was formed in 1821 from Creek Indian land. The oldest Methodist church in Georgia resides in the City of Culloden. The Whistle Stop Café, in Juliette, made famous by the movie *Fried Green Tomatoes* has become a tourist attraction and is still serving fried green tomatoes today.

The 3-County Region is part of two Regional Development Centers (RDCs): McIntosh Trail RDC (MTRDC) and Middle Georgia RDC (MGRDC). Butts County is part of the MTRDC. Jones and Monroe Counties are part of the Middle Georgia RDC. The study area is displayed in Figure 1.2.



Study Area

Butts, Jones, and Monroe Counties Multi-Modal Transportation Study

Figure No: 1.2

1.3 Study Process

The following activities generally represent the transportation plan development process: data collection and development of analysis tools and methodologies; analysis of existing and future conditions; development of improvement strategies; and, ultimately, project cost development and prioritization.

Figure 1.3 displays a flow chart depicting the study process.

Figure 1.3 Study Process



2.0 Demographic Information

A review of the 2000 US Census, the most recent data available, shows that the 3-County Region has experienced population growth greater than the statewide average during the past 20 years. The Statewide average yearly growth was three percent over this period and the 3-County Region grew at an average yearly rate of five percent. Table 2.0 presents select demographic data to illustrate the characteristics of the population living in each of the three Counties, their households, and other socio-economic factors.

Table 2.0
Year 2000 General Demographic Characteristics

Demographic	Butts	Jones	Monroe
Total Population	19,522	23,639	21,757
Median Age	35.9	36.1	36.4
Households	17,607	23,287	21,131
Average Household Size	2.73	2.69	2.74
Total Housing Units	7,380	9,272	8,425
Occupied Housing Units	6,455 (87.5% of total)	8,659 (93.4% of total)	7,719 (91.6% of total)
Owner-Occupied Housing Units	4,947 (76.6% of total)	7,433 (85.8% of total)	6,137 (79.5% of total)
Renter-Occupied Housing Units	1,508 (23.4% of total)	1,226 (14.2% of total)	1,582 (20.5% of total)
School Enrollment (Age 3+)	4,354 (23.2% of total)	6,342 (27.9% of total)	5,835 (27.8% of total)
Percent High School Graduate or Higher	69.8%	77.9%	77.7%
Total Disabled Population (Age 5+)	3,737	4,241	4,668
Percent of Population in Same House in 1995	49.4%	63.5%	65.0%

Source: 2000 US Census

2.1 Future Population

The 3-County Region has received a moderate amount of growth over the past 20 years (45%). This growth trend is expected to continue or accelerate as the area continues to attract people and business owners who enjoy a rural or suburban lifestyle in relatively close proximity to nearby amenities in the Atlanta and Macon urban areas. Recently, several developments of regional impact (DRI) studies have been completed throughout the 3-County Region. The majority of these DRIs are located in Butts County. Table 2.1 displays the projected growth for each of the three Counties through the horizon year of 2035.

**Table 2.1
Projected Population**

	2000	2006	2015	2035
Butts	19,522	23,543	36,761	56,552
Jones	23,690	26,955	29,280	36,440
Monroe	21,774	24,420	26,664	33,804
Total	66,986	76,924	94,720	128,831

Sources: Butts County Comprehensive Plan 2005-2025, Georgia Department of Community Affairs Population Projection Scenario, Joint Comprehensive Plan Update for Jones County and the City of Gray (Wood and Poole Economics, Inc.), Joint Comprehensive Plan Update for Monroe County and the Cities of Culloden and Forsyth (MGRDC)

2.2 Employment Data

In the 3-County Region, public administration is the largest employment sector providing about one-fourth of the total jobs. Other important sectors are manufacturing, education services, construction and retail trade. Ten companies in the 3-County Region employ 100 or more employees. The number, type, and location of jobs in these Counties have direct implications to the types of transportation facilities needed by business operators and employees in the area.

Table 2.2 illustrates the breakdowns in commuting modes for each of the Counties.

**Table 2.2
Existing Work Commute Option Patterns**

Work Commute	Butts	Jones	Monroe	Total
Total Workers (Age 16+)	7,924	10,543	10,316	28,783
Drove Alone	6,374	9,035	8,560	23,969
Carpooled	1,271	1,187	1,373	3,831
Transit/Taxi	8	4	15	27
Biked or Walked	36	37	133	206
Motorcycle or Other Means	54	47	108	209
Worked at Home	181	233	127	541
Mean Travel Time to Work (min.)	31	28	28	

Source: 2000 US Census

3.0 Assessment of Transportation Facilities

Extensive data was collected for the transportation facilities within the 3-County Region. Based on the existing conditions inventory and assessment, an analysis of operating conditions was conducted for the following elements:

- Roadways;
- Public Transportation;
- Freight Transport;
- Airport Facilities;
- Bicycle and Pedestrian Facilities;
- Bridges; and,
- Safety.

This analysis documented the baseline operating conditions for each element of the transportation system in an Existing and Future Conditions Report and forms the foundation for development of improvement recommendations. Some of the key findings of the Existing and Future Conditions Report include:

Butts County

- Previous and On-Going Studies
 - 11 projects in the Statewide Transportation Improvement Program and Construction Work Program
- Roadway System Characteristics
 - 61 miles of State and US Roads
 - 324 miles of County Roads
 - 38 miles of Collectors and Local Streets
- Public Transportation
 - 5,373 one-way trips annually with Butts County Rural Transit Program
- Freight Transport
 - 3 Nationally designated truck routes – I-75, SR 16, SR 42
 - 21 miles of rail line operated by Norfolk Southern
- Airports
 - None
- Bicycle and Pedestrian Facilities
 - 1 pedestrian fatality from 2004 to 2006
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers.
 - Trail connections and on-road bicycle lanes recommended.
- Bridges
 - 37 bridges
 - 6 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
 - 7 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the plan horizon year, 2035.

- Safety
 - 1,961 crashes
 - 1,001 injuries
 - 17 fatalities
 - 5 intersections with 20 or more crashes (2004-2006)
- Deficient Roadway Segments
 - 6 Existing deficient segments
 - 9 deficient segments in 2015
 - 19 deficient segments in 2035

Jones County

- Previous and On-Going Studies
 - 9 projects in the Statewide Transportation Improvement Program and Construction Work Program
- Roadway System Characteristics
 - 87 miles of State and US Roads
 - 449 miles of County Roads
 - 19 miles of Collectors and Local Streets
- Public Transportation
 - 20,235 one-way trips annually with Jones County Rural Transit Program
- Freight Transport
 - 5 Nationally designated truck routes – US 129, SR 11, SR 18, SR 22, SR 49
 - 36 miles of rail line operated by Norfolk Southern
 - 17 miles of rail line operated by CSX
- Airports
 - No airports
- Bicycle and Pedestrian Facilities
 - 0 pedestrian fatalities from 2004 to 2006
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers
 - Multi- use trail connections and on-road bicycle lanes recommended
- Bridges
 - 48 bridges
 - 8 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
 - 9 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the studies horizon year, 2035.
- Safety
 - 1,832 crashes
 - 746 injuries
 - 17 fatalities
 - 5 intersections with 20 or more crashes (2004-2006)
- Deficient Roadway Segments
 - 3 Existing deficient segments
 - 5 deficient segments in 2015
 - 11 deficient segments in 2035

Monroe County

- Previous and On-Going Studies
 - 7 projects in the Statewide Transportation Improvement Program and Construction Work Program
- Roadway System Characteristics
 - 255 miles of State and US Roads
 - 464 miles of County Roads
 - 28 miles of Collectors and Local Streets
- Public Transportation
 - None
- Freight Transport
 - 3 Nationally designated truck routes – I-75, US 41, SR 83
 - 22 miles of rail line operated by Norfolk Southern
- Airports
 - None
- Bicycle and Pedestrian Facilities
 - 2 pedestrian fatalities from 2004 to 2006
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers
 - Multi-use trails and on-road bicycle lanes recommended
- Bridges
 - 72 bridges
 - 6 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
 - 21 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the studies horizon year, 2035.
- Safety
 - 2,675 crashes
 - 1,194 injuries
 - 26 fatalities
 - 3 intersections with 20 or more crashes (2004-2006)
- Deficient Segments
 - 2 Existing deficient segments
 - 7 deficient segments in 2015
 - 23 deficient segments in 2035

The next step in the long range transportation planning process was to address these deficiencies with improvements. A screening process identified and evaluated the improvements, resulting in a prioritized list and cost estimates that were developed for these potential improvements.

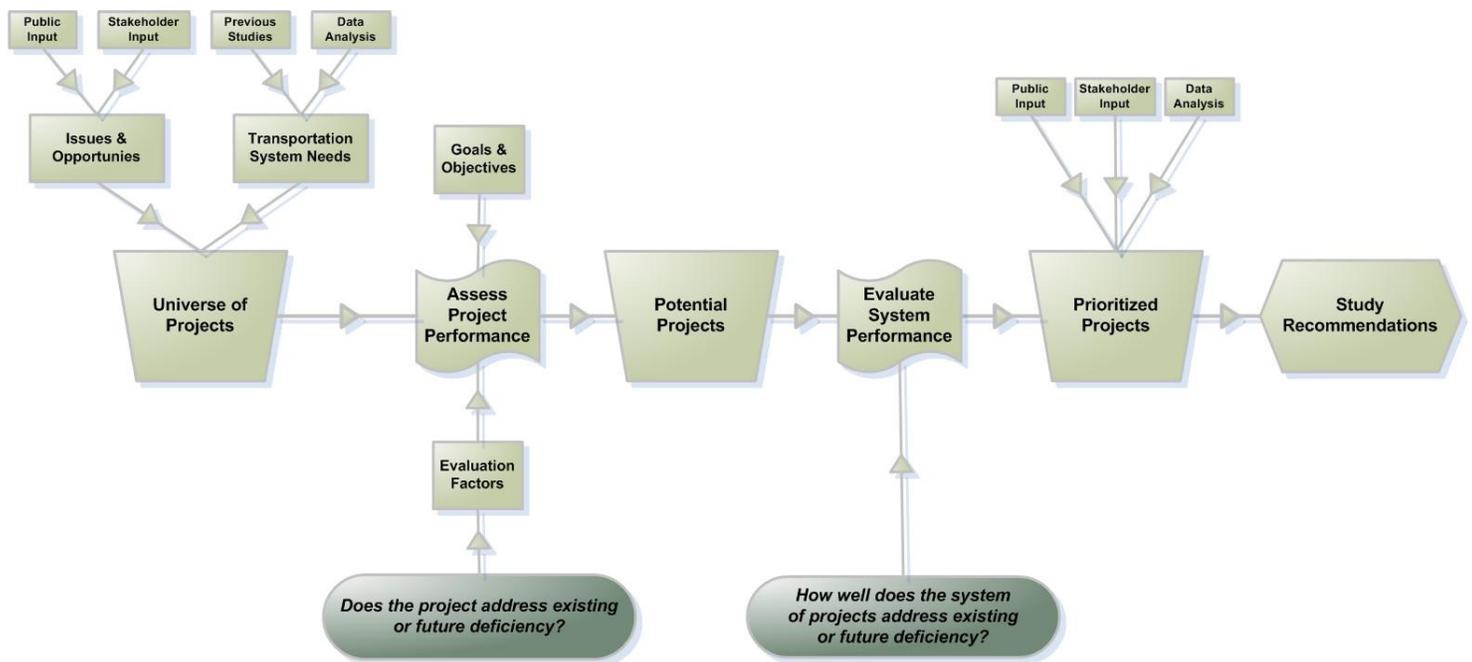
4.0 Improvement Development Process

After the existing and future conditions were evaluated, strategies were developed to address identified deficiencies. Improvements were developed for each element of the transportation system:

- Deficient Roadways and Bridges;
- Bicycle and Pedestrian;
- Public Transportation;
- Freight; and,
- Aviation.

Recommended improvements were also based on citizen and stakeholder input as well as technical analysis. The figure below illustrates the improvement development process.

Figure 4.1
Improvement Development Process



5.0 Improvement Recommendations

Based on the analysis completed as part of this study, a listing of recommended projects was created for each of the Counties in the study area. This listing includes:

- Capacity Improvements and New Roadways;
- Minor Roadway Widening (increasing travel lane widths and/or shoulders);
- Intersection and Geometric Improvements;
- Bridge Improvements;
- Bicycle and Pedestrian Improvements;
- Airport Improvements;
- Rail Improvements; and,
- Transit Improvements.

For each recommendation, several informational elements were produced including: facility; limits; existing and improved configuration; comments; source; improvement type; need; anticipated benefit; phasing; cost and potential funding sources. For successful implementation of these projects, it is recommended that additional detailed engineering studies be conducted to determine the most appropriate design, cost and phasing of the particular project. Additionally, successful project implementation will require identified funding mechanisms, political support, and public recognition of the project need and benefit.

This information is presented in Tables 5.1 – 5.3 and Figures 5.1 - 5.3.

Table 5.1
Recommended Improvements - Butts County

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source		
		From	To									Near	Mid	Long		Federal	State	County
Capacity Improvements and New Roadways																		
B1	SR 16	I-75	City of Jackson limits	2-lanes	4-lane, Divided	6.98 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓			\$31,051,000	✓	✓	✓
B2	SR 36	SR 16	CR 289/Stark Road	2-lanes	One-way pair	0.65 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓			\$11,940,000	✓	✓	✓
B3	SR 36 Passing Lanes	North of Jackson	Newton County line	2-lanes	Passing Lanes	2.00 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$8,014,000	✓	✓	✓
B4	SR 42 Passing Lanes	Jackson	Jenkinsburg	2-lanes	Passing Lanes	2.50 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓	✓	\$9,066,000	✓	✓	✓
B5	South Jackson Bypass	SR 16 at Bert Road	SR 16 at Bibb Station Road	N/A	4-lane, Divided	8.00 miles		CWP	New Road	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$22,247,000	✓	✓	✓
B6	SR 36	I-75	SR 18/Lamar County line	2-lanes	4-lane, Divided	8.53 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$1,306,300	✓	✓	✓
B32	England Chapel/High Falls Road	SR 36	US23	2-lanes	4-lane	6.32 miles	B35, M73	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓	✓	\$25,280,000	✓	✓	✓
B33	US23	County Line Road	SR16	2-lanes	4-lane, Divided	5.88 miles	Henry County	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$23,520,000	✓	✓	✓
B34	US23	SR16	Monroe County Line	2-lanes	4-lane, Divided	8.60 miles	M59	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$34,400,000	✓	✓	✓
B35	High Falls Road	SR 36	Monroe County Line	2-lanes	4-lane	3.40 miles	B32, M73	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$13,600,000	✓	✓	✓
B37	Brownlee Road	Mountain View Road	Monroe County Line	2-lanes	4-lane	2.66 miles	M64	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$10,640,000	✓	✓	✓
B38	SR 16	Wallace Road	I-75 Interchange	4-lane, Divided	6-lane, Divided	1.24 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓	✓	\$4,960,000	✓	✓	✓
B39	Halls Bridge Road	Stark Road	Pratt Smith Road	2-lanes	4-lane	1.92 miles		Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$7,680,000	✓	✓	✓
B40	SR 42	Monroe County Line	Mt Vernon Church Road	2-lanes	4-lane	2.25 miles	M63	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$9,000,000	✓	✓	✓
B42	Kinards Mill Road	Colwell Road	High Falls Road	2-lanes	4-lane	2.01 miles		Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$8,040,000	✓	✓	✓
B44	Keys Ferry Road	Jackson Lake Road	Fincherville Road	2-lanes	4-lane	1.13 miles	Henry County	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$4,520,000	✓	✓	✓
B46	SR 16	Imogene Goff Rd.	US 23/ SR 42	2-lanes	4-lane, Divided	0.56 miles	B47	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$2,240,000	✓	✓	✓
B47	SR 16	US 23/SR 42	SR 16/ US 23	2-lanes	4-lane, Divided	1.19 miles	B46	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$4,760,000	✓	✓	✓
B55	SR36	I-75	SR16	2-lanes	4-lane, Divided	8.45 miles	Lamar County	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$33,800,000	✓	✓	✓
															\$266,064,300			
Operational Improvements																		
B48	Lamars Mill Road	Vickers Road	Dodson Road	< ideal typical section	12' lanes and 2' paved shoulders	3.46 miles		Comment	Sub-Standard Typical Section	Improved Safety	Improved Safety	✓			\$9,618,800	✓	✓	✓
B51	Mt Vernon Church Road	High Falls Road	SR 42	< ideal typical section	12' lanes and 2' paved shoulders	4.47 miles	B52	Analysis	Sub-Standard Typical Section	Improved Safety & Capacity	Increased Capacity & Improved Safety		✓		\$12,426,600	✓	✓	✓
B52	SR 42	US 23	Mt Vernon Church Road	< ideal typical section	12' lanes and 2' paved shoulders	2.54 miles	B51	Analysis	Sub-Standard Typical Section	Improved Safety & Capacity	Increased Capacity & Improved Safety		✓		\$7,061,200	✓	✓	✓
B53	Stark Road	Four Points Road	Barnetts Bridge Road	< ideal typical section	12' lanes and 2' paved shoulders	1.58 miles		Analysis	Sub-Standard Typical Section	Improved Safety & Capacity	Increased Capacity & Improved Safety		✓		\$4,392,400	✓	✓	✓
															\$33,499,000			
Intersection/Geometric Improvements																		
B15	SR 42/ US 23	England Chapel Road				24 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓
B16	SR 16 E	SR 42 S				43 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓
B17	High Falls Road	England Chapel Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B18	US 23	SR 42				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B19	SR 16	McDonough Road				21 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B20	SR 42/US 23N	SR 16 W				17 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B21	SR 42	Shiloh Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B22	SR 16	SR 36 S/ Mulberry Street				13 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B23	SR 16	England Chapel Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B24	SR 36	Fincherville Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B25	SR 16	Higgins Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B26	SR 42	Cenie Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B28	SR 36	Old Bethel Church Road				23 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B29	SR 16	Shiloh Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B30	Shiloh Road	Honeysuckle Lane/Tara Road				0 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
B31	SR16	SR36N				38 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓
															\$4,000,000			
Bridge Improvements																		
B13	Fill Bridge Road	Towaliga River Tributary		378 sq ft		25.08 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$209,088	✓	✓	✓
B7	SR 36	Towaliga River		5,454 sq ft		46.32 sufficiency rating	B3	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$3,100,000	✓	✓	✓
B14	Colwell Road	Cabin Creek		4,450 sq ft		47.18 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,723,392	✓	✓	✓
B8	SR 36	Yellow Water Creek		2,454 sq ft		47.39 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$2,386,000	✓	✓	✓
B9	SR 36	South River		12,847 sq ft		47.86 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$2,182,500	✓	✓	✓
B103	Lake Clark Road	Big Sandy Creek		2,825 sq ft		52.35 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$875,072	✓	✓	✓
B104	Kinards Mill Road	Towaliga River		6,091 sq ft		53.08 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,455,872	✓	✓	✓
B105	Wolf Creek Road	Wolf Creek		4,896 sq ft		55.50 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,239,040	✓	✓	✓
B10	SR 36	Tussahaw Creek		3,853 sq ft		58.40 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$799,000	✓	✓	✓
B107	Halls Bridge Road	Yellow Water Creek		3,488 sq ft		61.61 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,364,352	✓	✓	✓
B108	Wildwood Road	Caney Fork Creek		643 sq ft		65.35 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$162,624	✓	✓	✓
B109	Spring Road	Big Sandy Creek Tributary		858 sq ft		68.78 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$255,552	✓	✓	✓
															\$15,752,492			

- Notes: 1. Intersection Improvements listed include all intersections developed through the public involvement process. Many of these locations may not warrant improvements, however additional study is required to make this determination.
2. Intersection costs assume a placeholder cost of \$250,000.
3. Bridge replacement costs are based off of \$160 per square foot (replacement bridge were assumed to be 44 feet wide and 10% longer in length).
4. Estimated costs DO NOT include Right of Way or Utility Relocation.
5. Segment limits indicate costing termini. For project logical termini, see the Project Sheets in Appendix B.
6. Cost estimates are in current year dollars (uninflated dollars).

Table 5.1
Recommended Improvements - Butts County

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source		
		From	To									Near	Mid	Long		Federal	State	County
Bicycle & Pedestrian Improvements																		
B61	SR 42 (Indian Springs) Sidewalks	Cenie Road	Indian Spring St Park N	None	Sidewalk on both sides	0.4 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$80,000		✓	✓
B62	SR 42 (Indian Springs) Sidewalks	Indian Spring St Park N	Potts Road	None	Sidewalk on east side only	0.2 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$20,000		✓	✓
B63	McDonough Road Sidewalks	Sylvan Drive	SR 16	None	Sidewalk on both sides	0.8 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$160,000		✓	✓
B64	Stark Road Sidewalks	SR 36	Regal Drive	None	Sidewalk on both sides	1.3 miles		Local Project	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$260,000		✓	✓
B65	Shiloh Road Sidewalks	Daughtry Elementary School	Honeysuckle Lane	None	Sidewalk on north side only	0.7 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$70,000		✓	✓
B66	S. Harkness Street Sidewalks	SR 16	existing sidewalk	None	Sidewalk on south side only	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$50,000		✓	✓
B67	Buttrill Road Sidewalks	Bob White Drive	George Tate Drive	None	Sidewalk on south side only	0.3 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$30,000		✓	✓
B68	Brownlee Road Sidewalks	Viewpoint Drive	Mulberry Street	None	Sidewalk on both sides	1.1 miles		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$220,000		✓	✓
B69	Mulberry Street Sidewalks	Brownlee Road	Hancock Street	None	Sidewalk on east side only	0.05 mile		B68 and B70	Analysis	Sidewalk	Enhanced Multi-Modal System	✓			\$5,000		✓	✓
B70	Pathway to Learning Sidewalks	Jackson High School	Fairgrounds	None	Sidewalk	2.6 miles		Local	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$520,000		✓	✓
B71	Franklin Avenue Sidewalks	Freeman Street	Indian Springs Street	None	Sidewalk on both sides	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$100,000		✓	✓
B72	SR 42 Sidewalks	Nelson Street	SR 16	None	Sidewalk on both sides	0.3 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$60,000		✓	✓
B73	Nelson Street Sidewalks	Franklin Avenue	SR 42	None	Sidewalk on both sides	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$100,000		✓	✓
B74	SR 16 Sidewalks	Carolina Avenue	Eighth Street	None	Sidewalk on both sides	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$100,000		✓	✓
B75	SR 16 Sidewalks	Eighth Street	Halls Bridge Road	None	Sidewalk on north side only	0.4 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$40,000		✓	✓
B76	N. Mulberry Street Sidewalks	1st Street	N. Mulberry Elementary School	None	Sidewalk on both sides	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$100,000		✓	✓
B77	Heard Street Sidewalks	McGee Street	Beaty Street	None	Sidewalk on south side only	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$50,000		✓	✓
B78	Heard Street Sidewalks	Lee Street	Nesby Watson	None	Sidewalk on both sides	0.6 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$120,000		✓	✓
B79	Jackson Lake Loop Bicycle Lane	SR 16	SR 36 east	None	widen shoulders 2-4 feet	10.4 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,560,000		✓	✓
B80	High Falls Road Bicycle Lane	Mt Vernon Rd	Monroe Co line	None	widen shoulders 2-4 feet	0.9 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$135,000		✓	✓
B81	Stark Road/ SR36/ Brownlee Road Bicycle Lane	Stark Rd	Mt Vernon Rd	None	widen shoulders 2-4 feet	10.2 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,530,000		✓	✓
B82	Jackson Lake to Indian Springs Bicycle Lane	SR 16	Indian Springs Pk N entr.	None	widen shoulders 2-4 feet	7.2 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,080,000		✓	✓
B83	SR 42 Bicycle Lane	Indian Spring St Pk N entr.	Monroe Co. line	None	widen shoulders 2-4 feet	3.4 miles		Analysis	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$510,000		✓	✓
B84	Proposed South Jackson Bypass Bicycle Lane	SR 16 West of Jackson	SR16 East of Jackson	None	add 4-foot bicycle lane	8.1 miles		B5	Analysis	Bike lane	Enhanced Multi-Modal System			✓	\$1,215,000		✓	✓
B85	McIntosh Indian Trail Proposed Scenic Byway Bike Lane	SR 42	Spalding County line	None	widen shoulders 2-4 feet	15.5 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$2,325,000		✓	✓
B86	Through the County Loop Bike Lane	High Falls Rd	Stark Road	None	widen shoulders 2-4 feet	14.5 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$2,175,000		✓	✓
B87	Ocmulgee River Trail Bike Lane	Ocmulgee River Park	Monroe County	None	Multi-Use Path on Western Shore	13.3 miles		Local	Bike lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,995,000		✓	✓
B97	S. Mulberry Street Sidewalks	Brownlee Road	Cherokee Rose Dr	None	Sidewalk on both sides	0.6 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$120,000		✓	✓
B98	George Tate Drive Sidewalks	S Mulberry St	Clyde's Way	None	Sidewalk on both sides	0.4 mile		B70	Analysis	Sidewalk	Enhanced Multi-Modal System	✓			\$80,000		✓	✓
B99	Garden Walk Multi-Use Path	Garden Walk subdiv.	Brownlee Rd	None	Multi-Use Path	0.4 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$140,000		✓	✓
															\$14,950,000			
Rail Improvements																		
B88	Heard Street	Crossing #718461W		Overpass-low clearance	Requires further study			GDOT/NS Rail	Analysis	Requires further study	Operation & Safety Issues	Improved Safety & Operations	✓		\$0		✓	✓
B89	Bunch Road	Crossing 718446U		X-bucks, stop sign	Add adv warn signs; mark/sign x-ing			GDOT Rail Mgr	Analysis	Install signage;add warning signs	Operation & Safety Issues	Improved Safety & Operations	✓		\$3,150		✓	✓
B90	Wolf Creek Road	Crossing 718445M		Gates,x-bucks,lights	Add adv warn signs; mark all app's	Short-term proj est only.		GDOT Rail Mgr	Analysis	Install adv. warning signage	Operation & Safety Issues	Improved Safety & Operations	✓		\$2,400		✓	✓
B91	Covington Street	Crossing #718448H		Gates,x-bucks,lights	Add adv warn signs/mark NB app			GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$600		✓	✓
B92	Benton Street	Crossing #718449P		Gates,x-bucks, lights	Add adv warn signs 3 approaches			GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$1,800		✓	✓
B93	3rd Street	Crossing #718450J		Gates,x-bucks,lights,signs	Add adv warn signs-Lyons EB app			GDOT Rail Mgr	Analysis	Install adv warning signage	Operation & Safety Issues	Improved Safety & Operations	✓		\$600		✓	✓
B94	Bibb Station Road	Crossing 718456A		X-bucks,stop signs	Review/safety features warranted	Further review needed		GDOT Rail Mgr	Analysis	Review for safety features	Operation & Safety Issues	Improved Safety & Operations	✓		\$0		✓	✓
B95	Cork Road	Crossing #718467M		X-bucks,stop sign	Requires further study			GDOT/NS Rail	Analysis	Requires further study	Operation & Safety Issues	Improved Safety & Operations	✓		\$0		✓	✓
B96	Mt. Pleasant Church Road	Crossing #718468U		Gates,x-bucks,lights	Add adv warn signs EB approach			GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$600		✓	✓
															\$9,150			
															\$334,274,942			

Table 5.2
Recommended Improvements - Jones County

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source		
		From	To									Near	Mid	Long		Federal	State	County
Capacity Improvements and New Roadways																		
J1	SR 44	Gray Bypass	CR 104/ Mathis Road	2-lane	4-lane, Divided	11.6 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$38,433,000	✓	✓	✓
J2	SR 44	Mathis Road	US 441/ Putnam County	2-lane	4-lane, Divided	1.7 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$8,246,560	✓	✓	✓
J3	SR 22	Gray Bypass	SR 29/Baldwin County	2-lane	4-lane, Divided	7.8 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$9,558,930	✓	✓	✓
J4	SR 49	Griswoldville Road	SR 18	2-lane	4-lane, Divided	8.8 miles		CWP	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$47,225,000	✓	✓	✓
J8	Gray North Bypass	SR 18	SR 22	N/A	4-lane, Divided	5.6 miles		CWP	New Road	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$26,367,000	✓	✓	✓
J26	Henderson Road	SR 57	Griswoldville Road	2-lane	4-lane	0.9 miles	Twigg County, J27	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$3,600,000			✓
J27	Griswoldville Road	Henderson Road	SR 49	2-lane	4-lane	3.0 miles	J26	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$12,000,000			✓
J29	SR 49	SR 18	Bowen Hill Road	2-lane	4-lane, Divided	8.2 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety			✓	\$32,800,000		✓	
J30	Joycliff Road	SR 49	US 129	2-lane	4-lane	2.9 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$11,600,000			✓
J31	US 129	Joycliff Road	Greene Settlement Road	4-lane	6-lane	7.1 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety			✓	\$28,400,000			✓
J32	US 129	Lite-n-Tie Road	Jackson Avenue	4-lane	6-lane	0.7 mile		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$2,800,000			✓
J33	SR 22	SR 11	Pinewood Drive	2-lane	4-lane	0.50 miles		Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$2,000,000			✓
J35	Lite-n-Tie Road and Garrison Road	SR 49	US 129	2-lane	4-lane	7.25 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$29,000,000			✓
J36	US 129	Greene Settlement Road	Lite-n-Tie Road	4-lane	6-lane	0.5 mile		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		\$2,000,000			✓
															\$254,030,490			
Operational Improvements																		
J28	SR 57	Bibb County Line	Twigg County Line			2.4 miles			Operational Improvements						\$9,600,000		✓	✓
J38	Cumslo Road	SR 18	US 129			3.3 miles			Operational Improvements						\$13,200,000			✓
J39	Huckabee Road	Graham Road	SR 18			1.9 miles			Operational Improvements						\$7,600,000			✓
J42	Morton Road	SR 18	Turner Woods Road			0.9 mile			Operational Improvements						\$3,600,000			✓
J43	Green Settlement Road	US 129	Wheeler Road			3.7 miles			Operational Improvements						\$14,800,000			✓
J44	Olive Green Road	Greene Settlement Road	SR 11			2.4 miles			Operational Improvements						\$9,600,000			✓
J45	Howard Roberts Road/Dye Road/Wheeler Road	SR 11	SR 18			9.0 miles			Operational Improvements						\$36,000,000			✓
J46	Stagecoach Road	Upper River Road	Graham Road			2.0 miles			Operational Improvements						\$8,000,000			✓
															\$102,400,000			
Intersection/Geometric Improvements																		
J18	US 129	Joycliff Road				35 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
J19	US 129 S	SR 18 W				34 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
J20	US 129	Jackson Avenue				32 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
J21	US 129	RL Wheeler Road				21 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
J22	US 129	Greene Settlement Road				22 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓
J23	Lite-n-Tie Road	Railroad Crossing 733418D (Norfolk Southern)				4 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓
J24	US 129 N	SR 18 E				3 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓
J25	SR 22	Ethridge Road - Haddock Community				4 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓
J48	SR 22	Harris Morton Road				5 crashes			Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓
															\$2,250,000			
Bridge Improvements																		
J5	Howard Roberts Road	Chehaw Creek		2,000 sq ft		9.76 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$272,000	✓	✓	✓
J6	County Line Road (Beginning at Mile Point .031)	Commissioner Creek		2,400 sq ft		40.98 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$210,000	✓	✓	✓
J7	County Line Road (Beginning at Mile Point .042)	Commissioner Creek		4,300 sq ft		40.98 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$395,000	✓	✓	✓
J14	Folendore Road	Commissioner Creek		2,419 sq ft		41.99 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$690,560	✓	✓	✓
J13	Turner Woods Road	Misap Creek		2,024 sq ft		42.17 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,239,040	✓	✓	✓
J12	Shoal Creek Road	Shoal Creek		4,080 sq ft		48.40 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$2,369,664	✓	✓	✓
J11	Hitchiti Road	Falling Creek		1,760 sq ft		49.37 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$309,760	✓	✓	✓
J10	Roundok-Juliette Road	Falling Creek		4,816 sq ft		49.77 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,146,112	✓	✓	✓
J109	SR 49	Southern Railroad		10,496 sq ft		50.02 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$627,264	✓	✓	✓
J108	Caney Creek Road	Falling Creek		2,560 sq ft		51.43 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$743,424	✓	✓	✓
J107	Dumas Road	Gladly Creek		504 sq ft		53.41 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$743,424	✓	✓	✓
J106	Graham Road	Rock Creek		2,454 sq ft		54.30 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,486,848	✓	✓	✓
J105	Graham Road	Sand Creek		2,909 sq ft		54.59 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$2,090,880	✓	✓	✓
J104	US 129	Cedar Creek		9,261 sq ft		55.17 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$743,424	✓	✓	✓
J103	Hadaway Road	Gladly Creek		3,768 sq ft		57.12 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$929,280	✓	✓	✓
J102	US 129 (SBL)	Rock Creek		4,104 sq ft		57.15 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$929,280	✓	✓	✓
J101	US 129 (SBL)	Sand Creek		4,092 sq ft		64.75 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$929,280	✓	✓	✓
															\$16,055,240			

Notes: 1. Intersection Improvements listed include all intersections developed through the public involvement process. Many of these locations may not warrant improvements, however additional study is required to make this determination.
2. Intersection costs assume a placeholder cost of \$250,000.
3. Bridge replacement costs are based off of \$160 per square foot (replacement bridge were assumed to be 44 feet wide and 10% longer in length).
4. Estimated costs DO NOT include Right of Way or Utility Relocation.
5. Segment limits indicate costing termini. For project logical termini, see the Project Sheets in Appendix B.
6. Cost estimates are in current year dollars (uninflated dollars).

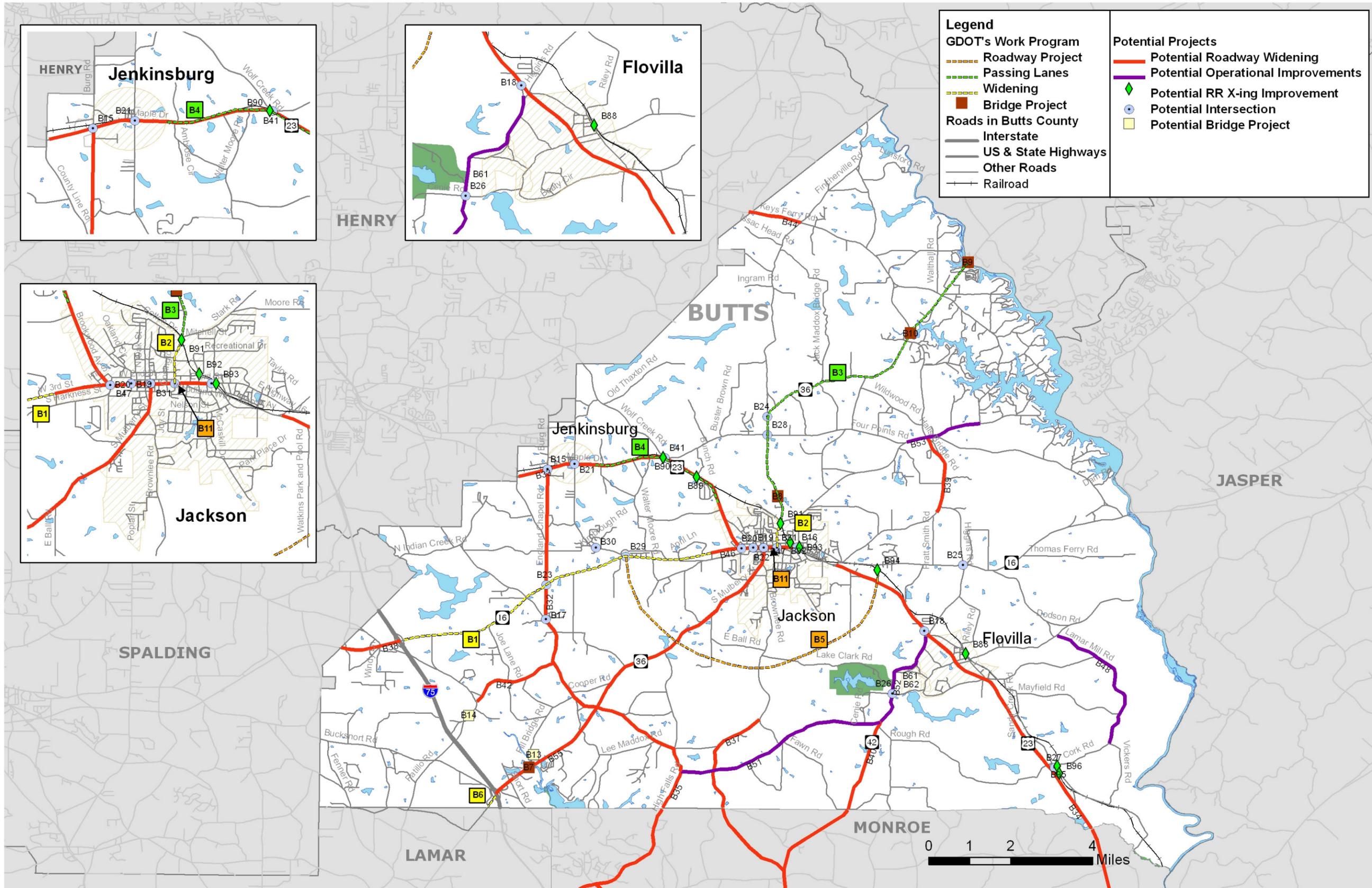
Table 5.2
Recommended Improvements - Jones County

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To									Near	Mid	Long		Federal	State	County	
Bicycle & Pedestrian Improvements																			
J61	SR 49	Jones County South Recreational Complex	Mattie Wells Drive	None	Sidewalk on south side	0.2 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$20,000		✓	✓	
J62	Mattie Wells Drive	SR 49	J. Alvin Andrews, Sr. Dr.	None	Sidewalk on west side only	0.1 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$10,000		✓	✓	
J63	J. Alvin Andrews, Sr. Dr.	Mattie Wells Drive	Mattie Wells Elementary School Pk lot	None	Sidewalk on south side	1.3 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$130,000		✓	✓	
J64	SR 22 (Haddock)	Unincorporated sign on west	Unincorporated sign on east	None	Sidewalk both sides	1.1 miles		Local	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$220,000		✓	✓	
J65	SR 22 (Haddock)	Bowen Hill Road	Ethridge Road	None	Crosswalk Upgrade		J25	Local	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$200		✓	✓	
J66	SR 22 (Gray)	Pinewood Drive	Faye Circle	None	Sidewalk on both sides	0.4 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$80,000		✓	✓	
J67	SR 18 E (Gray)	Gray Station Middle School	Allen Green Drive	None	Multi-Use Path on south side	0.4 mile		Local	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$140,000		✓	✓	
J68	Allen Green Drive	SR 18	Jones County Central Rec. Complex	None	Sidewalk on west and south side	0.4 mile		Local	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$40,000		✓	✓	
J69	Railroad Street	Jones County High School Stadium Entrance	US 129	None	Sidewalk on east side	1.6 miles		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$160,000		✓	✓	
J70	Stewart Avenue	US 129	Railroad Street	None	Sidewalk on both sides	0.3 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$60,000		✓	✓	
J71	Gordon Street	Railroad Street	US 129	None	Sidewalk on both sides	0.2 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$40,000		✓	✓	
J72	Martin Luther King, Jr.	SR 11	Maggie Califf Street	None	Sidewalk on both sides	0.5 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$100,000		✓	✓	
J73	Dolly Street	North Madison	Coolidge Street	None	Sidewalk on north side only	0.9 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$90,000		✓	✓	
J74	Highview Street	US 129	Martin Luther King, Jr.	None	Sidewalk on both sides	0.3 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$60,000		✓	✓	
J75	Maggie Califf Street	Highview Street	Dolly Street	None	Sidewalk on both sides	0.1 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$20,000		✓	✓	
J76	North Madison Street	US 129	Martin Luther King, Jr.	None	Sidewalk on both sides	0.15 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$30,000		✓	✓	
J77	Huckabee Road	Katherine Drive	SR 18 W	None	Sidewalk on east side only	0.3 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$30,000		✓	✓	
J78	SR 18 W	Huckabee Road	Dames Ferry Elementary School entr.	None	Sidewalk on south side only	0.4 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$40,000		✓	✓	
J79	SR 18 W	Dames Ferry Elementary School	Trotters Ridge Trail	None	Sidewalk on south side only	0.2 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$20,000		✓	✓	
J80	Old Clinton Road	Green Settlement Road	Washburn Drive	None	Sidewalk on both sides	1.4 miles		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$280,000		✓	✓	
J81	Jackson Avenue	US 129	Old Clinton	None	Sidewalk on both sides	0.1 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$20,000		✓	✓	
J82	GA 18 Connector	US 129	GA 18 E	None	Sidewalk on both sides	0.1 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$20,000		✓	✓	
J83	GA 18 E	GA 18 Connector	Gray Station Middle School	None	Multi-Use Path on south side	0.8 mile		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$280,000		✓	✓	
J84	New Clifton Road (Macon)	Old Stage Coach	Bibb County Line (Sun Valley Road)	None	Sidewalk on both sides	1.1 miles		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$220,000		✓	✓	
J85	Ocmulgee Heritage Shared Use Trail	Juliette Road	Bibb County Line (Sun Valley Road)	None	Multi-Use Trail on west side	22.4 miles		Local	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$7,840,000		✓	✓	
J86	Ocmulgee-Piedmont Scenic Byway	Juliette Road	SR 11	None	Widen shoulders 2-4 feet both sides	11.3 miles		Local	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,695,000		✓	✓	
J87	Ocmulgee-Piedmont Scenic Byway	SR 11 from Jasper County Line	SR 22 in Gray	None	4 ft Bicycle Lane in both directions	12.8 miles		Local	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,920,000		✓	✓	
J88	Gray Connector Bicycle Route	Railroad Street/Cumslow Road from SR 22 S	Inactive Norfolk Southern line	None	Widen shoulders 2-4 feet both sides	7.1 miles		Analysis	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,065,000		✓	✓	
J89	Central Georgia Rails to Trails	Inactive Norfolk Southern Line from Bibb County	NE to Baldwin County line	None	10 foot Rails to Trails Path	16.5 miles		Local	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$5,775,000		✓	✓	
J90	Upper River Road/Stagecoach Road Bicycle Route	Upper River Road to Stagecoach Road	to Graham Road	None	Widen shoulders 2-4 feet both sides	9.8 miles		Analysis	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,470,000		✓	✓	
J91	Gray Bypass	US 129/ SR 22 west of Gray	SR 22 east of Gray	None	4 foot bicycle lane in both directions	5.5 miles	Gray Bypass	Analysis	Bike Trail	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$825,000		✓	✓	
															\$22,700,200				
Railroad Improvements																			
J92	SR 49	Crossing # 733415H		X-bucks, lights, warn signs	Gates and stop bars. 2 app, if warrant	Must review w/GDOT		GDOT Rail Mgr	Analysis	Install gates, signage	Operation & Safety Issues	Improved Safety & Operations	✓			\$250,600		✓	✓
J93	Wheeler Road	Crossing # 733292Y		X-bucks, stop sign	Add adv warn 2 app Old SR11, stop sign			GDOT Rail Mgr	Analysis	Install adv warn/stop signs	Operation & Safety Issues	Improved Safety & Operations	✓			\$1,500		✓	✓
J94	Skinner Road	Crossing # 733413U		X-bucks, stop sign	Replace broken X-buck			GDOT Rail Mgr	Analysis	Replace X-buck	Operation & Safety Issues	Improved Safety & Operations	✓			\$300		✓	✓
J95	Otis Redding Road	Crossing # 733284G		X-bucks, stop sign	Add adv warn 5 app SR11,Old SR11			GDOT Rail Mgr	Analysis	Install adv warning signage	Operation & Safety Issues	Improved Safety & Operations	✓			\$3,000		✓	✓
															\$255,400				
															\$397,691,330				

Table 5.3
Recommended Improvements - Monroe County

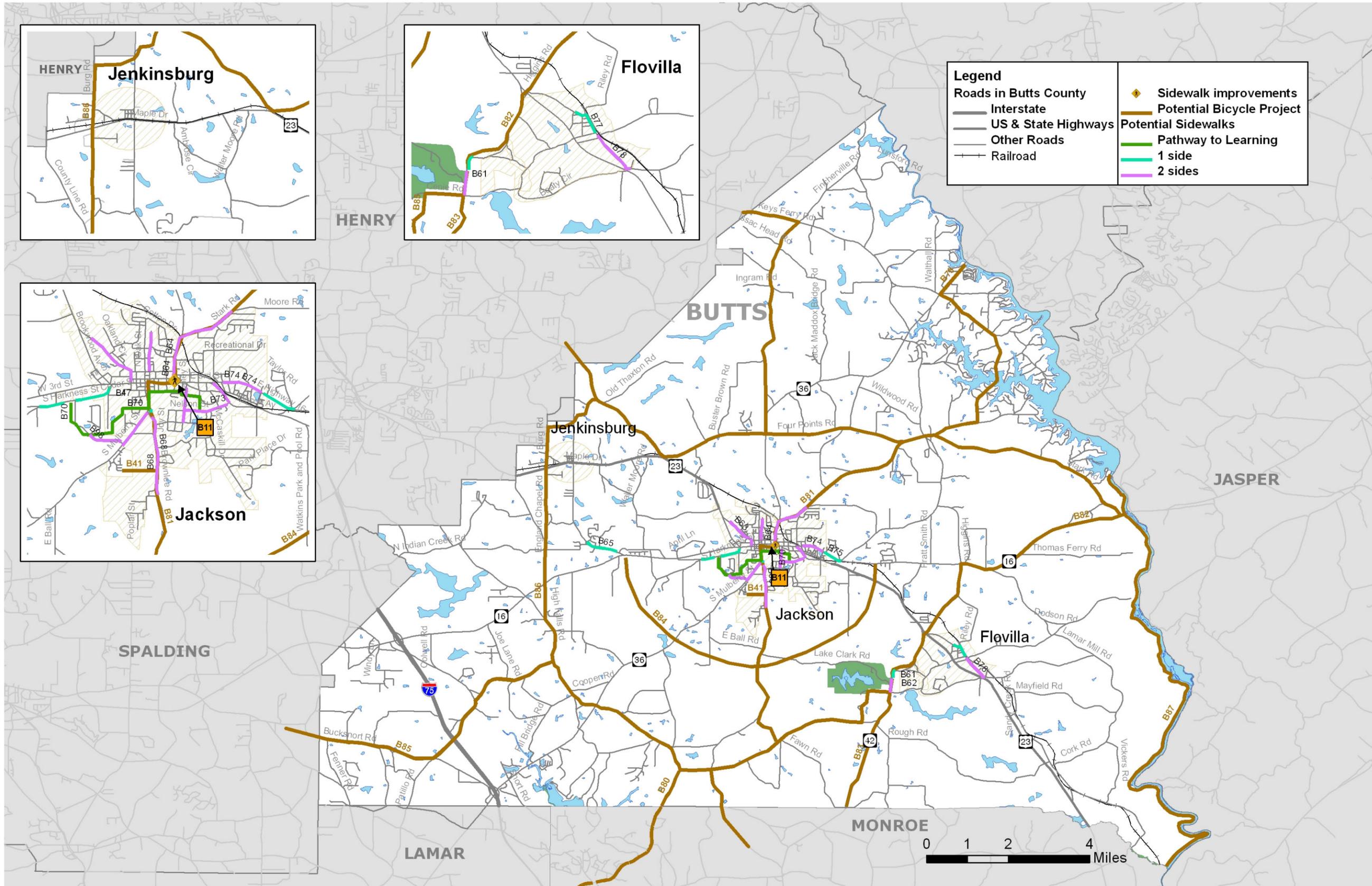
Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source		
		From	To									Near	Mid	Long		Federal	State	County
Capacity Improvements and New Roadways																		
M1	SR 18	Southbound 13.7 - 15.2/ Monroe	Eastbound 2.3 - 3.6	Westbound 3.38-5.1/TL 5.1-5.6	2-lanes	Passing lane		CWP	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety				\$7,825,980	✓	✓	✓
M2	SR 19	CR 73/ King Road	0.5 miles east of CR 74/ Hill Rd		2-lanes	Passing lane		CWP	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety				\$2,710,000	✓	✓	✓
M59	US23	I-75 Interchange/Bibb County	Butts County Line		2-lanes	4-lane, divided		M59, Bibb County	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$76,000,000	✓	✓	✓
M60	Jenkins Road	I-75	SR 18		2-lanes	4-lanes			Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓	\$14,000,000	✓	✓	✓
M61	SR 83	US 41	US 23		2-lanes	4-lanes			Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$44,800,000	✓	✓	✓
M62	Sutton Road	SR 83	SR 42		2-lanes	4-lanes			Analysis	Local Road Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓	\$9,600,000	✓	✓	✓
M63	SR 42	I-75	Butts County Line		2-lanes	4-lanes		B40	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$45,200,000	✓	✓	✓
M64	Brownlee Road	SR 42	Butts County Line		2-lanes	4-lanes		B37	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$8,200,000	✓	✓	✓
M65	Boxankle Road	SR 42	High Falls Road		2-lanes	4-lanes			Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓	\$37,200,000	✓	✓	✓
M66	Stokes Store Road	SR 42	SR 83		2-lanes	4-lanes			Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$29,600,000	✓	✓	✓
M68	US 41	Crawford Road (Lamar County)	SR 42		2-lanes	4-lanes		Lamar County	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$26,800,000	✓	✓	✓
M71	SR 83	Abercrombie Road	Vaugh Road		2-lanes	4-lanes			Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$31,600,000	✓	✓	✓
M72	US 41	0.5 miles east of CR 74/ Hill Rd	Pea Ridge Road		2-lanes	4-lanes			Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$9,600,000	✓	✓	✓
M73	High Falls Road	I-75	Butts County Line		2-lanes	4-lanes		B32, B35	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓		\$14,400,000	✓	✓	✓
															\$357,535,980			
Operational Improvements																		
M67	Juliette Road	US 23	Jones County Line		2-lanes	Widen shoulders 2 - 4 feet	4.20 miles		Analysis	Operational Improvements	Operational & Safety Issues	Improved Safety & Capacity	✓		\$16,800,000			✓
															\$16,800,000			
Intersection/Geometric Improvements																		
M5	SR 19/ US 41	SR 18					0 crashes		CWP	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓		\$710,000	✓	✓	✓
M48	Brent Road	SR 83					0 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M49	Boxankle Road	SR 42					0 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M50	SR 83	SR 87/ US 23					21 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M51	US 41	SR 42					35 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓		\$250,000	✓	✓	✓
M52	SR 18	SR87/ US 23					22 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓		\$250,000	✓	✓	✓
M53	US 41	Hill Road					1 crash		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M54	US 41	King Road					1 crash		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M55	US 41	Old Rumble Road					2 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M56	Rumble Road	Evans Road					2 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	\$250,000	✓	✓	✓
M57	SR 42	Indian Springs Drive					2 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity	✓		\$250,000	✓	✓	✓
M58	Rumble Road	US 41					1 crash		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity	✓	✓	\$250,000	✓	✓	✓
															\$3,460,000			
Bridge Improvements																		
M11	Reedy Creek Road	Tobesofkee Creek Tributary				473 sq ft	2.00 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$224,576	✓	✓	✓
M12	Reedy Creek Road	Tobesofkee Creek				587 sq ft	6.71 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$278,784	✓	✓	✓
M13	Montpelier Springs Road	Tobesofkee Creek				1,264 sq ft	25.93 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$604,032	✓	✓	✓
M14	Johnstonville Road	Rocky Creek				3,121 sq ft	44.29 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$789,888	✓	✓	✓
M15	Maynards Mill Road	Little Tobesofkee Creek				4,864 sq ft	44.79 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,239,040	✓	✓	✓
M100	SR 83	Towaliga River				8,721 sq ft	49.70 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,313,000	✓	✓	✓
M101	SR 74	Echeconnee Creek				3,168 sq ft	53.01 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$743,424	✓	✓	✓
M102	High Falls Road	Towaliga River				8,603 sq ft	55.47 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$2,680,832	✓	✓	✓
M103	Lee King Road	Deer Creek				2,419 sq ft	56.41 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$743,424	✓	✓	✓
M104	US 23	Tablers Creek				4,116 sq ft	57.43 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,436,160	✓	✓	✓
M105	Zebulon Road	Tobesofkee Creek				5,376 sq ft	57.89 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,239,040	✓	✓	✓
M106	CR 161	Little Towaliga River Tributary				336 sq ft	57.91 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$185,856	✓	✓	✓
M107	SR 42	Tobesofkee Creek				2,438 sq ft	58.83 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$964,000	✓	✓	✓
M108	SR18	Norfolk-Southern Railroad				4,504 sq ft	61.20 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,076,416	✓	✓	✓
M109	SR 83	Tobesofkee Creek				3,336 sq ft	61.21 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,436,160	✓	✓	✓
M110	SR 42	Little Tobesofkee Creek				3,078 sq ft	61.43 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$882,816	✓	✓	✓
M111	SR 18	Ocmulgee River				17,604 sq ft	62.49 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$4,181,760	✓	✓	✓
M112	SR 83	Little Tobesofkee Creek				2,511 sq ft	62.56 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,077,120	✓	✓	✓
M113	Boxankle Road	Little Towaliga River				4,608 sq ft	63.80 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,723,392	✓	✓	✓
M114	SR 42	Yellow Creek				2,703 sq ft	64.85 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$789,888	✓	✓	✓
M115	SR 83	Todd Creek				3,336 sq ft	65.24 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$929,280	✓	✓	✓
M116	US 23	Rum Creek				8,232 sq ft	71.91 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$2,872,320	✓	✓	✓
M117	US 341	Echeconnee Creek				5,411 sq ft	72.90 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$1,177,088	✓	✓	✓
M118	Rumble Road	Little Deer Creek				3,432 sq ft	74.21 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓		\$851,840	✓	✓	✓
															\$29,440,136			
Bicycle & Pedestrian Improvements																		
M31	Montpelier Road Sidewalks	Mary Persons High School Entrance	James Madison (new Subdivision)			Sidewalk on both sides	.70 miles		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓		\$140,000	✓	✓	✓
M32	Zebulon Road/ Estes Road Bicycle Lane	Zebulon Rd - Bibb Co. Line to Estes Rd	Estes Rd - Zebulon Rd to US 41			Widen shoulders 2-4 feet	1.50 miles		Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓	\$225,000	✓	✓	✓
M33	Klopper/Old Popes Ferry/Ferry/Pate/New Forsyth					Widen shoulders 2-4 feet	2.50 miles		Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓	\$375,000	✓	✓	✓
M34	SR 74	US 341	Bibb County Line			Widen shoulders 2-4 feet	5.50 miles		Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓	\$825,000	✓	✓	✓
M35	SR 83	US 341	Jasper County Line			Widen shoulders 2-4 feet	7.50 miles	M71	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓		\$1,125,000	✓	✓	✓
M36	SR 42	Crawford County Line	Butts County Line			Widen shoulders 2-4 feet	8.30 miles	M70	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓		\$1,245,000	✓	✓	✓
M37	SR 18	US 41	US 23			Widen shoulders 2-4 feet	4.10 miles	M1	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓		\$615,000	✓	✓	✓
M38	Various Local Roads	Klopper Rd; Taylor Rd; Shi Rd; Zebulon Rd; Bagley Rd; Maynard Mill Rd; Hopewell Rd; Brent Rd; Rock Quarry Rd/Strounds Rd; Juliette; Collier Rd/Smith Rd; Johnstonville Rd; Higgins Mill Rd/Boxankle Rd; High Falls Rd; Blount Rd				Install Share the Ride signs	21.50 miles		Analysis	Share the Ride signage	Bike/Ped Facilities	Enhanced Multi-Modal System		✓	\$2,150	✓	✓	✓
M39	US 41 Sidewalks	394 West Main Street	539 West Main Street			Sidewalk on both sides	.5 miles	M68	Analysis	Sidewalk			✓		\$100,000	✓	✓	✓
M40	SR 42 Sidewalks	3769 SR 42	West Old Indian Springs Road			Sidewalk on both sides	.55 miles		Analysis	Sidewalk			✓		\$110,000	✓	✓	✓
															\$4,762,150			
Rail Improvements																		
M41	Collier Road	Crossing # 718320M				X-bucks, stop signs.	Add adv warn signs; mark all app's		GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$2,400	✓	✓
M42	Harold Clark Road	Crossing # 718337R				Gates, x-bucks, lights	Re-paint pavement markings 2 app		Local gov.	Analysis	Re-paint pavement markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$600	✓	✓
M43	Indian Springs Drive	Crossing # 718331A				Gates, x-bucks, lights	Add adv warn signs 3 app;stop sign		GDOT Rail Mgr	Analysis	Install adv warn signs/stop sign	Operation & Safety Issues	Improved Safety & Operations	✓		\$2,100	✓	✓
M44	N. Lee Street	Crossing # 718330T				Gates, x-bucks, lights	Eliminate train standing		NS Rail, FRA	Analysis	Report train standing FRA, NS	Operation & Safety Issues	Improved Safety & Operations	✓		\$0	✓	✓
M45	Old Rumble Road	Crossing # 718342M				X-bucks, stop signs.	Add adv warn signs;mark NB app		GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$600	✓	✓
M46	Industrial Park Drive	Crossing # 718338X				X-bucks, stop signs.	Add adv warn signs;mark NB app		GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓		\$600	✓	✓
															\$6,300			
															\$412,004,566			

Notes: 1. Intersection Improvements listed include all intersections developed through the public involvement process. Many of these locations may not warrant improvements, however additional study is required to make this determination.
2. Intersection costs assume a placeholder cost of \$250,000.
3. Bridge replacement costs are based off of \$160 per square foot (replacement bridge were assumed to be 44 feet wide and 10% longer in length).
4. Estimated costs DO NOT include Right of Way or Utility Relocation.
5. Segment limits indicate costing termini. For project logical termini, see the Project Sheets in Appendix B.
6. Cost estimates are in current year dollars (uninflated dollars).



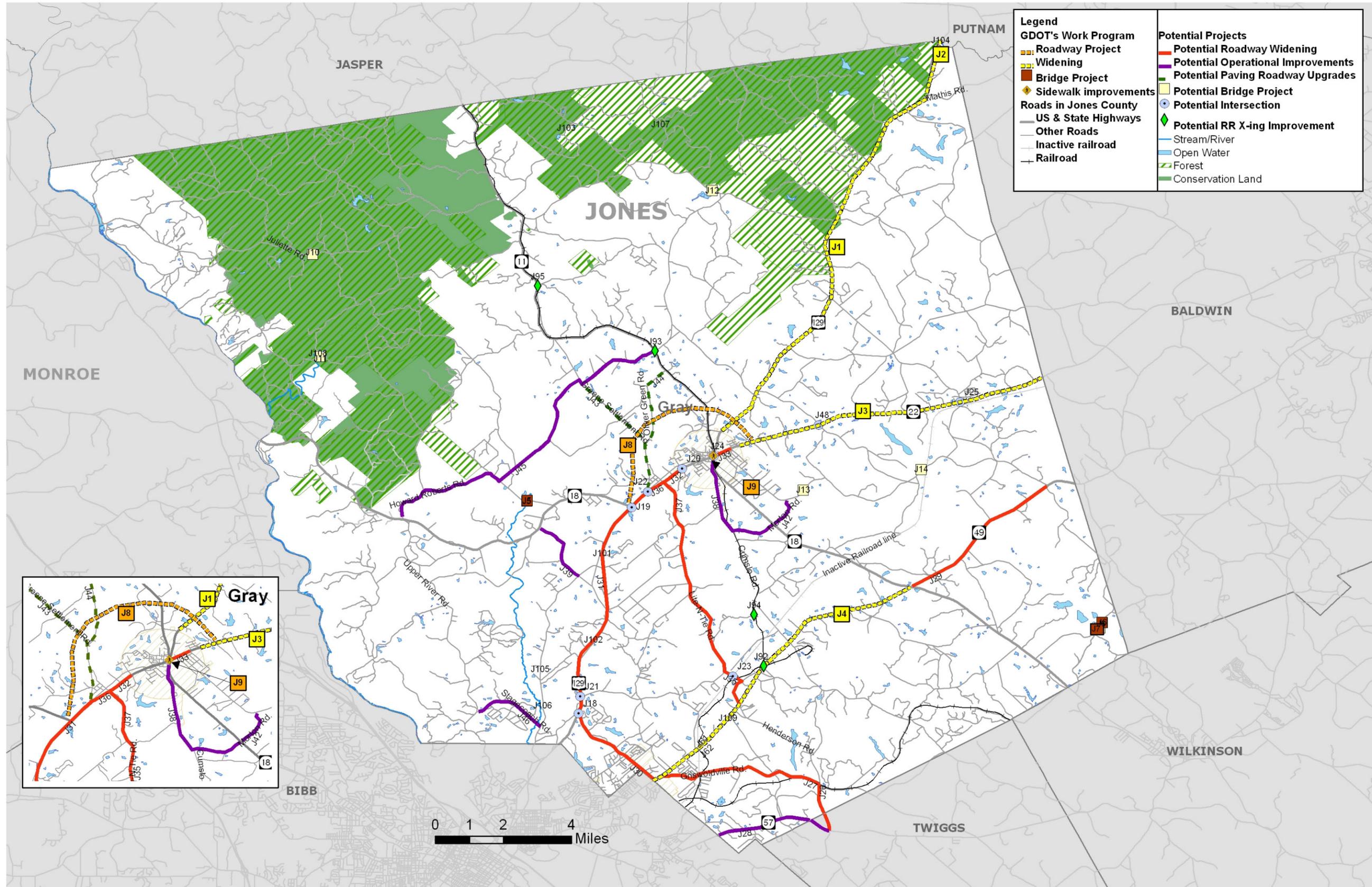
Butts County Recommended Improvements - Roadway

Figure No: 5.1



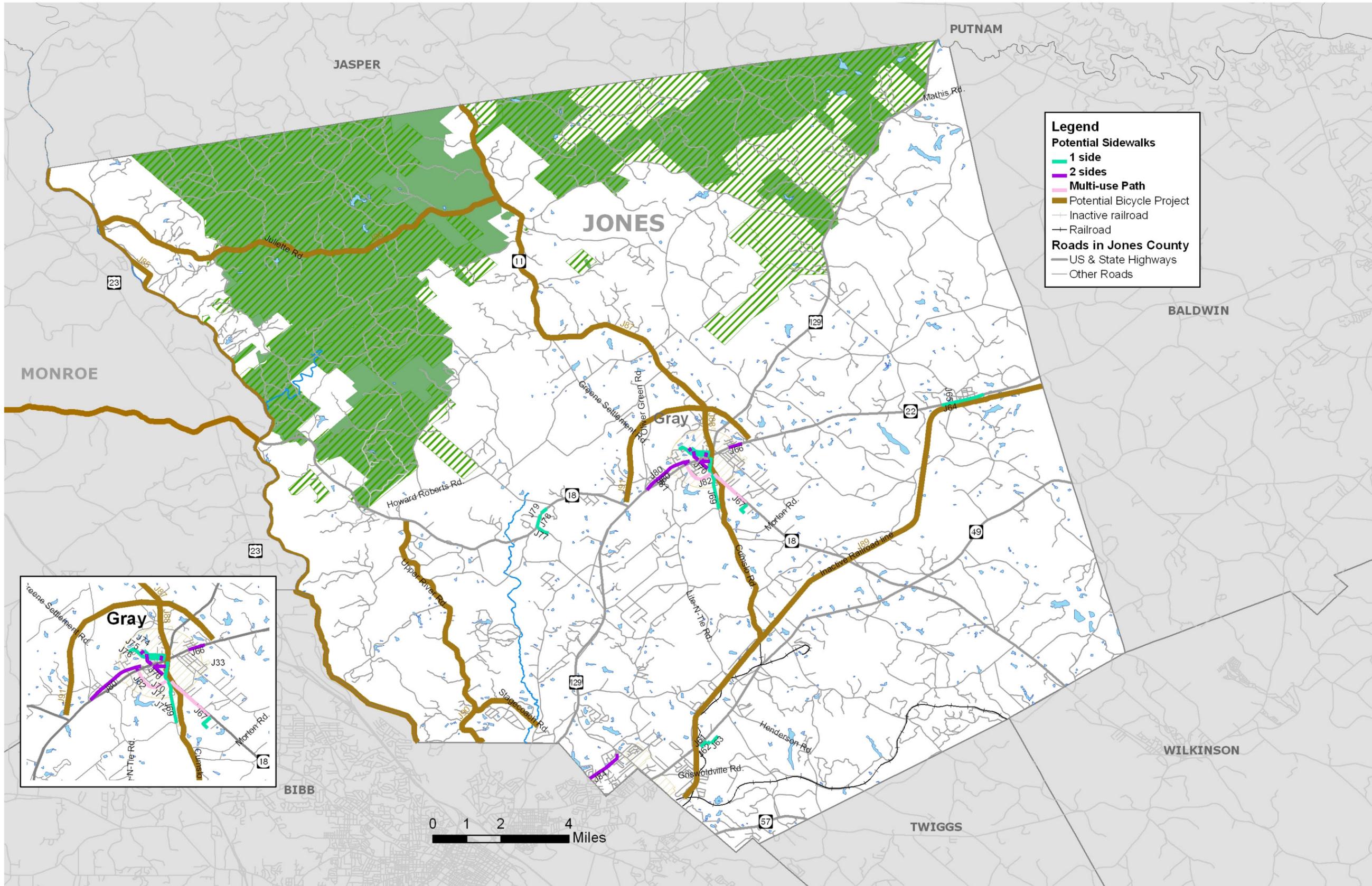
Butts County Recommended Improvements – Bicycle & Pedestrian

Figure No: 5.2



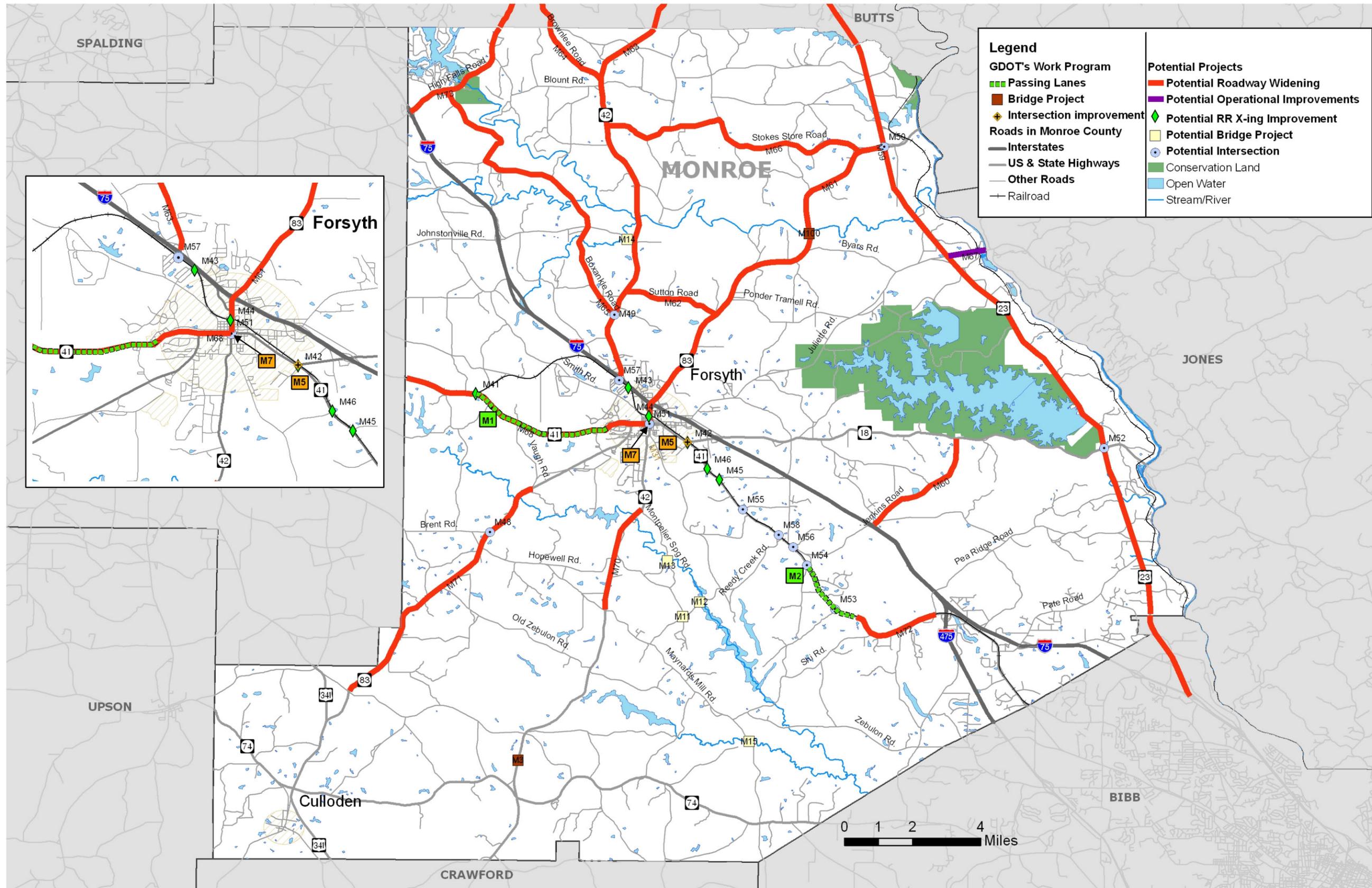
Jones County Recommended Improvements - Roadway

Figure No: 5.3



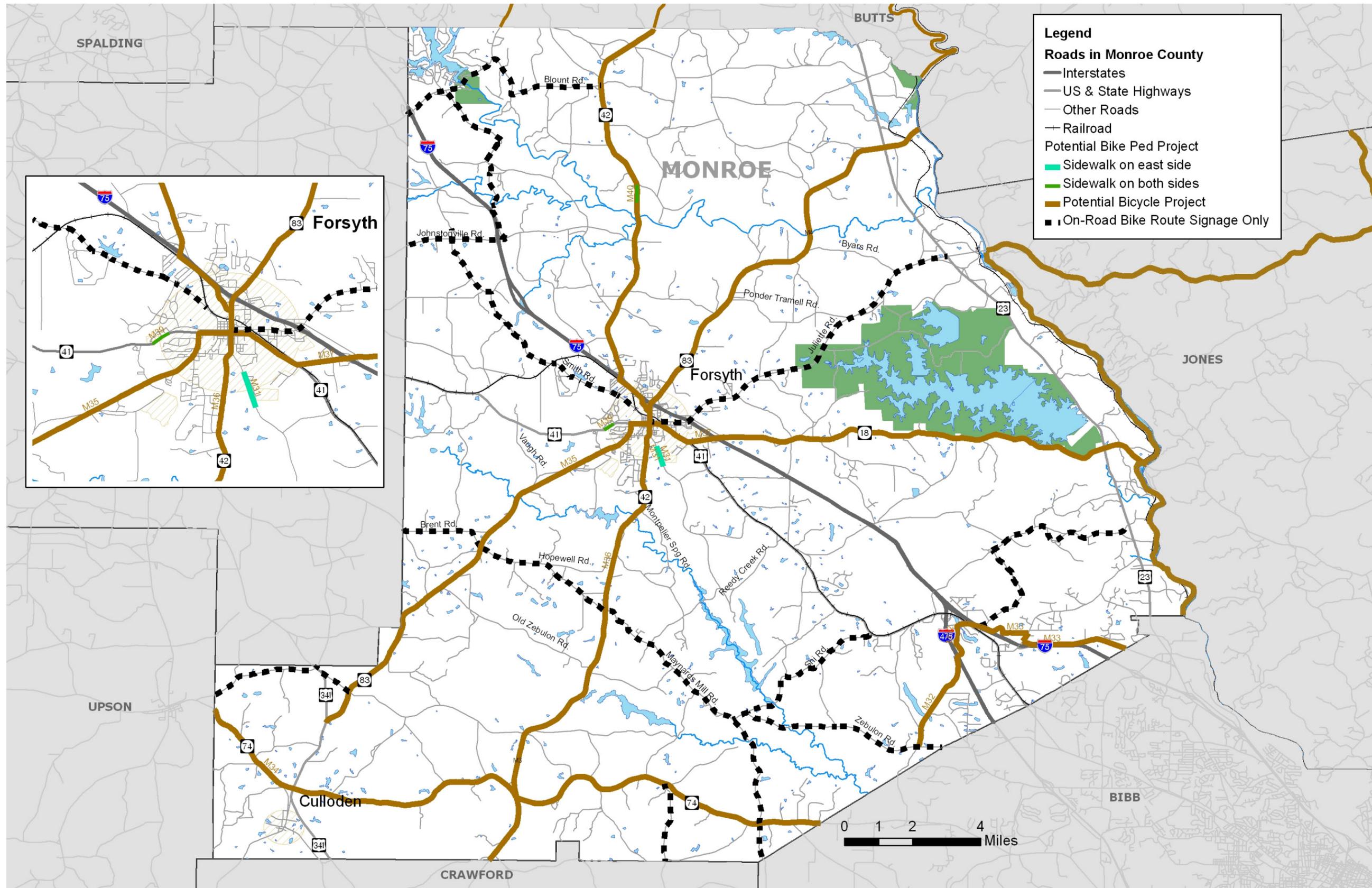
Jones County Recommended Improvements – Bicycle & Pedestrian

Figure No: 5.4



Monroe County Recommended Improvements - Roadway

Figure No: 5.5



Monroe County Recommended Improvements – Bicycle & Pedestrian

Figure No: 5.6

6.0 Prioritization

In order to aid GDOT and County staff, potential improvements identified by the study were ranked by mode based on several evaluation factors. This section highlights some of the top priorities for each County.

6.1 Butts County Priorities

Corridors

- US 23 from County Line Road to SR 16;
- SR 16 from Imogene Goff Rd. to US 23/SR 42 ;
- SR 16 from US 23/SR 42 to SR 16/US 23 ;
- US 23 from SR 16 to Monroe County Line; and
- Mount Vernon Church Road from High Falls Road to SR 42.

Bicycle and Pedestrian

- Pathway to Learning from Jackson High School to Fairgrounds;
- Sidewalks along SR 16 from Carolina Avenue to Eight Street;
- Sidewalks along Stark Road from SR 36 to Regal Drive;
- Sidewalks along S. Harkness Street from SR 16 to existing sidewalk;
- Sidewalks along N. Mulberry Street from 1st Street to N. Mulberry Elementary School;
- Bike lanes along Stark Road to SR 36 in Jackson, south to Brownlee Road; and,
- Bike lanes from Jackson Lake to Indian Springs State Park.

Intersections

- SR 16 and SR 36 N;
- SR 42 / US 23 and England Chapel Road;
- SR 16 E and SR 42 S;
- High Falls Road and England Chapel Road; and,
- US 23 and SR 42.

Bridges

- Fill Bridge Road at Towaliga River tributary;
- SR 36 at Towaliga River;
- Colwell Road at Cabin Creek;
- SR 36 at Yellow Water Creek; and,
- SR 36 at South River.

6.2 Jones County Priorities

Corridors

- SR 22 from SR 11 to Pinewood Drive;
- Henderson Road from SR 57 to Griswoldville Road;

- Griswoldville Road from Henderson Road to SR 49;
- US 129 from Joycliff Road to Greene Settlement Road; and,
- Lite n Tie Road and Garrison Road from SR 49 to US 129.

Bicycle and Pedestrian

- Sidewalks along SR 18 East in Gray from Gray Station Middle School to Allen Green Drive;
- Sidewalks along Allen Green Drive from SR 18 to the Jones County Central Recreation Complex;
- Sidewalks along Stewart Avenue from US 129 to Railroad Street;
- Sidewalks along Gordon Street from Railroad Street to US 129;
- Gray Connector Bicycle Route along Railroad Street/Cumslo Road from SR 22 to inactive Norfolk Southern Rail Line;
- Central Georgia Rails to Trails along inactive Norfolk Southern Rail Line from Bibb County Line northeast to the Baldwin County Line; and,
- Ocmulgee-Piedmont Scenic Byway along SR 11 from Jasper County Line to SR 22 in Gray.

Intersections

- US 129 at Joycliff Road;
- US 129 S and SR 18 W;
- US 129 and Jackson Avenue;
- US 129 and R.L. Wheeler Road;
- US 129 and Greene Settlement Road; and,
- SR 22 at Ethridge Road.

Bridges

- Howard Roberts Road at Chehaw Creek;
- County Line Road at Commissioner Creek (Beginning at Mile Point 0.31);
- County Line Road at Commissioner Creek (Beginning at Mile Point 0.42);
- Folendore Road at Commissioner Creek;
- Turner Woods Road at Millsap Creek;
- Shoal Creek Road at Shal Creek; and,
- Hitchiti Road at Falling Creek.

6.3 Monroe County Priorities

Corridors

- US 41 from Crawford Road (Lamar County) to SR 42;
- SR 83 from US 41 to US 23;
- SR 42 from I-75 to the Butts County Line;
- US 41 from 0.5 miles east of CR 74/Hill Road to Pea Ridge Road; and,
- US 23 from I-75 Interchange to the Butts County Line.

Bicycle and Pedestrian

- Sidewalks along Montpelier Road from Mary Persons High School to James Madison subdivision;
- Sidewalks along US 41 from 394 West Main Street to 539 West Main Street;
- Bicycle lanes along SR 42 from Crawford County Line to the Butts County Line;
- Bicycle lanes along SR 83 from US 341 to the Jasper County Line; and,
- Bicycle lanes along SR 18 from US 41 to US 23.

Intersections

- SR 18 and SR 87 / US 23;
- SR 83 and SR 87 / US 23;
- US 41 and SR 42; and,
- SR 42 and Indian Springs Drive.

Bridges

- Reedy Creek Road at Tobesofkee Creek Tributary;
- Reedy Creek Road at Tobesofkee Creek;
- Montpelier Springs Road at Tobesofkee Creek;
- Johnstonville Road at Rocky Creek;
- Maynards Mill Road at Little Tobesofkee Creek; and,
- SR 83 at Towaliga River.

7.0 Conclusions

Growth in Butts, Jones and Monroe Counties has resulted in increased travel demand through the 3-County Region. GDOT Office of Planning, in conjunction with these three Counties, initiated the Butts, Jones, Monroe Counties Multi-Modal Transportation Study to develop a LRTP to serve the 3-County Region through the planning horizon, 2035.

Recommended projects were identified by analyzing current and future projected transportation deficiencies and selected based on local goals and objectives with the intent of enhancing the quality of life for County residents and visitors. Efforts were taken to ensure that proposed projects impacted the community as little as possible while providing maximum benefits. Analysis was conducted to ensure that the projects benefited and did not disproportionately impact low-income and minority communities. Ultimately, the study identified multi-modal improvements and prioritized project implementation in the form of a Long Range Transportation Plan.

The study team coordinated with GDOT, Butts, Jones and Monroe Counties, cities, area residents and business leaders, and other partners in the planning, development, and review of potential improvements. Additionally, a comprehensive and interactive public involvement program was conducted. This ensured that alternative transportation improvements were not only coordinated with various governments, but afforded individual

citizens and interested groups the opportunity to provide their input in developing and evaluating potential improvements to each County's transportation network.

The end product for this study is this LRTP document, providing for the efficient movement of people and goods within and through Butts, Jones, and Monroe Counties through the horizon year of this study, 2035. Interim year analysis was conducted for the year 2015. As part of this effort existing and future operating conditions were documented for the following modes: highways and bridges, bicycle and pedestrian, freight, transit, rail and airports.

This document should be reviewed and updated periodically to ensure that the planning factors and other assumptions are still relevant and effectively address transportation needs. This document should serve as the foundation for the 3-County Region's transportation planning efforts and a starting point for addressing transportation needs.