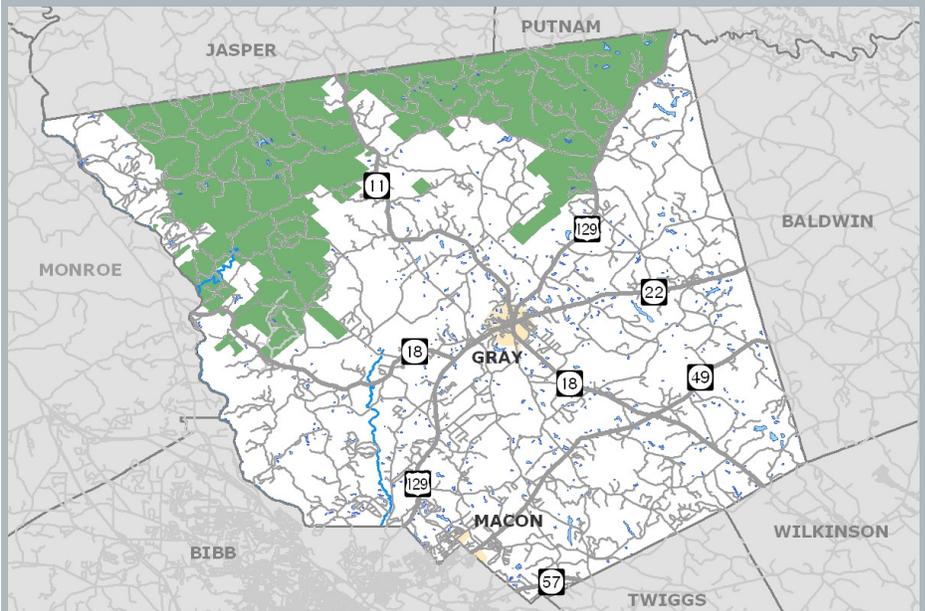


Butts, Jones & Monroe Counties Multi-Modal Transportation Study

Jones County Long Range Transportation Plan

August 2008



HNTB

GDOT
Georgia Department of Transportation
Office of Planning

Preface

This document serves as a guide to the County's transportation needs, in the form of a Long Range Transportation Plan (LRTP), through the horizon year, 2035. 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 for the County. Since many factors influencing the development of the LRTP, such as demographics, forecast revenue, and project costs, change over time, LRTP's should be updated at least every five years.

The LRTP is a useful tool that empowers a County to act on its current and expected needs. GDOT programs projects for all 159 counties in the state of Georgia, and it is extremely helpful to them to know the true needs of each county. The LRTP follows an accepted process that documents existing and future needs. These needs are then addressed by potential improvements which are prioritized.

The LRTP is a living document that can be revisited as the County experiences changes in population and employment and sees the impact of those changes on local land use, growth, and development. Typically Transportation Plans are updated every three to five years. The current LRTP was based on existing data and forecasts developed with information from current comprehensive plans, the most recent U.S. Census data, and other recent and relevant planning initiatives. It is expected that the inputs into this original planning process, particularly public comments and opinions; population forecasts; development forecasts; and, the distribution of population and employment within the county will change over time in response to changing realities through the study area. A critical mass of new information should provide a stimulus to the update of the plan and the refining of the planning process. The following key components of the LRTP should be reviewed and updated as necessary:

- LRTP Goals;
- Population Forecasts;
- Employment Forecasts;
- Distribution of Population and Employment;
- Needs;
- Projects;
- Costs; and,
- Funding.

Updating the LRTP acknowledges changes to 20-year growth forecasts, updates travel patterns and trends through the use of evolving analysis methods and tools such as the travel demand model, introduces updated revenue forecasts, and provides an opportunity to incorporate new data influencing the development and outcome of the Plan and its recommendations.

The outcome of the LRTP is a prioritized list of transportation improvements that attempt to meet the current and future transportation goals and objectives of the County. This list is recognized by planning partners as the most important projects for the County – and

correspondingly is the focus of funding and implementation efforts. It is important to recognize that these priorities are not static. As the inputs to the planning process change so will the priorities. A systematic approach to meeting current and future transportation needs applied at regular intervals facilitates the project implementation process by revisiting local consensus on transportation goals. This allows limited transportation funding and resources to be allocated in the most effective manner to achieve priorities consistent with the County's current landscape.

An LRTP is made more effective by an informed public that actively contributes to the planning process. The interested resident should utilize the Plan in several ways to actively contribute to the planning process and quality of life within the County:

1. Review the documented input from the public involvement process and provide additional comment when conditions change;
2. Review the list of prioritized projects to understand where the County will be investing its limited transportation resources;
3. Understand that the improvements recommended in the Plan relate to deficiencies identified through the planning process – the Plan has an established methodology for assessing need and determining improvements;
4. Use the Plan as a mechanism to provide input to the County to reflect changing realities within the County;
5. Understand the goals for the LRTP and hold the County and other planning partners accountable for achieving the established outcomes.

The planning partners (Elected Officials, County Staff, Regional Development Center, GDOT and others) also make use of the Plan for key activities including:

1. Clear documentation and technical analysis to support the need for transportation investment using proven analytical methods and analysis tools and approaches;
2. An understanding of the County priorities for transportation investment;
3. A role to assist with the development of and contribute to uses for a Special Purpose Local Option Sales Tax (SPLOST) Program;
4. A framework for continuous LRTP activities; and,
5. A mechanism for ensuring active dialogue of transportation issues and opportunities.

The current transportation funding climate at the Federal, State, and Local levels is one of great need and limited resources. The LRTP process creates an opportunity for discussion and exploration of alternative funding sources. Opportunities to fund eligible projects in local LRTP's with support from Federal and State resources as has been possible in the past is not likely to continue at the same levels. County governments and other local authorities must anticipate that many projects may need to be funded with local dollars. Development of an LRTP with clear priorities first provides a blueprint for Counties as they determine how to allocate local resources, and also places the County in a good position if a project is determined to be eligible for Federal and State funds.

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APPENDIX A

Data Collection Technical Memorandum

APPENDIX B

Project Sheets

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 are built upon existing work efforts to date, and provide a mechanism for guiding transportation decision-making as development pressures increase throughout the 3-County Region. Although this study effort involved a three county study area, an individual transportation plan was developed for each county. This document focuses specifically on Jones County.

The purpose of this technical memorandum is to identify existing and future operating conditions for the multi-modal transportation system (roadways, bicycle and pedestrian facilities, freight, transit, rail, and airports) within the 3-County Region, and to utilize that information to identify improvements and prioritize project implementation for Jones County. As part of this effort, a travel demand model was developed for the 3-County Region to represent the transportation network of the study area and to assist with the analysis of future operating conditions. Additionally, a comprehensive and interactive public involvement program was conducted to establish plan goals and objectives, identify issues and opportunities and to identify potential improvements to the Jones County transportation network. This process 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.

Ultimately, study efforts have produced a documented LRTP that provides for the efficient movement of people and goods within and through the study area through the study horizon year (2035). Interim analysis was also conducted for the year 2015.

1.1 Study Purpose

The purpose of the Jones County 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 guidelines established for MPO's. 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) (See Figure 4.0, p. 20 for a map of the MATS area). Including the guidelines from these additional agencies, 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 for the community. 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.

The existing conditions established in the first half of this report form the foundation for the technical analyses to be completed as part of the LRTP development process. Evaluation factors were established to assess the existing and future transportation network. This report documents the deficiencies and operating conditions used to develop the recommended improvements for the Butts, Jones, and Monroe Transportation Study.

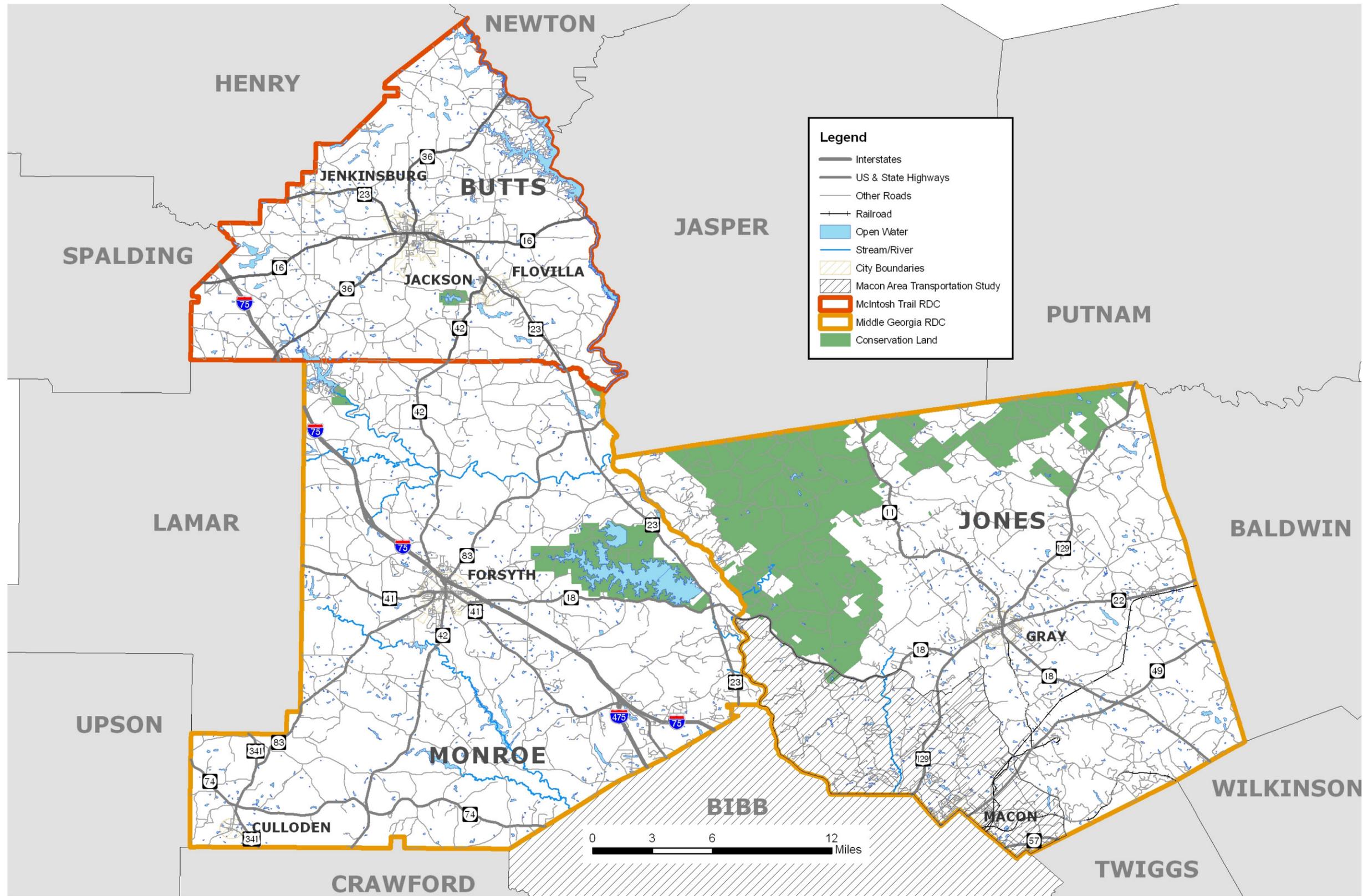
1.2 Study Area Description

The 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. Jones County is 394 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.

- Jones County has natural and historical sites including the Ocmulgee River, the restored Jarrell Plantation, and the Piedmont National Wildlife Refuge.

The 3-County Region is part of two Regional Development Centers (RDC's): McIntosh Trail RDC (MTRDC) and Middle Georgia RDC (MGRDC). Jones County is a part of the MGRDC. The study area is displayed in Figure 1.2 on page 3.



Study Area

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

Figure No: 1.2

1.3 Study Process

Figure 1.3 outlines the process of developing a long-range transportation plan for Butts, Jones and Monroe Counties.

Figure 1.3 Study Process



Detailed information for all analysis elements is provided in the following sections. It is within this framework that the existing conditions data was identified for collection, analyzed, and established as a baseline condition for the transportation system within the study area.

Data collection sources are documented in Appendix A.

2.0 Demographic Information

A review of the 2000 US Census data, most recent available, shows that the 3-County Region has experienced population growth at a moderate level during the past 20 years. The Statewide average yearly growth was three percent over this period and the 3-County Region also grew at an average yearly rate of three percent. Table 2.0.1 presents select demographic data to illustrate the characteristics of the population and households in Jones County and other socio-economic factors. Using 2000 US Census Occupied Housing Units counts and employment figures, a jobs-to-housing ratio was calculated. The employment figures are the sum of the 2000 Census industry numbers. The ratio of the number of jobs (10,819) to number of housing units (9,272) is greater than one (1.17), based on the 2000 US Census information. This places increased demand on the transportation system linking County residents to jobs in Atlanta, Macon, and other employment centers.

The demographic overview of the County documents the historic population growth, future population projections, environmental justice population, and existing employment.

Table 2.0.1 Year 2000 General Demographic Characteristics

Demographic	Jones
Total Population	23,639
Median Age	36.1
Total Population in Occupied Housing Units	23,287
Average Household Size	2.69
Total Housing Units	9,272
Occupied Housing Units	8,659 (93.4% of total)
Owner-Occupied Housing Units	7,433 (85.8% of total)
Renter-Occupied Housing Units	1,226 (14.2% of total)
School Enrollment (Age 3+)	6,342 (27.9% of total)
Percent High School Graduate or Higher	77.9%
Total Disabled Population (Age 5+)	4,241
Percent of Population in Same House in 1995	63.5%

Source: 2000 US Census

Approximately 92 percent of Jones County residents (21,828) live outside of the cities. The data in Table 2.0.2 is from the Georgia Department of Community Affairs and shows the rural and urban population breakdown for each county for the year 2000.

Table 2.0.2 Area Population

County	City	Population
Jones County	Gray	1,811
	Unincorporated	21,828
Total		23,639

The demographic data demonstrates the percent of disabled individuals in Jones County is 18 percent and is slightly below the statewide average of 19 percent. The US Census Bureau defines disability as:

“A long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.”

Dialogue with stakeholders also revealed that the study area’s population is beginning to attract an older population. A list of stakeholders can be found in Section 13.0, p. 78.

2.1 Historic Population Growth

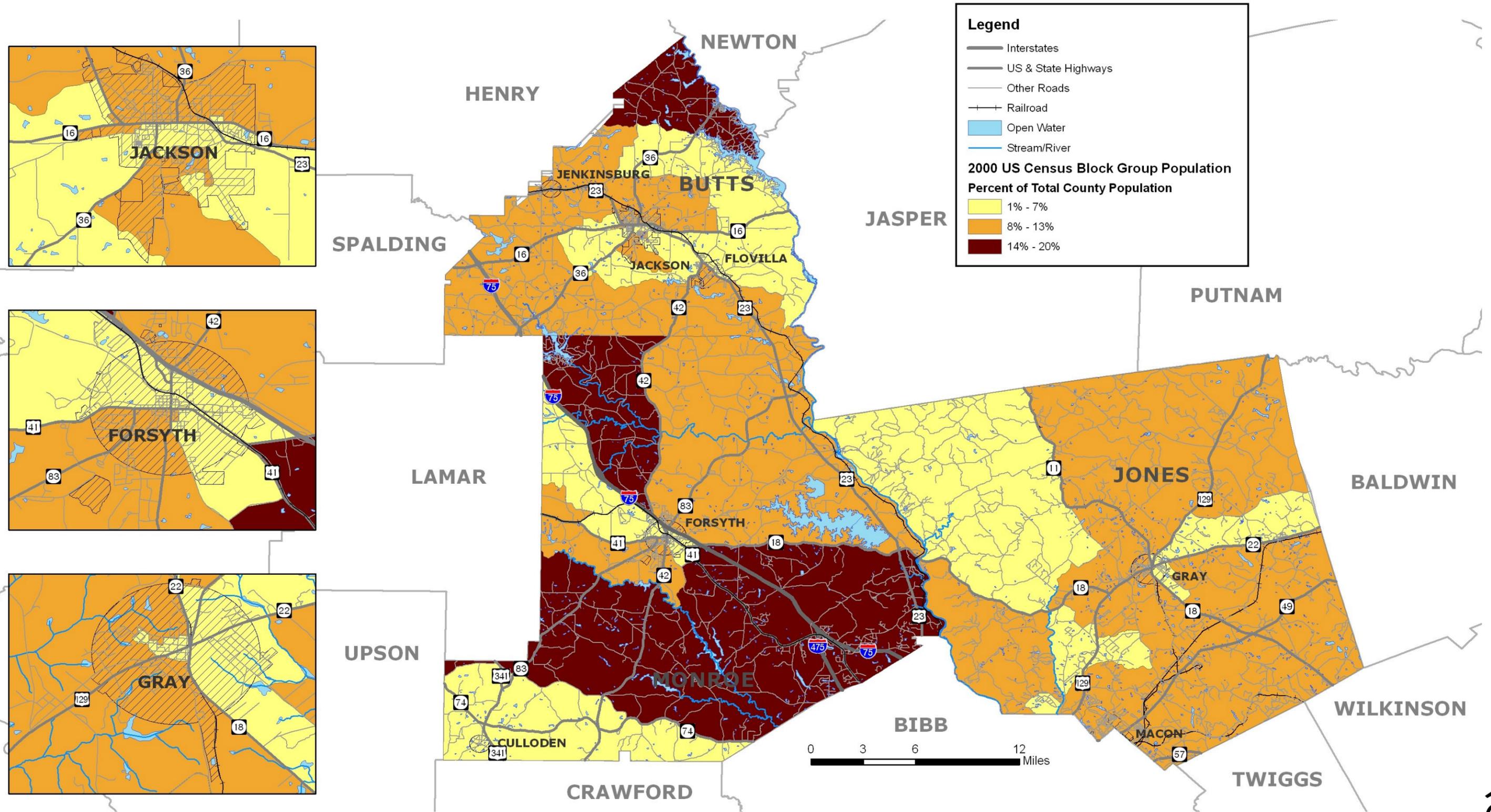
The population for Jones County is expected to continue increasing at a high rate through the study horizon of 2035. Table 2.1.1 illustrates the growth trends from 1900 to 2000. Information in Table 2.1.1 shows that the area declined in population from 1900 to 1940, but has increased in population since 1960. Growth in the region has continued on a strong upward trend since 1960. The area experienced a lower percentage of growth than the State of Georgia from 1980 - 2000.

Table 2.1.1 Historical Population Profile

County	1900	1920	1940	1960	1980	2000	Percent Change 1980 - 2000
Jones	13,358	13,269	8,331	8,468	16,579	23,639	43%
Georgia	2,216,331	2,895,832	3,123,723	3,943,116	5,462,982	8,186,453	50%

Source: 2000 US Census

Figure 2.1 displays the block group population distribution in 2000, according to the US Census. While decennial census counts allow for block group level analysis, current year population estimates are limited to county-level statistics; therefore, changes in population at the block group level are not able to be displayed. However, for illustrative purposes, the 2000 US Census population distribution at the block group level is shown.



Block Group Population Distribution in 2000

Figure No: 2.1

2.2 Future Population

The population for Jones County is expected to increase at a moderate rate through the study horizon of 2035. Jones County has received a moderate amount of growth over the past 20 years, with a 2.93 percent average annual increase in total population, which is less than the 3-county Region, which had a 3.05 percent average annual increase in total population, and the State of Georgia, which had a 3.33 percent average annual increase in total population. This growth trend is expected to continue as the area continues to attract people and business owners who enjoy a rural or suburban lifestyle in relatively close proximity to amenities in the Atlanta and Macon urban areas.

Table 2.2.1 displays the projected growth as estimated by the 2006 Jones County Comprehensive Plan. Over the next 25 years, Jones County is expected to grow in population by 38 percent. It is important to recognize this growth and the increased demand on the transportation system that accompanies the population increase.

Table 2.2.1 Projected Population

County	2000	2005	2010	2015	2020	2025
Jones	23,690	26,070	27,640	29,280	31,010	32,800

Source: Joint Comprehensive Plan Update for Jones County and the City of Gray (Wood and Poole Economics, Inc.)

Table 2.2.2 shows the 2000 US Census, the most recent data available, and 2006 population estimates and the percentage change of the county population.

Table 2.2.2 Estimated County Population Change

County	2000	2006 Estimate	Percent Change
Jones	23,639	26,973	14.1%

2.3 Environmental Justice

The Environmental Justice (EJ) Executive Order 12898 defines EJ populations as persons belonging to any of the following groups:

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

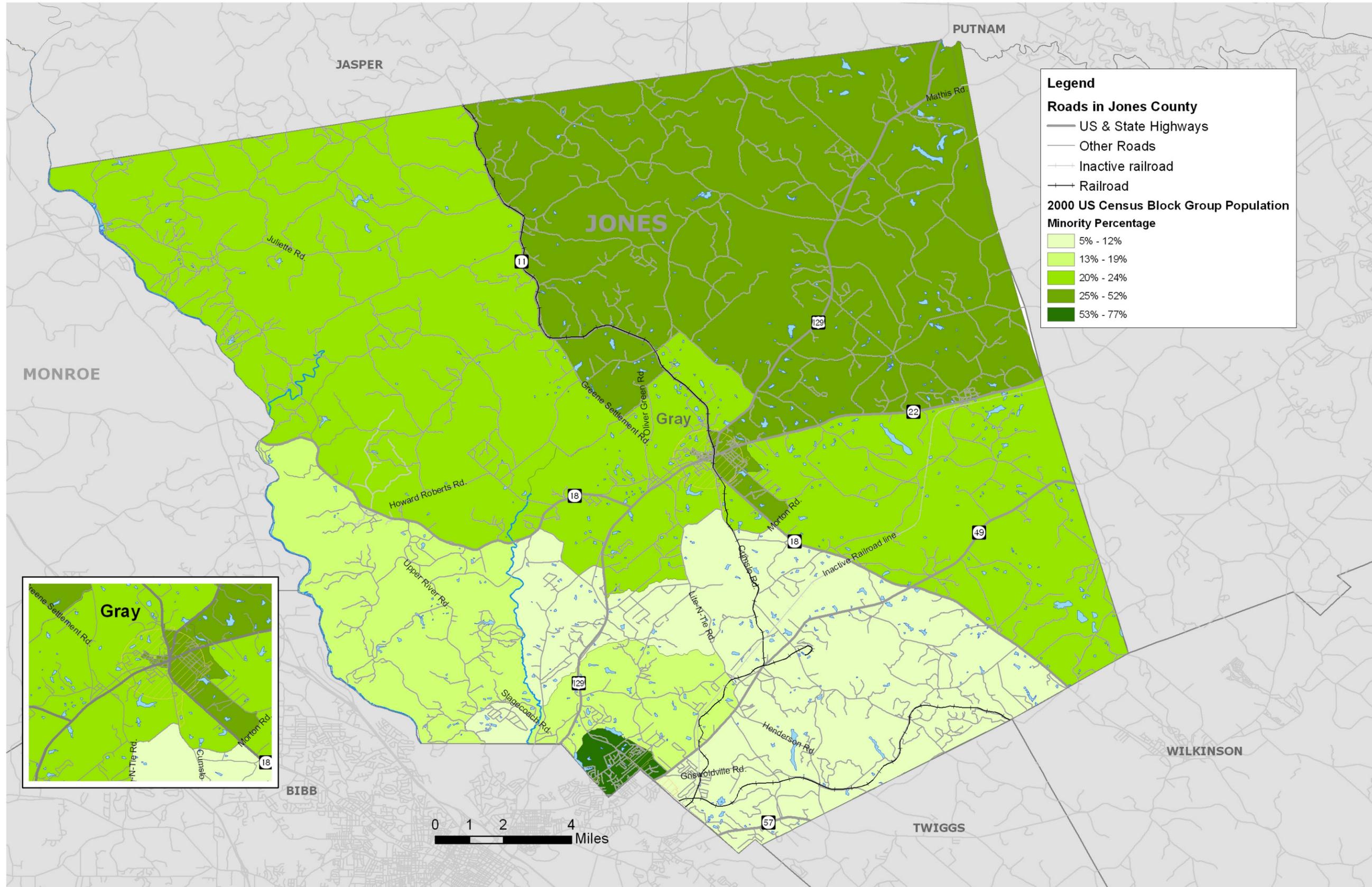
Environmental justice is intended to acknowledge minority and low-income populations that have been historically underrepresented in the transportation planning process and ensure that these groups are not disproportionately impacted as a result of transportation improvement recommendations.

The intent of EJ analysis is to locate these populations and to involve them early and continuously through the decision making process, as well as use data to analytically assess if there would be a disproportionate impact on traditionally underrepresented communities. The following sections document the location of minority and low-income populations.

Minority Populations

The minority populations for Jones County were identified and analyzed using the 2000 Census data. This census data was reviewed by census block group and shows concentrations of minority populations located in the southern portion of Jones County, near Macon, and in the northern portion of the county, to the north and east of Gray. The average minority population figure for Jones County is 34.8 percent while the statewide average is 34.9 percent.

The minority census block groups as a percentage of the county population are displayed in Figure 2.3.1.



Jones County Minority Population Locations

Figure No: 2.3.1

Low-Income Population

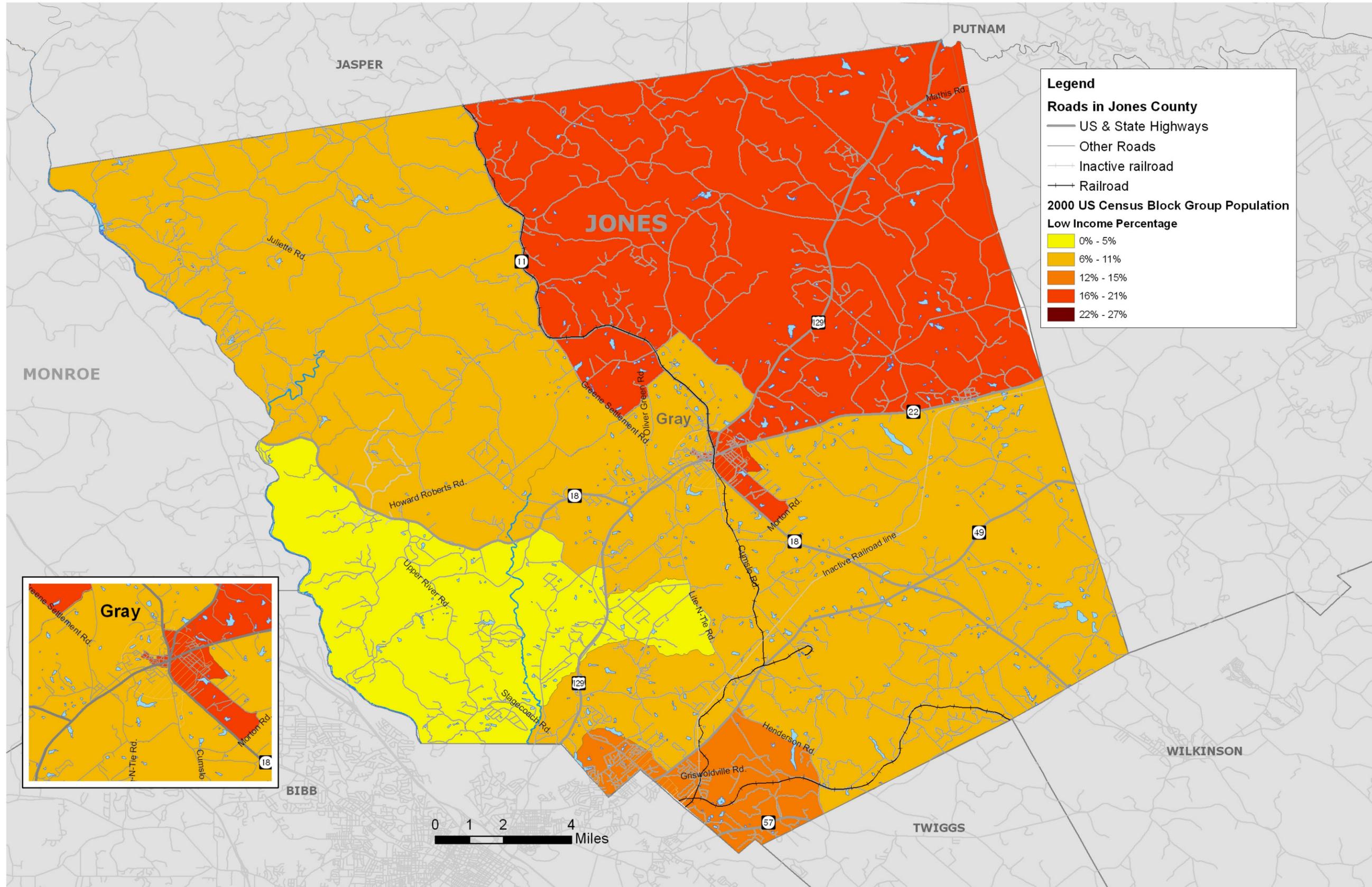
The second component of EJ, poverty level, was also analyzed using the 2000 Census data. This census data was reviewed by census block group. Similar to the minority population, there are concentrations of low-income residents located in the southern portion of the county, near Macon, and in the northern portion of the county, to the north and east of Gray. The average number of residents below the poverty line in Jones County is 10 percent while the statewide average is 13 percent.

The low-income census blocks are displayed in Figure 2.3.2.

It is helpful to analyze the low-income population areas with respect to the location of minority population areas. Extra attention is drawn to areas with high population in both of these categories. Figure 2.3.3 combines the minority and low-income population data and presents it in a single graphic.

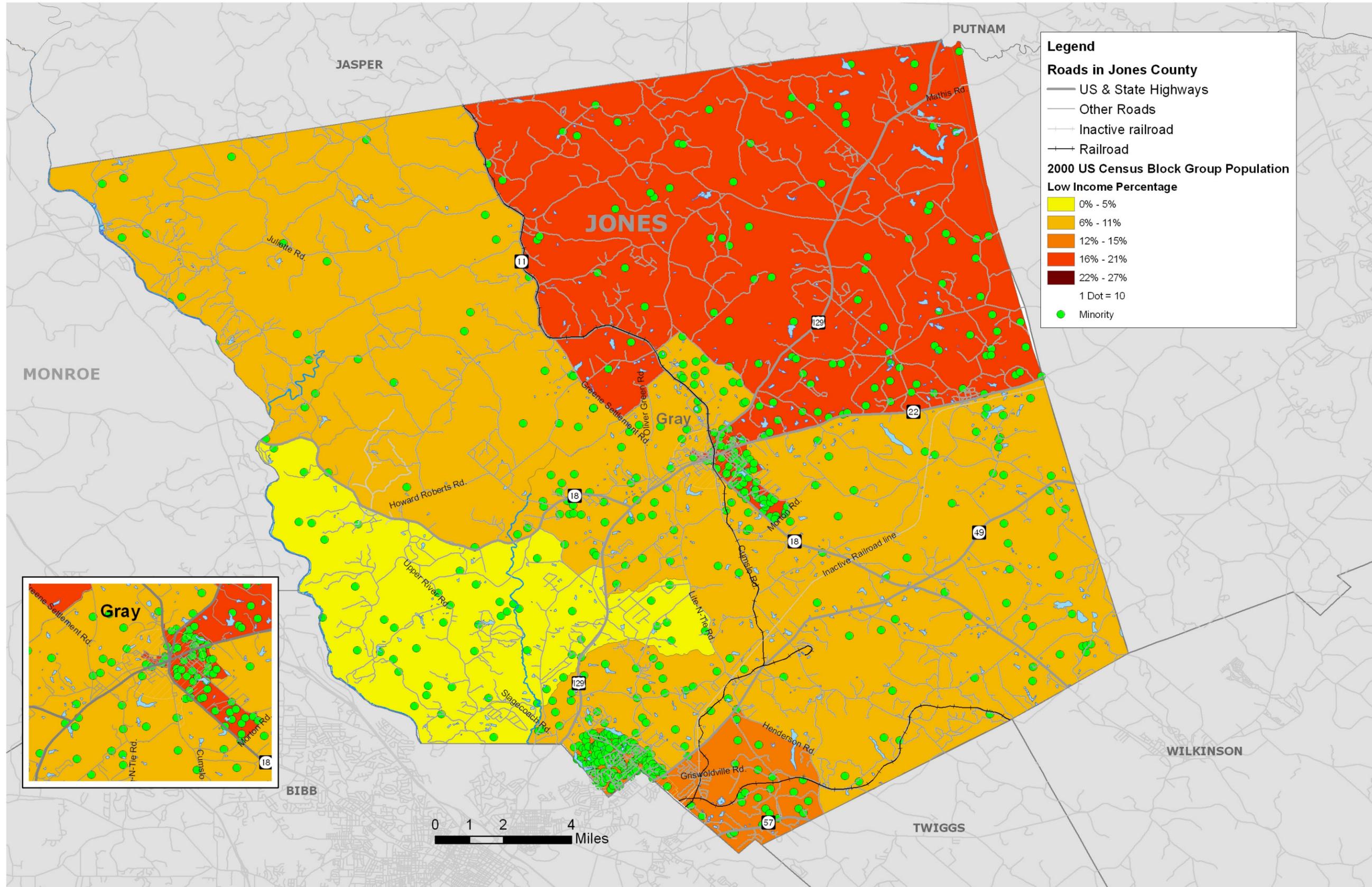
Historically underrepresented populations were identified as part of this analysis and extra efforts were made to include these groups in the planning process. Representation from these groups was actively sought for inclusion in the study advisory group and advertised public meetings used media to reach these groups. This included the downtown Gray area. These areas were evaluated to ensure that transportation improvements would benefit and not disproportionately impact these areas in a negative manner. The following tasks were conducted for the identified low-income and minority census tracts:

- Coordinated with the Study Advisory Group (SAG) (see Section 13.0, p. 76) to identify leaders within these communities;
- Posted notice for workshops in these communities;
- Analyzed recommended projects to ensure that disproportionate impacts did not accrue to these communities; and,
- Analyzed recommended projects to ensure that mobility benefits accrued to these communities – including bicycle and pedestrian and public transportation amenities.



Jones County Low-Income Threshold Population Locations

Figure No: 2.3.2



Jones County Overlay of Minority & Low-Income Populations

Figure No: 2.3.3

2.4 Employment Data

In Jones County, educational service is the largest employment sector accounting for about 22 percent of the total jobs. Other important sectors are construction, public administration, and health care and social assistance. Based on the Georgia Department of Labor 2006 annual average employment data, the major employers in Jones County are listed below.

- Ingles Markets, Inc. (85 employees)
- Lynn Haven Nursing Home (83 employees)
- Healy Point Country Club (74 employees)
- Applying Brothers Co (69 employees)
- Tri-County Electric Membership Corp (66 employees)

The number, type, and location of jobs in Jones County has direct implications on the types of transportation facilities needed by business operators and employees in the area. Table 2.4.1 shows the major categories of jobs and industries located in Jones County.

Table 2.4.1 Existing Industry Jobs

Industry Type	Jones County
Agriculture, Forestry, Fishing, Hunting, and Mining	54
Construction	569
Manufacturing	69
Wholesale Trade	55
Retail Trade	309
Transportation, Warehousing, and Utilities	70
Information	19
Finance, Insurance, Real Estate, and Rental and Leasing	103
Professional, Scientific, Management, Administrative, and Waste Management Services	88
Education, Health, and Social Services	NA
Arts, Entertainment, Recreation, Accommodation and Food Services	NA
Other Services	83
Public Administration	1,110
TOTAL	3,388

Source: Georgia Department of Labor 2006

According to the 2000 US Census, the most recent data available, Jones County's per capita income in 1999 was lower than Georgia's statewide average of \$21,154 and the national average of \$21,587. The per capita income for Jones County in 1999 was \$19,126.

Transportation mobility for workers in Jones County is an important consideration for the Plan. Most workers (96 percent) rely on roadway-based transportation for commute trips, either by driving alone or carpooling. About three percent (3.3 percent) of workers in Jones County bike or walk, commute by other means, or work at home. Table 2.4.2 illustrates the breakdown in commuting modes for Jones County.

Table 2.4.2 Existing Work Commute Patterns

Work Commute	Jones County	Study Area		Statewide	
		Total	Percentage	Total	Percentage
Total Workers (Age 16+)	10,543	28,783	100%	3,832,803	100%
Drove Alone	9,035	23,969	83%	2,968,910	78%
Carpooled	1,187	3,831	13%	557,062	15%
Transit/Taxi	4	27	0%	90,030	2%
Biked or Walked	37	206	1%	65,776	2%
Motorcycle or Other Means	47	209	1%	42,039	1%
Worked at Home	233	541	2%	108,986	3%
Mean Travel Time to Work (min.)	28			27.7	

Source: 2000 US Census

The Jones County journey to work data corresponds closely to the statewide averages for the various modes of travel. The mean travel time to work is generally equal to the statewide average (27.7 minutes).

Jones County has become an attractive residential area for Macon-based employees. Fifty percent of employed Jones County residents travel to Bibb County for employment.

Additionally, the I-75 corridor is attracting industrial and commercial employment centers that will provide additional jobs to the 3-County area. The residential, industrial, and commercial expansion in Jones County will increase demand for transportation facilities to the area.

3.0 Land Use and Development

The existing and future land use patterns for Jones County shows a substantial percentage of land devoted to residential and agricultural land uses. Additionally, discussions with the planning staff of Jones County revealed the anticipated development of several major employment centers through much of the study area. These two factors suggest that transportation projects will be required to adequately service future travel demand, particularly employment related demand throughout Jones County.

Recently, seven Development of Regional Impact (DRI) studies have been completed in Jones County as shown in Table 3.0.

Table 3.0 Development of Regional Impact Studies

DRI ID #	Project Name	Development Type	County/ City	Initial Form Submitted	Current Status	RDC Finding
1474	Rinker Materials Hitchcock Quarry Expansion	Quarries, Asphalt & Cement Plants	Jones	6/12/2007	Request for comments made 6/14/2007	Pending
1360	Jones County Industrial Park	Industrial	Jones	3/21/2007	Request for Comments Made 6/5/2007	Pending
1154	A Mining Group	Quarries, Asphalt & Cement Plants	Jones	6/27/2006	Completed 6/27/2006	not in the best interest of the region and therefore the state
1091	Arbor Oaks	Housing	Jones/ Gray	4/11/2006	Completed 4/11/2006	in the best interest of the region and therefore of the state
1041	Hawk's Ridge	Housing	Jones	2/13/2006	Completed 2/13/2006	in the best interest of the region and therefore of the state
941	Hampton Lakes Phases 2 and 3	Housing	Jones	10/26/2005	Completed 10/26/2005	in the best interest of the region and therefore of the state
816	Rinker Materials Hitchcock Quarry Expansion	Quarries, Asphalt & Cement Plants	Jones	5/26/2005	DRI Determination Made	in the best interest of the region and therefore of the state

3.1 Existing Land Use Characteristics

To assess the impact of existing land use on the transportation system the following types of areas were identified for each of the Counties: major residential areas; key activity centers; key employment centers; and, primary travel corridors. The existing land use map for the 3-County Region is presented in Figure 3.1.

3.1.1 Jones County Existing Land Use Characteristics

Major Residential Areas

- Cities of Gray and Macon

Key Activity Centers

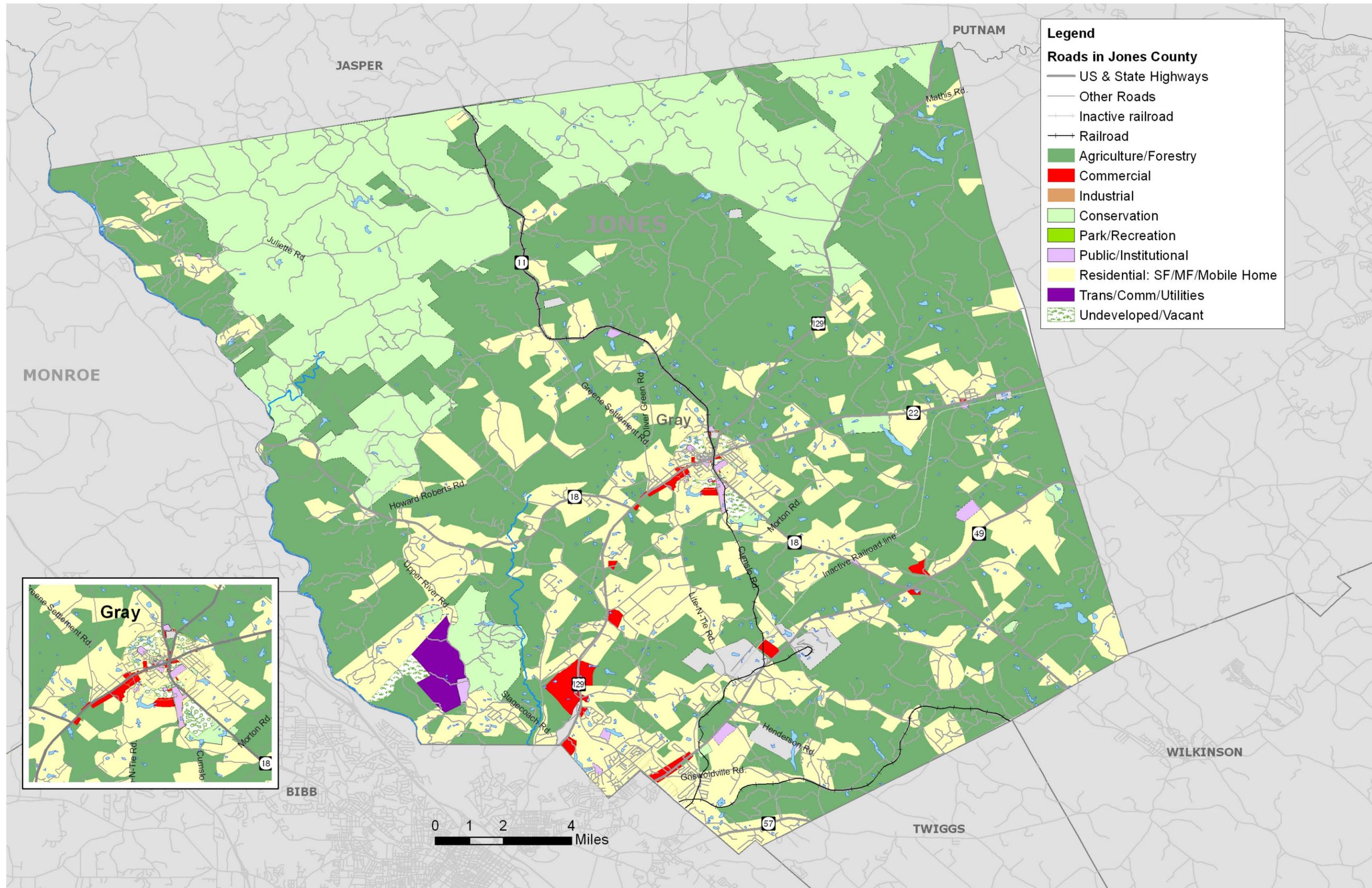
- Cities of Gray and Macon

Key Employment Centers

- Cities of Gray and Macon
- Bass Road Development

Primary Travel Corridors

- US 129
- SR 11
- SR 18
- SR 22
- SR 49



Jones County Existing Land Use

Figure No: 3.1

4.0 Previous Studies and Programs

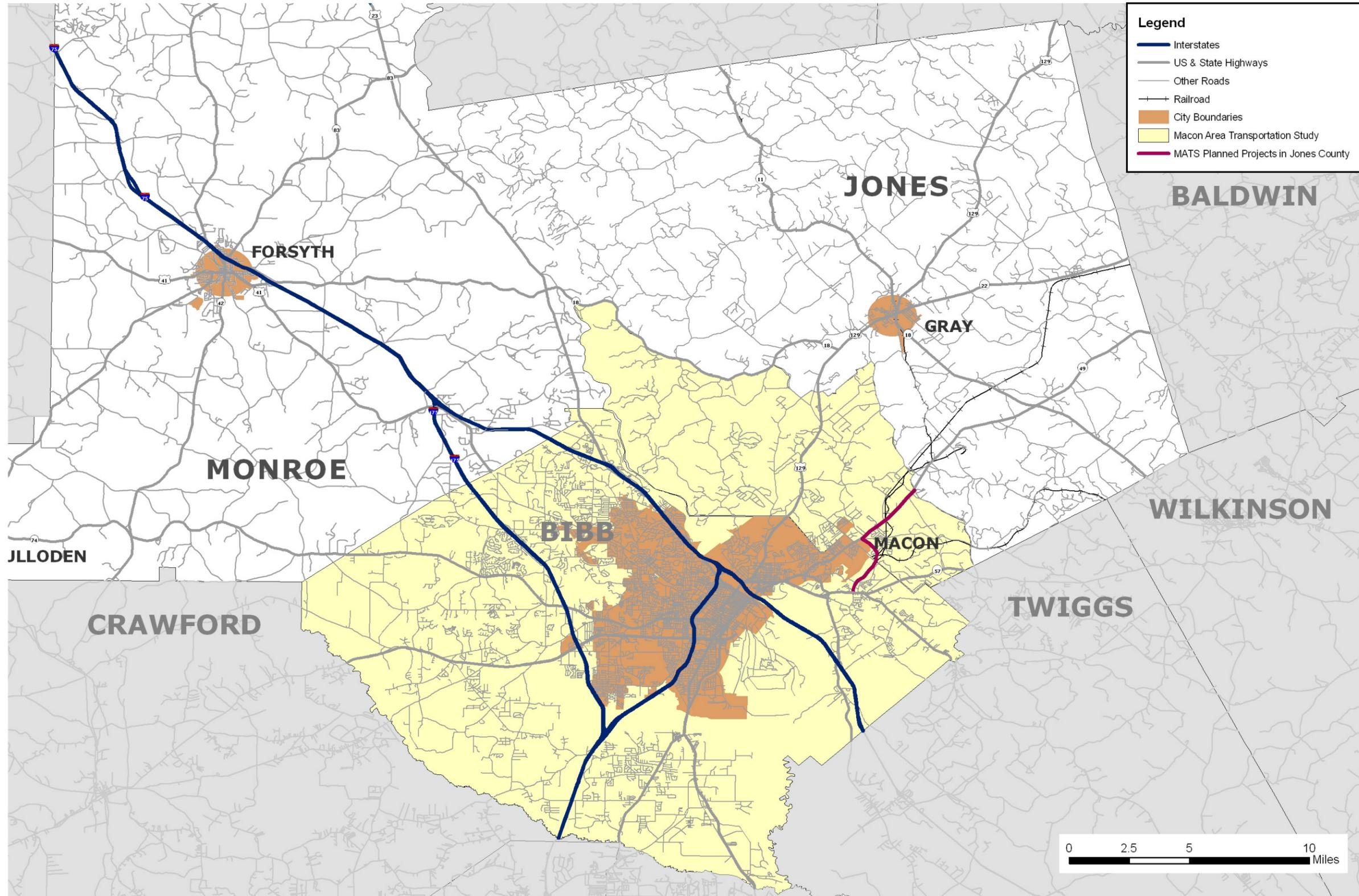
An effective transportation plan accounts for previous planning efforts to ensure continuity between planning documents and to ensure that goals and related projects for the transportation system are consistent with the established community vision. Several studies and planning documents contribute to the community vision for each of the Counties and these were reviewed. The following planning studies and programs were reviewed and key results summarized:

- GDOT's State Transportation Improvement Program and Six Year Construction Work Program;
- Currently planned major GDOT projects in the 3-county study area;
- GDOT's Statewide Interstate System Plan;
- GDOT's Statewide Bicycle and Pedestrian Plan;
- Bicycle/Pedestrian Plan for the Middle Georgia RDC;
- Joint Comprehensive Plan for Jones County and City of Gray; and,
- The MATS 2008-2011 Transportation Improvement Program and 2030 Transportation Plan

Macon Area Transportation Study (MATS)

It is important to recognize that a portion of Jones County is located within the Macon Area Metropolitan Planning Organization and is therefore included in an ongoing and formalized long- and short-range transportation planning process. The Macon Area Transportation Study (MATS) was established by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Macon Urbanized Area on February 21, 1964. As such, MATS is the organization responsible for the continuing, cooperative, and comprehensive metropolitan planning process required by Title 23 U.S.C. 134. Its planning boundaries include all of Bibb County and a third of Jones County as shown in Figure 4.0. As stated in the Bibb County Comprehensive plan, the City of Macon, Payne City, Bibb County and the Georgia State Highway Department (now the Georgia Department of Transportation), and the Macon-Bibb County Planning and Zoning Department entered into an agreement to establish the Macon Area Transportation Study in response to the legislation. Over the years, the study area has expanded to include the southern portion of Jones County as a result of the region's growth and the Middle Georgia Regional Development Center (RDC) as an active participant in the planning process.

As part of the ongoing metropolitan transportation planning process, MATS, in coordination with GA DOT, 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) and the Transportation Conformity Rules (40 CFR Part 93). The TIP is the result of comprehensive transportation planning at the local level, combined with cooperation and assistance from state and federal officials. The Fiscal Year 2008 -2011 TIP is a subset of the current conforming 2030 Transportation Plan and its projects are consistent with the project descriptions and timing reflected in the conforming Transportation Plan's emission analyses. There were no relevant projects



Macon Area Transportation Study (MATS)

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

Figure No: 4.0

listed in the TIP within this study's boundary. The Long Range Transportation Plan 2030 listed two projects for the 2030 project years in Jones County: The projects are listed as Milledgeville Road/SR 49 and Joycliff Road Extension and are in the portion that is in the MATS area. The Milledgeville Road/SR 49 would widen the roadway to four lanes from Griswoldville Road to SR 18 and the Joycliff Road Extension would build a new two lane roadway from SR 49 to SR 57 and would preserve right-of-way for four lanes in the future.

The Clean Air Act of 1970, with amendments in 1977 and 1990, is a Federal law that covers the entire country. States, Tribes, and local governments assist in implementing strategies to meet these requirements. The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much particular pollutant can be in the air anywhere in the United States. The Clean Air Act specifies how areas within the country are designated as either "attainment" or "non-attainment" of an air quality standard, and provides the USEPA the authority to define the boundaries of non-attainment areas. States have to develop State Implementation Plans (SIPs) that outline how each state will control air pollution under the Clean Air Act.

Effective October 19, 2007, the EPA took final action to approve a request submitted on June 15, 2007, from the State of Georgia, through the Georgia Environmental Protection Division (EPD), to redesignate the Macon 8-hour ozone non-attainment area to attainment for the 8-hour ozone National Ambient Air Quality Standard (NAAQS). The Macon 8-hour ozone area is comprised of Bibb County, and a portion of Monroe County located in middle Georgia (hereafter referred to as the "Macon Area"). EPA's approval of the redesignation request is based on the determination that Georgia has demonstrated that the Macon Area has met the criteria for redesignation to attainment specified in the Clean Air Act, including the determination that the Macon Area has attained the 8-hour ozone standard.

Additionally, EPA approved a revision to the Georgia State Implementation Plan (SIP) including the 8-hour ozone maintenance plan for the Macon Area that contains the new regional 2020 motor vehicle emission budgets (MVEBs) for nitrogen oxides (NOX) and volatile organic compounds (VOCs). Through this action, EPA is also finding the new regional 2020 MVEBs adequate for the purposes of transportation conformity.

It is recognized that ongoing coordination of Jones County planning activities with MATS planning activities is integral to the successful implementation of projects developed as part of this long-range plan.

4.1 GDOT's State Transportation Improvement Program & Six Year Construction Work Program

In addition to current studies, there are several planned and programmed multi-modal improvements in Jones County. The projects identified are those listed in the 2008-2011 State Transportation Improvement Program (STIP) and the 2008-2013 Six Year Construction Work Program (CWP). The following list highlights the general types of planned and programmed improvements for the County:

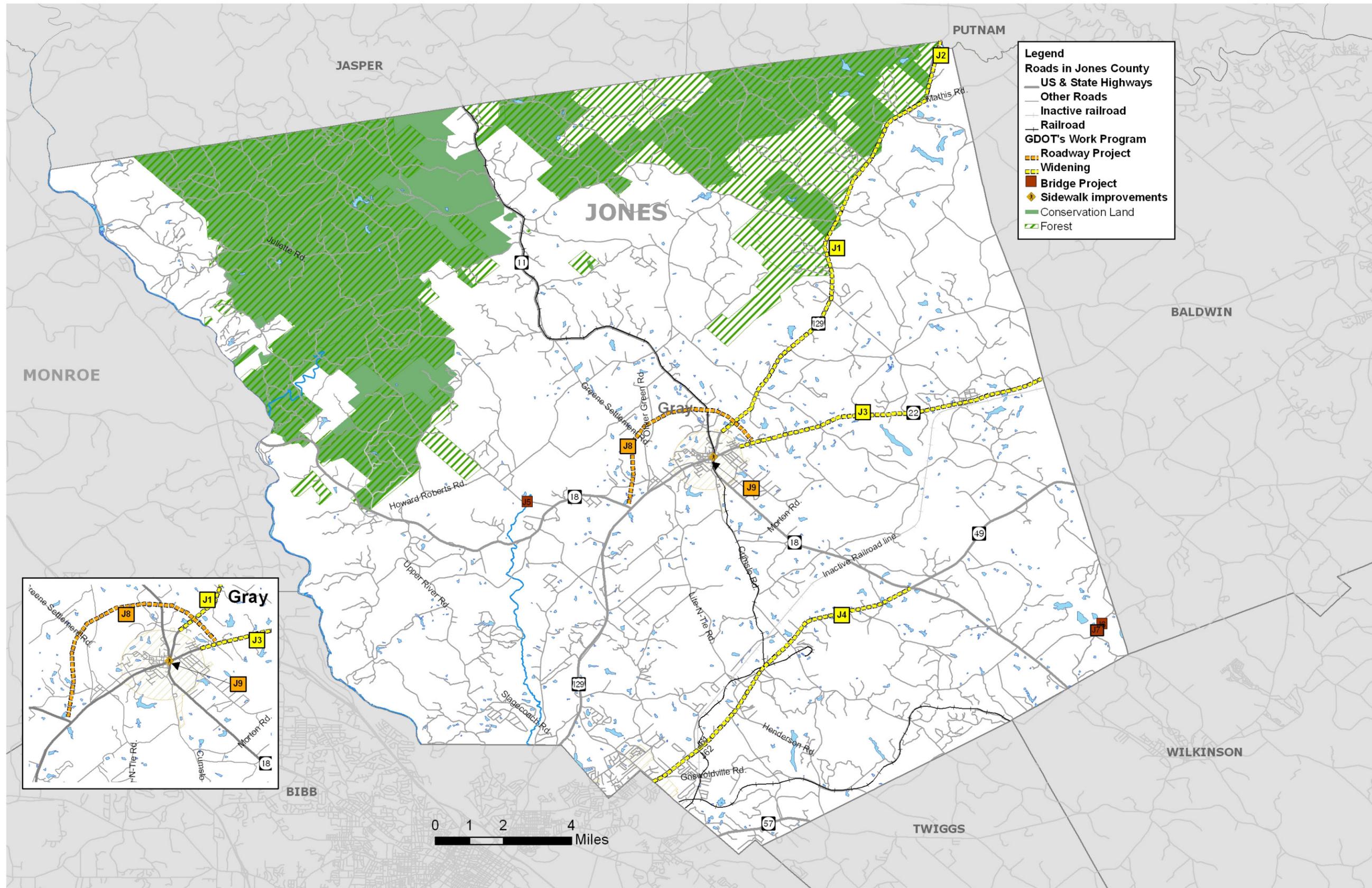
- Bridge Rehabilitation / Replacement;
- Bicycle and Pedestrian Enhancements;
- Roadway Widening;
- New Roadways;
- Intersection Improvements; and,
- Passing Lanes.

The STIP and CWP were reviewed for projects within and impacting Jones County and these projects are displayed in Tables 4.1. Additionally, these projects were given a study ID number and are mapped in Figure 4.1.

Table 4.1 Jones County 2008-2011 STIP

Map Id	Project Id	Prime Work Type	Description	Program	Construction Date
J-1	0001040	Widening	SR 44 from Gray Bypass to CR 104/Mathis Road	STP	LR
J-2	231620	Widening	SR 44 from Mathis Road/Jones County to US 441/Monroe County	STP	LR
J-3	232350	Widening	SR 22 from Gray Bypass/Jones County to SR 29 near Milledgeville Baldwin County	STP	LR
J-4	332450	Widening	SR 49 widening from Griswoldville Road to SR 18	STP	LR
J-5	370860	Bridges	CR 28 west of Clinton at Chehaw Creek	Bridge	LR
J-6	371180	Bridges	CR 133/County Line Road at Commissioner Creek west of Baldwin County line	Bridge	LR
J-7	371181	Bridges	CR 133/County Line Road at Commissioner Creek west of Baldwin County line	Bridge	LR
J-8	322540	Roadway Project	SR 899/Gray North Bypass from SR 18 northeast to SR 22	STP	2012
J-9	0007603	Streetscape	Sidewalks and bike trails in Gray	HPP	2008

Source: GDOT Office of Planning
LR denotes Long Range



Jones County GDOT Planned & Programmed Projects

Figure No: 4.1

4.2 Ongoing GDOT Projects Stakeholder Coordination

Coordination with stakeholders has occurred for the currently planned Gray Bypass project.

4.3 GDOT's Statewide Interstate System Plan

Sponsored by GDOT, the Statewide Interstate System Plan was designed to evaluate Georgia's Interstate System, identify necessary improvements, and produce a comprehensive and prioritized program of projects to meet increasing traffic demands and ensure future statewide mobility. The study, completed in the summer of 2004, is organized into three phases and focuses primarily on the interstates outside the Atlanta metro area. Review of the Interstate System Plan reveals proposed improvements along the interstate system in the 3-County Region. The plan recommends expanding I-75 between south metro Atlanta and metro Macon from six to eight lanes by 2035.

4.4 GDOT's Statewide Bicycle & Pedestrian Plan

The current GDOT Bicycle and Pedestrian Plan (GABPP) was approved in August 1997 and focuses on developing a statewide primary route network. The network contains 14 routes totaling 2,943 miles. A statewide advisory committee consisting of staff from GDOT, the Federal Highway Administration, Metropolitan Planning Organizations, Regional Development Centers, the Association of County Commissioners of Georgia, the Georgia Municipal Associations, local planning departments, bicycle clubs, and other state agencies evaluated each proposed corridor and defined route. The goals developed as part of that study include:

- Promote non-motorized transportation as a means of congestion mitigation;
- Promote non-motorized transportation as an environmentally friendly means of mobility;
- Promote connectivity of non-motorized facilities with other modes of transportation;
- Promote bicycling and walking as mobility options in urban and rural areas of the state;
- Develop a transportation network of primary bicycle routes throughout the state to provide connectivity for intrastate and interstate bicycle travel; and,
- Promote establishment of US numbered bicycle routes in Georgia as part of a national network of bicycle routes.

Several factors were used in evaluating routes, including: accident history; total traffic volumes and truck volumes; speeds; shoulder and travel lane width; pavement condition; network connectivity; access to cities and to major points of interest; aesthetics; and the presence of potentially hazardous spot conditions. Bicyclists were considered the primary users of this route network; however, pedestrian friendly designs are used in urban areas and paved shoulders are constructed on rural sections.

GDOT's Statewide Bicycle and Pedestrian Plan was reviewed to identify proposed facilities through the 3-County Region.

4.5 Bicycle/Pedestrian Plan for Middle Georgia Region

The focus of the Middle Georgia RDC's *Bicycle/Pedestrian Plan for the Middle Georgia Region* plan is to establish a system of inter-regional bicycle facilities and shared-use trails connecting major regional points of interest. Accessibility of residents to downtown areas and schools and the marketing of bicycle and pedestrian travel in general are key points in the plan.

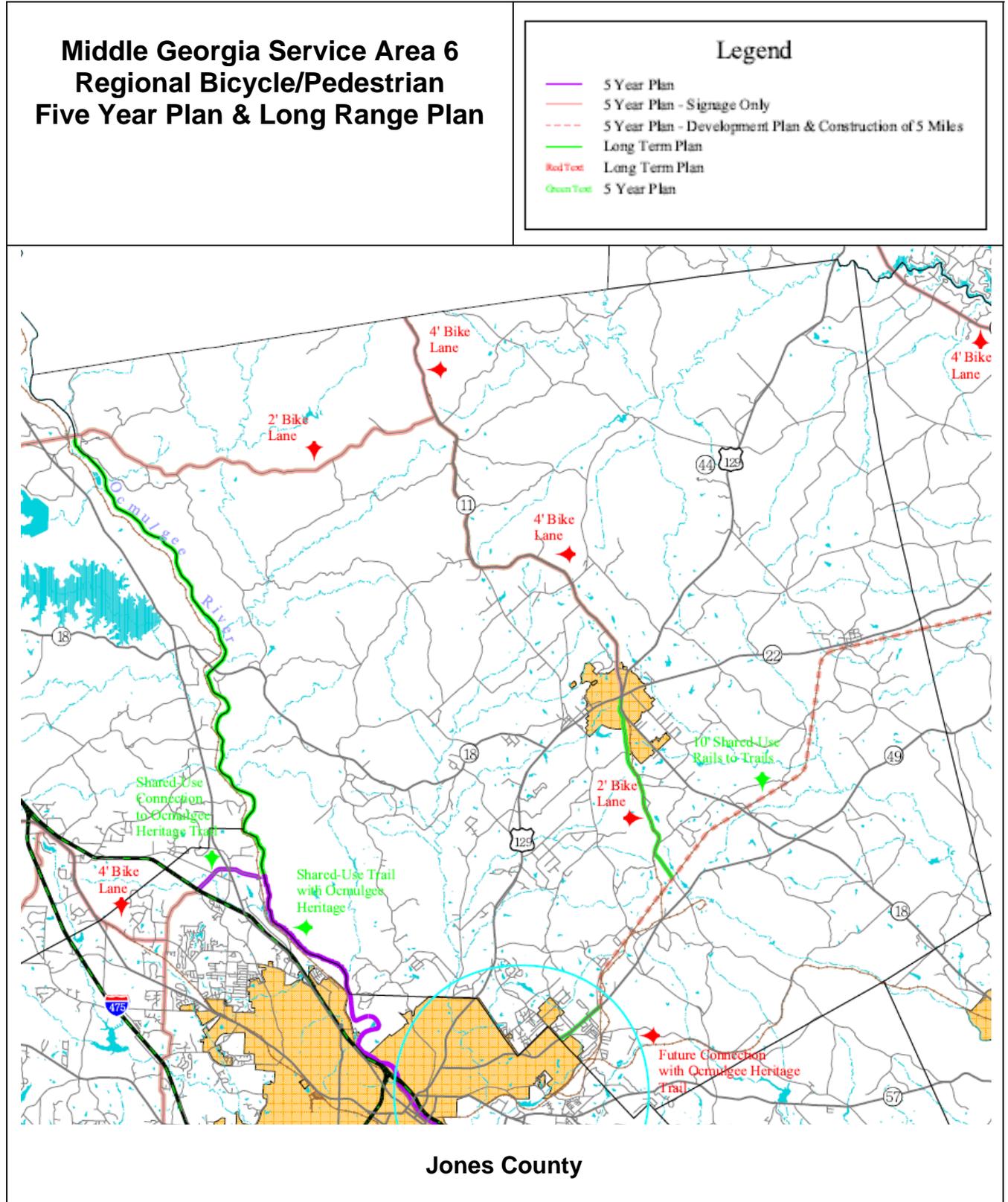
The local plan focuses on the development of new bicycle routes, shared use trails, and sidewalks connecting downtowns, schools, employment centers, and other activity centers. Local marketing programs to increase bicycle and pedestrian activity and the feasibility of implementing the Safe Routes to School program were also evaluated.

As part of this effort the following goals were created:

- Provide and maintain a safe, convenient, and accessible road network that accommodates bicycles for all users through the coordinated efforts of governmental agencies, the private sector, and the general public;
- Provide and maintain safe, convenient, and accessible shared- use trails for all users through the coordinated efforts of governmental agencies, the private sector, and the general public;
- Provide and maintain safe, convenient, and accessible sidewalk network for the region's communities through the coordinated efforts of governmental agencies, the private sector, and the general public;
- Promote and encourage safe bicycle and pedestrian travel in the Middle Georgia region through effective bicycle and pedestrian safety education and training, design and maintenance standards, and the application and enforcement of the rules of the road;
- Promote better health and fitness of the region's population through walking and riding a bicycle;
- Promote and encourage safe bicycle and pedestrian travel to the schools in the Middle Georgia region that integrates health, fitness, traffic relief, and environmental awareness;
- Promote the usage of the regional and local bicycle, sidewalk, and multi- use trails that have been constructed; regional safety and health/fitness programs; and safe routes to school programs through a variety of marketing and outreach tools; and,
- Expand the general public's awareness of the positive economic, social, and environmental benefits that are derived from the development of bicycle and pedestrian facilities and programs.

The Bicycle and Pedestrian Plan includes several types of routes for Jones and Monroe County such as dedicated paths and signed routes. The plan documents are located at this website address: <http://www.middlegeorgiabikeped.org/>. Recommendations from the *Middle Georgia RDC Regional Bicycle and Pedestrian Plan* from 2005 are shown in Figure 4.5.

Figure 4.5 MGRDC Bicycle Plan



4.6 Existing Planning Studies for Jones County

Joint Comprehensive Plan for Jones County and City of Gray

Jones County adopted a Joint Comprehensive Plan for Jones County and City of Gray in June 2007. The comprehensive plan outlines the need for bicycle and pedestrian amenities throughout the County. Geographic character areas were identified for unincorporated areas of Jones County and, as they are developed, many of them call for inclusion of bicycle and pedestrian facilities as follows:

- The Conservation Area and Open Space character area includes a private hunting reserve and Lucas Lake in western Jones County. Greenways and a bicycle/pedestrian trail are considered desirable uses in this area
- The Ocmulgee River Corridor character area includes a strip of land paralleling the Ocmulgee River in Western Jones County. Preservation of environmentally sensitive areas by setting them aside as public parks, bicycle/pedestrian trails, and greenbelts is recommended.
- The National/State Forest and WMAs character area includes the Oconee National Forest, the Cedar Creek Wildlife Management Area, the Piedmont National Wildlife Refuge, the Hitachi Experimental Forest, and Jarrell Plantation. Greenways and bicycle/pedestrian trails are listed as specific uses allowed in the character area.
- The Linear Greenspace and Pedestrian/Bike Network character area includes the proposed rail-to-trail pedestrian/bicycle shared-use facility on the abandoned CSX tracks in southeastern Jones County. The plan calls for the development of a 10-foot shared use trail along the abandoned rail line.
- The Ocmulgee-Piedmont Scenic Corridor includes portions of SR 11 and Round Oak Juliette Road recently designated as the Ocmulgee-Piedmont Scenic byway including the communities of Bradley, Wayside, Round Oak, and Juliette. The promotion of bicycle and pedestrian usage along the byway is encouraged.
- The Urban Residential character area is bound by Griswold Road/Chapman Road/R.L. Wheeler Road on the north, Bibb County Line on the south, Twiggs County Line on the south, and US 129 on the west. Recommendations in this area include facilities for bicycles, including bike lanes and frequent storage racks.

The Department of Community Affairs comprehensive plan requirements include a provision for delineation of character areas and implementation of development strategies for each of them. A character area is defined as a geographic area within the community that:

- Has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, a neighborhood, or a transportation corridor);
- Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into more attractive village development pattern); or
- Requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.)

Several Character areas have also been identified specifically for the City of Gray as follows:

- The *Gray Downtown* character area parallels SR 11 N and SR 18 E from Forest Street in the south to approximately Deer Acres Drive in the north. The downtown area extends along portions of US 129 S and SR 22 E. The plan explains desired development of a downtown that serves as a focal point that is pedestrian and bicycle friendly. Facilities for bicycles, including bicycle lanes and frequent storage racks, are recommended.
- The *Ocmulgee-Piedmont Scenic Corridor* character area within the City of Gray extends along SR 11 North from the *Gray Downtown* character area north to the City Limits. The plan recommends attractive sidewalks or pathways leading to and through the site to promote comfortable safe walking between destinations in the area.
- The *Suburban Area Developing* character area encompasses the northwestern, southern, and southwestern portions of the city. Street trees, pathways, and sidewalks are encouraged.
- The *Traditional Neighborhood Stable* character area includes the areas north and south of US 129 in the proximity of the SR 18 Connector and east of Clinton. The area north and south of SR 22 just east of the downtown area is also included. Streets integrated with safe sidewalks and pathways throughout are encouraged.

See Figure 4.6, p. 31 for a map of these

The Comprehensive Plan specifically calls for the following:

- Inter-connecting bicycle trails and sidewalks to link Clinton, SR 18 Connector (Gray Bypass), the new high school, and recreation park on SR 18.
- Sidewalks on Dusty Lane, in the Haddock Area, and the City of Gray
- New and reconstructed roadways will be designed to accommodate multiple functions, such as pedestrian facilities and bicycle routes, as well as vehicular circulation.

Figure 4.6 Jones Character Areas

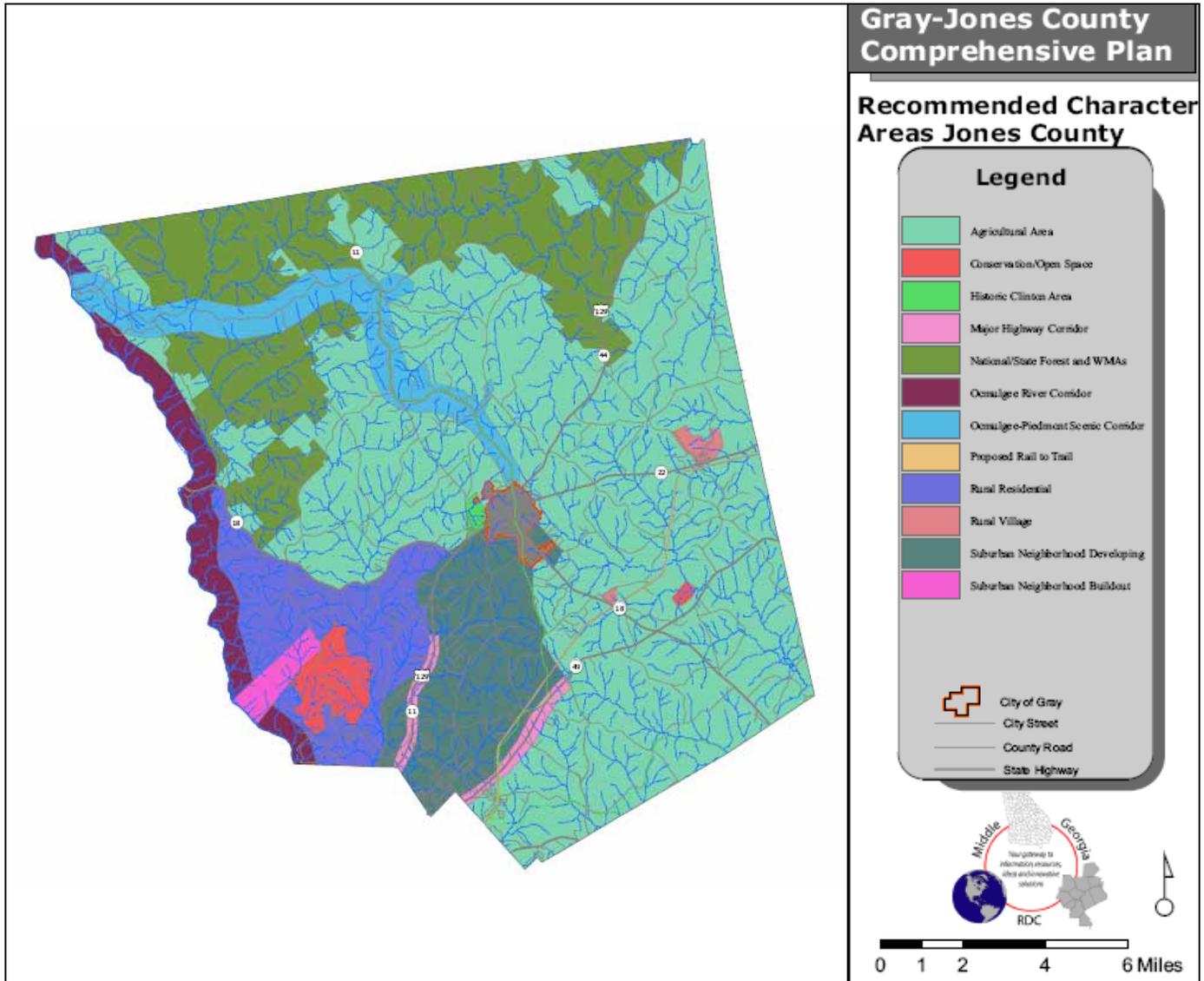


Table 4.8.1 Summary of Jones County Comprehensive Plan (2007 Update)

Key Data/Trends	Description
Population	<p style="text-align: center;"><u>MGRDC Estimates</u></p> <p>1980: 16,680 1990: 20,800 2000: 23,690 2005: 26,070 2010: 27,640 2015: 29,280</p>
Commute Patterns	<p>Living and working in Jones: 23.4% Living in Jones and working in Monroe: 1.6% Living in Jones and working elsewhere: 76.4%</p> <p>Bibb County receives the largest share of workers from Jones County (56.8% of Jones County residents).</p>
Largest Employment Sectors in 2000	<p>Educational, Health and Public Services were the biggest employment sectors followed by Manufacturing and then Retail.</p>
Land Uses	<p>Almost 84% of the total land area in Jones County is timberland, while over 60% of this land is under non-industrial corporate or non-industrial individual ownership.</p>
Growth Areas in the County	<p style="text-align: center;">Residential Uses</p> <ul style="list-style-type: none"> • Residential land use in the City of Gray consists of single-family site-built and multifamily. • Two types of residential uses are found in unincorporated Jones County—single family site-built and manufactured homes. • Single family site-built residential is concentrated in the southern half of the county. <p style="text-align: center;">Intensive Agricultural (Poultry Farms, etc.)</p> <ul style="list-style-type: none"> • Intensive agricultural is focused on almost the entire eastern half of the county, as well as the area between SR 18 W and the Gray City Limits to the Oconee National Forest/Piedmont National Wildlife Refuge. • Future agriculture/forestry areas will include most of the central and eastern sections of unincorporated Jones County. • Almost 84% of land in Jones County land is in timberland. <p style="text-align: center;">Commercial Uses</p> <ul style="list-style-type: none"> • Commercial uses are found primarily in the City of Gray and US 129 and 49, as well as in Haddock.

Key Data/Trends	Description
<p><i>Growth Areas in the County (Cont)</i></p>	<p style="text-align: center;">Industrial Uses</p> <ul style="list-style-type: none"> • Light industrial uses are planned for the new industrial park near SR 57 and the area east of Haddock. Existing mining (rock quarries) and gas storage areas operate in the proximity of Pitts Chapel Road. <p style="text-align: center;">Parks/Recreation/Conservation</p> <ul style="list-style-type: none"> • Ocmulgee River Corridor, Lucas Lake, Oconee National Forest, the Cedar Creek Wildlife Management Area, the Piedmont National Wildlife Refuge, the Hitachi Experimental Forest, Jarrell Plantation
<p><i>Planning Issues in Cities</i></p>	<ul style="list-style-type: none"> • Creating a vibrant downtown Gray • Making the SR 18 Corridor an attractive entrance to Gray. • Issue of undeveloped areas east and west of downtown, surrounded by residential areas with declining popularity and property values.
<p><i>Land Use Issues</i></p>	<ul style="list-style-type: none"> • There is a lack of long-range strategy to coordinate land use development and community facilities (schools, recreation centers, parks, etc.) policies. • SR 11 and US 129 corridors, US 129/SR 22 corridor, SR 18 Connector, and Highway 18 E will necessitate buffering and landscaping along the respective corridors to reduce visual and noise impacts from more intensive uses. • SR 18 Connector Commercial Corridor is expected to experience intensive commercial growth due to accessibility and available land.
<p><i>Transportation-Related Goals, Objectives, and Strategies</i></p>	<ul style="list-style-type: none"> • Reduce traffic congestion along Gray Highway corridor. • Reduce traffic in the Gray downtown area. • Establish attractive entranceways along major thoroughfares in Jones County. • Commuter strategies including car and vanpooling to help reduce traffic between Jones County and the employment centers in Baldwin, Bibb, and Houston Counties. • Provide satisfactory alternative forms of transportation including public transit and bicycle/pedestrian facilities in Gray-Jones County.

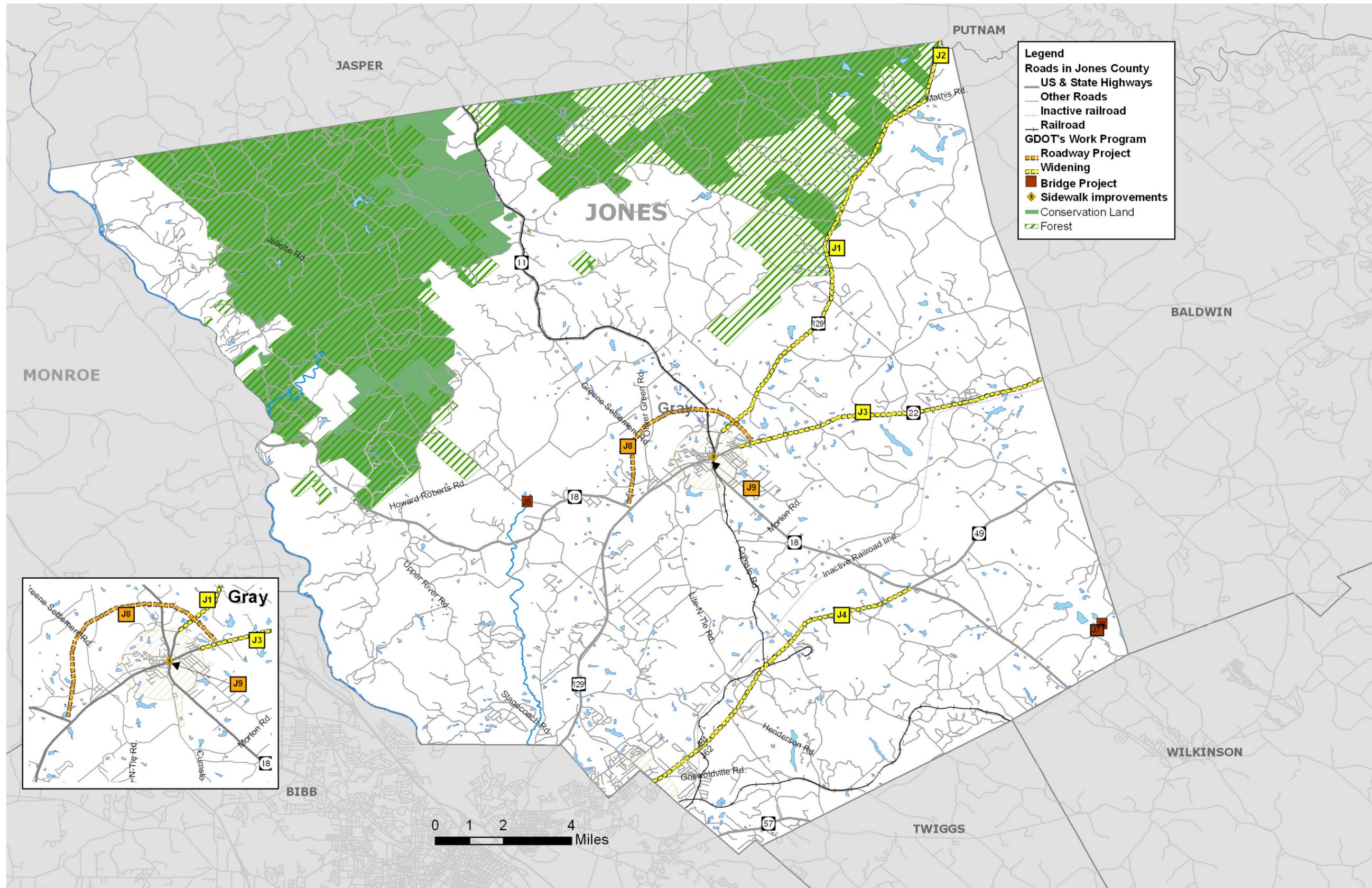
Bicycle/Pedestrian Plan for the Middle Georgia Region

The Middle Georgia Regional Development Center (MGRDC), with funding support from the Georgia Department of Transportation and advisory support from a regional Bike/Pedestrian Plan Planning Advisory Committee, has developed the Bicycle/Pedestrian Plan for the Middle Georgia Region. The focus of this plan is to establish a system of interregional bicycle facilities and shared-use trails connecting major regional points of interest. Accessibility of residents to downtown Gray, schools, and recreational destinations is the focus of the proposed network. The marketing of bicycle and pedestrian travel in general is also a focus of the plan. Table 4.8.2 outlines and Figure 4.8 illustrates the proposed bicycle and pedestrian network in Jones County.

Table 4.8.2 Proposed Bicycle and Pedestrian Network in Jones County

Location	Construction Date
Along Ocmulgee River from Juliette Road south to Bibb County Line	Ocmulgee Heritage Shared Use Trail
Juliette Road from Monroe County Line east to SR 11	2 Foot Bicycle Lane
From Jasper County Line south to SR 22 in Gray	4 Foot Bicycle Lane
Railroad Street/Cumslo Road from SR 22 south to inactive Norfolk Southern Line	2 Foot Bicycle Lane
On inactive Norfolk Southern Line from Bibb County Line northeast to Baldwin County Line	10 Foot Rails to Trails Path
Along SR 42 from Higgins Road to Mount Vernon Road	On-Road Bike Route

Source: *MGRDC Bicycle/Pedestrian Plan for the Middle Georgia Region*



Jones County Proposed Bicycle and Pedestrian Network

Figure No: 4.8

5.0 Public Transportation

Currently, public transportation services are offered in Butts, Jones, and Monroe Counties. The services in Butts County are administered by the McIntosh Trail Regional Development Center and are provided with federal funds from the Federal Transit Administration (FTA Section 5311) and state funds distributed through GDOT. The services in Jones County are administered by the Middle Georgia RDC and, also, are provided with federal funds from the Federal Transit Administration (FTA Section 5311) and state funds administered through GDOT. Monroe County offers transportation services for the elderly, the disabled, and other residents who qualify for Department of Human Resources (DHR) assistance. No conventional, fixed route, fixed schedule transit service is currently provided in Jones County.

5.1 Jones County Transit

Jones County participates in the Section 5311 Rural Transportation Program, utilizing the Middle Georgia Community Action Agency (MGCAA) as its third party provider to transport the county's residents to a variety of shopping, medical, educational, employment, and social destinations. Service statistics for the fiscal year ending June 2007 indicate that the 5311 system is used nearly equally by elderly (44%) and non-elderly (56%) residents, and that the majority of passengers are African American (67%). MGCAA is also the contracted provider of transportation services for the Georgia Department of Human Resources Division of Aging Services (starting in July 2007), Division of Family and Children Services (DFCS) and the Division of Mental Health, Developmental Disabilities, and Addictive Diseases (MHDDAD). Service statistics for the same fiscal year show that the majority of DHR trips are for MHDDAD clients (79%).

The Jones County 5311 Rural Transportation Program provides a significant number of public trips compared to other county programs of similar size. Over 82% of the 20,000 annual trips (utilizing three vans) are requested by non-DHR eligible residents with the remaining 18% of trips made for DHR clients. (DHR also operates an additional van in the county solely for DHR clients.) According to the GDOT District Three Office, the program's success is largely attributed to excellent marketing efforts on behalf of the county and clean, efficient services provided by MCGAA.

The GDOT District Three Office reports that Jones County ridership is currently exceeding a GDOT service threshold of 500 trips per vehicle per month. Programs exceeding this threshold typically consider expansion if/when residents have to be denied rides due to capacity or scheduling constraints. At present, Jones County has not had to deny any resident a ride for these reasons. The county, however, is expected to experience a 38% increase in population between 2000 and 2025 (Jones County Comprehensive Plan 2005 – 2025) which will place additional capacity demands on the 5311 system.

The state Department of Human Resources (DHR) Region Six Transportation Office has expressed a desire for lower trip costs in Jones County. One-way trips currently cost between \$2.00 and \$4.00, depending on the passenger's number of stops. The Georgia DHR

Region Six Transportation Office has expressed that either increased funding and lower trip costs or a public transit system like the Macon-Bibb Transit System would be beneficial to Jones County residents. The Jones County Study Advisory Group (see Table 13.0, p. 76) also commented on this issue, stating that providing public transportation in the form of bus service, while deemed a low priority currently, did constitute a medium to high priority in the future.

Federal funding for the Georgia DHR Division of Aging Services (DAS) was significantly cut statewide in 2007. This will greatly reduce transportation services for Jones County's elderly residents who are DAS clients, beginning July 2008. These cuts are problematic for Jones County as the county is expected to experience a 111% increase in its elderly population between 2000 and 2025. (Jones County Comprehensive Plan 2005 – 2025)

Despite the aforementioned federal funding cuts to the Georgia Department of Human Resources, two new competitive grant programs, both funded by the Federal Transit Administration (FTA), will become available to Georgia counties in 2008 which may help to alleviate the increasing demand for services in Jones County. The Section 5317 *New Freedom Program*, will be available to Georgia counties in 2008. This grant-based program is designed to provide transportation services for the elderly and the disabled that address specific service gaps identified in each DHR Region's Human Service Transportation Coordination Plan. The Georgia DHR Region Six Plan, completed in May 2007, identified the need for 2,500 additional trips for Department of Family and Children's Services (DFCS) clients as well as another 1,500 trips for DFCS clients to employment locations in Jones County. The Georgia DHR Region Six Transportation Office applied for Section 5317 funds in May 2008. The FTA is expected to announce award recipients after the fall of 2008.

The other new FTA program, the Section 5316 Job Access Reverse Commute Program (JARC), is a grant-based program which provides funding for transportation services to and from employment centers. Both the Georgia DOT District Three Office and the Georgia DHR Region Six Transportation Office express the sentiment that while Jones County does provide a high number of public trips, there is unmet need for transportation to employment, particularly for low-income residents. The Section 5316 Program could potentially address this need with fixed-route transportation to and from employment centers in Macon as well as providing the DFCS employment transportation needs identified above. Despite the many benefits that the program could offer Jones County residents, it does require a significant local match commitment for funding to be granted. The Georgia Region Six Office applied for Section 5316 funding in May 2008, with the FTA expected to announce award recipients late fall 2008.

Table 5.1.1 Jones County Rural Transit Service Statistics

Service Statistics – 2006 (January to August)	
All Vehicles	
Total One-Way Trips 2006	20,235
Number of Vehicles	3
Average Number of One-Way Passenger Trips per Month	562
Average Trips per Vehicle per Day	28

Source: GDOT, Middle Georgia Community Action Agency, August 2007

Table 5.1.2 further characterizes the passengers that utilize Jones County's transportation services each month.

Table 5.1.2 Jones County Rural Transit 2006 Ridership Statistics

Passenger	Percentage
Elderly	44%
Non –Elderly	56%
White	32%
African-American	67%
Hispanic	1%
Disabled	2.5%

Source: GDOT, Middle Georgia Community Action Agency, August 2007

The system provides transportation to a variety of destinations which include medical, employment, educational, shopping, and recreational centers. The percentage of the 20,235 trips provided in 2006 to each destination type is shown in Table 5.1.3.

Table 5.1.3 Jones County Rural Transit 2006 Destination Statistics

Medical	Employment	Education	Shopping & Personal
5.8%	4.4%	16.9%	72.9%

Source: GDOT, Middle Georgia Community Action Agency, August 2007

The Middle Georgia Community Action Agency operates a fourth van in Jones County to transport elderly, disabled, and other residents who qualify for Georgia Department of Human Resources assistance. These residents are clients of the Division of Family and

Children Services and the Division of Mental Health, Developmental Disabilities and Addictive Diseases. As of July 2007, transportation was also provided for the Division of Aging Services.

For the fiscal year ending in June 2007, 5,243 DHR trips were provided. The breakdown of DHR transportation services provided by each department/agency referenced above is shown in Table 5.1.4 below.

Table 5.1.4 Jones County DHR Coordinated Transportation Trips by Department/Agency

DHR Aging	DHR DFCS	DHR MHDDAD	Total DHR Trips
Started Fiscal Year '07-08	1,086	4,157	5,243

Source: Department of Human Resources Region Six Transportation Office - August 2007
*Some DHR trips are provided by the 5311 van.

Southeastern Trans serves as the major Medicaid transportation provider in Jones County.

Jones County's rural transportation system provides a significant number of trips when compared to other County programs of similar size. Planning for additional future services needs to consider population projections of potential users of the system. The Jones County Comprehensive Plan 2005-2025 reports the following population projections for elderly residents by the year 2025.

Table 5.1.5 Jones County Population Projections

	2000		2010		2025	
	Number of Persons	Percent of County	Number of Persons	Percent of County	Number of Persons	Percent of County
Total Population	23,690	-	27,640	-	32,800	-
Population 65 years of age or older	2,460	10.4%	3,280	11.9%	5,200	15.9%

Source: Jones County Comprehensive Plan 2005-2025

As seen from the data above, the County is expected to experience a 5 percent increase in elderly population between the year 2000 and 2025. This growing elderly population will place additional demands on the rural transit system, as evidenced by the current ridership statistics presented above.

Recent planning initiatives also document the need for additional services in the future. The Human Service Transportation Coordination Plan was completed by the DHR Region Six Transportation Office in May 2007. Region Six is comprised of Baldwin, Bibb,

Crawford, Houston, Jones, Monroe, Peach, Pulaski, Monroe, Twiggs, and Wilkinson Counties. The purpose of this plan was to:

- Identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes;
- Outline strategies for meeting these transportation needs; and
- Prioritize services.

The plan shows the following information for Jones County, based on Census data from 2000:

Table 5.1.6 Jones County Human Service Transportation Coordination Plan Needs Assessment

Population 2000	Disabled Persons		Developmentally Disabled Persons		Elderly Persons		Persons Below Poverty Level		Households w/o a Motor Vehicle	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
23,690	3,403	14.4%	390	1.65%	2,441	10.3%	2,375	10.0%	409	4.7%

Source: Human Service Transportation Coordination Plan, DHR Region Six Transportation Office, May 2007

For Jones County, the plan identified 2,500 additional trips that are needed for new DFCS clients. These clients are those qualifying for Temporary Assistance for Needy Families (TANF). The Plan also identified an additional 1,500 trips needed for Non-TANF DFCS clients to employment locations, services which are not currently provided.

Planning for future transportation services must also consider the needs of residents who do not qualify for DHR assistance, or for whom the 5311 Rural Transit Program is not a viable option, i.e., those requiring transportation on weekends or after the weekday 5311 van operating hours. Both the GDOT District Three Office and the Georgia DHR Region Six Transportation Office express the sentiment that while Jones County does provide a high number of public trips, there is still likely unmet need for transportation access to employment, particularly for low-income residents, in the County.

Jones County Commuter Options

Seventy-seven percent of Jones County has a high percentage of residents who work outside of the county. A majority of these workers (57%) commute 15 to 20 miles each way to the Bibb-County Macon area. Because of the close proximity of the Bibb-Macon employment center to Jones County, the overwhelming majority of workers (88%) commute alone by car and there is little evidence of either informal or organized carpooling or vanpooling effort. Jones County does not have a GDOT Rideshare lot to provide free parking for those wishing to have a place to meet to carpool or vanpool to work. Despite the unmet need for transportation access to employment, described above, several public and private attempts to operate bus service between Jones County and Macon have failed in recent years due to low ridership.

The Georgia Department of Corrections' (DOC) projected move to neighboring Monroe County in 2009 may impact future commuting patterns in Jones County as employees transferring from Atlanta may decide to move into Jones County or as Jones County residents seek jobs at the new DOC facilities in Forsyth. This would create a 27+ mile one-way commute between the two counties which may increase future carpooling interests in the region.

6.0 Freight Transport

The identification of freight corridors and preservation of freight mobility is one of the key components of the Butts, Jones, and Monroe Transportation Study. There are currently four roadways in Jones County that are designated as truck routes, as well as two active freight rail lines. The following sections summarize the existing freight activity and facilities in Jones County. The information presented in this section comes from the GDOT Office of Inter-modal Programs, particularly the 2000 Georgia Rail Freight Plan. Figure 6.0 maps the freight transport facilities in Jones County.

6.1 Jones County Freight Transport

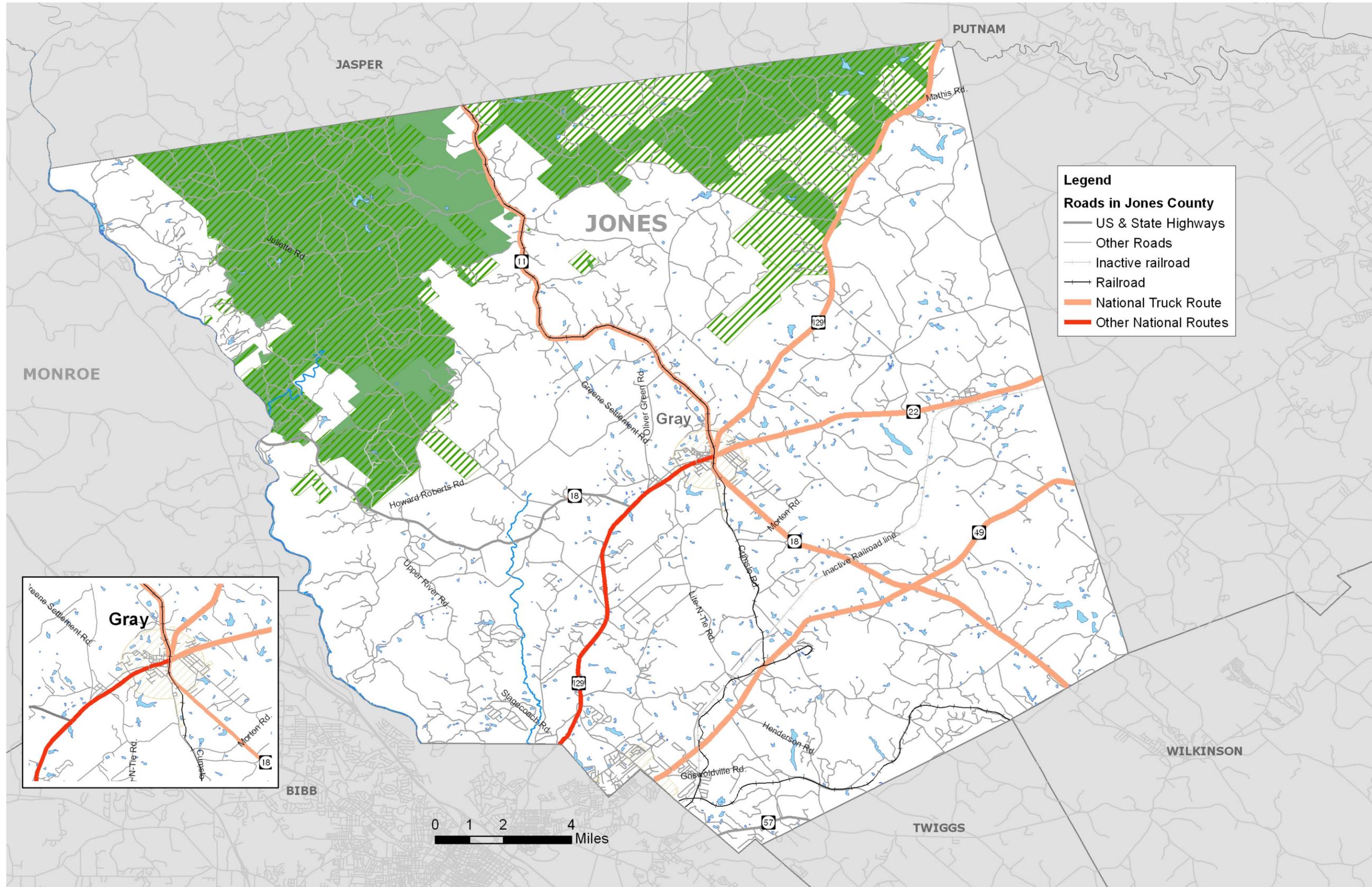
Norfolk Southern operates 36 miles of rail along two tracks in Jones County. The Madison-Macon line parallels SR 11 through the City of Gray and carries 5 trains per day. This line transports approximately 3 million gross ton miles per mile (MGTM/M) of track per year, a measure of rail traffic density which provides an indication of the relative use of the rail system and demand for service along a particular track section. By comparison, some of Georgia's most heavily used main lines transport more than 40 MGTM/M per year.

The second line skirts the southern portion of Jones County. This line transports approximately 29 MGTM/M per mile of track per year on up to 10 trains per day on a route extending from Macon to Savannah. Macon serves as a Norfolk Southern hub for traffic consolidation and distribution.

Seventeen miles of CSX rail line extend from southern central Jones County to Milledgeville located in Baldwin County. This line is currently inactive.

Jones County is a major point of origination for nonmetallic mineral products such as gravel. These products originate within Jones County and are shipped beyond Georgia boundaries. Approximately 1.26 million tons are transported from within Jones County, joining Floyd, Talbot, and Warren Counties as key locations originating this commodity.

Jones County is not a major termination point for any particular commodity. Many products, however, are transported through the County via rail as part of intrastate traffic (commodities which both originate and terminate within Georgia) and through traffic (products which move through the State but neither originate nor terminate in Georgia). These commodities include clay, concrete, glass/stone products (much of which originates in Bibb County), lumber/wood products, coal, chemicals/allied products, hazardous materials, pulp, paper, and allied products, food products, and miscellaneous mixed shipments.



Jones County Freight Transportation Facilities

Figure No: 6.0

Jones County Rail Crossings

Jones County has 49 railroad crossings. Forty-eight of these are at-grade and one is a grade separated overpass with the railroad crossing over the road. Twenty-five are private crossings with the remaining 24 crossing public roads.

Several crossings in Jones County experience heavy vehicle traffic volume. Table 6.1.1 presents Jones County rail crossings on roadway facilities with Average Annual Daily Traffic (AADT) counts greater than 1,000 vehicles per day.

Table 6.1.1 Jones County Rail Crossing with Highest AADT

Rail Crossing and Location	AADT
Crossing 733402G at T.E. Watson Highway in Gray	21,000
Crossing 733415H at SR 49 in Gray	7,720
Crossing 733407R at Cumslo Road in Gray	2,600
Crossing 732706U at Henderson Road in Macon	1,931
Crossing 733283A at Shoal Creek Road in Round Oak	1,920
Crossing 733404V at SR 18 Connector in Gray	1,200
Crossing 733418D at Lite-N-Tie Road in Macon	1,010

Source: GDOT Office of Utilities, August 2007.

Jones County Railroad Crash Data

The Federal Railroad Administration (FRA), Office of Safety Analysis, reports 26 crashes which involved trains at rail crossings in Jones County for the period 1975 to early 2007. Since 2000, accidents have occurred at the following crossing locations as shown in Table 6.1.2.

Table 6.1.2 Jones County FRA Railroad Crossing Accident Data, 2000 to 2007 (Crashes Involving Trains)

Rail Crossing ID	Location	City	Date of Incident	Highway User Involved	Position	Injuries
733415H	Old Garrison SR 49	Gray	03/13/07	Truck-trailer	Stopped on Crossing	None
732709P	Mountain Springs Church Road	Macon	12/05/00	Truck	Moving over Crossing	1 Fatality Crossing Motorist Killed

Source: Federal Railroad Administration – Highway-Rail Grade Crossing Accident/Incident Report, 2007

Additionally, the GDOT Office of Traffic Safety and Design maintains crash data as reported by local law enforcement. For the period 2000 to 2006, 15 crashes have been reported at rail crossings in Jones County. This does not include the incidences involving trains as reported above.

**Table 6.1.3 Jones County Railroad Crossing Accident Data, 2000 to 2007
(Crashes Not Involving Trains)**

Rail Crossing ID	Location	City	Date of Incident	Manner of Collision	Injuries
733290K	Old Highway 11	Gray	07/03/04	Not a Collision with a Motor Vehicle	None
733299W	Industrial Boulevard	Gray	12/19/00	Not a Collision with a Motor Vehicle	None
733401A	Martin Luther King	Gray	02/15/05	Angle	None
733402G	Thomas E. Watson Highway/SR 22	Gray	02/17/01	Rear End	None
			08/07/01	Rear End	None
			10/20/01	Angle	None
			06/20/05	Rear End	None
733407R	CR 291	Gray	06/04/01	Not a Collision with a Motor Vehicle	None
733413U	Skinner Road	Gray	01/26/03	Not a Collision with a Motor Vehicle	None
			07/10/04	Not a Collision with a Motor Vehicle	None
733415H	Old Garrison / SR 49	Gray	07/28/04	Not a Collision with a Motor Vehicle	1 Injury
			10/27/04	Not a Collision with a Motor Vehicle	None
733421L	Griswoldville Road/ CR 139	Macon	02/28/01	Rear End	None

Source: GDOT Office of Traffic Safety and Design, August 2007

Local Railroad Concerns - Jones County

Jones County Study Advisory Group (see Section 13.0, p. 76) has expressed concerns over several crossings in Jones County. These are described below.

- There are significant rail crossing issues in downtown Gray which hopefully will be alleviated with the construction of the proposed Gray bypass project.
- There are no railroad crossing signals at Crossing 733284G - Otis Redding Road and at Crossing 733292Y - Hungerford Road. These crossings may warrant additional safety features.

- The crossing at Lite-N-Tie (Crossing 733418D) just past the rock quarry has sight distance issues.

Jones County Planned Transportation Improvements

There are currently no programmed railroad improvements for Jones County in GDOT's Construction Work Program.

6.2 Commuter and Intercity Rail

The Georgia Rail Passenger Program (GRPP) – a Georgia Department of Transportation (GDOT), Georgia Rail Passenger Authority (GRPA), and Georgia Regional Transportation Authority (GRTA) joint initiative, which began in 2000, proposes future commuter and intercity rail transportation options in close proximity to Jones and Butts Counties and will directly benefit Monroe County. The commuter rail option would provide daily home-to-work trips using traditional rail passenger cars with stops 2-10 miles apart and heavy service during AM and PM rush hours. Intercity rail service would offer 2-3 trains per day between major cities with trains traveling at higher rates of speed and with few stops to minimize travel time.

The GRPP proposes an aggressive build schedule; however, all projects are on hold at this time. GDOT, the project sponsor, is currently trying to pinpoint sources of funding for facilities operations. According to GRPA, projects will proceed as described below once these funding sources are established.

The Rail Program outlines a series of prioritized rail projects, starting with commuter rail service between Atlanta and Macon. The first phase of this route will be the Lovejoy to Atlanta leg, with planned stops in Jonesboro, Morrow, Forest Park and East Point, terminating at the planned Atlanta Five Points Multi-Modal Passenger Terminal. Here commuters will be able to transfer to MARTA or walk to many downtown jobs. Four trains will operate every 30-40 minutes on this route, making the end-to-end trip in 46 minutes, competitive with rush hour drive times for the 26-mile segment.

The next phase will extend the service to Hampton and Griffin, a 16-mile segment. The final phase will implement track, signal, crossing and station/parking improvements to extend service to Barnesville, Forsyth, Bolingbroke and Macon, completing the 103-mile project. It is estimated that at maturity, more than 3,080 daily trips will be made on the Atlanta to Macon line for an annual count of 770,000 trips, eliminating 800,000 hours of highway delay for drivers remaining on the roads.

The GRPP also proposes future intercity rail service between Atlanta and Macon. The proposed Atlanta-Griffin-Macon Intercity Rail line will offer three daily express intercity trains stopping in Griffin and a Hartsfield-Jackson Atlanta International Airport related station. The service is proposed as a long term initiative, with commuter rail service a current priority.

7.0 Airport Facilities

7.1 Jones County

Jones County does not have a local airport. Nearby small aircraft airports include the Herbert Smart Downtown Airport in Macon and Baldwin County Airport northeast of Milledgeville. Commercial airport needs are met by the Middle Georgia Regional Airport, located in Macon, and Hartsfield-Jackson Atlanta International Airport, located south of Atlanta.

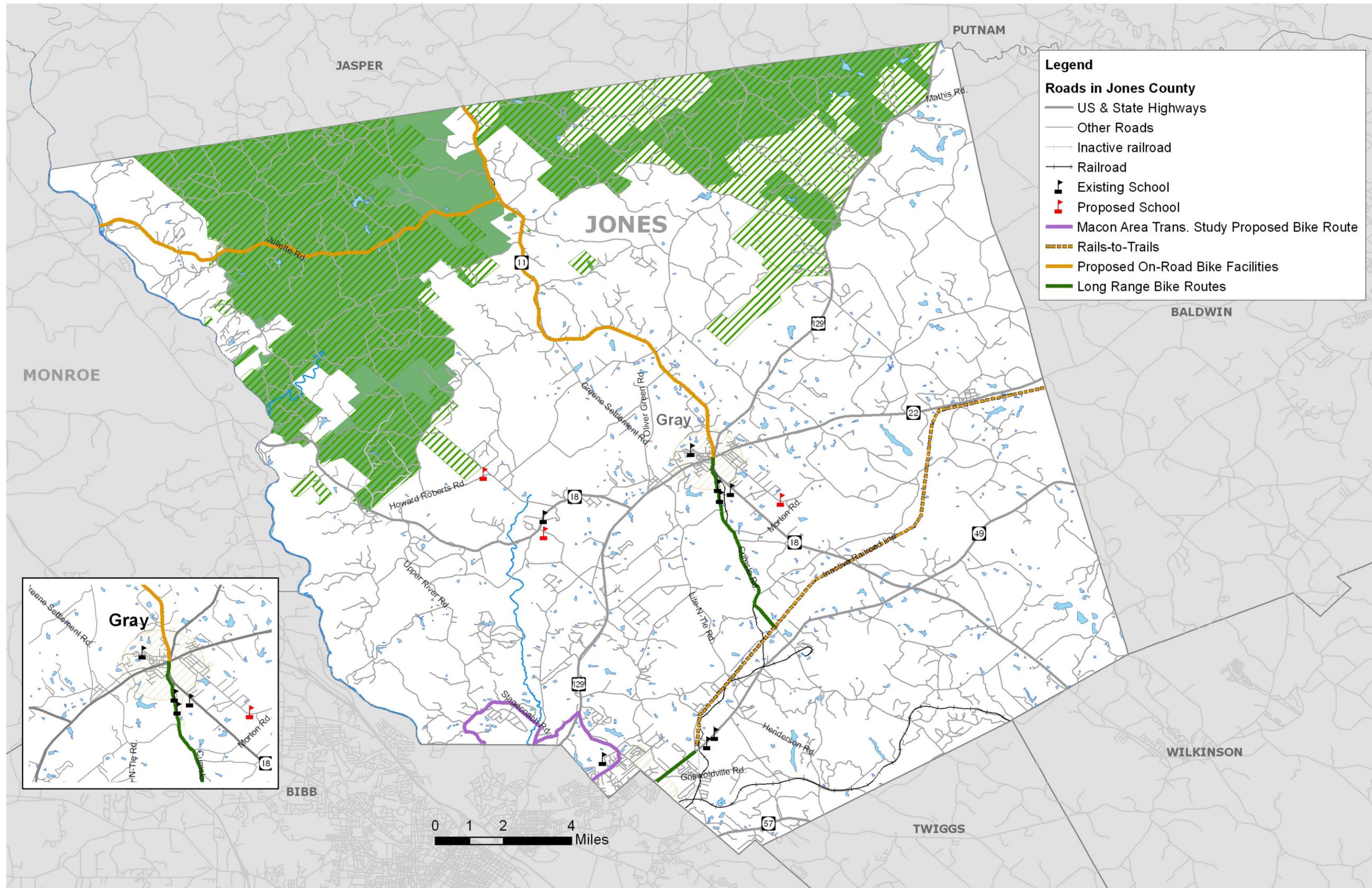
8.0 Bicycle and Pedestrian Facilities

This section provides a summary of previous bicycle and pedestrian planning efforts, an inventory of existing bicycle and pedestrian facilities in the 3-County Region, and an outline of issues to consider during the development of future transportation system conditions and recommendations for improvements to the system.

Bicycle and pedestrian facilities are an important part of a multi-modal transportation system designed to efficiently move people. It is important to consider that everyone is a pedestrian at one point in almost every trip, even if the primary mode of travel for a trip involves a personal vehicle or transit. Sidewalks are an important element along roadways near local activity centers such as schools, libraries, commercial centers, and public recreation areas which attract significant pedestrian and vehicular traffic. Crosswalks at roadway intersections in areas with pedestrian activity can be utilized to minimize conflicts between motor vehicles and pedestrians. This report provides a summary of previous bicycle and pedestrian planning efforts and an outline of issues to consider during the development of future transportation system alternatives.

8.1 Jones County Existing Bicycle and Pedestrian Network

Based on field inventory, the City of Gray currently has a sparse sidewalk network in the downtown and residential areas of the City. New sidewalks are being constructed along US 129 in front of the Civic Center and Court House. There is a need for an expanded sidewalk network to provide connectivity between residential areas and activity centers in and near the City of Gray. In June 2007, the Middle Georgia Regional Development Center completed a Rails-to-Trails Feasibility Study regarding the Rails-to-Trails project from the Ocmulgee Heritage Trail to Milledgeville. The Central Georgia Rail-to-Trail Association, Inc., a non-profit organization has been created to oversee the development of this facility. Stagecoach Road and Upper River Road are popular bicycling routes and both roads are lacking shoulders which would provide a safer bicycling environment. Jones County has applied for Transportation Enhancement funding for the construction of sidewalks and street lighting along SR 22 in Haddock and for the construction of a trailhead adjacent to SR 18 on the Ocmulgee River to serve the future Ocmulgee River Trail. Transportation Enhancement funding is a set-aside funding category targeted for enhancing the multimodal environment through projects including streetscape, sidewalk, and bicycle facility improvements.



Jones County Existing and Proposed Bicycle and Pedestrian Facilities

Figure No: 8.0

Jones County Bicycle and Pedestrian Plans

Bicycle/Pedestrian Plan for the Middle Georgia Region

The Middle Georgia Regional Development Center, with funding support from GDOT and advisory support from a regional Bike/Pedestrian Plan Planning Advisory Committee, consisting of local bicycle advocates, civic organizations, and government representatives, developed the Bicycle/Pedestrian Plan for the Middle Georgia Region, in 2005. The focus of this plan was to establish a system of interregional bicycle facilities and shared-use trails connecting major regional points of interest. Accessibility of residents to downtown Gray, schools, and recreational destinations is the focus of the proposed network. The marketing of bicycle and pedestrian travel in general was also a focus of the plan.

Central Georgia Rail-to-Trail Feasibility Study

The Central Georgia Rails-to-Trails Association, Inc., with assistance from the Middle Georgia RDC, completed a Central Georgia Rail to Trail Feasibility Study in June 2007. A copy of the study can be obtained by contacting the Middle Georgia RDC. The 33-mile corridor is proposed along an abandoned CSX Railway line from just south of Central City Park in Macon to just south of Garrett Way in Milledgeville. The feasibility study identifies a series of issues and opportunities associated with the proposed corridor.

Table 8.1.1 outlines the proposed bicycle and pedestrian network in Jones County.

**Table 8.1.1 Jones County Proposed Bicycle and Pedestrian Facility Improvements
Bicycle/Pedestrian Plan for the Middle Georgia Region**

Location	Description
Along Ocmulgee River from Juliette Road south to Bibb County Line	Ocmulgee Heritage Shared Use Trail
Juliette Road from Monroe County Line east to SR 11	2 Foot Bicycle Lane
from Jasper County Line south to SR 22 in Gray	4 Foot Bicycle Lane
Railroad Street/Cumslo Road from SR 22 south to inactive Norfolk Southern Line	2 Foot Bicycle Lane
On inactive Norfolk Southern Line from Bibb County Line northeast to Baldwin County Line	10 foot Rails to Trails Path

Source: *Bicycle/Pedestrian Plan for the Middle Georgia Region 2005*

Jones County Programmed Bicycle and Pedestrian Improvements

To help reduce overall costs of implementing a bicycle and pedestrian network to potential funding agencies, new facilities could be implemented concurrent with subdivision development, widening, or utility upgrade improvements. Recommendations for the development of a county wide system for bicyclists and pedestrians will focus on connectivity with the existing designated bicycle routes, a sidewalks network, neighborhood streets, and pathway connections. Planned improvements included in the GDOT’s 2008 2011 Statewide

Transportation Improvement Program (STIP) or 2008-2013 Construction Work Program (CWP) will be evaluated to ensure that any opportunities for the inclusion of bicycle or pedestrian facilities in the project scope are considered. Jones County currently has one programmed project which includes the construction of a multi-use path along SR 18 between Gray Station Middle School and the nearby Jones County Recreation facility, as listed in Table 8.1.2.

Table 8.1.2 GDOT's 2008-2011 STIP and 2008-2013 CWP Bicycle or Pedestrian Projects in Jones County

GDOT Project ID #	Primary Work Type	Description	PE	ROW	CST
0007603	Streetscapes	Sidewalks and Bike Trails in Gray	Local	Local	2008

Source: Georgia Department of Transportation

Jones County Potential Locations for New Facilities

Jones County has many destinations that can benefit from connectivity to alternative forms of transportation. Several key destinations were considered when evaluating locations for new bicycle or pedestrian facilities. These included:

Existing Schools:

- Mattie Wells Primary School
101 Mattie Wells Drive, Macon
- Wells Elementary School
512 Hwy 49, Macon
- Dames Ferry Elementary School
545 Hwy 18 West, Gray
- Gray Elementary School
272 Railroad Street, Gray
- Jones County Ninth Grade Academy
110 Maggie Califf Street, Gray
- Clifton Ridge Middle School
169 Dusty Lane, Macon
- Gray Station Middle School
324 Hwy 18 East, Gray
- Jones County High School
339 Railroad Street, Gray

Planned Schools:

- New Elementary School (open to students in 2010)
On Turner Woods Road near Morton – traffic will access site via SR 22 and Altman – this site is planned to also have a Middle school in Long Range
- New High School (accepting students 8-10 years away)

On Howard Roberts Road (which makes a horseshoe and intersects SR 18 twice). The site will be one mile from the eastern intersection of Howard Roberts Road and SR 18 and also one mile from Dames Ferry Elementary.

- New Primary or Middle School (on hold – Long Range)
On Huckabee Road within one quarter mile of SR 18 West

Other Destinations:

- Jones County Library
146 Railroad Street, Gray
- Jones County Recreation Center- Central Complex 146 Recreation Road Hwy 18E, Gray
- Jones County Recreation Center - South Complex at 436 Hwy 49, Macon
- Piedmont National Wildlife Refuge
- Jarrell Plantation
- Hillsboro Lake
- Downtown Gray
- Carol's Park
- Haddock Park
- Clinton Historical Park
- Miller Lake
- Upper River Road Park

These destinations were considered when developing recommendations for additional facilities to foster bicycle and pedestrian connectivity.

The MGRDC developed a bicycle and pedestrian plan that was previously documented in Section 4.6.

Jones County Bicycle and Pedestrian Crash Data

Statistics for bicycle and pedestrian crashes from 2004-2006 were examined to offer insight into safety concerns for bicyclists and pedestrians traveling in Jones County. Table 8.1.3 summarizes bicycle and pedestrian crash data statistics and Table 8.1.4 lists the locations of these incidents. Each of these locations were examined in the field to determine if bicycling or walking conditions could be improved to minimize the possibility of future crashes. This is a below average number of bicycle and pedestrian incidents compared to the three-county study area.

Table 8.1.3 Jones County Bicycle and Pedestrian Crashes – 2004-2006

Year	Bicycle and Pedestrian Crashes	Bicycle and Pedestrian Injuries	Bicycle and Pedestrian Fatalities
2004	3	3	0
2005	0	0	0
2006	3	3	0
2004-2006	6	6	0

Source: Critical Analysis Reporting Environment (CARE)

Table 8.1.4 Jones County Bicycle and Pedestrian Crash Locations – 2004-2006

Year	Bicycle and Pedestrian Injuries	Bicycle and Pedestrian Fatalities
2004	Ethridge Road at intersection of Haddock Drive	Non-Fatal Injury
2004	Linda Drive	Non-Fatal Injury
2004	Old Garrison Road (SR 49) north of Timothy Circle and south of Pecan Road	Non-Fatal Injury
2006	SR 11 .1 mile southeast of Weidner Drive	Non-Fatal Injury
2006	Henderson Road .1 mile north of Old Henderson Road	Non-Fatal Injury
2006	SR 11/US 129 1/8 mile south of Joycliff Road	Non-Fatal Injury

Source: Critical Analysis Reporting Environment (CARE)

8.2 Bicycle System Elements

Once a location for a potential bicycle improvement is determined, the type of improvement must also be considered. Factors such as lane width, vehicle speed, sight distance, frequency of intersections, and pavement surface quality, and hazard removal – such as lane obstructions like grating or blind curves – need to be considered in the facility selection and design process. In addition to facility selection (bicycle path, route, lane, or shoulder) and design, bicycle systems should be designed to ensure the security of bicycles at typical bicyclist destinations. Primary destinations such as schools, public recreation areas, commercial businesses, and restaurants should include bicycle racks or lockers for securing bicycles.

There are four primary types of bicycle facilities: bike paths, bike routes, bike lanes, and bike shoulders. A description of each type of facility along with design considerations are listed below. Transportation Planners and Engineers should refer to the current American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities when selecting and designing bicycle facilities.

Bike Paths

A bike path is a pathway designated for the exclusive use of bicycles where cross flows by pedestrians and motorists are minimized. A bike path is usually buffered from vehicular roadways through the use of a landscaped strip or physical barrier. It is also usually grade separated but may have at-grade crossings. Bike paths are identified through proper signing and also may have pavement markings.

The paved width and the operating width of the bicycle path are the primary design factors. Under most conditions, a paved width for a two-directional shared (bicycles and pedestrians) path is 10 feet. If a bike path requires a reduction in size due to Right of Way needs, a reduced width of 8 feet could be utilized. Under certain conditions including anticipated high use or the need for maintenance vehicle use, a paved width of 12 feet is required. A minimum of 2-foot width graded area should be maintained adjacent to both sides of the paving for safety reasons.

Bike Routes

A bike route is a roadway identified as a bicycle facility only by guide signage along the roadway. There are no special lane markings and bicycle traffic shares the roadway with motor vehicles. There are several reasons for designating signed bike routes. A route may be signed if it provides continuity to other bicycle facilities such as bike lanes or bike paths. A route may be signed if it is a common route for bicyclists through a high demand corridor or if the route is preferred for bicycling due to low motor vehicle traffic or paved shoulder availability. Route signage may be preferred if the route extends along local neighborhood streets and collectors leading to an internal destination such as a park, school, or commercial district.

Bicycle routes should be plainly marked and easy for the bicyclist to interpret. The route should provide through and direct travel in bicycle-demand corridors. Traffic control devices (stop signs and signals) should be adjusted to accommodate bicyclists on the route. Street parking should be removed where possible to increase the safety of the rider. A smooth surface should be provided and maintained. Wide curbs are desirable on designated bike routes.

Bike Lanes

A bike lane is a designated strip usually located along the edge of the paved area outside the travel lanes or between the parking lane and the outside motor vehicle through lane. Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic. On one way streets, bike lanes should typically be placed on the right side of the street. Bike lanes are identified by "Bike Lane" markings on the pavement and other pavement markings or signs deemed appropriate by AASHTO design guidelines and / or GDOT standards to give adequate guidance to users of the facility. Bicyclists usually have exclusive use of a bike lane for travel, but must be aware of cross flows by motorists at driveways and intersections and also by pedestrians.

For roadways with no curb and gutter, the minimum bicycle lane width is 4 feet. If parking is permitted, the bike lane should be placed between the travel lane and the parking area and should have a minimum width of 5 feet. If a curb and gutter is present, the minimum width from the face of the curb to the bike lane stripe should be 5 feet if the gutter pan is smooth for bicycle travel. Four feet of maneuverable surface is always required.

Bike Shoulders

Bike shoulders are paved shoulders that are smooth and sufficiently wide enough for use by bicyclists. Paved shoulders are used by bicyclists if they are relatively smooth, sufficiently wide enough, and kept clean of debris. Adding or improving paved shoulders is an efficient way to accommodate bicyclists in rural areas. Paved shoulders also provide valuable maneuvering room and reduce potential motor vehicle conflicts for slow-moving bicycles traveling up a hill.

Ideally, a paved bicycle shoulder should be at least 4 feet wide. However, where 4 feet cannot be accommodated, any shoulder is better than none. Rumble strips used to alert motorists that they are driving on the shoulder are not recommended on bike shoulders in the travel path of the cyclist. If rumble strips are placed on the shoulder, there should be additional shoulder adequate for bicycle travel in order to designate a shoulder as a bike shoulder. A bike shoulder is multi-faceted in that it can serve more than one function (i.e. it can serve as a temporary parking lane, an emergency lane, or a bus stop as well as an area for cyclists to travel within).

8.3 Pedestrian System Elements

There are also several considerations when selecting the type of pedestrian facility to implement. Along local streets in residential areas, sidewalks with a 4-foot clear width should be used. Five-foot clear width sidewalks should be used along collector streets, and six-foot clear width should be used along arterials. In commercial areas with high pedestrian and vehicular volumes, sidewalks of 6 or more feet should be considered. In order to maintain clear sidewalk widths, obstructions such as traffic signs, utility poles and supports should be placed outside the specified 4 to 6 foot sidewalk width. Grades on sidewalks should be limited to 6 to 8 percent in order to allow a consistent walking pace and ease of wheelchair use. Handicapped accessible ramps should be provided at driveways and intersections to provide accessibility to the system for everyone.

The following criteria are provided as a basis for determining when sidewalks should be considered:

- When streets are within ½ mile of a school.
- When a street is classified as a collector or arterial.
- When health and safety are threatened due to pedestrian/vehicular traffic conflicts.
- When sidewalks would provide system continuity between existing pedestrian destinations.
- When parks, playgrounds, libraries, or other attractors of small children are not served by sidewalks.
- When there is an existing, frequently traveled, unpaved path along a roadway.
- When sidewalks would provide an easy and safe route for pedestrians to gain access to public transportation.

9.0 Bridges

One of the critical concerns in the 3-County Region is bridge conditions. The bridges were evaluated to determine the need for potential improvement. Deficient bridges pose a major obstacle to a fully functional road network due to load limits or other restrictions. The study area was reviewed to identify all bridges and assess the need for potential improvements.

To facilitate the completion of this effort GDOT provided bridge condition reports for each bridge within the study area. A general measure of the condition of each bridge is the sufficiency rating. The sufficiency rating is used to determine the need for maintenance, rehabilitation or reconstruction of a bridge structure. Consultation with structural/bridge engineers shows that generally a bridge with a sufficiency rating above 75 should maintain an acceptable rating for at least 20 years with adequate maintenance. Structures with a sufficiency rating of 75 or lower have a useful life of less than twenty years and will require major rehabilitation or reconstruction work during the study horizon. All bridges with a sufficiency rating of fifty (50) or lower were identified as potentially deficient and qualifying for federal bridge replacement funds.

9.1 Jones County Bridges

All bridges within Jones County were identified. Documented sufficiency rating for each of the 48 bridges existing within the County are listed in Table 9.1. Italics font indicates that the bridge is on the state system.

Table 9.1 Bridge Inventory – Jones County

Road	Feature	Sufficiency Rating
*Howard Roberts Road	Chehaw Creek	9.76
*County Line Road	Commissioner Creek	40.98
*County Line Road	Commissioner Creek	40.98
Folendore Road	Commissioner Creek	41.99
Turner Woods Road	Millsap Creek	42.17
Shoal Creek Road	Shoal Creek	48.40
Hitchiti Road	Falling Creek	49.37
Roundoak-Juliette Road	Falling Creek	49.77
<i>SR 49</i>	<i>Norfolk Southern Railroad</i>	<i>50.02</i>
Caney Creek Road	Falling Creek	51.43
Dumas Road	Glady Creek	53.41
Graham Road	Rock Creek	54.31
Graham Road	Sand Creek	54.59
<i>US 129</i>	<i>Cedar Creek</i>	<i>55.17</i>
Hadaway Road	Glady Creek	57.12
<i>US 129 SB</i>	<i>Rock Creek</i>	<i>57.15</i>
<i>US 129 SB</i>	<i>Sand Creek</i>	<i>64.75</i>

Road	Feature	Sufficiency Rating
Jarrell Plantation	Falling Creek	77.67
Union Hill Church Road	Little Cedar Creek	79.99
Howard Robert Road	Walnut Creek	80.03
Barron Russell Road	Falling Creek	80.79
Camelot Road	Walnut Creek Tributary	85.14
Stagecoach Road	Walnut Creek	85.57
<i>SR 22</i>	<i>Fishing Creek Tributary</i>	<i>87.68</i>
<i>SR 18</i>	<i>Wolf Creek</i>	<i>89.25</i>
Hillsboro Lake Road	Glady Creek	90.29
Damascus Church Road	Hog Creek	90.60
<i>SR 18</i>	<i>Gordon Branch</i>	<i>91.14</i>
Old Griswoldville Road	Slash Creek	91.21
Henderson Road	Sandy Creek	91.87
McKay Road	Walnut Creek	91.91
<i>SR 18</i>	<i>Crooked Creek Tributary</i>	<i>91.92</i>
<i>SR 18</i>	<i>Crooked Creek</i>	<i>91.92</i>
Joycliff Road	Dry Bone Creek	92.15
<i>SR 18</i>	<i>Little Creek</i>	<i>92.33</i>
Comer Road	Chehaw Creek	92.40
Masseyville Road	Swift Creek	92.44
Luke Smith Road	Christian Branch	92.44
Stewart Farm Road	Wolf Creek	92.46
James Road	Little Creek	92.47
Luke Smith Road	Rock Creek	92.47
<i>SR 18</i>	<i>Butlers Creek</i>	<i>92.68</i>
Creekside Drive	Sand Creek	92.72
<i>SR 22</i>	<i>Commissioner Creek</i>	<i>93.40</i>
<i>US 129</i>	<i>Bonner Creek</i>	<i>94.18</i>
Cumslo Road	Norfolk-Southern Railroad (Abandoned)	95.37
<i>US 129 NB</i>	<i>Rock Creek</i>	<i>95.56</i>
<i>US 129 NB</i>	<i>Sand Creek</i>	<i>96.54</i>

Source: GDOT. * Included in GDOT's current work program
Italics font indicates that the bridge is on the state system.

Based on the sufficiency rating, a majority of the bridges are in good condition and not in need of any major maintenance or upgrade activities. There are eight (8) bridges that have a sufficiency rating below 50 and are potentially in need of maintenance and rehabilitation.

- CR 28 / 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 at Shoal Creek

- Hitchiti Road at Falling Creek
- Roundoak-Juliette Road at Falling Creek

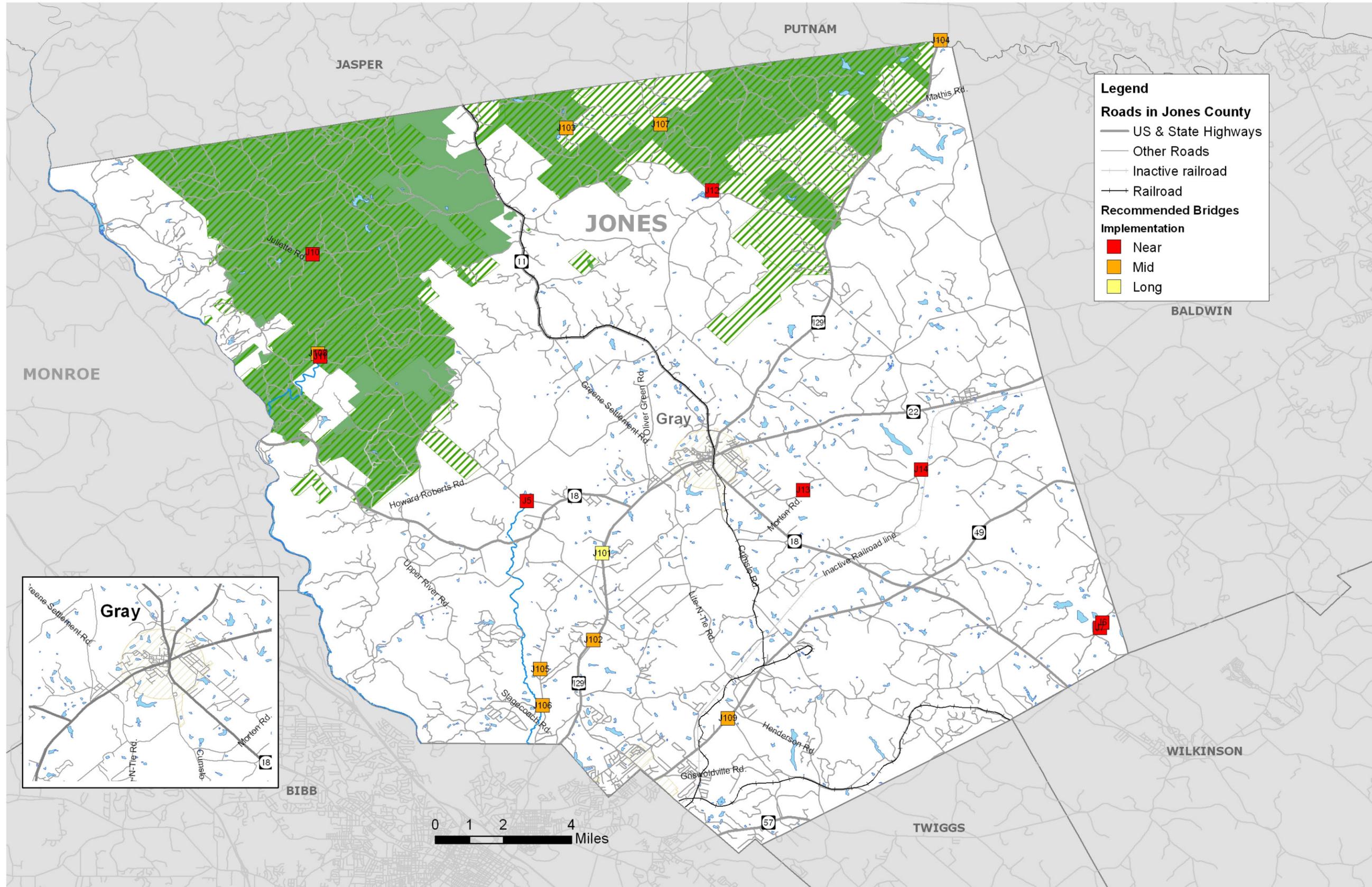
There are currently three bridges listed in the STIP or CWP for Jones County. The three bridges programmed for upgrade or replacement are listed below:

- CR 28 / Howard Roberts Road west of Clinton at Chehaw Creek
- CR 133/County Line Road at Commissioner Creek west of Baldwin County line
- CR 133/County Line Road at Commissioner Creek west of Baldwin County line

Additionally, there are nine (9) bridges that have a sufficiency rating below 75 and should be considered candidates for maintenance and rehabilitation within the next 20 years. The following bridges have a sufficiency rating below 75.

- SR 49 at Norfolk-Southern Railroad
- Caney Creek Road at Falling Creek
- Dumas Road at Glady Creek
- Graham Road at Rock Creek
- Graham Road at Sand Creek
- US 129 at Cedar Creek
- Hadaway Road at Glady Creek
- US 129 southbound lane at Rock Creek
- US 129 southbound lane at Sand Creek

The candidate bridges in the 3-County Region for maintenance and rehabilitation are mapped in Figure 9.1.



Jones County Bridges for Potential Maintenance or Rehabilitation

Figure No: 9.1

10.0 Safety

The latest three years of available vehicular crash data from GDOT (2004, 2005, and 2006) were collected and analyzed for the entirety of Jones County. The crash data was used to determine roadway locations with potential safety deficiencies throughout the study area. Jones County experienced a total of 1,832 crashes with 746 injuries and 17 fatalities during the three-year period.

When analyzing the crash data, it was determined that a threshold of 20 crashes over the three-year period would serve to identify “active crash” locations.

10.1 Jones County Crash Summary

Three years of crash data (2004, 2005 and 2006) were analyzed for Jones County. Table 10.1 displays the intersections with active crashes.

Table 10.1 Active Crash Intersections – Jones County

Roadway	Intersection	Crashes	Fatalities	Injuries
SR 11 at SR 18	Antebellum Trail at Forsyth Highway	34	0	10
SR 11 at CR 3	Antebellum Trail at Old Macon Gray Highway	35	0	10
SR 11 at CR 19	Antebellum Trail at Greene Settlement Road	22	0	12
SR 49 at CR 182	SR 49 at Joycliff Road	23	0	10
SR 11 at CR 179	Antebellum Trail at RL Wheeler Road	21	0	5

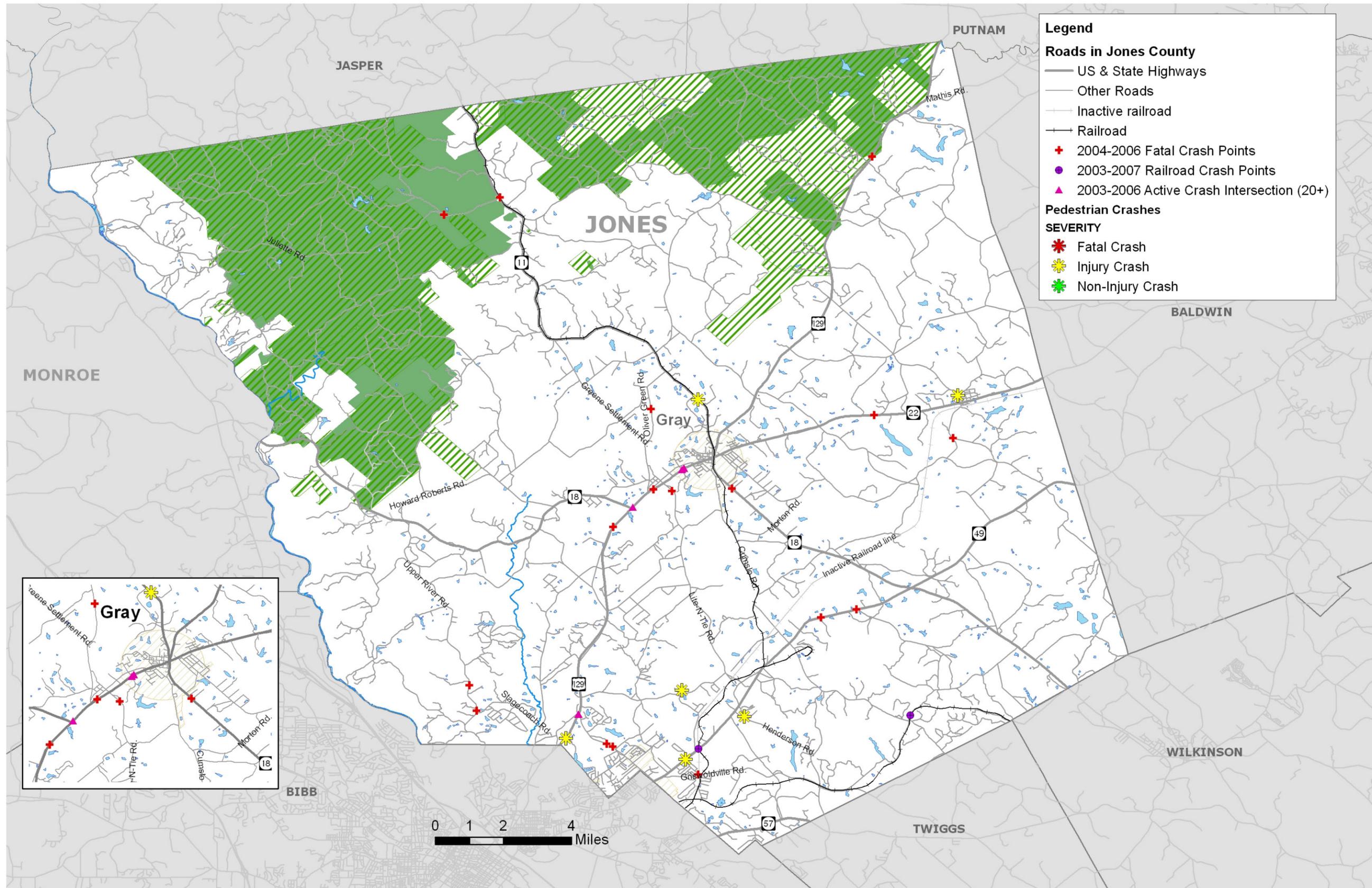
In addition to the high crash locations, an area of focus and concern was the location of fatal crashes. The locations listed below experienced at least one fatality crash during the three-year analysis period.

- Roundoak Juliette Road at Will Russell Road
- Roundoak Juliette at Old SR 11
- US 129 north of Roosevelt Road
- US 129 at Mile Post 6.71
- SR 49 at Morris Stevens Road
- SR 22 east of Fortville Road at Mile Post 14.13
- Upper River Road north of Stagecoach Road
- Upper River Road at Mile Post 2.17, south of Woodmen of the World Road
- Joycliff Road north of Camp Joycliff Road
- Joycliff Road north of Stonewall Road
- US 129 south of Lite-n-tie Road at Mile Post 8.18
- Oliver Green Road south of Comer Road at Mile Post 1.31
- US 129 north of Old Highway 41
- SR 18 at Christopher Drive

- Tanal Terrace at Griswoldville Road
- SR 49 at Mile Post 7.8, north of Kitchens Road
- Bowenhill Road south of James Road
- Lite-n-tie Road southeast of US 129 at Mile Post 6.9

There are planned widening projects on US 129, SR 22, and SR 49, which are expected to improve safety conditions on these facilities.

Figure 10.1 shows intersections with more than 20 crashes over the three-year analysis period as well as fatality and pedestrian related crash locations.



Jones County Active Crash Intersections & Fatality Locations

Figure No: 10.1

11.0 Roadway Characteristics

This section presents the characteristics of the roadways in the 3-County Region. The data is provided from GDOT's Roadway Conditions (RC) Database. The following data was reviewed as part of the study process:

- Functional Classification;
- Roadway Operating Conditions;
- Road Lanes;
- Roadway Surface Type; and,
- Roadway Shoulders.

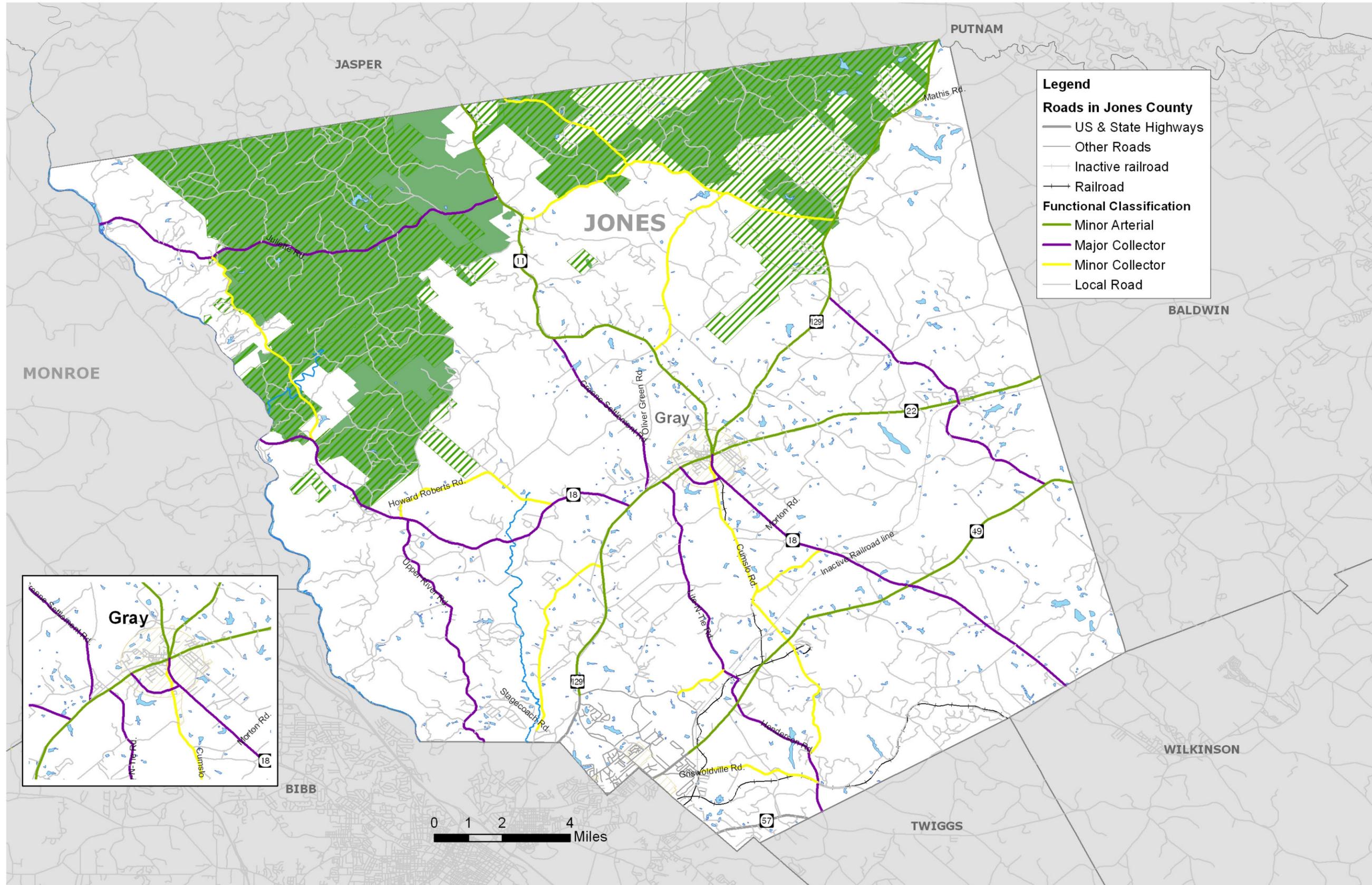
11.1 Functional Classification

Roadways are grouped into functional classes according to the character of traffic they are intended to serve. There are four highway functional classifications: expressway/freeway, arterial, collector, and local roads, and these can be defined as:

- **Expressway/Freeway** - Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
- **Arterial** - Provides the next highest level of service at moderate to high speeds, with some degree of access control. Arterials are typically classified as **principal** arterial and **minor** arterial.
- **Collector** - Provides a lower level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors are typically classified as **major** collector and **minor** collector.
- **Local** - Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

The 3-County Region has about 209 lane miles of interstate, which includes I-75 and I-475. There are also approximately 389 lane miles of arterial facilities in the study area and 2,375 lane miles of collectors and local streets. Figure 11.1 displays the functional class of roadways in Jones County.

Table 11.1 displays the mileage and vehicle miles traveled (VMT) for the different roadway classifications in Jones County. The 3-County Region is served by multiple state roads, (approximately 25 percent of the lane miles) which handle a majority of the traffic (80 percent). This differs slightly from the statewide averages of 16 percent of lane miles, handling 63 percent of the total traffic. To ensure future mobility, it will be important to evaluate and identify needed improvements to the state road system through close coordination with GDOT.



Jones County Functional Classification

Figure No: 11.1

Table 11.1 Existing Mileage and Vehicle Miles Traveled

County	State Roads		County Roads		Local Roads		Total	
	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT
Jones	87	562,633	449	304,837	19	9123	555	876593
State	18,066	192,333,604	84,118	89,159,091	14,502	23,319,169	116,685	304,811,865

Source: GDOT Office of Transportation Data-Mileage By Route Type and Road System Date: 12/31/06

11.2 Road Lanes

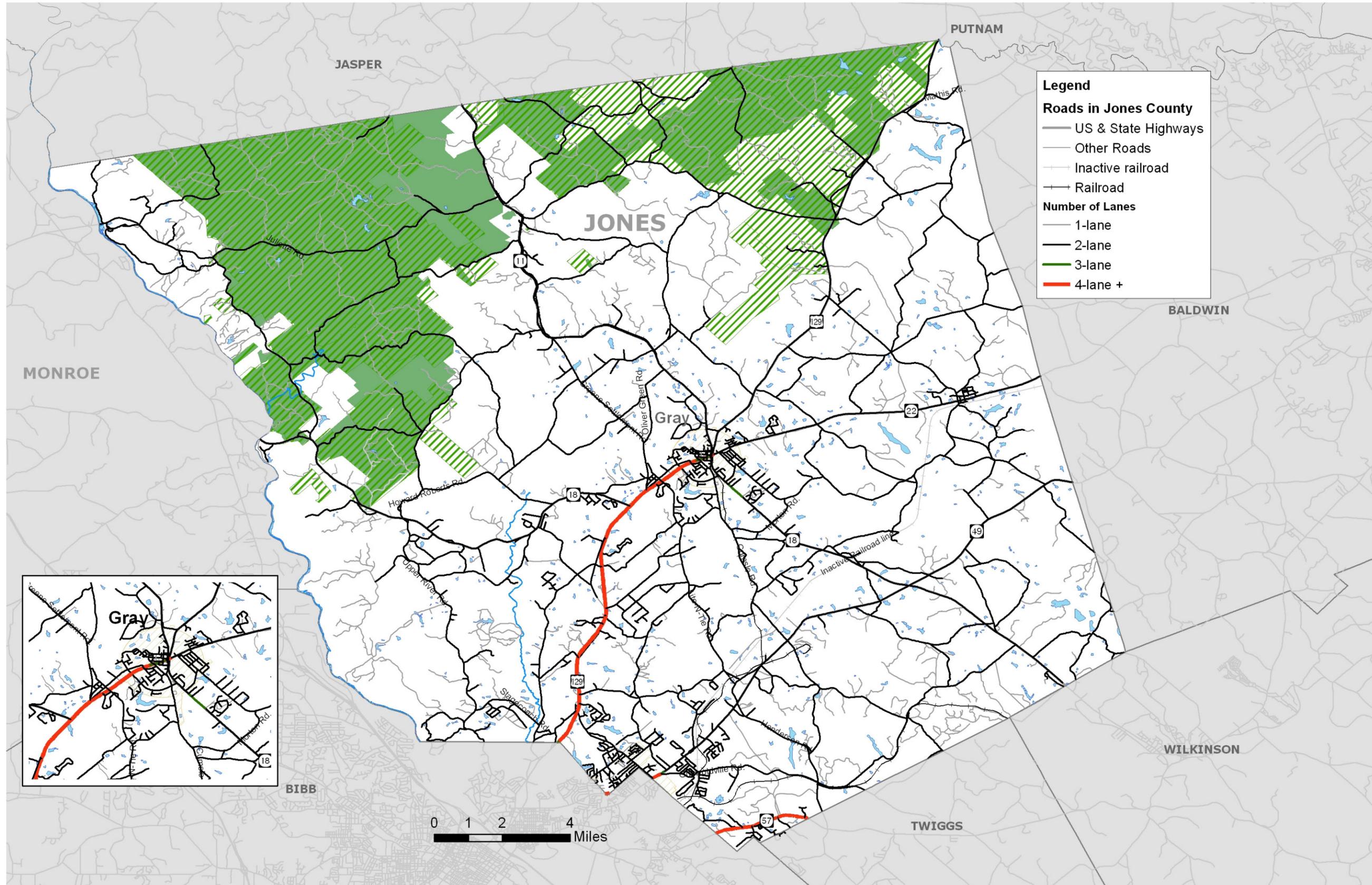
Another important attribute reviewed from GDOT's RC Database is the number of lanes provided on each road. The roads in the 3-County Region predominately serve bi-directional traffic. Additionally, the majority of the roads in the study area are 2-lane facilities. The dependency on a largely 2-lane roadway network may become strained in the future as traffic levels increase. Figure 11.2 displays the number of lanes on the roads in Jones County.

11.3 Roadway Shoulders

Another important attribute reviewed from GDOT's RC Database is roadway shoulder. For this analysis, both the shoulder type and shoulder width were reviewed to determine segments of roadways in need of potential upgrades. A wide variety of shoulder widths and types are present throughout the 3-County Region. The objective of this analysis is to determine areas where the shoulder is potentially deficient. Insufficient shoulder width can contribute to travel speed reductions, potentially impact safety and influence bicycle and pedestrian usage. The following guidelines are used to determine potential shoulder deficiencies:

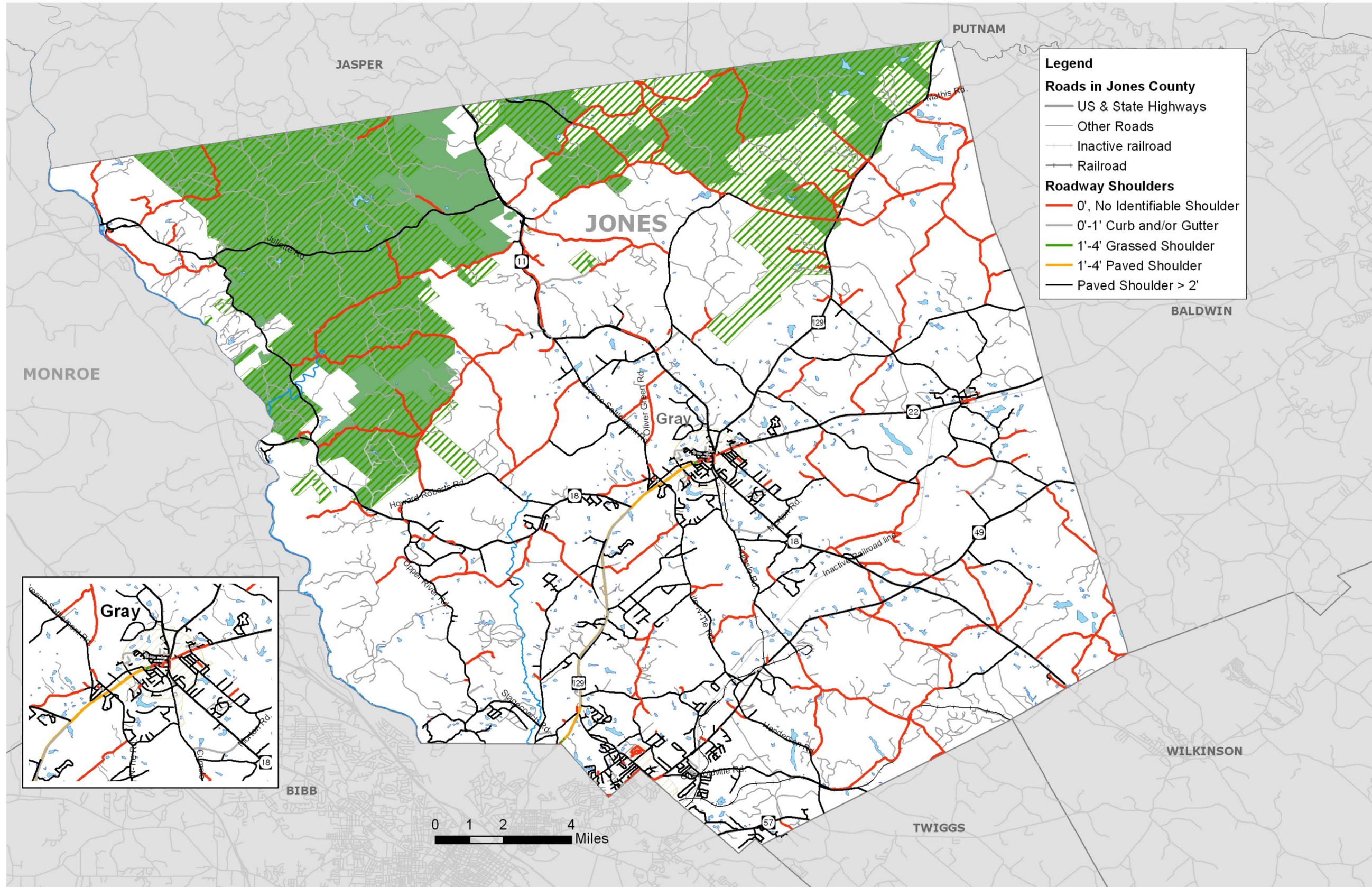
- No shoulder or an unidentifiable shoulder;
- Grass shoulder less than 4 feet; and,
- Paved Shoulder less than 2 feet.

Figure 11.3 displays the roadway shoulder type and widths according to GDOT's RC Database for Jones County. Roadway segments with potential deficient shoulders will become candidates for recommended upgrades.



Jones County Roadway Lanes

Figure No: 11.2



Jones County Roadway Shoulders

Figure No: 11.3

11.4 Roadway Surface Type

The final attribute reviewed from GDOT's RC Database is roadway surface type. Roadway surface dramatically affects the capacity, useful life, and safety of a particular facility. The list below details the surface types used in the study area.

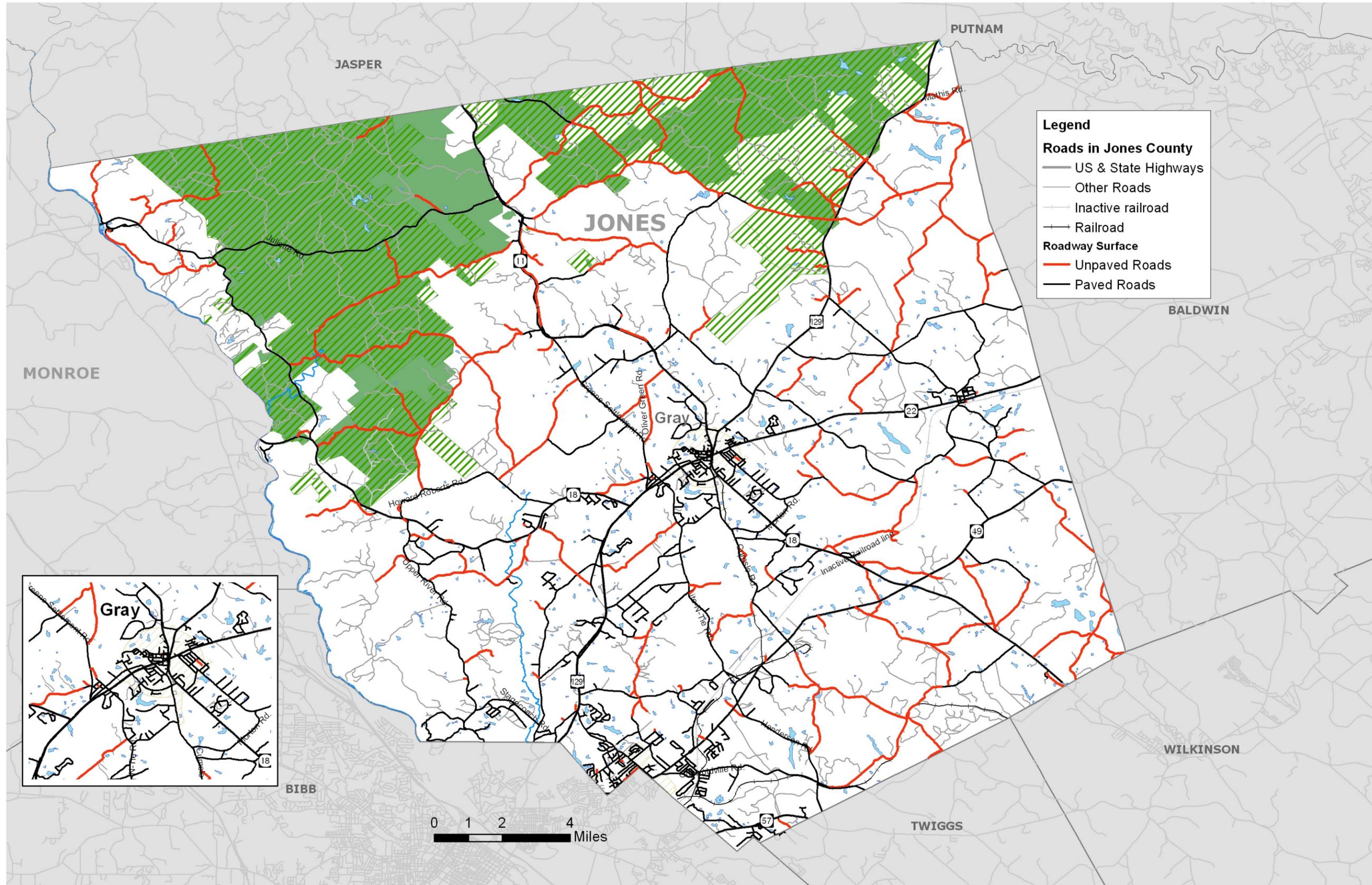
Paved Roads

- **High Rigid** - Portland cement concrete pavements with or without bituminous surface if less than one inch.
- **High Flexible** - Mixed bituminous penetration road on a rigid or flexible base with a combined (surface and base) thickness of seven inches or more. Includes any bituminous concrete, sheet asphalt, or rock asphalt.
- **Mixed Bituminous Penetration** - Low type (less than seven inches combined thickness surface and base). Surface is one inch or more.
- **Mixed Bituminous Pavement** - A road, the surface course of which is one inch or more in compacted thickness composed of gravel, stone, sand, or similar material, mixed with bituminous material under partial control as to grading and proportions.
- **Bituminous Surfaced Treated** - An earth road, a soil-surfaced road, or a gravel or stone road to which has been added by any process a bituminous surface course with or without a seal coat, the total compacted thickness which is less than one inch. Seal coats include those known as chip seals, drag seals, plant mix seals, and rock asphalt seals.

Unpaved Roads

- **Gravel or Stone Road** - A road, the surface of which consists of gravel or stone. Surfaces may be stabilized.
- **Graded and Drained** - A road of natural earth aligned and graded to permit reasonable convenient use by motor vehicles and drained by longitudinal and transverse drainage systems (natural and artificial) sufficient to prevent serious impairment of the road by normal surface water, with or without dust palliative treatment or a continuous course of special borrow material to protect the new roadbed temporarily and to facilitate immediate traffic service.

There are several roads in the 3-County Region, particularly in Jones County, that are dirt or gravel. It may be appropriate to upgrade and pave some of these facilities to provide better connectivity throughout the study area. Figure 11.4 displays the roadway surface type according to GDOT's RC Database for Jones County.



Jones County Roadway Surface Type

Figure No: 11.4

12.0 Roadway Operating Conditions

A travel demand model was developed to assist in the evaluation of existing and future travel conditions throughout the 4-County Region. More detailed information regarding the model and model development process is presented in the *Model Development Technical Memorandum*. The key output from the travel demand model is the daily volume to capacity ratio for each roadway segment. The volume to capacity ratios correspond to a level of service based on accepted methodologies from the 2000 Highway Capacity Manual. Existing (2006), interim year (2015) and future (2035) operating conditions for the study are summarized in the following sections.

Prior to documenting operating conditions it is useful to summarize level of service. Level of service (LOS) is a qualitative measure of traffic flow describing operating conditions. Six levels of service are defined by the Federal Highway Administration (FHWA) in the Highway Capacity Manual for use in evaluating roadway operating conditions. They are given letter designations from A to F, with LOS A representing the best operating conditions and F the worst. A facility may operate at a range of levels of service depending upon time of day, day of week or period of the year. A qualitative description of the different levels of service is provided below.

LOS A – Drivers perceive little or no delay and easily progress along a corridor.

LOS B – Drivers experience some delay but generally driving conditions are favorable.

LOS C – Travel speeds are slightly lower than the posted speed with noticeable delay in intersection areas.

LOS D – Travel speeds are well below the posted speed with few opportunities to pass and considerable intersection delay.

LOS E – The facility is operating at capacity and there are virtually no useable gaps in the traffic.

LOS F – More traffic desires to use a particular facility than it is designed to handle resulting in extreme delays.

The approach used to identify deficient segments in Jones County was to analyze the volume of traffic on the roadway segments compared to the capacity of those segments, also known as the volume to capacity (V/C) ratio. For daily operating conditions, any segment identified as LOS D or worse was considered deficient.

The following thresholds were used to assign a level of service to the V/C ratios for rural facilities based on GDOT standards:

$V/C < 0.35$ = LOS C or better;

$0.35 > V/C < 0.55$ = LOS D;

$0.55 > V/C < 1.00$ = LOS E; and,

$V/C > 1.00$ = LOS F.

12.1 Existing Operating Conditions

The existing conditions results derived from the 3-County travel demand model were used to determine deficient roadway segments in Jones County. Deficient segments were determined by analyzing the volume of traffic on the roadway segments compared to the capacity of those segments. The corresponding V/C ratios were related to LOS. The minimum acceptable LOS for daily roadway operating conditions is LOS C based on GDOT standards.

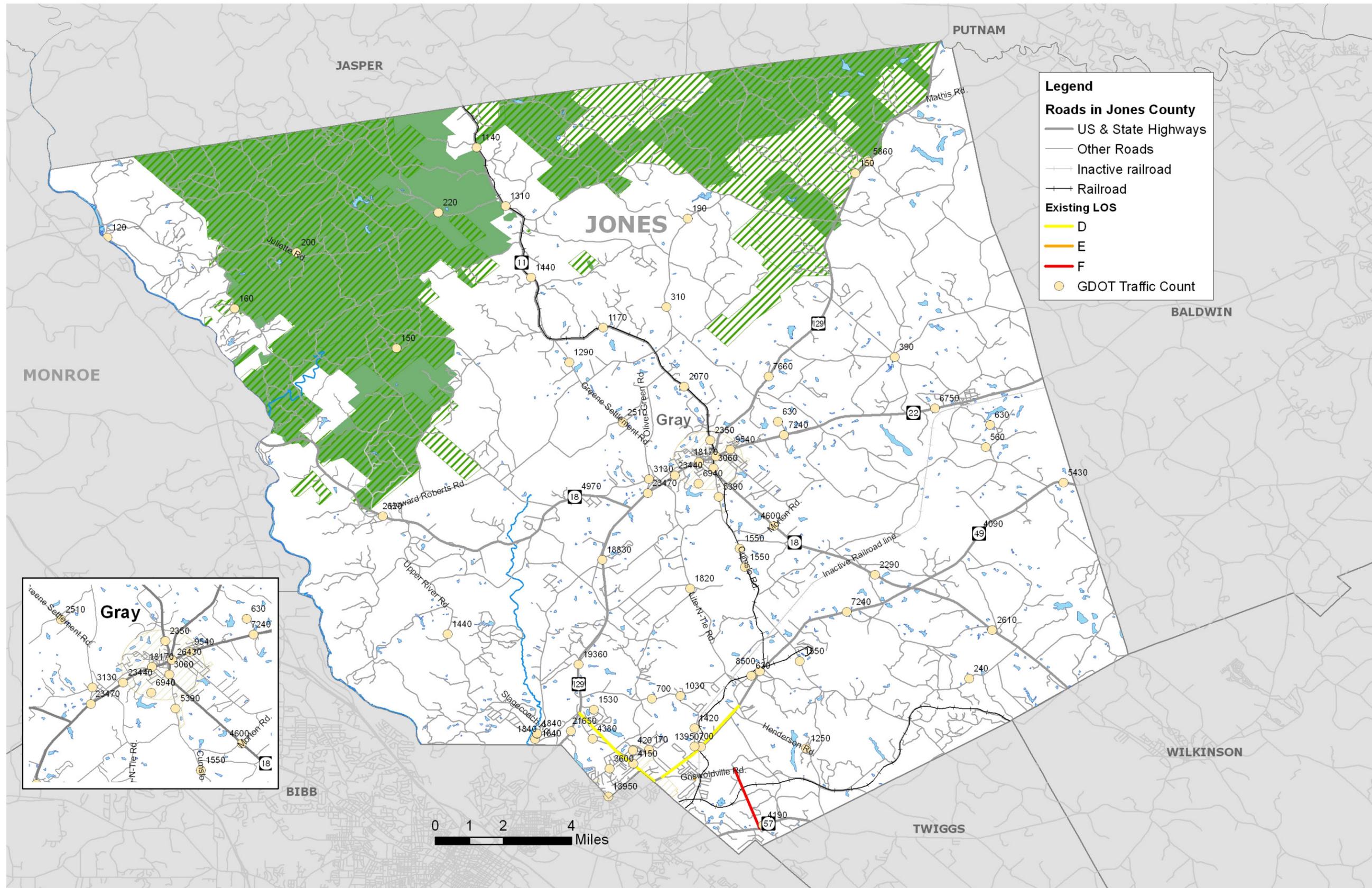
The existing analysis shows that three segments currently operate daily at or below LOS D. Table 12.1 displays the deficient roadway segments with the LOS for daily operating conditions. Figure 12.1 displays the existing LOS for Jones County.

Table 12.1
Existing (2006) Deficient Segments

Roadway	From	To	Volume ⁽¹⁾	V/C	LOS
SR 49	Garrison Road	Griswoldville Road	9,983	0.70	D
Joycliff Road	US 129	SR 49	11,676	0.73	D
Henderson Road	Griswoldville Road	SR 57	10,928	1.37	F

(1) - Two-way volumes

The majority of roadways in Jones County currently operate at an acceptable LOS during daily conditions. Future analysis shows that as traffic volumes continue to increase, some of these roadways will degrade to an unacceptable LOS.



Jones County Existing Daily Deficient Segments

Figure No: 12.1

12.2 Future Operating Conditions

Future operating conditions were evaluated for the years 2015 and 2035. The existing roadway network was used to determine how well the roadway network will serve 2015 and 2035 population and employment in Jones County with no additional improvements. The projects identified in GDOT's Construction Work Program were considered long-range and thus were not added to the model network.

It is useful to point out that the long-term projections for population and employment are the least reliable. This is not due to specific inaccuracies or projection techniques but simply because it requires the judgment of stakeholders to assign population and employment throughout the study area. This in turn impacts estimates of traffic demand. These long-term results should be considered preliminary and when the transportation plan is updated every 3 to 5 years, the projects should be reexamined and amended as necessary.

The 2015 analysis shows that five segments can be expected to operate at or below LOS D under daily conditions. Table 12.2.1 displays the 2015 roadway segments operating at an unacceptable LOS.

The 2035 analysis shows that eleven segments can be expected to operate at or below LOS D under daily conditions. Table 12.2.2 displays the 2035 roadway segments operating at an unacceptable LOS.

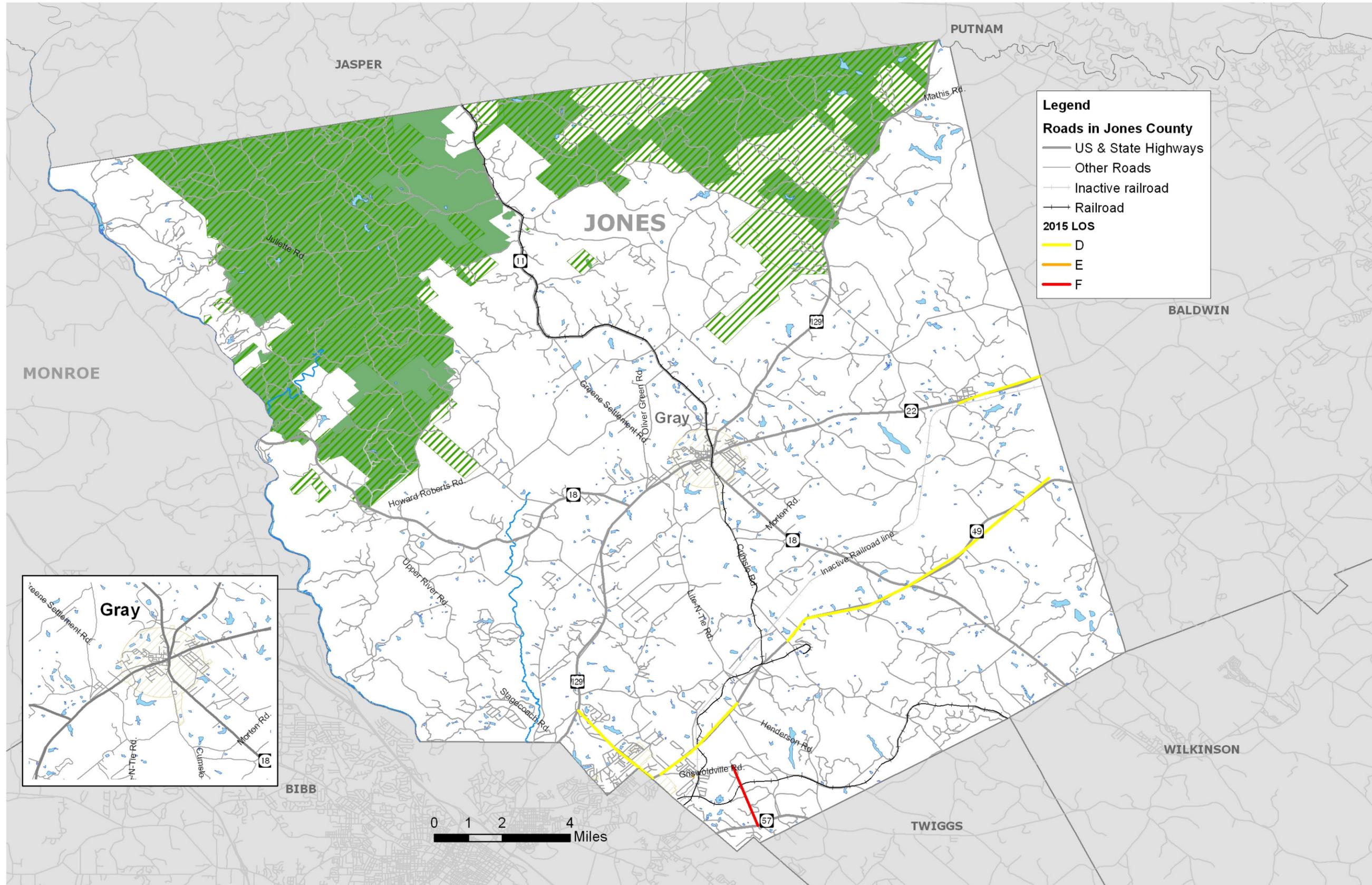
Table 12.2.1
2015 Deficient Segments

Roadway	From	To	Volume ⁽¹⁾	V/C	LOS
SR 22	Bowen Hill Road	Baldwin County Line	9,216	0.73	D
SR 49	SR 18	Cumslo Road	10,701	0.77	D
SR 49	Garrison Road	Griswoldville Road	10,272	0.71	D
Joycliff Road	US 129	SR 49	12,339	0.78	D
Henderson Road	Griswoldville Road	SR 57	11,894	1.49	F

(1) - Two-way volumes

Figure 12.2.1 presents the 2015 daily deficient segments along the existing roadway network.

The 2035 analysis shows that 19 segments can be expected to operate at or below LOS D under daily conditions. Table 12.2.2 displays the 2035 roadway segments operating at an unacceptable LOS.



Jones County 2015 Daily Deficient Segments

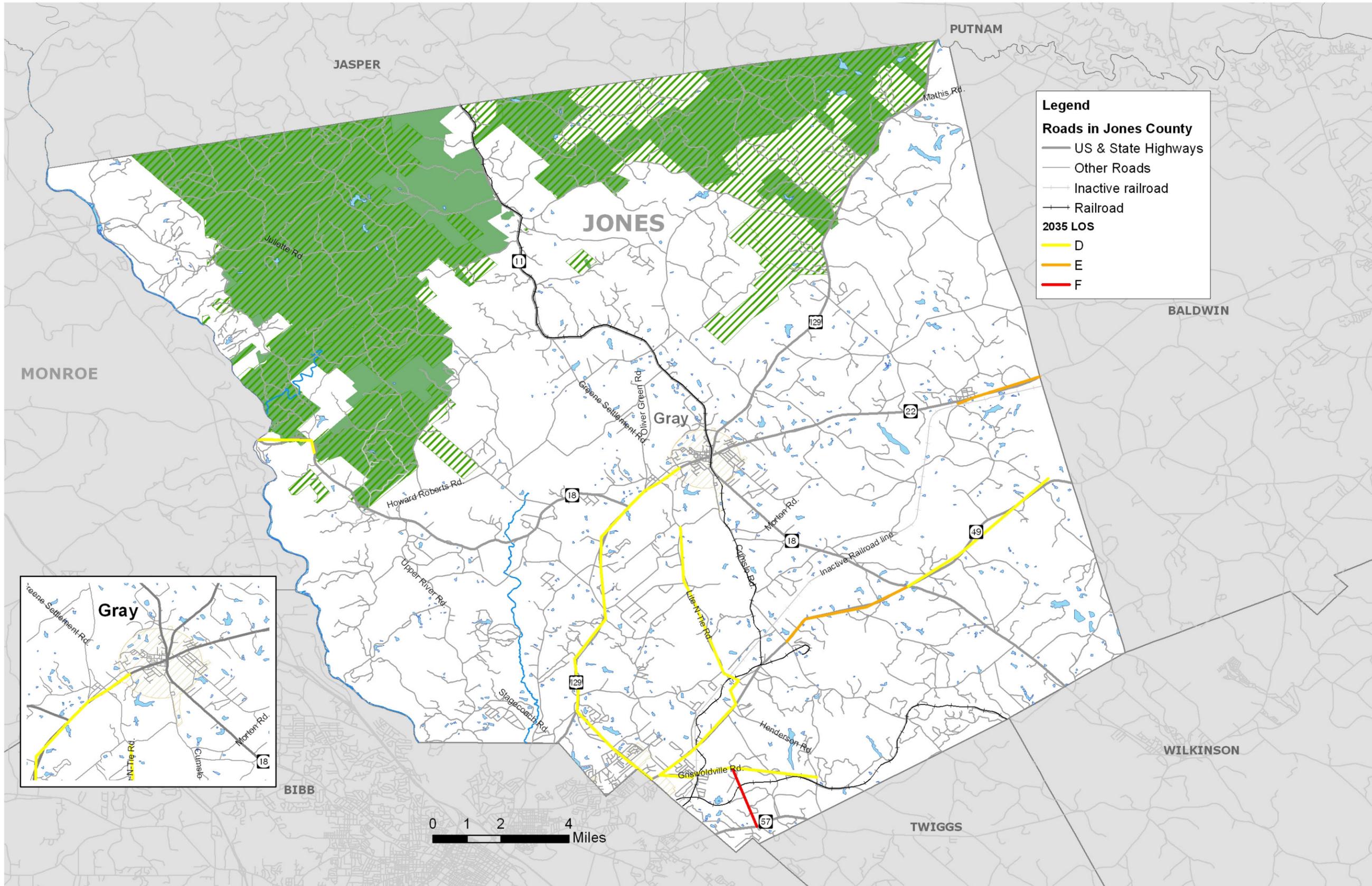
Figure No: 12.2.1

Table 12.2.2
2035 Deficient Segments

Roadway	From	To	Volume ⁽¹⁾	V/C	LOS
SR 18	Monroe County Line	Five Points Road	7,900	0.77	D
US 129	SR 18 Connector	Joycliff Road	23,675	0.78	D
SR 22	Bowen Hill Road	Baldwin County Line	11,261	0.89	E
Lite-n-tie Road	Overland Way	Garrison Road	8,314	0.73	D
Garrison Road	Lite-n-tie Road	SR 49	8,314	0.73	D
SR 49	Bowen Hill Road	SR 18	11,582	0.84	D
SR 49	SR 18	Cumslo Road	13,064	0.95	E
SR 49	Garrison Road	Griswoldville	11,741	0.81	D
Joycliff Road	US 129	SR 49	13,108	0.84	D
Griswoldville Road	SR 49	Henderson Road	8,107	0.82	D
Henderson Road	Griswoldville Road	SR 57	14,520	1.82	F

(1) - Two-way volumes

Figure 12.2.2 presents the 2035 daily deficient segments along the existing roadway network.



Jones County 2035 Daily Deficient Segments

Figure No: 12.2.2

13.0 Citizen and Stakeholder Input

It is important to understand deficiencies as perceived by citizens and key stakeholders in addition to those identified through technical analysis. In combination, technical analysis, and citizen and stakeholder input should clearly define transportation issues and opportunities in the 3-County Region. The Study Team met individually with Jones County staff representatives and created an advisory group of community leaders in Jones County. Members of the Study Advisory Group are listed in Table 13.0. Public meetings were also held to obtain feedback from citizens in each county, and to discuss their issues and concerns.

Table 13.0 Study Advisory Group – Jones County

Decius Aaron City of Gray Superintendent	Laten Bonoil Jones County Public Works	Pam Christopher Jones County Chamber of Commerce
John Conn Conn Realty	Charlie Cruz Middle Georgia Community Action Agency	Pat Daniel Better Hometown
Wayne Garrett Jones County Schools, Transportation	Cheryl Harrington DHR Region 6 Transportation Office	Steve McClendon Tri County EMC
Candy McMahon Conn Realty	Velma McFadden The Plan Group	Carol Miller Jones County Board of Education
Tim Pitrowski Jones County Planning and Zoning	Greg Mullis Jones County Development Authority	Harry Goff Jones County Schools Transportation
Mike Underwood Jones County Administrator		

13.1 Jones County Citizen & Stakeholder Meetings

Five meetings were held with Jones County representatives to gather input on transportation issues and to share study findings and recommendations. Table 13.1 includes meeting dates and locations.

Table 13.1 Jones County Meetings

Meeting Type	Date	Location
County Issues Discussion	07/18/07	Jones County Government Center
Study Advisory Group 1	10/10/07	Jones County Government Center
Public Information Workshop 1	10/23/07	Jones County Government Center
Study Advisory Group 2	04/07/08	Jones County Government Center
Public Information Workshop 2	05/08/08	Jones County Government Center

13.2 Jones County Citizen & Stakeholder Input

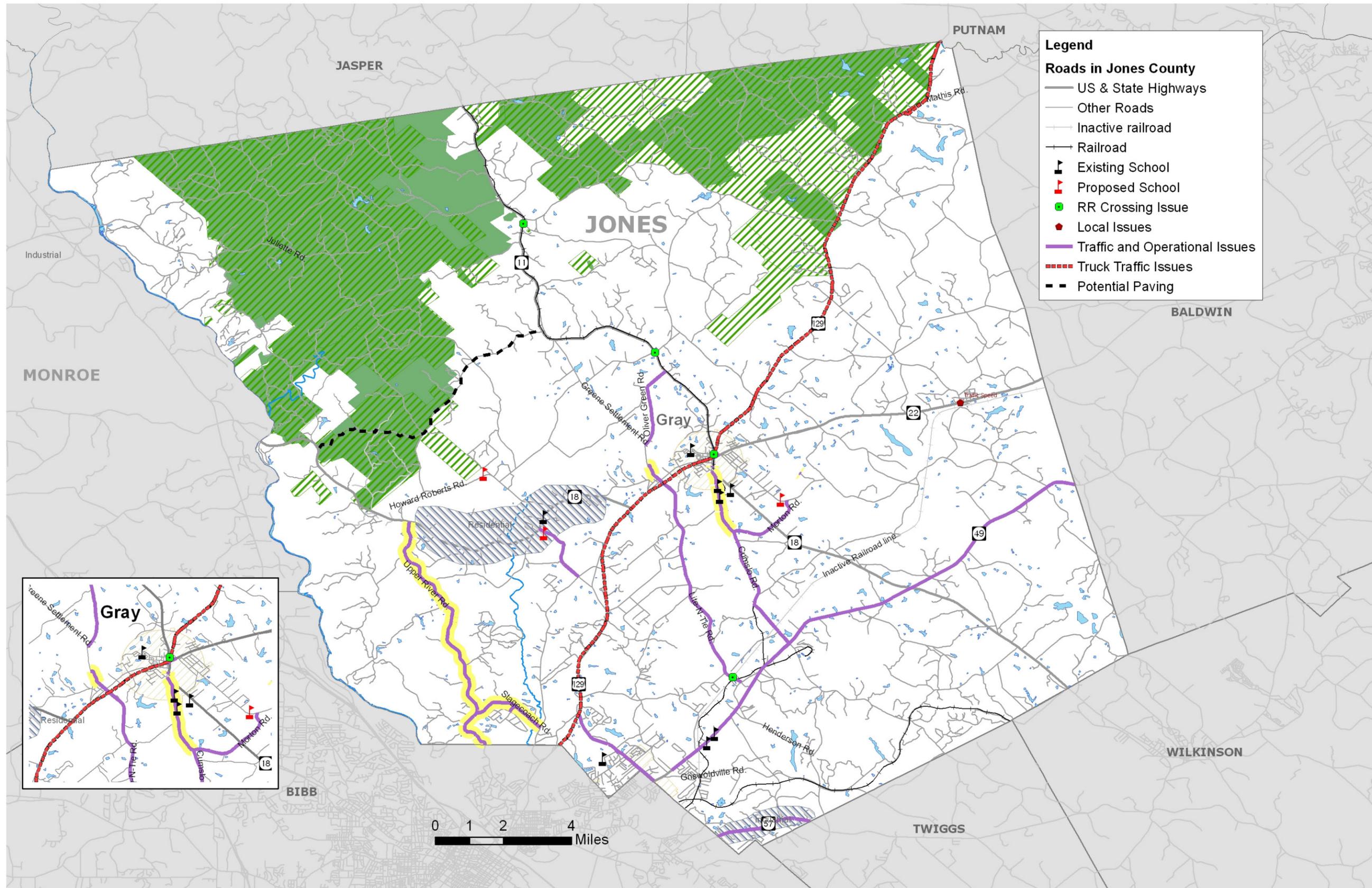
Table 13.2 summarizes the general themes expressed by citizens and stakeholders relative to transportation issues, opportunities, and needs.

Table 13.2 Citizen & Stakeholder Input

Transportation Issues and Opportunities
<ul style="list-style-type: none"> ● SR 129 - Milledgeville thru traffic from US 441 and Macon creates congestion; There is a widening to four-lanes included in Putnam County’s Long-Range Plan ● Traffic in downtown Gray - Four roads converge near railroad tracks; Traffic signals an issue ● Bypass needed to give trucks an alternative around City of Gray ● Recent Scenic Byway designation (SR 11 to North Roundoak/Juliette Road) ● SR 49 - Two rock quarries, two asphalt plants location; traffic travels at high speed on hilly-terrain; traffic emerging from two schools creates dangerous traffic conditions with limited sight distance; Children walk on SR 49 to the County recreational fields ● Connector roads need improvement (Cumslo Road, Lite-n-tie Road, Joy Cliff Road) ● East-west connectivity needed to the Bass Rd employment center ● SR 57 - Industrial park will encompass 1000 acres and access needs to be maintained ● Upper River Road - “S” –Curve near Bibb County is unsafe; High bicycle usage ● SR 18 residential growth expected with new, planned water line ● Huckabee Road – from Graham Road to SR 18 – needs improvement ● Stagecoach Road, Morton Road - Could be used by new schools as a more direct route if improvements are made ● Olive Green road – current dirt road could be paved ● Haddock Community - Reinvesting in community, seeks measures to slow traffic in the area ● Minimize impacts to Haddock community, preserve character; traffic signal requested ● Cross- County Connector to Bibb County – has community opposition, but a need exists ● SR 22 onto SR 18 from Milledgeville needs left turn lanes ● US 129 additional passing lanes needed for Saturday college football and Lake Sinclair traffic

<ul style="list-style-type: none"> • Use Upper River Road to connect to I-75 in Bibb County as an alternative to US 129; with new school on SR 18, this would be a more direct route for those commuting to jobs in Macon • Green Settlement Road has high traffic and needs improvement • SR 22 at the Harris Morton Road/Altman Road intersection has high speeds and needs improvement • From Wayside to Jarrell Plantation is currently dirt and is busy with traffic: could be paved to connect SR 11 and SR 18 • Fire Tower Road and Five Points Road – citizen wants the road to be paved
Bicycle and Pedestrian
<ul style="list-style-type: none"> • Potential for new bicycle facilities with proposed road projects • Widened shoulders on bike routes to minimize conflicts for bicyclists with rumble strips and traffic • Bypass connector from SR 22 to US 129/SR 22 has potential for bike lanes to be included in the design, which could eventually connect to SR 11 • Downtown Civic Center and courthouse connection to school on Cumslo Road • SR 18 east to Gray Station School to recreation park and 500 single-family residential lots nearby • SR 18 was awarded \$500,000 in HPP funds for sidewalks between Gray Station and Allen Green Parkway to the recreation complex • Upper River Road to Stagecoach bicycle route planned • SR 22 in Haddock community should focus on pedestrian road crossing safety • Transportation Enhancement project for sidewalks and lighting for the two “Unincorporated Haddock” signs
Public Transportation
<ul style="list-style-type: none"> • Jones County participates in 5311 program
Freight & Rail
<ul style="list-style-type: none"> • There are currently no railroad crossing signals at Otis Redding and Hungerford Roads • Lite-N-Tie Road just past rock quarry has sight distance issues • Train passes through City of Gray approximate 5 times per day, but does not stop • In Gray, two traffic signals are at SR 11 and SR 44 at the railroad crossing: SR 11 signal should be relocated to correct sight distance problem and a brighter signal should be installed

Figure 13.1 graphically displays the citizen and stakeholder comments.



Jones County Citizen & Stakeholder Input

Figure No: 13.1

14.0 Goals and Objectives

Goals and Objectives are the foundation of the long-range planning process. They guide the development of the LRTP by providing a basis for evaluating transportation plan improvements by reflecting the intentions that the Plan is meant to achieve. It is necessary to establish long-range goals and objectives to guide the transportation plan development process for Jones County. The goals represent the general themes and overall directions that Jones County, and its residents envision for the future of the County. The objectives provide additional specificity and focus for each associated goal. Combined, they provide the policy framework for development and implementation of the Transportation Plan.

14.1 Background

Goals and Objectives should be consistent with relevant federal, state, and local plans and legislation. With the passage of SAFETEA-LU, eight factors must now be considered when a Metropolitan Planning Organization (MPO) develops a LRTP. **It is understood that most of Jones County is not within an MPO service area; however, the guidelines for MPO's were followed to provide a strong framework for transportation decisions.** Specifically, the LRTP must be designed to:

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

14.2 Methodology

The goals and objectives were developed based on a review of relevant planning documents including the Jones County Comprehensive Plan and the GDOT Statewide Transportation Plan. Additionally, through input obtained at various public workshops, development of the goals and objectives was also tailored to reflect the vision of County residents and business owners.

Table 14.2, excerpted from the “SAFETEA-LU Users Guide,” shows how LRTP policies and Transportation Improvement Program (TIP) evaluation criteria are related. There can be different ways of evaluating projects for the same SAFETEA-LU planning factors, depending on whether systems or individual projects are being evaluated.

Table 14.2
Applying the SAFETEA-LU Planning Factors

Factor	Long Range Considerations	Project Selection Criteria	Sample Projects
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	<ul style="list-style-type: none"> • Intermodal facilities • Rail and port access • Public/private partnerships • Land use policies • Economic development • Energy consumption 	<ul style="list-style-type: none"> • Community integration • Long-term, meaningful employment opportunities • Accessibility • Modal connectivity • Infrastructure impacts 	<ul style="list-style-type: none"> • Demand management • System preservation • Planned community development • Transit-oriented design
2. Increase the safety of the transportation system for motorized and non-motorized users	<ul style="list-style-type: none"> • Community access • Social equity • System upgrades 	<ul style="list-style-type: none"> • Number of crashes • Number of rail grade crashes • Bicycle and pedestrian crashes 	<ul style="list-style-type: none"> • Sidewalks • Rail crossing upgrades • Traffic calming • Dedicated right-of-way for different modes
3. Increase the security of the transportation system for motorized and non-motorized users	<ul style="list-style-type: none"> • Accessibility • Reliability 	<ul style="list-style-type: none"> • Crashes • Potential for security hazard • Access to critical infrastructure • Access to power sources • Access to reservoirs • Access to population centers 	<ul style="list-style-type: none"> • System access and security • Bridge security
4. Increase the accessibility and mobility of people and for freight	<ul style="list-style-type: none"> • Multi-modal considerations • Transit accessibility and level of service 	<ul style="list-style-type: none"> • Prevention of bottlenecks • Segmentation prevented • Intermodal connectivity • Community-based economic development 	<ul style="list-style-type: none"> • System maintenance • Intermodal facilities • Planned Communities • Mixed use zoning • Transit-oriented development • Land use controls

Factor	Long Range Considerations	Project Selection Criteria	Sample Projects
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	<ul style="list-style-type: none"> • Air and water quality • Energy consumption • Livability of communities --social cohesion, physical connection, urban design, and potential for growth 	<ul style="list-style-type: none"> • Environmental impact • Emissions reductions • Waterway preservation • Preservation and conservation of resources 	<ul style="list-style-type: none"> • Demand management • Scenic and historic preservation • Planned community development • Transit services • Transit-oriented development
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	<ul style="list-style-type: none"> • Intermodal transfer facilities • Rail access roads • Container policies • Freight policies/needs 	<ul style="list-style-type: none"> • Intermodal connectivity • Accessibility for people and freight • Congestion relief 	<ul style="list-style-type: none"> • Intermodal facilities • Modal coordination with social services
7. Promote efficient system management and operation	<ul style="list-style-type: none"> • Life cycle costs • Development of intermodal congestion strategies • Deferral of capacity increases 	<ul style="list-style-type: none"> • Use of existing system • Congestion impacts • Community and natural impacts • Maintenance of existing facilities 	<ul style="list-style-type: none"> • Traffic, incident and congestion management programs
8. Emphasize the preservation of the existing transportation system	<ul style="list-style-type: none"> • Maintenance priorities • Demand reduction strategies • Reasonable growth assumptions • Alternative modes 	<ul style="list-style-type: none"> • Maintenance vs. new capacity • Reallocates use among modes • Reflects planning strategies 	<ul style="list-style-type: none"> • Management System development • Maintenance of roads, bridges, highways, rail • Traffic calming • Take-a-lane HOV • Enhancement of alternative modes

Source: SAFETEA-LU Users Guide

14.3 Consistency with Other Planning Documents

In addition to SAFETEA-LU, goals and objectives should also be consistent with other state and local plans, such as local comprehensive plans and regional policy plans. In this way, the goals and objectives of the LRTP support the planning efforts of local governments and agencies. In particular, emphasis was placed on the Comprehensive Plan for Jones County. Key transportation related goals, objectives and strategies from Jones County's most recently adopted Comprehensive Plan include:

- Traffic congestion along Gray Highway corridor.
- Extensive amount of traffic (including trucks) through the City of Gray's downtown area.

- Establish attractive entranceways along major thoroughfares in Jones County/City of Gray.
- Commuter strategies including car and vanpooling that will help reduce traffic between Jones County and the employment centers in Baldwin, Bibb and Houston Counties.
- Provision of satisfactory alternative forms of transportation including transit and bicycle/pedestrian facilities in Gray-Jones County

14.4 Goals and Objectives

Based on the citizens, stakeholders, and county officials for the transportation network, a series of goals and objectives for this transportation plan have been established. Jones County following goals and objectives are listed as follows:

Goal 1: Keep and improve the land use and transportation connection

Objective 1.1: The Long Range Transportation Plan shall be reviewed annually in conjunction with the annual project priority listing to evaluate the impact of any changes in the future land use element of the local government Comprehensive Plans, approved during the previous year, on the overall transportation system.

Objective 1.2 Identify roadway linkages between major travel destinations such as downtown areas and residential areas that are operating, or will operate, below acceptable minimum levels of service and develop transportation and land use strategies to overcome these conditions.

Objective 1.3 Coordinate transportation and land use decision-making to encourage viability of alternative modes.

Objective 1.4 As development is permitted, review the impact to the transportation system to ensure mobility is protected as parcel level development occurs.

Goal 2: Enhance countywide mobility through improved roadway connectivity

Objective 2.1 Identify potential projects that provide key linkages between existing roadway facilities and/or improve linkages by upgrading existing facilities on a grid-like system.

Objective 2.2 Existing and future roadway deficiencies, based on level of service standards, shall be addressed through solutions that connect, as well as enhance, existing roadways.

Goal 3: Protect our Downtown areas by removing trucks and other through traffic

Objective 3.1 Consider transportation investments and land use management strategies that remove or discourage heavy trucks from cutting through downtown areas.

Objective 3.2 Provide alternate routes for trucks and through traffic..

Goal 4: Ensure that our transportation system is safe for all users and Citizens

Objective 4.1 Reduce transportation related accidents, injuries, and deaths through regular analysis of high crash locations and identification of safety related funding streams.

Objective 4.2 Identify projects that address high crash locations and other safety related issues.

Goal 5: Improve the range of mobility options for our Citizens

Objective 5.1 Ensure that funding is established for bicycle and pedestrian improvements identified in the Long Range Transportation Plan.

Objective 5.2 Develop and review annually the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP) to provide for public transit and Paratransit.

Objective 5.3 Coordinate transportation and land use decision making to ensure viability of alternative modes.

Objective 5.4 Update the Long Range Transportation Plan a minimum of every five years to evaluate and provide for future needed transportation system links within the County.

Goal 6: Protect our natural resources – parks, lakes, and historic sites

Objective 6.1 Improve the environmental quality of transportation decision-making by incorporating context sensitive solutions principles in all aspects of planning and the project development process.

Objective 6.2 Consider the overall social, land use compatibility, economic, energy, and environmental effects when making transportation decisions.

Objective 6.3 Identify potential environmental impacts early on in the transportation decision-making process to protect significant natural and cultural resources.

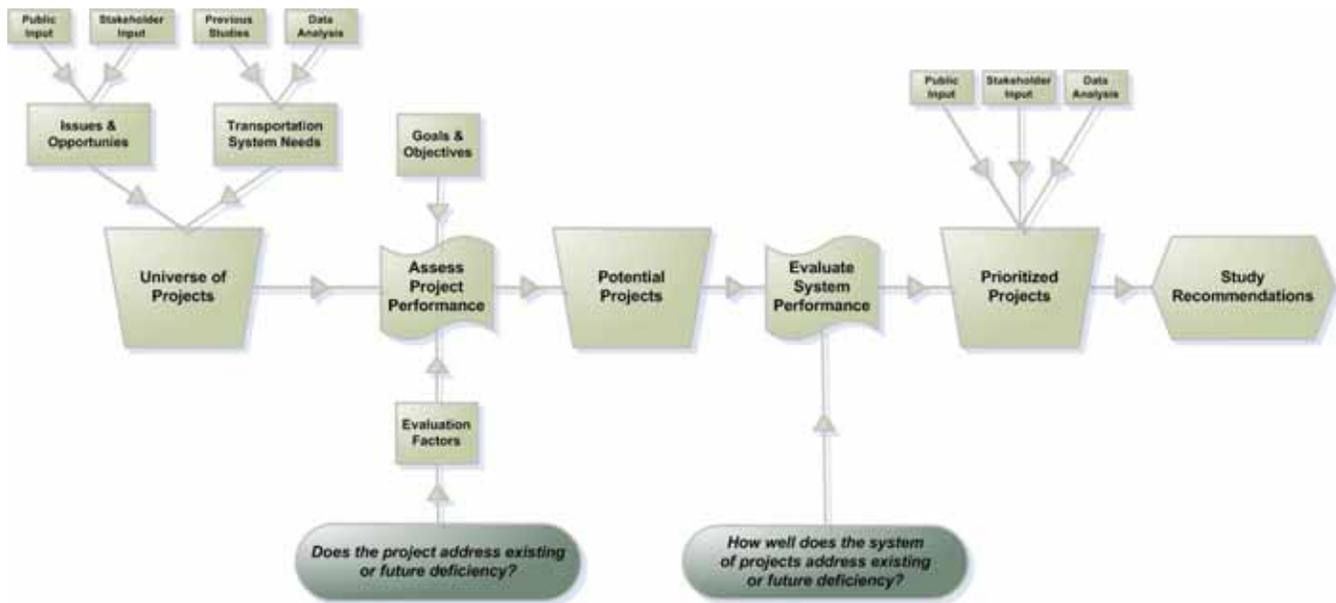
15.0 Improvement Development Process

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:

- Roadways and Bridges;
- Bicycle and Pedestrian;
- Public Transportation;
- Freight and Aviation

Recommended improvements were based on citizen and stakeholder input as well as technical analysis. Improvements were also shared with local officials and GDOT District 3 for comment before being incorporated into the plan. The following sections document the potential improvements in detail, ultimately producing preferred improvements for Jones County's transportation system which are documented in Section 16. Figure 15.0 below illustrates the improvement development process.

Figure 15.0 Improvement Development Process



15.1 Deficient Roadways

Using the travel demand model, developed as part of this study, future travel volumes were forecasted and operating conditions analyzed. This analysis revealed that the E+C roadway network generally serves Jones County well through the year 2015. From the 2035 operational analysis it was revealed that several roadways begin to perform below the acceptable level of service.

Based on the results of the operational analysis, the following roadway segments are recommended for widening:

- Henderson Road from SR 57 to Griswoldville Road
- Griswoldville Road from Henderson Road to SR 49
- SR 49 from SR 18 to Bowen Hill Road
- Joycliff Road from SR 49 to US 129
- US 129 from Joycliff Road to Jackson Street
- US 129 from SR 11 to Pinewood Drive

Additionally, review of the existing roadway typical sections, conducted in Section 6.7, revealed several of the facilities in the County do not meet the ideal typical section of 12-foot lanes with 2-foot paved shoulders. Key corridors were selected for operational improvements based on traffic volumes and input from the SAG (See Table 13.0, p.78). These corridors include:

- Lite-n-Tie Road from SR 49 to Overland Way
- Cumslo Road from SR 18 to US 129
- Huckabee Road from Graham Road to SR 18
- Morton Road from SR 18 to Turner Woods Road
- Greene Settlement Road from US 129 to RL Wheeler Road
- Olive Green Road from Greene Settlement Road to SR 11
- Howard Roberts Road/Dye Road/RL Wheeler Road from SR 11 to SR 18
- SR 57 from Bibb County Line to Twiggs County Line
- Stagecoach Road from Upper River Road to Graham Road

15.2 Bicycle and Pedestrian Improvements

As part of the LRTP process, existing pedestrian and bicycle origins and destinations and flows are discussed with locals during the identification of potential bicycle and pedestrian improvement areas and are further evaluated through field visits. The evaluation of existing bicycle and pedestrian systems in the study area revealed the presence of a fragmented sidewalk network in and nearby downtown Gray. Where the sidewalk system is developed, there remain gaps in connectivity between downtown and residential areas, schools, and parks. Some gaps were also identified in commercial areas where people may desire to walk between businesses or from their homes to businesses. The network adjacent to

each of the elementary, middle, and high schools and established commercial areas was examined carefully to identify locations where sidewalk placement would be beneficial.

Bicycle facilities are not prevalent in Jones County. Jones County is in need of a connected and continuous bicycle route system. Several local plans identify potential facilities. All local plans were considered in making recommendations for additional bicycle facilities. Suggested improvements are included in Table 15.6 later in this section.

15.3 Public Transportation Improvements

15.3.1 Transit

Jones County participates in the Section 5311 Rural Transportation Program, utilizing the Middle Georgia Community Action Agency (MGCAA) as its third party provider to transport the county's residents to a variety of shopping, medical, educational, employment, and social destinations. Service statistics for the fiscal year ending June 2007 indicate that the 5311 system is used nearly equally by elderly (44%) and non-elderly (56%) residents, and that the majority of passengers are African American (67%). MGCAA is also the contracted provider of transportation services for the Georgia Department of Human Resources Division of Aging Services (starting in July 2007), Division of Family and Children Services (DFCS) and the Division of Mental Health, Developmental Disabilities, and Addictive Diseases (MHDDAD). Service statistics for the same fiscal year show that the majority of DHR trips are for MHDDAD clients (79%).

The Jones County 5311 Rural Transportation Program provides a significant number of public trips compared to other county programs of similar size. Over 82% of the 20,000 annual trips (utilizing three vans) are requested by non-DHR eligible residents with the remaining 18% of trips made for DHR clients. (DHR also operates an additional van in the county solely for DHR clients.) According to the GDOT District Three Office, the program's success is largely attributed to excellent marketing efforts on behalf of the county and clean, efficient services provided by MCGAA.

The GDOT District Three Office reports that Jones County ridership is currently exceeding a GDOT service threshold of 500 trips per vehicle per month. Programs exceeding this threshold typically consider expansion if/when residents have to be denied rides due to capacity or scheduling constraints. At present, Jones County has not had to deny any resident a ride for these reasons. The county, however, is expected to experience a 38% increase in population between 2000 and 2025 (Jones County Comprehensive Plan 2005 – 2025) which will place additional capacity demands on the 5311 system.

The DHR Region Six Office has expressed a desire for lower trip costs in Jones County. One-way trips currently cost between \$2.00 and \$4.00, depending on the number of stops, a cost which may be deemed unaffordable by many. The sentiment is that either increased funding and lower trip costs or a public transit system like the Macon-Bibb Transit System would be beneficial to Jones County residents. The Study Advisory Group (see Section 13.0, p. 76) also commented on this issue, stating that providing public transportation in the

form of bus service, while deemed a low priority currently, did constitute a medium to high priority in the future.

Federal funding for the DHR Division of Aging was significantly cut statewide in 2007. This will greatly reduce transportation services for Jones County's elderly residents who are DAS clients, beginning July 2008. These cuts are problematic for Jones County as the county is expected to experience a 111% increase in its elderly population between 2000 and 2025. (Jones County Comprehensive Plan 2005 – 2025)

A new Federal Transit Administration (FTA) program, the Section 5317 New Freedom Program, will be available to Georgia counties in 2008. This grant-based program is designed to provide transportation services for the elderly and the disabled that address specific service gaps identified in each DHR Region's Human Service Transportation Coordination Plan. The DHR Region Six Plan, completed in May 2007, identified the need for 2,500 additional trips for DFCS clients as well as another 1,500 trips for DFCS clients to employment locations in Jones County. The Region Six Office is currently investigating the availability of matching resources (funds and partners) needed to apply for Section 5317 funding.

Another new FTA program, the Section 5316 Job Access Reverse Commute Program (JARC), also goes online in Georgia in 2008. This grant-based program provides funding for transportation services to and from employment centers. Both the Georgia DOT District Three Office and the DHR Region Six Transportation Office express the sentiment that while Jones County does provide a high number of public trips, there is unmet need for transportation to employment, particularly for low-income residents. The Section 5316 Program could potentially address this need with fixed-route transportation to and from employment centers in Macon and as well as providing the DFCS employment transportation needs identified above. Despite the many benefits that the program could offer Jones County residents, it does require a significant local match commitment for funding to be granted. The Region Six Office is currently investigating the availability of matching resources (funds and partners) needed to apply for Section 5317 funding.

Recommendations

- Work with the GDOT District Office to determine the feasibility and associated costs of expanding the 5311 Rural Transportation Program to serve the county's growing elderly population. Determine if additional funding is possible and if trip costs can be lowered to make the program more affordable for Jones County residents.
- Work with the DHR Region Six Office to analyze the benefits, costs, and possible future application/implementation of the Section 5317 New Freedom Program to address additional transportation services for the elderly and the disabled.
- Work with the DHR Region Six Office to analyze the benefits, costs, and possible future application/implementation of the Section 5316 JARC Program in Jones County to address employment transportation needs.

15.3.2 Commuter Options

Jones County has a high percentage of residents who work outside of the county (77%). A majority of these workers (57%) commute 15 to 20 miles each way to the Bibb-County-Macon area. Because of the close proximity of the Bibb-Macon employment center to Jones County, the overwhelming majority of workers (88%) commute alone by car and there is little evidence of either informal or organized carpooling or vanpooling effort. Jones County does not have a GDOT Rideshare lot to provide free parking for those wishing to have a place to meet to carpool or vanpool to work. Several public and private attempts to operate bus service between Jones County and Macon have failed in recent years due to low ridership.

The Georgia Department of Corrections (DOC) move to neighboring Monroe County in 2009 may impact future commuting patterns in Jones County as employees transferring from Atlanta may decide to move into Jones County or as Jones County residents seek jobs at the new DOC facilities in Forsyth. This would create a 27+ mile one-way commute between the two counties which may spawn future carpooling interests among county workers.

Recommendations

- Jones County government leaders should monitor any signs of organized carpooling and vanpooling and parking in retail and grocery center parking lots, etc. The county should work with the GDOT District Three Office to identify potential locations for a Rideshare lot, if warranted.
- Jones County government leaders should monitor the impact of the DOC move to Monroe County in terms of new Jones County residents who will work in Forsyth and existing residents seeking jobs in Forsyth. The county should work with the GDOT District Three Office to identify potential locations for a Rideshare lot in Gray, if warranted.

15.3.3 Commuter and Intercity Rail

The Georgia Rail Passenger Program (GRPP) proposes long-range commuter and intercity rail transportation options in close proximity to Jones County. The commuter rail service will offer daily home-to-work trips between Atlanta and Macon. Phase one will implement a route between Atlanta and Lovejoy; phase two will extend the line to Hampton and Griffin, and the final phase will complete the 103 mile segment with stops in Barnesville, Forsyth, Bolingbroke, and Macon. Intercity rail service will offer two to three trains per day between Atlanta, Griffin, and Macon with trains traveling at higher rates of speed and with fewer stops to minimize travel time.

Recommendations

- Expand local transit services to provide/enable/encourage use of the passenger rail service by county citizens in the future. Utilize available transit funding sources to

provide methods to facilitate transportation (via vans, buses, vanpools, carpools, etc.) between households to the stop in Forsyth and to park and ride facilities.

15.4 Freight & Rail Improvements

Norfolk-Southern railroad operates approximately 10-15 trains per day along two tracks which traverse 36 miles through Jones County. This may go up to 20 trains per day as a new warehouse distribution facility will likely begin operations in an industrial site with access to the southern rail line. The County also has 17 miles of inactive CSX rail line which extends from southern central Jones County to Milledgeville. Along the Norfolk Southern lines are 49 railroad crossings, 48 “at grade” and one underpass (railroad crosses under the road). The majority of crossings are private (25) with the remaining 24 crossing public roads.

Highway-rail crossings which are “at grade” pose risks because the train always has the right of way. These crossings require traffic control devices (passive and active) to permit reasonably safe and efficient operation of both the rail and traffic. Passive devices are signs and pavement markings that are not activated by trains. Types of passive devices include:

- Highway-Rail Grade Crossing Crossbuck Signs - the white crisscrossed sign with RAILROAD CROSSING in black lettering. These are required in each highway approach to every highway-rail grade crossing, either alone or in combination with other traffic control devices. 
- Stop and Yield Signs - formerly recommend with crossbucks only where two or more trains operate daily, but now recommended along with crossbucks for all crossings. A YIELD sign should be the default choice, with a STOP sign required when an engineering study deems conditions necessary for a vehicle to make full stop. Factors to be considered include:
 - The line of sight from an approaching highway vehicle to an approaching train;
 - Characteristics of the highway, such as the functional classification, geometric conditions, and traffic volumes and speed;
 - Characteristics of the railroad including frequency, type and speed of trains, and number of tracks;
 - Crossing crash history, and
 - Need for active control devices.

- Railroad Advance Warning Signs - intended for approach roadways that parallel the railroad to warn turning drivers that they will encounter a highway/rail crossing soon after making the turn. 

Active traffic control devices are controlled by the train operator and give warning of the approach or presence of a train. Types of active traffic control devices include:

- Flashing-Light Signals - two red lights in a horizontal line flashing alternately at approaching highway traffic.

- Cantilever Flashing Light Signals - additional one or two sets of lights mounted over the roadway on a cantilever arm and directed at approaching highway traffic. Supplemental to the standard flashing light, used frequently on multi-lane approaches, high speed, two lane highways, roads with a high percentage of trucks or where obstacles obstruct visibility of standard flashing lights.

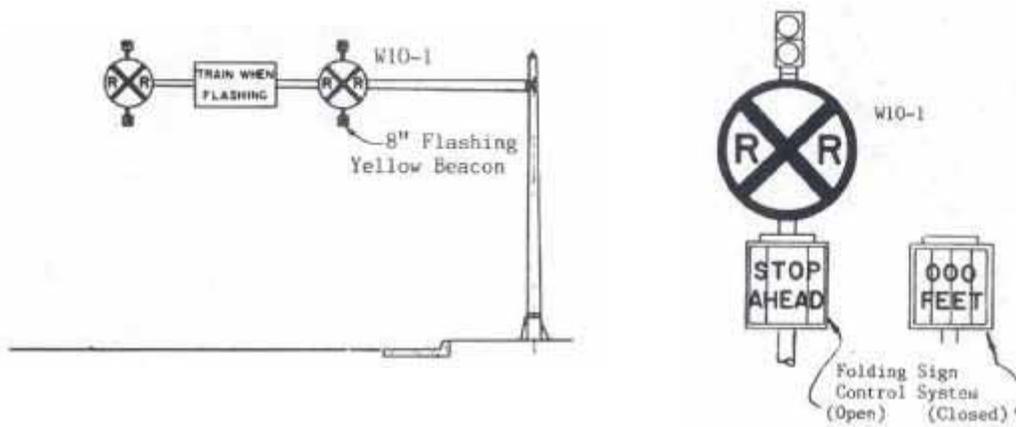
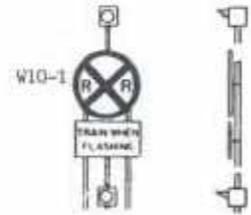


- Automatic Gates - consisting of a drive unit and gate arm. Supplemental to flashing and cantilever lights.

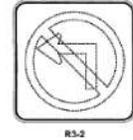


- Additional Flashing Light Signals - used for additional approaches to active highway rail grade crossings. These lights can be mounted on existing flashing light masts, extension arms, additional traffic signal masts, cantilever supports, and in medians or other locations on the left side of the road.

- Active Advance Warning Signs with Flashers - a train activated advance warning sign, considered at locations where sight distance is restricted on the approach to a crossing and the flashing light signals can not be seen until an approaching driver has passed the decision point. Two amber lights can be placed on the sign to warn drivers in advance of a crossing where the control devices are activated. The continuously flashing amber caution lights can influence driver speed and provide warning for stopped vehicles ahead.



- Active Turn Restriction Signs - display 'No Right Turn' or 'No Left Turn' on a parallel street within 50 feet of the tracks, at a signalized highway intersection.
- Barrier devices - median separation devices to prohibit crossing gate violations.



The GDOT, Office of Traffic Safety and Design, maintains an inventory of the State's railroad crossings and a priority list for those requiring improvements. Local governments are encouraged to report crossings within their jurisdictions which appear to be unsafe, deficient in their currently traffic control devices, candidates for closure, or in need of an upgrade. GDOT will schedule a field review to conduct a Highway Rail Engineering Analysis of the crossing in question, evaluating a number of criteria, including:

- The maximum number of passenger trains per day;
- Maximum number of freight trains per day;
- Distance to alternate crossings;
- Accident history of the crossing for the immediately preceding five year period;
- Type of warning device present at the crossing;
- The horizontal and vertical alignment of the roadway;
- The average daily traffic volume in proportion to the population of the jurisdiction;
- The posted speed limit over the crossing;
- The effect of closing/altering the crossing for persons utilizing it (hospitals and medical facilities; federal state and local government services such as court, postal, library, sanitation, and park facilities; commercial, industrial and other areas of public commerce);
- Any use of the crossing by trucks carrying hazardous material, vehicles carrying passengers for hire, school buses, emergency vehicles, public or private utility vehicles;
- Other relevant factors such as clearing sight distance, traversing the crossing, high profile or "hump" crossings, land locked property, at-grade crossing signalized with bells, lights, and proximity to other crossings.

Upon review, if traffic control devices are found to be deficient, GDOT will assign a priority and program an improvement project to correct the deficiency.

Specific Rail Recommendations

Given the procedures outlined above and input provided by the project Study Advisory Group (see Section 13.0, p. 76), the public, and from analysis of the existing rail crossing and accident data, several Jones County crossings have been identified for further examination by the GDOT Railroad Crossing Program Manager. Each of these is discussed below.

Gray

- 1) SR 49 (Crossing #733415H) – Despite crossing symbols and flashing warning devices, several crashes and one injury have recently occurred at this heavily traveled crossing.

Recommendation

Review crossing with GDOT to determine if additional crossing features such as gates and stop bars should be added to improve safety.



SR 49 rail crossing has experienced several crashes with injuries in the past several years.

- 2) Tomas E. Watson Highway/SR 22 (Crossing #733402G) – This major crossing in Gray experiences the highest traffic volume in the county (an average of 21,000 vehicles per day). Despite active traffic control devices (gates and flashing lights), four crashes have occurred since 2000. Several traffic signals are located very close together due to several roads converging at this intersection and are difficult for motorists to see on their approach to the intersection.

Recommendation

Per the GDOT District Three Office, upgrade traffic signals on all approaches to this intersection with new LED technology lights and auxiliary lights which will provide greater distance visibility, particularly during daylight hours. Synchronize upgraded signals to the tracks to ensure that vehicles have time to cross all intersections so as not to become “stuck” between traffic lights. No upgrades are recommended for the rail crossing itself or its traffic control devices at this time.



SR 22 crossing in Gray has a number of traffic signals which create visibility limitations.

- 3) Skinner Road (Crossing #733413U) – Crossbucks at this rail crossing are damaged.

Recommendation

Report damaged crossbucks to GDOT for maintenance.



Skinner Road rail crossing has damaged crossbucks.

- 4) Otis Redding Road (Crossing #733284G) – This crossing is characterized by minimal passive control devices (crossbucks) and has been identified by the Study Advisory

Group (see Section 13.0, p. 76) as having safety issues. Otis Redding Road also intersects SR 11 and Old SR 11 which run parallel to the railroad line on both sides.

Recommendation

Review crossing safety with GDOT to determine if advance warning signage should be installed at all approaches (SR 11, Old SR 11, and Otis Redding Road).



Crossing at Otis Redding Road may warrant additional traffic control devices to improve safety.

- 5) Hungerford Road (Crossing #733292Y) – The Study Advisory Group (see Section 13.0, p.76) has expressed concerns over safety at this crossing. This crossing has crossbucks and a stop sign, but the stop sign on the west side of the crossing is improperly placed. Old SR 11 runs parallel to the rail line at this crossing, yet lacks advance warning signage.

Recommendation

Report crossing to GDOT for proper stop sign placement. Install advance warning signage to Old SR 11 on the east side of the railroad line.



The stop sign at this crossing is improperly placed.



Old SR 11 lacks advance railroad warning signage at the Hungerford Road crossing.

Review of the crossings noted above may result in railroad crossing improvement projects to be programmed for future completion.

Other Rail Recommendations

- Report crossings described above to the GDOT Railroad Crossing Program Manager:

Key Phillips
Railroad Crossing Program Manager
Georgia Department of Transportation
Office of Traffic Safety and Design
Phone – 404-635-8120
Fax – 404-635-8116

The Crossing Program Manager will schedule a field review to conduct a Highway Rail Engineering Analysis of each crossing in question.

- Consider useful alternatives for the 17 miles of inactive CSX rail track which extends from southern central Jones County to Milledgeville. This rail could potentially be used in the future for freight, for commuter rail, or as a greenway.
- Jones County has a high number of private rail crossings (25) compared to public crossings (24). Future land development around the private crossings will necessitate that they become public crossings equipped with safety and mobility features.
- Limit construction of any new “at grade” highway-rail crossings. The County has a high number of these crossings which pose risk for both vehicular and pedestrian accidents.
- GDOT offers local government incentive payments for at-grade rail-highway crossing closures, a provision of U.S. Code 23, section 130 (SAFETEA-LU section 1401(d)). The amount of the incentive grant may be up to \$7,500 to local governments for the permanent closure of public-at-grade crossings if matched by the railroad involved, for a total incentive of \$15,000. The local government receiving the incentive payment must use the portion received from the State for transportation safety improvements. Types of safety improvements include:
 - Grading, paving and drainage improvements associated with crossing removal;
 - Guardrail, barricades and barrier wall;
 - Traffic signals;
 - Highway signs;
 - Turn lanes;
 - Pavement markings;
 - Sidewalks;
 - Emergency vehicles primarily responding to highway incidents;
 - Emergency equipment (i.e. “Jaws of Life”);
 - Sirens and flashing lights for emergency response vehicles;
 - Radar guns;
 - Sponsorship of a community driver’s education class.

Contact the Railroad Crossing Program Manager, above, for additional information.

- Report train standing problems to the Federal Railroad Administration at:

61 Forsyth Street, SW – Suite 16T20
Atlanta, Georgia 30303-3104
Phone – 404-562-3800
Hot Line – 1-800-724-5993
www.fra.dot.gov

- GDOT offers local government incentive payments for at-grade rail-highway crossing closures, a provision of U.S. Code 23, section 130 (SAFETEA-LU section 1401(d)). The amount of the incentive grant may be up to \$7,500 to local governments for the permanent closure of public-at-grade crossings if matched by the railroad involved, for a total incentive of \$15,000. The local government receiving the incentive payment must use the portion received from the State for transportation safety improvements. Types of safety improvements include:
 - Grading, paving and drainage improvements associated with crossing removal;
 - Guardrail, barricades and barrier wall;
 - Traffic signals;
 - Highway signs;
 - Turn lanes;
 - Pavement markings;
 - Sidewalks;
 - Emergency vehicles primarily responding to highway incidents;
 - Emergency equipment (i.e. "Jaws of Life");
 - Sirens and flashing lights for emergency response vehicles;
 - Radar guns;
 - Sponsorship of a community driver's education class.

Contact the Railroad Crossing Program Manager, above, for additional information.

- Utilize available programs to address crossings with safety concerns and crossing violations.

The Georgia Operation Lifesaver Program is a national, non-profit education and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossing and on railroad rights of way. The organization promotes safety through:

- Education for drivers and pedestrians to make safe decisions at crossings and around railroad tracks;
- Active enforcement of traffic laws relating to crossing signs and signals; and
- Continued engineering research and innovation to improve the safety of railroad crossings.

Free programs are presented to schools, businesses, civic organizations, school bus drivers, professional drivers, law enforcement and emergency responders.

15.5 Aviation Improvements

Jones County does not have a local airport. Nearby small aircraft airports include the Herbert Smart Downtown Airport in Macon and Baldwin County Airport northeast of Milledgeville. Commercial airport needs are met by the Middle Georgia Regional Airport, located in Macon, and Hartsfield-Jackson Atlanta International Airport, located south of Atlanta.

Recommendations

There are no aviation recommendations at this time – no needs were identified through technical analysis or stakeholder input.

15.6 Citizen and Stakeholder Input

Throughout the course of the study public comment and stakeholder input contributed significantly to the development of projects for improving travel conditions through Jones County. Projects identified by the public and stakeholders are documented in Table 15.6.

All comments received from the public are important and care was taken to evaluate each recommendation for inclusion in the plan. If the recommendation addressed issues beyond the scope of the plan, these were forwarded to the appropriate agency to address. Similarly, some recommendations could not be supported with technical planning or engineering justifications – these instances are noted and these recommendations were flagged for reevaluation as the Plan is periodically updated in the future.

Table 15.6
Jones County Suggested Improvements

#	Suggested Improvements	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
1	US 129 has through traffic from Milledgeville US 441 and needs additional passing lanes for Saturday college football and Lake Sinclair traffic	Jones County Advisory Committee and Public Comment	Yes	Yes – streams and wetlands.	GDOT's Work Program includes a widening of US 129 from SR 22 into Putnam County.	Yes
2	Traffic in downtown Gray - Four roads converge near railroad tracks; Traffic signals an issue	Jones County Public Comment	Yes	Yes - historic	Traffic signal synchronization recommendations have been forwarded to District 3. Intersection improvements are recommended.	Yes
3	Bypass needed to give trucks an alternative around City of Gray	Jones County Advisory Committee	Yes	Yes – streams and wetlands.	GDOT's Work Program includes a north Gray Bypass.	Yes
4	SR 49 - Traffic travels at high speed on hilly-terrain; traffic emerging from two schools creates dangerous traffic conditions with limited sight distance; Children walk on SR 49 to the County recreational fields	Jones County Advisory Committee	Yes	Yes – streams and wetlands	The model supports adding capacity to SR 49 and operational improvements are recommended to the road to improve sight distance.	Yes
5	Upper River Road - "S" –Curve near Bibb County line is unsafe; High bicycle usage	Jones County Advisory Committee	Yes	Yes – needs further analysis	Operational improvements are recommended due to safety concerns and high bicycle usage.	Yes
6	Minimize impacts to Haddock community, preserve character; traffic signal requested	Jones County Advisory Committee	Yes	No	Intersection safety improvements and sidewalk improvements have been recommended.	Yes
7	Lite-N-Tie Road just past rock quarry has sight distance issues	Jones County Advisory Committee	Yes	Yes – streams and wetlands.	Lite-n-Tie Road is recommended for capacity and operational improvements.	Yes

#	Suggested Improvements	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
8	Connector roads need improvement (Cumslo Road, Lite-n-tie Road, Joy Cliff Road)	Jones County Advisory Committee	Yes	Yes – streams and wetlands. Environmental Justice communities around Joycliff Road area.	The model supports adding capacity to Lite-N-Tie Road and Joycliff Road. Operational improvements are recommended on Cumslo Road.	Yes
9	Huckabee Road – from Graham Road to SR 18 – needs improvement	Jones County Advisory Committee	Yes	Yes – streams and wetlands	Huckabee Road operational improvements are recommended.	Yes
10	Stagecoach Road, Morton Road - Could be used by new schools as a more direct route if improvements are made	Jones County Advisory Committee	Yes	Yes – streams and wetlands	Morton Road and Stagecoach Road are recommended for operational improvement.	Yes
11	Olive Green Road – current dirt road could be paved	Jones County Public Comment	Yes	Yes – streams and wetlands	Olive Green Road is recommended to be paved.	Yes
12	There is a need for east-west connectivity to Bibb County	Jones County Advisory Committee	Yes	Yes – stream and wetlands	The model supports capacity improvements to Joycliff Road and Griswoldville Road.	Yes
13	Use Upper River Road to connect to I-75 in Bibb County as an alternative to US 129; with new school on SR 18, this would be a more direct route for those commuting to jobs in Macon	Jones County Public Comment	Yes	Yes – needs further analysis	Upper River Road is recommended to have operational improvements to address unsafe curves and sight distance issues.	Yes
14	Green Settlement Road has high traffic and needs improvement	Jones County Public Comment	Yes	Yes – stream and wetlands	Green Settlement Road is recommended to be paved.	Yes
15	From Wayside to Jarrell Plantation is currently dirt, is busy with traffic, and could be paved to connect SR 11 and SR 18	Jones County Advisory Committee	Yes	No	Five Points Road is recommended to be paved.	Yes
16	On US 129 north to Eatonton – are there any plans to put in passing lanes? Tom Queen said there is a 4 lane project being developed from SR 44 from the new bypass to Eatonton.	Jones County Advisory Committee	Yes	Yes	GDOT's Work Program includes a widening of US 129 from SR 22 into Putnam County.	Yes

#	Suggested Improvements	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
17	SR 22 onto SR 18 from Milledgeville needs left turn lanes	Jones County Public Comment	Yes	No	Intersection added to recommended projects.	Yes
18	SR 22 at the Harris Morton Road/Altman Road intersection has high speeds and needs improvement	Jones County Public Comment	Yes	No	Intersection improvement at SR 22 at the Harris Morton Road/Altman Road has been added to the recommended projects list.	Yes
19	Bypass connector from SR 22 to US 129/SR 22 has potential to include bike lanes in the design, which could eventually connect to SR 11	Jones County Advisory Committee	Yes	Yes – streams and wetlands	It is recommended that the N. Gray Bypass include bike lanes in the design.	Yes
20	Downtown Civic Center and courthouse to school on Cumslo Road - add bike/ped facility	Jones County Advisory Committee	Yes	No	Sidewalks are recommended at this location.	Yes
21	SR 18 east to Gray Station School to recreation park and 500 single-family residential lots nearby - add bike/ped facility	Jones County Advisory Committee	Yes	Yes – needs further analysis	Multi-use path is recommended in this vicinity.	yes
22	SR 18 was awarded \$500,000 in HPP funds for sidewalks between Gray Station and Allen Green Parkway to the recreation complex	Jones County Advisory Committee	Yes	No	Sidewalks are recommended at this location.	Yes
23	Upper River Road to Stagecoach bicycle route planned	Jones County Advisory Committee	Yes	Yes – needs further analysis	A shoulder widening and improved signage are recommended at this location.	Yes
24	SR 22 in Haddock community should focus on pedestrian road crossing safety	Jones County Advisory Committee	Yes	No	Sidewalk and intersection safety improvements are included at this location	Yes
25	No railroad crossing signals at Otis Redding and Hungerford Roads	Jones County Advisory Committee	Yes	No	Rail crossing improvements are recommended at this location.	Yes
26	In Gray, two traffic signals are at SR 11 and SR 44 at the railroad crossing: SR 11 signal should be relocated to correct sight distance problem and a brighter signal should be installed	Jones County Advisory Committee	Yes	No	Referred to District 3 for correction.	No

#	Suggested Improvements	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
27	Pave Five Points Rd between SR 18 and SR 11.	Jones County Advisory Committee	No	No	The paving of Howard Roberts Road addresses the need for connectivity in this area. It is a higher volume corridor.	No

16.0 Improvement Recommendations

Jones County's transportation improvement recommendations are substantiated by the future operating deficiencies identified in Section 15. Deficiencies have been evaluated in the areas of:

- Public Transportation;
- Freight Transport;
- Airport Facilities;
- Bicycle and Pedestrian Facilities;
- Bridges;
- Safety;
- Roadway Characteristics; and,
- Roadway Operating Conditions.

Transportation improvements to address deficiencies in several of these categories were identified in Section 15.2 through 15.5. This section will identify the recommended improvements and the estimated costs associated with these improvements.

16.1 Estimated Costs

A necessary element of the LRTP is estimating the costs associated with the numerous recommended improvements. An estimated cost needs to be associated with each project to aid the County in planning for, and funding of, recommended improvements. GDOT is currently updating their cost information; however in 2006 the Atlanta Regional Commission (ARC) developed a costing tool. This costing tool presents cost estimates for both urban and rural conditions and was the tool used to develop capacity and operational project costs for this study. The rural cost estimates were used for the proposed projects in Jones County. In the case of intersection improvement recommendations, a micro-level analysis and review by a professional engineer is required to make specific recommendations for intersection improvements. For purposes of construction cost estimation for these improvements, a placeholder of \$250,000 is used. This estimate represents a reasonable average for intersection improvements but costs could be higher or lower depending on the specifics of the improvement identified (for example, addition of a left-hand turn lane vs. geometric modifications). Construction cost estimates for intersections should be revisited once those improvements are identified.

The estimated costs were generated for planning purposes and may vary from actual costs. **The costs of right of way and utilities were omitted from the cost estimates for projects due to the high variation and market changes associated with these costs.** Therefore, the estimated costs can be expected to be considerably less than actual costs. Additional variations in cost could be the result of several factors, such as, design or environmental impacts.

A review of recent GDOT bridge costs revealed that bridges are generally being constructed for approximately \$160 per square foot. In addition, to account for bridges

being built wider and longer, it was assumed that bridges would be constructed as forty-four feet in width for two-lane roadways and 68 feet for four-lane roadways and an additional 10 percent was added to the existing structure length. This total square foot value was used to estimate the cost for improving the deficient bridges in Jones County.

Bicycle and pedestrian improvement cost estimates were developed based on data and research provided by GDOT that included actual costs for similar projects in Georgia and surrounding states in recent years. A per-mile improvement average was developed and applied based on the type of proposed bicycle and pedestrian improvement. Similarly, rail improvement costs were developed based on equipment unit costs applied in other studies.

These estimates were used to develop costs for the recommended improvements presented in Section 16.2 (Table 16.2). These costs should be considered preliminary in nature and taken with appropriate care. **Costs do not include right of way or utility relocation.** More detailed engineering studies are required to identify highly accurate cost estimates.

Over the past several years construction material costs have increased dramatically throughout the United States. Some typical GDOT pay items have increased over 60% in the last few years. Much of this cost increase can be attributed to the demand for construction materials in the Gulf Coast area, China, and Iraq. As one of the most variable components of the LRTP, it is important that costs are revisited on a regular basis to ensure accuracy. In recognition of this situation, GDOT is in the process of evaluating all project costs in the Construction Work Program and establishing guidelines for cost updates.

16.2 Summary of Recommended Improvements

Based on the analysis completed as part of this study, a listing of recommended projects was created for Jones County. This information is presented in Table 16.2. 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.

Table 16.2 identifies the estimated PE and construction costs of potential projects based on the length that is within the county limits. Most of the potential projects are entirely within Jones County, but there are project that have limits which cross county boundaries. For those projects that cross county boundaries, the estimated PE and construction costs are assigned to individual projects in each county. To calculate the total PE and construction costs for projects that cross county boundaries, the individual projects costs were combined and are contained in the individual project sheets. The recommended improvements which cross the Jones County boundary are identified below to facilitate project coordination with Twiggs County; these potential projects include:

- Henderson Road from Griswoldville Road (Jones County) to SR 57 (Twiggs County), the estimated total project length is 1.4 miles, with approximately 0.9 miles in Jones County and 0.6 miles in Twiggs County (See project sheet # J26).
- SR 57 operational improvements are in support of the industrial park activities and include improvements such as turn lanes. Further detailed engineering analysis should be performed to determine appropriate design to meet the needs along SR 57. The project length in Jones County is about 2.4 miles and improvements may be considered to connect with the intersection at Henderson Road, which would extend the project approximately 0.6 miles into Twiggs County, for a total project length of approximately 3.0 miles. (See project sheet # J28).

Additional project coordination with Bibb County and the Macon Area Transportation Study (MATS) is necessary to ensure that relevant projects are included in the MATS planning process. See Section 17.5, page 126, for more details on projects within the MATS boundary.

Project sheets were developed for all capacity improvement and new roadway projects. The project sheets include the project limits including logical termini, distance, priority, and jurisdiction. Project sheets are contained in Appendix B.

Logical Termini

For the roadway capacity improvements, logical termini were developed to help link the long-range planning process with National Environmental Policy (NEPA) regulations. The Federal Highway Administration (FHWA) regulations outline three general principles at 23 CFR 771.111(f) that are to be used to frame a highway project:

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action

evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Transportation projects that receive federal funds must follow NEPA requirements in order to receive approval from the Federal Highway Administration. Among other environmental studies conducted during the NEPA process, a survey is conducted to assess historic resources under Section 106 of the National Historic Preservation Act. Identified historic resources that are National Register eligible properties are given special consideration during the NEPA process and transportation projects must receive State Historic Preservation Officer (SHPO) concurrence before receiving approval. These requirements are in place to identify historic resources, assess impacts, and determine appropriate measures to avoid, minimize, or mitigate adverse effects to historic resources.

These principles were factored into the project development process. Recommended roadway improvements are mapped in Figure 16.2.1 and recommended bicycle and pedestrian improvements are mapped in Figure 16.2.2.

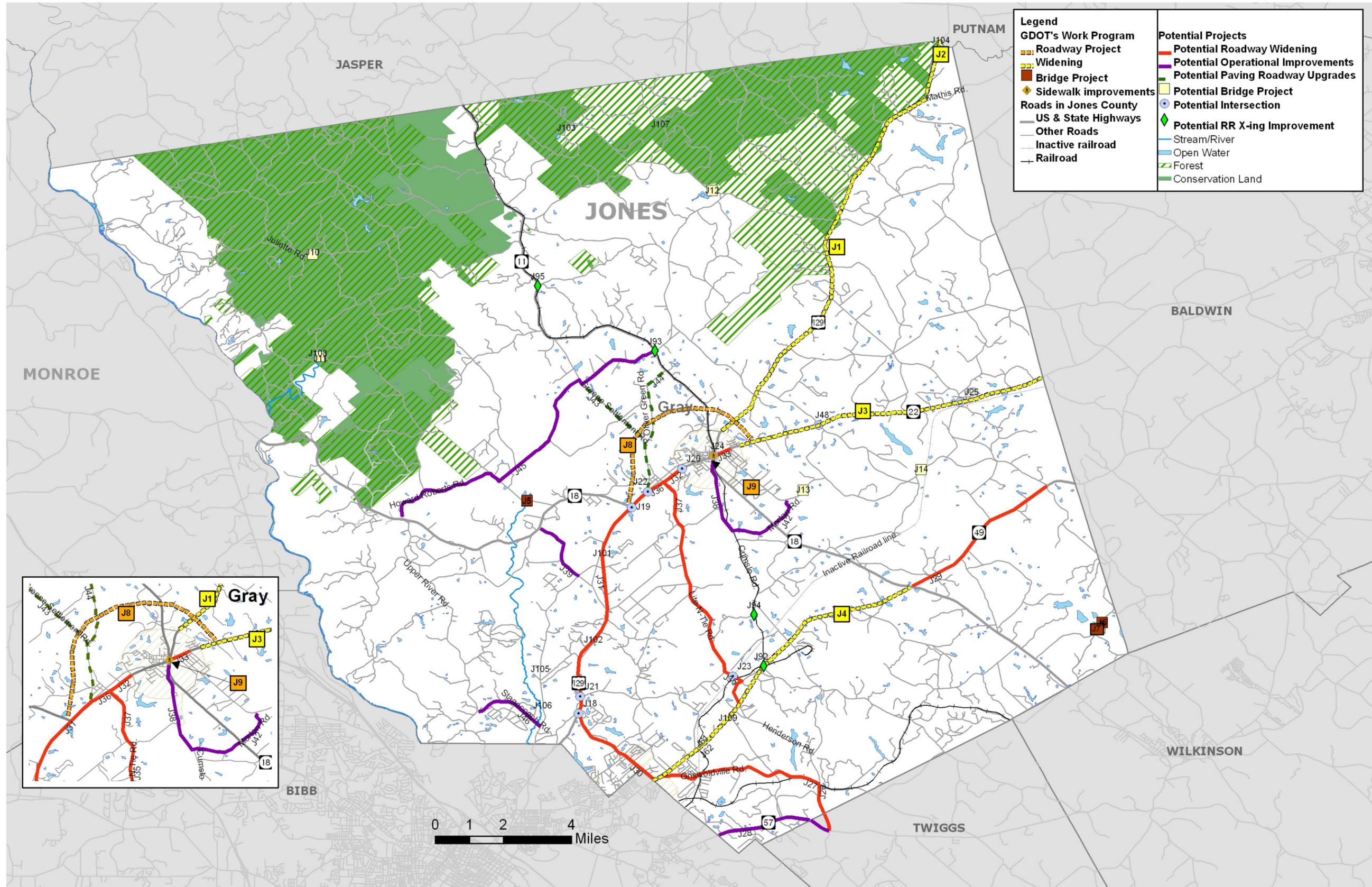
Table 16.2
Recommended Improvements

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		✓	
															<i>\$254,030,490</i>			
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	SR 18	Graham Road			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			✓
															<i>\$102,400,000</i>			
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	✓	✓	✓
															<i>\$2,250,000</i>			
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	Glady 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	Glady 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	✓	✓	✓
															<i>\$16,055,240</i>			

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).

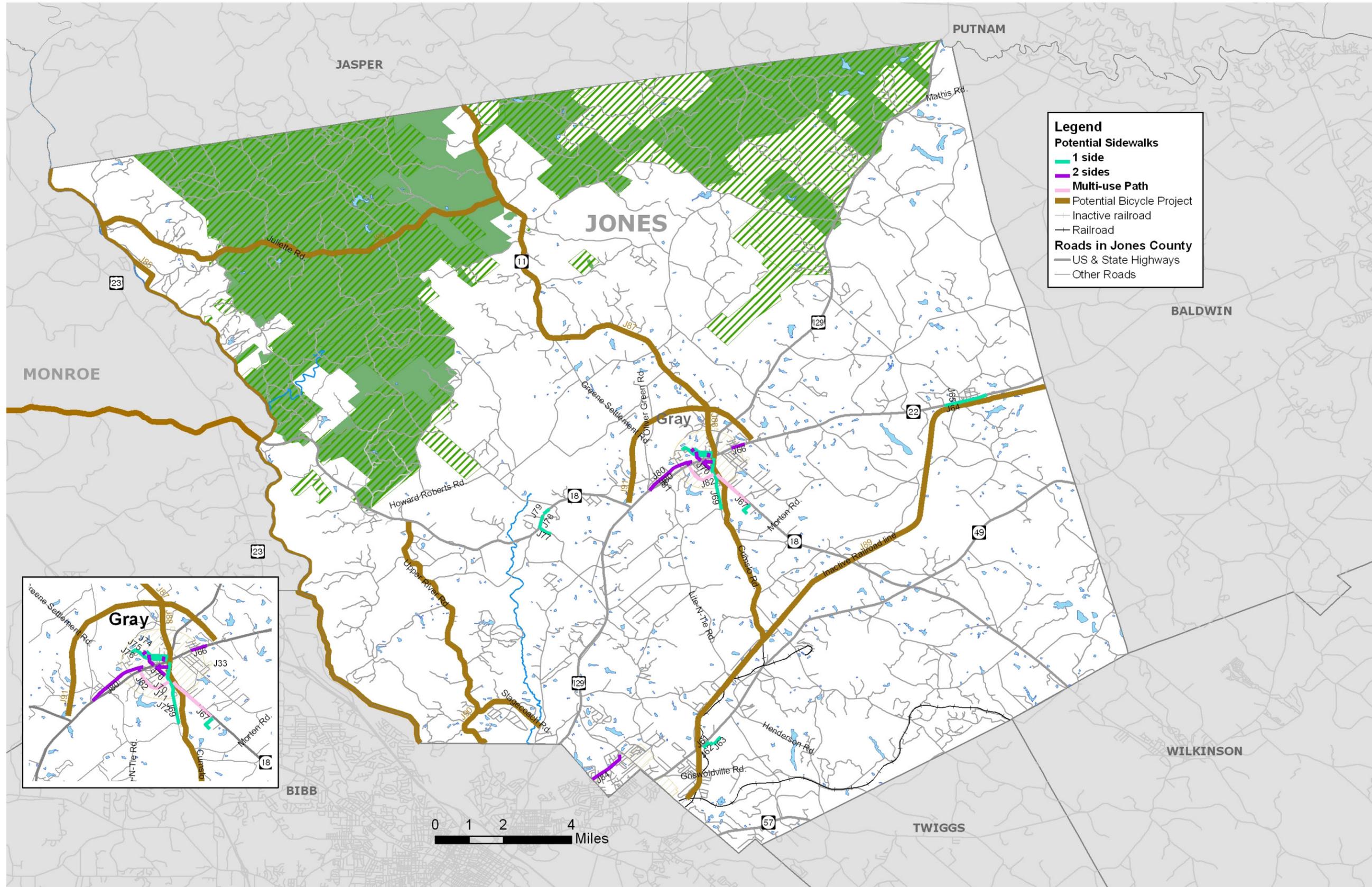
Table 16.2
Recommended Improvements

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	Old Clinton	US 129	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			



Jones County Recommended Improvements - Roadway

Figure No: 16.2.1



Jones County Recommended Improvements – Bicycle & Pedestrian

Figure No: 16.2.2

16.3 Environmental Justice Considerations

Another key point of concern in evaluating proposed transportation improvements is environmental justice. This ensures that areas with high concentrations of low-income or minority populations are not adversely impacted by transportation improvements. The following recommended projects are located in areas that meet the state's EJ threshold. These locations are identified as:

Roadway Projects

- Joycliff Road from SR 49 to US 129
- US 129 from Joycliff Road to Greene Settlement Road
- SR 22 from SR 11 to Pinewood Drive
- Cumslo Road from SR 18 to US 129
- Morton Road from SR 18 to Turner Woods Road (shoulder upgrades)
- Howard Roberts Road/Dye Road/Wheeler Road from SR 11 to SR 18 (paving)
- Greene Settlement Road from US 129 to RL Wheeler Road
- Olive Green Road from Green Settlement Road to SR 11

Intersection Improvements

- US 129 at SR 18
- SR 22 at Ethridge Road - Haddock Community
- SR 22 at Harris Morton Road

Bridge Projects

- Shoal Creek Road over the Shoal Creek

The recommended improvements will improve safety, mobility, and access for all users on a county-wide basis. These projects include the need for roadway widening, operational improvements and intersection improvements; and the possibility of additional right of way. Additional projects that will benefit the EJ communities include: bicycle and pedestrian improvements and numerous safety and capacity enhancements throughout the study area, as shown in Table 16.2. Figure 16.3 shows the recommended projects in the vicinity of the environmental justice areas.

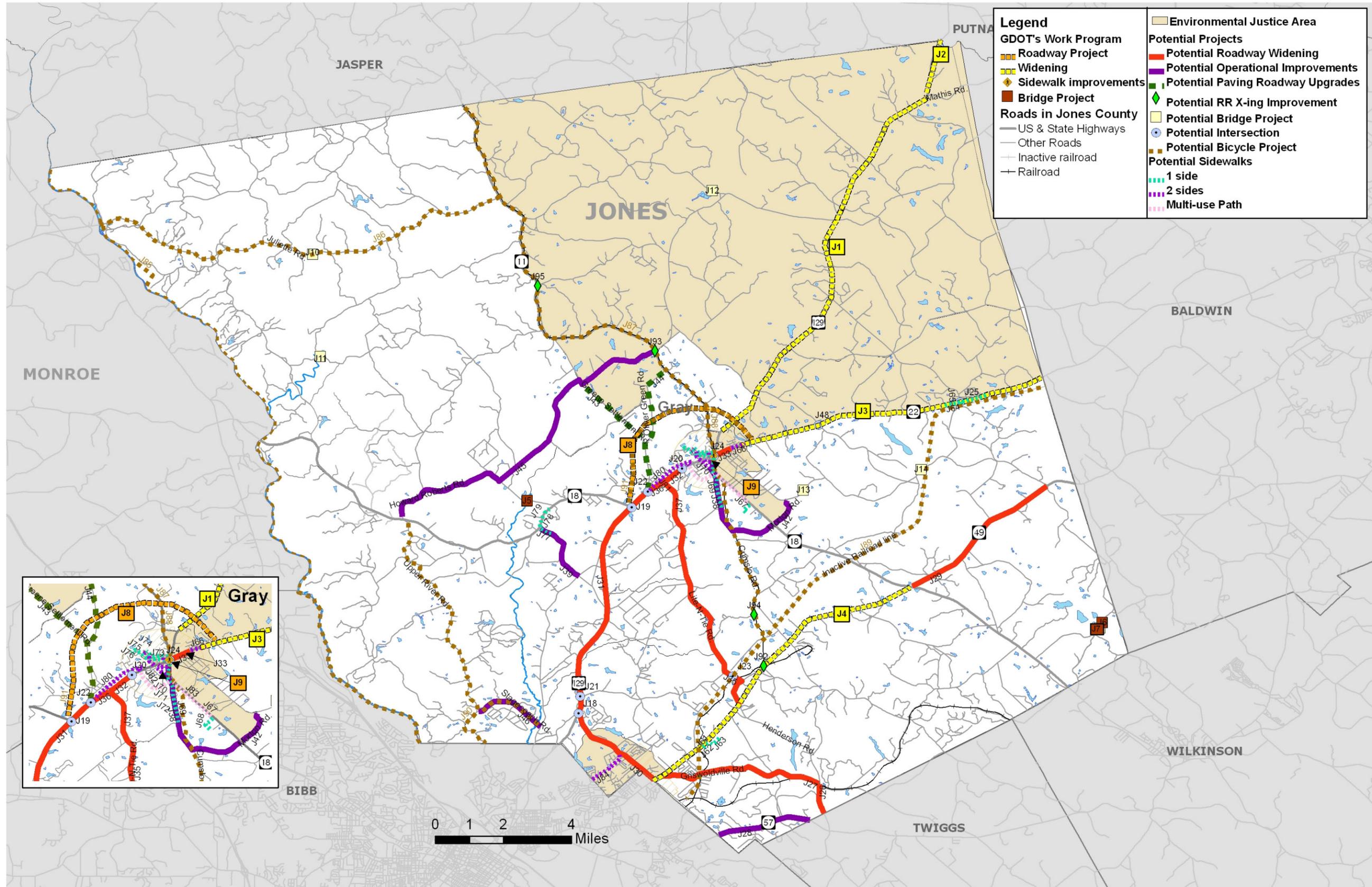
Pedestrian/Safety Improvements

- SR 22 from Bowen Hill Road to Ethridge Road

Freight/Railroad Crossing Enhancements

- Railroad crossings improvement at Wheeler Road
- Railroad crossings improvement at Otis Redding Road

The recommended improvements will improve safety, mobility, and access for all users on a county-wide basis. These projects include the need for roadway widening and the possibility of additional right of way. Additional projects that will benefit the EJ communities include: bicycle and pedestrian improvements and numerous safety and capacity enhancements throughout the study area, as shown in Table 16.2. Figure 16.3 shows the recommended projects in the vicinity of the environmental justice areas.



Jones County Environmental Justice Evaluation

Figure No: 16.3

17.0 Project Prioritization

In order to aid GDOT and County staff, potential improvements were ranked by mode based on several evaluation factors. The following sections document the prioritization of improvements for Jones County.

17.1 Corridor Prioritization

Qualitative and Quantitative Evaluation Factors were established so that the potential improvements for Jones County could be evaluated objectively by County staff. These factors were developed by the study team with the assistance of the SAG (See Section 13.0, p. 78), public comment, and GDOT. This evaluation serves as a ranking for potential projects, resulting in a prioritization of improvement options to meet the County's transportation needs. Prioritization criteria were developed for four types of projects – roadway capacity, bicycle and pedestrian improvements, intersections, and bridges.

Qualitative Criteria

Qualitative criteria were established to evaluate the deficient corridors based on various conditions or standards established through the study process. The following list documents the qualitative criteria established for the roadway network improvement evaluation. These correspond to the vision established in the Goals and Objectives documented in Section 14.0.

- Continuation of Existing Road Widening Project
- Governor's Road Improvement Program (GRIP) / National Highway System
- Supports Comprehensive Plan
- Right of Way Protection Corridor
- Connectivity
- Construction Designs in Progress
- Parallel Relief
- Protection of Downtown
- Ideal Typical Section
- Development Conditions

By comparing potential projects to these established criteria, it was possible to determine which projects scored highest against these critical measures. This information was used as an input for prioritizing projects. Table 17.1.1 displays the qualitative criteria and the associated scoring. The total points established by the Qualitative Criteria range from 0 to 36 points. These points were added to the points received from the Quantitative Criteria, which are documented on the following pages.

**Table 17.1.1
Qualitative Criteria and Scoring**

Corridor Prioritization Criteria	Possible Points
Continuation of Existing Road Widening Project Is the proposed project a continuation of any previously completed or current project providing added lanes to the specific transportation corridor?	No = 0 Yes = 4
Governor’s Road Improvement Program/National Highway System Is the project identified as a GRIP Corridor or part of the National Highway System?	No = 0 Yes = 2
Supports Comprehensive Plan Does the proposed project support the Comprehensive Plan?	No = 0 Yes = 3
Right of Way Protection Corridor Is the proposed project located in a developing area where right of way protection or early acquisition is needed?	No = 0 Yes = 3
Connectivity Does the proposed project improve access between activity centers or link existing or proposed projects or provide regional connectivity?	No = 0 Yes = 4
Construction Designs in Progress Are the design plans for the proposed project already complete or in the process of being completed?	No = 0 Yes = 2
Parallel Relief Does the proposed project provide relief to parallel congested/ deficient corridors?	No = 0 Yes = 4
Protection of Downtown Does the proposed project enhance the quality of life in downtown areas?	No = 0 Yes = 4
Ideal Typical Section Does the proposed project address upgrading sub standard roadway segments?	No = 0 Yes = 4
Development Conditions A - Is the proposed project located within a development area, or, is the specific project part of an approved plan for the redevelopment or revitalization of a developed area, or does the specific project provide access infrastructure to a mixed-use project area? B - Does the proposed project maintain the distinct rural or suburban areas of the County? C - Has the proposed project coordinated with, or support, land use decisions in the area?	No = 0 Yes = 2 No = 0 Yes = 2 No = 0 Yes = 2
Sub-Total Possible Points	36

Quantitative Criteria

Quantitative criteria were set up to evaluate the deficient corridors based on various measurable conditions. The following list documents the quantitative criteria established for the roadway network improvement evaluation.

- Volume to Capacity Ratio
- Ratio of Corridor Crash Rate (Number of Crashes per 100 Million Vehicle Miles Traveled) to Statewide Crash Rate Average
- Number of Fatalities

Table 17.1.2 displays the quantitative criteria and the associated scoring. The total points established by the Quantitative Criteria range from 0 to 25 points.

Table 17.2
Quantitative Criteria and Scoring

Corridor Prioritization Criteria	Possible Points
Volume to Capacity Ratio	
0.00 - 0.349	0.00
0.350 - 0.399	2.00
0.400 - 0.449	2.50
0.450 - 0.499	3.00
0.500 - 0.549	3.50
0.550 - 0.599	4.00
0.600 - 0.649	4.50
0.650 - 0.699	5.00
0.700 - 0.749	5.50
0.750 - 0.799	6.00
0.800 - 0.849	6.50
0.850 - 0.899	7.00
0.900 - 0.949	7.50
0.950 - 1.049	8.00
1.050 - 1.149	9.00
1.150 - 1.249	10.00
1.250 - 1.349	11.00
1.350 - 1.449	12.00
1.450 - 1.549	14.00
1.550 - 1.649	16.00
1.650 -	18.00
Ratio of Corridor Crash Rate to Statewide Crash Rate	
0.01-0.49	0.50
0.50-0.99	1.00
1.00 -1.99	1.50
2.00-2.49	2.00
2.50-2.99	2.50
3.00-3.99	3.00
4.00-5.99	3.50
6.00	4.00
Number of Fatalities	
1	1
2 or more	3
Sub-Total Possible Points	25

The total points that a facility can receive for both the qualitative and quantitative criteria is 61 points. Based upon the identified improvements and the evaluations made during the quantitative and qualitative evaluation, a set of recommended near, mid, and long-term transportation projects was established. The scoring for the deficient corridors is displayed in Table 17.1.3.

Table 17.1.3
Corridor Prioritization

Project Ref. No.	Facility	Segment Limits		Qualitative Criteria	Continuation of Existing Road Widening Project	Governor's Road Improvement Program / National Highway System	Part of Comprehensive Plan	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	Sub-Total Qualitative Criteria	Quantitative Criteria	Expected 2035 Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	Sub-Total Quantitative Criteria	Total Score for Project
		From	To																				
		0-4	0-2																				
J33	SR 22	SR 11	Pinewood Drive		▪	▪	✓	▪	✓	▪	✓	✓	▪	✓	✓	✓	21.00		0.84	3.62	0	9.5	30.5
J26	Henderson Road	SR 57	Griswoldville Road		▪	▪	✓		✓	▪	▪	▪	▪	✓		✓	11.00		1.82	0.00	0	18	29.0
J27	Griswoldville Road	Henderson Road	SR 49		▪	▪	✓	▪	✓	▪	▪	▪	✓	✓	✓	✓	17.00		0.82	0.74	1	8	29.0
J31	US 129	Joycliff Road	Greene Settlement Road		▪	▪	✓	▪	✓	▪	✓	▪	▪	✓	✓	✓	17.00		0.77	0.54	1	7.5	28.5
J35	Lite-n-Tie Road and Garrison Road	SR 49	US 129		▪	▪	✓	▪	✓	▪	✓	▪	✓	✓	✓	✓	21.00		0.75	0.70	0	10.5	27.5
J32	US 129	Lite-n-Tie Road	Jackson Avenue		▪	▪	✓	▪	✓	▪	✓	✓	▪	✓	✓	✓	21.00		0.71	1.30	0	8.5	25.5
J30	Joycliff Road	SR 49	US 129		▪	▪	✓	▪	✓	▪	✓	▪	▪	✓	✓	✓	17.00		0.80	1.36	2	8	25.0
J29	SR 49	SR 18	Bowen Hill Road		✓	▪	✓	▪	✓	▪	▪	▪	▪	▪	✓	✓	15.00		0.95	0.58	0	7.5	24.5
J36	US 129	Greene Settlement Road	Lite-n-Tie Road		▪	▪	✓	▪	✓	▪	✓	▪	▪	✓	✓	✓	17.00		0.55	2.67	1	9	24.0
J38	Cumslo Road	SR 18	US 129		▪	▪	✓	▪	✓	▪	✓	✓	▪	✓	✓	✓	21.00		0.27	6.76	0	1.5	22.5
J43	Greene Settlement Road	US 129	RL Wheeler Road		▪	▪	✓	▪	✓	▪	✓	▪	✓	✓	✓	▪	19.00		0.25	0.79	0	1	20.0
J45	Howard Roberts Road/Dye Road/Wheeler Road	SR 11	SR 18		▪	▪	✓	▪	✓	▪	✓	▪	✓	▪	✓	▪	17.00		0.35	0.29	0	2.5	19.5
J46	Stagecoach Road	Upper River Road	Graham Road		▪	▪	✓	▪	✓	▪	✓	▪	✓	▪	✓	✓	19.00		0.23	0.15	0	0.5	19.5
J44	Olive Green Road	Greene Settlement Road	SR 11		▪	▪	✓	▪	✓	▪	✓	▪	✓	▪	✓	▪	17.00		0.00	0.00	1	1	18.0
J42	Morton Road	SR 18	Turner Woods Road		▪	▪	✓	▪	▪	▪	▪	▪	✓	✓	✓	✓	13.00		0.30	1.54	0	1.5	14.5
J39	Huckabee Road	Graham Road	SR 18		▪	▪	✓	▪	▪	▪	▪	▪	✓	▪	✓	✓	11.00		0.36	0.61	0	3	14.0

The prioritization resulted in the following ranking of top roadway improvements:

- 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
- Lite-N-Tie Road and Garrison Road from SR 49 to US 129
- US 129 from Lite-N-Tie Road to Jackson Avenue
- Joycliff Road from SR 49 to US 129
- SR 49 from SR 18 to Bowen Hill Road
- US 129 from Green Settlement Road to Lite-N-Tie Road
- Cumslo Road from SR 18 to US 129

Corridors with higher points are considered to achieve more of the goals and objectives established for the LRTP. The points are not meant to be the final decision on whether a project should be implemented or not. Instead these rankings should be employed in conjunction with input from key technical staff from the County and GDOT; input from political decision makers; and, public comment. However, the total points, from the Qualitative and Quantitative scoring, could be used to establish a priority ranking.

17.2 Bicycle & Pedestrian Prioritization

Criteria were established to evaluate the potential bicycle and pedestrian improvements based on various conditions or standards established through the study process. The following list documents the criteria established for the bicycle and pedestrian evaluation. These correspond to the established Goals and Objectives and project evaluation factors.

- Is the project within a bicycle or pedestrian priority area (1-mile buffer around schools, parks & libraries)?
- Did a bicycle or pedestrian related injury or fatality occur in the proposed project area?
- Does the proposed project improve access between activity centers or link existing or proposed projects or provide regional bicycle and pedestrian connectivity?
- Was the proposed project previously identified (STIP, RDC Bike/Ped Plan, Comprehensive Plan)?
- Does the proposed project link to a major bicycle or pedestrian origin or destination?

By comparing potential projects to these established criteria, it was possible to determine which projects scored highest against these critical measures. This information was used as a means for prioritizing projects. Table 17.2.1 documents the scoring used for the bicycle and pedestrian prioritization and Tables 17.2.2 and 17.2.3 display the scoring applied to the proposed pedestrian and bicycle improvements.

**Table 17.2.1
Bicycle & Pedestrian Scoring Criteria**

Corridor Prioritization Criteria	Possible Points
Bike Ped Priority Area Is the project within a bicycle or pedestrian priority area (1-mile buffer around schools, parks & libraries)?	No = 0 Partial = 5 Yes = 10
Injury or Fatality Did a bicycle or pedestrian related injury or fatality occur in the proposed project area?	None = 0 Injury = 5 Fatality = 10
Connectivity Does the proposed project improve access between activity centers or link existing or proposed projects or provide regional bicycle and pedestrian connectivity?	No = 0 Yes = 5
Previously Identified Improvement Was the proposed project previously identified (STIP, RDC Bike/Ped Plan, Comprehensive Plan)?	No = 0 Yes = # * 2
Origin & Destination Does the proposed project link to a major bicycle or pedestrian origin or destination?	No = 0 Yes = # * 2

* 2 – the number of projects or origins/destinations multiplied by 2

The prioritization scoring resulted in the following ranking of bicycle and pedestrian improvements:

Pedestrian:

- SR 18 E (Gray) from Gray Station Middle School to Allen Green Drive
- Allen Green Drive from SR 18 to the Jones County Central Rec. Complex
- Stewart Avenue from US 129 to Railroad Street
- Gordon Street from Railroad Street to US 129
- Martin Luther King, Jr. from SR 11 to Maggie Califf Street
- Dolly Street from North Madison to Coolidge Street
- Highview Street from US 129 to Martin Luther King, Jr.
- Maggie Califf Street from Dolly Street to Highview Street
- North Madison Street from US 129 to Martin Luther King, Jr.
- SR 49 from the Jones County South Rec. Complex to Mattie Wells Drive
- J. Alvin Andrews, Sr. Dr from Mattie Wells Drive to Mattie Wells Elementary School Parking Lot

Bicycle:

- Gray Connector Bicycle Route – Railroad Street/Cumslo Road from SR 22 to the inactive Norfolk Southern Rail Line
- Central Georgia Rails to Trails – Along the inactive Norfolk Southern Line from Bibb County NE to the Baldwin County Line
- Ocmulgee-Piedmont Scenic Byway – SR 11 from the Jasper County Line to SR 22 in Gray

- From Upper River Road along Stagecoach Road to Graham Road

The remaining bicycle and pedestrian improvements scored lower and, at this time, should be considered a lower priority. Some bicycle projects that exist along corridor widening project routes can expect earlier implementation due to GDOTs procedure of bike lane inclusion during programmed widening projects.

**Table 17.2.2
Pedestrian Prioritization**

Road	From	To	Priority Area	Injury / Fatality	Connectivity	Previously Id	O & D	Score
SR 18 E (Gray)	Gray Station Middle School	Allen Green Drive	✓		✓	✓	✓	23
Allen Green Drive	SR 18	Jones County Central Rec. Complex	✓		✓	✓	✓	23
Stewart Avenue	US 129	Railroad Street	✓		✓		✓	21
Gordon Street	Railroad Street	US 129	✓		✓		✓	21
Martin Luther King, Jr.	SR 11	Maggie Califf Street	✓		✓		✓	21
Dolly Street	North Madison	Coolidge Street	✓		✓		✓	21
Highview Street	US 129	Martin Luther King, Jr.	✓		✓		✓	21
Maggie Califf Street	Dolly Street	Highview Street	✓		✓		✓	21
North Madison Street	US 129	Martin Luther King, Jr.	✓		✓		✓	21
SR 49	Jones County South Recreational Complex	Mattie Wells Drive	✓		✓		✓	19
Mattie Wells Drive	SR 49	J. Alvin Andrews, Sr. Dr.	✓		✓		✓	19
J. Alvin Andrews, Sr. Dr.	Mattie Wells Drive	Mattie Wells Elementary School Pk lot	✓		✓		✓	19
Railroad Street	Jones County High School Stadium Entrance	US 129	✓				✓	16
Huckabee Road	Katherine Drive	SR 18 W	✓				✓	14
SR 18 W	Huckabee Road	Dames Ferry Elementary School entrance	✓				✓	14
SR 18 W	Dames Ferry Elementary School	Trotters Ridge Trail	✓				✓	14
GA 18 E	GA 18 Connector	Gray Station Middle School	✓				✓	14
New Clifton Road (Macon)	Old Stage Coach	Bibb County Line (Sun Valley Road)	✓				✓	14

**Table 17.2.2
Pedestrian Prioritization (cont.)**

Road	From	To	Priority Area	Injury / Fatality	Connectivity	Previously Id	O & D	Score
Old Clinton Road	Green Settlement Road	Washburn Drive					✓	9
Jackson Avenue	Old Clinton	US 129					✓	9
SR 22 (Haddock)	Unincorporated sign on west	Unincorporated sign on east				✓	✓	6
SR 22 (Haddock)	Bowen Hill Road	Ethridge Road				✓	✓	6
SR 22 (Gray)	Pinewood Drive	Faye Circle					✓	4
GA 18 Connector	US 129	GA 18 E					✓	4

**Table 17.2.3
Bicycle Prioritization**

Route Name	Description	Priority Area	Injury / Fatality	Connectivity	Previously Id	O & D	Score
Gray Connector Bicycle Route	Railroad Street/Cumslor Road from SR 22 to inactive Norfolk Southern Rail Line	✓		✓	✓	✓	23
Central Georgia Rails to Trails	Inactive Norfolk Southern Line from Bibb county NE to Baldwin County Line			✓	✓	✓	13
Ocmulgee-Piedmont Scenic Byway	SR 11 from Jasper County Line to SR 22 in Gray			✓	✓	✓	11
Upper River Road/Stagecoach Road Bicycle Route	Upper River Road to Stagecoach Road to Graham Road			✓		✓	9
Ocmulgee-Piedmont Scenic Byway	Juliette Road from Monroe County Line east to SR 11			✓	✓		7
Gray Bypass	US 129/ SR 22 west of Gray to SR 22 east of Gray					✓	4
Ocmulgee Heritage Shared Use Trail	Juliette Road to Bibb County Line (Sun Valley Road)				✓		2

17.3 Intersection Prioritization

Criteria were established to evaluate the potential intersection improvements based on various conditions or standards established through the study process. The following list documents the criteria established for the intersection evaluation. These correspond to the established Goals and Objectives and project evaluation factors.

- What is the Average Annual Daily Traffic (AADT) on the facility?
- How many crashes occurred at the intersection between 2004 and 2006?
- Did a fatality occur at the intersection?
- Was the intersection currently identified by the County/City?
- Can operational issues be addressed without installing a traffic signal?

By comparing potential projects to these established criteria, it was possible to determine which projects scored highest against these critical measures. This information was used as a means of prioritizing projects. Table 17.3.1 documents the scoring used for the intersection prioritization and Table 17.3.2 displays the scoring applied to the proposed intersection improvements.

Table 17.3.1
Intersection Scoring Criteria

Corridor Prioritization Criteria	Possible Points
AADT What is the Average AADT at the intersection?	$> 6,000 = 5$ $6,000 - 4,000 = 4$ $4,000 - 2,000 = 2$ $< 2,000 = 0$
Crashes How many crashes occurred at the intersection between 2002 and 2004?	$> 20 = 10$ $10 - 20 = 5$ $5 - 10 = 2$ $< 5 = 0$
Fatality Did a fatality occur at the intersection?	No = 0 Yes = 10
Previously Identified Improvement Was the intersection currently identified by the County/City?	No = 0 Yes = 5
Improvement Opportunities Can operational issues be addressed without installing a traffic signal?	No = 0 Yes = 5

**Table 17.3.2
Intersection Prioritization**

Project Ref. No.	Road	Intersection	Average AADT	Active Crash Sites	Fatalities	County / City List	Improvement Opportunity	Score
J18	US 129	Joycliff Road	8,820	35	0			15
J19	US 129 S	SR 18 W	6,358	34	0			15
J20	US 129	Jackson Avenue	5,126	32	0			14
J21	US 129	RL Wheeler Road	7,909	21	0			10
J 22	US 129	Greene Settlement Road	6,616	22	0			10
J25	SR 22	Ethridge Road: Haddock area	4,168	4	0	✓		9
J48	SR 22	Harris Morton Road	1,654	5	0	✓		5
J24	US 129	SR 18	3,500	3	0			2
J23	Lite-N-Tie Rd	Railroad Crossing ID 733418D (Norfolk Southern)	3,245	4	0			2

The prioritization scoring resulted in the following ranking of intersection improvements:

- US 129 at Joycliff Road
- US 129 S at SR 18 W
- US 129 at Jackson Avenue
- US 129 at RL Wheeler Road
- US 129 at Greene Settlement Road
- SR 22 at Ethridge Road - Haddock Community

The remaining intersections scored lower and, at this time, should be considered a lower priority.

17.4 Bridge Prioritization

Bridges with a sufficiency rating of 75 or lower were recommended for improvements. The sufficiency rating was also used to prioritize the bridges in need of rehabilitation or maintenance. The lower the sufficiency rating, the higher the improvement priority.

The prioritization scoring resulted in the following ranking of bridge improvements:

- Howard Roberts Road at Chehaw Creek
- County Line Road at Commissioner Creek
- County Line Road at Commissioner Creek
- Folendore Road at Commissioner Creek
- Turner Woods Road at Millsap Creek
- Shoal Creek Road at Shoal Creek
- Hitchiti Road at Falling Creek
- Roundoak-Juliette Road at Falling Creek\
- SR 49 at Norfolk Southern Railroad
- Caney Creek Road at Falling Creek
- Dumas Road at Glady Creek
- Graham Road at Rock Creek
- Graham Road at Sand Creek
- US 129 at Cedar Creek
- Hadaway Road at Glady Creek
- US 129 SB at Rock Creek
- US 129 SB at Sand Creek

The remaining bridges have a higher sufficiency rating and, at this time, should be considered a lower priority.

17.5 Projects in the MATS Area

The Macon Area Transportation Study (MATS) is responsible for the continuing, cooperative, and comprehensive metropolitan planning process required by Title 23 U.S.C. 134. Its planning boundaries include all of Bibb County and a third of Jones County.

The following are the projects that are within the MATS planning area:

Intersections

- US 129 at Joycliff Road
- US 129 at RL Wheeler Road

Roadway Improvements

- Henderson Road from SR 57 to Griswoldville Road
- Griswoldville Road from Henderson Road to SR 49
- US 129 from Greene Settlement Road to Lite-N-Tie Road
- Huckabee Road operational improvements
- Stagecoach Road operational improvements

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

18.0 Funding

Several funding sources will be utilized to implement recommended projects. Eligibility for funds is typically dictated by the agencies responsible for maintaining and operating the transportation facility in question. Most major facilities in Jones County are either operated by GDOT or the County. Should the County desire to accelerate projects on state owned and maintained facilities, it is highly likely that overmatching of local funds could accelerate the process.

Funding for most transportation projects in the County comes in part through GDOT. To understand the ability of GDOT to continue to provide funds to Jones County, it is useful to understand the components of GDOT funding. Key components include:

- Federal Title I Apportionments;
 - State Motor Fuels Taxes;
 - State License Tag Fees;
 - State Title Registrations;
 - State Motor Carrier Fuels Tax;
 - State Personal Property Tax; and,
 - Tax Allocation Districts.
- } Accounts for approximately 98% of the budget

While detailed analysis of these funding sources is beyond the scope of this study, it is useful to point out that all of the revenue streams identified as key components of GDOT funding have positive growth rates historically, and it is anticipated that they will continue to grow in the future.

While GDOT funding components have positive growth rates, the Department is experiencing some funding challenges. Construction costs have increased up to 65% over the past two to three years forcing the Department to continually assess which projects it can reasonably fund. It is anticipated that in the future local funding sources will become more significant. A review of project implementation shows that locations with a Special Purpose Option Sales Tax (SPLOST) have been in the best position to leverage funds and ultimately construct projects.

18.1 Federal Funding Sources for Transportation

A substantial portion of GDOT funding comes from the Federal Government through Federal Title I Apportionments. The primary funding source for Title I is the Federal gasoline tax collected at the state level. The US Congress authorizes federal transportation funding to the states and other public entities, generally every six years. The previous authorization was known as the “Transportation Efficiency Act for the 21st Century” or TEA 21. The reauthorization of TEA 21 in August 2005 was SAFETEA-LU which authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005 through 2009.

Based on the reauthorization, Table 18.1 illustrates funding levels for major highway transportation programs and apportionments and allocations to Georgia over the five-year time frame (FY 2005, 2006, 2007, 2008, and 2009).

Table 18.1
Estimated Five-Year SAFETEA-LU Highway Apportionments and Allocations

Area	Georgia*	US*
Interstate Maintenance	\$922	\$25,202
National Highway System	\$859	\$30,542
Surface Transportation System	\$1,119	\$32,550
Bridge Replacement & Rehabilitation	\$272	\$21,607
Congress Mitigation & Air Quality	\$186	\$8,609
Appalachian Development Highway System	\$90	\$2,350
Recreational Trails	\$10	\$370
Metropolitan Planning	\$37	\$1,481
Safety	\$141	\$5,064
Rail Highway Crossings	\$30	\$880
Safe Route to Schools	\$18	\$612
High Priority Projects	\$350	\$14,832
Equity Bonus	\$2,324	\$40,896
Total	\$6,356	\$183,466

* In millions of dollars (rounded to the nearest million) for FY 2005 through 2009.

Source: US Department of Transportation

Federal funding for the majority of highway system improvements (excluding interstate highways) planned in Jones County is expected to come from the Surface Transportation Program (STP) and Minimum Guarantee Program. Locally-sponsored projects within the County will generally require a 20% local funding commitment to match federal funds. The local government is also generally responsible for completing the planning and design of the projects as well. Federal and state funds are programmed by GDOT for right of way and construction costs. State-sponsored projects generally require a 10%-20% local funding match.

As part of the federal apportionment and allocation, there are opportunities for local governments to collaborate with GDOT on special transportation projects. These programs include:

Scenic Byway Program - GDOT has initiated a Scenic Byways Program to help communities preserve and promote the cultural and historic resources found along the roadways in Georgia. Once a road becomes designated as a Georgia Scenic Byway, it becomes eligible for federal Scenic Byway funds. Funds can be used to develop corridor management plans to protect the natural and cultural assets along the route.

Transportation Enhancement Program (TE Funds) - Currently, the TE Grant Program provides federal transportation funds through GDOT to local governments through a competitive process for non-highway projects. Eligible projects include bicycle and pedestrian facilities, multi-use trails, the preservation of historic sites related to transportation, etc.

18.2 Federal Funds for Public Transportation

The need for better mobility and access to transportation extends far beyond city limits. In Jones County, a very limited amount of public transportation services are available for people who cannot or choose not to drive their private autos. As the population grows and demographic trends change with a larger percentage of the population being elderly, the needs for special public transit to serve seniors and disabled people will grow.

In addition, as the study area urbanizes and households with workers are formed, there will be growing demands to serve commuter travel needs. Commuter-oriented public transportation services, such as vanpooling programs and express bus services as well as transit facilities, such as park and ride lots will be needed in the area. All of these programs are eligible for federal funding, with the local share ranging from 10 percent for transit vehicle purchases and the construction of park and ride lots up to 50 percent for rural transit operating assistance.

As Jones County evolves, the County should monitor its needs for local and regional public transportation services and identify opportunities to tap into the available federal sources for these programs. Table 18.2 shows the estimated federal funds included in SAFETEA-LU. Generally, for public transit projects proposed in Jones County, the federal funding programs will be the Non-Urbanized Area Program; the Rural Transit Assistance Program; Transit for Elderly and Disabled Persons, Job Access and Reverse Commute; and SAFETEA-LUs New Freedom Program.

Table 18.2
Four-Year Apportionments and Allocations for Public Transportation

Area	Georgia	US
Urban Areas	\$308	\$12,723
Fixed Guideway Motorization	\$150	\$6,076
Non-Urbanized Areas	\$62	\$1,880
Rural Transit Assistance Program (RTAP)	\$1	\$29
Job Access/Reverse Commute Program	\$13	\$603
Elderly & Persons with Disabilities	\$12	\$490
New Freedoms	\$10	\$339
Metropolitan Planning	\$9	\$343
State Planning	\$2	\$72
Total	\$567	\$22,598

* In millions of dollars (rounded to the nearest million) for the period from FY 2006 – 2009.

Source: US Department of Transportation

18.3 State Funding Sources for Transportation

State funding for transportation projects in Georgia is derived from the following sources:

- State tax on motor fuels (7.5 cents per gallon)(provides majority of revenue);
- State license tag fees;
- State title registrations;
- State motor carrier fuels tax; and,
- State personal property tax.

It is also useful to note that Georgia currently has one of the nation's lowest state motor fuels taxes, excluding sales taxes. Even when including the additional 4% sales tax, Georgia's motor fuel taxes are the third lowest in the US.

A major element of Georgia's Statewide Transportation Plan is the Governor's Road Improvement Program (GRIP). The program is viewed as a priority funding program for GDOT. The GRIP program was started in 1989 through action by the Georgia Legislature. The program's goal is to connect 95% of the state's cities with a population of 2,500 or more to the Interstate Highway System through a four-lane facility.

18.4 Local Funding Sources for Transportation

Local governments (cities and counties) receive revenues from a number of sources to support the public facilities and services they provide to citizens. These sources include federal and state funds, "own source" funds, such as property tax revenues and other monies, and discretionary grant funds from federal and/or state agencies.

Increasingly, counties in Georgia, like Jones, have enacted a Special Purpose Local Option Sales Tax, or SPLOST, to fund specifically identified capital projects. SPLOST taxes require voter approval and are time-limited. SPLOST funds can be used for transportation projects, including matching federal and/or state transportation funds. Cities and counties may also use Local Option Sales Taxes (LOST) for transportation purposes, including providing local matching funds for GDOT projects. Other local sources of transportation funding include impact fees or other exactions paid by developers according to local ordinances and the creation of self-taxing entities, such as Community Improvement Districts. In addition, counties in Georgia may issue general obligation bonds to support transportation capital projects.

County governments use a portion of their own revenues for transportation-related purposes, including capital projects, and operations and maintenance of transportation facilities within their own jurisdiction. A key determinant of the ability to improve an area's transportation facilities is the availability of local funds to match state and/or federal transportation funds. Data on the County's expenditures for transportation were not available.

According to the Georgia Department of Community Affairs (DCA), the County's "own source" revenues, including revenues from property taxes, sales taxes, excise and special use taxes and service charges and fees were estimated. Own source revenues are relevant because a portion of these funds could be provided as local matching funds for federally and state-funded transportation improvements or for locally-funded projects, depending on the County's other funding priorities. Table 18.4 illustrates this data. In 2004, Jones County had per capita own source amounts of \$468, which is less than the statewide average of \$631.

Table 18.4 Own Source Revenues

County	2000 Own Source Revenues	2004 Own Source Revenues	% Change from 1996 to 2000	Per Capita Amount*
Jones County	\$9.8 million	\$12.3 million	25.2%	\$468

* Statewide per capita amount equals \$631.

Source: Georgia Department of Community Affairs

18.5 GDOT State Transportation Improvement Program (STIP)

Each year, GDOT develops its State Transportation Improvement Program (STIP), a listing of all projects and project phases anticipated to be funded with federal and state funds within the current three-year period. The STIP also contains "lump sum" projects for transportation activities that benefit more than one county jurisdiction, for example, roadway beautification projects.

In its 2008-2011 STIP, GDOT estimated that nearly \$9.5 billion were allocated for various transportation functions throughout Georgia. Table 18.5.1 shows the allocation of these funds across major functional areas.

**Table 18.5.1
STIP Fund Allocations (2008 – 2011)**

Transportation Function	Amount Allocated	Percent of Total
New Construction	\$1,273,880,000	13.47%
Reconstruction and Rehabilitation	\$3,239,680,000	34.25%
Bridges	\$969,770,000	10.25%
Safety	\$560,049,000	5.92%
Maintenance	\$911,204,000	9.63%
Transportation Enhancement	\$495,397,000	5.24%
Transit	\$957,176,000	10.12%
Other	\$1,052,411,000	11.13%
Total	\$9,459,567,000	100.00%

Additionally, GDOT develops a Construction Work Program, a listing of projects expected to be funded within a six-year period (current year plus five subsequent years). The fourth, fifth, and sixth years of the CWP are viewed as an expression of GDOT's intention to proceed with the projects as funding becomes available to develop the projects (complete engineering design, acquire right-of-way, if needed, and construct the improvement). These projects are documented in this Plan.

According to GDOT's latest STIP for Jones County, a total of 5 major projects have been programmed utilizing nearly \$130 million in federal and state funds. Table 18.5.2 summarizes these programmed amounts.

Table 18.5.2
GDOT 2008-2011 State Transportation Improvement Program (STIP)

Project	Total Funds Programmed
SR 44/Gray Bypass to CR 104/Mathis Road	\$38,433,000
SR 22/Gray Bypass to SR 29	\$9,558,930
SR 49 from Griswoldville Road to SR 18	\$47,225,000
SR 899/Gray North Bypass from SR 18 NE to SR 22	\$26,367,000
SR 44 from Mathis Road to US 441/Putnam	\$8,246,560
TOTAL PROGRAMMED FUNDS	\$129,830,490

18.6 Future Transportation Funding Needs

A combination of federal, state, local, and private funding sources should be pursued for individual projects to improve transportation facilities in the study area. These sources should be pursued depending on GDOT (state), regional and local investment priorities considering the safety, convenience, and economic benefits of the projects throughout the planning period.

18.7 Effective Use of the Plan

This LRTP Document identifies potential projects for implementation based on local transportation needs and verified by technical analysis. This is an important step towards implementation but additional steps are necessary in order to advance projects into the Georgia Department of Transportation's Project Development Process and / or to identify and solidify funding commitments from the state, if desired. The project implementation process for Georgia outside of an MPO area begins with support from local elected officials. Each County should begin with a thorough review of their LRTP priority projects. If funding is desired beyond what is available locally, the following steps are recommended:

Step 1: Gather letters of support from local elected officials highlighting the need for the project(s) and the merits of the project(s).

Step 2: Assess the level of funding support that may be provided by the County as a local match and / or for specific project phases (i.e. PE, ROW, etc.).

Step 3: Contact your GDOT District Office and coordinate with the GDOT District Engineer regarding the project. Depending on project type, the GDOT District may know of state aid resources that could be used for feasibility studies and potentially for additional match funding sources.

Step 4: The GDOT District Office typically serves as the project sponsor and submits a project information package to GDOT's Project Nominating Review Committee (PNRC) for consideration. The information included in the long-range plan and the project sheet, in addition to any supporting information resulting from additional study, is included in this package.

Step 5: Projects approved by the PNRC are programmed into GDOT's Long-Range Program. As funding is identified, the project will move into GDOT's six-year Construction Work Program (CWP).

19.0 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 for Jones County were identified by analyzing current 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.

HNTB coordinated with GDOT, Butts, Jones, and Monroe Counties, cities including the City of Gray, citizens, and other partners in the planning, development, review, and approval 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 Jones County 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 improvements, freight, transit, railways 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 Jones County's transportation planning efforts and a starting point for addressing transportation needs.

Appendix A
Data Collection Technical Memorandum

TECHNICAL MEMORANDUM

Data Collection

The Butts, Jones, and Monroe Counties Transportation Study includes multi-modal analysis of existing conditions and future transportation needs related to roadways, bridges, public transportation, freight, airports, railroads, bicycle, and pedestrian facilities for development of a long-range transportation plan with a horizon year of 2035. HNTB, with assistance from the Georgia Department of Transportation's (GDOT) Office of Planning, has worked with various contacts at GDOT, the Middle Georgia Regional Development Center (RDC), McIntosh Trail RDC, Butts, Jones, and Monroe Counties, and City governments as appropriate to obtain relevant information for use in the existing and future conditions analysis. These data sources include transportation related data and statistics, generated at the federal, state, and local levels, County and local comprehensive plans, existing and future land use plans, and special studies related to transportation and development projects, if applicable. This memorandum provides a summary of the information collected for use in the Butts, Jones, and Monroe Counties Transportation Study.

Land Use, Socioeconomic, Growth and Development Data

Locally developed comprehensive plans provide information on both existing and future land use within each county and local jurisdiction. The Butts, Jones, and Monroe Counties Transportation Study will factor in goals, objectives, and policies associated with each relevant comprehensive plan in order to develop a transportation plan that is consistent with the broader goals and objectives of each county and appropriately integrates future growth plans and projections. Information including existing zoning, local developments, county employment, socioeconomic characteristics, and school related data is also important to understanding county land use and needs related to future growth.

Table 1 summarizes the relevant materials related to land use, growth, and development that have been collected for use in the plan's development.

Table 1: Land Use, Employment, Growth, and Development Data Sources

Document/Dataset	Source	Format
Butts County Draft Comprehensive Plan	McIntosh Trail RDC	Microsoft Word Document JPEG Images
Joint Comprehensive Plan for Jones County and City of Gray - Community Assessment and Community Participation Program	Middle Georgia RDC	PDF Document
Joint Comprehensive Plan for Jones County and City of Gray - Community Agenda	Middle Georgia RDC	PDF Document
Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden - Draft Community Agenda for Monroe County	Middle Georgia RDC	PDF Document
Monroe County Existing Land Use Map	Middle Georgia RDC	PDF Document
Monroe County Future Lane Use Map	Middle Georgia RDC	PDF Document
Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden Draft Community Agenda for the City of Forsyth	Middle Georgia RDC	PDF Document
City of Forsyth Zoning Map	Middle Georgia RDC	PDF Document
The Middle Georgia Joint Regional Plan And Comprehensive Economic Development Strategy	Middle Georgia RDC	PDF Document
Butts County Generalized Water Map	Butts County	PDF Map
Rosehill DRI Information	GDOT	PDF Document
School enrollment	GA Dept of Education	PDF Map/DB Tables
2005-2006 County Employment Data	GA Dept of Labor	Microsoft Excel Files
Georgia K-12 Schools (2006)	GA GIS Clearinghouse	GIS Shapefile
Census Blockgroups (2001)	GA GIS Clearinghouse	GIS Shapefile
Census Journey to Work Data	U.S. Census Bureau	Database Tables

Roadways and Bridges

Roadway characteristics, functional classification data, and traffic counts are essential to the existing and future needs analysis as well as the development of the travel demand model. This information was obtained from GDOT's Office of Transportation Data (OTD). Bridge sufficiency and crash data were also obtained from GDOT for use in the analysis of existing and future deficiencies. Planned and programmed projects currently included in GDOT's long-range and construction work program (CWP) for each of the three counties were also obtained for analysis.

Table 2 summarizes data source related to roadway and bridge information.

Table 2: Roadway and Bridge Data Sources

Document/Dataset	Source	Format
Functional Classification Maps- Butts, Jones, & Monroe Counties	GDOT OTD	PDF Maps
Road Characteristics Data	GDOT OTD	Database Tables
Bridge Sufficiency Data	GDOT	Database Tables
CARE Crash Data	GDOT	Database Tables
Macon-Bibb Travel Demand Model	GDOT	Network Files
ARC Travel Demand Model	ARC	Network Files
Automatic Traffic Recorder (ATR) Counts	GDOT OTD	Database Tables
Special Studies Counts for High Falls Rd and SR 16	GDOT	Database Tables/PDF Docs
Construction Work Program (CWP) – Butts, Jones, & Monroe Counties	GDOT	Database Tables
Pre-construction Status Report – Butts, Jones, and Monroe Counties	GDOT	PDF Document
South Jackson Bypass Concept Report and Potential Corridor Concept Layout on aerial photography	GDOT	PDF Document
Transportation Enhancement (TE) Application - Butts County	Butts County	PDF Document
Roads & Highways – Tiger (2005)	GA GIS Clearinghouse	GIS Shapefile
Bridges – (2000)	GA GIS Clearinghouse	GIS Shapefile

Other Modes

Data relevant to Airports, Railroads, Freight, Public Transportation, Bicycle, and Pedestrian was collected and compiled to support the development of the multi-modal elements of the plan. Data sources are presented by mode in Tables 3 through 7.

Table 3: Aviation Data Sources

Document/Dataset	Source	Format
Airports -Butts & Monroe (1997)	GA GIS Clearinghouse	GIS Shapefile
General Airport Information – Locations/Characteristics	GDOT	Document

Table 4: Railroad Data Sources

Document/Dataset	Source	Format
Railroads – (2000)	GA GIS Clearinghouse	GIS Shapefile
Rail lines operating, miles of track, location of crossings, number of trains per day/week	GDOT	Document
Georgia Rail Freight Plan (2000)	GDOT	Document
List of rail crossings with crossing id number, type of crossing, location, AADT, safety warning features	GDOT	Database Tables
Railroad crossing planned improvements (CWP, TIP)	GDOT	Database Tables
Rail crossing accident data	FRA/GDOT	Database Tables
Commuter and Intercity Rail Plan, latest update	GDOT/GRTA	Document

Table 5: Freight Data Sources

Document/Dataset	Source	Format
Freight Routes	GDOT/STAA	Map
Truck Classification Counts	GDOT	Database Tables
Freight Traffic Generators	GDOT	GIS Shapefile

Table 6: Public Transportation Data Sources

Document/Dataset	Source	Format
Population data including current and projected population, population aging, disabled population, low-income population	County Comprehensive Plans / US Census	Database Tables
Regional Transit Executive Summary	McIntosh Trail RDC	Document
Coordinated Human Services Plan	McIntosh Trail RDC/GA Department of Human Resources	Document
Park and Ride and other commuting options available/needed in county	GDOT Rideshare /McIntosh Trail RDC	Document

Table 7: Bicycle/Pedestrian Data Sources

Document/Dataset	Source	Format
Existing Sidewalk Network -City of Gray	Middle Georgia RDC	PDF Map
McIntosh Trail Region	McIntosh Trail RDC	Document
Regional Bicycle and Pedestrian Pathway Plan		
Middle Georgia Bicycle/Pedestrian Plan	Middle Georgia RDC	Document
Middle Georgia RDC / Service Area 6 Regional Bicycle/Pedestrian Five Year Plan & Long Range Plan	Middle Georgia RDC	PDF Map
Middle Georgia RDC- Existing State Bike Route System	Middle Georgia RDC	PDF Map
Butts County Community Assessment- Executive Summary and Data Appendix	Butts County	Document
Butts County Recreational Paths	Butts County	Document
Butts County Recreation Master Plan	Butts County	Document
Butts County FY 08-09 Transportation Enhancement Narrative	Butts County	Document

Base Mapping

Additional shapefiles available from the Georgia GIS Clearinghouse were downloaded and utilized for base mapping purposes to illustrate geographical features and characteristics within the study area.

These features are included in Table 8 below.

Table 8: Base Map Data Sources

Document/Dataset	Source	Format
County Boundaries (2001)	GA GIS Clearinghouse	GIS Shapefile
Lakes & Ponds (2001)	GA GIS Clearinghouse	GIS Shapefile
Streams & Rivers (2001)	GA GIS Clearinghouse	GIS Shapefile
Census Landmark Features (2000)	GA GIS Clearinghouse	GIS Shapefile
Community Facilities	GA GIS Clearinghouse	GIS Shapefile
Conservation Land	GA GIS Clearinghouse	GIS Shapefile
Georgia Place Features - Physical and cultural geographic features	USGS	GIS Shapefile
Forest Lands	USGS	GIS Shapefile

Appendix B
Project Sheets

OFFICE OF PLANNING

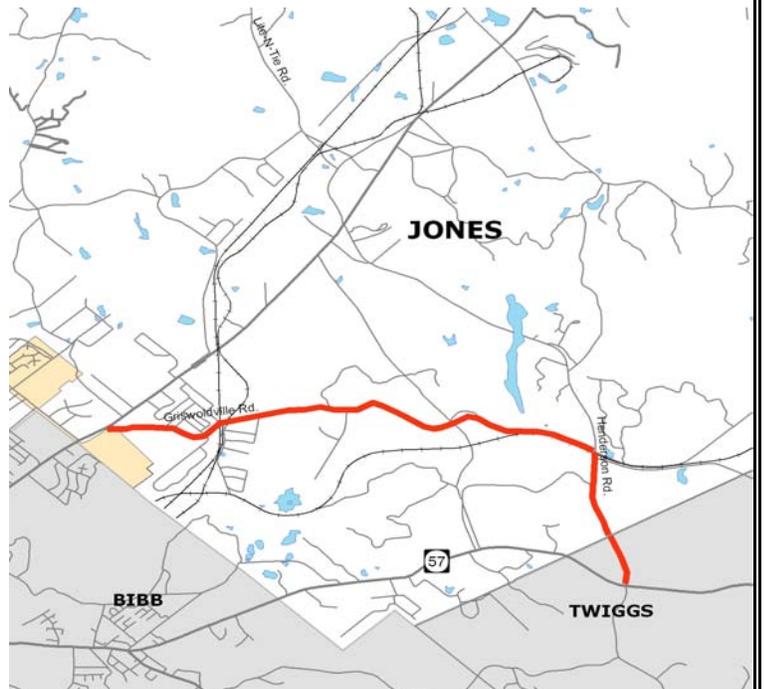
PROJECT NAME: Griswoldville Road and Henderson Road				PRIORITY: High		
PROJECT DESCRIPTION: SR 57 (Twiggs County) to SR 49				P.I. NOS:		
				TIP #:		
				COUNTY: Jones/Twiggs		
LENGTH (MI): 3.9 miles	NUMBER OF LANES	EXISTING: 2 lane	PLANNED: 4 lane			
MODEL TRAFFIC VOLUMES (ADT)		2006: 8,652	2035: 10,178			
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN: SR 57	END:			SR 49	
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$1,560,000					\$1,560,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$14,040,000	\$14,040,000
PROJECT COST		\$0	\$0	\$0		\$15,600,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen Griswoldville Road and Henderson Road from SR 57 to SR 49. This project demonstrates logical termini due to connectivity and forecasted congestion. The need and purpose of this project is to maintain the efficient movement of goods and people. Coordination with Twiggs County would be required. Without improvements, this facility will operate at LOS F in 2035. Widening Griswoldville Road and Henderson Road to 4-lanes is projected to improve operations in 2035.

Griswoldville Road is functionally classified as a minor collector and Henderson Road is functionally classified as a major collector, each with a posted speed limit of 45 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



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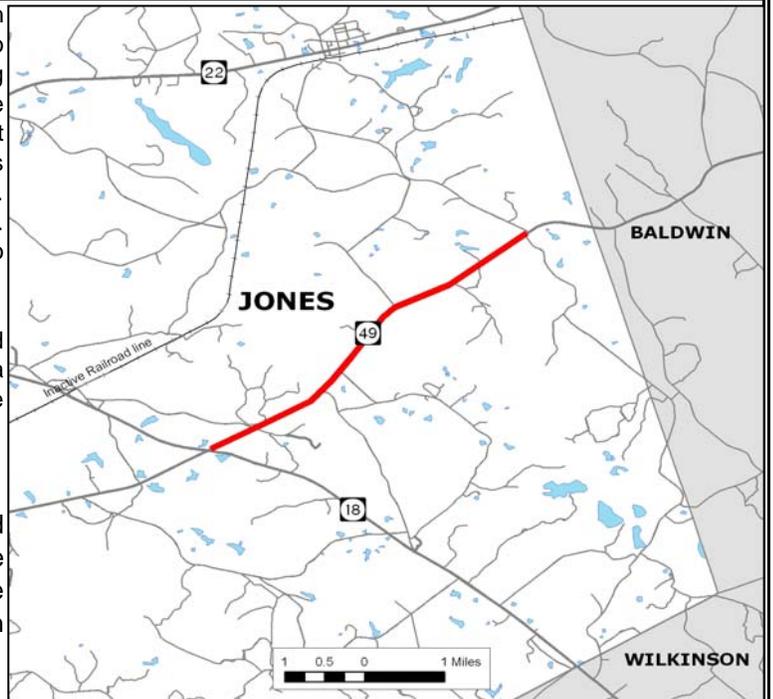
PROJECT NAME: SR 49				PRIORITY: Medium		
PROJECT DESCRIPTION: SR 18 to Bowen Hill Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 8.2 miles	NUMBER OF LANES		EXISTING: 2 lane	PLANNED: 4 lane		
MODEL TRAFFIC VOLUMES (ADT)			2006: 8,385	2035: 11,582		
LOCAL RD #:	ST/US#:		FUNDING:			
MILE POINT	BEGIN: SR 18		END: Bowen Hill Road			
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$3,280,000					\$3,280,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$29,520,000	\$29,520,000
PROJECT COST		\$0	\$0	\$0		\$32,800,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen SR 49, from SR 18 to Bowen Hill Road. This project demonstrates logical termini due to forecasted congestion and an extension of an existing widening project located to the south. It is anticipated that the routes to the north will satisfactorily service current and future traffic and not require additional capacity projects. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening SR 49 to 4-lanes is projected to improve operations to LOS C in 2035.

SR 49 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.



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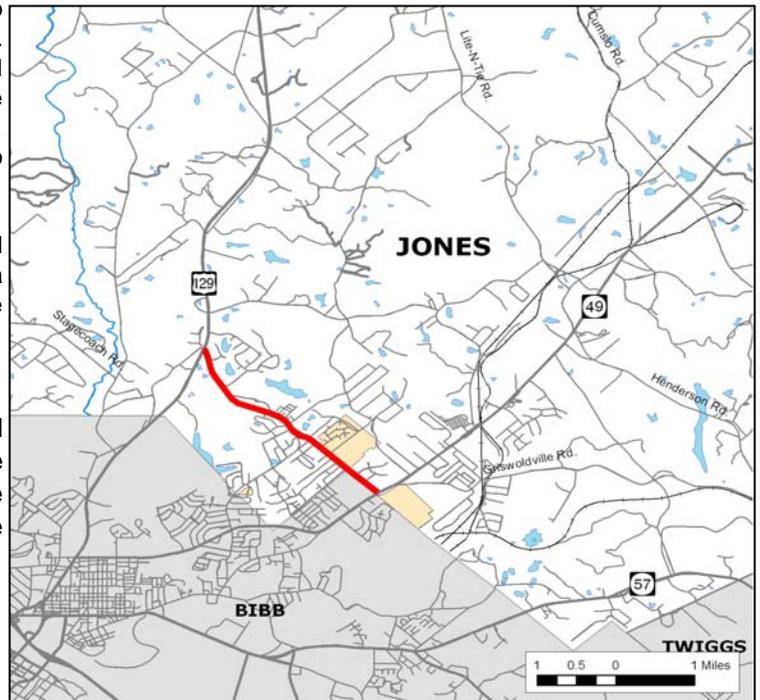
PROJECT NAME: Joycliff Road				PRIORITY: High		
PROJECT DESCRIPTION: SR 49 to US 129				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 2.9 miles	NUMBER OF LANES	EXISTING: 2 lane	PLANNED: 4 lane			
MODEL TRAFFIC VOLUMES (ADT)		2006: 11,676	2035: 13,108			
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN: SR 49	END:			US 129	
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$1,160,000					\$1,160,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$10,440,000	\$10,440,000
PROJECT COST		\$0	\$0	\$0		\$11,600,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen Joycliff Road, from SR 49 to US 129. The section of roadway is currently operating at a LOS D. This project demonstrates logical termini due to forecasted congestion and connectivity. The need and purpose is to provide connectivity between US 129 and SR 49. Without improvements, this facility will operate at LOS D in 2035. Widening Joycliff Road to 4-lanes is projected to improve operations in 2035.

Joycliff Road is functionally classified as a local road with a posted speed limit of 45 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



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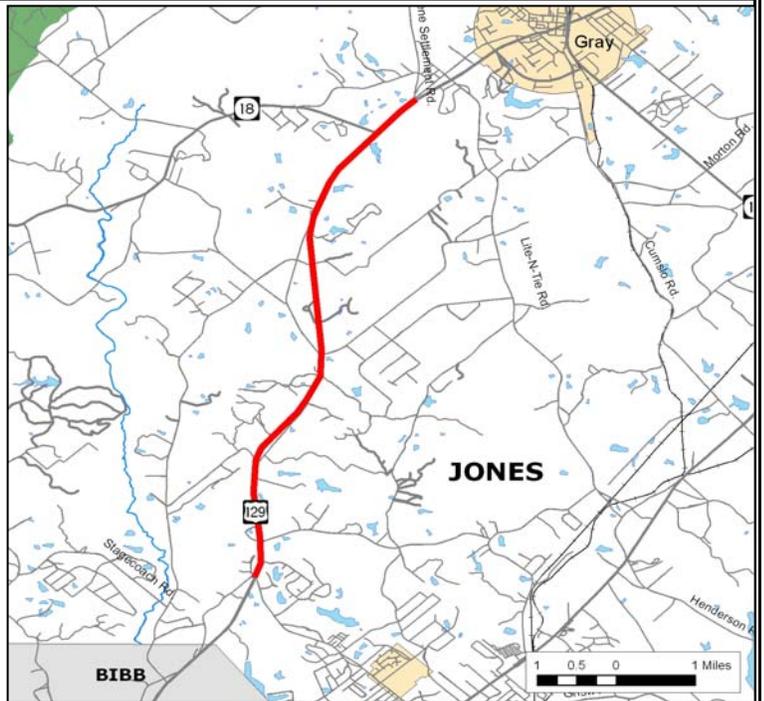
PROJECT NAME: US 129				PRIORITY: High		
PROJECT DESCRIPTION: Joycliff Road to Greene Settlement Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 7.1 miles	NUMBER OF LANES		EXISTING: 4 lane	PLANNED: 6 lane		
MODEL TRAFFIC VOLUMES (ADT)		2006: 18,283		2035: 23,959		
LOCAL RD #:	ST/US#:		FUNDING:			
MILE POINT	BEGIN: Joycliff Road		END: Greene Settlement Road			
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$2,840,000					\$2,840,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$25,560,000	\$25,560,000
PROJECT COST		\$0	\$0	\$0		\$28,400,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen US 129, from Joycliff Road to Greene Settlement Road. This project demonstrates logical termini due to forecasted congestion and connectivity to Gray and the Gray Bypass project. There are proposed widening projects to the north to meet future traffic needs. It is anticipated that the route south of the proposed improvements will satisfactorily serve current and future traffic needs and not require an additional capacity project. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening US 129 to 6-lanes is projected to improve operations in 2035.

US 129 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



OFFICE OF PLANNING

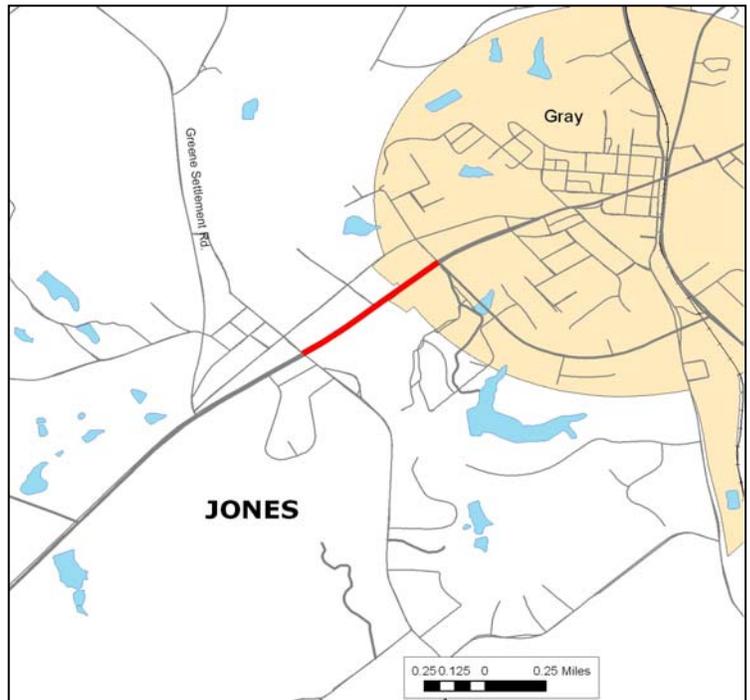
PROJECT NAME: US 129				PRIORITY: High		
PROJECT DESCRIPTION: Lite-n-Tie Road to Jackson Avenue				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 0.7 mile	NUMBER OF LANES		EXISTING: 4 lane	PLANNED: 6 lane		
MODEL TRAFFIC VOLUMES (ADT)			2006: 8,194	2035: 13,885		
LOCAL RD #:	ST/US#:		FUNDING:			
MILE POINT	BEGIN: Lite-n-Tie Road		END: Jackson Avenue			
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$280,000					\$280,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$2,520,000	\$2,520,000
PROJECT COST		\$0	\$0	\$0		\$2,800,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen US 129, from Lite-n-Tie Road to Jackson Avenue. This project demonstrates logical termini due to connectivity to Gray and the extension of proposed widening to the south. It is anticipated that the route north of the proposed improvements will satisfactorily serve current and future traffic needs and not require an additional capacity project. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening US 129 to 6-lanes is projected to improve operations in 2035.

US 129 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



OFFICE OF PLANNING

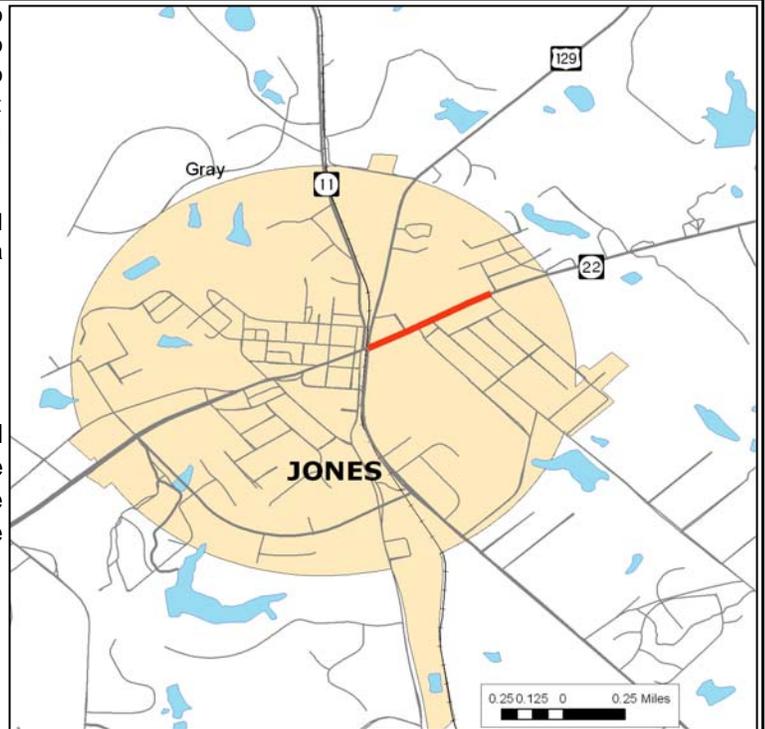
PROJECT NAME: SR 22				PRIORITY: High		
PROJECT DESCRIPTION: SR 11 to Pinewood Drive				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 0.5 mile	NUMBER OF LANES		EXISTING: 2 lane	PLANNED: 4 lane		
MODEL TRAFFIC VOLUMES (ADT)			2006: 8,521	2035: 11,467		
LOCAL RD #:	ST/US#:		FUNDING:			
MILE POINT	BEGIN: SR 11		END: Pinewood Drive			
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$200,000					\$200,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$1,800,000	\$1,800,000
PROJECT COST		\$0	\$0	\$0		\$2,000,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen SR 22, from SR 11 to Pinewood Drive. This project demonstrates logical termini due to forecasted congestion. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening SR 22 to 4-lanes is projected to improve operations in 2035.

SR 22 is functionally classified as a major collector with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of commercial and residential property.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



OFFICE OF PLANNING

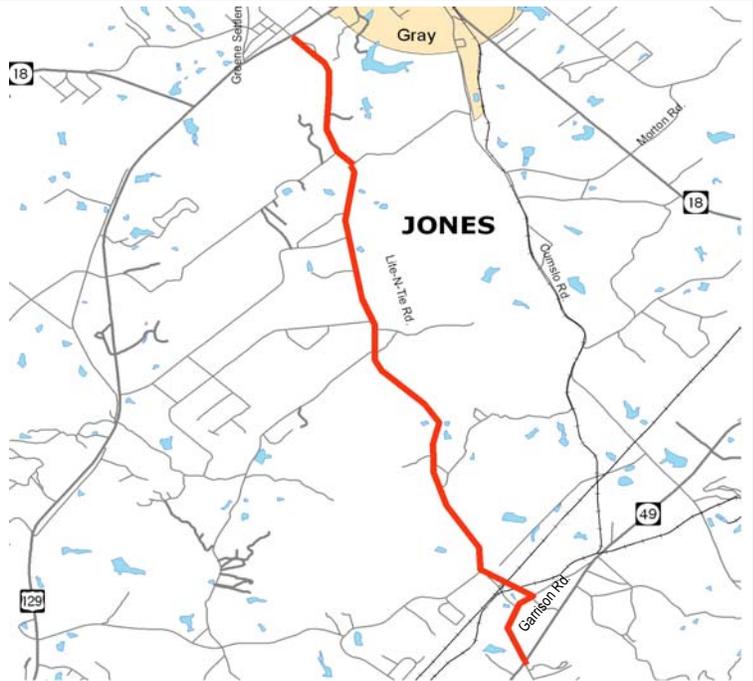
PROJECT NAME: Lite-n-Tie Road and Garrison Road				PRIORITY: High		
PROJECT DESCRIPTION: SR 49 to US 129				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 7.25 miles		NUMBER OF LANES		EXISTING: 2 lane		PLANNED: 4 lane
MODEL TRAFFIC VOLUMES (ADT)				2006: 3,809		2035: 7,917
LOCAL RD #:		ST/US#:		FUNDING:		
MILE POINT		BEGIN: SR 49		END: US 129		
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$2,900,000					\$2,900,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$26,100,000	\$26,100,000
PROJECT COST		\$0	\$0	\$0		\$29,000,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

This improvement proposes to widen Lite-n-Tie Road and Garrison Road, from SR 49 to US 129. This project demonstrates logical termini due to enhanced connectivity to Gray. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening Lite-n-Tie Road to 4-lanes is projected to improve operations in 2035.

Lite-n-tie Road is functionally classified as a major collector with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



OFFICE OF PLANNING

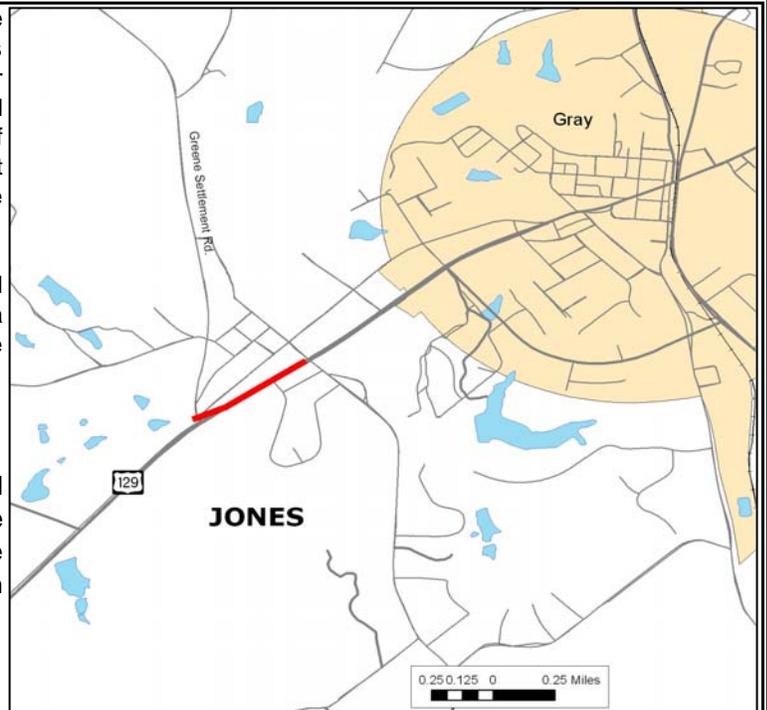
PROJECT NAME: US 129				PRIORITY: Medium		
PROJECT DESCRIPTION: Greene Settlement Road to Lite-n-Tie Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI): 0.5 mile	NUMBER OF LANES		EXISTING: 4 lane	PLANNED: 6 lane		
MODEL TRAFFIC VOLUMES (ADT)			2006: 13,608	2035: 18,599		
LOCAL RD #:	ST/US#:		FUNDING:			
MILE POINT	BEGIN: Greene Settlement Road		END: Lite-n-Tie Road			
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	\$200,000					\$200,000
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION					\$1,800,000	\$1,800,000
PROJECT COST		\$0	\$0	\$0		\$2,000,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #:	CONGRESSIONAL DISTRICT:			RDC: MGRDC		

COMMENTS

This improvement proposes to widen US 129, from Greene Settlement Road to Lite-n-Tie Road. This project demonstrates logical termini due to connectivity to Gray and the extension of other proposed widenings located to the north and south. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening US 129 to 6-lanes is projected to improve operations in 2035.

US 129 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.



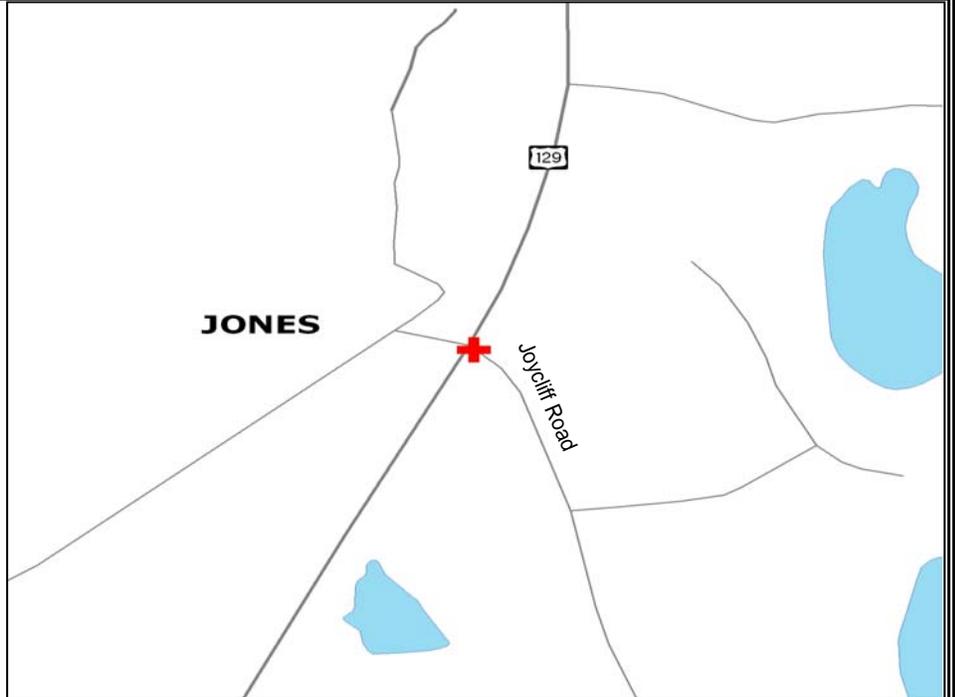
OFFICE OF PLANNING

PROJECT NAME: US 129				PRIORITY: High		
PROJECT DESCRIPTION: Intersection realignment at US 129 and Joycliff Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:		PLANNED:		
		2006: NA		2035: NA		
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of US 129 and Joycliff Road may have safety issues. This intersection has experienced 35 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



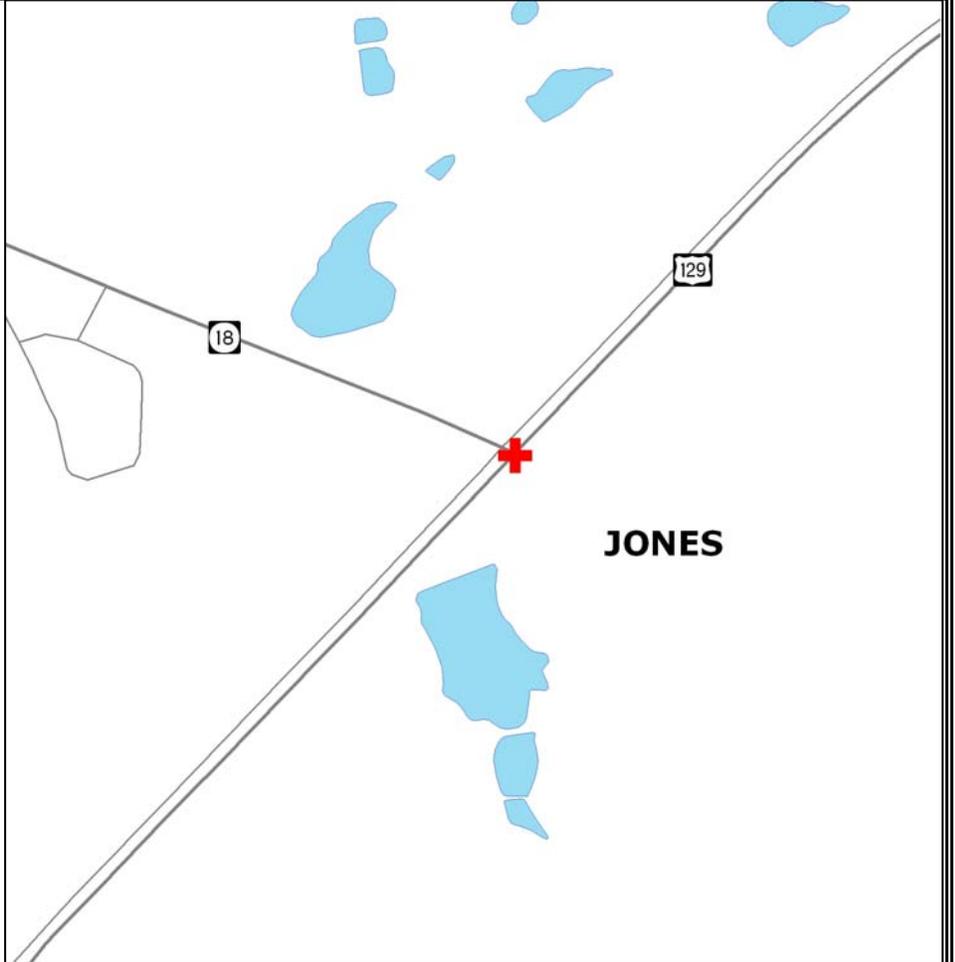
OFFICE OF PLANNING

PROJECT NAME: US 129 S				PRIORITY: High		
PROJECT DESCRIPTION: Intersection improvements at US 129 S and SR 18 W				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:		PLANNED:		
TRAFFIC VOLUMES (ADT)		2006: NA		2035: NA		
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of US 129 S and SR 18 W may have safety issues. This intersection has experienced 34 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



OFFICE OF PLANNING

PROJECT NAME: US 129				PRIORITY: High		
PROJECT DESCRIPTION: Intersection improvements at US 129 and Jackson Avenue				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:	PLANNED:			
TRAFFIC VOLUMES (ADT)		2006: NA	2035: NA		NA	
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of US 129 and Jackson Avenue may have safety issues. This intersection has experienced 32 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.



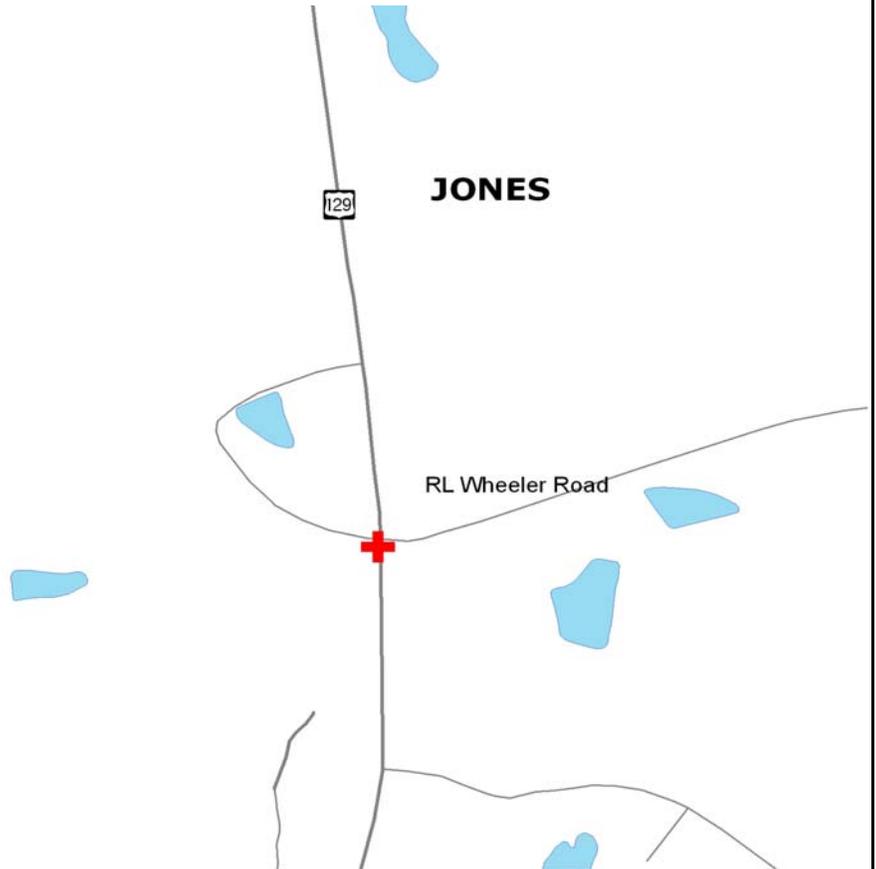
OFFICE OF PLANNING

PROJECT NAME: US 129				PRIORITY: Medium		
PROJECT DESCRIPTION: Intersection improvements at US 129 and R L Wheeler Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:	PLANNED:			
TRAFFIC VOLUMES (ADT)		2006: NA	2035:		NA	
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of US 129 and R L Wheeler Road may have safety issues. This intersection has experienced 21 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.



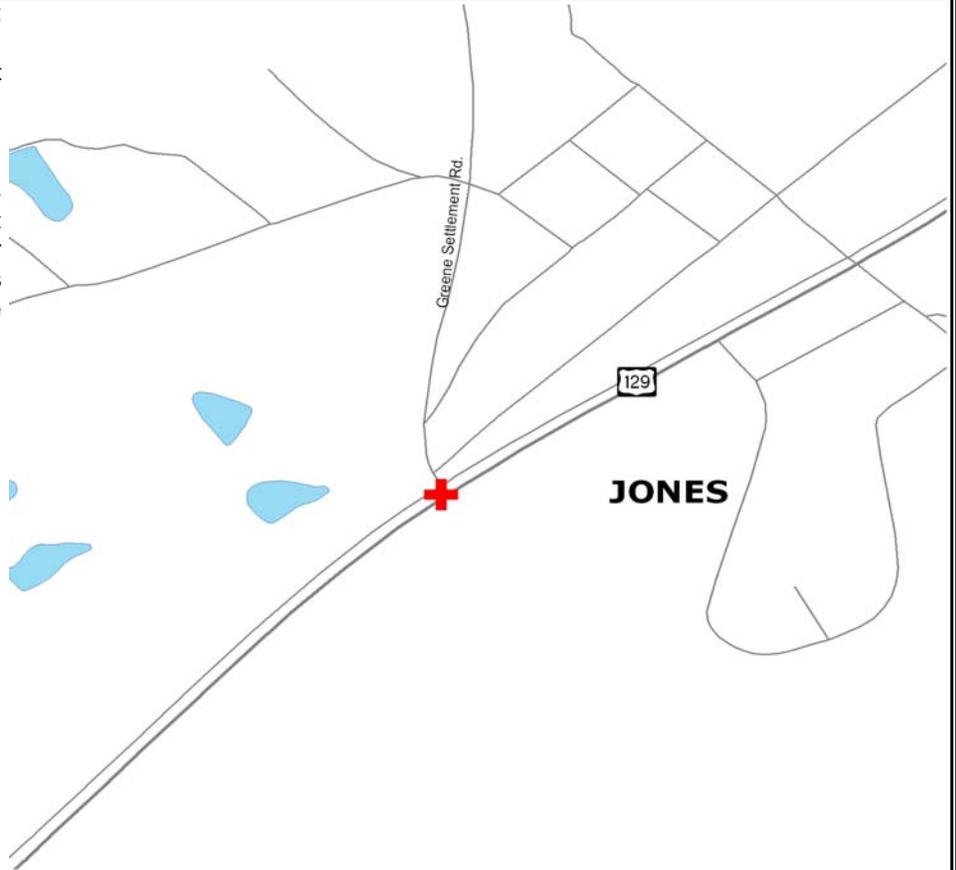
OFFICE OF PLANNING

PROJECT NAME: US 129				PRIORITY: Medium		
PROJECT DESCRIPTION: Intersection realignment at US 129 and Greene Settlement Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:	PLANNED:			
TRAFFIC VOLUMES (ADT)		2006: NA	2035: NA		NA	
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of US 129 and Greene Settlement Road may have safety issues. This intersection has experienced 22 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.



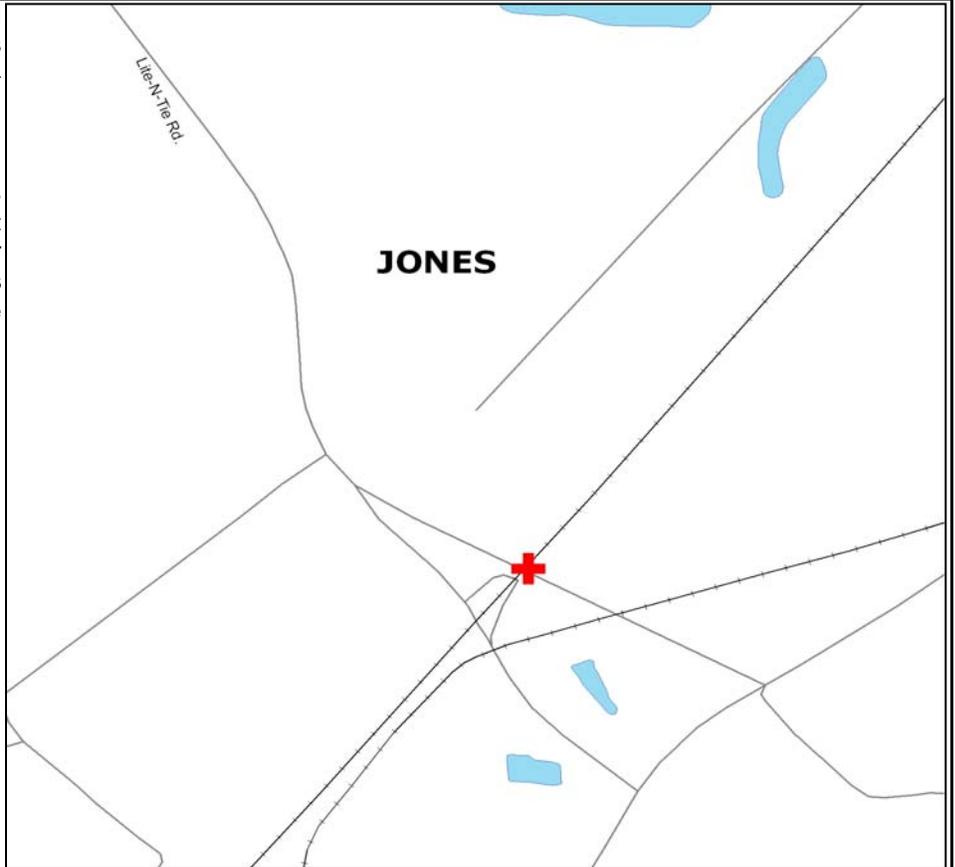
OFFICE OF PLANNING

PROJECT NAME: Lite-n-Tie Road				PRIORITY: Low		
PROJECT DESCRIPTION: Intersection improvement at Lite-n-Tie Road and Railroad Crossing 733418D				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:		PLANNED:		
		2006: NA		2035: NA		
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of Lite-n-Tie Road and Railroad Crossing 733418D may have safety issues. This intersection has experienced 4 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.



OFFICE OF PLANNING

PROJECT NAME: US 129 N				PRIORITY: Low		
PROJECT DESCRIPTION: Intersection improvement at US 129 N and SR 18 E				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:		PLANNED:		
	TRAFFIC VOLUMES (ADT)	2006: NA		2035: NA		
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of US 129 N and SR 18 E may have safety issues. This intersection has experienced 3 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.



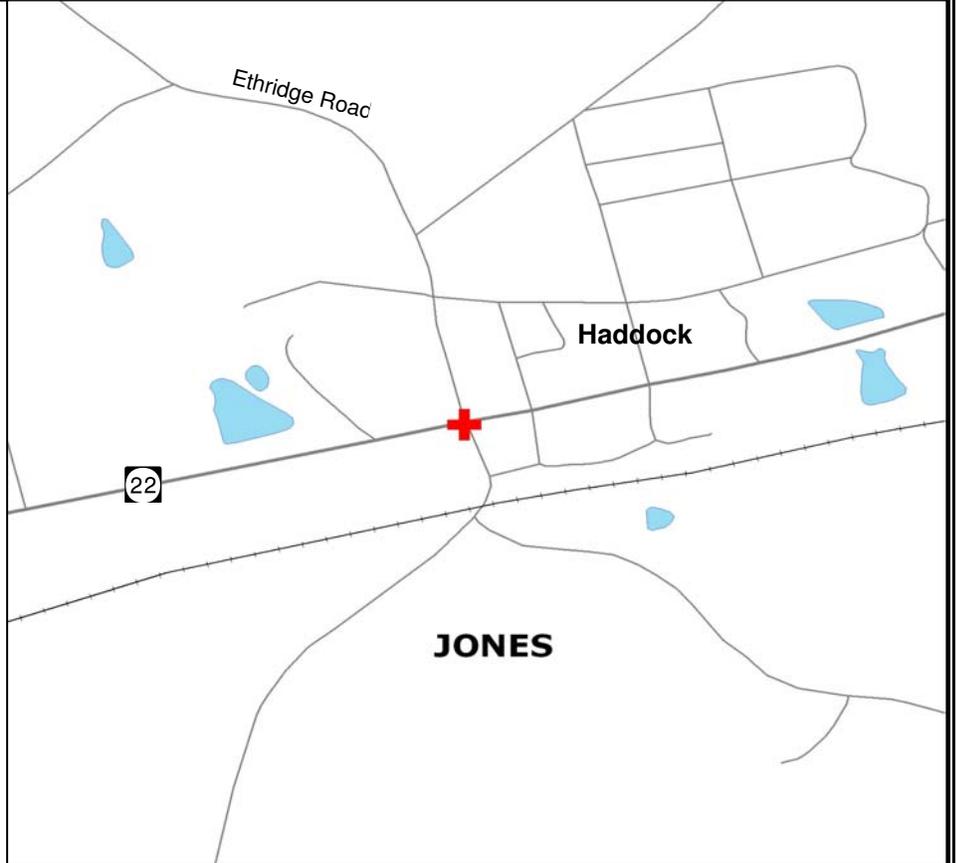
OFFICE OF PLANNING

PROJECT NAME: SR 22				PRIORITY: Medium		
PROJECT DESCRIPTION: Intersection improvement at SR 22 and Ethridge Road - Haddock Community				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:	PLANNED:			
	TRAFFIC VOLUMES (ADT)	2006:	NA	2035:	NA	
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of SR 22 and Ethridge Road may have safety issues. This intersection has experienced 4 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in August 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.



OFFICE OF PLANNING

PROJECT NAME: SR 22				PRIORITY: Low		
PROJECT DESCRIPTION: Intersection improvement at SR 22 and Harris Morton Road				P.I. NOS:		
				TIP #:		
				COUNTY: Jones		
LENGTH (MI):	NUMBER OF LANES	EXISTING:	PLANNED:			
TRAFFIC VOLUMES (ADT)		2006: NA	2035: NA		NA	
LOCAL RD #:	ST/US#:	FUNDING:				
MILE POINT	BEGIN:	END:				
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						\$0
RIGHT-OF-WAY						\$0
UTILITIES						\$0
CONSTRUCTION	\$250,000					\$250,000
PROJECT COST	\$250,000	\$0	\$0	\$0	\$0	\$250,000
FEDERAL COST						\$0
STATE COST						\$0
LOCAL COST						\$0
DOT DISTRICT #: 3	CONGRESSIONAL DISTRICT: 8			RDC: MGRDC		

COMMENTS

The intersection of SR 22 and Harris Morton Road may have safety issues. This intersection has experienced 5 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

A multi-modal transportation study for Butts, Jones and Monroe Counties, was completed in June 2008 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.

