

**East Georgia Multi-County Transportation Study
Greene, Jasper, Morgan and Putnam Counties**

Executive Summary

August 2007



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1.0 Introduction

Growth in Greene, Jasper, Morgan, and Putnam Counties has resulted in increased travel demand through the 4-County Region. The Georgia Department of Transportation (GDOT) Office of Planning, in conjunction with these four Counties, initiated the East Georgia Multi-County Transportation Study to develop a Long Range Transportation Plan (LRTP) to serve the 4-County Region through the planning horizon, 2030. Currently, the transportation planning function for the Counties is provided by GDOT through coordination with each County. The Multi-County Transportation Study is built upon existing work efforts to date, and provides a mechanism for guiding transportation decision-making as development pressures increase through the 4-County Region.

HNTB coordinated with GDOT, Greene, Jasper, Morgan, and Putnam Counties, local cities, and other partners in the planning, development, review, and approval of potential improvements. Additionally, a comprehensive and interactive public involvement program was conducted. 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.

Study efforts produced a LRTP that provides for the efficient movement of people and goods within and through the study area through the study horizon year (2030). Interim analysis was conducted for the year 2015. As part of this effort, existing and future operating conditions were documented for the following modes: roadways, bicycle and pedestrian facilities, freight, transit, railways, and airports. Ultimately, individual LRTPs were prepared for each County.

1.1 Study Purpose

The purpose of the LRTP is to identify long-range transportation needs, determine resources to meet those needs, and outline a framework of projects that meet the transportation needs of a community to the extent allowed by existing and future resources. While the 4-County Region is not within a Metropolitan Planning Organization (MPO) service area, the transportation plan development process followed the guidelines established for MPO's. This more rigorous process established 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 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.

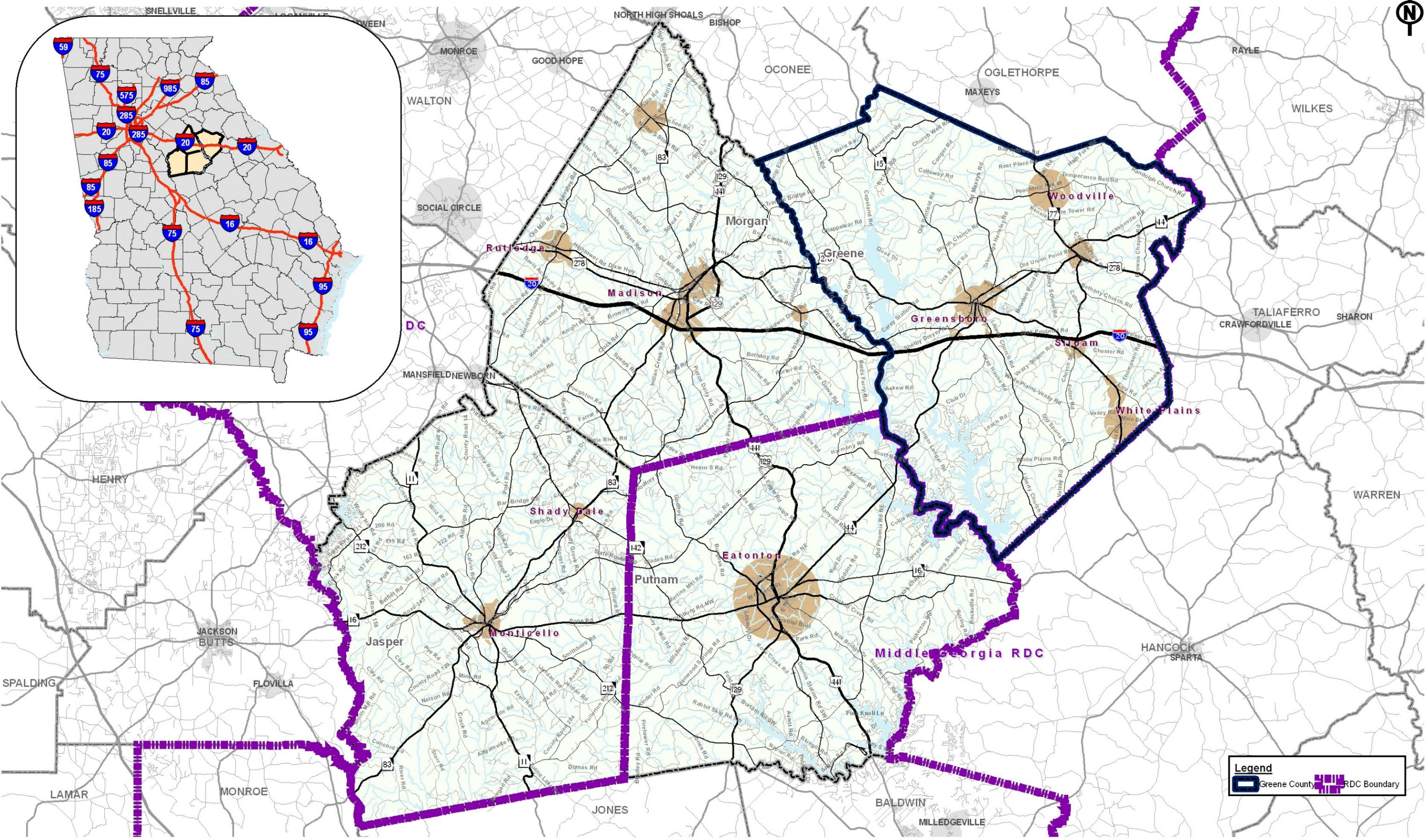
1.2 Study Area Description

The study area is located along the I-20 corridor in northeast Georgia, east of Atlanta. In recent years, communities located in the I-20 corridor from South Carolina to Alabama 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.

Greene, Jasper, Morgan and Putnam Counties cover a land area of just over 1,453 square miles. According to the University of Georgia, the area features many appealing points of interest and is significant to the State's natural and built environments as well as its cultural and historic assets, creating unique impacts on its transportation system.

- The southern boundary of Jasper and Putnam Counties are in the Oconee National Forest and much of this area is woodlands. Rock Eagle and Rock Hawk are quartz boulder mounds created by early Indians located in Putnam County.
- Putnam County claims the title of "Dairy Capitol of Georgia". The unique transportation needs of this market sector were considered when assessing the transportation system.
- The study area borders three large lakes – Lake Jackson, Lake Oconee and Lake Sinclair. Each County has a portion of at least one of these lakes. These lakes have contributed to the recent population and employment growth in the area and represent a large "second home" population for Metro Atlanta residents.

The 4-County Region is part of two Regional Development Centers (RDC's). Greene, Jasper and Morgan County are part of the Northeast Georgia RDC (NEGRDC) and Putnam County is part of the Middle Georgia RDC (MGRDC). The study area is displayed in Figure 1.2.



Study Area

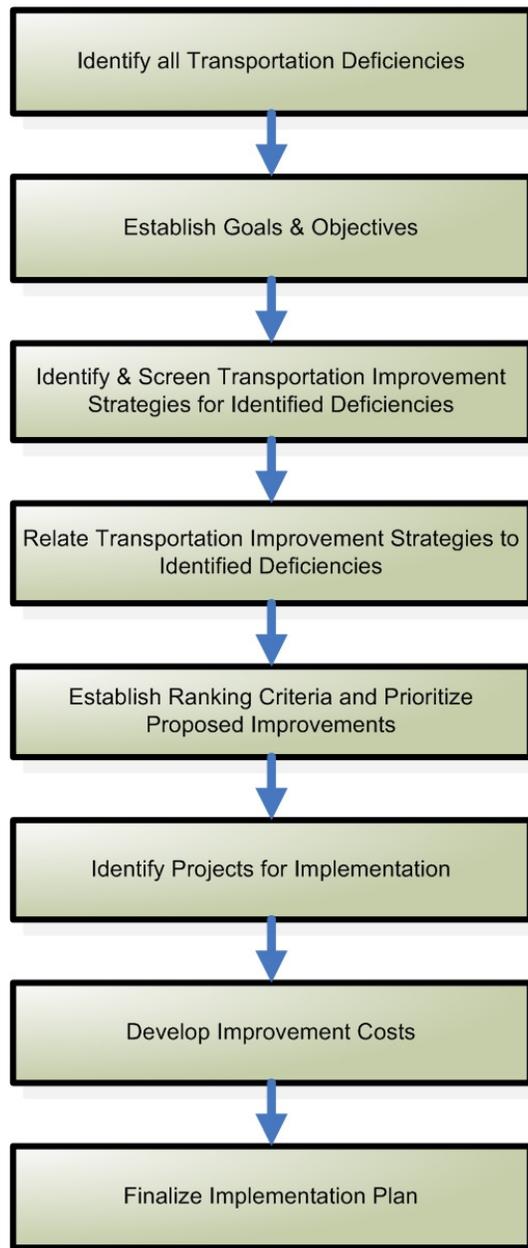
East Georgia Multi-County Transportation Study

1.3 Study Process

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

Figure 1.3 displays a flow chart depicting the study process.

Figure 1.3
Study Process



2.0 Demographic Information

A review of US Census data shows that the 4-County Region has experienced population growth at a modest level during the past 20 years. Table 2.0 presents select demographic data to illustrate the characteristics of the population living in each of the four Counties, their households, and other socio-economic factors.

Table 2.0
Year 2000 General Demographic Characteristics

Demographic	Greene	Jasper	Morgan	Putnam
Total Population	14,406	11,426	15,457	18,812
Median Age	39.1	36.3	36.8	39.6
Households	5,477	4,175	5,558	7,402
Average Household Size	2.59	2.72	2.75	2.50
Total Housing Units	6,653	4,806	6,128	10,319
Occupied Housing Units	5,477 (82.3% of total)	4,175 (86.9% of total)	5,558 (90.7% of total)	7,402 (71.7% of total)
Owner-Occupied Housing Units	4,182 (62.9% of total)	3,300 (68.7% of total)	4,310 (70.3% of total)	5,870 (56.9% of total)
Renter-Occupied Housing Units	1,295 (19.5% of total)	875 (18.2% of total)	1,248 (20.4% of total)	1,532 (14.8% of total)
School Enrollment (Age 3+)	3,385 (23.5% of total)	2,876 (25.2% of total)	3,886 (25.1% of total)	4,207 (22.4% of total)
Percent High School Graduate or Higher	70.1%	69.7%	74.0%	75.5%
Total Disabled Population (Age 5+)	3,299	2,355	2,963	4,108
Percent of Population in Same House in 1995	56.4%	56.4%	59.3%	58.2%

Source: 2000 US Census

2.1 Future Population

The 4-County Region has received a moderate amount of growth over the past 20 years (47%). This growth trend is expected to continue or accelerate as the area continues to attract people and business owners who enjoy a rural lifestyle while having good access to nearby amenities in the Atlanta, Macon, and Athens urban areas. Recently, several developments of regional impact (DRI) studies have been completed throughout the 4-County Region. A majority of these DRIs are located in Greene and Morgan County. Table 2.1 displays the projected growth for each of the four Counties through the horizon year of 2030.

Table 2.1
Projected Population

	2000	2005	2010	2015	2020	2025	2030
Greene	14,406	15,740	17,750	19,260	21,520	25,830	26,230
Jasper	11,426	13,060	15,500	17,340	20,100	24,920	25,810
Morgan	15,457	17,630	20,890	23,550	27,530	34,680	35,750
Putnam	18,812	19,900	21,126	22,327	23,553	24,841	27,144
Total	60,101	66,330	75,266	82,477	92,703	110,271	114,934

Source: NEGRDC and MGRDC Comprehensive Plans

2.2 Employment Data

In the 4-County Region, manufacturing is the largest employment sector providing about one-fourth of the total jobs. Other important sectors are education and health services, and retail trade. Thirty-one companies in the 4-County Region employ 100 or more employees. The number, type, and location of jobs in these Counties have direct implications to the types of transportation facilities needed by business operators and employees in the area.

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

Table 2.2
Existing Work Commute Patterns

Work Commute	Greene	Jasper	Morgan	Putnam	Total
Total Workers (Age 16+)	5,609	5,123	7,278	8,055	100%
Drove Alone	4,035	3,816	5,638	5,924	74.5%
Carpooled	1,039	941	1,162	1,676	18.5%
Transit/Taxi	34	8	3	41	0.3%
Biked or Walked	142	99	134	151	2.0%
Motorcycle or Other Means	112	122	61	115	1.6%
Worked at Home	247	137	280	148	3.1%
Mean Travel Time to Work (min.)	26.0	34.2	25.0	26.5	

Source: 2000 US Census

3.0 Assessment of Transportation Facilities

Extensive data was collected for the transportation facilities within the 4-County Region. Based on the existing conditions inventory and assessment, an analysis of operating conditions was conducted for the following elements:

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

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

Greene County

- Previous and On-Going Studies
 - 19 projects in the Statewide Transportation Improvement Program and Construction Work Program
- Roadway System Characteristics
 - 98.70 miles of State and US Roads
 - 417.27 miles of County Roads
 - 59.11 miles of Collectors and Local Streets
- Public Transportation
 - 2,113 one-way trips per month with Greene Transit
- Freight Transport
 - 5 designated truck routes – I-20, US 278, SR 15, SR 44, SR 77
 - 20 miles of rail line operated by CSX
- Airports
 - Greene County Regional Airport
 - Level II airport
 - 1 runway - 5,000' x 75'
- Bicycle and Pedestrian Facilities
 - 1 pedestrian fatality from 2003 to 2005
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers
- Bridges
 - 63 bridges

- 10 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
- 5 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the studies horizon year, 2030.
- Safety
 - 1,359 crashes
 - 358 injuries
 - 10 fatalities
 - 3 intersections with 10 or more crashes over the 3-year analysis period
- Deficient Segments
 - 4 Existing deficient segments
 - 5 deficient segments in 2015
 - 18 deficient segments in 2030

Jasper County

- Previous and On-Going Studies
 - 9 projects in the Statewide Transportation Improvement Program and Construction Work Program
- Roadway System Characteristics
 - 110.51 miles of State and US Roads
 - 458.51 miles of County Roads
 - 67.23 miles of Collectors and Local Streets
- Public Transportation
 - No public transportation
- Freight Transport
 - 2 designated truck routes – SR 11, SR 83
 - 20 miles of rail line operated by Norfolk Southern
 - 10 miles of rail line operated by Great Walton Railroad
- Airports
 - No airports
- Bicycle and Pedestrian Facilities
 - 0 pedestrian fatalities from 2003 to 2005
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers
- Bridges
 - 64 bridges
 - 17 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
 - 9 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the studies horizon year, 2030.
- Safety
 - 358 crashes
 - 151 injuries
 - 6 fatalities
 - 3 intersections with 10 or more crashes over the 3-year analysis period
- Deficient Segments

- 3 Existing deficient segments
- 4 deficient segments in 2015
- 9 deficient segments in 2030

Morgan County

- Previous and On-Going Studies
 - 18 projects in the Statewide Transportation Improvement Program and Construction Work Program
- Roadway System Characteristics
 - 93.82 miles of State and US Roads
 - 438.17 miles of County Roads
 - 42.55 miles of Collectors and Local Streets
- Public Transportation
 - 1,726 one-way trips per month with Morgan Transit
- Freight Transport
 - 4 designated truck routes – I-20, US 278, US 441, and SR 83
 - 12 miles of rail line operated by CSX
 - 12 miles of rail line operated by Norfolk Southern
- Airports
 - Madison Municipal Airport
 - Level I airport
 - 1 runway - 3,806' x 75'
- Bicycle and Pedestrian Facilities
 - 0 pedestrian fatalities from 2003 to 2005
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers
- Bridges
 - 97 bridges
 - 18 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
 - 19 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the studies horizon year, 2030.
- Safety
 - 927 crashes
 - 338 injuries
 - 12 fatalities
 - 7 intersections with 10 or more crashes over the 3-year analysis period
- Deficient Segments
 - 8 Existing deficient segments
 - 8 deficient segments in 2015
 - 21 deficient segments in 2030

Putnam County

- Previous and On-Going Studies
 - 13 projects in the Statewide Transportation Improvement Program and Construction Work Program

- Roadway System Characteristics
 - 84.95 miles of State and US Roads
 - 433.10 miles of County Roads
 - 61.95 miles of Collectors and Local Streets
- Public Transportation
 - 2,132 one-way trips with Putnam Transit
- Freight Transport
 - 3 designated truck routes – US 129, US 441, SR 44
 - 20 miles of rail line operated by Norfolk Southern
- Airports
 - No airports
- Bicycle and Pedestrian Facilities
 - 1 pedestrian fatality from 2003 to 2005
 - Additional infill and sidewalks recommended within a 1-mile buffer of schools, libraries, parks and community centers
- Bridges
 - 48 bridges
 - 11 bridges with a sufficiency rating less than 50 – meaning they are potentially in need of rehabilitation or repair.
 - 5 additional bridges have a sufficiency rating less than 75 and may need rehabilitation or replacement through the studies horizon year, 2030.
- Safety
 - 1,698 crashes
 - 413 injuries
 - 12 fatalities
 - 11 intersections with 10 or more crashes over the 3-year analysis period
- Deficient Segments
 - 8 Existing deficient segments
 - 12 deficient segments in 2015
 - 14 deficient segments in 2030

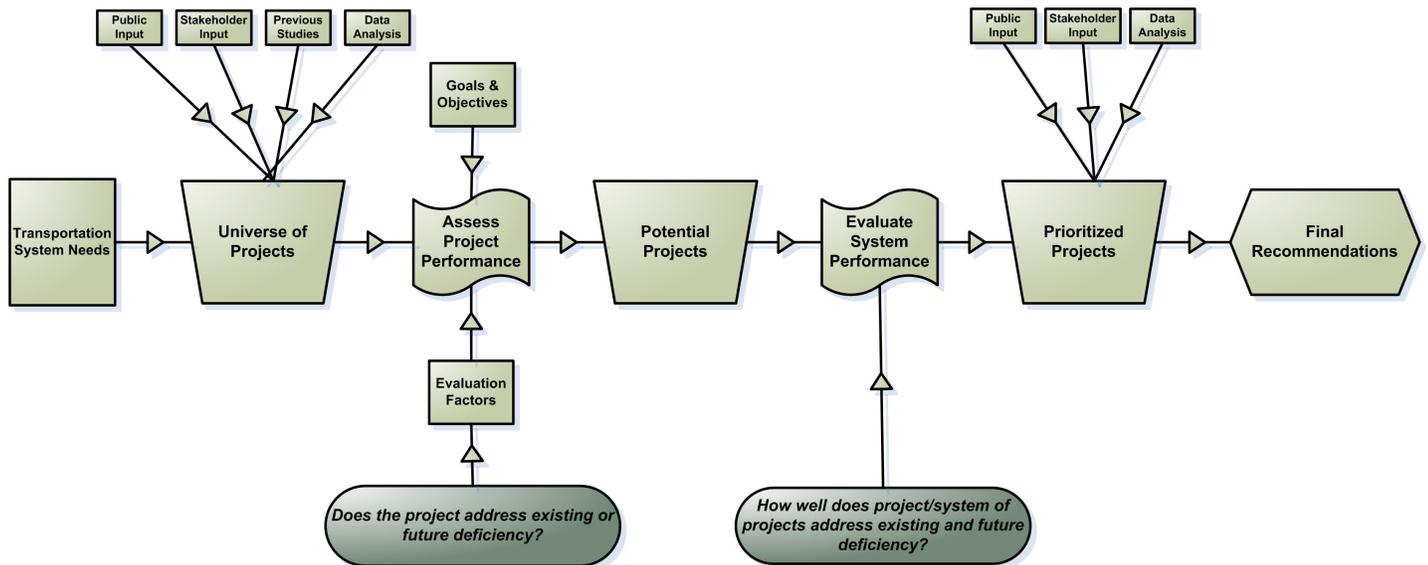
The next step in the long range transportation planning process is to address these deficiencies with improvements. A screening process will identify and evaluate the improvements, resulting in a prioritized list and cost estimates will be developed for these potential improvements.

4.0 Improvement Development Process

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

- Deficient Roadways;
- Bicycle and Pedestrian;
- Public Transportation;
- Freight;
- Aviation; and,
- Citizen and Stakeholder Input.

The figure below illustrates the improvement development process.



5.0 Improvement Recommendations

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

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

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

This information is presented in Tables 5.1 – 5.4 and Figure 5.1 - 5.2.

Table 5.1
Recommended Improvements

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
Capacity Improvements/New Roadways																		
G1	SR 44	Putnam County	Linger Longer Rd	2-Lanes	4-Lanes, Divided	1.60 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$5,551,000	✓	✓	✓	
G2	SR 44	Linger Longer Rd	East Greensboro Bypass	2-Lanes	4-Lanes, Divided	7.94 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$28,807,000	✓	✓	✓	
G3	Greensboro Bypass	Lick Skillet Rd	Beaver Dam Creek	N/A	4-Lanes, Divided	4.38 miles	CWP	New Roadway	Connectivity	Improved Connectivity		✓		\$14,438,000	✓	✓	✓	
G4	East Greensboro Bypass	SR 44 (S)	US 278/SR 44 (NE)	N/A	4-Lanes, Divided	3.61 miles	CWP	New Roadway	Connectivity	Improved Connectivity		✓		\$8,766,000	✓	✓	✓	
G5	SR 15	Antioch Church Rd (Oconee County)	Greensboro Bypass	2-Lanes	4-Lanes, Divided	13.93 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$47,388,000	✓	✓	✓	
G6	SR 15	Greensboro Bypass	Pear Orchard Rd	2-Lanes	4-Lanes, Divided	2.75 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$9,075,000	✓	✓	✓	
G7	SR 15	Pear Orchard Rd	SR 77	N/A	4-Lanes, Divided	2.00 miles	CWP	New Roadway	Connectivity	Improved Connectivity		✓		\$6,600,000	✓	✓	✓	
G9	East Siloam Bypass	SR 77	I-20	N/A	4-Lanes, Divided	0.75 miles	CWP	New Roadway	Connectivity	Improved Connectivity		✓		\$2,475,000	✓	✓	✓	
G10	SR 15	English School Rd	White Plains Bypass	2-Lanes	4-Lanes, Divided	3.15 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$10,725,000	✓	✓	✓	
G11	West White Plains Bypass	Edwards Rd (Hancock County)	Eley Rd	N/A	4-Lanes, Divided	5.00 miles	CWP	New Roadway	Connectivity	Improved Connectivity		✓		\$16,500,000	✓	✓	✓	
G12	SR 77	Peachtree Ave	US 278	2-Lanes	4-Lanes	4.45 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$15,486,000	✓	✓	✓	
G13	SR 77	US 278	SR 15	2-Lanes	4-Lanes	5.75 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$20,010,000	✓	✓	✓	
G14	US 278	SR 15	SR 77	2-Lanes	4-Lanes	5.74 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$19,975,200	✓	✓	✓	
G15	Wrightsville Church Rd Extension (E)	Walker Church Rd	Leslie Mill Rd	N/A	2-Lanes	1.56 miles	Public	New Roadway	Connectivity	Improved Connectivity		✓		\$7,644,000	✓	✓	✓	
G16	Wrightsville Church Rd Extension (W)	SR 44	Carey Station Rd	N/A	2-Lanes	1.47 miles	Public	New Roadway	Connectivity	Improved Connectivity		✓		\$7,203,000	✓	✓	✓	
														\$220,643,200				
Minor Widening																		
G17	Wrightsville Church Rd	SR 44	Walkers Church Rd	< ideal typical section	12' lanes and 2' paved shoulders	2.22 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$1,509,600	✓	✓	✓	
G18	Liberty Church Rd	Veazey Rd	Hancock County	< ideal typical section	12' lanes and 2' paved shoulders	1.00 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$680,000	✓	✓	✓	
G19	Leslie Mill Rd	Walker Church Rd	Veazey Rd	< ideal typical section	12' lanes and 2' paved shoulders	2.22 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$1,509,600	✓	✓	✓	
G20	White Plains Veazey Rd	Veazey Rd	SR 15	< ideal typical section	12' lanes and 2' paved shoulders	7.07 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$4,807,600	✓	✓	✓	
G21	Carey Station Rd	US 278	SR 44	< ideal typical section	12' lanes and 2' paved shoulders	7.90 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$5,372,000	✓	✓	✓	
G22	Veazey Rd	Walkers Church Rd	Hancock County	< ideal typical section	12' lanes and 2' paved shoulders	11.25 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$7,650,000	✓	✓	✓	
G23	Penfield Greensboro Hwy	Planning Mill Rd	Peachtree Rd	< ideal typical section	12' lanes and 2' paved shoulders	6.80 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$4,624,000	✓	✓	✓	
G24	Church St	SR 77	White Plains Veazey Rd	< ideal typical section	12' lanes and 2' paved shoulders	3.41 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$2,318,800	✓	✓	✓	
G25	Leach Rd	Liberty Church Rd	Walker Church Rd	< ideal typical section	12' lanes and 2' paved shoulders	2.73 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$1,856,400	✓	✓	✓	
														\$30,328,000				
Intersection/Geometric Improvements																		
G26	Carey Station Rd Interchange	I-20		no interchange	interchange	feasibility study	CWP	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓			✓	✓	✓	
G27	US 278	Cunningham Rd					CWP	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$1,629,000	✓	✓	✓	
G28	US 278 (Broad St)	SR 44 (Main St)				24 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G29	US 278 (E Broad St)	Walnut St				12 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G30	US 278 (W Broad St)	SR 15 (Laurel St)				10 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G31	Carey Station Rd	US 278		angled intersection			Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G32	Carey Station Rd	SR 44					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G33	Leslie Mill Rd	Walker Church Rd					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G34	SR 77	SR 15					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G35	Veazey Rd	Leslie Mill Rd/White Plains - Veazey Rd		offset intersections	align intersections		Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G36	Penfield Greensboro Hwy	Shiloh Church Rd/Hensley Rd		offset intersections	align intersections		Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G37	SR 15	Lick Skillet Rd		offset intersections	align intersections		Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
G38	Wesley Chapel Rd	SR 15					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
														\$4,379,000				
Bridge Improvements																		
G39	Rail Fence Rd	Griffin Creek		365 sq ft		14.00 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$56,210	✓	✓	✓	
G40	Centennial Church Rd	Little Shoulderbone Creek		576 sq ft		15.13 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$98,704	✓	✓	✓	
G41	Old Eatonton Rd	CSX Railroad (279584U)		1,731 sq ft	Reopen bridge	18.39 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$266,574	✓	✓	✓	
G42	Copeland Rd	Greenbrier Creek		2,016 sq ft		31.68 sufficiency rating	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$299,000	✓	✓	✓	
G43	Bethesda Church Rd	South Fork Little River		672 sq ft		36.09 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$103,488	✓	✓	✓	
G44	Randolph Church Rd	North Fork Little River		340 sq ft		37.86 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$52,360	✓	✓	✓	
G45	Geer Rd	McWhorter Creek		360 sq ft		38.19 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$55,440	✓	✓	✓	
G46	Woodville Rd	North Fork Little River		6,102 sq ft		40.67 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$939,708	✓	✓	✓	
G47	Johnny Carson Rd	Greenbrier Creek		366 sq ft		45.14 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$56,364	✓	✓	✓	
G48	Little Creek Church Rd	Little Greenbrier Creek		426 sq ft		45.95 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$65,604	✓	✓	✓	
G49	Cold Springs Rd	Town Creek		891 sq ft	Expand bridge from 1-lane to 2-lane	52.68 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$137,214	✓	✓	✓	
G50	SR 44	South Fork Little River		3,816 sq ft		58.53 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$587,664	✓	✓	✓	
G51	Veazey Rd	Beaverdam Creek		3,636 sq ft		62.41 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$559,944	✓	✓	✓	
G52	Stage Coach Rd	I-20		10,039 sq ft		66.07 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,546,006	✓	✓	✓	
G53	Carey Station Rd	I-20		8,666 sq ft		69.46 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,334,564	✓	✓	✓	
G54	Conger Rd	Fishing Creek		bridge has been removed	replace bridge		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$400,000	✓	✓	✓	
														\$6,548,844				
Bicycle & Pedestrian Improvements																		
G55	Walker Church Rd Bike Lanes	Veazey Rd	end	no bike lanes/narrow shoulder	bike lanes on both sides	7.77 miles	Public	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,165,500	✓	✓	✓	
G56	MLK Jr Dr Sidewalks	E Brighton St	Adriane Dr	no sidewalk on east	sidewalk on east side	0.31 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$31,000	✓	✓	✓	
G57	MLK Jr Dr Sidewalks	Adriane Dr	Armour Cir	no sidewalks	sidewalks on both sides	0.30 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$60,000	✓	✓	✓	
G58	SR 44 Sidewalks	Anita White Carson Middle School		no sidewalk on east	sidewalk on east side	0.22 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$22,000	✓	✓	✓	
G59	SR 44 Sidewalks	Sixth St	Fourth St	no sidewalks	sidewalks on both sides	0.18 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$36,000	✓	✓	✓	
G60	US 278 Sidewalks	SR 77 (N)	Hillard St	deficient sidewalks	replace sidewalks	0.48 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$96,000	✓	✓	✓	
G61	US 278 Sidewalks	Universal Dr	SR 77 (N)	no sidewalks	sidewalks on both sides	0.23 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$23,000	✓	✓	✓	
G62	SR 77 (N) Sidewalks	US 278	Elementary School	no sidewalks	sidewalks on both sides	0.76 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$152,000	✓	✓	✓	
G63	SR 44 Sidewalks	SR 77 (N)	Crawfordville Rd/Orear Rd	no sidewalks	sidewalks on both sides	0.54 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$108,000	✓	✓	✓	
G64	SR 15 Bike Lanes & Sidewalks	US 278	Bowden Pond Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.56 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$896,000	✓	✓	✓	
G65	SR 15 Bike Lanes & Sidewalks	US 278	Lick Skillet Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.11 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$738,500	✓	✓	✓	
G66	SR 44 Bike Lanes & Sidewalks	US 278	I-20	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.69 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$941,500	✓	✓	✓	
G67	MLK Jr Dr Bike Lanes & Sidewalks	US 278	Veazey Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	1.13 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$395,500	✓	✓	✓	
G68	Penfield Rd Bike Lanes & Sidewalks	US 278	Richland Creek Bridge	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.87 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,004,500	✓	✓	✓	
G69	US 278 Bike Lanes & Sidewalks	Vandiver Rd	Brick House Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	6.92 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$2,422,000	✓	✓	✓	
G70	SR 15 Bike Lanes	Lick Skillet Rd	Oconee County	no bike lanes/narrow shoulder	bike lanes on both sides	11.40 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,710,000	✓	✓	✓	
G71	SR 15 Bike Lanes	Bowden Pond Rd	Hancock County	no bike lanes/narrow shoulder	bike lanes on both sides	11.45 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,717,500	✓	✓	✓	
G72	US 278 Bike Lanes	Morgan County	Vandiver Rd	no bike lanes/narrow shoulder	bike lanes on both sides	8.67 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,300,500	✓	✓	✓	
G73	US 278 Bike Lanes	Brick House Rd	Taliaferro County															

Table 5.1
Recommended Improvements

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
Airport Improvements															\$24,458,000			
G77	Expand Aircraft Parking Apron			500' x 800'	2x current size		Analysis	Apron Upgrade	Airport Upgrade	accommodate more aircraft	✓			\$200,000	✓	✓	✓	✓
G78	Extend Runway			5,000' x 75'	5,500' x 100'		Analysis	Runway Extension	Level III Facility	accommodate larger aircraft		✓			✓	✓	✓	✓
G79	Parallel Taxiway			partial	full		Analysis	Taxiway Extension	Airport Upgrade			✓			✓	✓	✓	✓
G80	Security fencing			90% complete	100% complete		Analysis	Fencing	Airport Upgrade		✓			\$600,000	✓	✓	✓	✓
G81	Precision Approach						Analysis	Equipment Upgrade	Airport Upgrade		✓			\$800,000	✓	✓	✓	✓
G82	Expand Automotive Parking						Analysis	Parking	Airport Upgrade		✓				✓	✓	✓	✓
	Hangar Relocation						Analysis		Airport Upgrade		✓			\$120,000	✓	✓	✓	✓
	Crack Seal Apron/Taxiway						Analysis		Airport Upgrade		✓			\$15,000	✓	✓	✓	✓
	EA and Land Acquisiton North Terminal						Analysis		Airport Upgrade		✓			\$325,000	✓	✓	✓	✓
															\$2,060,000			
Rail Improvements																		
G83	Cunningham Rd Crossing	CSX #279573G		passive traffic control	Upgrade crossing	Review for proper upgrades	Public	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓					✓	✓	✓
G84	Chapel St Crossing	CSX #279578R			close crossing		Analysis	Close Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$5,000		✓	✓	✓
G85	Planning Mill Rd Crossing	CSX #279575V		Gates & Warning Devices	Additional Signage		Analysis	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$300		✓	✓	✓
G86	McKinley St Crossing	CSX #279568K			Upgrade Signage		Analysis	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$150		✓	✓	✓
															\$5,450			
Transit Improvements																		
G87	Regional Transit System						Analysis	Transit	Commute Options	Enhanced Multi-Modal System			✓		✓	✓	✓	✓
G88	Fixed Route Service						Analysis	Transit	Commute Options	Enhanced Multi-Modal System			✓		✓	✓	✓	✓
G89	Park & Ride Lot	I-20 & SR 44			50 parking spaces		Analysis	Transit	Commute Options	Enhanced Multi-Modal System			✓		✓	✓	✓	✓
															\$50,000			
															\$288,472,494			

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 assumed a unit cost of \$250,000
3. Bridge replacement costs are based off of \$140 per square foot
4. Estimated costs DO NOT include Right of Way

Table 5.2
Recommended Improvements

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
Capacity Improvements/New Roadways																		
J1	SR 83 NW Bypass	SR 83/380 NW	SR 11	N/A	2-Lanes	2.94 miles	CWP	New Roadway	Connectivity	Improved Connectivity	✓			\$4,573,000	✓	✓	✓	
J2	SR 83 SW Bypass	SR 11	SR 16	N/A	2-Lanes	1.80 miles	Public	New Roadway	Connectivity	Improved Connectivity	✓			\$8,820,000	✓	✓	✓	
J3	SR 83 Passing Lanes	Ocmulgee River	Shady Dale		Passing Lanes	2.73 miles	CWP	Passing Lanes		Increase Capacity & Improved Safety			✓	\$4,746,000	✓	✓	✓	
J4	SR 11 Passing Lanes	S of Shepard Rd	Newton County		Passing Lanes	2.30 miles	Public	Passing Lanes		Increase Capacity & Improved Safety		✓		-	✓	✓	✓	
J5	SR 212	SR 16	Newton County	2-Lanes	4-Lanes, Divided	12.20 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety	✓			\$47,824,000	✓	✓	✓	
														\$65,963,000				
Minor Widening																		
J6	Jackson Lake Rd	SR 11	SR 16	< ideal typical section	12' lanes and 2' paved shoulders	10.55 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$7,174,000		✓	✓	✓
J7	Calvin Rd / Aldridge Rd	Post Rd	Newton County	< ideal typical section	12' lanes and 2' paved shoulders	11.15 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$7,582,000		✓	✓	✓
J8	Post Rd	SR 11	SR 142	< ideal typical section	12' lanes and 2' paved shoulders	12.30 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$8,364,000		✓	✓	✓
J9	Rock Eagle Rd	SR 83	Putnam County	< ideal typical section	12' lanes and 2' paved shoulders	9.15 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity				\$6,222,000		✓	✓	✓
J10	Liberty Church Rd	SR 11	Post Rd	< ideal typical section	12' lanes and 2' paved shoulders	4.95 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$3,366,000		✓	✓	✓
J11	Bethel Church Rd	SR 16	SR 11	< ideal typical section	12' lanes and 2' paved shoulders	3.87 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$2,631,600		✓	✓	✓
J12	Clay Rd	SR 16	SR 83	< ideal typical section	12' lanes and 2' paved shoulders	8.25 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$5,610,000		✓	✓	✓
J13	Fullerton Phillips Rd	SR 11	SR 212	< ideal typical section	12' lanes and 2' paved shoulders	7.31 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$4,970,800		✓	✓	✓
J14	Aikenton Rd	SR 83	Rock Eagle Rd	< ideal typical section	12' lanes and 2' paved shoulders	2.92 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$1,985,600		✓	✓	✓
J15	Bullard Rd	Rock Eagle Rd	SR 16	< ideal typical section	12' lanes and 2' paved shoulders	3.78 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$2,570,400		✓	✓	✓
J16	Smithboro Rd	SR 212	SR 16	< ideal typical section	12' lanes and 2' paved shoulders	3.25 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$2,210,000		✓	✓	✓
														\$52,686,400				
Intersection/Geometric Improvements																		
J17	SR 11	new School			Turn Lanes		Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	✓
J18	SR 212	Church St					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	✓
J19	SR 11	Post Rd					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	✓
J20	SR 212	SR 380					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	✓
J21	SR 11 (Green St)	SR 16 (E Green St)				19 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	✓
J22	SR 11 (Green St)	SR 11-SO (Forsyth St)				10 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	✓
J23	SR 16 (Washington St)	SR 212 W				10 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	✓
														\$1,750,000				
Bridge Improvements																		
J24	Pitts Chapel Rd	Pittman Branch		324 sq ft		15.57 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$49,896	✓	✓	✓	✓
J25	Old Agateville Rd	Cedar Creek		432 sq ft		17.09 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$66,528	✓	✓	✓	✓
J26	Lane Rd	Kinnard Creek		391 sq ft		17.33 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$60,214	✓	✓	✓	✓
J27	Kinnard Creek Rd	Kinnard Creek Tributary		392 sq ft		18.04 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$60,368	✓	✓	✓	✓
J28	Cook Rd	Herd Creek		540 sq ft		20.04 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$83,160	✓	✓	✓	✓
J29	Guy Jones Rd	Pittman Branch		360 sq ft		20.52 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$55,440	✓	✓	✓	✓
J30	Wicker Rd	Whiteoak Creek		479 sq ft		26.10 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$73,828	✓	✓	✓	✓
J31	Ellis Rd	Robinson Creek		624 sq ft		26.71 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$96,096	✓	✓	✓	✓
J32	Whitten Rd	Hanna Branch		372 sq ft		26.79 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$57,288	✓	✓	✓	✓
J33	Ozborne Rd	Herd Creek Tributary		445 sq ft		28.06 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$68,530	✓	✓	✓	✓
J34	River Rd	Jack Creek		564 sq ft		28.77 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$86,856	✓	✓	✓	✓
J35	Benton Rd	Herd Creek		408 sq ft		39.19 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$62,832	✓	✓	✓	✓
J36	Post Rd	Pittman Creek		6,051 sq ft		41.66 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$931,854	✓	✓	✓	✓
J37	Goolsby Rd	Cedar Creek		4,709 sq ft		45.45 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$725,155	✓	✓	✓	✓
J38	Post Rd	Murder Creek		3,792 sq ft		46.23 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$583,968	✓	✓	✓	✓
J39	Lake Jackson Rd	Herd Creek		3,082 sq ft		47.78 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$474,628	✓	✓	✓	✓
J40	Post Rd	Pearson Creek		3,082 sq ft		52.78 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$474,628	✓	✓	✓	✓
J41	Fullerton-Phillip	Cedar Creek		4,270 sq ft		59.73 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$657,580	✓	✓	✓	✓
J42	Smithboro Rd	North Fork Wolf Creek		3,363 sq ft		62.11 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$517,902	✓	✓	✓	✓
J43	Post Rd	Lowry Branch		2,889 sq ft		65.88 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$444,906	✓	✓	✓	✓
J44	King Plow Rd	Murder Creek		5,648 sq ft		67.41 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$869,792	✓	✓	✓	✓
J45	Rock Eagle Rd	Murder Creek		8,988 sq ft		68.69 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,384,152	✓	✓	✓	✓
J46	SR 16	Murder Creek		10,618 sq ft		72.83 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,635,172	✓	✓	✓	✓
J47	SR 83	Murder Creek		11,731 sq ft		72.97 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,806,574	✓	✓	✓	✓
J48	SR 11	Norfolk Southern Railroad (733263N)		4,664 sq ft		74.78 sufficiency rating	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$718,256	✓	✓	✓	✓
														\$12,045,603				
Bicycle & Pedestrian Improvements																		
J49	Funderburg St Sidewalks	Webb St	Fred Smith St	no sidewalk on west	sidewalk on west	0.15 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$15,000	✓	✓	✓	✓
J50	Funderburg St Sidewalks	Wilson St	Fred Smith St	no sidewalk on east	sidewalk on east	0.15 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$15,000	✓	✓	✓	✓
J51	Railroad Crossing	Funderburg St			pedestrian crossing		Analysis	Pedestrian Crossing	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$500	✓	✓	✓	✓
J52	SR 83 Sidewalks	Highland Ave	mile marker 13	no sidewalk on west	sidewalk on west	0.23 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$23,000	✓	✓	✓	✓
J53	N Warren Sidewalks	SR 83 (S)	SR 83 (N)	no sidewalks	sidewalk on one side	0.54 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$54,000	✓	✓	✓	✓
J54	SR 142 Sidewalks	Cemetery Rd	SR 83	no sidewalks	sidewalks on both sides	0.17 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$34,000	✓	✓	✓	✓
J55	SR 142 Sidewalks	Tucker St	Davidson Rd	no sidewalks	sidewalk on south side	0.19 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$19,000	✓	✓	✓	✓
J56	SR 83 Sidewalks	Park	Calvary United Methodist Church	limited sidewalks	sidewalks on both sides	0.34 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$68,000	✓	✓	✓	✓
J57	South Railroad St Sidewalks	SR 142	Aikenton Rd	no sidewalk on east	sidewalk on east	0.57 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$57,000	✓	✓	✓	✓
J58	Providence St Sidewalks	SR 142	Railroad	no sidewalk on west	sidewalk on west	0.23 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$23,000	✓	✓	✓	✓
J59	SR 11 Bike Lanes	SR 16	Newton County Line	no bike lanes/narrow shoulder	bike lanes on both sides	14.04 miles	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$2,106,000	✓	✓	✓	✓
J60	SR 212 Multi-Use Trail	SR 16	Bethel Church Rd	2 schools and a rec center	multi-use path	4.45 miles	Analysis	Multi-Use Path	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,557,500	✓	✓	✓	✓
J61	Rock Eagle Rd Multi-Use Trail	SR 83	Putnam County		multi-use path	9.17 miles	Public	Multi-Use Path	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$3,209,500	✓	✓	✓	✓
J62	SR 11 Bike Lanes & Sidewalks	SR 16	SR 380	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.42 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$847,000	✓	✓	✓	✓
J63	SR 16 Bike Lanes & Sidewalks	SR 212	Fellowship Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	1.91 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$668,500	✓	✓	✓	✓
J64	SR 16/212 Bike Lanes & Sidewalks	SR 16/212	SR 11	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	0.62 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$217,000	✓	✓	✓	✓
J65	SR 212 Bike Lanes & Sidewalks	SR 11	SR 380	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.54 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$889,000	✓	✓	✓	✓
J66	SR 83 Bike Lanes & Sidewalks	SR 16	Edwards Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.12 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$742,000	✓	✓	✓	✓
J67	SR 83 Bike Lanes & Sidewalks	SR 16	CR 73	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	3.18 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,113,000	✓	✓	✓	✓
J68	SR 11 Bike Lanes	SR 380	Jones County Line	no bike lanes/narrow shoulder	bike lanes on both sides	9.50 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,425,000	✓	✓	✓	✓
J69	SR 16 Bike Lanes	Fellowship Rd	Butts County Line	no bike lanes/narrow shoulder	bike lanes on both sides	7.07 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			\$1,060,500	✓	✓		

**Table 5.2
Recommended Improvements**

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
J77	CR 127/ Georgia Pacific Spur Crossing	Norfolk Southern #733261A			Upgrade crossing		Analysis	Upgrade Crossing - upgrade stop signs	Operational & Safety Issues	Improved Safety & Operations	✓			\$300		✓	✓	✓
J78	Short St Crossing	Norfolk Southern #733253H			Upgrade crossing		Analysis	Upgrade Crossing - install signage	Operational & Safety Issues	Improved Safety & Operations	✓			\$450		✓	✓	✓
J79	Rock Eagle Rd Crossing	Norfolk Southern #733243C			Upgrade crossing	old signage, limited warning	Analysis	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$600		✓	✓	✓
J80	Railroad St Crossing	Norfolk Southern #733160N			Upgrade signage	limited warning, 3 sets of tracks	Analysis	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$350		✓	✓	✓
J81	South Railroad St Crossing	Norfolk Southern #733161V			Upgrade signage	limited warning	Analysis	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$150		✓	✓	✓
J82	North Railroad St Crossing	Norfolk Southern #733163J			Upgrade signage	limited warning	Analysis	Upgrade Crossing	Operational & Safety Issues	Improved Safety & Operations	✓			\$350		✓	✓	✓
														\$377,200				
Transit Improvements																		
J83	Rural Transit Service						Public	Transit	Commute Options	Enhanced Multi-Modal System		✓		-	✓	✓	✓	✓
J84	Park & Ride Lot	SR 212, SR 11 or SR 83			50 parking spaces		Analysis	Transit	Commute Options	Enhanced Multi-Modal System		✓		\$50,000	✓	✓	✓	✓
														\$50,000				
														\$157,113,203				

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 assumed a unit cost of \$250,000
3. Bridge replacement costs are based off of \$140 per square foot
4. Estimated costs DO NOT include Right of Way

Table 5.3
Recommended Improvements

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
Capacity Improvements/New Roadways																		
M1	SR 83 W Bypass	SR 83 (N)	SR 83 (S)	N/A	4-Lanes, Divided	2.00 miles	CWP	New Roadway	Connectivity	Improved Connectivity	✓			\$2,800,000	✓	✓	✓	
M2	US 441	US 441 Bypass	N of Apalachee River (Oconee)	2-Lanes	4-Lanes, Divided	7.92 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety	✓			\$41,389,911	✓	✓	✓	
M3	SR 83/US 441 Bypass	US 441 (N)	SR 83 (N)	N/A	4-Lanes, Divided	2.00 miles	Public	New Roadway	Connectivity	Improved Connectivity		✓		\$21,760,000	✓	✓	✓	
M4	SR 83	US 278	I-20	2-Lanes	4-Lanes, Divided	1.50 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety	✓			\$8,160,000	✓	✓	✓	
M5	SR 83	I-20	Jasper County	2-Lanes	4-Lanes, Divided	9.75 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety		✓		\$53,040,000	✓	✓	✓	
														\$127,149,911				
Operational Improvements																		
M6	US 278	US 441	US 441 Bypass	2-Lanes	2-Lanes	2.26 miles	Analysis	Operational Improvements	Capacity Deficiency	Increase Capacity & Improved Safety		✓		-	✓	✓	✓	
M7	Dixie Hwy	Walton County	Pennington Rd	2-Lanes	2-Lanes	10.65 miles	Public	Operational Improvements	Capacity Deficiency	Increase Capacity & Improved Safety	✓			-	✓	✓	✓	
														\$0				
Minor Widening																		
M8	Lower Apalachee Rd	US 441	US 278	< ideal typical section	12' lanes and 2' paved shoulders	9.00 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$6,120,000	✓	✓	✓	
M9	Seven Island Rd	US 278	Glades Rd	< ideal typical section	12' lanes and 2' paved shoulders	14.90 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$10,132,000	✓	✓	✓	
M10	Sandy Creek Rd	Fairplay Rd	US 441	< ideal typical section	12' lanes and 2' paved shoulders	10.65 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$7,242,000	✓	✓	✓	
M11	Davis Academy Rd	Walton County	US 278	< ideal typical section	12' lanes and 2' paved shoulders	9.20 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$6,256,000	✓	✓	✓	
M12	Price Mill Rd	SR 83	Oconee County	< ideal typical section	12' lanes and 2' paved shoulders	5.55 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$3,774,000	✓	✓	✓	
M13	Fairplay Rd	Dixie Hwy	SR 83	< ideal typical section	12' lanes and 2' paved shoulders	10.45 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$7,106,000	✓	✓	✓	
M14	Newborn Rd	Dixie Hwy	Newton County	< ideal typical section	12' lanes and 2' paved shoulders	8.35 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$5,678,000	✓	✓	✓	
M15	Parks Mill Rd	US 278	end	< ideal typical section	12' lanes and 2' paved shoulders	8.20 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$5,576,000	✓	✓	✓	
M16	Apalachee Rd	Price Mill Rd	US 441	< ideal typical section	12' lanes and 2' paved shoulders	4.20 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$2,856,000	✓	✓	✓	
M17	Buckhead Rd/Seven Island Rd	Greensboro Rd	I-20	< ideal typical section	12' lanes and 2' paved shoulders	4.80 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$3,264,000	✓	✓	✓	
M18	Bethany Rd	Bramblewood Dr	Seven Island Rd	< ideal typical section	12' lanes and 2' paved shoulders	7.16 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$4,868,800	✓	✓	✓	
M19	Bethany Church Rd	Bethany Rd	Seven Island Rd	< ideal typical section	12' lanes and 2' paved shoulders	2.57 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$1,747,600	✓	✓	✓	
M20	Pierce Dairy Rd	US 441	Seven Island Rd	< ideal typical section	12' lanes and 2' paved shoulders	5.92 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$4,025,600	✓	✓	✓	
M21	Godfrey Rd	SR 83	Seven Island Rd	< ideal typical section	12' lanes and 2' paved shoulders	4.62 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$3,141,600	✓	✓	✓	
M22	Spears Rd	Brownwood Rd	SR 83	< ideal typical section	12' lanes and 2' paved shoulders	4.17 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$2,835,600	✓	✓	✓	
M23	Brownwood Rd	Spears Rd	Old Dixie Hwy	< ideal typical section	12' lanes and 2' paved shoulders	4.90 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$3,332,000	✓	✓	✓	
M24	Reese Rd/Knight Rd	Brownwood Rd	Jasper County	< ideal typical section	12' lanes and 2' paved shoulders	6.62 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$4,501,600	✓	✓	✓	
M25	Briar Creek Rd	Lower Apalachee Rd	US 278	< ideal typical section	12' lanes and 2' paved shoulders	2.85 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$1,938,000	✓	✓	✓	
M26	Old Mill Rd	Fairplay Rd	Newborn Rd	< ideal typical section	12' lanes and 2' paved shoulders	6.45 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$4,386,000	✓	✓	✓	
M27	Cochran Rd	US 441 (Putnam)	Kingston Rd	< ideal typical section	12' lanes and 2' paved shoulders	3.76 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$2,556,800	✓	✓	✓	
M28	Double Bridges Rd	Prospect Rd	Dixie Hwy	< ideal typical section	12' lanes and 2' paved shoulders	2.00 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$1,360,000	✓	✓	✓	
														\$92,697,600				
Intersection/Geometric Improvements																		
M29	Fairplay Rd	SR 83				sight distance	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
M30	Price Mill Rd	SR 83				sight distance	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
M31	US 441	US 278				25 crashes	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M32	US 278	SR 24 Spur				safety issues	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M33	US 441	SR 24 Spur				safety issues	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M34	US 441 Bypass	Bethany Rd				10 crashes, delay	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M35	US 441 Bypass	Old Buckhead Rd				school traffic	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
M36	Little's Rd	Harmony Rd (Putnam)				safety issues	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M37	Lions Club Rd	US 441				26 crashes	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M38	Indian Creek Rd	vicinity of I-20				In I-20's ROW	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M39	US 278 (Atlanta Hwy)	SR 83 (Pennington Rd)				31 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M40	US 278/US 441 (S Main St)	SR 83 (E Washington St)				16 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M41	US 441	Pierce Dairy Rd				13 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			\$250,000	✓	✓	✓	
M42	US 441	Walker Cir				11 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		\$250,000	✓	✓	✓	
														\$3,500,000				
Bridge Improvements																		
M43	Oil Mill Rd	Norfolk Southern Railroad (733141J)				1,081 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$166,505	✓	✓	✓	
M44	Newborn Rd	Little River				2,056 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$316,609	✓	✓	✓	
M45	Kingston Rd	Little Sugar Creek				2,410 sq ft	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,011,000	✓	✓	✓	
M46	Lower Apalachee Rd	Norfolk Southern Railroad (733130W)				2,131 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$328,174	✓	✓	✓	
M47	US 441	Hard Labor Creek				10,410 sq ft	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,944,992	✓	✓	✓	
M48	Brownwood Rd	Big Indian Creek				2,070 sq ft	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,034,000	✓	✓	✓	
M49	Enterprise Rd	Little Sugar Creek				431 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$66,359	✓	✓	✓	
M50	US 441	Apalachee River				12,874 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,982,550	✓	✓	✓	
M51	Walton Mill Rd	Little River Tributary				606 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$93,324	✓	✓	✓	
M52	US 441	Big Sandy Creek				10,896 sq ft	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,944,992	✓	✓	✓	
M53	Davis Academy Rd	Big Indian Creek				2,500 sq ft	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$1,019,000	✓	✓	✓	
M54	Keencheefoonee Rd	Hunnicut Creek				983 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$151,351	✓	✓	✓	
M55	Buckhead Rd	North Sugar Creek				1,113 sq ft	CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$900,000	✓	✓	✓	
M56	High Shoals Rd	Jacks Creek				2,016 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$310,464	✓	✓	✓	
M57	Parks Mill Rd	I-20				12,295 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,893,461	✓	✓	✓	
M58	I-20 (EB Lane)	CR 214 - North Sugar Creek				7,778 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,197,797	✓	✓	✓	
M59	Old Mill Rd	I-20				8,596 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,323,784	✓	✓	✓	
M60	Bethany Rd	I-20				11,578 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,783,074	✓	✓	✓	
M61	Clack Rd	Little River				4,816 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$741,664	✓	✓	✓	
M62	Clack Rd	Big Indian Creek				4,515 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$695,310	✓	✓	✓	
M63	Monticello Hwy	Big Indian Creek				5,100 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		\$785,400	✓	✓	✓	
M64	Fairplay Rd	Hard Labor Creek				1,343 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$206,760	✓	✓	✓	
M65	Fairplay Rd	Still Branch				901 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$138,754	✓	✓	✓	
M66	Double Bridge Rd	Hard Labor Creek				3,078 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$474,012	✓	✓	✓	
M67	I-20 (WB Lane)	CR 214 - North Sugar Creek				7,778 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,197,797	✓	✓	✓	
M68	I-20 (EB Lane)	Big Indian Creek				4,956 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$763,224	✓	✓	✓	
M69	I-20 (WB Lane)	Big Indian Creek				4,956 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$763,224	✓	✓	✓	
M70	Monticello Hwy	Little River				6,392 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$984,368	✓	✓	✓	
M71	Sewell Church Rd	I-20				8,074 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,243,411	✓	✓	✓	
M72	US 278	CSX Railroad (279602P)				8,747 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			\$1,346,961	✓	✓	✓	
														\$26,808,319				
Bicycle & Pedestrian Improvements																		
M73	High Shoals Rd Bike Lanes	SR 83	Walton County	no bike lanes/narrow shoulder	bike lanes on both sides	5.03 miles	Public	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$754,500	✓	✓	✓	
M74																		

Table 5.3
Recommended Improvements

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
M81	Newborn Rd Sidewalks	Dixie Hwy	US 278	deficient sidewalk on west	replace sidewalk on west	0.22 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$22,000	✓	✓	✓	✓
M82	SR 83 Sidewalks	2nd St	Callaway St	no sidewalks	sidewalks on both sides	0.50 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$100,000	✓	✓	✓	✓
M83	Wellington Rd Sidewalks	Ruark Ln	SR 83	no sidewalks	sidewalks on both sides	0.20 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$40,000	✓	✓	✓	✓
M84	Wheat Rd Sidewalks	Whitehall St	Garnett St	no sidewalks	sidewalks on both sides	0.29 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$58,000	✓	✓	✓	✓
M85	Garnett St Sidewalks	SR 83	Wheat Rd	no sidewalks	sidewalks on both sides	0.44 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$88,000	✓	✓	✓	✓
M86	SR 83 Sidewalks	Garnett St	Pearl St	no sidewalks	sidewalks on both sides	0.20 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$40,000	✓	✓	✓	✓
M87	East Ave Sidewalks	Harris St	Morgan County Library	no sidewalk on north	sidewalk on north side	0.53 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$53,000	✓	✓	✓	✓
M88	Moreland Ave Sidewalks	East Ave	College Dr	no sidewalks	sidewalks on both sides	0.16 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$32,000	✓	✓	✓	✓
M89	Harris St	College Dr		no crosswalk	crosswalk - signage and pavement marking		Analysis	Crosswalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,000	✓	✓	✓	✓
M90	Harris St	East Ave		no crosswalk	crosswalk - signage and pavement marking		Analysis	Crosswalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,000	✓	✓	✓	✓
M91	Madison by the Creek Subdivision	School		no crosswalk	crosswalk - signage and pavement marking		Public	Crosswalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,000	✓	✓	✓	✓
M92	Brownwood Rd Bike Lanes & Sidewalks	US 278	Clack Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	0.91 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$318,500	✓	✓	✓	✓
M93	Clack Rd Bike Lanes & Sidewalks	Brownwood Rd	I-20	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	0.52 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$182,000	✓	✓	✓	✓
M94	SR 24 Spur Bike Lanes & Sidewalks	US 278	US 441	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	0.41 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$143,500	✓	✓	✓	✓
M95	SR 83 Bike Lanes & Sidewalks	US 278	Doster Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	2.14 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$749,000	✓	✓	✓	✓
M96	US 441 Bike Lanes & Sidewalks	US 278	I-20	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	1.69 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$591,500	✓	✓	✓	✓
M97	US 278 Bike Lanes & Sidewalks	Brownwood Rd	Lambert Rd	no bike lanes/narrow shoulder	bike lanes and sidewalks on both sides	5.74 miles	RDC	Bike Lane & Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$2,009,000	✓	✓	✓	✓
M98	US 441 Bike Lanes	I-20	Putnam County Line	no bike lanes/narrow shoulder	bike lanes on both sides	8.26 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,239,000	✓	✓	✓	✓
M99	US 278 Bike Lanes	Brownwood Rd	Walton County Line	no bike lanes/narrow shoulder	bike lanes on both sides	9.65 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,447,500	✓	✓	✓	✓
M100	US 278 Bike Lanes	Lambert Rd	Greene County Line	no bike lanes/narrow shoulder	bike lanes on both sides	4.52 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$678,000	✓	✓	✓	✓
M101	Railroad Trail	US 278	Oconee County Line		multi-use path	10.34 miles	RDC	Multi-Use Path	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$3,619,000	✓	✓	✓	✓
														\$16,564,500				
Airport Improvements																		
M102	Extend Runway			3,806' x 75'	4,500' x 75'		Analysis	Runway Extension	Airport Upgrade	meet GDOT Level I standards		✓		\$350,000	✓	✓	✓	✓
M103	Runway Rehabilitation						Analysis	Runway Improvement	Airport Upgrade	Improved Safety & Operations		✓		\$350,000	✓	✓	✓	✓
M104	Install PAPIs on Runway 32						Analysis	Equipment Upgrade	Airport Upgrade			✓		\$25,000	✓	✓	✓	✓
M105	Construct Access Road, Apron, TieDown Area						Analysis		Airport Upgrade			✓		\$825,000	✓	✓	✓	✓
M106	Construct Terminal Building						Analysis		Airport Upgrade			✓		\$250,000	✓	✓	✓	✓
M107	Relocate Fuel Farm						Analysis		Airport Upgrade	Improved Safety & Operations		✓		\$250,000	✓	✓	✓	✓
														\$2,050,000				
Rail Improvements																		
M108	Hawkins Ave Crossing	CSX #279621U			Warning Device	upgrade signage short term	CWP	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$150,000		✓	✓	✓
M109	Lions Club Rd Crossing	CSX #733144E			Upgrade crossing - add warning lights and gates	sight problems, inefficient stop	Public	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$150,000		✓	✓	✓
M110	Fairplay St Crossing	CSX #279622B			Upgrade crossing	review for safety of trucks crossing	Public	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		-		✓	✓	✓
M111	Jefferson St Crossing	CSX #279605K			Upgrade crossing - add warning lights and gates		Analysis	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$150,000		✓	✓	✓
M112	McHenry Rd Crossing Crossing	CSX #279611N, 279612V			Upgrade crossing - add warning lights and gates		Analysis	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$150,000		✓	✓	✓
M113	Oconee Rd (E) Crossing	CSX #279591E			Close Crossing	close and use crossing to the west	Analysis	Close Crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$5,000		✓	✓	✓
M114	Oconee Rd (W) Crossing	CSX #279592L			Upgrade crossing - add warning lights and gates		Analysis	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$150,000		✓	✓	✓
M115	Buckhead Rd Crossing	CSX #279593T			Upgrade crossing - new warning lights and add gates	old warning devices	Analysis	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		\$150,000		✓	✓	✓
M116	Old Buckhead Rd Crossing	CSX #279597V			Upgrade crossing - review further for improvement alternatives	inadequate clearance, 9.5'	Analysis	Upgrade crossing	Operational & Safety Issues	Improved Safety & Operations		✓		-		✓	✓	✓
														\$905,000				
Transit Improvements																		
M117	Park and Ride Lot	I-20 and SR 83 or US 441			50 parking spaces		Public	Transit	Commuter Options	Enhanced Multi-Modal System			✓	\$50,000	✓	✓	✓	✓
M118	Multi-Modal Train Station						Analysis	Transit	Commuter Options	Enhanced Multi-Modal System			✓	-	✓	✓	✓	✓
														\$50,000				
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.														\$269,725,330				
2. Intersection costs assumed a unit cost of \$250,000																		
3. Bridge replacement costs are based off of \$140 per square foot																		
4. Projects M6 and M7 are proposed to have non-widening improvements, therefore costs were not provided																		
5. Estimated costs DO NOT include Right of Way																		

Table 5.4
Recommended Improvements

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
Capacity Improvements/New Roadways																		
P1	Eatonton SE Bypass	SR 44	SR 16	N/A	4-Lanes, Divided	6.25 miles	CWP	New Roadway	Connectivity	Improved Connectivity	✓			\$8,600,000	✓	✓	✓	
P2	SR 44	SR 16	Greene County	2-Lanes	4-Lanes, Divided	13.40 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety	✓			\$46,495,000	✓	✓	✓	
P3	Eatonton NE Bypass	SR 16	US 441	N/A	4-Lanes, Divided	1.60 miles	CWP	New Roadway	Connectivity	Improved Connectivity	✓			\$5,280,000	✓	✓	✓	
P4	US 129	Mathis Rd (Jones) ⁶	US 441	2-Lanes	4-Lanes, Divided	10.73 miles	CWP	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety	✓			\$48,647,753	✓	✓	✓	
P5	SR 16 Passing Lanes	Texas Chapel Rd	Oconee Springs Rd		Passing Lanes	1.87 miles	Public	Passing Lanes		Increase Capacity & Improved Safety		✓			✓	✓	✓	
P6	SR 16/SR 44	US 441 Business	SR 16	2-Lanes	4-Lanes	1.11 miles	Analysis	Arterial Widening	Capacity Deficiency	Increase Capacity & Improved Safety	✓			\$6,038,400	✓	✓	✓	
														\$115,061,153				
Operational Improvements																		
P7	US 441	US 441 Bypass	Baldwin County	4-Lanes	4-Lanes	9.82 miles	Analysis					✓			✓	✓	✓	
P8	US 441 Business	US 441 Bypass (N)	US 441 Bypass (S)	2-Lanes	2-Lanes	3.71 miles	Analysis					✓			✓	✓	✓	
P9	SR 16	US 441 Business	US 441 Bypass	2-Lanes	2-Lanes	1.25 miles	Analysis					✓			✓	✓	✓	
														\$0				
Minor Widening																		
P10	Old Phoenix Rd	SR 16	SR 44	< ideal typical section	12' lanes and 2' paved shoulders	5.57 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity	✓			\$3,787,600	✓	✓	✓	
P11	Harmony Rd	US 441	SR 44	< ideal typical section	12' lanes and 2' paved shoulders	8.17 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$5,555,600	✓	✓	✓	
P12	Martin Luther King Jr Dr	Oconee St	Pea Ridge Rd	< ideal typical section	12' lanes and 2' paved shoulders	6.14 miles	Public	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$4,175,200	✓	✓	✓	
P13	Glades Rd	Jasper County	Reids Rd	< ideal typical section	12' lanes and 2' paved shoulders	8.27 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$5,623,600	✓	✓	✓	
P14	Union Chapel Rd	Reids Rd	US 441	< ideal typical section	12' lanes and 2' paved shoulders	3.03 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$2,060,400	✓	✓	✓	
P15	Glenwood Springs Rd	SR 212	US 441 Bypass	< ideal typical section	12' lanes and 2' paved shoulders	9.76 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$6,636,800	✓	✓	✓	
P16	Twin Bridges Rd	SR 212	US 441	< ideal typical section	12' lanes and 2' paved shoulders	7.30 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$4,964,000	✓	✓	✓	
P17	Dennis Station Rd	US 441	Twin Bridges Rd	< ideal typical section	12' lanes and 2' paved shoulders	4.60 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$3,128,000	✓	✓	✓	
P18	Oconee Springs Rd	Martin Luther King Jr Dr	Pea Ridge Rd	< ideal typical section	12' lanes and 2' paved shoulders	5.31 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity		✓		\$3,610,800	✓	✓	✓	
P19	Crooked Creek Rd	Scuffleboro Rd	Pinkerton Rd	< ideal typical section	12' lanes and 2' paved shoulders	4.68 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$3,182,400	✓	✓	✓	
P20	Pinkerton Rd	Crooked Creek Rd	Oconee Springs Rd	< ideal typical section	12' lanes and 2' paved shoulders	2.95 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$2,006,000	✓	✓	✓	
P21	Parks Mill Rd	Harmony Rd	Morgan County	< ideal typical section	12' lanes and 2' paved shoulders	2.93 miles	Analysis	Minor Widening	Sub-Standard Typical Section	Improved Safety & Capacity			✓	\$1,992,400	✓	✓	✓	
														\$46,722,800				
Intersection/Geometric Improvements																		
P22	Parks Rd	Bridge				curves	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity				\$250,000	✓	✓	✓	
P23	Godfrey Hwy	Imperial Mill Rd					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P24	SR 16	SR 44					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P25	US 441 Bypass (N)	US 441 (N)					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P26	SR 16	US 441 Bypass				32 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P27	US 441	Twin Bridges Rd				25 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P28	SR 16	US 441 BU				25 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P29	US 441	SR 44				20 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P30	SR 16 (Sparta Rd)	Putnam Ave				20 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P31	SR 16 (Marion St)	Madison Ave				17 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P32	US 441 Bypass (N)	Sherwood Ave				16 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P33	US 441	US 129				14 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P34	US 129	SR 212				14 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P35	US 441	Pine Knoll Ln				13 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P36	SR 44	Old Phoenix Rd/Harmony Rd				11 crashes	Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P37	SR 16	Pea Ridge Rd & Old Phoenix Rd				Align Intersections	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P38	SR 44	Tanyard Rd & New Phoenix Rd				Align Intersections	Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P39	W Marion	Maple St					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
P40	US 441	Union Chapel					Public	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity			✓	\$250,000	✓	✓	✓	
														\$4,750,000				
Bridge Improvements																		
P41	Griffith Rd	Sugar Creek Tributary				522 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$80,342	✓	✓	✓	
P42	Glenwood Springs Rd	Little River				9,632 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$1,483,328	✓	✓	✓	
P43	SR 16	Crooked Creek				3,040 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$468,098	✓	✓	✓	
P44	Martins Mill Rd	Little River				2,088 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$321,552	✓	✓	✓	
P45	Old Macon Rd	Little River				9,114 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$1,403,556	✓	✓	✓	
P46	Crooked Creek Rd	Crooked Creek				508 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$78,294	✓	✓	✓	
P47	Oconee Springs Rd	Crooked Creek				4,515 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$695,310	✓	✓	✓	
P48	Godfrey Rd	Big Indian Creek				5,870 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$903,903	✓	✓	✓	
P49	Godfrey Rd	Glady Creek				3,161 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$486,717	✓	✓	✓	
P50	Rock Eagle Rd	Little Glady Creek				932 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$143,528	✓	✓	✓	
P51	US 129	Murder Creek				9,169 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$1,412,026	✓	✓	✓	
P52	Indian Creek Rd	Big Indian Creek				567 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$87,318	✓	✓	✓	
P53	US 129	Little River				9,833 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$1,514,205	✓	✓	✓	
P54	SR 44	Crooked Creek				1,050 sq ft	Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	\$161,638	✓	✓	✓	
														\$9,239,815				
Bicycle & Pedestrian Improvements																		
P55	Phillips Rd Sidewalks	Maple Dr	Gatewood School	no sidewalks	sidewalks on both sides	0.51 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$102,000	✓	✓	✓	
P56	Martin Luther King Jr Dr Sidewalks	Hogan St	Rooty Creek	no sidewalks	sidewalks on both sides	0.70 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$140,000	✓	✓	✓	
P57	Martin Luther King Jr Dr Sidewalks	Rooty Creek	Gholston Rd	no sidewalks on west	sidewalks on west	0.80 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$80,000	✓	✓	✓	
P58	SR 16 Sidewalks	US 441 Bypass	existing	no sidewalks	sidewalks on both sides	0.93 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$186,000	✓	✓	✓	
P59	SR 16 Sidewalks	US 441 Bypass	Ingles	no sidewalks on north	sidewalk on north	0.13 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$13,000	✓	✓	✓	
P60	Oak St Sidewalks	New Glenwood Springs Rd	Old Glenwood Springs Rd	no sidewalks	sidewalks on both sides	0.38 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$76,000	✓	✓	✓	
P61	Old Glenwood Springs Rd Sidewalks	Oak St	New Glenwood Springs Rd	no sidewalks	sidewalks on both sides	0.70 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$140,000	✓	✓	✓	
P62	New Glenwood Springs Rd Sidewalks	Oak St	Old Glenwood Springs Rd	no sidewalks	sidewalks on both sides	0.42 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$84,000	✓	✓	✓	
P63	Oak Way Sidewalks	Church St	Hudson Rd	no sidewalks	sidewalks on both sides	0.32 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$64,000	✓	✓	✓	
P64	SR 16 Bike Lanes	Eatonton	Rock Hawk	no bike lanes/narrow shoulders	bike lanes on both sides	11.57 miles	Public	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,735,500	✓	✓	✓	
P65	New St Sidewalks	Martin Luther King Jr Dr	Oconee Springs Rd	limited sidewalks	sidewalks on both sides	0.60 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$120,000	✓	✓	✓	
P66	Hogan St Sidewalks	Jefferson Ave	Martin Luther King Jr Dr	no sidewalk on north	sidewalk on north	0.38 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$38,000	✓	✓	✓	
P67	Hogan St Sidewalks	Rock Lane	Jefferson Ave	no sidewalk on south	sidewalk on south	0.25 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$25,000	✓	✓	✓	
P68	Oconee Springs Rd Sidewalks	New Rd	SR 16	no sidewalks	sidewalks on both sides	0.80 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$160,000	✓	✓	✓	
P69	Rock Lane Sidewalks	US 129	Railroad	no sidewalk on west	sidewalks on west	0.08 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$8,000	✓	✓	✓	
P70	Rock Lane Sidewalks	Railroad	Hogan Rd	no sidewalk on east	sidewalk on east	0.42 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$42,000	✓	✓	✓	
P71	Maple Ave Sidewalks	SR 16	Phillips Dr	no sidewalk on east	sidewalk on east	0.65 miles	Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$65,000	✓	✓	✓	
P72	Old Phoenix Rd Sidewalks	Cuscowilla Rd	SR 44	no sidewalks	sidewalks on both sides	0.41 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$82,000	✓	✓	✓	
P73	SR 44 Sidewalks	Old Phoenix Rd	Greene County	no sidewalks	sidewalks on both sides	2.54 miles	Public	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$508,000	✓	✓	✓	

**Table 5.4
Recommended Improvements**

Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source			
		From	To								Near	Mid	Long		Federal	State	County	Local
P77	SR 44 Multi-Use Path	US 441 (Jefferson St)	Greene County Line		multi-use path	10.79 miles	RDC	Multi-Use Path	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$3,776,500	✓	✓	✓	✓
P78	SR 16 Bike Lanes	SR 142	US 441 Bypass	no bike lanes/narrow shoulder	bike lanes on both sides	4.25 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$637,500	✓	✓	✓	✓
P79	SR 16 Bike Lanes	US 441 Bypass	Madison Ave	no bike lanes/narrow shoulder	bike lanes on both sides	1.16 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$174,000	✓	✓	✓	✓
P80	SR 16 Bike Lanes	SR 16/SR 44	Hancock County Line	no bike lanes/narrow shoulder	bike lanes on both sides	13.42 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$2,013,000	✓	✓	✓	✓
P81	US 441 Bike Lanes	US 441/US 129	Lake Sinclair	no bike lanes/narrow shoulder	bike lanes on both sides	9.77 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,465,500	✓	✓	✓	✓
P82	Pea Ridge Rd Bike Lanes	US 441	SR 16	no bike lanes/narrow shoulder	bike lanes on both sides	8.34 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,251,000	✓	✓	✓	✓
P83	Old Phoenix Rd Bike Lanes	SR 16	SR 44	no bike lanes/narrow shoulder	bike lanes on both sides	5.55 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$832,500	✓	✓	✓	✓
P84	SR 212 Bike Lanes	US 129	Jasper County Line	no bike lanes/narrow shoulder	bike lanes on both sides	6.93 miles	RDC	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System			✓	\$1,039,500	✓	✓	✓	✓
P85	Downtown City of Eatonton	Bicycle Racks		no bicycle racks	bicycle racks -\$100-\$300 each - install 4		RDC	Bicycle Racks	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		\$1,000	✓	✓	✓	✓
														\$18,617,000				
														\$194,390,768				

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.

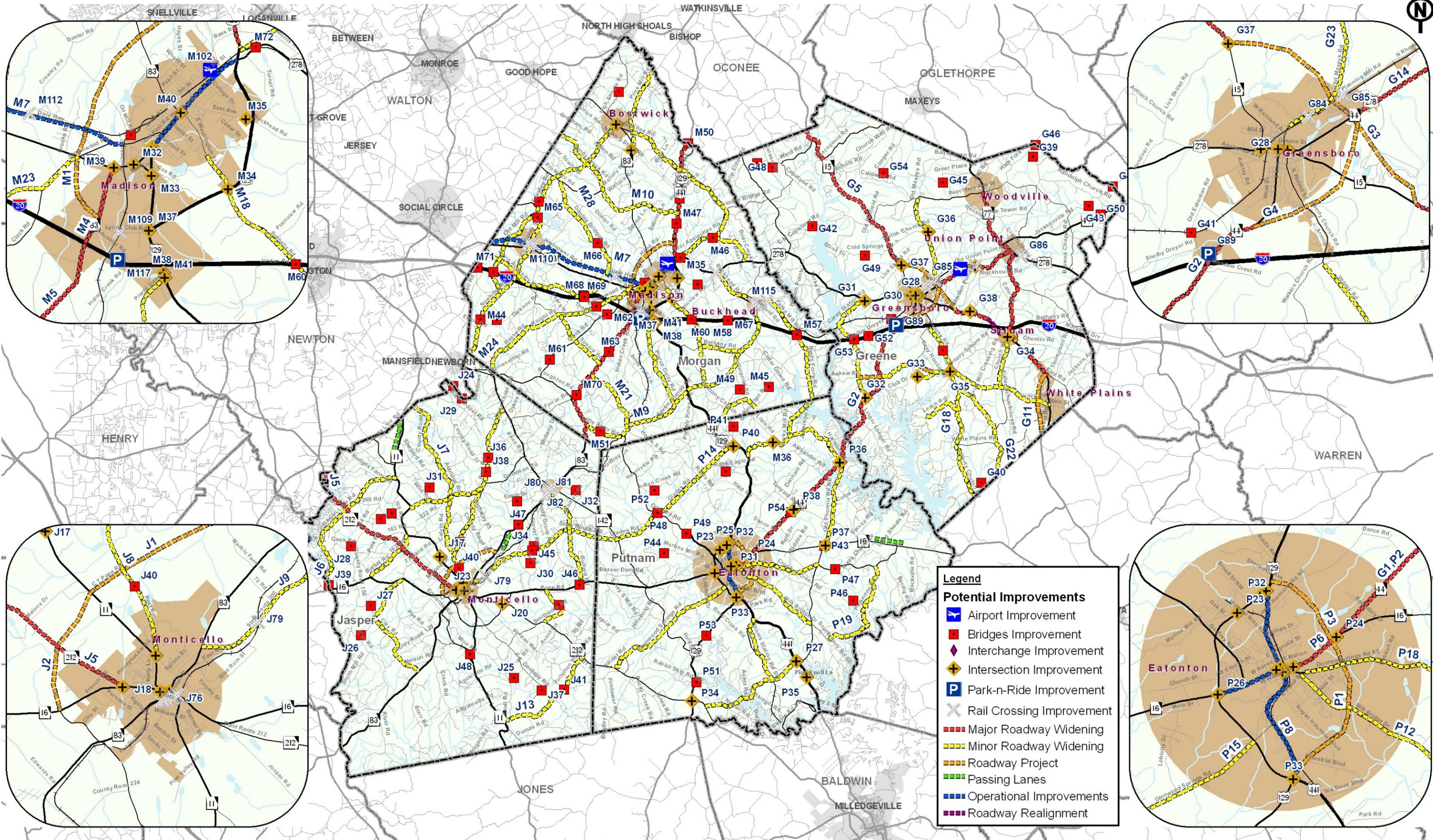
2. Intersection costs assumed a unit cost of \$250,000

3. Bridge replacement costs are based off of \$140 per square foot

4. Projects P7, P8 and P9 are proposed to have non-widening improvements, therefore costs were not provided

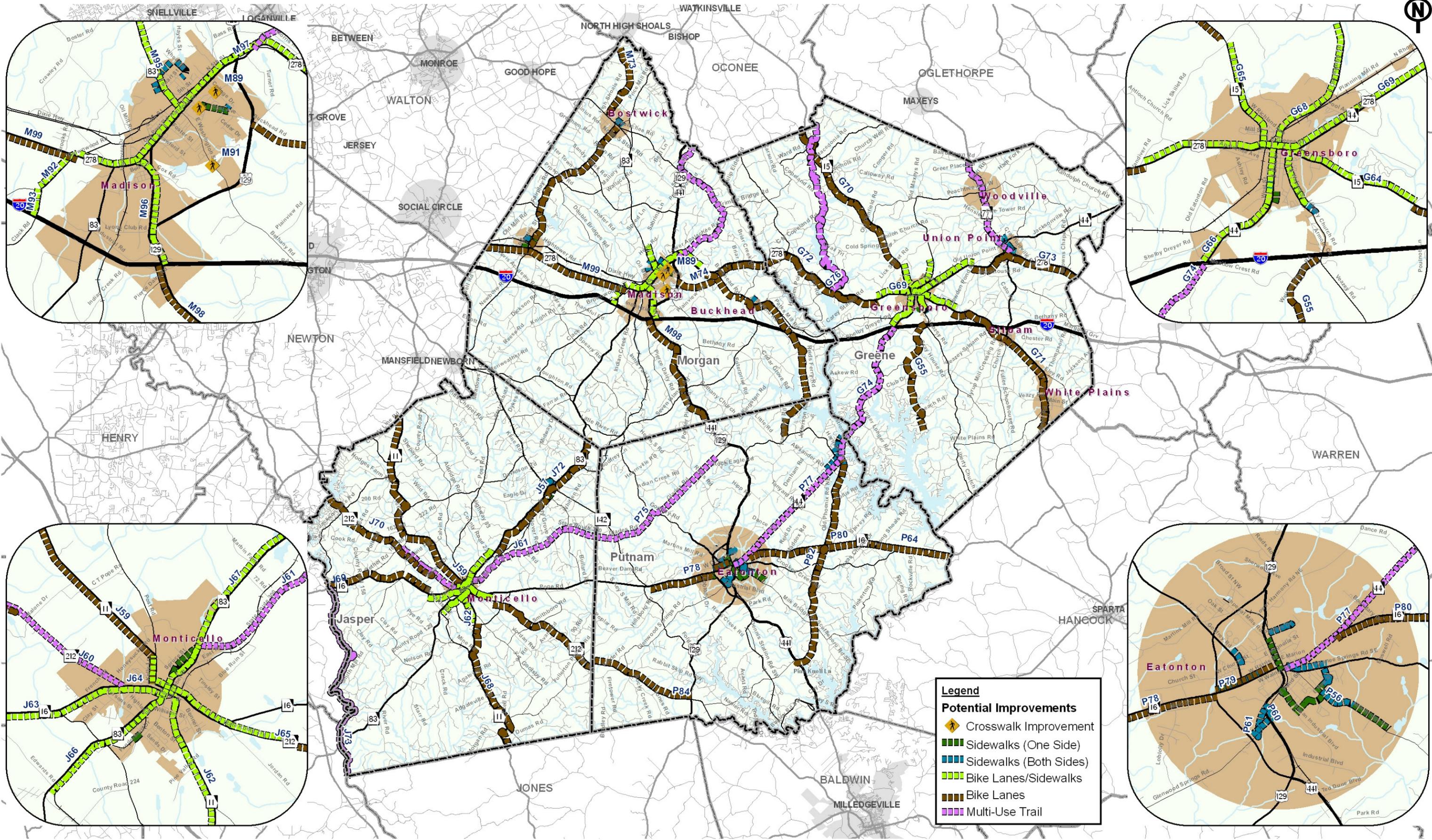
5. Estimated costs DO NOT include Right of Way

6. Logical termini for P4 should be extended to Gray Bypass in Jones County



Recommended Improvements - Roadway
East Georgia Multi-County Transportation Study

Figure No: 5.1



Recommended Improvements – Bicycle & Pedestrian
East Georgia Multi-County Transportation Study

Figure No: 5.2

6.0 Prioritization

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

6.1 Greene County Priorities

Corridors

- East Greensboro Bypass from SR 44 (S) to SR 44 (NE);
- SR 44 from Linger Longer Road to East Greensboro Bypass;
- SR 44 from Putnam County to Linger Longer Road;
- US 278 from SR 15 to SR 77;
- Greensboro Bypass from Lick Skillet Road to Beaver Dam Creek;
- Carey Station Road from US 278 to SR 44;
- SR 77 from US 278 to SR 15;
- Wrightsville Church Road from SR 44 to Walkers Church Road;
- Leslie Mill Road from Walker Church Road to Veazey Road; and,
- White Plains Veazey Road from Veazey Road to SR 15.

Bicycle and Pedestrian

- US 278 bike lanes & sidewalks from Vandiver Road to Brick House Road;
- SR 77 (N) sidewalks from US 278 to Elementary School;
- SR 44 sidewalks from SR 77 (N) to Crawfordville Road/Orear Road;
- SR 44 sidewalks from Anita Carson Middle School to Sixth Street; and,
- SR 44 sidewalks from Sixth Street to Fourth Street.

Intersections

- US 278 (Broad Street) and SR 44 (Main Street);
- US 278 (E Broad Street) and Walnut Street;
- Carey Station Road and SR 44;
- Interchange at Carey Station Road and I-20;
- US 278 and Cunningham Road;
- US 278 (W Broad Street) and SR 15 (Laurel Street);
- SR 77 and SR 15;
- Veazey Road and Leslie Mill Road/White Plains - Veazey Road;
- Wesley Chapel Road and SR 15; and,
- Carey Station Road and US 278.

Bridges

- Rail Fence Road at Griffin Creek;
- Centennial Church Road at Little Shoulderbone Creek;
- Old Eatonton Road at CSX Railroad;
- Copeland Road at Greenbrier Creek;
- Bethesda Church Road at South Fork Little River;

- Randolph Church Road at North Fork Little River;
- Geer Road at McWhorter Creek;
- Woodville Road at North Fork Little River;
- Johnny Carson Road at Greenbrier Creek; and,
- Little Creek Ch Road at Little Greenbrier Creek.

6.2 Jasper County Priorities

Corridors

- Liberty Church Road from SR 11 to Post Road;
- SR 83 NW Bypass from SR 83/380 NW to SR 11;
- SR 83 SW Bypass from SR 11 to SR 16;
- SR 212 from SR 16 to Newton County;
- Post Road from SR 11 to SR 142;
- Bethel Church Road from SR 16 to SR 11;
- Clay Road from SR 16 to SR 83;
- Fullerton Phillips Road from SR 11 to SR 212;
- Aikenton Road from SR 83 to Rock Eagle Road; and,
- Bullard Road from Rock Eagle Road to SR 16.

Bicycle and Pedestrian

- Bike lanes and sidewalks along SR 16/SR 212 from SR 16/SR 212 to SR 11;
- Bike lanes and sidewalks along SR 83 from SR 16 to Edwards Road;
- Bike lanes and sidewalks along SR 212 from SR 11 to SR 380;
- Bike lanes and sidewalks along SR 11 from SR 16 to SR 380;
- Bike lanes and sidewalks along SR 16 from SR 212 to Fellowship Road;
- Bike lanes and sidewalks along SR 83 from SR 16 to CR 73;
- Bike lanes along SR 11 from SR 16 to Newton County Line;
- Sidewalks along Funderburg Street from Webb Street to Fred Smith Street;
- Sidewalks along Funderburg Street from Wilson Street to Fred Smith Street; and,
- Funderburg Street Pedestrian crossing at railroad.

Intersections

- SR 212 and Church Street;
- SR 11 and Post Road;
- SR 11 (Green Street) and SR 16 (E Green Street);
- SR 11 (Green Street) and SR 11-SO (Forsyth Street); and,
- SR 16 (Washington Street) and SR 212 W.

Bridges

- Pitts Chapel Road at Pittman Branch;
- Old Agateville Road at Cedar Creek;
- Lane Road at Kinnard Creek;

- Kinnard Creek Road at Kinnard Creek Tributary;
- Cook Road at Herds Creek;
- Guy Jones Road at Pittman Branch;
- Wicker Road at Whiteoak Creek;
- Ellis Road at Robinson Creek;
- Whitten Road at Hanna Branch; and,
- Osborne Road at Herds Creek Tributary.

6.3 Morgan County Priorities

Corridors

- US 441 from Madison Bypass to north of Apalachee River (Oconee);
- SR 83 W Bypass from SR 83 (N) to SR 83 (S);
- SR 83 from US 278 to I-20;
- SR 83/US 441 Bypass from US 441 (N) to SR 83 (N);
- Buckhead Road/Seven Island Road from Greensboro Road to I-20;
- Seven Island Road from Glades Road to US 278;
- Fairplay Road from Dixie Highway to SR 83;
- Apalachee Road from Price Mill Road to US 441;
- Parks Mill Road from Seven Island Road to Putnam County; and,
- Dixie Highway from Walton County to Pennington Road.

Bicycle and Pedestrian

- SR 83 bike lanes and sidewalks from US 278 to Doster Road;
- East Avenue sidewalks from Harris Street to Morgan County Library;
- Buckhead Road/Chivers Avenue sidewalks from Parks Mill Road to Park;
- Moreland Avenue sidewalks from East Avenue to College Drive;
- SR 24 Spur bike lanes & sidewalks from US 278 to US 441;
- US 441 bike lanes and sidewalks from US 278 to I-20; and,
- US 278 bike lanes and sidewalks from Brownwood Road to Lambert Road.

Intersections

- Lions Club Road at US 441;
- US 441 at US 278;
- US 278 (Atlanta Highway) at SR 83 (Pennington Road);
- US 441 Bypass at Bethany Road;
- US 441 at SR 24 Spur;
- US 278 at SR 24 Spur;
- US 278/US 441 (S Main Street) at SR 83 (E Washington Street);
- US 441 at Pierce Dairy Road;
- Indian Creek Road in the vicinity of I-20; and,
- Little's Road at Harmony Road (Putnam County).

Bridges

- Oil Mill Road at Norfolk Southern Railroad;
- Newborn Road at Little River;
- Kingston Road at Little Sugar Creek;
- Lower Apalachee Road at Norfolk Southern Railroad;
- US 441 at Hard Labor Creek;
- Brownwood Road at Big Indian Creek;
- Enterprise Road at Little Sugar Creek;
- US 441 at Apalachee River;
- Walton Mill Road at Little River Tributary; and,
- US 441 at Big Sandy Creek.

6.4 Putnam County Priorities

Corridors

- SR 16/SR 44 from US 441 Business to SR 16;
- SR 44 from SR 16 to Greene County;
- Eatonton SE Bypass from SR 44 to SR 16;
- Eatonton NE Bypass from SR 16 to US 441;
- US 129 from Mathis Road (Jones County) to US 441;
- SR 16 from US 441 Business to US 441 Bypass;
- US 441 Business from US 441 Bypass (N) to US 441 Bypass (S);
- US 441 from US 441 Bypass to Baldwin County;
- Old Phoenix Road from SR 16 to SR 44; and,
- Oconee Springs Road from Martin Luther King Jr Drive to Pea Ridge Road.

Bicycle and Pedestrian

- Sidewalks along Rock Lane from US 129 to Railroad;
- Sidewalks along Phillips Road from Maple Drive to Gatewood School;
- Sidewalks along Old Glenwood Springs Road from Oak Street to New Glenwood Springs Road;
- Sidewalks along Courthouse Square from Jefferson Street to SR 16/SR 44;
- Sidewalks along SR 16 from US 441 Bypass to existing;
- Sidewalks along SR 16 from US 441 Bypass to Ingles Shopping Center;
- Sidewalks along Oak Street from New Glenwood Springs Road to Old Glenwood Springs Road;
- Sidewalks along New Glenwood Springs Road from Oak Street to Old Glenwood Springs Road;
- Sidewalks along Oak Way from Church Street to Hudson Road; and,
- Sidewalks along Old Phoenix Road from Cuscowilla Road to SR 44.

Intersections

- SR 16 at SR 44;
- US 441 at Union Chapel;

- US 441 at SR 44;
- SR 16 at US 441 Bypass;
- US 441 at Twin Bridges Road;
- SR 16 at US 441 Business;
- SR 16 (Sparta Road) at Putnam Avenue;
- SR 16 at Pea Ridge Road and Old Phoenix Road;
- SR 44 at Tanyard Road and New Phoenix Road; and,
- US 441 at US 129.

Bridges

- Griffith Road at Sugar Creek Tributary;
- Glenwood Springs Road at Little River;
- SR 16 at Crooked Creek;
- Martins Mill Road at Little River;
- Old Macon Road at Little River;
- Crooked Creek Road at Crooked Creek; and,
- Ocone Springs Road at Crooked Creek.

7.0 Conclusions

Growth in Greene, Jasper, Morgan, and Putnam Counties has resulted in increased travel demand through the 4-County Region. GDOT Office of Planning, in conjunction with these four Counties, initiated the East Georgia Multi-County Transportation Study to develop a LRTP to serve the 4-County Region through the planning horizon, 2030. Recommended projects were identified and selected according to all applicable rules and regulations 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, Greene, Jasper, Morgan, and Putnam Counties, local cities, 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 was a LRTP that provided for the efficient movement of people and goods within and through the 4-County Region through the horizon year of this study, 2030. 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.