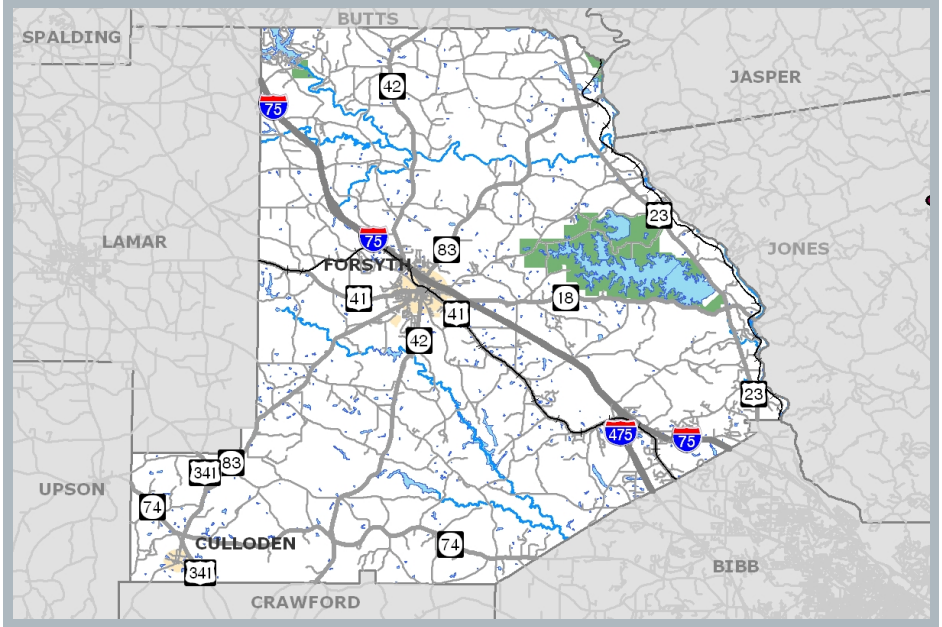
Butts, Jones & Monroe Counties Multi-Modal Transportation Study

Monroe County Long Range Transportation Plan

August 2008



HNTB

GDOT Georgia Department of Transportation
Office of Planning

Preface

This document serves as a guide to the County's transportation needs, in the form of a Long Range Transportation Plan (LRTP), through the horizon year, 2035. LRTPs are required to have a planning horizon of 20 or more years. This time frame provides a basic structure and overall goal for meeting the long-term transportation needs for the County. Since many factors influencing the development of the LRTP, such as demographics, forecast revenue, and project costs, change over time, LRTP's should be updated at least every five years.

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

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

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

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

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

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

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

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

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

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

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

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1.0 Introduction

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

The purpose of this technical memorandum is to identify existing and future operating conditions for the multi-modal transportation system (roadways, bicycle and pedestrian facilities, freight, transit, rail, and airports) within the 3-County Region, and to utilize that information to identify improvements and prioritize project implementation for Monroe County. As part of this effort, a travel demand model was developed for the 3-County Region to represent the transportation network of the study area and to assist with the analysis of future operating conditions. Additionally, a comprehensive and interactive public involvement program was conducted to establish plan goals and objectives, identify issues and opportunities and to identify potential improvements to the Monroe County transportation network. This process ensured that alternative transportation improvements were not only coordinated with various governments, but afforded individual citizens and interested groups the opportunity to provide their input.

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

1.1 Study Purpose

The purpose of the Monroe County LRTP is to identify long-range transportation needs, determine the resources to meet those needs, and to provide a framework of projects that address the transportation needs of the county to the extent possible by leveraging existing and future resources. While the majority of the 3-County Region is not within a Metropolitan Planning Organization (MPO) service area, the transportation plan development process methodology followed the guidelines established for MPO's. A portion of Jones County falls within the Macon-Bibb County Planning and Zoning Commission, the MPO for the Macon metropolitan area, and transportation planning for this area of Jones County is included in the Macon Area Transportation Study (MATS). Including the guidelines from these additional agencies, creates a more rigorous process and establishes a strong framework for transportation planning and decision-making. The

format of the LRTP, and the process by which it was developed, is prescribed by federal legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). LRTPs are required to have a planning horizon of 20 or more years. This time frame provides a basic structure and overall goal for meeting the long-term transportation needs for the community. Since many factors influencing the development of the LRTP, such as demographics, forecast revenue, and project costs, change over time, long range transportation plans should be updated at least every five years.

The existing conditions established in the first half of this report form the foundation for the technical analyses completed as part of the LRTP development process. Evaluation factors were established to assess both the existing and future transportation network. Deficiencies and operating conditions were documented and ultimately used to develop the recommended improvements for Monroe County.

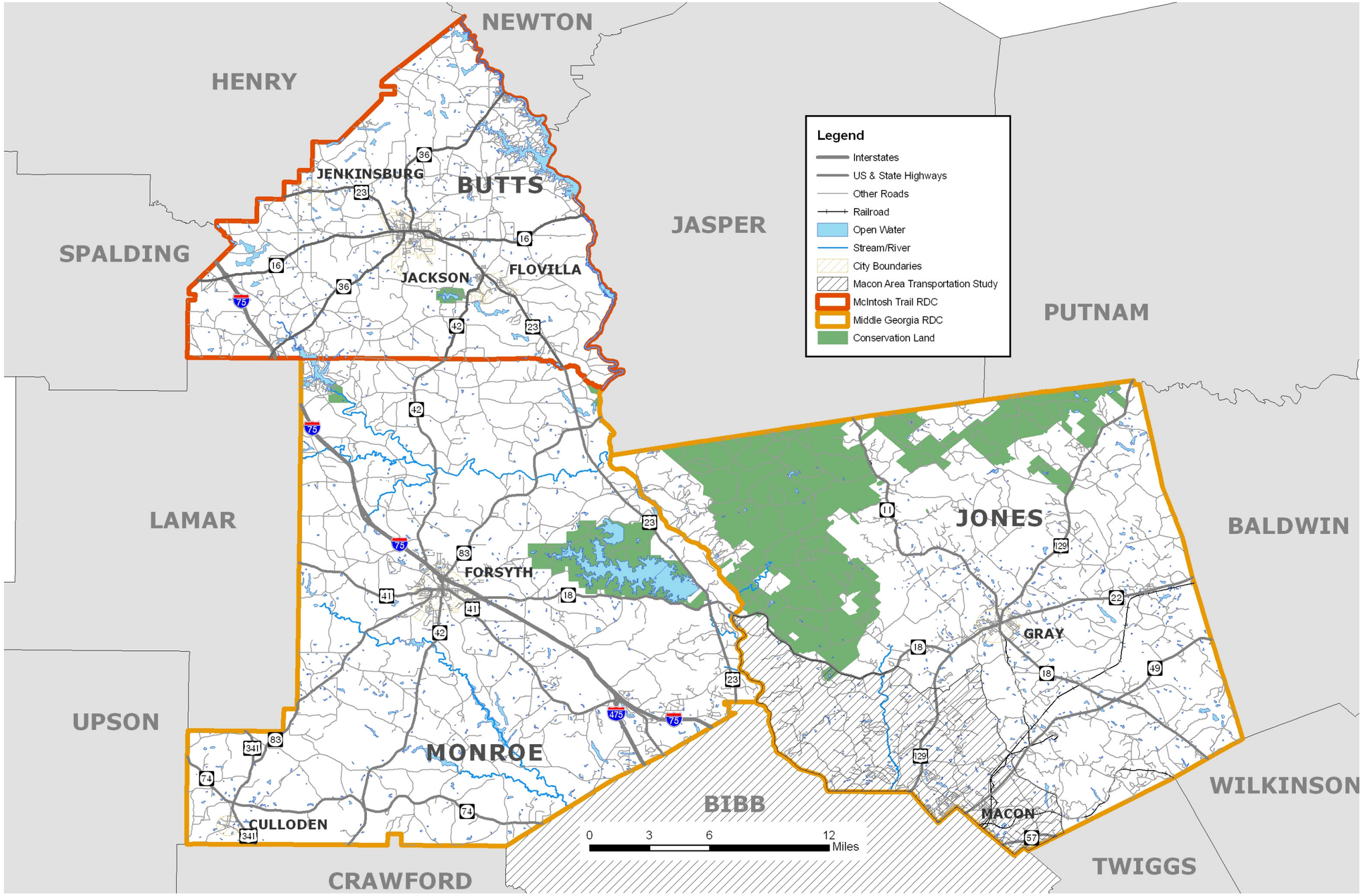
1.2 Study Area Description

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

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

- Monroe County, named after President James Monroe, was formed in 1821 from Creek Indian land. The oldest Methodist church in Georgia resides in the City of Culloden. The Whistle Stop Café, in Juliette, made famous by the movie *Fried Green Tomatoes* has become a tourist attraction and is still serving fried green tomatoes today.

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



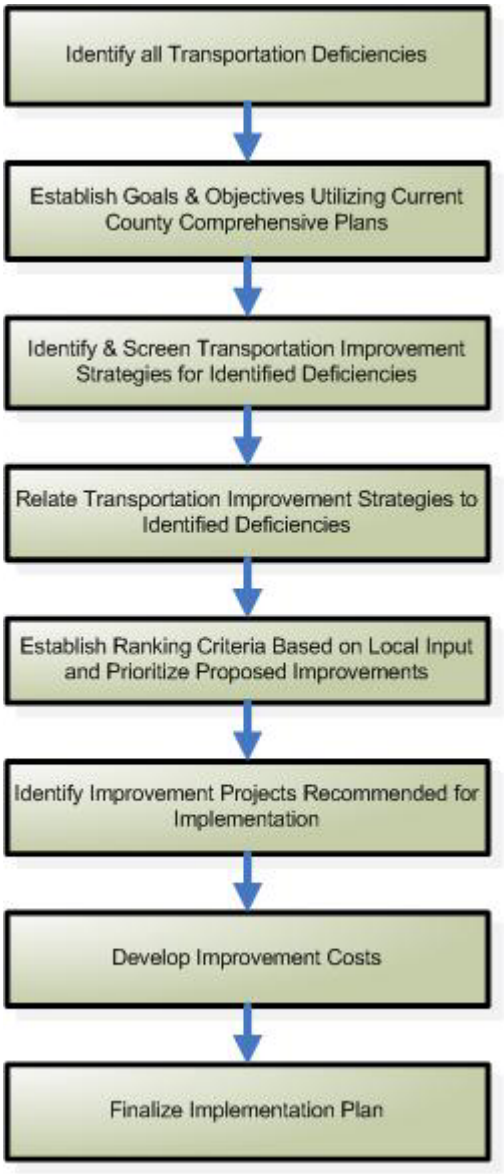
Study Area

Figure No: 1.2

1.3 Study Process

Figure 1.3 outlines the process of developing a long-range transportation plan for Monroe County.

Figure 1.3 Study Process



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

Data collection sources are documented in Appendix A.

2.0 Demographic Information

A review of the 2000 US Census, the most recent data available, shows that the 3-County Region has experienced population growth at a moderate level during the past 20 years. The Statewide average yearly growth was three percent over this period and the 3-County Region grew at an average yearly rate of three percent. Table 2.0.1 presents select demographic data to illustrate the characteristics of the population and households in Monroe County and other socio-economic factors. Using 2000 US Census Occupied Housing Units counts and employment figures, a jobs-to-housing ratio was calculated. The employment figures are the sum of the 2000 Census industry numbers. The ratio of the number of jobs (10,410) to number of housing units (8,425) is greater than one (1.24), based on the 2000 US Census information. This places increased demand on the transportation system linking County residents to jobs in Atlanta, Macon, and other employment centers.

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

Table 2.0.1 Year 2000 General Demographic Characteristics

Demographic	Monroe
Total Population	21,757
Median Age	36.4
Total Population in Occupied Housing Units	21,131
Average Household Size	2.74
Total Housing Units	8,425
Occupied Housing Units	7,719 (91.6% of total)
Owner-Occupied Housing Units	6,137 (79.5% of total)
Renter-Occupied Housing Units	1,582 (20.5% of total)
School Enrollment (Age 3+)	5,835 (27.8% of total)
Percent High School Graduate or Higher	77.7%
Total Disabled Population (Age 5+)	4,668
Percent of Population in Same House in 1995	65.0%

Source: 2000 US Census

Approximately 82 percent of Monroe County residents (17,758) live outside of the cities. The data in Table 2.0.2 is from the Georgia Department of Community Affairs and shows the rural and urban population breakdown for each county for the year 2000.

Table 2.0.2 Area Population

County	City	Population
Monroe County	Forsyth	3,776
	Culloden	223
	Unincorporated	17,758
Total		**21,757**

The demographic data demonstrates the percent of disabled individuals in the Monroe County is 21 percent and exceeds the statewide average of 19 percent. The US Census Bureau defines disability as:

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

Dialogue with stakeholders (see Section 13.0, page 73 for the list of stakeholders) also revealed that the study area is beginning to attract an older population.

2.1 Historic Population Growth

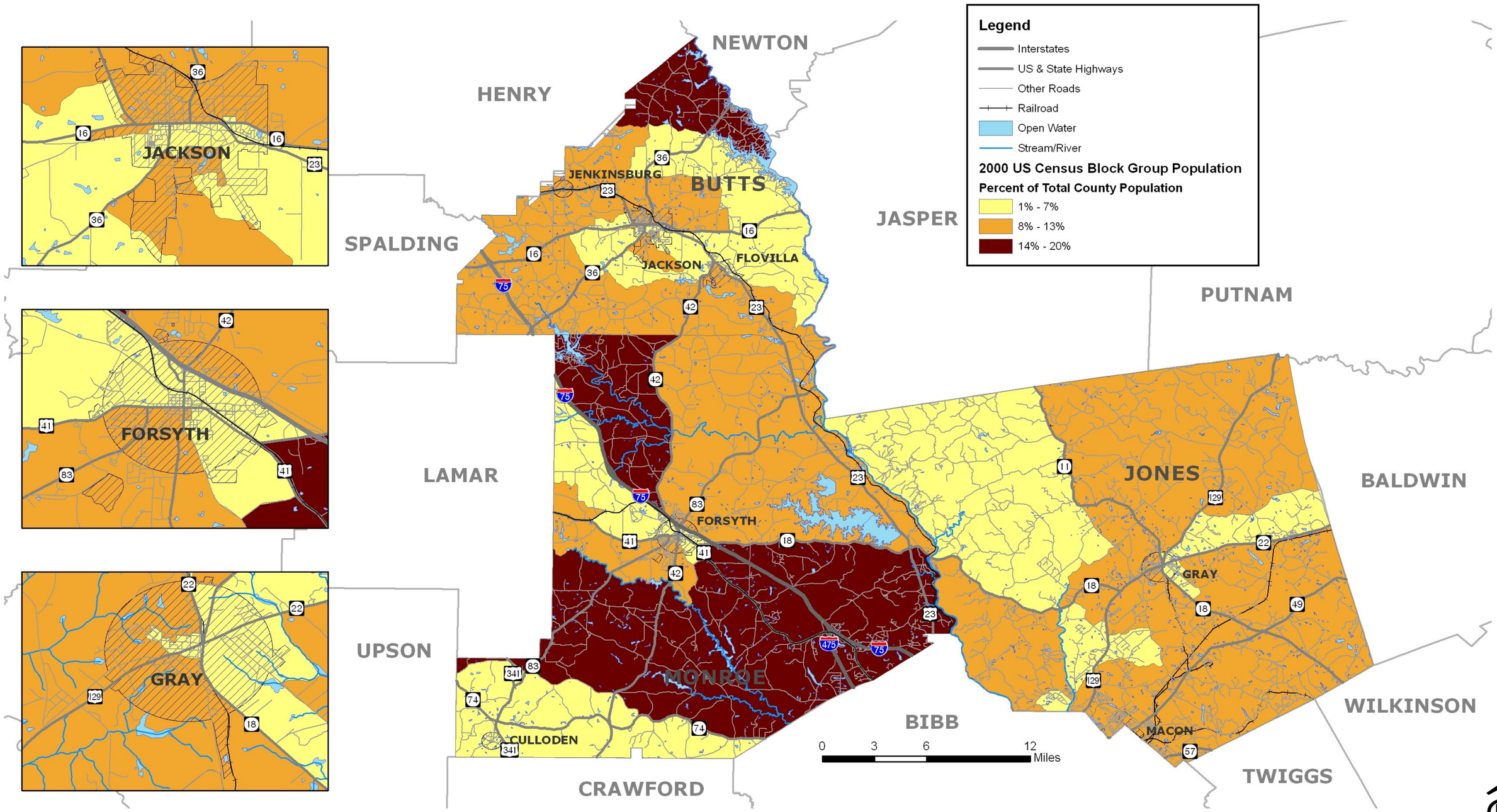
Monroe County has received a moderate amount of growth over the past 20 years, with a 49 percent increase in total population, which is greater than the 3-County Region, which had a 45 percent increase in total population, and slightly less than the State of Georgia, which had a 50 percent increase in total population. Table 2.1.1 illustrates the growth trends from 1900 to 2000. Information in Table 2.1 shows that the area declined in population between 1900 to 1960 (at least, in part, due to the carving of Lamar County out of a portion of Monroe County in 1920), but has experienced solid growth from 1980 to 2000. Growth in Monroe County and the region has continued on a strong upward trend since 1960.

Table 2.1.1 Historical Population Profile

County	1900	1920	1940	1960	1980	2000	Percent Change 1980 - 2000
Monroe	20,682	20,138	10,749	10,495	14,610	21,757	49%
Georgia	2,216,331	2,895,832	3,123,723	3,943,116	5,462,982	8,186,453	50%

Source: 2000 US Census

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



Block Group Population Distribution in 2000

Figure No: 2.1

2.2 Future Population

The population for Monroe County is expected to increase at a moderate rate through the study horizon of 2035. Over the past 20 years, Monroe County has experienced an average annual population increase of 3.28 percent, which is greater than the 3-County's average annual population increase of 3.1 percent, but slightly less than the State of Georgia's average annual population increase of 3.3 percent. This growth trend is expected to continue as the area continues to attract people and business owners who enjoy a rural or suburban lifestyle in relatively close proximity to amenities in the Atlanta and Macon urban areas.

Table 2.2.1 displays the projected growth as estimated by the 2007 Comprehensive Plan Update for Monroe County. Over the next 25 years the study area is expected to grow by over 40 percent in population. It is important to recognize this growth and the increased demand on the transportation system that accompanies the population increase.

Table 2.2.1 Projected Population

County	2000	2005	2010	2015	2020	2025
Monroe	21,774	23,544	25,331	27,117	28,904	30,691

Source: Joint Comprehensive Plan Update for Monroe County and the Cities of Culloden and Forsyth (MGRDC)

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

Table 2.2.2 Estimated County Population Change

County	2000	2006 Estimate	Percent Change
Monroe	21,757	24,443	12.3%

2.3 Environmental Justice

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

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

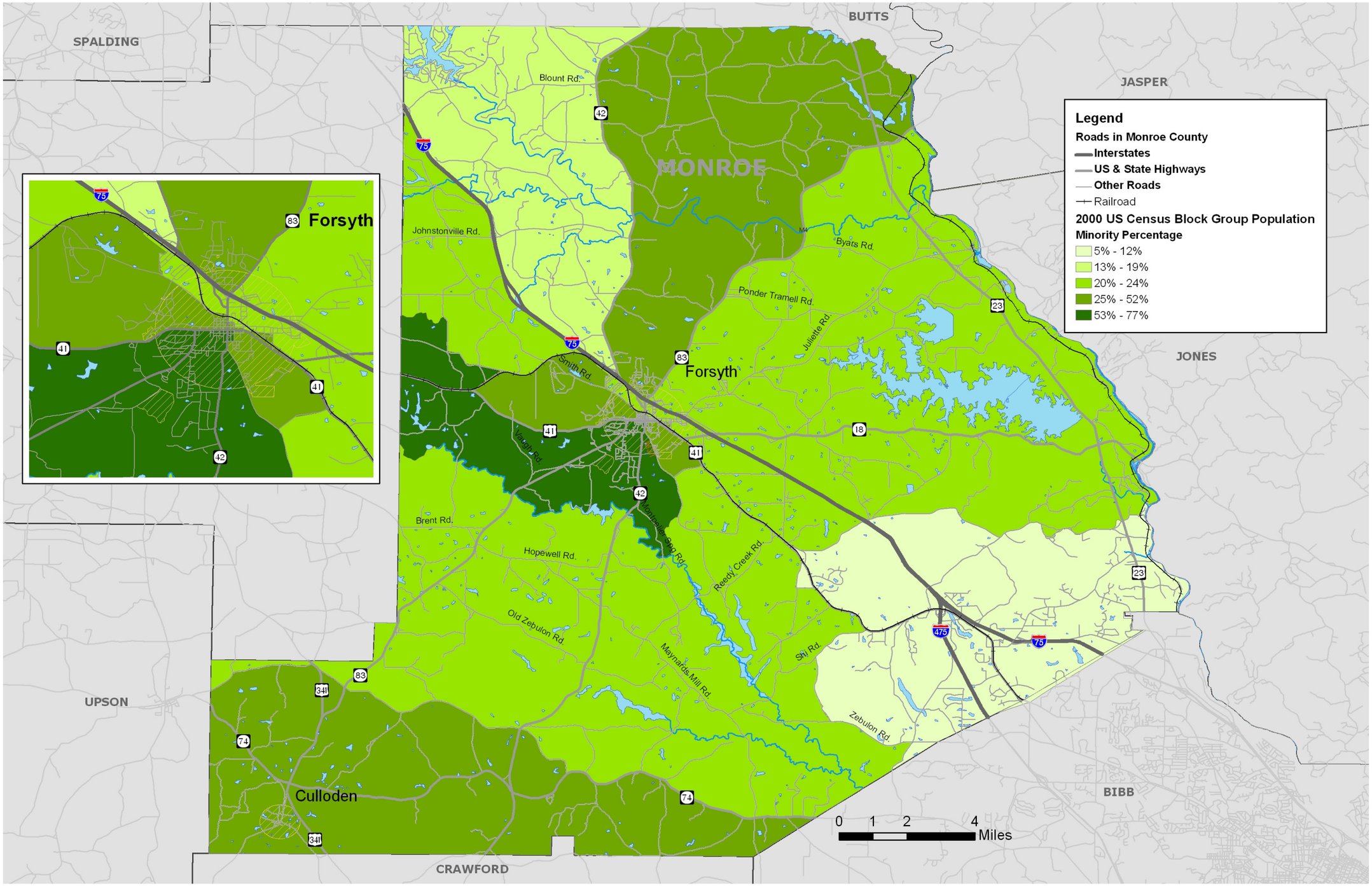
Environmental justice is intended to acknowledge minority and low-income populations that have been historically underrepresented in the transportation planning process and ensure that these groups are not disproportionately impacted as a result of transportation improvement recommendations.

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

Minority Populations

The minority populations for Monroe County were identified and analyzed using the 2000 Census data. This census data was reviewed by census block group and shows concentrations of minority populations are located in the western portions of Monroe County. Denser concentrations of minorities are located near and in the City of Forsyth. The average minority population figure for Monroe County is 39.5 percent while the statewide average is 34.9 percent.

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



Monroe County Minority Population Locations

Figure No: 2.3.1

Low-Income Population

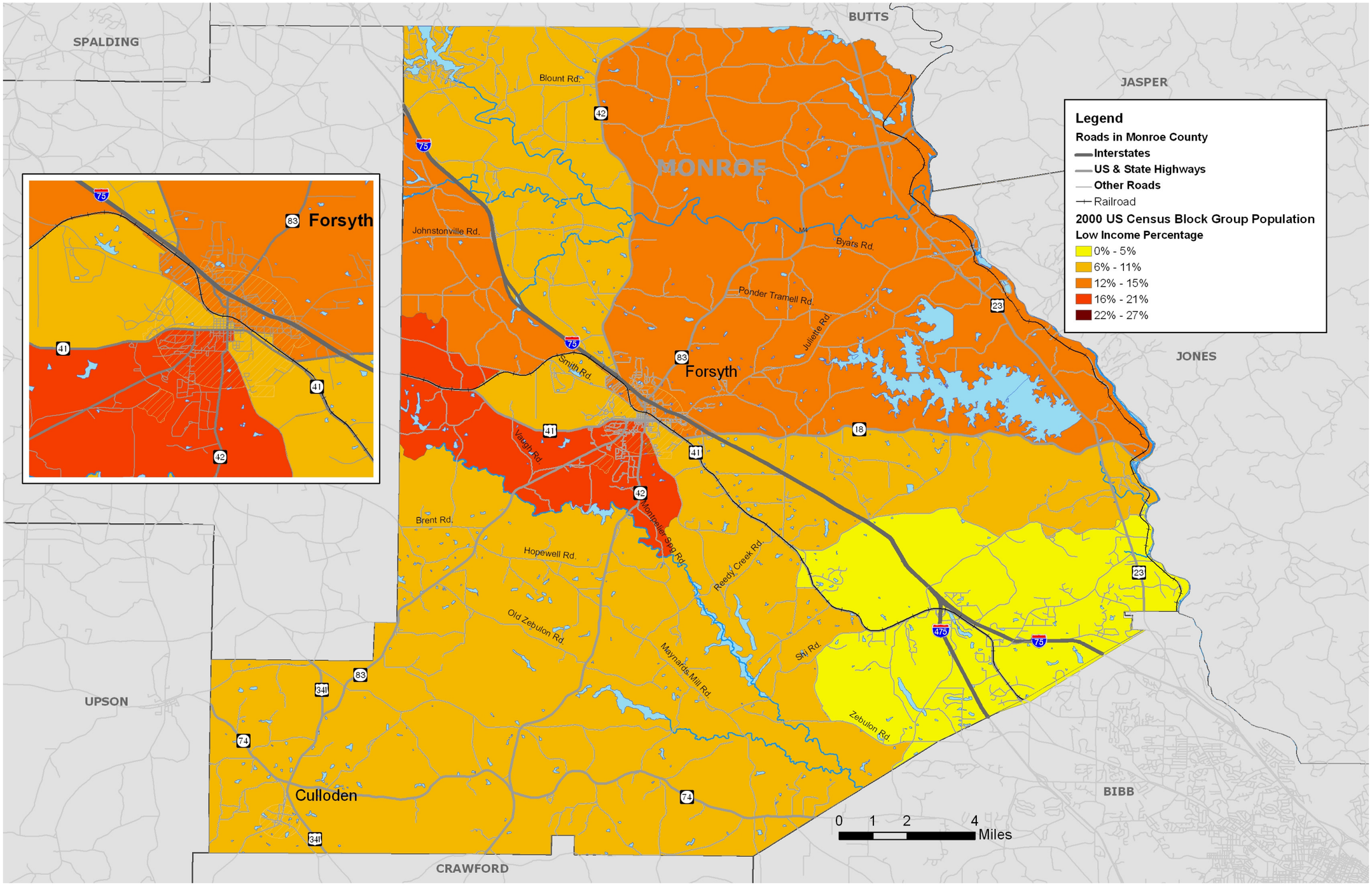
The second component of EJ, poverty level, was also analyzed using the 2000 Census data. This census data was reviewed by census block group. Similar to the minority population, there are concentrations of low-income residents located in, and immediately to the west of, the City of Forsyth. The average number of residents below the poverty line in Monroe County is 9 percent while the statewide average is 13 percent.

Census blocks meeting the low-income population thresholds for the State of Georgia are displayed in Figure 2.3.2.

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

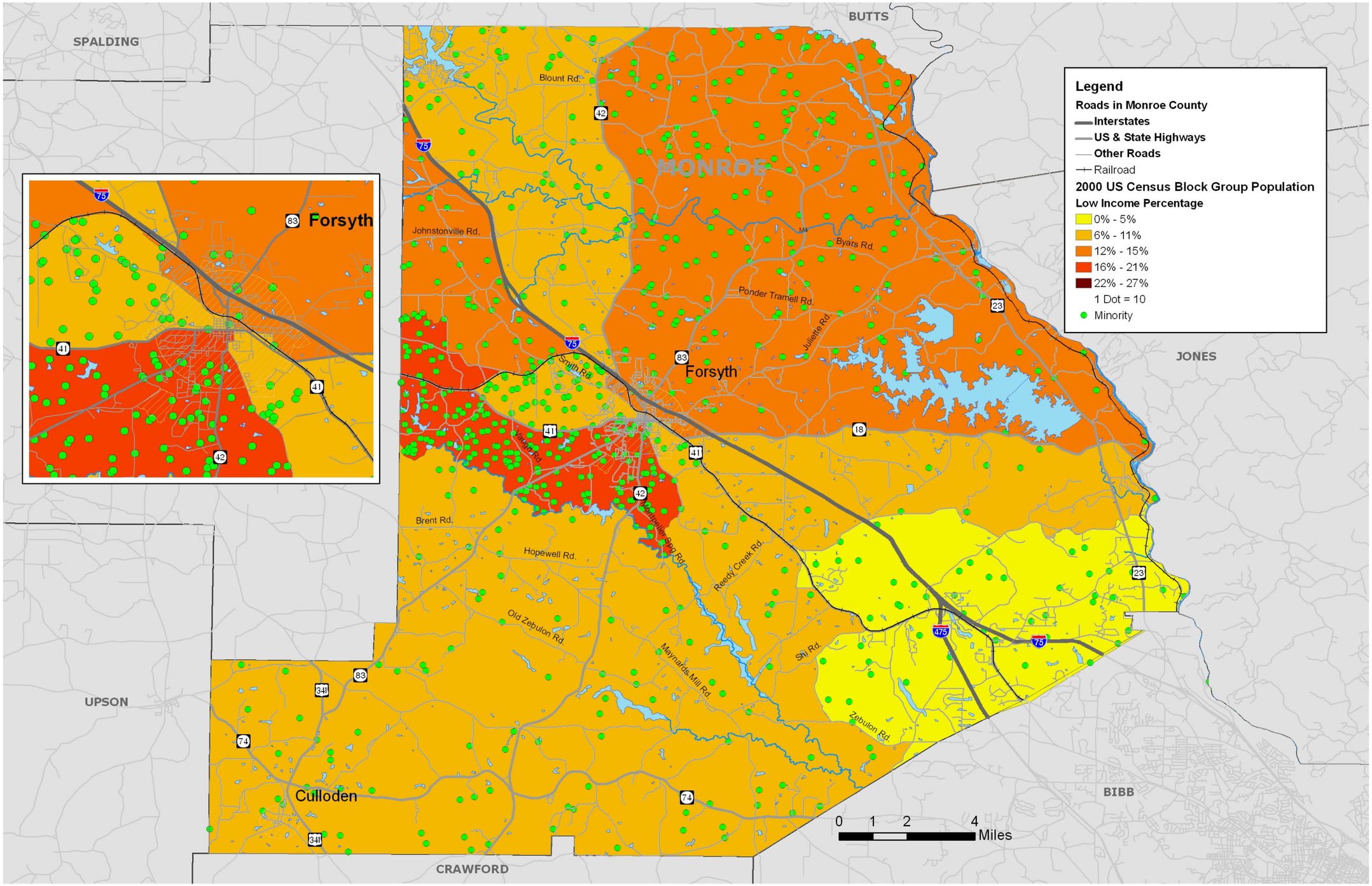
Historically underrepresented populations were identified as part of this analysis and extra efforts were made to include these groups in the planning process. Representation from these groups was actively sought out for inclusion in the study advisory group and advertised public meetings used media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

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



Monroe County Low-Income Threshold Population Locations

Figure No: 2.3.2



Monroe County Overlay of Minority & Low-Income Populations

Figure No: 2.3.3

2.4 Employment Data

In Monroe County, public administration is the largest employment sector accounting for about 31 percent of the total jobs. Other important sectors are retail trade, construction, and manufacturing. Using the Georgia Department of Labor 2006 annual average employment data, the major employers for Monroe County are listed below.

- Georgia Power Company (421 employees)
- Monroe County State Prison (211 employees)
- MOR PPM, Inc. (160 employees)
- Monroe County Hospital (128 employees)
- Leggett & Platt, Inc (105 employees)

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

Table 2.4.1 Existing Industry Jobs

Industry Type	Monroe
Agriculture, Forestry, Fishing, Hunting, and Mining	182
Construction	618
Manufacturing	262
Wholesale Trade	52
Retail Trade	465
Transportation, Warehousing, and Utilities	228
Information	NA
Finance, Insurance, Real Estate, and Rental and Leasing	98
Professional, Scientific, Management, Administrative, and Waste Management Services	77
Education, Health, and Social Services	NA
Arts, Entertainment, Recreation, Accommodation and Food Services	NA
Other Services	117
Public Administration	1,767
TOTAL	**5,648**

Source: Georgia Department of Labor 2006

According to the 2000 US Census, the most recent available data, Monroe County's per capita income in 1999 was lower than Georgia's statewide average of $21,154 and the national average of $21,587. The per capita income for Monroe County in 1999 was $19,580.

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

Table 2.4.2 Existing Work Commute Patterns

Work Commute	Monroe County		Statewide	
		Percentage	Total	Percentage
Total Workers (Age 16+)	10,316	100%	3,832,803	100%
Drove Alone	8,560	83%	2,968,910	78%
Carpooled	1,373	13%	557,062	15%
Transit/Taxi	15	0%	90,030	2%
Biked or Walked	133	1%	65,776	2%
Motorcycle or Other Means	108	1%	42,039	1%
Worked at Home	127	1%	108,986	3%
Mean Travel Time to Work (min.)	28		27.7	

Source: 2000 US Census

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

Monroe County has become an attractive residential area for Macon-based employees. Thirty-two percent of Monroe employees travel to Bibb County for employment. Additionally, the I-75 corridor is attracting industrial and commercial employment centers that will bring additional jobs to the 3-County region. The residential, industrial, and commercial expansion in Monroe County will increase demand for transportation facilities providing access to and within the area.

3.0 Land Use and Development

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

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

Table 3.0 Development of Regional Impact Studies

DRI ID #	Project Name	Development Type	County/ City	Initial Form Submitted	Current Status	RDC Finding
1426	Rumble Road Industrial Park	Industrial	Monroe	5/1/2007	Request for Comments Made 5/31/2007	Pending
970	Juliette Village	Housing	Monroe/ Forsyth	12/9/2005	Completed 12/19/2005	in the best interest of the region and therefore of the state
960	The Manor at Montpelier	Housing	Monroe/ Forsyth	11/15/2005	Completed 11/17/2005	in the best interest of the region and therefore of the state
853	Indian Springs Station	Housing	Monroe/ Forsyth	7/6/2005	Completed 10/12/2005	in the best interest of the region and therefore of the state

3.1 Existing Land Use Characteristics

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

3.1.1 Monroe County Existing Land Use Characteristics

Major Residential Areas

- City of Forsyth

Key Activity Centers

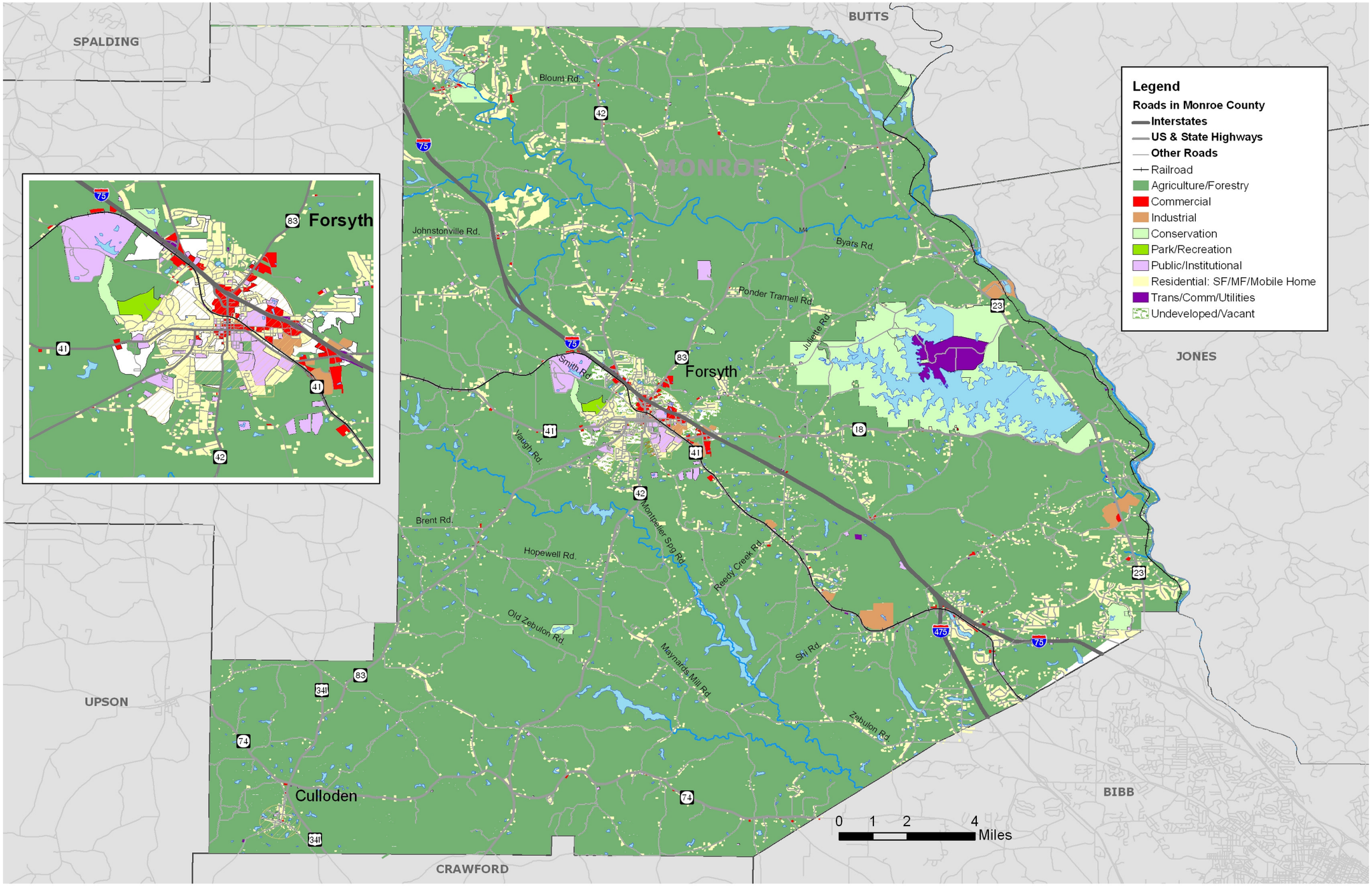
- City of Forsyth

Key Employment Centers

- City of Forsyth
- Department of Corrections – Tift College site (planned opening year is 2010)
- Georgia Power Plant Scherer

Primary Travel Corridors

- I-75
- US 23
- US 41
- US 341
- SR 42
- SR 83
- SR 74



Monroe County Existing Land Use

Figure No: 3.1

4.0 Previous Studies and Programs

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

- GDOT's State Transportation Improvement Program and Six Year Construction Work Program;
- Currently planned major GDOT projects in the 3-county study area;
- GDOT's Statewide Interstate System Plan;
- GDOT's Statewide Bicycle and Pedestrian Plan;
- Bicycle/Pedestrian Plan for the Middle Georgia RDC;
- Monroe County's Comprehensive Plan and Parks and Recreation Master Plan;
- Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden

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

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

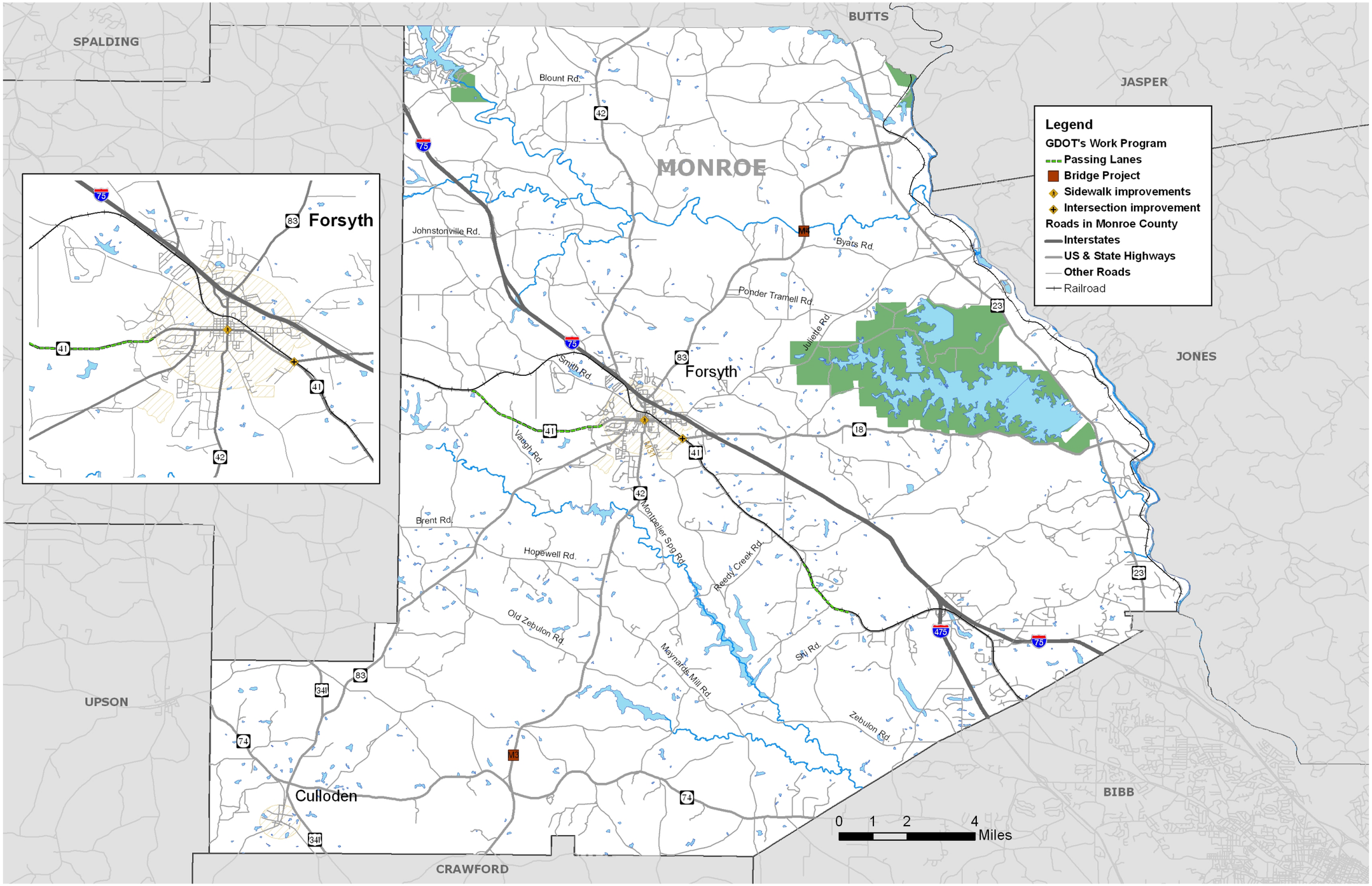
- Bridge Rehabilitation / Replacement;
- Bicycle and Pedestrian Enhancements;
- Roadway Widening;
- New Roadways;
- Intersection Improvements; and,
- Passing Lanes.

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

Table 4.1 Monroe County 2008-2011 STIP

Map Id	Project Id	Prime Work Type	Description	Program	Construction Date*
M-1	321370	Passing Lanes	SR 18 southbound 13.7-15.2/Monroe/eastbound 2.3-3.6/westbound 3.38-5.1/TL 5.10-5.6	STP	LR
M-2	342920	Passing Lanes	SR 19 from CR 73/King Road to 0.5 mile east of CR 74/Hill Road	STP	LR
M-3	0007045	Bridges	SR 42 at Tobesofkee Creek 2 mile south of Forsyth	Bridge	LR
M-4	0007046	Bridges	SR 83 at Towaliga River	Bridge	LR
M-5	0007219	Intersection Improvement	SR 19/US 41 at SR 18	STP	LR
M-6	371800	Rail Projects	Commuter Rail Griffin to Macon/Bibb – Houston County – Phase 4	NHS	LR
M-7	0007599	Sidewalk	Sidewalk & Streetscape in Downtown Forsyth	HPP	2008

**LR denotes long range*
Source: GDOT Department of Planning



Monroe County GDOT Planned & Programmed Projects

Figure No: 4.1

4.2 GDOT's Statewide Interstate System Plan

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

4.3 GDOT's Statewide Bicycle & Pedestrian Plan

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

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

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

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

4.4 Bicycle/Pedestrian Plan for the Middle Georgia Region

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

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

As part of this effort the following goals were created:

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

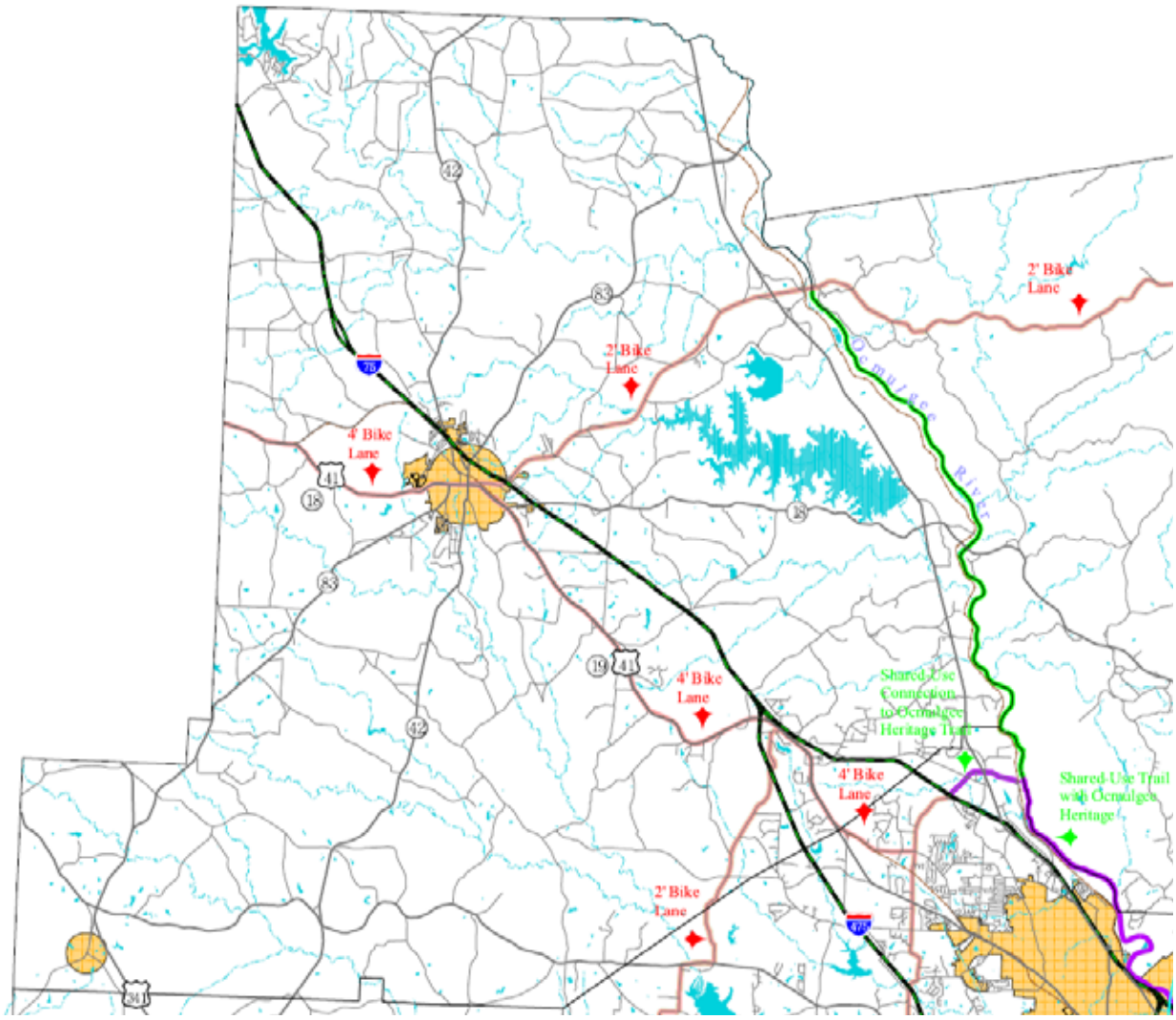
The Bicycle and Pedestrian Plan includes several types of routes for Monroe County such as dedicated paths and signed routes. Information about the plan may be found on the MGRDC website: http://www.mgrdc.org/code/bike_ped.html. Recommendations from the *Middle Georgia RDC Regional Bicycle and Pedestrian Plan* from 2005 are shown in Figure 4.4.

Figure 4.4 MGRDC 2005 Bicycle Plan

Middle Georgia Service Area 6
Regional Bicycle/Pedestrian
Five Year Plan & Long Range Plan

Legend

- 5 Year Plan
- 5 Year Plan - Signage Only
- 5 Year Plan - Development Plan & Construction of 5 Miles
- Long Term Plan
- Red Text: Long Term Plan
- Green Text: 5 Year Plan



Monroe County

4.5 Existing Planning Studies for Monroe County

Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden

Developed in 2007, the Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden seeks to guide the growth of the County through 2026. To the greatest extent possible, the transportation planning effort is being developed with respect to land use issues and opportunities in Monroe County. It is important to review the Comprehensive Plan because of the critical linkage between land use and transportation. Table 4.5 presents key findings in the Comprehensive Plan and Figure 4.5 shows the proposed bicycle and pedestrian network.

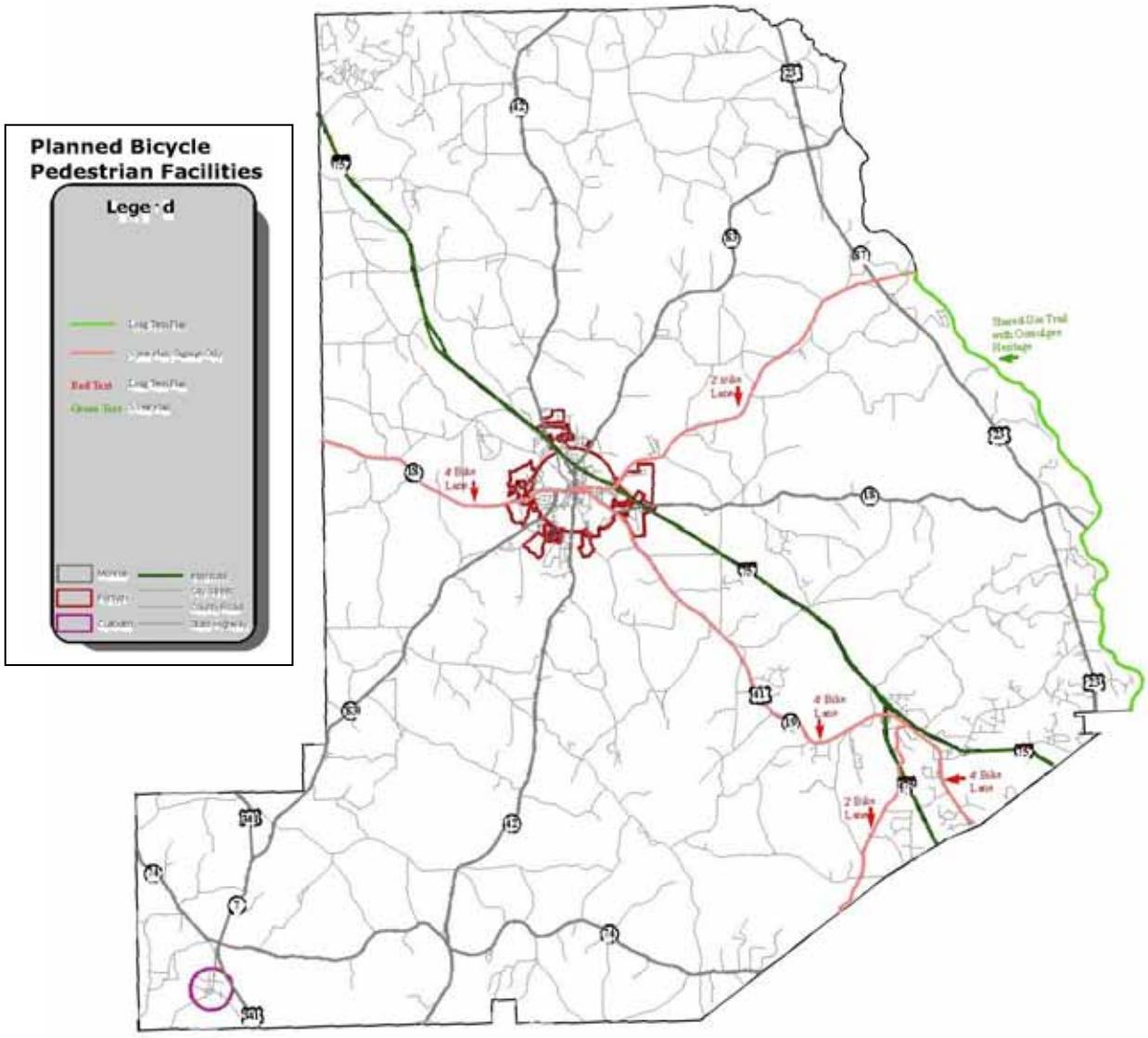
Table 4.5 Summary of the 2005 Monroe County and the Cities of Forsyth and Culloden's Comprehensive Plan (2007 Update)

Key Data/Trends	Description		
Population		**RDC Estimates (W&P)**	**US Census Estimates**
	1980:	14,670	14,610
	1990:	17,180	17,113
	2000:	21,860	21,774
	2005:	23,830	23,544
	2010:	25,350	25,331
	2015:	26,960	27,117
Commute Patterns	Living and working in Monroe: 40% Living in Monroe and working in Butts: 5% Living in Monroe and working elsewhere: 31%		
Largest Employers in 2000	Forsyth Inns, Georgia Power, Leggett and Platt, Inc. and MOR PPM Inc. This list excludes the public school system and government agencies.		
Land Uses			**1992**
	Agriculture/Forestry:		76.91%
	Residential (single family and mobile homes):		7.67%
	Public/Institutional:		1.06%
	Transportation/Communications/Utilities:		2.45%
	Commercial:		0.22%
	Industrial:		0.07%
	Parks/Recreation/Conservation:		0.39%
	Undeveloped:		12.26%
	Data derived from the Department of Community Affairs, Current Plans. Web Accessed October 8, 2007: <www.georgiaplanning.com>		

Table 4.5 Summary of the 2005 Monroe County and the Cities of Forsyth and Culloden's Comprehensive Plan (2007 Update) (Continued)

Key Data/Trends	Description
Growth Areas in the County	**Residential Uses** • Residential growth areas are located on the outskirts of the city near I-75. **Commercial Uses** • Commercial growth areas are along the I-75 Corridor and extend along entrance corridors into Forsyth. Commercial activity is also centered in downtown Forsyth. **Industrial Uses** • The industrial areas are located along SR 83, SR 87 north of Forsyth and between I-75 and SR 42 south of Forsyth. **Parks/Recreation/Conservation** • Rum Creek Wildlife Management Area surrounding Lake Juliette
Planning Issues in Cities	• Large trucks, which are contributing to congestion in downtown Forsyth, are also making it difficult to establish a pedestrian friendly atmosphere downtown.
Land Use Issues	• New suburban developments are being constructed in the county due to accessibility of Macon and Atlanta. • Agricultural land is being encroached upon by development. • Strip commercial development along the I-75 Exit 187 creates an unattractive entrance into the City of Forsyth.
Transportation-Related Goals, Objectives, and Strategies	• Improve local road network to accommodate growth in northern and southern Monroe County. • Develop an interconnected network of bikeways and walkways. • Develop a countywide transit development plan. • Develop a road classification system that IDs arterial and collector roads. • Establish a pedestrian friendly atmosphere in downtown Forsyth.

Figure 4.5 Proposed Bicycle and Pedestrian Network in Monroe County



5.0 Public Transportation

Currently, public transportation services are offered in Butts, Jones, and Monroe Counties. Monroe County offers transportation services for the elderly, the disabled, and other residents who qualify for Department of Human Resources (DHR) assistance. No conventional, fixed route, fixed schedule transit service is currently provided in Monroe County.

5.1 Monroe County Transit

Monroe County does not currently participate in the Federal Transit Administration (FTA) 5311 Rural Transit Program. However, Monroe County does have transportation services for the elderly, the disabled, and other residents who qualify for Department of Human Resources (DHR) assistance. The Georgia DHR Region Six Coordinated Transportation System, utilizing the Middle Georgia Community Action Agency as the third party provider, operates vans which transport clients of the Division of Aging Services, the Division of Family and Children Services (DFCS), and the Division of Mental Health, Developmental Disabilities and Addictive Diseases (MHDDAD). Starting fiscal year '08 (July 2007), transportation will also be provided for residents qualifying for assistance from the Department of Labor Vocational Rehabilitation Program (DOL/VRS). This program provides services to help persons with disabilities prepare for, start, and maintain competitive employment, allowing them to become productive and independent citizens in their communities.

The breakdown of DHR transportation services provided by each department/agency referenced above is shown in Table 5.1.1 below.

Table 5.1.1 Monroe County DHR Coordinated Transportation Trips by Department/Agency

DHR Aging	DHR DFCS	DHR MHDDAD	DOL/VRS	Total DHR Trips
4,430	16,153	10,982	Starts Fiscal Year '07-08	27,135

Source: Department of Human Resources Region Six Transportation Office - August 2007

Southeastern Trans serves as the major Medicaid transportation provider in Monroe County, contracting both assisted and private-pay transportation services to Logisticare and other carriers.

Recent planning initiatives do present the need for additional DHR trips. The Human Service Transportation Coordination Plan was completed by the Georgia DHR Region Six Transportation Office in May 2007. Region Six is comprised of Baldwin, Bibb, Crawford, Houston, Jones, Monroe, Peach, Pulaski, Putnam, Twiggs, and Wilkinson Counties. The purpose of this plan was to:

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

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

Table 5.1.2 Monroe County Human Service Transportation Coordination Plan Needs Assessment

Passenger Type	Population	Percentage
Disabled Persons	3,774	17.3%
Developmentally Disabled Persons	359	1.65%
Elderly Persons	2,251	10.3%
Persons Below Poverty Level	2,069	9.5%
Households w/o a Motor Vehicle	653	8.5%
Population 2000	21,757	100%

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

For Monroe County, the plan identified 500 additional trips that will be needed for new DFCS clients. These clients are those qualifying for Temporary Assistance for Needy Families.

The future population of Monroe County should be considered in the analysis of the need for the 5311 Rural Transit Program. According to the Joint Comprehensive Plan Update for Monroe County, 2007, total population is expected to increase rather dramatically at a rate of approximately 41 percent between 2000 and the year 2025. The population of elderly age 65 and over is expected to increase at a constant rate of growth to almost 3,000 persons by 2025. Seniors are major users of the 5311 Program for transportation to grocery and pharmacy shopping, to medical appointments, and the like.

The GDOT District Three Office, Thomaston, and the DHR Region Six Transportation Office both report that there are numerous residents who do not qualify for federal assistance who could have a job or a better paying job if they had transportation to work or who would go to school for additional training if transportation was available. While the 5311 may not be the ideal solution for all transportation needs, it may provide a viable option for many Monroe County residents.

The Joint Comprehensive Plan Update for Monroe County, 2007, identifies a Short Term Work Program Action Item to develop a Transit Plan to determine the existing and future mobility requirements of Monroe County residents and how to best meet their needs. This

planning initiative would address whether to implement the 5311 Rural Transit Program at either a county or city level in Monroe County.

Monroe County Commuter Patterns

The 2000 US Census, the most recent data available, reports that 56 percent of Monroe County residents work outside of the County. Thirty-five percent commute to Bibb County-City of Macon employment centers, 25 miles away. Just over 10 percent head north to the Atlanta region to jobs in Henry, Clayton, and Fulton Counties. The Census data also shows that 83 percent of commuters ride alone in a car to work while 13 percent carpool. The remaining workers use other means such as bus, motorcycle, or walking. The majority of Monroe County residents travel less than 30 minutes to work (65 percent) while 35 percent travel over 30 minutes. Thirty to 34 minutes was the most frequently cited commute time, by 17 percent of workers.

The Monroe County Advisory Committee for the Butts, Jones, and Monroe Transportation Study has stated that there is a need for the provision of areas where commuters can park for vanpooling and carpooling purposes. Monroe County does not currently have a GDOT Rideshare lot to provide a free parking facility, and the closest Rideshare lot is located in Henry County at Exit 222 (I-75 and Jodeco Road), almost 30 miles north of Forsyth. There is evidence that residents are organizing carpools and/or vanpools, particularly in Forsyth, for their commutes to Macon and Atlanta. The Ingles Supermarket located on Tift College Drive, off of I-75 in Forsyth, has become the de facto park and ride lot, with at least 30 commuters parking in this lot each day to carpool.

The 1-87-Ridefind Program provides commuters with a means to establish vanpools to employment centers. The Program, a cooperative effort between the Atlanta Regional Commission (ARC), GDOT, and the Federal Highway Administration, maintains a confidential database that matches commuters in Georgia with potential carpool partners and/or vanpools with open seats. There are currently no organized vanpools through the Ridefind Program in Monroe County.

Another potential option for Monroe County residents commuting to the Atlanta area is the Georgia Regional Transportation Authority (GRTA) Xpress bus service. Route 430 transports passengers between the McDonough Park and Ride Facility located at Exit 218 off I-75 in McDonough (33 miles north of Forsyth) to Downtown and Midtown Atlanta.

In addition to commuters leaving the County every day, Monroe will soon gain a substantial reverse commute pattern of workers into the County. The Georgia Department of Corrections (DOC) is consolidating/relocating its Atlanta-based headquarters to the vacant Tift College site in Forsyth. The renovated facility will also house the DOC training academy, offering over 200 classes and serving 12,000 DOC employees. The relocation project, initially announced in early 2006, is currently in the design/feasibility phase to work out details of the campus renovations and infrastructure improvements. Current plans call for renovations to be completed in mid-2009 with the move to occur in the summer of 2009.

Once the design is completed, Phase One efforts will focus on refurbishing the existing dormitories. Phase Two will address infrastructure improvements which will include a new entry road off of Frontage Road along I-75, a renovated historical entry on Tift College Drive, and a parking deck. The plan is to logistically improve access to the facility from either Exit 186 – Tift College Drive or Exit 187 – Lee Street off of I-75.

The Department of Corrections is making plans to transition its employees to the Tift College location. As many as 400 employees are expected to either move into the local area or commute into Forsyth, mainly from the south Atlanta area. The DOC conducted an employee survey in May 2006 which showed that the vast majority of workers (77 percent of those responding) plan to commute into the area, with McDonough being the preferred location for bus/van transit stops. The Center will be exploring alternatives to facilitate transportation from hub sites around Atlanta either directly to Forsyth or to McDonough where additional transportation will continue the commute to Forsyth. Final architectural plans are expected to incorporate the provision for these commuter alternatives into the renovation and new infrastructure design (Georgia Department of Corrections, 2007; Forsyth-Monroe County Chamber of Commerce, 2007).

6.0 Freight Transport

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

6.1 Monroe County Freight Transport

Two Norfolk Southern Rail lines traverse 22 miles of track in Monroe County. One line runs through central Monroe County through the City of Forsyth and parallels Highway 41 southeast through Bolingbroke to Macon. Up to 45 trains per day travel on this line. This line transports approximately 2 million gross ton miles per mile (MGTM/M) of track per year, a measure of rail traffic density which provides an indication of the relative use of the rail system and demand for service along a particular track section.

The second Norfolk Southern Rail line follows the eastern County line along the Ocumulgee River also heading southeast to Macon. Up to 47 trains per day travel on this line. This line transports 50 MGTM/M of track per year, one of the highest traffic densities in the State, as Macon serves as a Norfolk Southern hub for traffic consolidation and distribution.

Monroe County is a major point of origination for nonmetallic mineral products such as gravel, with approximately 500,000 tons originating within the County and transported by rail to other destinations. Monroe joins Jones, Floyd, Talbot, and Warren Counties as key locations originating this commodity. Monroe County is also one of the largest terminating points for coal, along with Bartow, Carroll, and Putnam Counties. Nearly 10 million tons of coal terminates in Monroe County each year.

Many products are transported through the County via rail as part of intrastate traffic (commodities which both originate and terminate within the State) and through traffic (products which move through the State but neither originate nor terminate in Georgia). These commodities include clay, concrete, glass and stone products (much of which originates in Bibb County), lumber and wood products, chemicals and allied products, hazardous materials, pulp and paper, food products, and miscellaneous mixed shipments. (GDOT - Georgia Rail Freight Plan, Update 2000)

Monroe County Rail Crossings

Monroe County has 78 railroad crossings along the two Norfolk Southern lines. Seventy-six of these are at-grade crossings. Two underpasses (where the rail crosses under the road) are located at I-475 in Bolingbroke and at SR 18 in Juliette. Forty-two of the 78 crossings are public while 36 are private.

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

Table 6.1.1 Monroe County Rail Crossing with Highest AADT

Rail Crossing and Location	AADT
Crossing 718337R at SR 18 in Forsyth	5,880
Crossing 718332G at Tift College Drive in Forsyth	4,330
Crossing 718330T at Lee Street in Forsyth	3,970
Crossing 718338X at Industrial Access Road in Forsyth	2,238
Crossing 718472J at SR 83 in Juliette	1,900

Source: *GDOT Office of Utilities, August 2007.*

Monroe County Crash Data

The Federal Railroad Administration (FRA), Office of Safety Analysis, reports 21 crashes which involved trains at rail crossings in Monroe County for the period 1975 to early 2007. The location with the greatest frequency of crashes is:

- Crossing 718472J - SR83 in Juliette with six; and
- Crossing 718483W - CR42 Dames Ferry Road with two (none since 1982).

Table 6.1.2 reports crashes involving trains in Monroe County as reported to the FRA since 2000.

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

Rail Crossing ID	Location	City	Date of Incident	Highway User Involved	Position	Injuries
718486S	Private Crossing Popes Ferry Rd	Juliette	09/30/06	Auto	Moving over Crossing	None
718350E	Pearidge Rd	Bolingbroke	11/28/04	Auto	Moving over Crossing	None
718472J	SR 83	Juliette	07/18/00	Truck-trailer	Moving over Crossing	None

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

Additionally, the GDOT Traffic Office of Safety and Design maintains crash data as reported by local law enforcement. For the period 2000 to 2006, 10 crashes have been reported at rail crossings in Monroe County. This does not include the incidences involving trains as reported above.

Table 6.1.3 Monroe County Railroad Crossing Crash Data, 2000 to 2006 (Crashes Not Involving Trains)

Rail Crossing ID	Location	City	Date of Incident	Manner of Collision	Injuries
718320M	Collier Road	Forsyth	12/20/00	Rear End	None
			04/04/04	Not a Collision with a Motor Vehicle	None
718325W	West Park Drive	Forsyth	12/03/02	Rear End	None
			09/16/04	Angle	None
			09/24/06	Not a Collision with a Motor Vehicle	None
718326D	CR 144	Forsyth	06/15/03	Not a Collision with a Motor Vehicle	None
718337R	Harold G. Clarke Parkway SR 18	Forsyth	06/09/00	Angle	1 Injury
			05/25/05	Sideswipe – Opposite Direction	None
718345H	Rumble Road	Smarr	02/26/99	Not a Collision with a Motor Vehicle	None
718346P	Old Macon Road	Bolingbroke	02/13/04	Not a Collision with a Motor Vehicle	None

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

Local Concerns – Monroe County

The Monroe County Study Advisory Group has expressed concerns over several railroad crossings in the County, as identified below:

- Trains through Forsyth cause traffic delays and block intersections on a daily basis. This is particularly problematic at SR 42/SR 83 (Crossing 718330T) as emergency vehicle response time and access are hampered to areas north of the railroad.
- The railroad crossing located at SR 42, North Indian Springs, and Mize Road (Crossing 718331A) has safety concerns.
- Residential land use in close proximity to the railroad tracks needs to be examined with the Pate Road interchange.

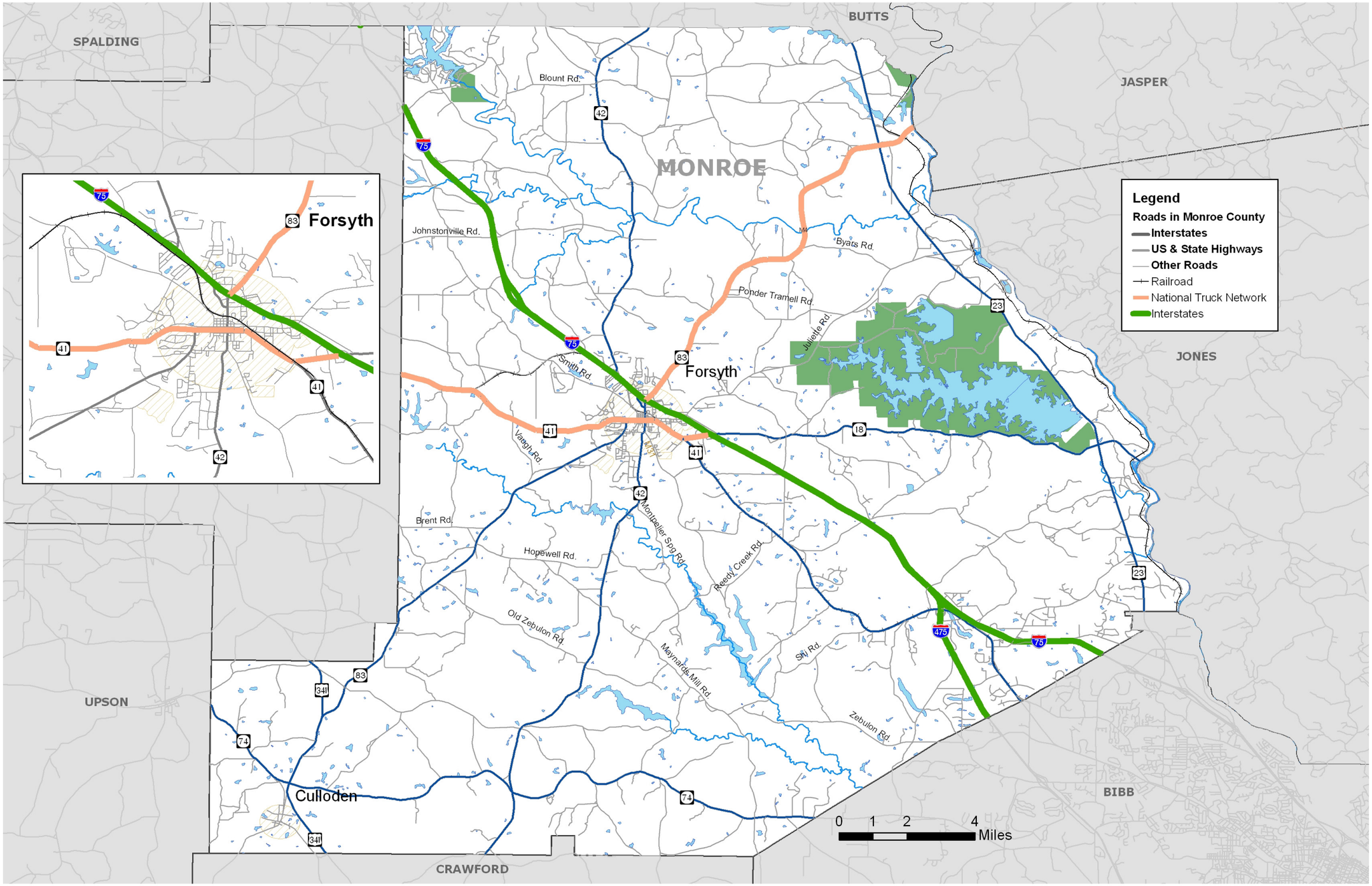
Monroe County Planned Transportation Improvements

There currently is one programmed railroad improvement for Monroe County in GDOT's Construction Work Program.

Table 6.1.4 Monroe County 2008-2013 CWP Railroad Improvement Projects

GDOT Project ID	Work Type	Location	Phase	Program Date	Status
8366	Rail Crossing Warning Device	Crossing #718340Y at CR 15 Bunn Road	Construction	2008	Awaiting GDOT funding authorization. Once authorized, Norfolk Southern will install in 6-8 months.

Source: GDOT Construction Work Program; GDOT Office of Utilities, August 2007



Monroe County Freight Transportation Facilities

Figure No: 6.1

6.2 Commuter and Intercity Rail – Monroe

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

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

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

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

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

7.0 Airport Facilities

7.1 Monroe County

Monroe County does not currently have a local airport. Nearby airports include the Griffin-Spalding County Airport in Griffin, the Herbert Smart Downtown Airport and the Middle Georgia Regional Airport in Macon, and Hartsfield-Jackson Atlanta International Airport in Atlanta.

The Griffin-Spalding County Airport is classified as a Level II – Business Airport of Local Impact by the State of Georgia classification system. Airports are classified based on runway length and width, lighting systems, visual aids, approach systems, general aviation facilities, and services. Griffin-Spalding can accommodate small corporate/business jets, recreational flying, police/law enforcement, and experimental aircraft. The airport is hampered by its runway size, 3,701 feet long x 75 feet wide, which limits the types of aircraft that can use the facility. Located off US 19/41, the airport is approximately 30 miles northwest of Forsyth.

The Herbert Smart Downtown Airport is also classified as a Level II – Business Airport of Local Impact. This facility has two runways (one 4,696 feet long by 150 feet wide and the other 3,600 feet long by 75 feet wide) and can accommodate a variety of aviation related activities including recreational flying, small corporate/business jets, police/law enforcement, agricultural spraying, experimental aircraft, and ultra-lights. The airport is accessed via US 80/23 and SR 19, approximately 25 miles southwest of Forsyth.

Hartsfield-Jackson Atlanta International Airport is located 57 miles northwest of Forsyth. Commercial services are also offered at the Middle Georgia Regional Airport, located south of Macon, approximately 35 miles from Forsyth. Classified as a Level III – Business Airport of Regional Impact, the facility has two runways measuring 6,501 feet long by 150 feet wide and 5,001 feet long by 150 feet wide. The airport offers five daily arrivals and departures between Macon and Atlanta on Delta Airlines commuter partners as well as corporate/business jets, recreational flying, and police law enforcement.

Monroe County has been identified as a potential future site for a Level I – Minimum Standard General Aviation Airport in the Georgia Aviation System Plan Executive Summary, completed in 2002. A Level I airport would accommodate all single-engine and some small twin-engine general aviation aircraft, and would have a minimum runway length objective of 4,000 feet and a non-precision instrument approach. In light of this, the Joint Comprehensive Plan Update for Monroe County, recently completed in May 2007, has specified, as a long-term and ongoing activity, the following action item:

- Explore the possibilities and benefits of pursuing the construction of a local airport. Consider completing a benchmarking study of other similarly situated rural communities that have local airports. Coordinate efforts between Monroe County, GDOT and the Regional Development Center for any actions undertaken. (Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden, May 2007)

8.0 Bicycle and Pedestrian Facilities

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

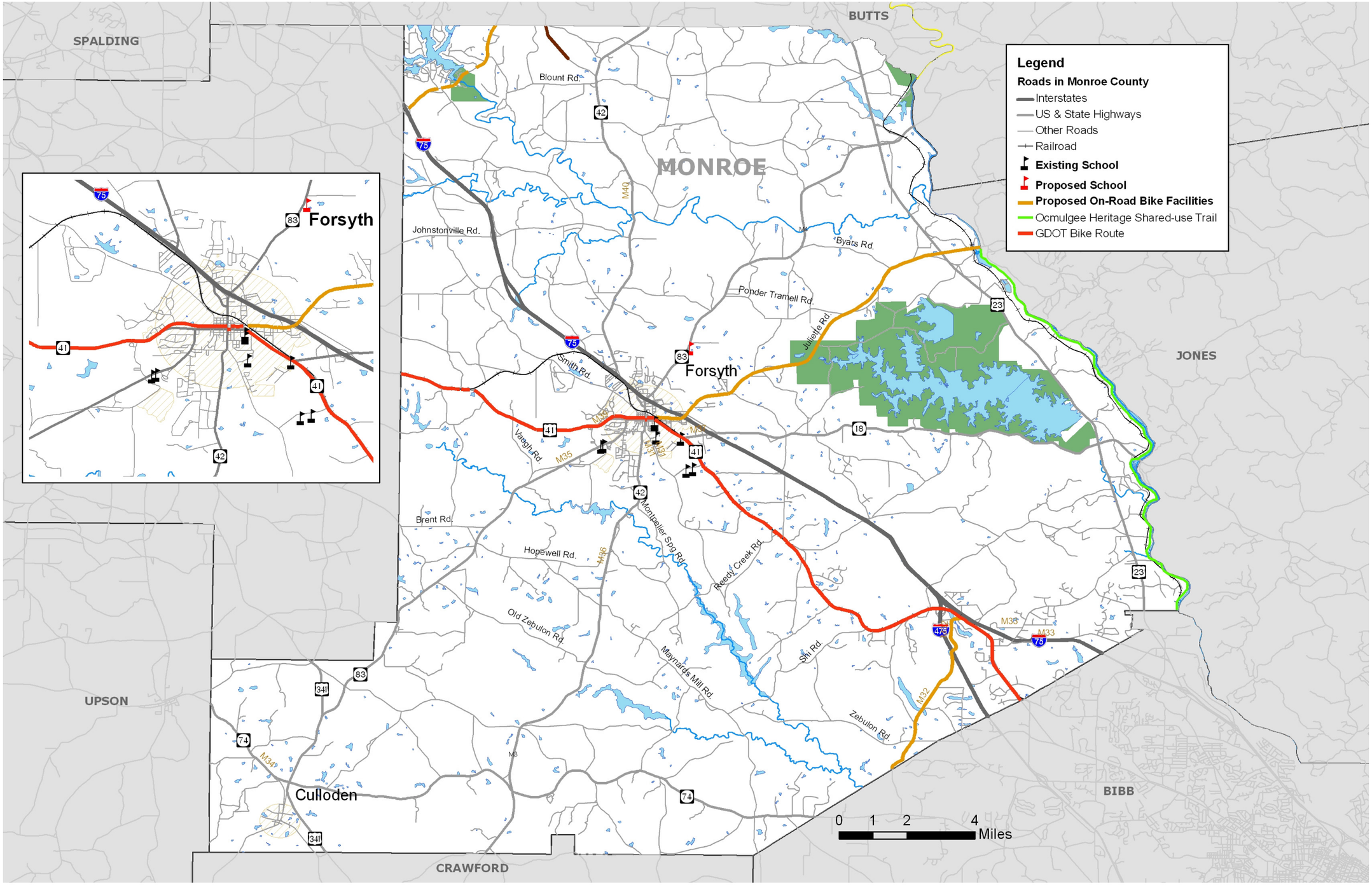
Bicycle and pedestrian facilities are an important part of a multi-modal transportation system designed to efficiently move people. It is important to consider that everyone is a pedestrian at one point in almost every trip, even if the primary mode of travel for a trip involves a personal vehicle or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

8.1 Monroe County Existing Bicycle and Pedestrian Network

The City of Forsyth maintains a fairly extensive sidewalk network in the downtown and residential areas of the City. The existing network offers a safe location for pedestrians to walk within the City. The existing network provides adequate connection of residential areas into downtown, but there are opportunities for additional connections within Forsyth and between Forsyth and surrounding attractions. The sidewalk network in the remainder of Monroe County is very sparse. The City of Culloden does not have an existing sidewalk network. Bicycle facilities are nearly non-existent in Monroe County. The possibility of providing improved on-road or trail connectivity for bicyclists within Monroe County were examined by the study team. Monroe County applied for Transportation Enhancement funding to incorporate bicycle lanes along New Forsyth Road near the Bass Pro Shops entrance to Pate Road; the route will continue to the right to Old Popes Ferry Road to Klopher Road; then the route continues on Klopher Road under I-75 to US 41. A second route is proposed on Estes Road from US 41 to Zebulon Road and along Zebulon Road to the Bibb County Line. The City of Forsyth has applied for Transportation Enhancement funding to improve Lee Street from I-75 into downtown Forsyth. This project is expected to include sidewalks. Transportation Enhancement funding is a set-aside funding category targeted for enhancing the multimodal environment through non-motorized transporation related projects including streetscapes, sidewalks, multi-use paths and bicycle facility improvements.

Georgia State Bicycle Route

The Central Route Corridor (#15) that begins in Cobb County at Georgia 243 and ends in Echols County at the Florida State line on US 41, travels through Monroe County (See Figure 8.0). The Central Route Corridor enters Monroe County on US 41/SR 18 at the Lamar County Line and proceeds southeast to the City of Forsyth. From there, the route continues along US 41 to the Bibb County Line.



Monroe County Existing and Proposed Bicycle and Pedestrian Facilities

Figure No: 8.0

Bicycle/Pedestrian Plan for the Middle Georgia Region

In 2005, the Middle Georgia Regional Development Center, with funding support from GDOT and advisory support from a regional Bike/Pedestrian Plan Planning Advisory Committee, consisting of local bicycle advocates, civic organizations, and government representatives, developed the *Bicycle/Pedestrian Plan for the Middle Georgia Region*. The focus of this plan was to establish a system of interregional bicycle facilities and shared-use trails connecting major regional points of interest. Accessibility of residents to downtown Forsyth, schools, and recreational destinations was the focus of the proposed network. The marketing of bicycle and pedestrian travel in general was also a focus of the plan. Table 8.1.1 outlines the proposed bicycle and pedestrian network in Monroe County. Figure 8.0 shows the locations of these proposed improvements, which were previously illustrated in Section 4.5 with Figure 4.5.

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

Location	Description
US 41 from Lamar County Line to Bibb County Line	4 Foot Bicycle Lane
Red Oak Drive from Estes Road east to US 41	2 Foot Bicycle Lane
US 41 from Lamar County Line to Bibb County Line	4 Foot Bicycle Lane
Red Oak Drive from Estes Road east to US 41	2 Foot Bicycle Lane

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

Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden

Monroe County has prepared the *Joint Comprehensive Plan Update for Monroe County and the Cities of Forsyth and Culloden* in 2007. The comprehensive plan expresses a desire for inclusion of bicycle and pedestrian amenities within the County. The Comprehensive Plan specifically outlines the following:

- Monroe County currently lacks an interconnected network of bikeways and walkways. Bicycle and pedestrian facilities can be an important mode of transportation in Forsyth and Monroe County.
- In all cross-roads communities, encourage a greater emphasis on streetscape, landscape, and sidewalk improvement projects. Cross-road communities such as Bolingbroke, High Falls, Juliette, and Smarr are considered to be historic based on their location-oriented development and are part of the cultural heritage of the area.
- Encourage use of landscaped buffers between roadways and new bike/pedestrian trails.
- We will support the creation of a community-wide pedestrian/bike path network
- Our new and reconstructed roadways will be designed to enhance community aesthetics, minimize environmental impacts and to accommodate multiple functions,

including pedestrian facilities, parking, bicycle routes, public transit as well as local vehicular circulation.

Monroe County Programmed Bicycle and Pedestrian Improvements

To help reduce local, state, and federal costs of implementing a bicycle and pedestrian network, new facilities could be implemented concurrent with subdivision development, roadway widening or utility upgrade improvements. Recommendations for development of county wide system for bicyclists and pedestrians will focus on connectivity with the existing designated bicycle routes, system of sidewalks, neighborhood streets, and pathway connections. Planned improvements included in GDOT's 2008-2011 Statewide Transportation Improvement Program (STIP) or 2008-2013 Construction Work Program (CWP) will be evaluated to ensure that any opportunities for the inclusion of bicycle or pedestrian facilities in the project scope are considered. Monroe County currently has one programmed project which includes the implementation of sidewalks and streetscape features around the Courthouse Square in downtown Forsyth, which are listed in Table 8.1.2

Table 8.1.2 GDOT's 2008-2011 STIP and 2008-2013 CWP Bicycle or Pedestrian Projects (Monroe County)

GDOT Poject ID #	Primary Work Type	Description	PE	ROW	CST
0007599	Sidewalks	Sidewalks and Streetscape in Downtown Forsyth	Local	Local	2008

Source: Georgia Department of Transportation

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

Existing Schools:

- Hubbard Elementary School *(adjacent site to Hubbard Middle School)*
  558 Hwy 83 South, Forsyth
- Hubbard Middle School
  500 Hwy 83 South, Forsyth
- T.G. Scott Elementary School *(adjacent site to Banks Stephens Middle School)*
  70 Thornton Road, Forsyth
- Banks Stephens Middle School
  66 Thornton Road, Forsyth
- 9th Grade Campus *(adjacent to Mary Persons High School, Monroe County Achievement Center, and Board of Education Building)*
  25 Brooklyn Avenue, Forsyth
- Mary Persons High School
  300 Montpelier Avenue, Forsyth
- Monroe County Achievement Center

25A Brooklyn Avenue, Forsyth
- Monroe Academy
  433 Hwy 41 South, Forsyth

Planned Schools:

- New Pre-K-5th grade *(open to students in Fall 2009 with grades 6-8 open 3-5 years out)(large housing development adjacent – Denrick Development – Grand Point)*
  1289 Hwy 83 North, Forsyth (near Bunn Road)

Other Destinations:

- Monroe County Library
  62 West Main Street, Forsyth
- High Falls State Park
- County Recreation Centers
- Rum Creek Wildlife Management Area
- Lake Juliette
- Local Parks
- Old Recreation Park (currently being renovated)
- New Youth Center at the Recreation Sports Complex off of SR 42 near I-75

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

The MGRDC developed a bicycle and pedestrian plan that was previously documented in Section 4.4.

Monroe County Bicycle and Pedestrian Safety

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

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

Year	Bicycle and Pedestrian Crashes	Bicycle and Pedestrian Injuries	Bicycle and Pedestrian Fatalities
2004	3	2	0
2005	3	2	1
2006	4	3	1
2004-2006	10	7	2

Source: Critical Analysis Reporting Environment (CARE) Database

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

Year	Bicycle and Pedestrian Injuries	Bicycle and Pedestrian Fatalities
2004	North Lee Street (SR 42) north of Railroad Avenue/North Indian Springs Road	Non-Fatal Injury
2004	Blount Street at the intersection of Schoolboy Lane	Property Damage Only
2004	I-75 at Mile Post 7.21	Non-Fatal Injury
2005	I-75 at Mile Post 13.59	Non-Fatal Injury
2005	Jackson Indian Springs Road south of Stokes Store Road	Non-Fatal Injury
2005	I-75 at Mile Point 21.04	Fatal Crash
2006	North Lee Street (SR 42) south of W. Morse Street and north of W. Adams Street	Non-Fatal Injury
2006	Parsons Street at the intersection of Kynette Street	Non-Fatal Injury
2006	SR 42 west of North Lee Street between downtown Forsyth and I-75	Non-Fatal Injury
2006	Tift College Drive between Patrol Road and Aaron Street	Fatal Crash

Source: Critical Analysis Reporting Environment (CARE) Database

8.2 Bicycle System Elements

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

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

Bike Paths

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

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

Bike Routes

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

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

Bike Lanes

A bike lane is a designated strip usually located along the edge of the paved area outside the travel lanes or between the parking lane and the outside motor vehicle through lane. Bike lanes should be one-way facilities and carry bike traffic in the same direction as

adjacent motor vehicle traffic. On one way streets, bike lanes should typically be placed on the right side of the street. Bike lanes are identified by "Bike Lane" markings on the pavement and other pavement markings or signs deemed appropriate to give adequate guidance to users of the facility. Bicyclists usually have exclusive use of a bike lane for travel, but must be aware of cross flows by motorists at driveways and intersections and also by pedestrians.

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

Bike Shoulders

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

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

8.3 Pedestrian System Elements

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

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

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

9.0 Bridges

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

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

9.1 Monroe County Bridges

All bridges within Monroe County were identified and documented with a sufficiency rating for each of the 72 bridges existing within the County. Table 9.1 displays the collected information. Italic font indicates that the bridge is on the state system.

Table 9.1 Bridge Inventory – Monroe County

Road	Feature	Sufficiency Rating
Reedy Creek Road	Tobesofkee Creek Tributary	2.00
Reedy Creek Road	Tobesofkee Creek	6.71
Montpelier Springs Road	Tobesofkee Creek	25.93
Johnstonville Road	Rocky Creek	44.29
Maynards Mill Road	Little Tobesofkee Creek	44.80
*SR 83	*Towaliga River*	*49.70*
SR 74	*Echeconnee Creek*	*53.01*
High Falls Road	Towaliga River	55.47
Lee King Road	Deer Creek	56.41
US 23	*Tablers Creek*	*57.43*
Zebulon Road	Tobesofkee Creek	57.89
CR 161	Little Towaliga River Tributary	57.92
SR 42	*Tobesofkee Creek*	*58.83*
SR 18	*Norfolk-Southern Railroad*	*61.20*
SR 83	*Tobesofkee Creek*	*61.21*
*SR 42	*Tobesofkee Creek*	*61.44*
SR 18	*Ocmulgee River*	*62.49*

Road	Feature	Sufficiency Rating
SR 83	*Little Tobesofkee CR Creek*	*62.57*
Boxankle Road	Little Towaliga River	63.80
Old 19 Spur	I-75	64.14
SR 42	*Yellow Creek*	*64.86*
SR 83	*Todd Creek*	*65.24*
Estes Road	I-475 (SR 408)	66.61
I-75 SB	*CR 61 Clopper Road*	*70.51*
US 23	*Rum Creek*	*71.92*
US 341	*Echeconnee Creek*	*72.91*
Rumble Road	Little Deer Creek	74.21
Johnstonville Road	I-75	77.34
Boxankle Road	Rocky Creek	78.33
SR 83	*Standard Creek*	*79.35*
High Falls Road	I-75	79.72
Simmons Road	I-75	80.10
Pea Ridge Road	I-75	80.44
I-75 NB	*Red Creek*	*80.86*
Oxford Road	Echeconnee Creek	84.30
I-75	*Rocky Creek*	*85.00*
Rogers Church Road	Tobesofkee Creek	85.05
I-75	*SR 83*	*87.04*
Shi Road	Tobesofkee Creek	87.34
US 41	*Todd Creek*	*87.40*
US 23	*Berry Creek*	*87.51*
Parks Road	Tobesofkee Creek	87.88
Watson Road	Beech Creek	88.45
I-75	*Little Towaliga River*	*90.08*
SR 83	*Rum Creek*	*90.17*
SR 74	*Echeconnee Creek Tributary*	*90.31*
US 23	*Lee Creek Overflow*	*90.46*
SR 74	*Wood Creek*	*90.55*
SR 42	*Meaks Branch*	*91.41*
Ingram Road	Cole Creek	91.50
Reedy Creek Road	Reedy Creek	91.56
SR 83	*Yellow Creek*	*91.68*
Juliette Road	Rum Creek	91.77
Stokes Store Road	Eight Mile Creek	91.87
I-75	*Little Deer Creek*	*91.98*
I-75	*Little Deer Creek*	*92.09*
Rock Quarry Road	Echeconnee Creek	92.20
Bagley Road	Echeconnee Creek Tributary	92.24
Freeman Road	Eight Mile Creek	92.24

Road	Feature	Sufficiency Rating
I-75	*SR 42*	*92.36*
I-75 SB	*Red Creek Tributary*	*92.66*
I-75 SB	*Red Creek*	*92.66*
Whittle Road	Calaparchee Creek	92.94
SR 42	*Towaliga River*	*94.66*
US 23	*Branch of Berry Creek*	*95.45*
Buck Creek Road	High Falls Lake	95.68
Goodwynne Road	Phinazee Creek	95.98
US 23	*Towaliga River*	*96.62*
Juliette Road	I-75	98.16
SR 18	*Rum Creek*	*98.40*
Old Zebulon Road	Yellow Creek	99.67
SR 18	*I-75*	*100.00*

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

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

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

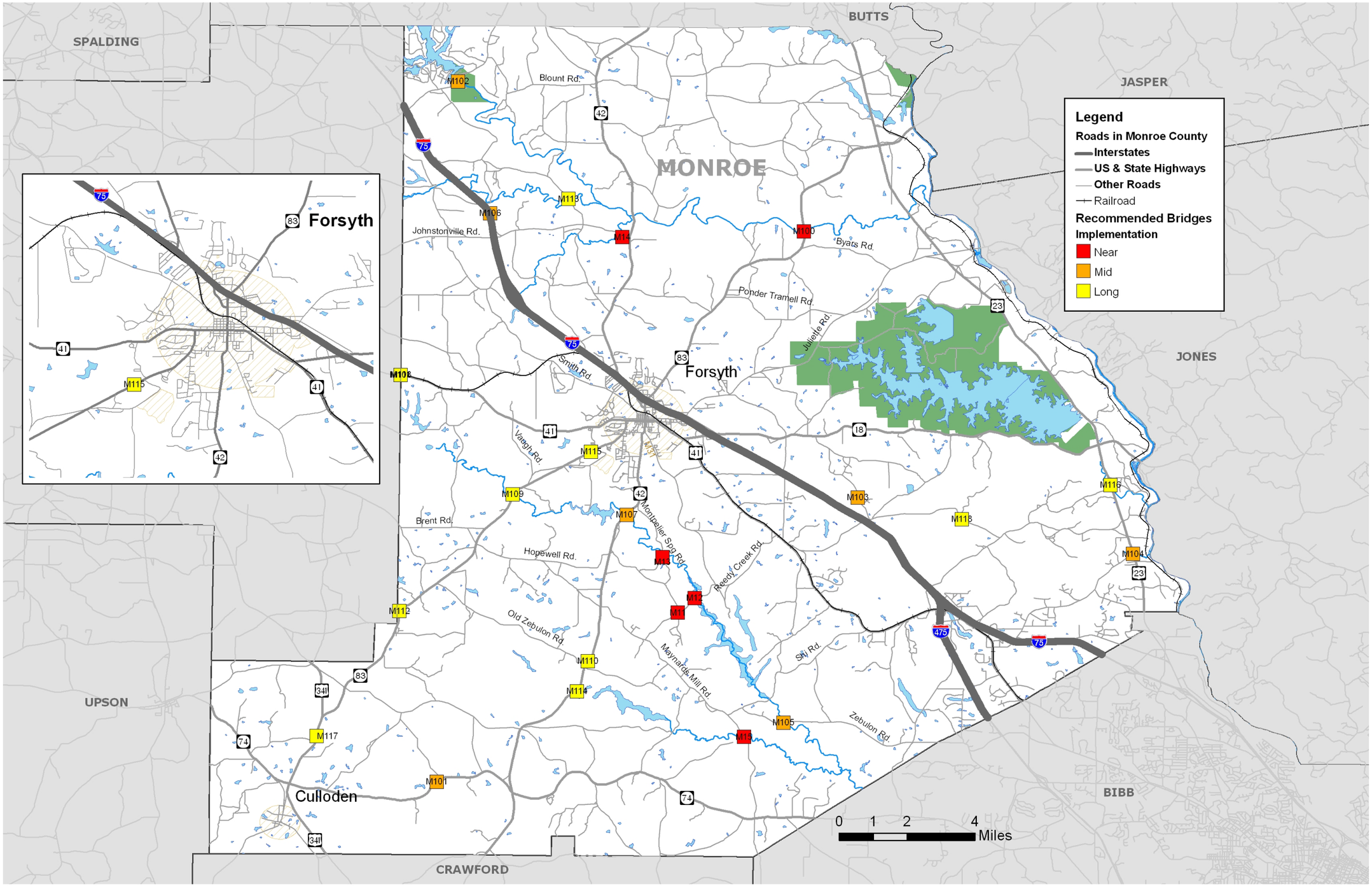
Bridge replacement projects are currently planned for SR 42 at the Tobesofkee Creek and SR 83 at the Towaliga River as part of GDOT's work program.

Additionally, there are 21 bridges that have a sufficiency rating below 75 and should be considered candidates for maintenance and rehabilitation within the next 20 years. The following bridges have a sufficiency rating below 75.

- SR 74 at Echeconnee Creek
- High Falls Road at Towaliga River
- Lee King Road at Deer Creek
- US 23 at Tablers Creek
- Zebulon Road at Tobesofkee Creek
- CR 161 at Little Towaliga River Tributary
- SR 42 at Tobesofkee Creek
- SR 18 at Norfolk-Southern Railroad
- SR 83 at Tobesofkee Creek
- SR 42 at Tobesofkee Creek

- SR 18 at Ocmulgee River
- SR 83 at Little Tobesofkee Creek
- Boxankle Road at Little Towaliga Creek
- Old 19 Spur at I-75
- SR 42 at Yellow Creek
- SR 83 at Todd Creek
- Estes Road at I-475 (SR 408)
- I-75 southbound lane at CR 61/Clopper Road
- US 23 at Rum Creek
- US 341 at Echeconnee Creek
- Rumble Road at Little Deer Creek

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



Monroe County Bridges for Potential Maintenance or Rehabilitation

Figure No: 9.1

10.0 Safety

The latest three years of available vehicular crash data from GDOT (2004, 2005, and 2006) were collected and analyzed for Monroe County. The crash data was used to determine roadway locations with potential safety deficiencies throughout the study area. Monroe County experienced a total of 2,675 crashes with 1,194 injuries and 26 fatalities during the three-year period.

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

10.1 Monroe County Crash Summary

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

Table 10.1 Active Crash Intersections – Monroe County

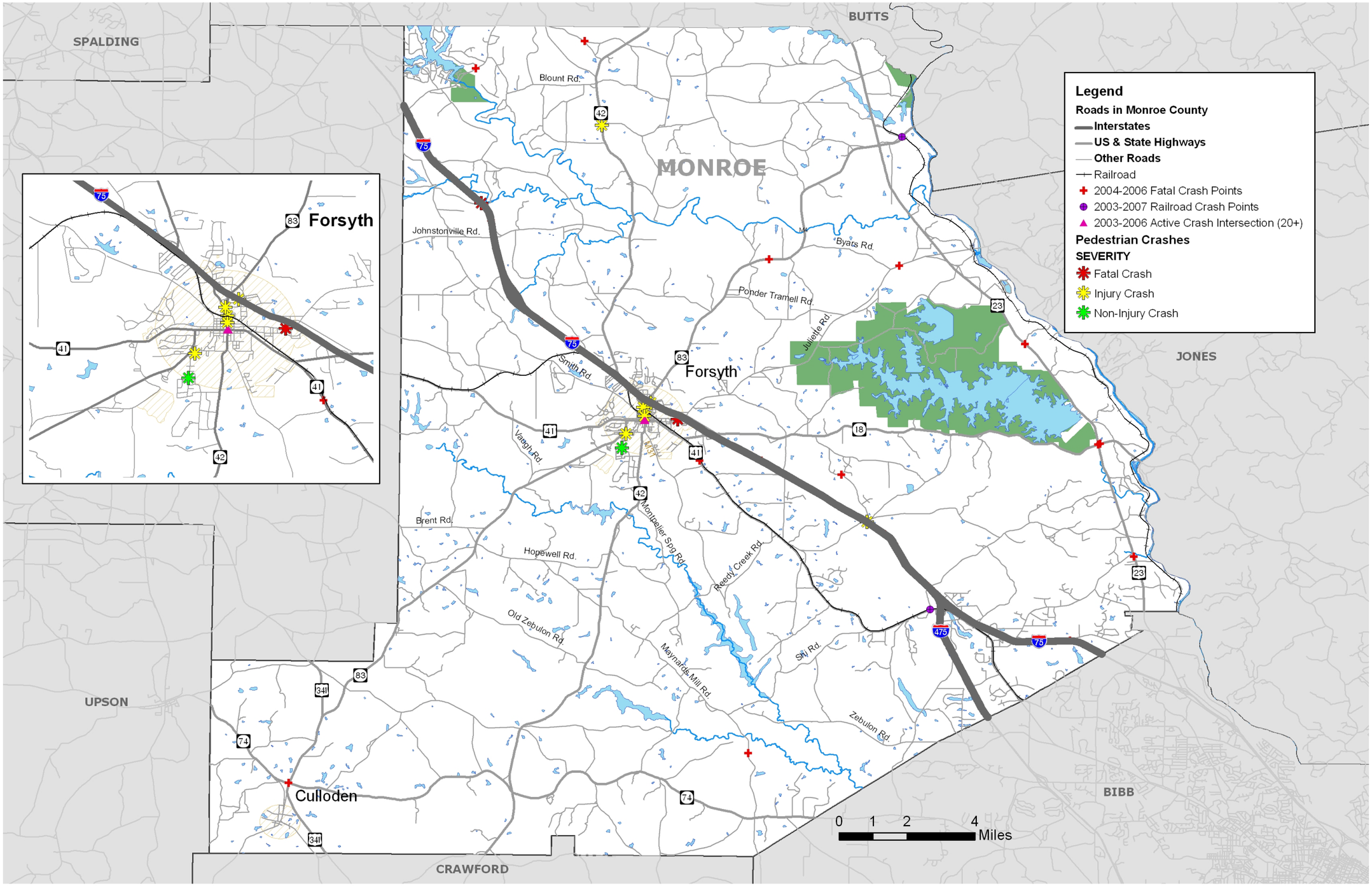
Roadway	Intersection	Crashes	Fatalities	Injuries
US 41 at SR 42	Main Street at Lee Street	35	0	6
SR 83 at SR 87/ US 23	SR 83 at Golden Isles Hwy	21	0	7
SR 18 at SR 87/ US 23	SR 18 at Golden Isles Hwy	22	2	8

In addition to the active crash locations, an area of focus and concern was the location of fatal crashes. Interstate crashes were excluded from this analysis because the Interstate System Plan, conducted in 2004, is responsible for analyzing the interstate system.
The locations listed below experienced at least one (1) fatality crash during the three-year analysis period.

- US 41 at Mile Post 12.06, north of Thornton Road and south of Hardage Road
- Dames Ferry Road at US 23
- High Falls Road at Pioneer Drive
- US 23 at Pate Road
- US 23 north of Turkey Run Road
- US 341 at SR 74
- Dames Ferry Road east of US 23 at Mile Post 18.6
- Maynard Mill Road at Mile Post 2
- Faulkner Road at Teagle Road
- Lee King Road at Pine Valley Road
- Juliette Road north of Byars Road at Mile Post 8.38
- Tift College Road east of Patrol Road at Mile Post 0.83
- SR 18 at Mile Post 18.49

There are planned intersection improvements at SR 19/US 41 and SR 18 as well as planned sidewalk and streetscape improvement, which is expected to improve safety around and in downtown Forsyth.

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



Monroe County Active Crash Intersections & Fatality Locations

Figure No: 10.1

11.0 Roadway Characteristics

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

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

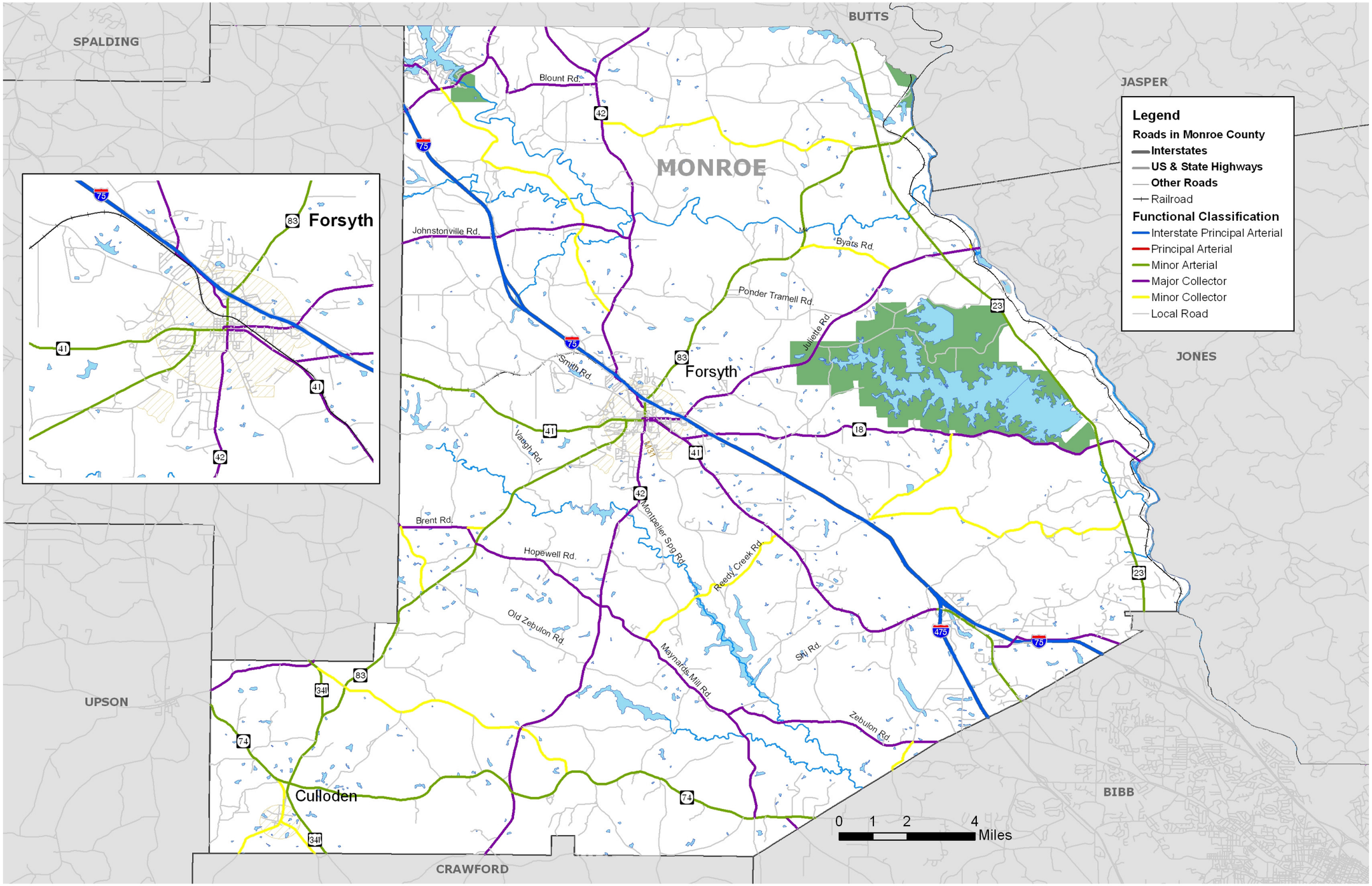
11.1 Functional Classification

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

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

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

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



Monroe County Functional Classification

Figure No: 11.1

Table 11.1 Monroe County Existing Mileage and Vehicle Miles Traveled

County	State Roads		County Roads		Local Roads		Total	
	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT
Monroe	155	2,340,339	464	336687	28	14886	648	2,691,913
State	18,066	192,333,604	84,118	89,159,091	14,502	23,319,169	116,685	304,811,865

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

11.2 Road Lanes

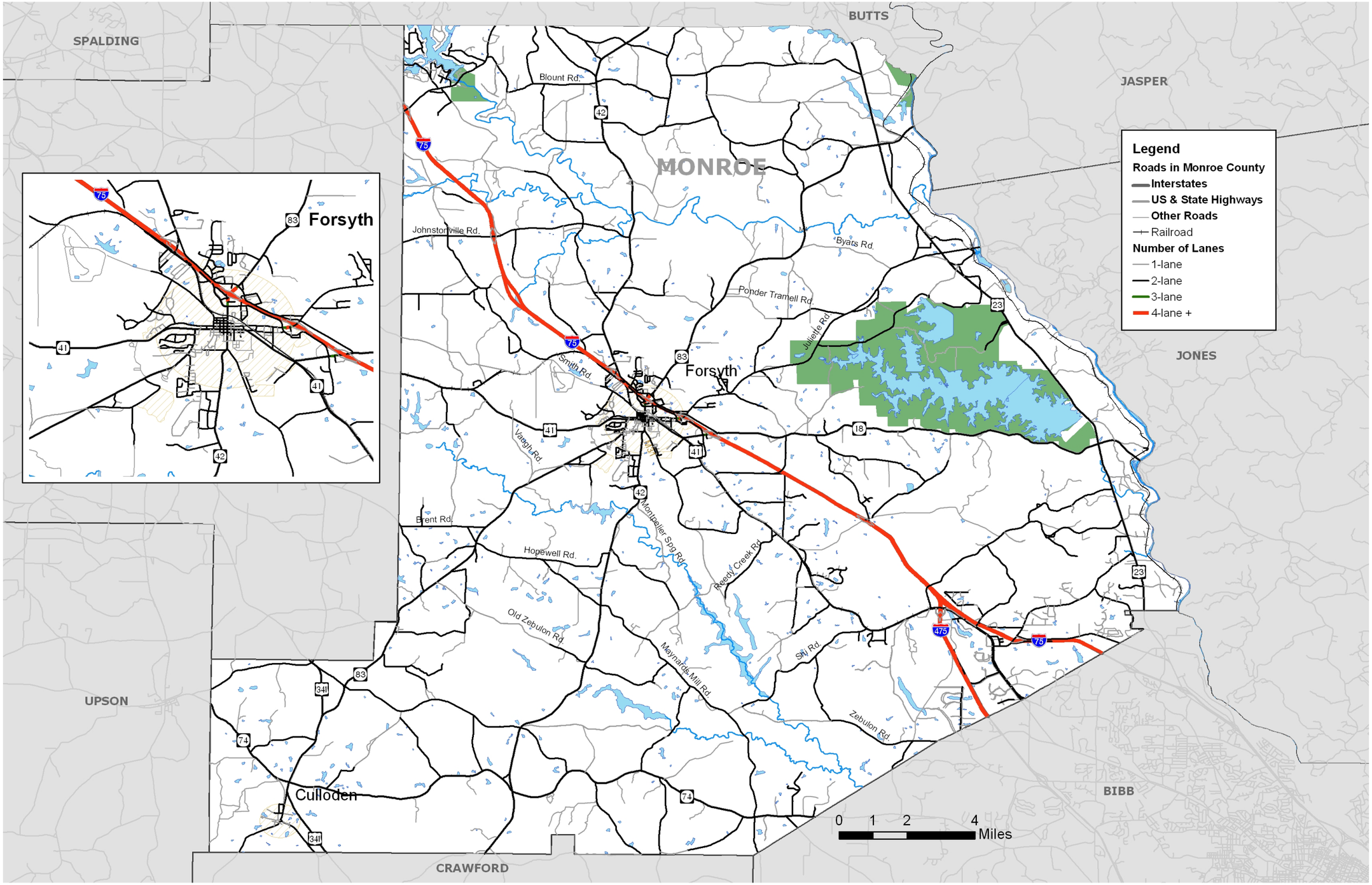
Another important attribute reviewed from GDOT's RC Database is the number of lanes provided on each road. The roads in the 3-County Region predominately serve bi-directional traffic in both directions. Additionally, the majority of the roads in the study area are 2-lane facilities. The dependency on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

11.3 Roadway Shoulders

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

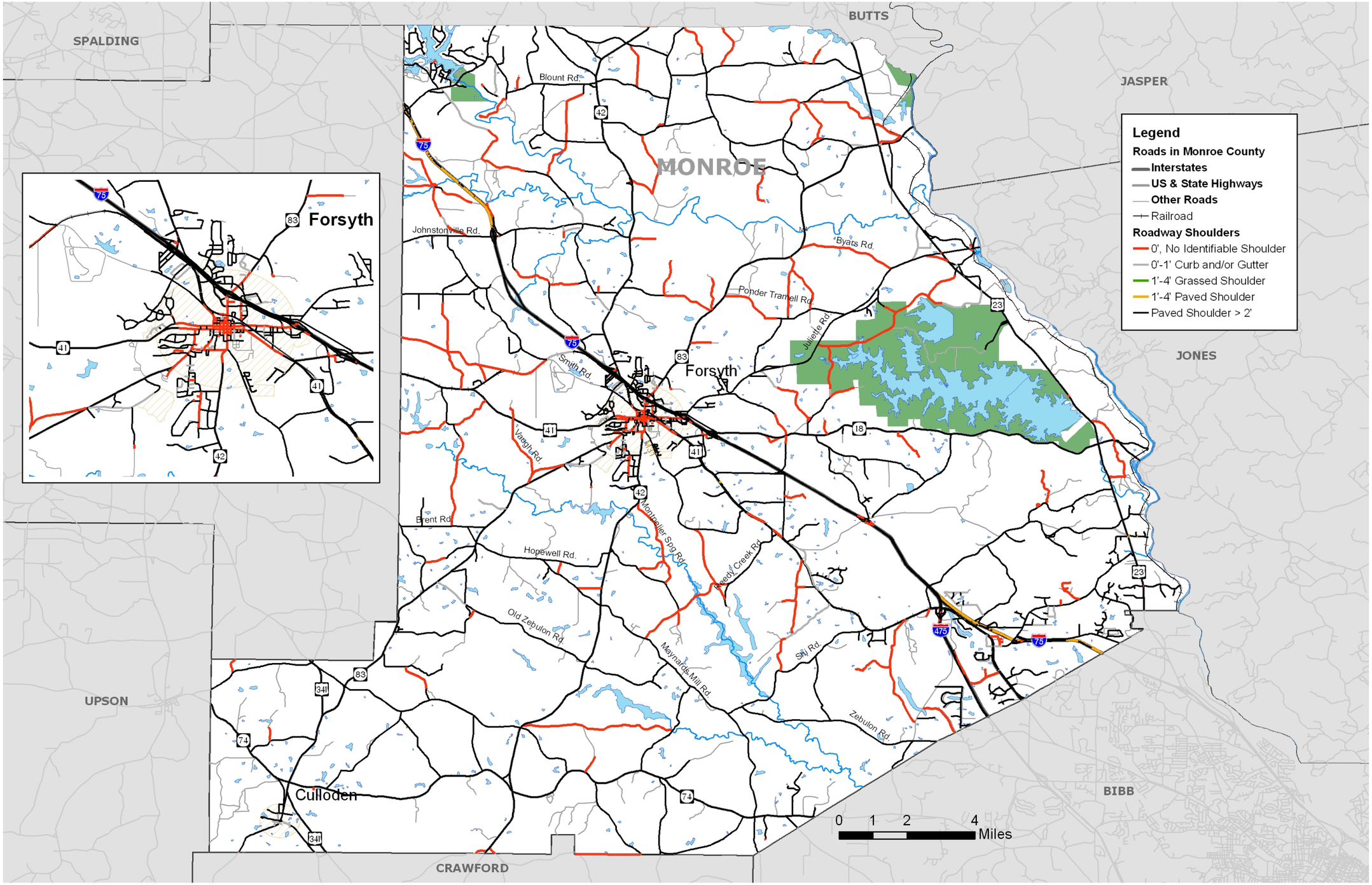
- No shoulder or an unidentifiable shoulder;
- Grass shoulder less than 4 feet; and,
- Paved shoulder less than 2 feet.

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



Monroe County Roadway Lanes

Figure No: 11.2



Monroe County Roadway Shoulders

Figure No: 11.3

11.4 Roadway Surface Type

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

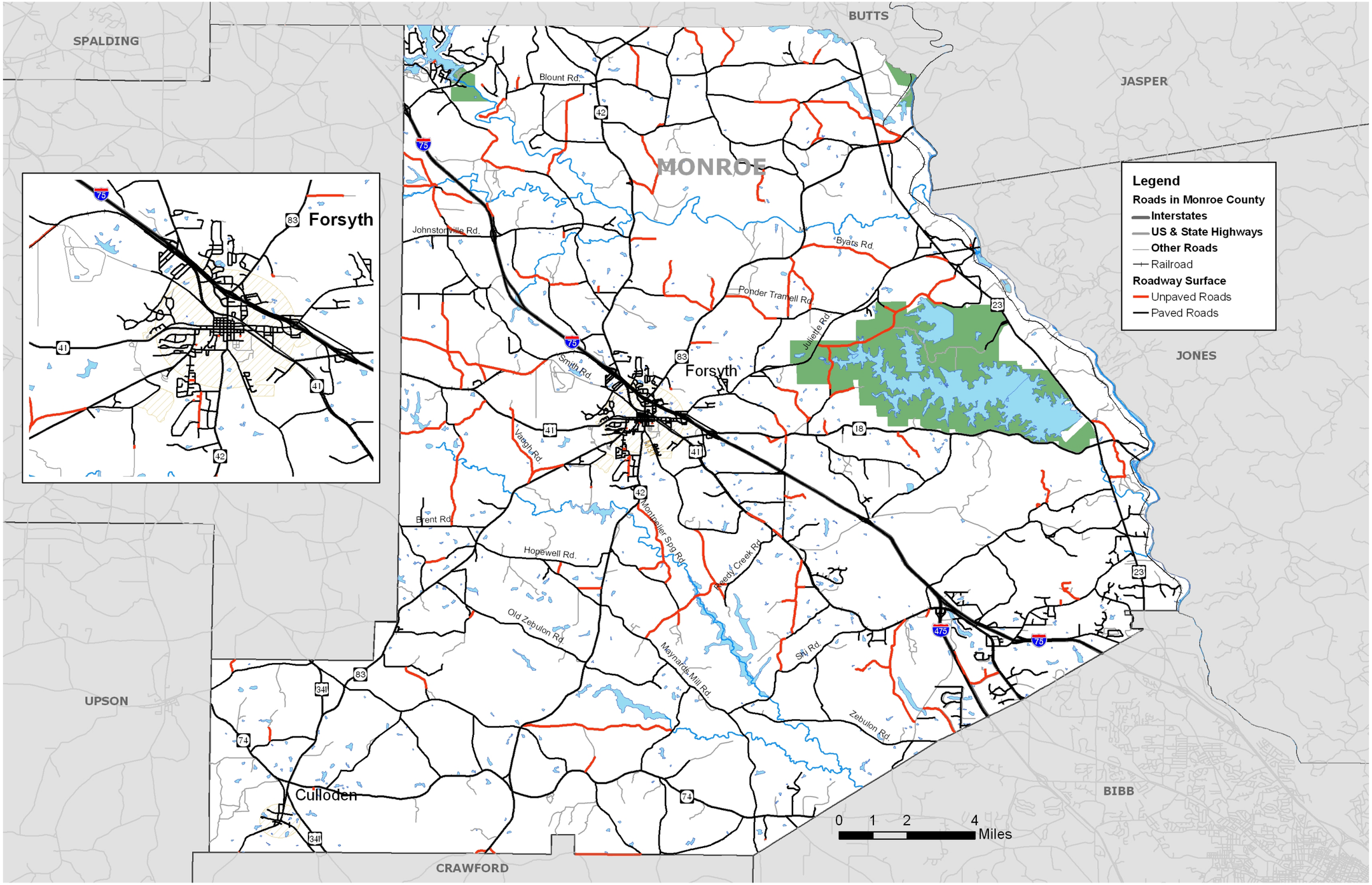
Paved Roads

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

Unpaved Roads

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

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



Monroe County Roadway Surface Type

Figure No: 11.4

12.0 Roadway Operating Conditions

A travel demand model was developed to assist in the evaluation of existing and future travel conditions throughout the 3-County Region. More detailed information regarding the model and model development process is presented in the *Butts, Jones and Monroe Counties Model Documentation Technical Memorandum, August 2008*. The key output from the travel demand model is the daily volume to capacity ratio for each roadway segment. The volume to capacity ratios correspond to a level of service based on accepted methodologies from the 2000 Highway Capacity Manual. Existing (2006), interim year (2015) and future (2030) operating conditions for the study are summarized in the following sections.

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

LOS A – Drivers perceive little or no delay and easily progress along a corridor.
LOS B – Drivers experience some delay but generally driving conditions are favorable.
LOS C – Travel speeds are slightly lower than the posted speed with noticeable delay in intersection areas.
LOS D – Travel speeds are well below the posted speed with few opportunities to pass and considerable intersection delay.
LOS E – The facility is operating at capacity and there are virtually no useable gaps in the traffic.
LOS F – More traffic desires to use a particular facility than it is designed to handle resulting in extreme delays.

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

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

V/C < 0.35 = LOS C or better;
0.35 > V/C < 0.55 = LOS D;
0.55 > V/C < 1.00 = LOS E; and,
V/C > 1.00 = LOS F.

12.1 Existing Operating Conditions

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

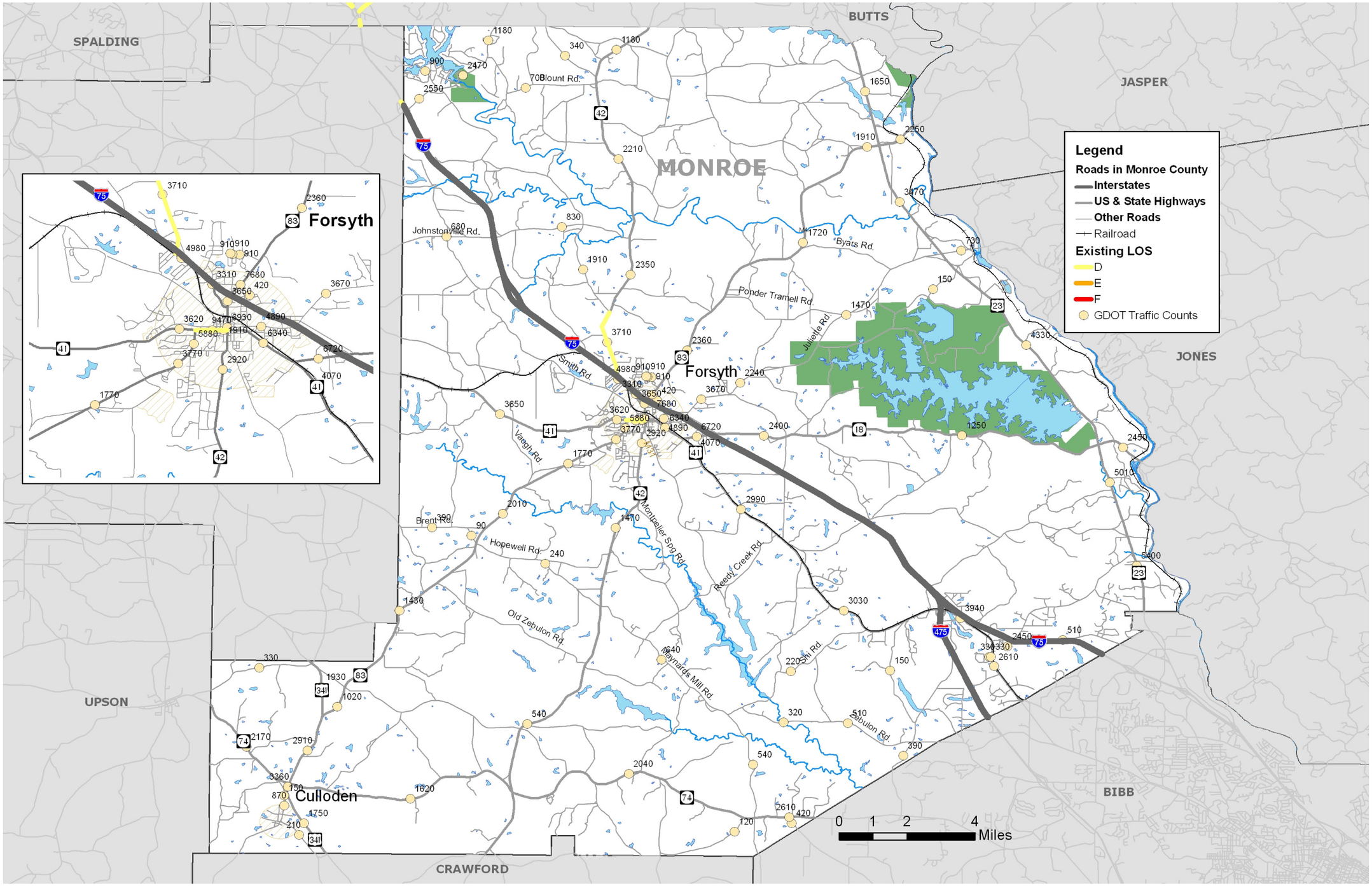
The existing analysis shows that two segments currently operate daily at or below LOS D. Table 12.1 displays the deficient roadway segments with the LOS for daily operating conditions. Figure 12.1 displays the existing LOS for Monroe County while Figures 12.2.1 and 12.2.2 show deficient roadways for the intermediate and horizon model years.

Table 12.1
Existing (2006) Deficient Segments

Roadway	From	To	Volume(1)	V/C	LOS
SR 42	Boxankle Rd	I-75	8,046	0.72	D
US 41	SR 83 (S)	SR 42	10,494	0.77	D

(1) - Two-way volumes

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



Monroe County Existing Daily Deficient Segments

Figure No: 12.1

12.2 Future Operating Conditions

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

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

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

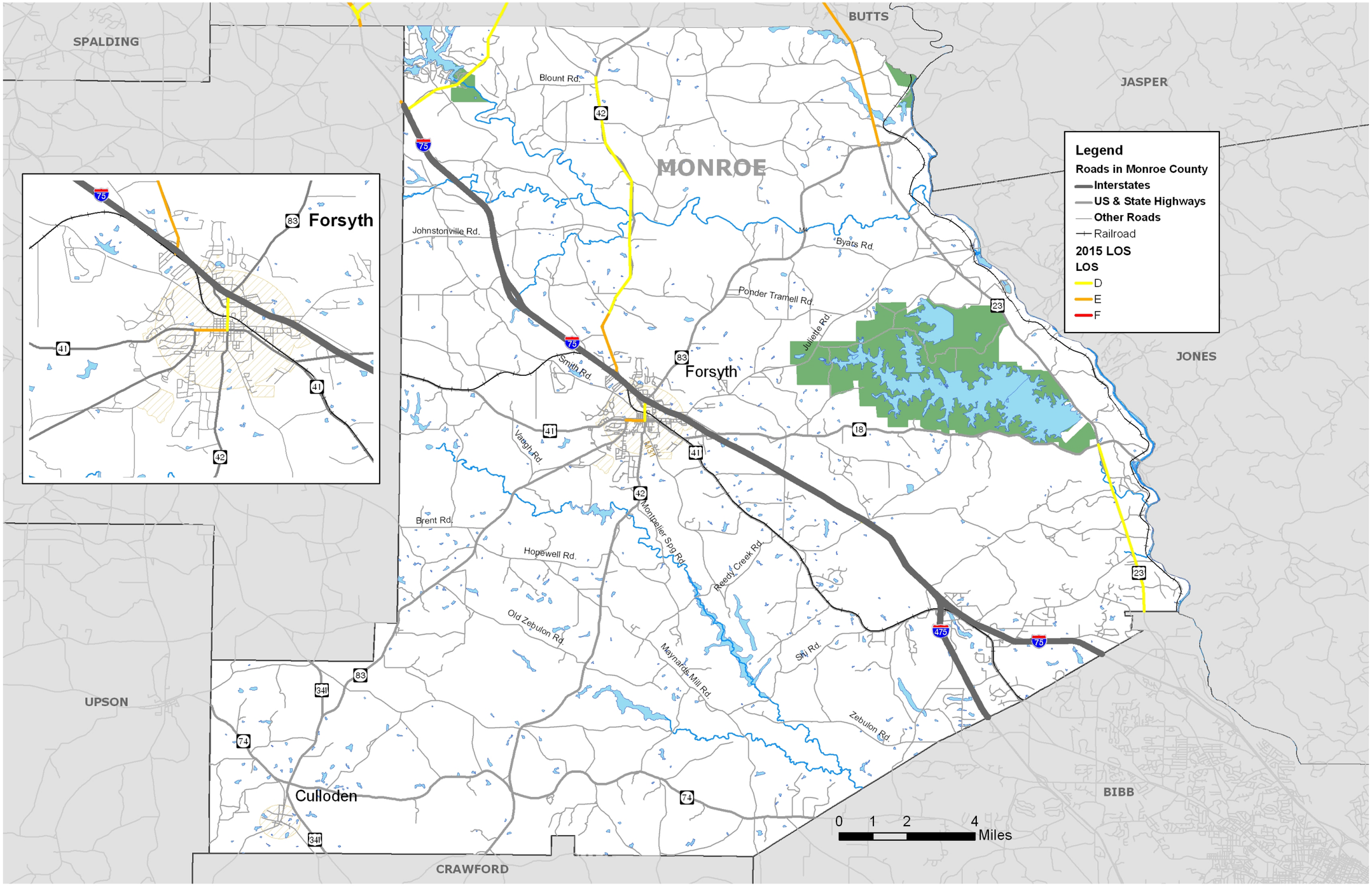
Table 12.2.1
2015 Deficient Segments

Roadway	From	To	Volume[(1)]	V/C	LOS
High Falls (Park) Rd	Butts County Line	I-75	8,392	0.80	D
SR 42	Brownlee Rd	Boxankle Rd	7,957	0.78	D
SR 42	Boxankle Rd	I-75	11,033	0.94	E
US 41	SR 83 (S)	SR 42	13,151	0.95	E
SR 83	I-75	US 41	10,450	0.82	D
US 23	Butts County Line	SR 83	10,037	0.85	D
US 23	SR 18	Bibb County Line	9,822	0.80	D

(1) - Two-way volumes

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

The 2035 analysis shows that 23 segments can be expected to operate at or below LOS D under daily conditions. Table 12.2.2 displays the 2035 roadway segments operating at an unacceptable LOS.



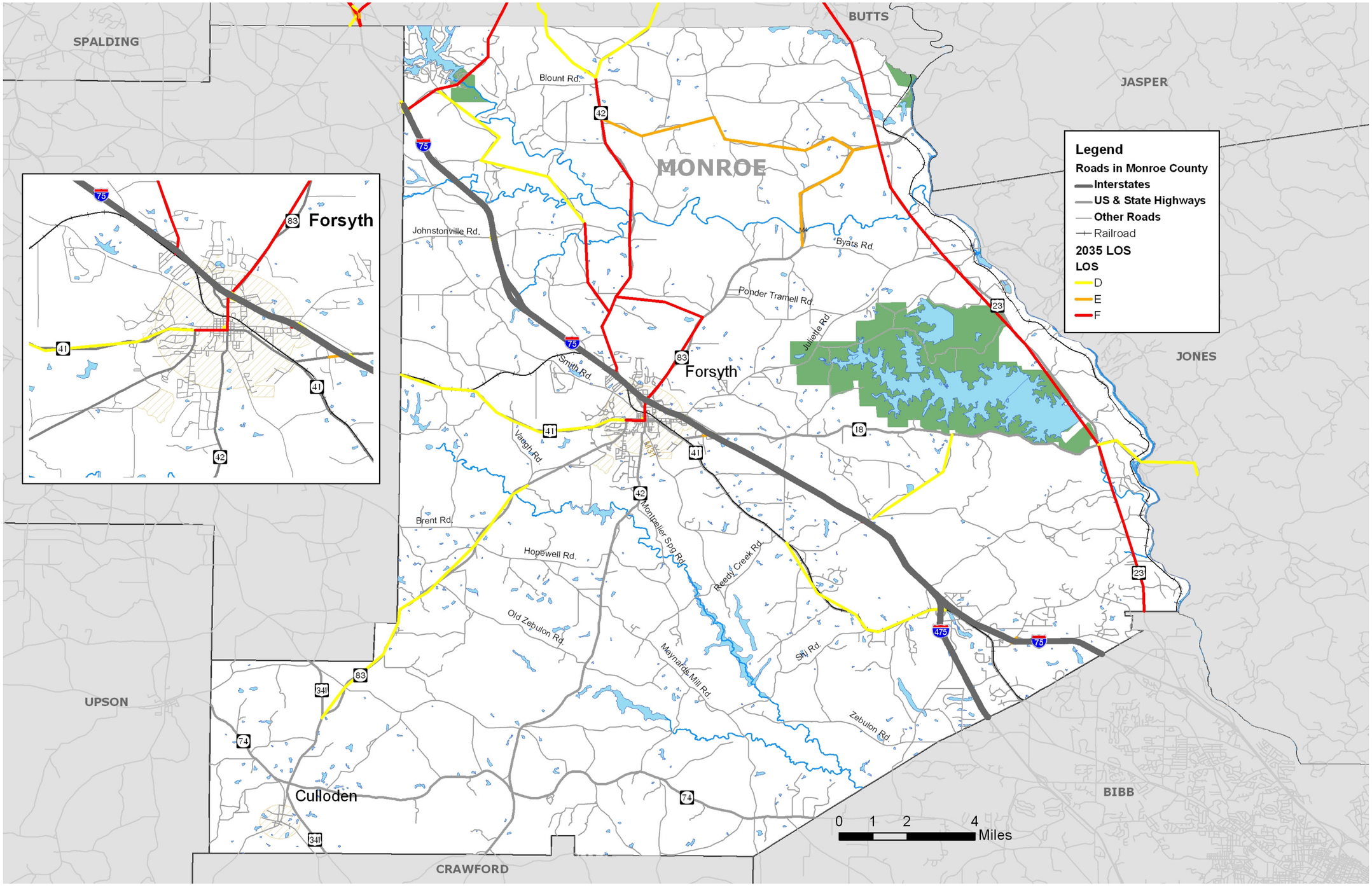
Monroe County 2015 Daily Deficient Segments

Figure No: 12.2.1

Table 12.2.2
2035 Deficient Segments

Roadway	From	To	Volume[(1)]	V/C	LOS
High Falls (Park) Rd	Butts County Line	I-75	12,012	1.05	F
Brownlee Rd	Butts County Line	SR 42	8,222	0.81	D
Boxankle Rd	High Falls Park Rd	Johnstonville Rd	9,475	0.84	D
Boxankle Rd	Johnstonville Rd	SR 42	9,709	1.11	F
Stokes Store Rd	SR 42	SR 83	7,783	0.86	E
SR 42	Butts County Line	Brownlee Rd	9,603	0.83	D
SR 42	Brownlee Rd	Boxankle Rd	12,157	1.16	F
SR 42	Boxankle Rd	I-75	15,725	1.28	F
US 41	Larmar County Line	SR 83 (S)	10,972	0.84	D
US 41	SR 83 (S)	SR 42	17,264	1.22	F
US 41	Old Macon Rd	I-475	9,975	0.79	D
Sutton Rd	SR 42	SR 83	7,794	1.05	F
SR 83	US 23	Byars Rd	10,612	0.87	E
SR 83	Sutton Rd	I-75	14,647	1.00	F
SR 83	I-75	US 41	15,726	1.17	F
SR 83	Vaughn Rd	US 341	10,035	0.79	D
Jenkins Rd	SR 18	Rumble Rd	7,144	0.78	D
US 23	Butts County Line	SR 83	16,063	1.32	F
US 23	SR 83	SR 18	12,311	1.00	F
US 23	SR 18	Bibb County Line	17,115	1.22	F
W Johnston St	N Jackson St	SR 42 N	9,604	0.82	D
N Jackson St	W Johnston St	US 41	9,604	0.82	D
SR 18	US 23	Jones County Line	7,900	0.77	D

(1) - Two-way volumes



Monroe County 2035 Daily Deficient Segments

Figure No: 12.2.2

13.0 Citizen and Stakeholder Input

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

Table 13.0 Study Advisory Group – Monroe County

David Clark Department of Corrections	Sid Banks Monroe County Road Superintendent	Bob Rychel Middle Georgia RDC
Phil Clark Middle Georgia RDC	Matt Perry EMA Director	Jeff Turner Monroe County School Board
Larry Evans Monroe County	Jim Peters Monroe County Board of Commissioners	Cindy Crowley Monroe County Clerk
Tiffany Andrews Monroe-Forsyth Chamber of Commerce	Bud Queen High Falls Lake Association	Vicky Smith Bolingbroke Community Club
Robert Williams Juliette River Club	Melvin Lawrence Elderly/Disabled Community	

13.1 Monroe County Citizen & Stakeholder Meetings

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

Table 13.1 Monroe County Meetings

Meeting Type	Date	Location
Study Kickoff Meeting	06/26/07	Middle Georgia RDC
County Issues Discussion	07/25/07	Monroe County Water Department
Study Advisory Group #1	10/02/07	Monroe County Clubhouse
Public Meeting #1	11/01/07	Monroe County Clubhouse
Study Advisory Group #2	04/08/08	Monroe County Clubhouse
Public Meeting #2	05/01/08	Monroe County Clubhouse

13.2 Monroe County Citizen & Stakeholder Input

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

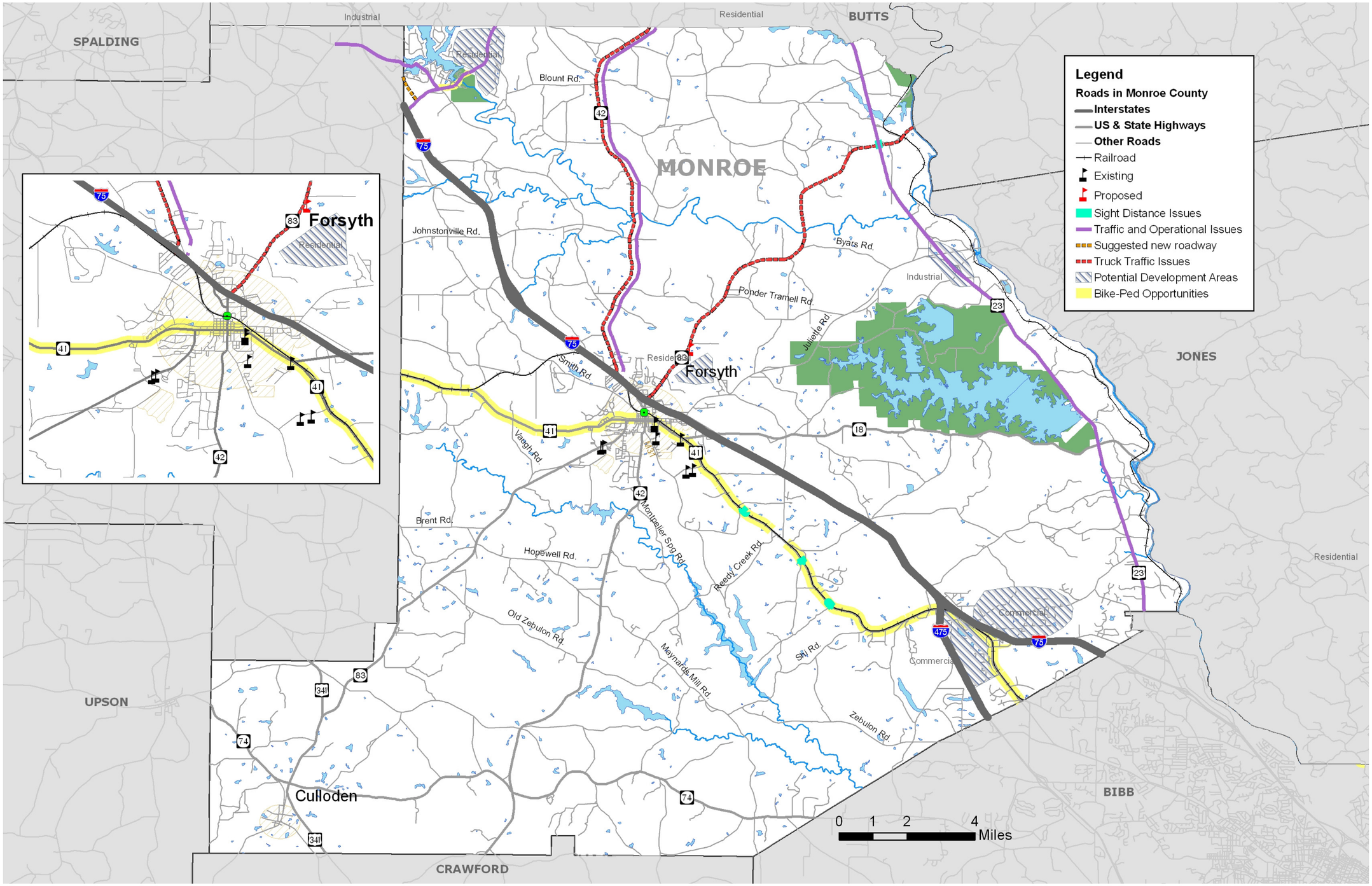
Table 13.2 Citizen & Stakeholder Input – Monroe County

Transportation & Growth
• Department of Corrections, moving headquarters from Atlanta to Forsyth and will locate at the Tift College site. • SR 42 and SR 83 near Hardee's has a new Walmart under construction • Bass Pro Shop draws traffic • Mall in North Bibb County is planned • High Falls State Park has bike and pedestrian activity going to local shops and restaurants • Georgia Power Plant – Scherer has 4000 part time employees, a parking lot located off of Luther Smith Road • SR 42 - High Falls Road, new planned development • Truck traffic on SR 83 and SR 41 culminates in downtown Forsyth; a comment was made to construct a new road at Collier Road to connect to I-75 from SR 41 along the rail corridor to help alleviate the downtown tuck traffic, under the assumption that truck traffic is using SR 83 to go to I-20

Table 13.2 Citizen & Stakeholder Input – Monroe County (Continued)

Roadway and Operational Improvements
• Trucks exit at Johnstonville Road to avoid the weigh station (presumably with illegal loads) and use Smith Road and SR 42, which cuts through downtown Forsyth, to access I-75. • SR 18 and SR 42 – major traffic congestion when I-75 traffic is re-routed • SR 41 is a state bike route and could better accommodate cyclists • SR 83 – interchange reconfigured in 1980s and does not operate well, • Lack of parking and truck traffic are issues for Forsyth • SR 83 and SR 87 bad sight distance (E/W) - Possible site for a round-about or an overpass • Juliette Road and SR 87 – river development could affect traffic • SR 87 will likely to show deficiencies soon, rock quarry on SR 36 will double in size • There are 98 miles of unpaved, dirt roads in Monroe County • Bass Pro, hub of outdoor activities - Bass Road highly ranked bike route in Georgia • Pate Road and Zebulon Road – high activity area • Bad intersections at Meyers Street/SR 42/Indian Springs; at Rumble Road and SR 41 and railroad – warehouse operations and I-75 access; and at Evan Road (bad skew) • Four red lights in Forsyth are not synchronized • New boat ramp at Old Popes Ferry on the Ocmulgee River could have impact on SR 87 • Accidents near Wadley Road from Rock Quarry to Bolingbroke • Safety issues on US 41 and Smarr Road and Rumble Road • A comment was made that the funding allocated for the passing lanes project on US 41 could be used elsewhere, on a higher priority project.
Bicycle and Pedestrian
• Bike traffic is coming out of north Bibb County • High Falls State Park – visitors walk/bike to shopping area and restaurants • Dauset Trail and Indian Springs are popular destinations • Have applied for TE Grant for bicycle funding to connect Zebulon Road and Bass Road (Bass Pro Shop) • SR 41 is state bike route - bicycling on US 41 is a safety concern
Public Transportation
• No rural transit program • Participates in 5130 Transit Program for elderly and disabled - administered by Middle Georgia RDC
Freight & Rail
• Train passes through City of Forsyth everyday, blocks all intersections • Train intersection blockage means north of SR 42 and SR 83 emergency vehicle response time and access becomes an issue • Railroad crossing as SR 42/Indian Springs and Mize Road is an issue

Figure 13.1 graphically displays the citizen and stakeholder comments.



Monroe County Citizen & Stakeholder Input

Figure No: 13.1

14.0 Goals and Objectives

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

14.1 Background

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

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

14.2 Methodology

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

Table 14.2, excerpted from the "SAFETEA-LU Users Guide," shows how LRTP policies and Transportation Improvement Program (TIP) evaluation criteria are related. There can be

different ways of evaluating projects for the same SAFETEA-LU planning factors, depending on whether systems or individual projects are being evaluated.

Table 14.2
Applying the SAFETEA-LU Planning Factors

Factor	Long Range Considerations	Project Selection Criteria	Sample Projects
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	• Intermodal facilities • Rail and port access • Public/private partnerships • Land use policies • Economic development • Energy consumption	• Community integration • Long-term, meaningful employment opportunities • Accessibility • Modal connectivity • Infrastructure impacts	• Demand management • System preservation • Planned community development • Transit-oriented design
2. Increase the safety of the transportation system for motorized and non-motorized users	• Community access • Social equity • System upgrades	• Number of crashes • Number of rail grade crashes • Bicycle and pedestrian crashes	• Sidewalks • Rail crossing upgrades • Traffic calming • Dedicated right-of-way for different modes
3. Increase the security of the transportation system for motorized and non-motorized users	• Accessibility • Reliability	• Crashes • Potential for security hazard • Access to critical infrastructure • Access to power sources • Access to reservoirs • Access to population centers	• System access and security • Bridge security
4. Increase the accessibility and mobility of people and for freight	• Multi-modal considerations • Transit accessibility and level of service	• Prevention of bottlenecks • Segmentation prevented • Intermodal connectivity • Community-based economic development	• System maintenance • Intermodal facilities • Planned Communities • Mixed use zoning • Transit-oriented development • Land use controls

Factor	Long Range Considerations	Project Selection Criteria	Sample Projects
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	• Air and water quality • Energy consumption • Livability of communities --social cohesion, physical connection, urban design, and potential for growth	• Environmental impact • Emissions reductions • Waterway preservation • Preservation and conservation of resources	• Demand management • Scenic and historic preservation • Planned community development • Transit services • Transit-oriented development
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	• Intermodal transfer facilities • Rail access roads • Container policies • Freight policies/needs	• Intermodal connectivity • Accessibility for people and freight • Congestion relief	• Intermodal facilities • Modal coordination with social services
7. Promote efficient system management and operation	• Life cycle costs • Development of intermodal congestion strategies • Deferral of capacity increases	• Use of existing system • Congestion impacts • Community and natural impacts • Maintenance of existing facilities	• Traffic, incident and congestion management programs
8. Emphasize the preservation of the existing transportation system	• Maintenance priorities • Demand reduction strategies • Reasonable growth assumptions • Alternative modes	• Maintenance vs. new capacity • Reallocates use among modes • Reflects planning strategies	• Management System development • Maintenance of roads, bridges, highways, rail • Traffic calming • Take-a-lane HOV • Enhancement of alternative modes

Source: SAFETEA-LU Users Guide

14.3 Consistency with Other Planning Documents

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

- To accommodate the extensive growth taking place in both northern and southern Monroe County, the local road network will likely have to be improved to meet desired level of service standards.

- The City of Forsyth and Monroe County do not have a road classification system that identifies arterial and collector roads in their land development regulations or an official major thoroughfare map. With the expected growth in the City of Forsyth and unincorporated Monroe County, it will be beneficial for both jurisdictions to establish an official major thoroughfare system that will insure proper traffic flow, and that the road network is in place to handle the projected volume of traffic.
- Monroe County currently lacks an interconnected network of bikeways and walkways. Bicycle and pedestrian facilities can be an important mode of transportation in Forsyth and Monroe County.
- A countywide Transit Development Plan should be developed in order to determine the existing and future mobility needs of Monroe County residents and how to best address these needs.

14.4 Goals and Objectives

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

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

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

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

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

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

Goal 2: Enhance countywide mobility through improved roadway connectivity

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

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

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

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

Objective 3.2 Coordinate with the Department of Public Safety Motor Carrier Compliance Division to develop strategies to address through-traffic generated by the Forsyth weigh station.

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

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

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

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

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

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

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

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

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

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

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

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

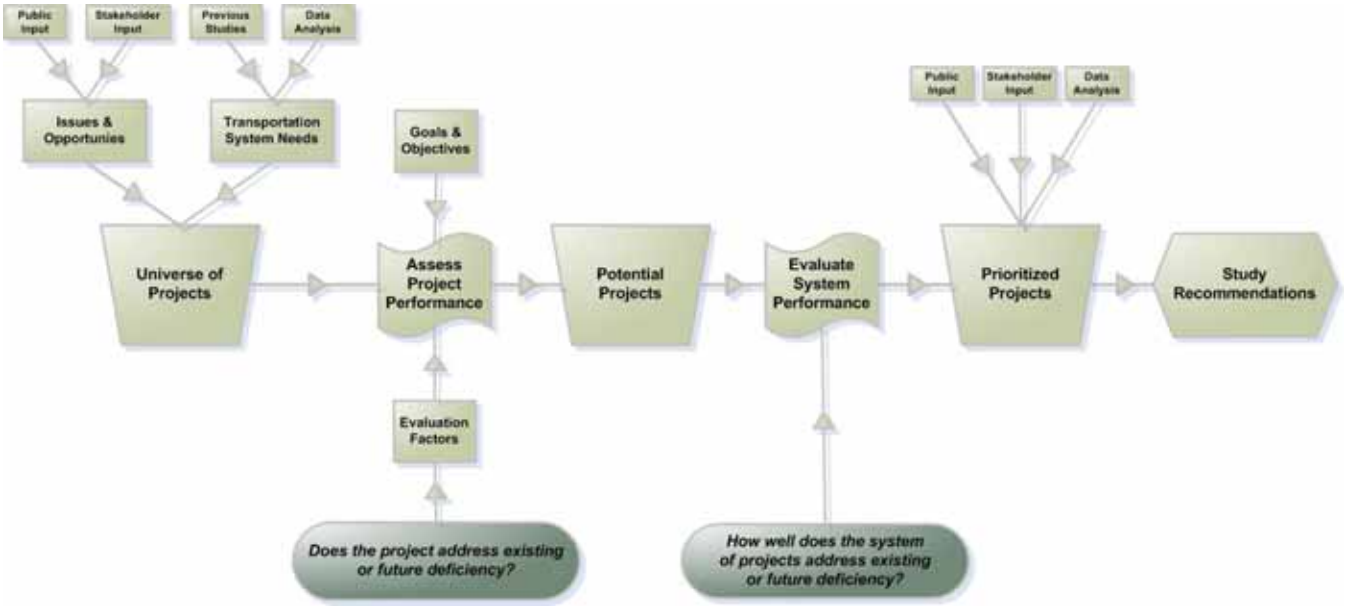
15.0 Improvement Development Process

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

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

Recommended improvements were also based on citizen and stakeholder input as well as technical analysis. The following sections document the potential improvements in detail, ultimately producing preferred improvements for Monroe County's transportation system which are documented in Section 16. Figure 15.0 below illustrates the improvement development process.

Figure 15.0 Transportation Improvement Development Process



15.1 Deficient Roadways

With the aid of the travel demand model, which was developed as part of this study, future travels volumes were forecasted and operating conditions analyzed. This analysis revealed that the existing roadway network generally serves Monroe County well through the year 2015. From the 2035 operational analysis, outlined in section 12.2, it was revealed that several roadways begin to perform below the acceptable level of service.

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

- US 41 from Crawford Road (Lamar County) to SR 42
- SR 83 from US 41 to US 23
- SR 42 from I-75 to Butts County Line
- US 41 from 0.5 miles east of CR 74/Hill Road to Pea Ridge Road
- US 23 from I-75 interchange/Bibb County Line to Butts County Line
- High Falls Road from I-75 to Butts County Line
- Boxankle Road from SR 42 to High Falls Road
- Stokes Store Road from SR 42 to SR 83
- SR 83 from Abercrombie Road to Vaugh Road
- Brownlee Road from SR 42 to Butts County Line
- Jenkins Road from I-75 to SR 18
- Sutton Road from SR 83 to SR 42

Additionally, review of the existing roadway typical sections revealed that one of the facilities in the County did not meet the ideal typical section of 12-foot lanes with 2-foot paved shoulders. One key corridor was selected based on community input from the Study Advisory Group (See Section 13.0, p. 72 for members of the Study Advisory Group). This corridor follows:

- Juliette Road – operational improvements such as shoulders improvements to accommodate boat ramp facilities on the Ocmulgee River

15.2 Bicycle and Pedestrian Improvements

As part of the LRTP process, existing pedestrian and bicycle origins and destinations and flows are discussed with locals during the identification of potential bicycle and pedestrian improvement areas and are further evaluated through field visits. The evaluation of existing bicycle and pedestrian systems in the County revealed the presence of a sidewalk network in most of the existing town centers in Monroe County. Where the sidewalk system is developed, there remain gaps in connectivity between residential areas and schools, parks, and libraries. Some gaps were also identified in commercial areas where people may desire to walk between businesses or from their homes to businesses. The network adjacent to each of the elementary, middle, and high schools and established commercial areas was examined carefully to identify locations where sidewalk placement would be beneficial.

Bicycle facilities are not prevalent in Monroe County. There are several local roads with low traffic volume suited for bicycle riding. Monroe County is in need of a connected and continuous bicycle route system. Several local plans identify potential facilities. All local plans were considered in making recommendations for additional bicycle facilities. Focus was given to providing connectivity between activity centers, recreational destinations, and the state bicycle route along US 41.

Along with newly identified sidewalk segments identified in this study, the bicycle facilities identified in the Middle Georgia Bicycle and Pedestrian Plan have been incorporated into this plan. Suggested improvements are included in Table 15.6 later in this section.

15.3 Public Transportation Improvements

15.3.1 Transit

Monroe County currently does not participate in the 5311 Rural Transportation Program but is part of the DHR Region Six Coordinated Transportation System which provides services for the elderly, the disabled, and other residents who qualify and are clients of the Department of Human Resources (DHR) Division of Aging Services (DAS), Division of Family and Children Services (DFCS), Division of Mental Health, Developmental Disabilities and Addictive Diseases (MHDDAD), and as of July 2007, Department of Labor Vocational Rehabilitation Program (DOL/VRS). The Middle Georgia Community Action Agency (MGCAA) is the third party provider of the DHR transportation services. Statistics for the fiscal year ending in June 2007 show that most trips are made for DFCS clients (51%) followed by MHDDAD (35%) and Aging (14%) clients. Federal funding for the DHR Division of Aging was significantly cut statewide in 2007. This will greatly reduce transportation services for Monroe County's elderly residents who are DAS clients, beginning July 2008.

Monroe County's population is projected to increase by 41% between the year 2000 and 2025 (from 21,757 to nearly 31,000 persons). Its elderly population is expected to remain a constant percentage of total population (10%), reaching 3,100 persons by 2025. The growing population and increase in seniors will likely generate greater need for some type of transit program to provide transportation to jobs, education, medical centers, shopping, and other services.

The DHR Region Six Office attributes the unmet transportation needs of Monroe County citizens to the unavailability of a public transit system, the absence of affordable transportation for many, and inadequate funding. DHR also reports that there are waiting lists in the county for DHR transportation services as the demand exceeds the supply. Both DHR and the GDOT District Three Office state that there are numerous residents who do not qualify for DHR transportation assistance who could have a job or a better paying job if they had transportation to work, or who would go to school for additional training if transportation was available. While the 5311 may not be the ideal solution for all transportation needs, it would provide a viable option for many Monroe County residents.

A new Federal Transit Administration (FTA) program, the Section 5317 New Freedom Program, will be available to Georgia counties in 2008. This grant-based program is designed to provide transportation services for the elderly and the disabled that address specific service gaps identified in each DHR Region's Human Service Transportation Coordination Plan. The DHR Region Six Plan, completed in May 2007, identified a need in Monroe County for 500 additional trips for new DFCS clients. The Region Six Office is

currently investigating the availability of matching resources (funds and partners) needed to apply for Section 5317 funding.

Another new FTA program, the Section 5316 Job Access Reverse Commute Program (JARC), will become available to Georgia counties beginning in 2008. This grant-based program provides funding for transportation services to and from employment centers and would potentially alleviate some of the employment transportation demand noted above. The Region Six Office is currently investigating the availability of matching resources (funds and partners) needed to apply for Section 5317 funding.

Recommendations

- Working with the GDOT District Office and the DHR Region Six Office, develop a transit plan to determine the existing and future mobility requirements of Monroe County residents and how to best meet their needs. This would include examining the feasibility of the 5311 Rural Transportation Program as well as the new Section 5316 and 5317 programs. The Joint Comprehensive Plan Update for Monroe County, 2007, actually identifies the development of such a plan as a Short Term Work Program Action Item.

15.3.2 Commuter Options

Monroe County workers who commute to jobs outside the county do so primarily to the Bibb County – Macon area. A smaller percentage of workers commute into the Atlanta region. The Study Advisory Group (See Section 13.0 – p. 72) has stated that there is an immediate need for the provision of areas where commuters can park for vanpooling and carpooling. Monroe County does not currently have a Georgia DOT Rideshare lot to provide a free parking facility and there is evidence that residents are organizing carpools and/or vanpools, particularly in Forsyth, for their commutes to Macon and Atlanta. The Ingles Supermarket located on Tift College Drive, off of I-75 in Forsyth, has become the defacto park and ride lot, with at least 30 commuters/carpoolers parking in this lot each day.

The Georgia Department of Corrections (DOC) move to Forsyth is scheduled to occur in the summer of 2009, with as many as 400 employees expected to either move or commute into the county. This move will bring both commercial and residential development to the area, will require transportation infrastructure be put into place, and will create demand for transportation alternatives for those commuting into the county.

Recommendations

- Working with the GDOT District Office, assess the need and potential locations for a park and ride facility in the Forsyth area along I-75 to accommodate carpooling, vanpooling, and corporate van services. Potential locations are at I-75 and North Lee Street, near the new Wal-Mart site, and at I-75 at either of the Tift College exits.

- Continue coordination and planning efforts with the Department of Corrections relocation to Forsyth. Design plans call for infrastructure improvements which will create a new entry road off of Frontage Road along I-75 and a renovated entry on Tift College Drive to logistically improve access to the facility from either Exit 186 or 187 on I-75. Work with the DOC to explore alternatives for employees commuting into Forsyth from the Atlanta and McDonough areas. Work with GDOT to coordinate these planning efforts with park and ride facilities recommended above.

15.3.3 Commuter and Intercity Rail

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

Recommendations

- Participate in appropriate planning activities with GDOT and the Georgia Passenger Rail Authority (GRPA) for the commuter rail stop, station, and parking facilities in Forsyth. While currently identified as part of the final phase for implementation, the stop in Forsyth will impact the area in terms of development and transportation infrastructure. Additional shuttles, buses, and parking facilities will likely be required to accommodate commuters and users of the system from Monroe County and surrounding areas.

15.4 Freight & Rail Improvements

Two Norfolk Southern Rail lines traverse 22 miles of track in Monroe County. One line runs through central Monroe County through Forsyth and Bolingbroke to Macon. The second line follows the eastern county line along the Ocumulgee River also heading southeast to Macon. Monroe County has 78 railroad crossings along the two Norfolk Southern lines. Seventy-six of these are at-grade crossings and two are underpasses (where the rail crosses under the road). Forty-two of the 78 crossings are public while 36 are private.

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

- Highway-Rail Grade Crossing Crossbuck Signs - the white crisscrossed sign with RAILROAD CROSSING in black lettering. These are required in each highway approach to every highway-rail grade crossing, either alone or in combination with other traffic control devices.

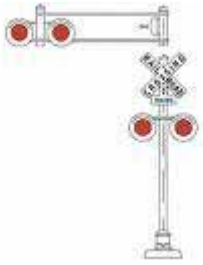
- Stop and Yield Signs - formerly recommend with crossbucks only where two or more trains operate daily, but now recommended along with crossbucks for all crossings. A YIELD sign should be the default choice, with a STOP sign required when an engineering study deems conditions necessary for a vehicle to make full stop. Factors to be considered include:

    - The line of sight from an approaching highway vehicle to an approaching train;
    - Characteristics of the highway, such as the functional classification, geometric conditions, and traffic volumes and speed;
    - Characteristics of the railroad including frequency, type and speed of trains, and number of tracks;
    - Crossing crash history, and
    - Need for active control devices.

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

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

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

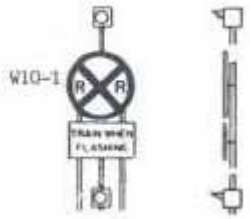


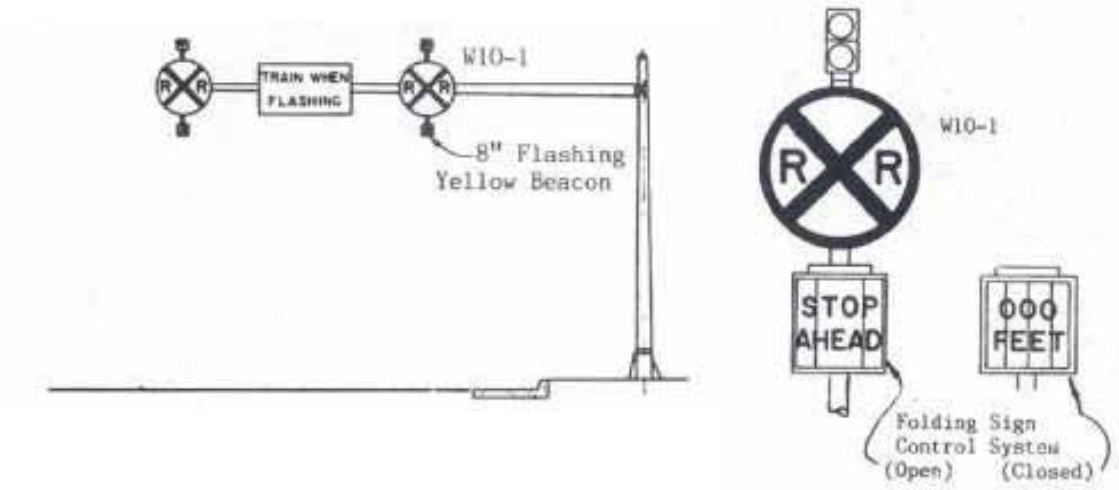
- Cantilever Flashing Light Signals - additional one or two sets of lights mounted over the roadway on a cantilever arm and directed at approaching highway traffic. Supplemental to the standard flashing light, used frequently on multi-lane approaches, high speed, two lane highways, roads with a high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

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

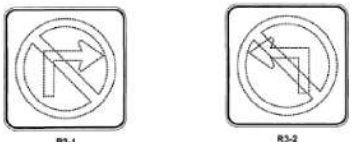
- Additional Flashing Light Signals - used for additional approaches to active highway rail grade crossings. These lights can be mounted on existing flashing light masts, extension arms, additional traffic signal masts, cantilever supports, and in medians or other locations on the left side of the road.

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

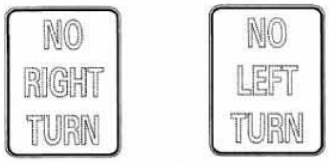




- Active Turn Restriction Signs - display 'No Right Turn' or 'No Left Turn' on a parallel street within 50 feet of the tracks, at a signalized highway intersection.



- Barrier devices - median separation devices to prohibit crossing gate violations.



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

- The maximum number of passenger trains per day;
- Maximum number of freight trains per day;
- Distance to alternate crossings;

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

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

Specific Rail Recommendations

The Study Advisory Group (See Section 13.0, p. 73) has stated that dealing with problems associated with railroad crossings is of a high level of importance both today and in 2035. The Study Advisory Group also reports that trains now move faster through downtown, traveling at 30 mph compared to 10 mph in the past. Given the procedures outlined above and input provided by the project Study Advisory Group, the public, and from analysis of the existing rail crossing and accident data, several Monroe County crossings have been identified for further examination by the GDOT Railroad Crossing Program Manager. Each of these is discussed below.

Forsyth

1) Collier Road (Crossing #718320M) – This crossing has minimal passive traffic control devices (crossbucks, stop sign). Two auto crashes have occurred since 2000, both with no injuries.

   Recommendation

   Review crossing with GDOT. Install advance warning signage and pavement markings on both approaches to improve safety.

Additional rail warning signage may improve safety at the Collier Road crossing.

2) Industrial Park Drive (Crossing #718338X) – This crossing is equipped with gates and lights, stop signs, and advance warning signage on US 41 southbound and on the Industrial Park Drive approach.

   Recommendation
   Review crossing with GDOT. Install advance warning signage on US 41 northbound approach and add pavement markings on Industrial Park Drive.

3) Harold G. Clark Parkway (Crossing #718337R) – This crossing is equipped with crossbucks, flashing lights, and gates. There was an auto crash in 2000 with injuries and another in 2005 with no injuries.

   Recommendation
   Recommend repainting pavement markings on the approach. Report the crossing to GDOT for maintenance.

Pavement markings at the Harold G. Clark Parkway crossing are in need of maintenance

4) Lee Street/SR 42/SR 83 (Crossing #718330T) — The Lee Street crossing is equipped with crossbucks, flashing lights and gates. The Study Advisory Group (see Section 13.0, p. 73) has commented that trains block this intersection and cause emergency vehicle delays to areas north of the railroad.

   Recommendation
   Report train standing problems to the Federal Railroad Administration at: Phone: 404-562-3800; Hot Line: 1-800-724-5993.

5) North Indian Springs/SR 42/Mize Road (Crossing #718331A) – This intersection has three roads and a railroad yet minimal railroad crossing traffic control devices. The Study Advisory Group (see Section 13.0, p. 73) has cited concern for safety at this crossing.

   Recommendation
   Review crossing with GDOT to upgrade/improve rail crossing safety features. Move the stop sign on Mize Road to the intersection with Indian Springs Drive. Add advance warning signage on Indian Springs Drive (both approaches) and the one North Indian Springs approach. SR 42 is currently equipped with advance warning signage, so no further upgrades are needed. Report to GDOT that the railroad crossing number posted at the crossing (not entirely legible) appears to be incorrect.

Relocating the Mize Road stop sign may improve railroad crossing safety.

Indian Springs Drive lacks advance warning signage.

6) Old Rumble Road (Crossing #718342M) – The Study Advisory Group (see Section 13.0, p. 73) has identified this crossing as a dangerous intersection.

   Recommendation
   Review crossing with GDOT to determine if adding advance warning signage to the Old Rumble Road northbound approach is warranted.

There are safety concerns at the Old Rumble Road crossing.

Juliette

1) Popes Ferry Road (Crossing #718486S) – This private crossing is equipped with crossbucks and experienced an accident with a train in 2006 with no injuries.

   Recommendation
   Review crossing with GDOT to determine if a public crossing is warranted.

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

Other Rail Recommendations

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

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

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

- Limit construction of any new “at grade” highway-rail crossings. The county has a high number of these crossings which pose risk for both vehicular and pedestrian accidents.

- Monroe County has a high number of private rail crossings (36) compared to public crossings (42). Continue to monitor with GDOT Crossing Program Manager as future

land development around the private crossings will necessitate that they become public crossings equipped with safety and mobility features.

- GDOT offers local government incentive payments for at-grade rail-highway crossing closures, a provision of U.S. Code 23, section 130 (SAFETEA-LU section 1401(d)). The amount of the incentive grant may be up to $7,500 to local governments for the permanent closure of public-at-grade crossings if matched by the railroad involved, for a total incentive of $15,000. The local government receiving the incentive payment must use the portion received from the State for transportation safety improvements. Types of safety improvements include:

  - Grading, paving and drainage improvements associated with crossing removal;
  - Guardrail, barricades and barrier wall;
  - Traffic signals;
  - Highway signs;
  - Turn lanes;
  - Pavement markings;
  - Sidewalks;
  - Emergency vehicles primarily responding to highway incidents;
  - Emergency equipment (i.e. “Jaws of Life);
  - Sirens and flashing lights for emergency response vehicles;
  - Radar guns;
  - Sponsorship of a community driver’s education class.

Contact the Railroad Crossing Program Manager, referenced on the previous page, for additional information.

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

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

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

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

  - Education for drivers and pedestrians to make safe decisions at crossings and around railroad tracks;
  - Active enforcement of traffic laws relating to crossing signs and signals; and

- Continued engineering research and innovation to improve the safety of railroad crossings.

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

15.5 Aviation Improvements

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

Monroe County was identified as a potential future site for a Level I – Minimum Standard General Aviation Airport in the Georgia Aviation System Plan Executive Summary, completed in 2002. A Level I airport would accommodate all single-engine and some small twin-engine general aviation aircraft, and would have a minimum runway length objective of 4,000 feet and a non-precision instrument approach.

Recommendations

- Monroe's Comprehensive Plan Update, completed in May 2007, specifies an action item to explore the possibilities and benefits of pursuing the construction of a local airport. A benchmark study of airports in other similarly situated rural communities was also recommended. Coordination will need to occur between the county, Georgia DOT and the Middle Georgia RDC (MGRDC) as placement of a local airport would impact both existing and future development and would affect the area in terms of noise, and pollution.

15.6 Citizen and Stakeholder Input

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

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

Table 15.6 Monroe County Suggested Improvements

#	Suggested Improvements	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
1	US 23 / SR 87 will likely show deficiencies soon, rock quarry on SR 36 will double in size	Monroe County Advisory Committee	Yes	Yes – streams and wetlands	The model supports adding capacity to US 23.	Yes
2	New boat ramp at Old Popes Ferry on the Ocmulgee River could have impact on US 23 / SR 87	Monroe County Advisory Committee	Yes	Yes – streams and wetlands	The model supports adding capacity to US 23.	Yes
3	Four red lights in Forsyth are not synchronized	Monroe County Public Comment	Needs further analysis	No	The traffic lights synchronization issues has been forwarded to District 3.	No
4	SR 18 and SR 42 – major traffic congestion when I-75 traffic is re-routed	Monroe County Public Comment	Yes	Yes – streams and wetlands	The model supports adding capacity to SR 42.	Yes
5	Construct a new road at Collier Road to connect to I-75 from SR 41 along the rail corridor to help alleviate the downtown tuck traffic, under the assumption that truck traffic is using SR 83 to go to I-20	Monroe County Public Comment	No	Yes – streams and wetlands	A new roadway facility is not recommended at this time, however, truck routing will be considered in the plan.	No
6	SR 83 and SR 87 bad east / west sight distance - Possible site for a round-about or an overpass	Monroe County Advisory Committee	Yes	No	This intersection has been identified for improvement.	Yes
7	Bad intersections at Meyers Street/SR 42/Indian Springs; at Rumble Road and SR 41 and railroad – warehouse operations and I-75 access; and at Evan Road (bad skew)	Monroe County Advisory Committee	Yes	Yes – needs further analysis	These intersections have been identified for improvement: • SR 42 at Indian Springs • Rumble Road at US 41 • Rumble Road at Evans Road • US 41 at King Road	Yes
8	Accidents near Wadley Road from Rock Quarry to Bolingbroke	Monroe County Advisory Committee	Yes	Yes – needs further analysis	US 41 in this vicinity has been recommended for improvement.	Yes

#	Suggested Improvements	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
9	Safety on US 41 and Smarr Road and Rumble Road	Monroe County Advisory Committee	Yes	Yes – needs further analysis	US 41 at Old Rumble Road and Rumble Road at US 41 have been recommended for improvement.	Yes
10	Bike traffic is coming out of north Bibb County	Monroe County Public Comment	Yes	Yes – streams and wetlands	Bike projects are proposed for the southeastern portion of the county at the Bibb County line.	Yes
11	High Falls State Park – visitors walk/bike to shopping area and restaurants	Monroe County Advisory Committee	Yes	No	Trail related improvements are proposed in the vicinity.	Yes
12	TE Grant for bicycle funding to connect Zebulon Road and Bass Road (Bass Pro Shop)	Monroe County Staff	Yes	No	Bike projects are proposed in this location.	Yes
13	Bicycling on US 41 is a safety concern	Monroe County Advisory Committee	Yes	No	Proposed bicycle projects provide alternate routes and / or improve bicycle related signage in this vicinity.	Yes
14	Train passes through City of Forsyth everyday, blocks all intersections	Monroe County Advisory Committee	Yes	Yes – needs further analysis	Ongoing coordination with the rail is recommended.	Yes
15	Train intersection blockage means north of SR 42 and SR 83 emergency vehicle response time and access becomes an issue	Monroe County Advisory Committee	Yes	Yes – needs further analysis	Coordination between the railroad and emergency services is recommended.	Yes
16	Railroad crossing at SR 42/Indian Springs and Mize Road is an issue	Monroe County Advisory Committee	Yes	N/A	Railroad crossing improvement analysis is recommended.	Yes
17	Shortcut desired from new development off Buck Creek Rd / Hickory Rd directly to High Falls Rd.	Monroe County Public Comment	No	Yes – needs further analysis	Traffic volume does not warrant an additional cut through and origination is in Lamar Co.	No
18	Potential upgrades to Buck Creek Rd off High Falls Rd and into Lamar County to connect to SR 36 as alternate to I-75.	Monroe County Public Comment	No	Yes – needs further analysis	Not warranted based on traffic volumes and available alternatives	No

16.0 Improvement Recommendations

Monroe County's needs for transportation improvements are substantiated by the future operating deficiencies identified in Section 15. Deficiencies have been evaluated in the areas of:

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

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

16.1 Estimated Costs

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

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

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

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

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

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

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

16.2 Summary of Recommended Improvements

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

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

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

particular project. Additionally, successful project implementation will require identified funding mechanisms, political support, and public recognition of the project need and benefit.

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

- High Falls Road from US 23 (Butts County) to I-75 interchange (Monroe County), see project sheet # B32, B35, M73.
- Brownlee Road from Mountain View Road (Butts County) to SR 42 (Monroe County), see project sheet # B37, M64.
- SR 42 from Mt. Vernon Church Road (Butts County) to I-75 interchange (Monroe County), see project sheet # B40, M63.
- US 23 from SR 16 (Butts County) to I-75 interchange (Bibb County), the total project length is approximately 30.1 miles, of which 19 miles is in Monroe County, 8.6 miles in Butts County and 2.5 miles is in Bibb County, see project sheet # B36, M59.
- US 41 from Crawford Road (Lamar County), see project sheet # M68. The Lamar, Pike and Upson Regional Transportation Study identified US 41 for widening to 4 lanes. Coordination with Lamar County is recommended.

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

Logical Termini

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

> In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:
>
> 1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;

2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

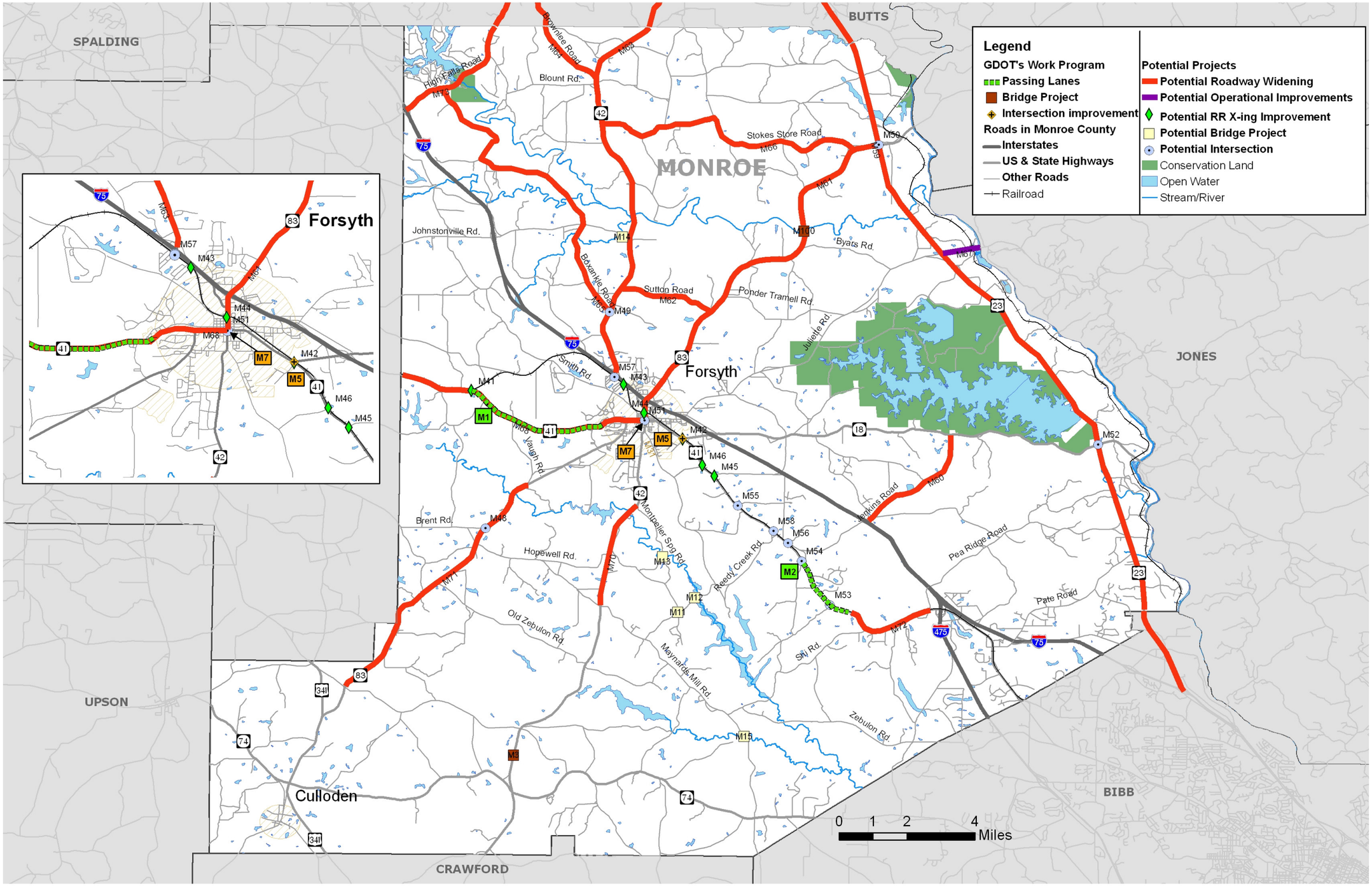
Transportation projects that receive federal funds must follow NEPA requirements in order to receive approval from the Federal Highway Administration. Among other environmental studies conducted during the NEPA process, a survey is conducted to assess historic resources under Section 106 of the National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

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

Table 16.2
Recommended Improvements

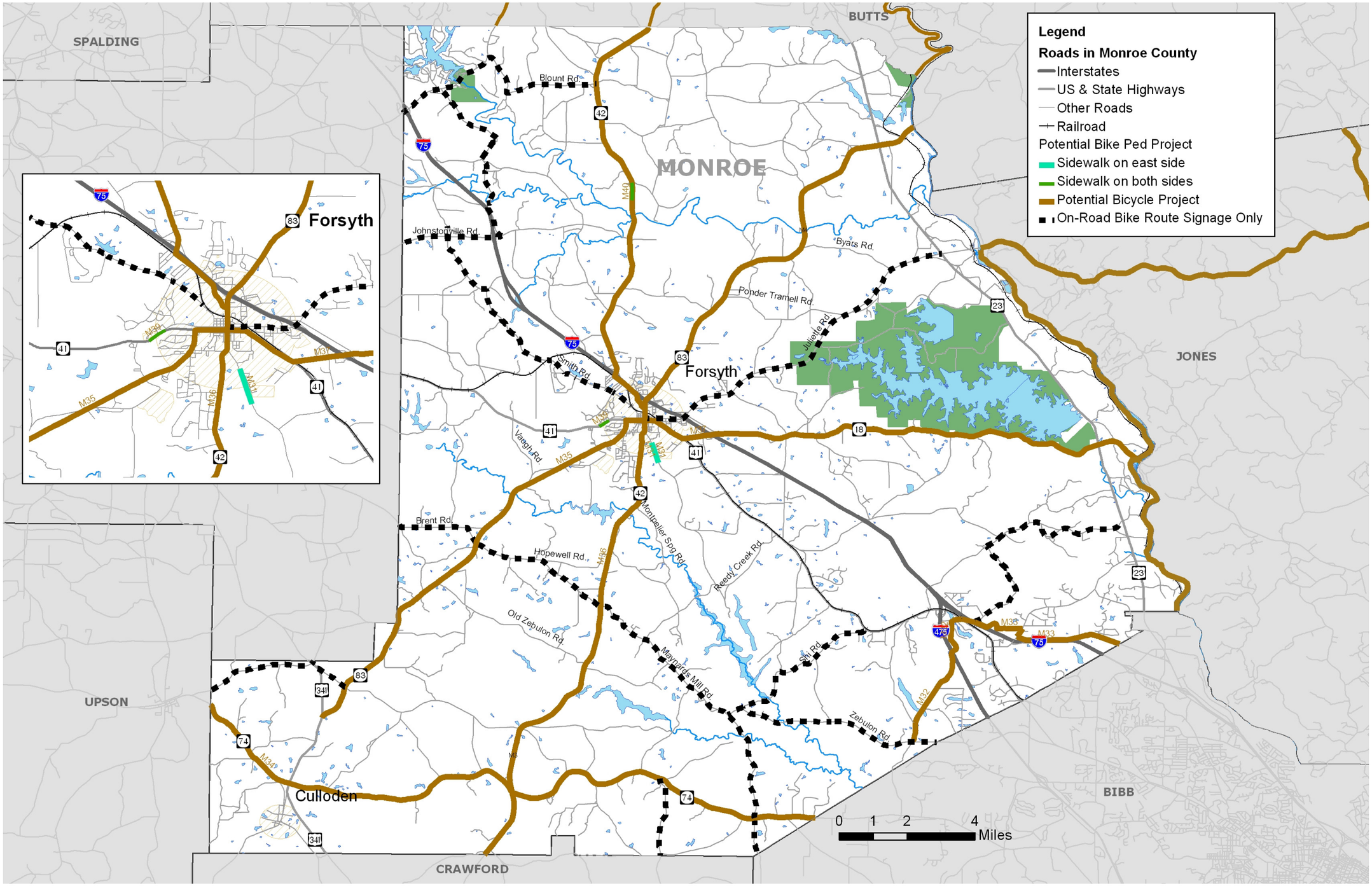
Project Ref. No.	Facility	Segment Limits From	Segment Limits To	Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation Near	Implementation Mid	Implementation Long	Estimated Cost	Potential Funding Source Federal	Potential Funding Source State	Potential Funding Source County
Capacity Improvements and New Roadways																		
M1	SR 18	Southbound 13.7 - 15.2/ Monroe. Eastbound 2.3 - 3.6. Westbound 3.38-5.1/TL 5.1-5.6		2-lanes	Passing lane	3.70 miles		CWP	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety				$7,825,980	✓	✓	✓
M2	SR 19	CR 73/ King Road	0.5 miles east of CR 74/ Hill Rd	2-lanes	Passing lane	1.90 miles		CWP	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety				$2,710,000	✓	✓	✓
M59	US23	I-75 Interchange/Bibb County	Butts County Line	2-lanes	4-lane, divided	19.00 miles	M59, Bibb County	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$76,000,000	✓	✓	✓
M60	Jenkins Road	I-75	SR 18	2-lanes	4-lanes	3.50 miles		Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety			✓	$14,000,000			✓
M61	SR 83	US 41	US 23	2-lanes	4-lanes	11.20 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓			$44,800,000	✓	✓	✓
M62	Sutton Road	SR 83	SR 42	2-lanes	4-lanes	2.40 miles		Analysis	Local Road Widening	Capacity Deficiency	Increased Capacity & Improved Safety			✓	$9,600,000			✓
M63	SR 42	I-75	Butts County Line	2-lanes	4-lanes	11.30 miles	B40	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓			$45,200,000	✓	✓	✓
M64	Brownlee Road	SR 42	Butts County Line	2-lanes	4-lanes	2.05 miles	B37	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$8,200,000			✓
M65	Boxankle Road	SR 42	High Falls Road	2-lanes	4-lanes	9.30 miles		Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$37,200,000			✓
M66	Stokes Store Road	SR 42	SR 83	2-lanes	4-lanes	7.40 miles		Analysis	Minor Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$29,600,000			✓
M68	US 41	Crawford Road (Lamar County)	SR 42	2-lanes	4-lanes	6.70 miles	Lamar County	Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety	✓			$26,800,000	✓	✓	✓
M71	SR 83	Abercrombie Road	Vaugh Road	2-lanes	4-lanes	7.90 miles		Analysis	Minor Arterial Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$31,600,000	✓	✓	✓
M72	US 41	0.5 miles east of CR 74/ Hill Rd	Pea Ridge Road	2-lanes	4-lanes	2.40 miles		Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$9,600,000	✓	✓	✓
M73	High Falls Road	I-75	Butts County Line	2-lanes	4-lanes	3.60 miles	B32, B35	Analysis	Major Collector Widening	Capacity Deficiency	Increased Capacity & Improved Safety		✓		$14,400,000			✓
															$357,535,980			
Operational Improvements																		
M67	Juliette Road	US 23	Jones County Line	2-lanes	Widen shoulders 2 - 4 feet	4.20 miles		Analysis	Operational Improvements	Operational & Safety Issues	Improved Safety & Capacity	✓			$16,800,000			✓
															$16,800,000			
Intersection/Geometric Improvements																		
M5	SR 19/ US 41	SR 18				0 crashes		CWP	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			$710,000	✓	✓	✓
M48	Brent Road	SR 83				0 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity			✓	$250,000	✓	✓	✓
M49	Boxankle Road	SR 42				0 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity			✓	$250,000	✓	✓	✓
M50	SR 83	SR 87/ US 23				21 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity		✓		$250,000	✓	✓	✓
M51	US 41	SR 42				35 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			$250,000	✓	✓	✓
M52	SR 18	SR87/ US 23				22 crashes		Analysis	Intersection Improvement	Operational & Safety Issues	Improved Safety & Capacity	✓			$250,000	✓	✓	✓
M53	US 41	Hill Road				1 crash		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity			✓	$250,000	✓	✓	✓
M54	US 41	King Road				1 crash		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity			✓	$250,000	✓	✓	✓
M55	US 41	Old Rumble Road				2 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity			✓	$250,000	✓	✓	✓
M56	Rumble Road	Evans Road				2 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓		$250,000		✓	✓
M57	SR 42	Indian Springs Drive				2 crashes		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓		$250,000	✓	✓	✓
M58	Rumble Road	US 41				1 crash		Analysis	Realignment	Operational & Safety Issues	Improved Safety & Capacity		✓	✓	$250,000	✓	✓	✓
															$3,460,000			
Bridge Improvements																		
M11	Reedy Creek Road	Tobesofkee Creek Tributary		473 sq ft		2.00 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			$224,576	✓	✓	✓
M12	Reedy Creek Road	Tobesofkee Creek		587 sq ft		6.71 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			$278,784	✓	✓	✓
M13	Montpelier Springs Road	Tobesofkee Creek		1,264 sq ft		25.93 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			$604,032	✓	✓	✓
M14	Johnstonville Road	Rocky Creek		3,121 sq ft		44.29 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			$789,888	✓	✓	✓
M15	Maynards Mill Road	Little Tobesofkee Creek		4,864 sq ft		44.79 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			$1,239,040	✓	✓	✓
M100	SR 83	Towaliga River		8,721 sq ft		49.70 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations	✓			$1,313,000	✓	✓	✓
M101	SR 74	Echeconnee Creek		3,168 sq ft		53.01 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$743,424	✓	✓	✓
M102	High Falls Road	Towaliga River		8,602 sq ft		55.47 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$2,680,832	✓	✓	✓
M103	Lee King Road	Deer Creek		2,419 sq ft		56.41 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$743,424	✓	✓	✓
M104	US 23	Tablers Creek		4,116 sq ft		57.43 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$1,436,160	✓	✓	✓
M105	Zebulon Road	Tobesokee Creek		5,376 sq ft		57.89 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$1,239,040	✓	✓	✓
M106	CR 161	Little Towaliga River Tributary		336 sq ft		57.91 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$185,856	✓	✓	✓
M107	SR 42	Tobesofkee Creek		2,438 sq ft		58.83 sufficiency rating		CWP	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations		✓		$964,000	✓	✓	✓
M108	SR18	Norfolk-Southern Railroad		4,504 sq ft		61.20 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$1,076,416	✓	✓	✓
M109	SR 83	Tobesofkee Creek		3,336 sq ft		61.21 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$1,436,160	✓	✓	✓
M110	SR 42	Little Tobesofkee Creek		3,078 sq ft		61.43 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$882,816	✓	✓	✓
M111	SR 18	Ocmulgee River		17,604 sq ft		62.49 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$4,181,760	✓	✓	✓
M112	SR 83	Little Tobesofkee Creek		2,511 sq ft		62.56 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$1,077,120	✓	✓	✓
M113	Boxankle Road	Little Towaliga River		4,608 sq ft		63.80 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$1,723,392	✓	✓	✓
M114	SR 42	Yellow Creek		2,703 sq ft		64.85 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$789,888	✓	✓	✓
M115	SR 83	Todd Creek		3,336 sq ft		65.24 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$929,280	✓	✓	✓
M116	US 23	Rum Creek		8,232 sq ft		71.91 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$2,872,320	✓	✓	✓
M117	US 341	Echeconnee Creek		5,411 sq ft		72.90 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$1,177,088	✓	✓	✓
M118	Rumble Road	Little Deer Creek		3,432 sq ft		74.21 sufficiency rating		Analysis	Upgrade Bridge	Rehabilitation or Maintenance	Improved Safety & Operations			✓	$851,840	✓	✓	✓
															$29,440,136			
Bicycle & Pedestrian Improvements																		
M31	Montpelier Road Sidewalks	Mary Persons High School Entrance	James Madison (new Subdivision)		Siedewalk on both sides	.70 miles		Analysis	Sidewalk	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			$140,000		✓	✓
M32	Zebulon Road/ Estes Road Bicycle Lane	Zebulon Rd - Bibb Co. Line to Estes Rd	Estes Rd - Zebulon Rd to US 41		Widen shoulders 2-4 feet	1.50 miles		Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		$225,000		✓	✓
M33	Klopfer/Old Popes Ferry/Ferry/Pate/New Forsyth				Widen shoulders 2-4 feet	2.50 miles		Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		$375,000		✓	✓
M34	SR 74	US 341	Bibb County Line		Widen shoulders 2-4 feet	5.50 miles		Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		$825,000		✓	✓
M35	SR 83	US 341	Jasper County Line		Widen shoulders 2-4 feet	7.50 miles	M71	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			$1,125,000		✓	✓
M36	SR 42	Crawford County Line	Butts County Line		Widen shoulders 2-4 feet	8.30 miles	M70	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			$1,245,000		✓	✓
M37	SR 18	US 41	US 23		Widen shoulders 2-4 feet	4.10 miles	M1	Analysis	Bike Lane	Bike/Ped Facilities	Enhanced Multi-Modal System	✓			$615,000		✓	✓
M38	Various Local Roads	Klopfer Rd; Taylor Rd; Shi Rd; Zebulon Rd; Bagley Rd; Maynard Mill Rd; Hopewell Rd; Brent Rd; Rock Quarry Rd/Strounds Rd; Juliette; Collier Rd/Smith Rd; Johnstonville Rd; Higgins Mill Rd/Boxankle Rd; High Falls Rd; High Falls Park Rd; Blount Rd			Install Share the Ride signs	21.50 miles		Analysis	Share the Ride signage	Bike/Ped Facilities	Enhanced Multi-Modal System		✓		$2,150		✓	✓
M39	US 41 Sidewalks	394 West Main Street	539 West Main Street		Sidewalk on both sides	.5 miles	M68	Analysis	Sidewalk			✓			$100,000		✓	✓
M40	SR 42 Sidewalks	3769 SR 42	West Old Indian Springs Road		Sidewalk on both sides	.55 miles		Analysis	Sidewalk				✓		$110,000		✓	✓
															$4,762,150			
Rail Improvements																		
M41	Collier Road	Crossing # 718320M		X-bucks, stop signs.	Add adv warn signs; mark all app's		GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓			$2,400		✓	✓
M42	Harold Clark Road	Crossing # 718337R		Gates, x-bucks, lights	Re-paint pavement markings 2 app		Local gov.	Analysis	Re-paint pavement markings	Operation & Safety Issues	Improved Safety & Operations	✓			$600		✓	✓
M43	Indian Springs Drive	Crossing # 718331A		Gates, x-bucks, lights	Add adv warn signs 3 app;stop sign		GDOT Rail Mgr	Analysis	Install adv warn signs/stop sign	Operation & Safety Issues	Improved Safety & Operations	✓			$2,100		✓	✓
M44	N. Lee Street	Crossing # 718330T		Gates, x-bucks, lights	Eliminate train standing		NS Rail, FRA	Analysis	Report train standing FRA, NS	Operation & Safety Issues	Improved Safety & Operations	✓			$0		✓	✓
M45	Old Rumble Road	Crossing # 718342M		X-bucks, stop signs.	Add adv warn signs,mark NB app		GDOT Rail Mgr	Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓			$600		✓	✓
M46	Industrial Park Drive	Crossing # 718338X						Analysis	Install adv warn signs/markings	Operation & Safety Issues	Improved Safety & Operations	✓			$600		✓	✓
															$6,300			
															$412,004,566			

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



Monroe County Recommended Improvements - Roadway

Figure No: 16.2.1



Monroe County Recommended Improvements – Bicycle & Pedestrian

Figure No: 16.2.2

16.3 Environmental Justice Considerations

Another key point of concern in evaluating proposed transportation improvements is environmental justice. This ensures that areas with high concentrations of low-income or minority populations are not adversely impacted by transportation improvements. The following recommended projects are located in EJ areas:

Roadway Projects

- US 23 from the I-75 interchange/Bibb County to the Butts County Line
- SR 83 from US 41 to US 23
- Sutton Road from SR 83 to SR 42
- SR 42 from I-74 to the Butts County Line
- Boxankle Road from SR 42 to High Falls Road
- Stokes Store Road from SR 42 to SR 83

Intersection Improvements

- Boxankle Road at SR 42
- SR 83 at SR 87/ US 23
- US 41 at SR 42

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

Sidewalks

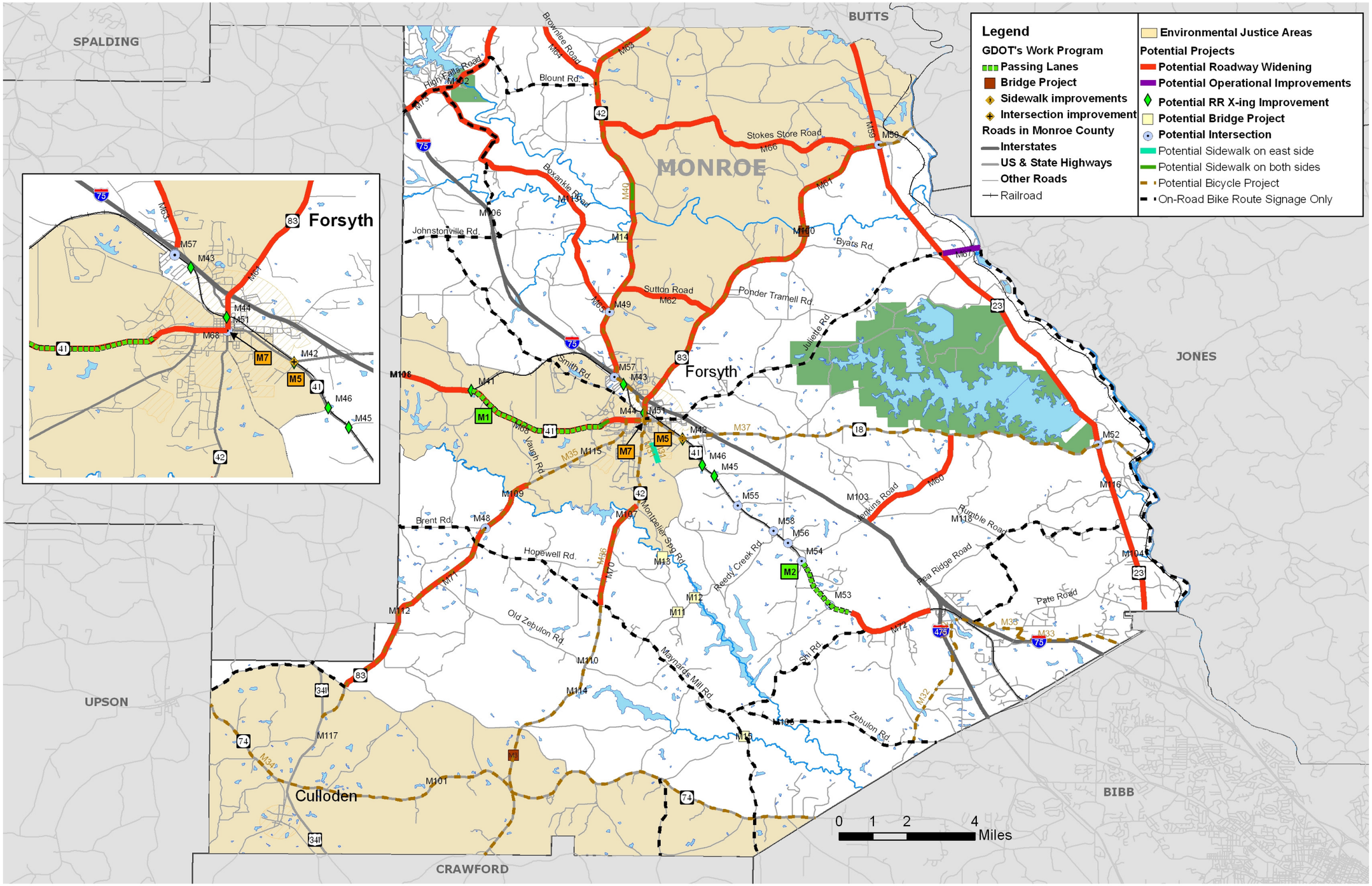
- US 41 from 394 to 539 West Main Street
- SR 42 from 3769 SR 42 to Old Indian Springs Road

Bicycle Projects

- SR 74 from US 341 to the Bibb County Line
- SR 83 from US 341 to the Jasper County Line
- SR 42 from the Crawford County Line to the Butts County Line
- Various local roads will receive “Share the Road" signage

Rail/Freight Safety

- Crossing at Collier Road
- Crossing at North Lee Street
- Crossing at Industrial Park Drive



Monroe County Environmental Justice Evaluation

Figure No: 16.3

17.0 Project Prioritization

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

17.1 Corridor Prioritization

Qualitative and quantitative evaluation factors were established so that the potential improvements for Monroe County could be evaluated objectively by County staff. These factors were developed by the study team with the assistance of the Study Advisory Group (see Section 13.0, p. 73), public comment, and GDOT. This evaluation serves as a ranking for potential projects, resulting in a prioritization of improvement options to meet the County's transportation needs. Prioritization criteria were developed for four types of projects – roadway capacity, bicycle and pedestrian improvements, intersections, and bridges.

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

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

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

Table 17.1.1
Qualitative Criteria and Scoring

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

Quantitative Criteria

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

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

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

Table 17.1.2
Quantitative Criteria and Scoring

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

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

Table 17.1.3
Corridor Prioritization

		Segment Limits		Qualitative Criteria														Quantitative Criteria					
Project Ref. No.	Facility	From	To		Continuation of Existing Road Widening Project	Governor's Road Improvement Program / National Highway System	Part of Comprehensive Plan	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	*Sub-Total Qualitative Criteria*		Expected 2035 Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	*Sub-Total Quantitative Criteria*	Total Score for Project
					0-4	*0-2*	*0-3*	*0-3*	*0-4*	*0-2*	*0-4*	*0-4*	*0-4*	*0-2*	*0-2*	*0-2*							
M68	US 41	Crawford Road (Lamar County)	SR 42		✓	▪	✓	✓	✓	✓	▪	✓	✓	✓	✓	✓	*30.00*		0.84	0.79	0	7.5	37.5
M61	SR 83	US 41	US 23		▪	▪	✓	▪	✓	✓	✓	✓	✓	✓	✓	✓	*27.00*		1.01	1.87	0	10.5	37.5
M63	SR 42	I-75	Butts County Line		▪	▪	✓	▪	✓	▪	✓	▪	✓	✓	✓	✓	*21.00*		1.09	0.52	0	10	31
M72	US 41	0.5 miles east of CR74/Hill Road	Pea Ridge Road		✓	▪	✓	✓	✓	▪	▪	▪	✓	✓	✓	✓	*24.00*		0.79	0.42	0	6.5	30.5
M59	US 23	I-75 interchange/Bibb County Line	Butts County Line		▪	▪	✓		✓	▪	▪	▪	✓	▪	✓	✓	*15.00*		1.18	0.35	3	13.5	28.5
M73	High Falls Road	I-75	Butts County Line		▪	▪	✓	▪	▪	▪	✓	▪	✓	✓	✓	✓	*17.00*		1.05	0.50	1	11	28
M65	Boxankle Road	SR 42	High Falls Road		▪	▪	✓	▪▪	✓	▪	✓	▪	✓	▪	✓	✓	*19.00*		0.98	0.13	0	8.5	27.5
M66	Stokes Store Road	SR 42	SR 83		▪	▪	✓	▪	✓	▪	✓	▪	✓	▪	✓	✓	*19.00*		0.86	0.08	0	8	27
M71	SR 83	Abercrombie Road	Vaugh Road		▪	▪	✓	▪	✓	▪	✓	▪	✓	▪	✓	✓	*19.00*		0.79	0.12	0	6.5	25.5
M64	Brownlee Road	SR 42	Butts County Line		▪	▪	✓	▪	✓	▪	▪	▪	✓	✓	✓	✓	*17.00*		0.81	0.13	1	8	25
M62	Sutton Road	SR 83	SR 42		▪	▪	▪	▪	▪	▪	✓	▪	✓	▪	✓	✓	*12.00*		1.05	0.06	0	9.5	21.5
M60	Jenkins Road	I-75	SR 18		▪	▪	▪	▪	▪	▪	▪	▪	✓	▪	✓	✓	*8.00*		0.78	0.13	0	6.5	14.5

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

- US 41 from Crawford Road (Lamar County) to SR 42
- SR 83 from US 41 to US 23
- SR 42 from I-75 to the Butts County Line
- US 41 from 0.5 miles east of CR 74/Hill Road to Pea Ridge Road
- US 23 from the I-75 interchange/Bibb County Line to the Butts County Line
- High Falls Road from I-75 to the Butts County Line
- Boxankle Road from SR 42 to High Falls Road
- Stokes Store Road from SR 42 to SR 83
- SR 83 from Abercrombie Road to Vaugh Road
- Brownlee Road from SR 42 to the Butts County Line
- Sutton Road from SR 83 to SR 42
- Jenkins Road from I-75 to SR 18

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

17.2 Bicycle & Pedestrian Prioritization

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

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

By comparing potential projects to these established criteria, it was possible to determine which projects scored highest against these critical measures. This information was used as a means for prioritizing projects. Table 17.2.1 documents the scoring used for the

bicycle and pedestrian prioritization and Table 17.2.1 displays the scoring applied to the proposed bicycle and pedestrian improvements.

Table 17.2.1
Bicycle & Pedestrian Scoring Criteria

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

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

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

Pedestrian:

- East side of Montpelier Road from Mary Pearsons High School to Pecan Circle
- US 41 sidewalks from 394 West Main Street to 539 West Main Street

Bicycle:

- SR 42 from the Crawford County Line to the Butts County Line
- SR 83 from US 341 to the Jasper County Line
- SR 18 from US 41 to US 23

The remaining bicycle and pedestrian improvements scored lower and, at this time, should be considered a lower priority.

Table 17.2.2
Pedestrian Prioritization

Project Ref. No.	Road	From	To	Priority Area	Injury/ Fatality	Connectivity	Previously Id	O & D	Score
M31	Montpelier Road Sidewalks	Mary Persons High School Entrance	James Madison (new Subdivision)	✓		✓		✓	23
M33	US 41 Sidewalks	394 West Main Street	539 West Main Street	✓		✓		✓	21
M40	SR 42 Sidewalks	3769 SR 42	West Old Indian Springs Road					✓	4

Table 17.2.3
Bicycle Prioritization

Project Ref. No.	Route Name	Description	Priority Area	Injury/ Fatality	Connectivity	Previously Id	O & D	Score
M36	SR 42	Crawford County Line to Butts County Line	✓	✓	✓		✓	37
M35	SR 83	US 341 to Jasper County Line	✓		✓		✓	23
M37	SR 18	US 41 to US 23	✓		✓		✓	19
M32	Zebulon Road/ Estes Road Bicycle Lane	Zebulon Rd - Bibb Co. Line to Estes Rd; Estes Rd - Zebulon Rd to US 41			✓	✓		7
M33	Monroe/Bibb County Commercial Area Connection	Klopfer Rd/ Old Popes Ferry/ Ferry Rd/ Pate Rd/ New Forsyth Rd			✓	✓		7
M34	SR 74	US 341 to Bibb County Line			✓			5
M38	Various Local Roads	Including: Klopfer Rd; Taylor Rd; Shi Rd; Zebulon Rd; Bagley Rd; Maynard Mill Rd; Hopewell Rd; Brent Rd; Rock Quarry Rd/ Strounds Rd; Juliette; Collier Rd/ Smith Rd; Johnstonville Rd; Higgins Mill Rd/ Boxankle Rd; High Falls Rd; High Falls Park Rd; Blount Rd			✓			5

17.3 Intersection Prioritization

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

- What is the Average Annual Daily Traffic (AADT) on the facility?
- How many crashes occurred at the intersection between 2003 and 2005?
- Did a fatality occur at the intersection?
- Was the intersection currently identified by the County/City?
- Can operational issues be addressed without installing a traffic signal?

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

Table 17.3.1
Intersection Scoring Criteria

Corridor Prioritization Criteria	Possible Points
AADT What is the Average AADT at the intersection?	> 4,000 = 5 2,500 - 4,000 = 4 1,000 - 2,500 = 2 < 1,000 = 0
Crashes How many crashes occurred at the intersection between 2002 and 2004?	> 20 = 10 10 - 20 = 5 5 - 10 = 2 <5 = 0
Fatality Did a fatality occur at the intersection?	No = 0 Yes = 10
Previously Identified Improvement Was the intersection currently identified by the County/City?	No = 0 Yes = 5
Improvement Opportunities Can operational issues be addressed without installing a traffic signal?	No = 0 Yes = 5

Table 17.3.2
Intersection Prioritization

Project Ref. No.	Road	Intersection	Average AADT	Active Crash Sites	Fatalities	County / City List	Improvement Opportunity	Score
M52	SR 18	SR 87/US 23	2126	22	2		✓	27
M50	SR 83	SR 87/US 23	2126	21	0	✓	✓	22
M51	US 41	SR 42	3147	35	0			14
M57	SR 42	Indian Springs Drive	1490	2	0	✓		7
M54	US 41	King Road	484	1	0	✓		5
M56	Rumble Road	Evans Road	307	2	0	✓		5
M58	Rumble Road	US 41	372	1	0	✓		5
M49	Boxankle Road	SR 42	2753	0	0			4
M48	Brent Road	SR 83	1937	0	0			2
M53	US 41	Hill Road	465	1	0			0
M55	US 41	Old Rumble Road	623	2	0			0

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

- SR 18 at SR 87/ US 23
- SR 83 at SR 87/ US 23
- US 41 at SR 42
- SR 42 at Indian Springs Drive

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

17.4 Bridge Prioritization

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

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

- Reedy Creek Road at Tobesofkee Creek Tributary
- Reedy Creek Road at Tobesofkee Creek
- Montpelier Springs Road at Tobesofkee Creek
- Johnstonville Road at Rocky Creek
- Maynard's Mill Road at Little Tobesofkee Creek
- SR 83 at Towaliga River
- SR 74 at Echeconnee Creek
- High Falls Road at Towaliga River
- Lee King Road at Deer Creek
- US 23 at Tablers Creek
- Zebulon Road at Tobesofkee Creek
- CR 161 at Little Towaliga River Tributary
- SR 42 at Tobesofkee Creek
- SR 18 at Norfolk-Southern Railroad
- SR 83 at Tobesofkee Creek
- SR 42 at Little Tobesofkee Creek
- SR 18 at Ocmulgee River
- SR 83 at Little Tobesofkee Creek
- Boxankle Road at Little Towaliga River
- SR 42 at Yellow Creek
- SR 83 at Todd Creek
- US 23 at Rum Creek
- US 341 at Echeconnee Creek
- Rumble Road at Little Deer Creek

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

18.0 Funding

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

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

- Federal Title I Apportionments;
- State Motor Fuels Taxes;
- State License Tag Fees;
- State Title Registrations;
- State Motor Carrier Fuels Tax;
- State Personal Property Tax; and,
- Tax Allocation Districts.

} Accounts for approximately 98% of the budget

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

While GDOT funding components have positive growth rates, the Department is experiencing some funding challenges. Construction costs have increased up to 65% over the past two to three years forcing the Department to continually assess which projects it can reasonably fund. Simultaneous to this study, the State's Project Prioritization Process for transportation is under study, and it is expected that the outcomes will significantly impact the amount and type of projects that GDOT funds in the future. It is anticipated that in the future local funding sources will become more significant. A review of project implementation shows that locations with a Special Purpose Local Option Sales Tax (SPLOST) have been in the best position to leverage funds and ultimately construct projects.

18.1 Federal Funding Sources for Transportation

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

which authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005 through 2009.

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

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

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

** In millions of dollars (rounded to the nearest million) for FY 2005 through 2009.*
Source: US Department of Transportation

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

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

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

develop corridor management plans to protect the natural and cultural assets along the route.

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

18.2 Federal Funds for Public Transportation

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

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

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

Table 18.2
Four-Year Apportionments and Allocations for Public Transportation

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

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

18.3 State Funding Sources for Transportation

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

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

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

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

18.4 Local Funding Sources for Transportation

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

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

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

According to the Georgia Department of Community Affairs (DCA), the County's "own source" revenues, including revenues from property taxes, sales taxes, excise and special use taxes and service charges and fees were estimated. Own source revenues are relevant because a portion of these funds could be provided as local matching funds for federally and state-funded transportation improvements or for locally-funded projects, depending on the County's other funding priorities. Table 18.4 illustrates this data. In 2004, Monroe County had per capita own source amounts of $807, which is greater than the statewide average of $631.

Table 18.4
Own Source Revenues

County	2000 Own Source Revenues	2004 Own Source Revenues	% Change from 2000 to 2004	Per Capita Amount*
Monroe County	$17.3 million	$18.9 million	9.4%	$807

** Statewide per capita amount equals $631.*
Source: Georgia Department of Community Affairs

18.5 GDOT State Transportation Improvement Program (STIP)

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

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

Table 18.5.1
STIP Fund Allocations (2008 – 2011)

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

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

According to GDOT's latest STIP, a total of 2 major projects for Monroe County have been programmed utilizing approximately $10.5 million in federal and state funds. Table 18.5.2 summarizes these programmed amounts.

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

Project	Total Funds Programmed
SR 18 passing lanes	$7,825,980
SR 19 from CR 73/King Road to .5 mile east of CR 74/Hill Road passing lanes	$2,710,000
TOTAL PROGRAMMED FUNDS	**$10,535,980**

18.6 Future Transportation Funding Needs

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

18.7 Effective Use of the Plan

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

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

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

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

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

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

19.0 Conclusions

Growth in Butts, Jones and Monroe Counties has resulted in increased travel demand through the 3-County Region. GDOT Office of Planning, in conjunction with these three Counties, initiated the Butts, Jones, Monroe Counties Multi-Modal Transportation Study to develop a LRTP to serve the 3-County Region through the planning horizon, 2035. Recommended projects for Monroe County were identified by analyzing current transportation deficiencies and selected based on local goals and objectives with the intent of enhancing the quality of life for County residents and visitors. Efforts were taken to ensure that proposed projects impacted the community as little as possible while providing maximum benefits. Analysis was conducted to ensure that the projects benefited and did not disproportionately impact low-income and minority communities. Ultimately, the study identified multi-modal improvements and prioritized project implementation in the form of a Long Range Transportation Plan.

The study team coordinated with GDOT, Butts, Jones and Monroe Counties, the City of Forsyth, area residents and business leaders, and other partners in the planning, development, and review of potential improvements. Additionally, a comprehensive and interactive public involvement program was conducted. This ensured that alternative transportation improvements were not only coordinated with various governments, but afforded individual citizens and interested groups the opportunity to provide their input in developing and evaluating potential improvements to each County's transportation network.

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

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

Appendix A

Data Collection Technical Memorandum

TECHNICAL MEMORANDUM

Data Collection

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

Land Use, Socioeconomic, Growth and Development Data

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

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

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

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

Roadways and Bridges

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

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

Table 2: Roadway and Bridge Data Sources

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

Other Modes

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

Table 3: Aviation Data Sources

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

Table 4: Railroad Data Sources

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

Table 5: Freight Data Sources

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

Table 6: Public Transportation Data Sources

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

Table 7: Bicycle/Pedestrian Data Sources

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

Base Mapping

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

These features are included in Table 8 below.

Table 8: Base Map Data Sources

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

Appendix B

Project Sheets

OFFICE OF PLANNING

PROJECT NAME:	US 23	**PRIORITY:**	High
PROJECT DESCRIPTION:	Widen from SR 16 (Butts County) to I-75 interchange (Bibb County)	**P.I. NOS:**	
		TIP #:	
		COUNTY:	Butts/ Monroe/ Bibb

LENGTH (MI):	30.10	**NUMBER OF LANES**	**EXISTING:**	2	**PLANNED:** 4
		MODEL TRAFFIC VOLUMES (ADT)	**2006:**	4,495	**2035** 13,922
LOCAL RD #:		**ST/US#:**		**FUNDING:**	
MILE POINT		**BEGIN:**	SR 16	**END:**	I-75 interchange

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$12,040,000					$12,040,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$108,360,000	$108,360,000
PROJECT COST	**$12,040,000**	**$0**	**$0**	**$0**	**$108,360,000**	**$120,400,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

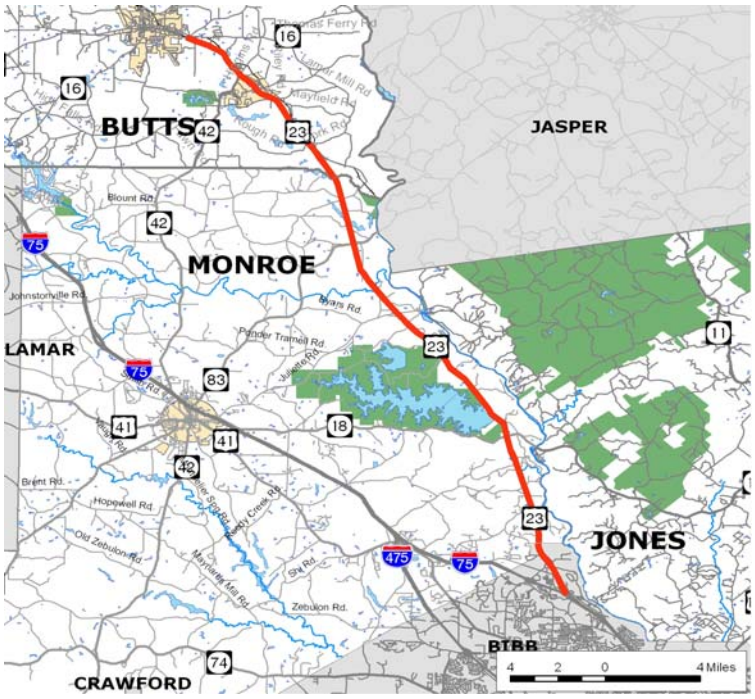
DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MT & MG RDC

COMMENTS

This improvement proposes to widen US 23, from SR 16, west of the City of Jackson, to the I-75 interchange in Bibb County. This project demonstrates logical termini due to forecasted congestion and enhanced connectivity parallel to I-75. This project is needed to maintain the efficient movement of people and goods. Coordination is required with Bibb County and the Macon Area Transportation Study. Without improvements, this facility will operate at LOS E in 2035. Widening US 23 to 4-lanes is projected to improve operations to LOS C in 2035.

US 23 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property. Based on LOS, the highest priority phase is from SR 42 (Butts County) to SR 83 (Monroe County), followed by SR 18 (Monroe County) to the I-75 interchange (Bibb County), then SR 83 to SR 18, and finally SR 16 to SR 42 in Butts County.

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



OFFICE OF PLANNING

PROJECT NAME: Jenkins Road					**PRIORITY:**	Low
PROJECT DESCRIPTION: I-75 to SR 18					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI): 3.50	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	2,298	**2035:**	7,257
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:** I-75			**END:**	SR 18	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$1,400,000					$1,400,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$12,600,000	$12,600,000
PROJECT COST	**$1,400,000**	**$0**	**$0**	**$0**	**$12,600,000**	**$14,000,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

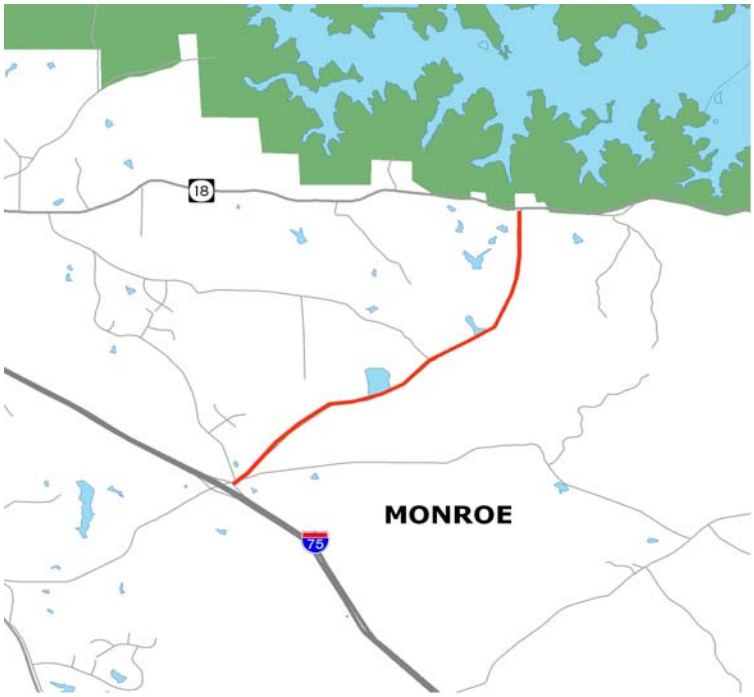
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

This improvement proposes to widen Jenkins Road from I-75 to SR 18. This project demonstrates logical termini due to forecasted congestion and connectivity. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS E in 2035. Widening Jenkins Road to 4-lanes is projected to improve operations to LOS C in 2035.

Jenkins Road is functionally classified as a minor collector with a posted speed limit of 35 mph. Land use along this section is primarily agricultural.

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



OFFICE OF PLANNING

PROJECT NAME: SR 83					**PRIORITY:**	High
PROJECT DESCRIPTION: US 41 to US 23					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI): 11.20	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	4,024	**2035:**	14,564
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:** US 41			**END:**	US 23	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$4,480,000					$4,480,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$40,320,000	$40,320,000
PROJECT COST	**$4,480,000**	**$0**	**$0**	**$0**	**$40,320,000**	**$44,800,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

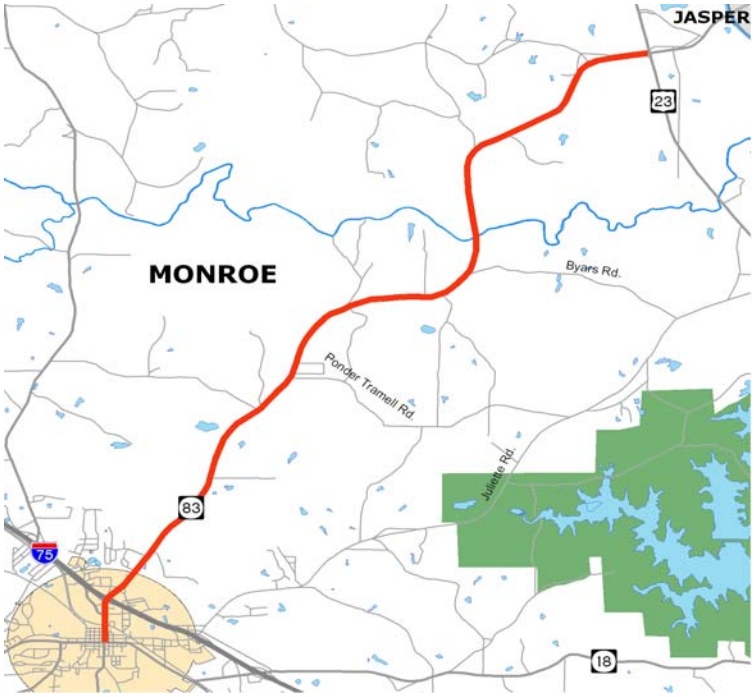
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

This improvement proposes to widen SR 83 from US 41 to US 23. This project demonstrates logical termini due to forecasted congestion and connectivity. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS E in 2035. Widening SR 83 to 4-lanes is projected to improve operations to LOS C in 2035.

SR 83 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily agricultural with some commerical and residential use near US 41 in Forsyth. SR 83 is recommended as an On-Road Bicycle Route by widening the shoulders 2 to 4-feet during pavement resurfacing and installing "Share the Road" signage.

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



OFFICE OF PLANNING

PROJECT NAME: Sutton Road					**PRIORITY:**	Low
PROJECT DESCRIPTION: SR 83 to SR 42					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI): 2.40	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	392	**2035:**	7,794
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:** SR 83			**END:**	SR 42	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$960,000					$960,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$8,640,000	$8,640,000
PROJECT COST	**$960,000**	**$0**	**$0**	**$0**	**$8,640,000**	**$9,600,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

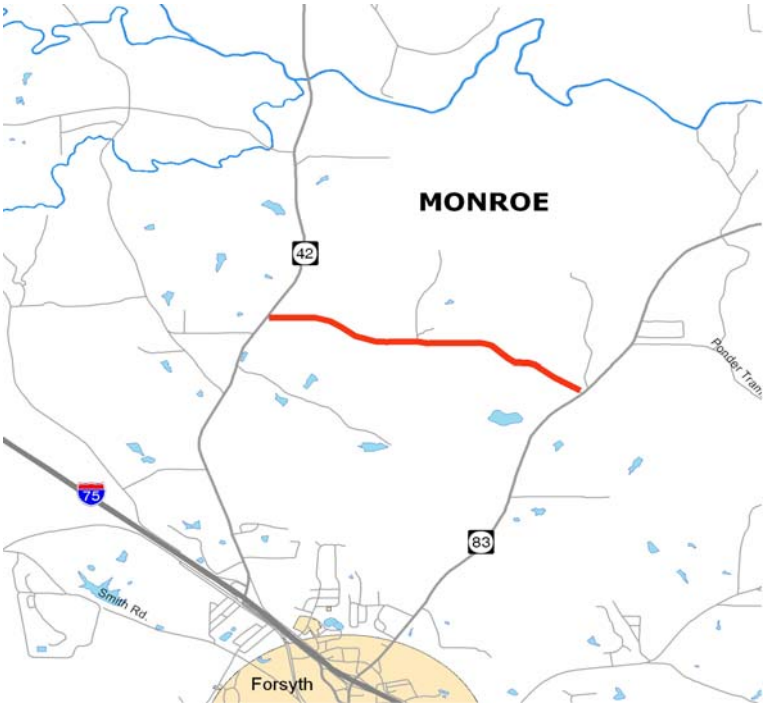
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:** 8	**RDC:**	MGRDC

COMMENTS

This improvement proposes to widen Sutton Road from SR 83 to SR 42. This project demonstrates logical termini due to forecasted congestion. The need and purpose of this project is to maintain the efficient movement of goods and people and provide enhanced connectivity between SR 42 and SR 83. Without improvements, this facility will operate at LOS F in 2035. Widening Sutton Road to 4-lanes is projected to improve operations to LOS C in 2035.

Sutton Road is functionally classified as a local road with a posted speed limit of 35 - 55 mph. Land use along this section is primarily agricultural.

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



OFFICE OF PLANNING

PROJECT NAME:	SR 42				**PRIORITY:**	High
PROJECT DESCRIPTION:	Widen from Mt. Vernon Church Road (Butts County) to I-75 interchange (Monroe County)				**P.I. NOS:**	
					TIP #:	
					COUNTY:	Butts/Monroe
LENGTH (MI):	13.55	**NUMBER OF LANES**	**EXISTING:**	2	**PLANNED:**	4
		MODEL TRAFFIC VOLUMES (ADT)	**2006:**	4,926	**2035:**	12,361
LOCAL RD #:		**ST/US#:**		**FUNDING:**		
MILE POINT		**BEGIN:**	Mt. Vernon Church Road	**END:**	I-75 interchange	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$4,878,000					$4,878,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$48,780,000	$48,780,000
PROJECT COST	**$4,878,000**	**$0**	**$0**	**$0**	**$48,780,000**	**$54,200,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

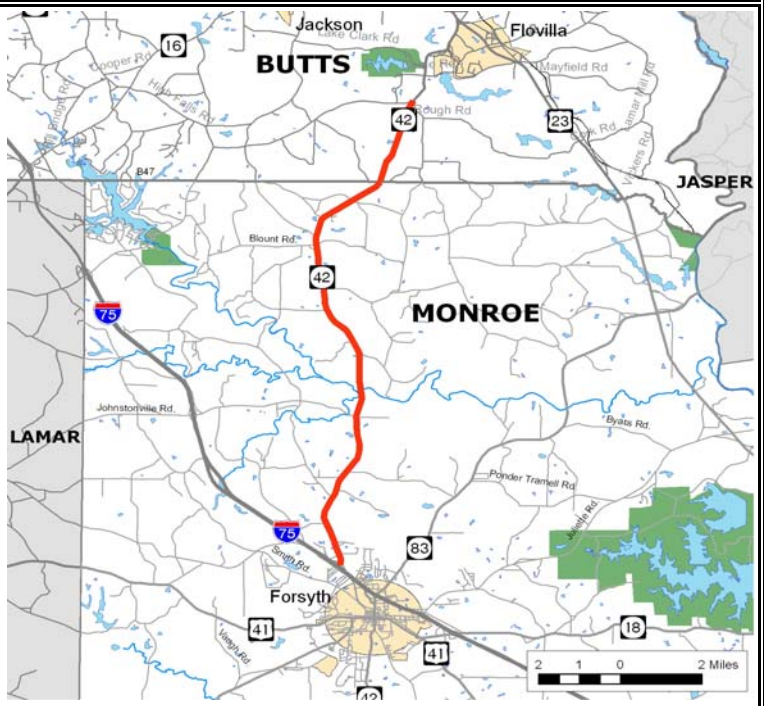
DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MG & MT RDC

COMMENTS

This improvement proposes to widen SR 42, from Mt. Vernon Church Road, southeast of the City of Flovilla, to the I-75 interchange, northwest of the City of Forsyth, in Monroe County. This project demonstrates logical termini due to forecasted congestion and by providing enhanced connectivity. The need and purpose of this project is to provide north and south connectivity through Butts and Monroe Counties to I-75. Without improvements, this facility will operate at LOS E in 2035. Widening SR 42 to 4-lanes is projected to improve operations to LOS C in 2035.

SR 42 is functionally classified as a major collector with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property. An On-road Bicycle Route would be constructed with the roadway shoulders widened 2 to 4 feet during resurfacing.

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



OFFICE OF PLANNING

PROJECT NAME:	Brownlee Road	**PRIORITY:**	Low
PROJECT DESCRIPTION:	Widen from Mountain View Road (Butts County) to SR 42 (Monroe County)	**P.I. NOS:**	
		TIP #:	
		COUNTY:	Butts/Monroe

LENGTH (MI):	4.71	**NUMBER OF LANES**	**EXISTING:**	2	**PLANNED:** 4
		MODEL TRAFFIC VOLUMES (ADT)	**2006:**	1,906	**2035:** 9,487
LOCAL RD #:		**ST/US#:**	**FUNDING:**		
MILE POINT		**BEGIN:**	Mountain View Road	**END:**	SR 42

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$1,884,000					$1,884,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$16,956,000	$16,956,000
PROJECT COST	**$1,884,000**	**$0**	**$0**	**$0**	**$16,956,000**	**$18,840,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

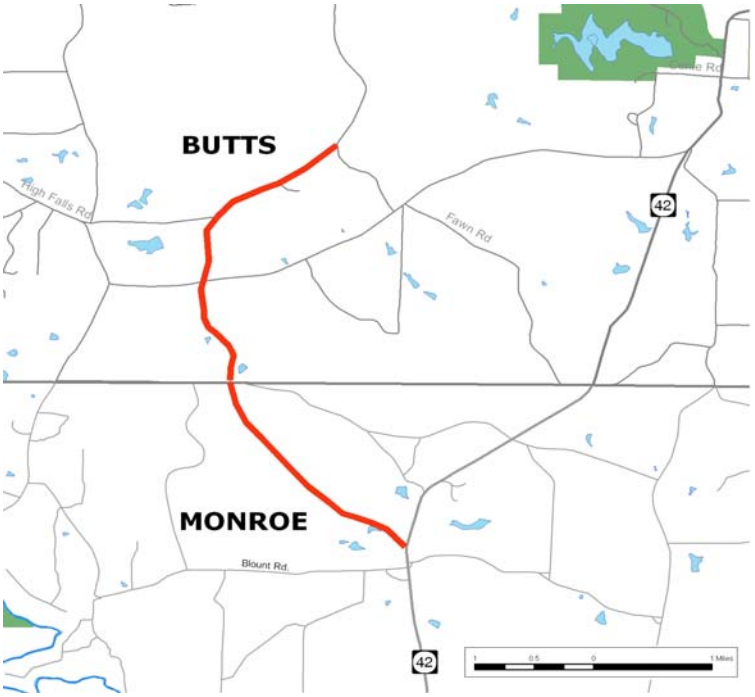
DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MT & MG RDC

COMMENTS

This improvement proposes to widen Brownlee Road from Mountain View Road to SR 42 in Monroe County. This project demonstrates logical termini due to forecasted congestion. The need and purpose is to provide connectivity to SR 42. It is anticipated that the route north of the proposed improvements will satisfactorily serve current and future traffic needs and not require an additional capacity project. There is a proposed project to widen SR 42 at the southern limits of this project. Without improvements, this facility will operate at LOS E in 2035. Widening Brownlee Road to 4-lanes is projected to improve operations to LOS C in 2035.

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

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



OFFICE OF PLANNING

PROJECT NAME: Boxankle Road				**PRIORITY:**	Medium
PROJECT DESCRIPTION: SR 42 to High Falls Road				**P.I. NOS:**	
				TIP #:	
				COUNTY:	Monroe
LENGTH (MI): 9.30	**NUMBER OF LANES**	**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)	**2006:**	1,331	**2035:**	9,684
LOCAL RD #:	**ST/US#:**		**FUNDING:**		
MILE POINT	**BEGIN:** SR 42		**END:**	High Falls Road	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$3,720,000					$3,720,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$33,480,000	$33,480,000
PROJECT COST	**$3,720,000**	**$0**	**$0**	**$0**	**$33,480,000**	**$37,200,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

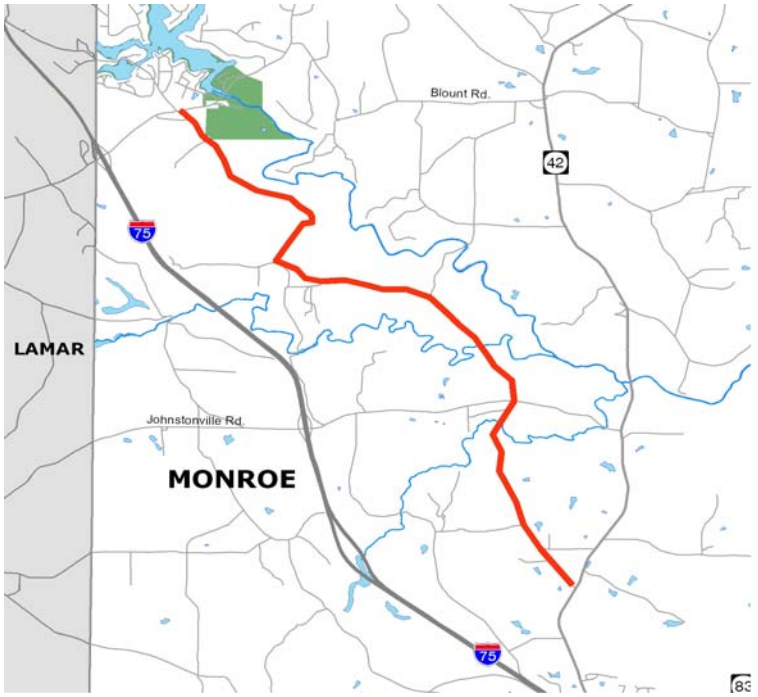
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

This improvement proposes to widen Boxankle Road from SR 42 to High Falls Road. This project demonstrates logical termini due to forecasted congestion and connectivity. The need and purpose of this project is to provide connectivity between High Falls Road and SR 42 and provide congestion relief to parallel routes. Without improvements, this facility will operate at LOS E in 2035. Widening Boxankle Road to 4-lanes is projected to improve operations to LOS C in 2035.

Boxankle Road is functionally classified as a minor collector with a posted speed limit that varies between 35 - 45 mph. Land use along this section is primarily agricultural. The northern portion of Boxankle Road is recommended as an On-Road Bicycle Route with suggested installation of "Share the Road" signage.

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



OFFICE OF PLANNING

PROJECT NAME: Stokes Store Road					**PRIORITY:**	Medium
PROJECT DESCRIPTION: SR 42 to SR 83					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI): 7.40	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	526	**2035:**	7,955
LOCAL RD #:	**ST/US#:**		**FUNDING:**			
MILE POINT	**BEGIN:** SR 42			**END:**	SR 83	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$2,960,000					$2,960,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$26,640,000	$26,640,000
PROJECT COST	**$2,960,000**	**$0**	**$0**	**$0**	**$26,640,000**	**$29,600,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

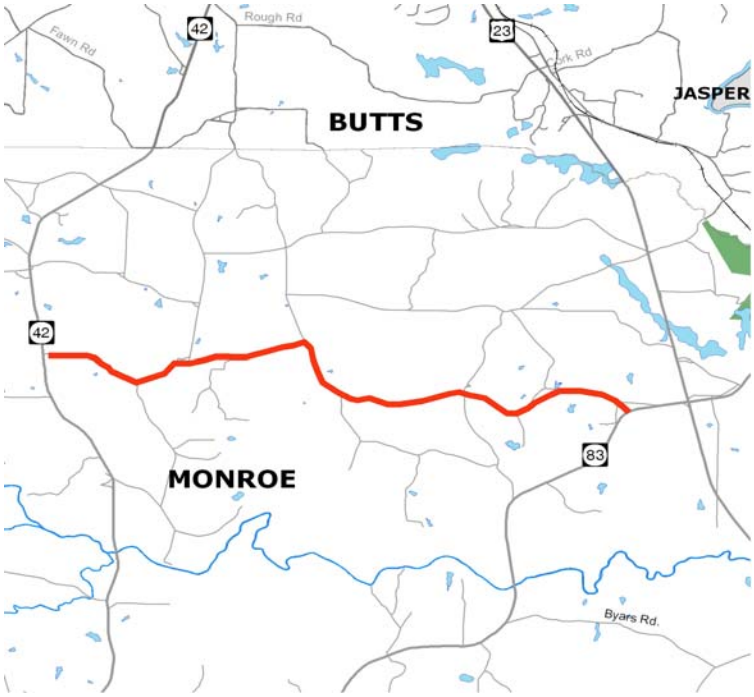
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:** 8	**RDC:**	MGRDC

COMMENTS

This improvement proposes to widen Stokes Store Road from SR 42 to SR 83. This project demonstrates logical termini due to forecasted congestion and connectivity. The need and purpose of this project is to provide connectivity between SR 42 and SR 83 and provide congestion relief to parallel routes. Without improvements, this facility will operate at LOS E in 2035. Widening Stokes Store Road to 4-lanes is projected to improve operations to LOS C in 2035.

Stokes Store Road is functionally classified as a minor collector with a posted speed limit of 45 mph. Land use along this section is primarily agricultural.

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



OFFICE OF PLANNING

PROJECT NAME: US 41					**PRIORITY:**	High
PROJECT DESCRIPTION: Crawford Road (Lamar County) to SR 42					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe/Lamar
LENGTH (MI): 6.70	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	5,017	**2035:**	10,955
LOCAL RD #:	**ST/US#:**		**FUNDING:**			
MILE POINT	**BEGIN:** Crawford Road (Lamar County)		**END:**		SR 42	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$2,680,000					$2,680,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$24,120,000	$24,120,000
PROJECT COST	**$2,680,000**	**$0**	**$0**	**$0**	**$24,120,000**	**$26,800,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

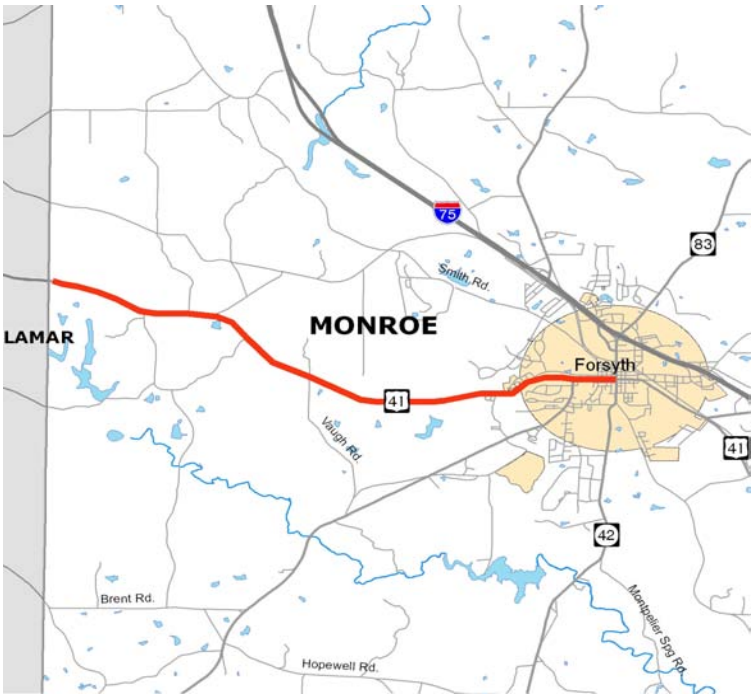
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

This improvement proposes to widen US 41 from Crawford Road (Lamar County) to SR 42. This project demonstrates logical termini due to an extension of an existing passing lane project and connectivity to the planned widening to Barnesville in the Lamar, Pike and Upson Regional Transportation Study. Coordination with Lamar County is required. The need and purpose of this project is to maintain the efficient movement of goods and people. Without improvements, this facility will operate at LOS D in 2035. Widening US 41 to 4-lanes is projected to improve operations to LOS C in 2035.

US 41 is functionally classified as a minor arterial with a posted speed limit of 35 - 55 mph. Land use along this section is primarily agricultural, with areas of residential and commercial in near SR 42 in Forsyth. US 41 is recommended as an On-Road Bicycle Route in Forsyth by widening the shoulders 2 to 4-feet during pavement resurfacing and installing "Share the Road" signage.

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



OFFICE OF PLANNING

PROJECT NAME: SR 83					**PRIORITY:**	Medium
PROJECT DESCRIPTION: Abercrombie Road to Vaugh Road					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI): 7.90	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	5,104	**2035:**	9,780
LOCAL RD #:	**ST/US#:**		**FUNDING:**			
MILE POINT	**BEGIN:** Abercrombie Road		**END:**		Vaugh Road	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$3,160,000					$3,160,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$28,440,000	$28,440,000
PROJECT COST	**$3,160,000**	**$0**	**$0**	**$0**	**$28,440,000**	**$31,600,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

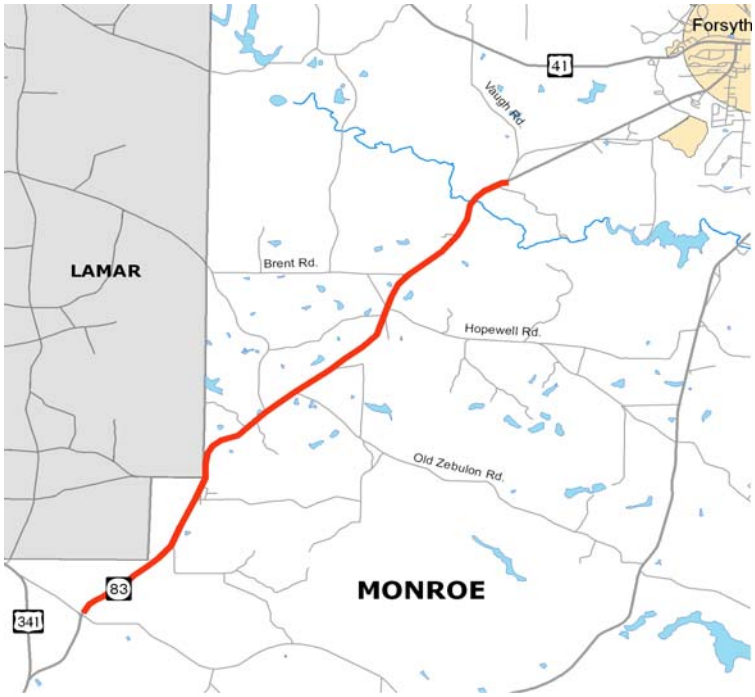
DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

This improvement proposes to widen SR 83 from Abercrombie Road to Vaugh Road. This project demonstrates logical termini due to forecasted congestion. The need and purpose of this project is to maintain the efficient movement of goods and people. It is anticipated that the routes to the north and south will satisfactorily service current and future traffic needs and not require additional capacity projects. Without improvements, this facility will operate at LOS D in 2035. Widening SR 83 to 4-lanes is projected to improve operations to LOS C in 2035.

SR 83 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily agricultural. SR 83 is recommended as an On-Road Bicycle Route by widening the shoulders 2 to 4-feet during pavement resurfacing and installing "Share the Road" signage.

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



OFFICE OF PLANNING

PROJECT NAME: US 41					**PRIORITY:**	Medium
PROJECT DESCRIPTION: 0.5 miles east of CR 74/ Hill Rd to Pea Ridge Road					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI): 2.40	**NUMBER OF LANES**		**EXISTING:**	2	**PLANNED:**	4
	MODEL TRAFFIC VOLUMES (ADT)		**2006:**	2,455	**2035:**	10,822
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:** 0.5 miles east of CR 74/ Hill Rd			**END:**	Pea Ridge Road	

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$960,000					$960,000
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$8,640,000	$8,640,000
PROJECT COST	**$960,000**	**$0**	**$0**	**$0**	**$8,640,000**	**$9,600,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

This improvement proposes to widen US 41 from 0.5 miles east of CR 74/ Hill Rd to Pea Ridge Road. This project demonstrates logical termini due to forecasted congestion and an extension of an existing passing lane project. The need and purpose of this project is to maintain the efficient movement of goods and people. It is anticipated that the routes to the north and south will satisfactorily service current and future traffic and not require additional capacity projects. Without improvements, this facility will operate at LOS D in 2035. Widening US 41 to 4-lanes is projected to improve operations to LOS C in 2035.

US 41 is functionally classified as a major collector with a posted speed limit of 55 mph. Land use along this section is primarily agricultural.

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

OFFICE OF PLANNING

PROJECT NAME:	High Falls Road and England Chapel Road	**PRIORITY:**	Medium
PROJECT DESCRIPTION:	Widen from US 23 (Butts County) to I-75 interchange (Monroe County)	**P.I. NOS:**	
		TIP #:	
		COUNTY:	Butts/Monroe

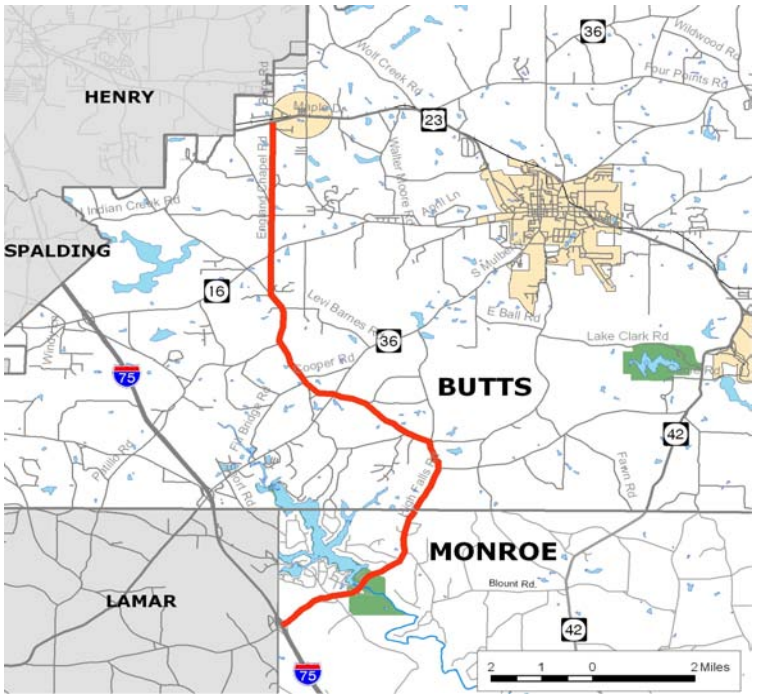
LENGTH (MI):	13.32	**NUMBER OF LANES**	**EXISTING:**	2	**PLANNED:** 4
		MODEL TRAFFIC VOLUMES (ADT)	**2006:**	4,609	**2035:** 11,959
LOCAL RD #:		**ST/US#:**	**FUNDING:**		
MILE POINT		**BEGIN:** US 23	**END:**		I-75 interchange

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.	$4,795,200					$4,795,200
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION					$47,952,000	$47,952,000
PROJECT COST	**$4,795,200**	**$0**	**$0**	**$0**	**$47,952,000**	**$53,280,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MT & MG RDC

COMMENTS

This improvement proposes to widen England Chapel Road from US 23, west of the City of Jenkinsburg, and High Falls Road from SR 16 in Butts County to the I-75 interchange in Monroe County. This project demonstrates logical termini due to forecasted congestion. The need and purpose of this project is to provide enhanced connectivity and relieve congestion on parallel routes. Without improvements, this facility will operate at LOS E in 2035. Widening High Falls Road to 4-lanes is projected to improve operations to LOS C in 2035.



High Falls Road is functionally classified as a major collector with a posted speed limit of 45 mph. Land use along this section is primarily a mixture of agricultural and residential property. High Falls State Park is located in Monroe County along the projects limits. In Butts County, a On-Road Bicycle Route is recommended on High Falls Road by widening the shoulders 2 to 4-feet shoulders during pavement resurfacing and installing "Share the Road" signage. In Monroe County, only "Share the Road" signage would be installed; no shoulder widenings are planned.

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

OFFICE OF PLANNING

PROJECT NAME: Brent Road & SR 83					**PRIORITY:**	Low
PROJECT DESCRIPTION: Intersection Realignment of Brent Road and SR 83					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

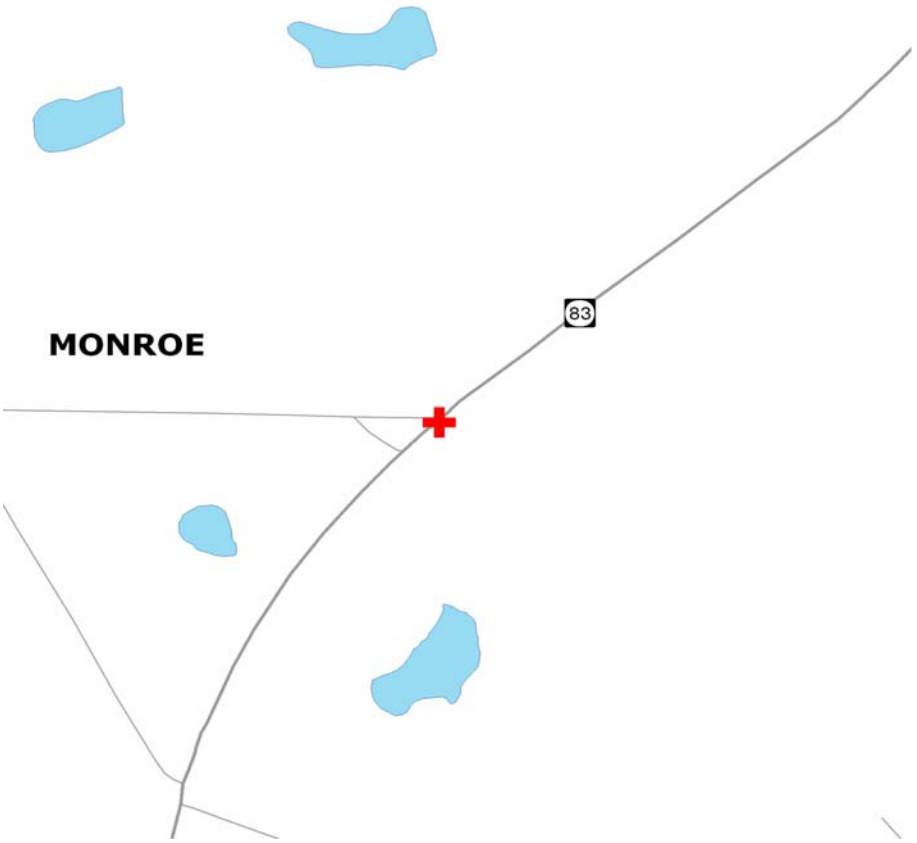
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of Brent Road and SR 83 was identified during the study process as having potential alignment and sight distance issues. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: Boxankle Road & SR 42					**PRIORITY:**	Low
PROJECT DESCRIPTION: Intersection realignment of Boxankle Road and SR 42					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of Boxankle Road and SR 42 was identified during the study process as having potential sight distance and alignment issues. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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

OFFICE OF PLANNING

PROJECT NAME: SR 83 & SR 87/ US 23					**PRIORITY:**	High
PROJECT DESCRIPTION: Intersection improvements at SR 83 and SR 87/ US 23					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

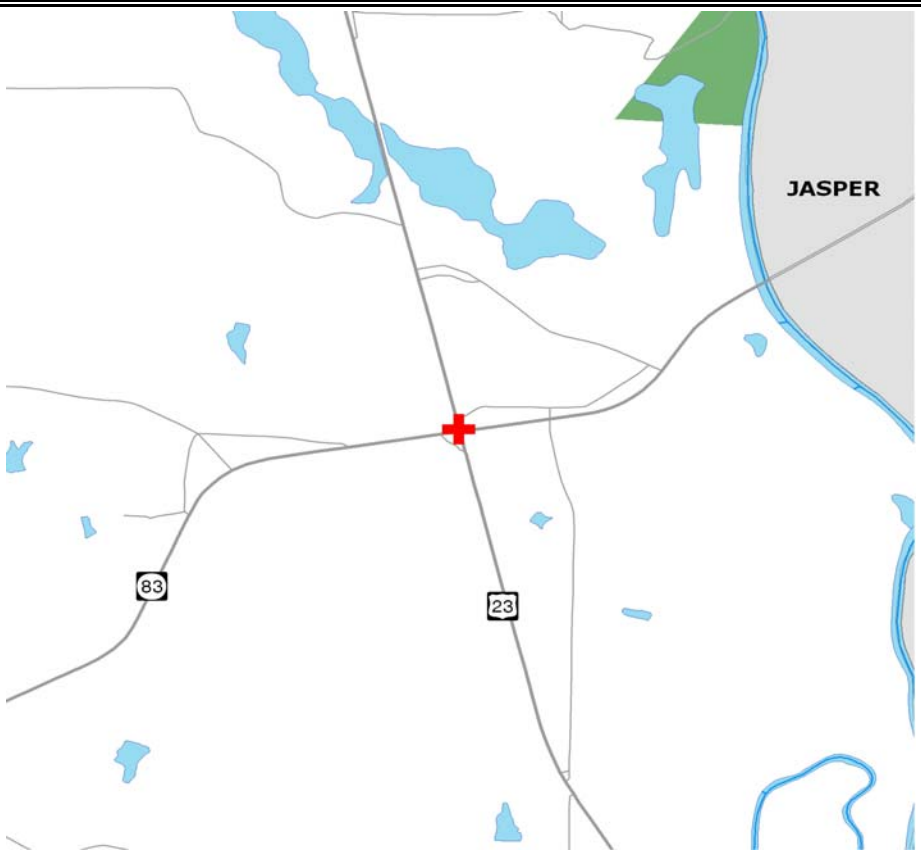
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of SR 83 with SR 87/ US23 may have safety issues. This intersection has experienced 21 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: US 41 & SR 42					**PRIORITY:**	High
PROJECT DESCRIPTION: Intersection improvements at US 41 and SR 42					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

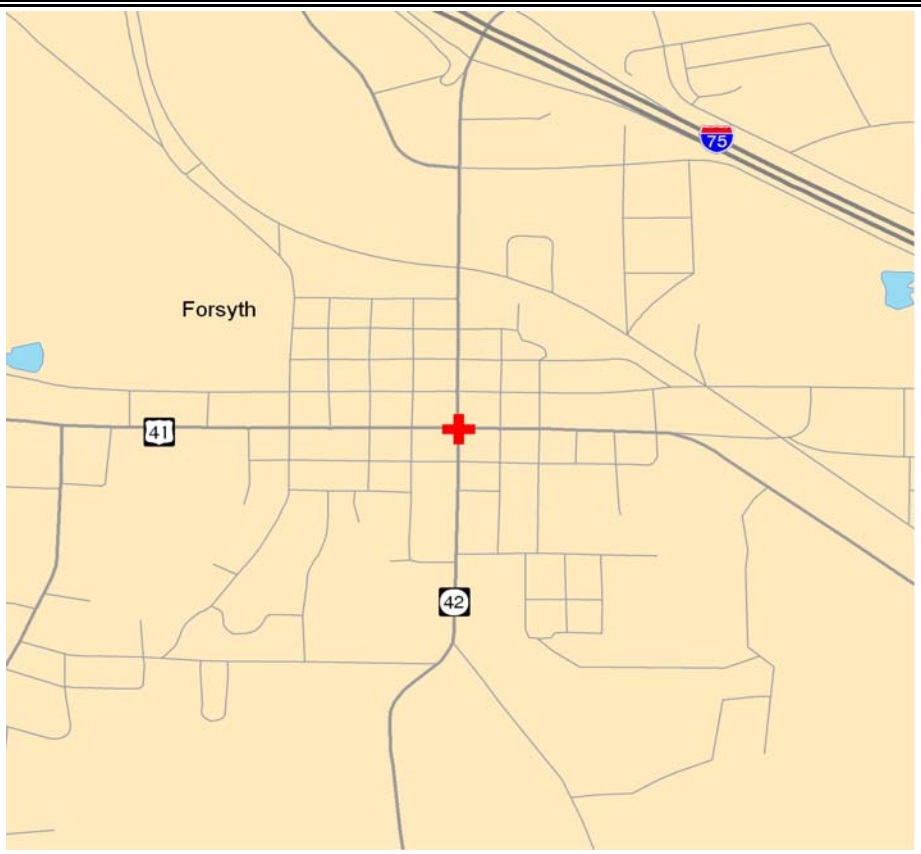
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of US 41 with SR 42 may have safety issues. This intersection has experienced 35 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: SR 18 & SR 87/ US 23					**PRIORITY:**	High
PROJECT DESCRIPTION: Intersection improvements at SR 18 and SR 87/ US 23					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of SR 18 with SR 87/ US23 may have safety issues. This intersection has experienced 22 crashes and 2 fatalities from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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

OFFICE OF PLANNING

PROJECT NAME: US 41 & Hill Road					**PRIORITY:**	Low
PROJECT DESCRIPTION: Intersection realignment of US 41 and Hill Road					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

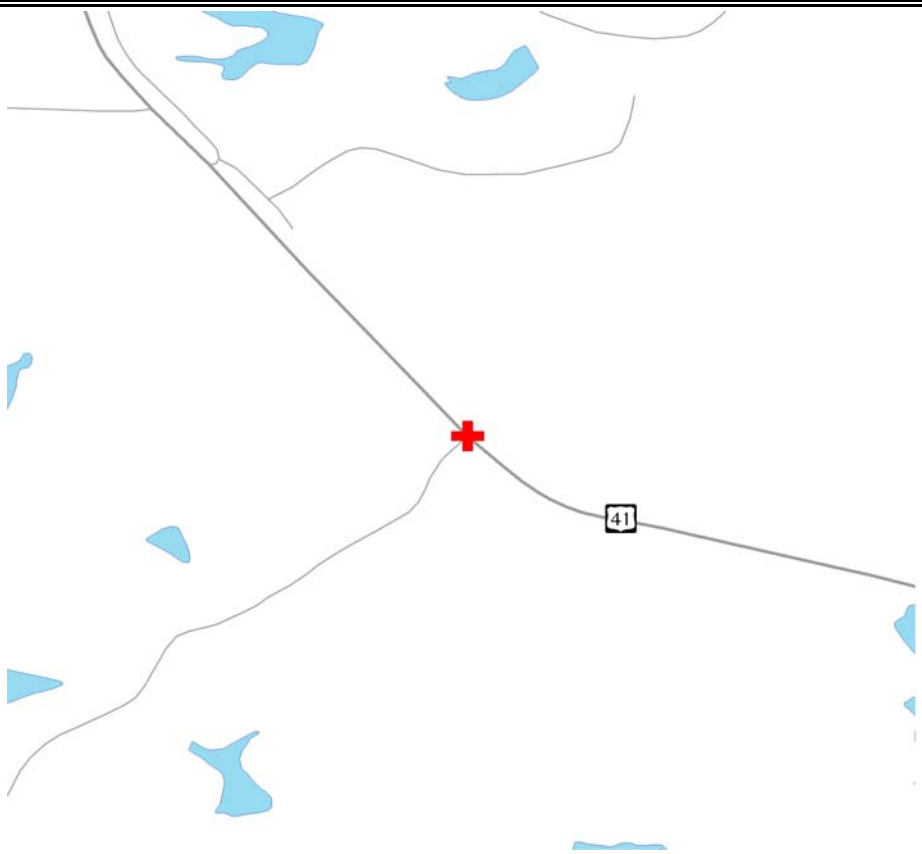
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of US 41 with Hill Road may have safety issues. This intersection has experienced 1 crash from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: US 41 & King Road					**PRIORITY:**	Medium
PROJECT DESCRIPTION: Intersection realignment of US 41 and King Road					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

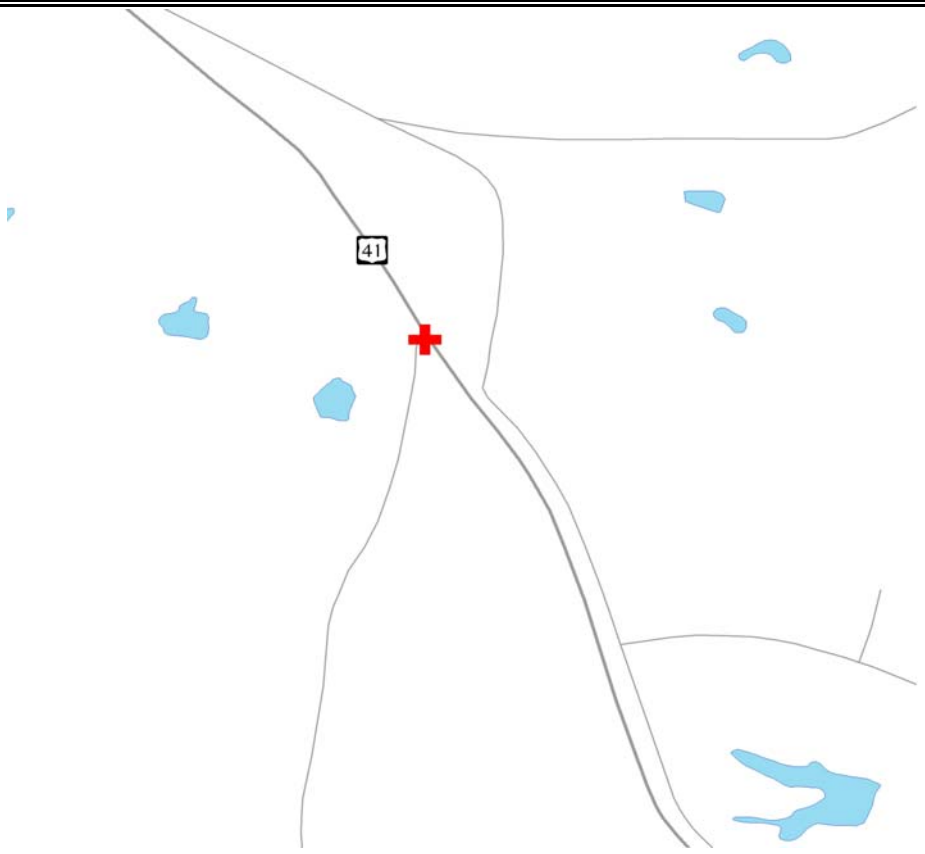
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of US 41 with King Road may have safety issues. This intersection has experienced 1 crash from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: US 41 & Old Rumble Road					**PRIORITY:**	Low
PROJECT DESCRIPTION: Intersection realignment of US 41 and Old Rumble Road					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

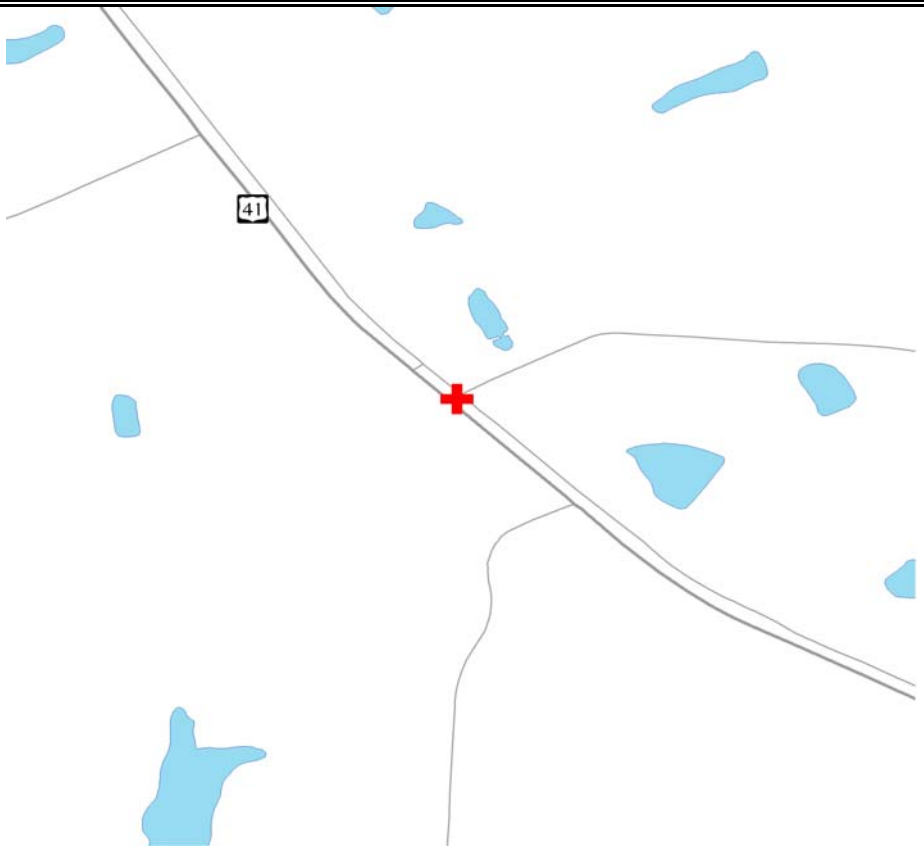
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #: 3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC	

COMMENTS

The intersection of US 41 with Old Rumble Road may have safety issues. This intersection has experienced 2 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: Rumble Road & Evans Road					**PRIORITY:**	Medium
PROJECT DESCRIPTION: Intersection realignment of Rumble Road and Evans Road					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

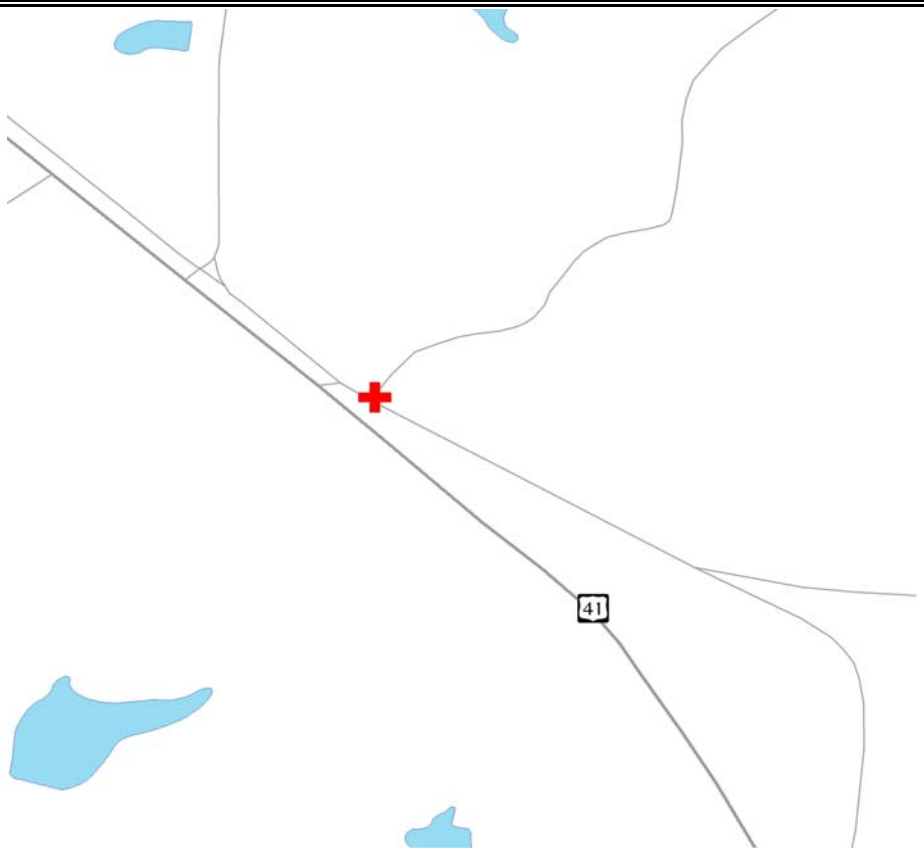
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of Rumble Road with Evans Road may have safety issues. This intersection has experienced 2 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: SR 42 & Indian Springs Drive					**PRIORITY:**	Medium
PROJECT DESCRIPTION: Intersection realignment of SR 42 and Indian Springs Drive					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

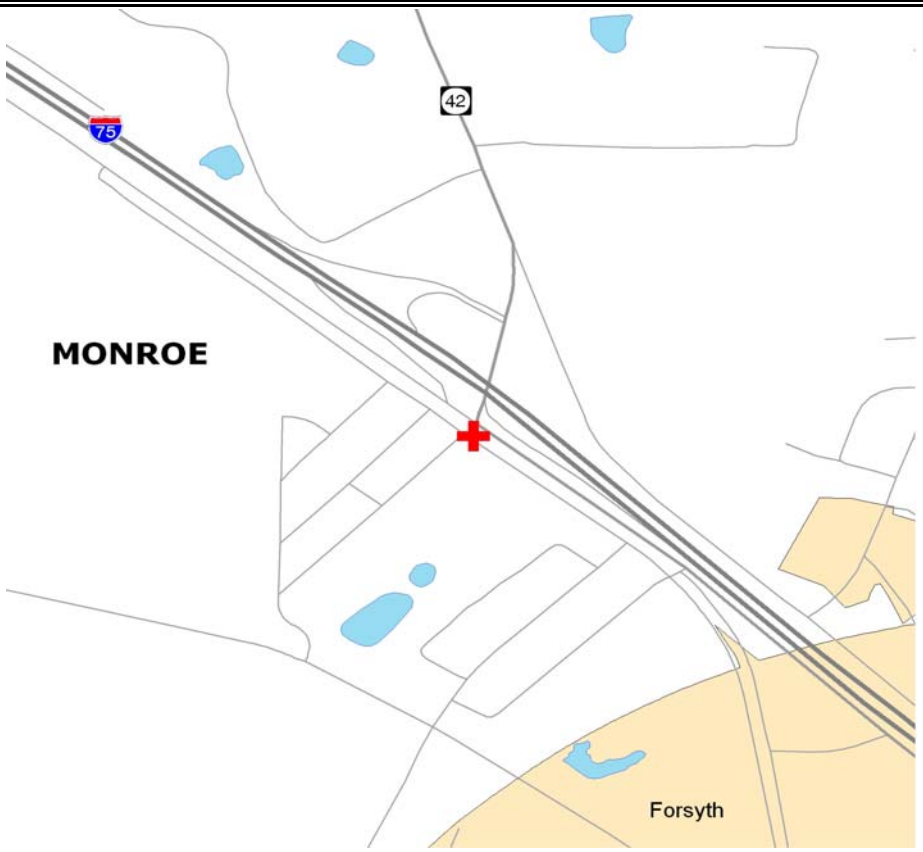
PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of SR 42 with Indian Springs Drive may have safety issues. This intersection has experienced 2 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



OFFICE OF PLANNING

PROJECT NAME: Rumble Road & US 41					**PRIORITY:**	Medium
PROJECT DESCRIPTION: Intersection realignment of Rumble Road and US 41					**P.I. NOS:**	
					TIP #:	
					COUNTY:	Monroe
LENGTH (MI):	**NUMBER OF LANES**		**EXISTING:**		**PLANNED:**	
	TRAFFIC VOLUMES (ADT)		**2006:**	NA	**2035:**	NA
LOCAL RD #:	**ST/US#:**			**FUNDING:**		
MILE POINT	**BEGIN:**			**END:**		

PROJECT PHASE	FY 12	FY 14	FY 16	FY 18	FY 20	TOTAL
PRELIMINARY ENGR.						$0
RIGHT-OF-WAY						$0
UTILITIES						$0
CONSTRUCTION	$250,000					$250,000
PROJECT COST	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**
FEDERAL COST						$0
STATE COST						$0
LOCAL COST						$0

DOT DISTRICT #:	3	**CONGRESSIONAL DISTRICT:**	8	**RDC:**	MGRDC

COMMENTS

The intersection of Rumble Road with US 41 may have safety issues. This intersection has experienced 1 crash from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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