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EXECUTIVE SUMMARY

The Georgia Department of Transportation has partnered with Lamar, Pike, and Upson Counties in conducting a study of the transportation network in this three-county region. This transportation study addresses all modes of transportation including highways, airport access, bicycle and pedestrian facilities, railroads, and transit. The initial phase of this study identified existing deficiencies and projected transportation needs through 2030 based upon the future land use plan and consultation with local officials. The results of this study will assist Georgia DOT and the three counties in identifying and planning for future multimodal transportation solutions.

The recommendations phase of the study identified a prioritized list of transportation improvements to address the deficiencies identified. The types of transportation improvements include: highways, airport access, bike and pedestrian facilities, railroads, and transit to the year 2030.

Advisory Group

The study develops a regional transportation plan addressing existing transportation needs and a framework to deal with future growth and changing transportation needs and demands. An Advisory Group of 30 local citizens met throughout the study to provide local input and feedback about local conditions and to document transportation needs. At the outset, the Advisory Group outlined their Goals and Objectives for this study.

Goals and Objectives

- Improve connectivity between Lamar, Pike, and Upson Counties in all directions
- Improve safety
    - Operational Improvements
    - Congestion Management
    - Pedestrian Safety
- Balanced transportation plan that acknowledges growth along with "small community" feel of area. Limited control of access.
- Separate through and local traffic
- Coordinate transportation planning with local land use plans
- Minimize environmental impacts
- Improve access/ mobility for all user groups (elderly, young, and disadvantaged)
- Use SPLOST funding to finance transportation improvements
- Increase connectivity to all modes of transportation. Possible public transportation within cities.
- Active public involvement process
- Cost Effectiveness – efficient allocation of funds to projects

The Advisory Group provided valuable information and feedback during the analysis of current and future multimodal transportation conditions.

The initial phase of the study process consisted of four (4) distinct segments:

- Data Collection
- Evaluating existing multimodal transportation conditions
- Traffic projections
- Evaluating future multimodal transportation conditions

Data was collected from Georgia DOT, McIntosh Trail Regional Development Center (MTRDC), Georgia GIS Clearinghouse, and the U.S. Census. This data was reviewed and summarized during the data collection phase of the study.

This data was used in the evaluation of existing and future multimodal transportation conditions presented in this report.

Existing Conditions

Although primarily rural with several small cities and communities, the transportation network in the three-county study area is a diverse network of multi-modal facilities comprised of highways, an airport, freight rail, bicycle routes, sidewalks, motor freight carriers, and paratransit.

Roadway Conditions

Level of Service C is the statewide planning standard that will be used in this study. Roads operating at Level of Service D or worse will therefore be capacity deficiencies. Roadway segments operating at LOS D or worse, in 2001, are listed below.

LOS D:

- SR 36 – segments between Thomaston and Barnesville towards I-75 (Upson MP 8.8-15.7, Lamar MP 0.0-4.2, 7.2-18.5)
- US 41/SR 18 – Barnesville (MP 7.2-8.7, 10.0-15.4)
- SR 74 – Thomaston (MP 13.2-13.7)

LOS E:

- US 41/SR 18 – Barnesville (MP 8.7-10.0)
- SR 36 – Thomaston (MP 8.1-8.8)
- I-75 (MP 0.0-2.6)
- SR 362 - Williamson (MP 8.7-9.4)

No roadways were operating at LOS F in 2001 in the three-county area.

To date, approximately 19 miles of roads in Lamar County, 14 miles in Upson County, and 1 mile in Pike County are operating over capacity. Figures 40-43 show maps of the existing roadway Level of Service.

Bridge Conditions

Georgia DOT conducts an annual survey of bridges and calculates a sufficiency rating for each bridge structure. Title 23 CFR Section 650 and the current Federal Aid Policy Guide allow bridges to be replaced provided that one of the two general criteria occur:

1. The bridge to be considered for replacement has a sufficiency rating below 50.

2. If there is a need to widen the bridge, the cost of widening the existing structure is more than the cost of a replacement structure.

The Georgia DOT Bridge Maintenance Section of the Office of Maintenance provides the sufficiency rating for each bridge structure. The sufficiency rating provides an overall rating of the condition of the bridge. It takes into account several items from load factors to field observation of bridge deficiencies.

Tables 17 through 19 reveal the bridge ID number, location, traffic volume, and sufficiency rating for bridges with a current sufficiency rating below 50, between 50 and 60, and 60 and 70.

High Accident Locations

An analysis of crashes within the study area in 2001 that prioritizes by accident rate rather than the number of accidents identifies 33 intersections and nine mid-block locations as high accident locations. The intersection high accident locations had more than three accidents in 2001. The mid-block high accident locations are located between intersections and had more than three accidents along a 0.5 mile segment. Most of these were located either in downtown Thomaston or along US 19 north of Thomaston between Deluxe Circle and Echols Circle. Figures 29-32 within the report show these high accident locations.

Future Conditions

A comparison of existing and future land use was the basis for traffic projections from 2001 to 2030. Figure 34 shows a summary of the traffic projection process. The following roads were projected to operate at level of service D or worse, even after considering projects in the GDOT Construction Work Program:

Roadways with LOS D:

- Upson – SR 74 E of Thomaston (MP 16.0-26.0)
- Upson – SR 74 W of Thomaston (MP 0.0-3.6, MP 7.4-11.2, MP 13.2-13.4)
- Upson – 74 Spur Thomaston (MP 0.8-1.5)
- Upson – Green Street in Thomaston (MP 7.6-7.9)
- Upson – US 19/SR 3 Thomaston (MP 18.5-19.2)
- Upson – Old Alabama Road (MP 0.0-1.35)
- Upson – SR 36 (MP 6.7-7.1, 15.7-16.3, 17.6-17.9)
- Pike – US 19/SR 3 (MP 7.7-7.9, 8.8-8.9, 9.4-15.3)

- Pike – SR 362 (MP 2.8-5.8)
- Pike – SR 18 W of Zebulon (MP 5.5-9.2)
- Pike – SR 74 near Meriwether Co. line (MP 1.1-2.0)
- Pike – SR 18 E of Zebulon (MP 17-21.93)
- Pike - SR 109 (MP 10.8-12.6)
- Lamar – US 341/SR 7 S of Barnesville (MP 0.0-5.7)
- Lamar – SR 18 W of Barnesville (MP 0.0-2.6)
- Lamar – US 41/SR 7 Barnesville (MP 10.6-14.2)

Roadways with LOS E:

- Upson – US 19/SR 3 N of Thomaston (MP 15.9-16.7)
- Upson – SR 74 Thomaston (MP 13.1-14.5)
- Upson – SR 36 NE of Thomaston (MP 7.1-7.6, 8.8-15.7, 16.3-17.6, 17.9-19.1)
- Pike – SR 18 W of Zebulon (MP 0.0-2.6, 9.2-15.5)
- Pike – SR 18 E of Zebulon (MP 15.8-17.0)
- Pike – US 19/SR 3 (MP 8.7-8.9)
- Pike – SR 362 (MP 5.8-8.7)
- Lamar – SR 36 S of Barnesville (MP 0.0-4.1)
- Lamar – US 41/SR 18 E of Barnesville (MP 10.0-15.4)
- Lamar – SR 18 W of Barnesville (MP 2.6-4.4)
- Lamar – US 341/SR 7 S of Barnesville (MP 5.9-8.3)

Roadways with LOS F:

- Upson – SR 36 Thomaston (MP 7.8-8.8)
- Upson – US 19/SR 3 N of Thomaston (MP 16.7-18.5)
- Pike – SR 362 (MP 8.7-9.4)
- Pike – SR 18 Zebulon (MP 15.5-15.8)
- Lamar – US 41 Barnesville (MP 7.1-10.0)
- Lamar – SR 36 N of Barnesville (MP 7.2-19.1)
- Lamar – I-75 (MP 0.0-2.6)

By 2030, approximately 46 miles of Lamar County roads are projected to be operating over capacity, an increase of 142 percent. In Pike County, 35 miles of roads are projected to operate over capacity by 2030, while none are currently over capacity. In Upson County, 36 miles of roads are projected by 2030 to be operating over capacity, a 157 percent increase.

Multimodal Transportation Plan

The study recommendations are based on input from the Advisory Group, local officials and the public as well as findings from the analysis of existing and future conditions. Project level recommendations are provided including costs and schedules.

Benefit Cost Analysis

MicroBENCOST (MBC), a planning level economic analysis tool was used in estimating Road User Costs (RUC) for the benefit cost analysis. Benefit-cost analyses were performed for three of the most important potential projects in the three county region:

- SR 36 Upgrade from Thomaston to I-75 - Build vs. No Build
- Thomaston Truck Route - Build vs. No Build
- Zebulon Truck Route - Build vs. No Build

The benefits attributed to each of these three projects outweigh the costs and all three are justified. The SR 36 upgrade from Thomaston to I-75 had a benefit-cost ratio (BCR) of 1.007. The Thomaston Truck Route had a BCR of 2.495, and the Zebulon Truck Route BCR was 1.127.

Roadway Improvements

Because of the rural nature of the Pike, Upson and Lamar County three-county region, roadway improvements comprise the majority of the transportation improvements in this plan. Roadway improvements are categorized by capacity improvements to address congestion, alignment and safety upgrades, connectivity improvements and intersection improvements. A total of 56 potential projects are recommended and are grouped into short range, mid range and long range improvements.

Short Range recommendations are targeted for 2004 to 2012 and consist of four capacity improvements; three alignment, safety and connectivity upgrades; 13 intersection improvements and one bridge replacement. The four capacity improvements are extremely important to the region consisting of two segments of widening SR 36 to four lanes between Thomaston and I-75 and two sections of the Thomaston Truck Route.

Mid Range recommendations for 2013 to 2021 consist of three capacity improvements; 15 alignment, safety and connectivity upgrades and five intersection improvements. Long Range improvements are targeted for 2022 to 2030 and consist of seven capacity improvements; four alignment, safety and connectivity upgrades; and one bridge replacement.

Funding Expectations

Based on the 2025 Transportation Plan as approved by the State Transportation Board in December 2000, the Department anticipates receiving $36 Billion in federal and state funding for transportation improvements. It has currently identified $50 Billion worth of transportation improvements. Only a limited amount of money is available, and every need cannot be funded. Local initiatives such as a Special Purpose Local Option Sales Tax (SPLOST) are needed to match federal-aid for local highway projects and for local contributions to matching improvements on the state highway system.

INTRODUCTION

The idea for this study began when the City of Thomaston and Upson County began meeting in 2002 about their transportation needs. They were concerned about the loss of jobs due to the decline and closing of Thomaston Mills and the loss of related jobs. When they asked for economic development advice from the Georgia Department of Industry, Trade and Tourism, officials said that the most important factor in attracting new jobs to the region is a four lane highway connecting to I-75. This and truck related congestion in downtown Thomaston were the impetus for the study. They talked with local manufacturers about which route they took to I-75 and were told that SR 36 was definitely preferred.

Local Georgia DOT officials advised Upson County to partner with Pike and Lamar Counties and to document the needs of the entire three-county region in a comprehensive transportation study. The analysis could be used as a tool as future STIPs are developed.

Georgia Department of Transportation (GDOT) began the regional transportation study for Lamar, Pike, and Upson Counties in the Spring of 2003. The Study is comprised of an evaluation of existing and future conditions and a staged plan of transportation improvements for highways, airport access, bicycle and pedestrian facilities, railroads, and transit.

Study Purpose

This study evaluates existing and future transportation needs in Lamar, Pike and Upson Counties and identifies potential multimodal transportation improvements through the year 2030. The improvements identified during this study will guide Georgia DOT on planning future transportation projects. The transportation plan identifies improvements that complement or assist in achieving state and local objectives for increased mobility of people, goods and services, economic development, and an improved quality of life.

There are several reasons for areas like Pike, Lamar, and Upson Counties to jointly undertake a regional transportation study. The regional transportation study provides the context and the basis for establishing sound transportation investment decisions for the region as a whole as well as for an individual county. The transportation study addresses alternative ways of meeting future transportation needs based upon each County's future land use plan, while acknowledging that the effects of transportation investments extend beyond county boundaries.

Study Area

Lamar, Pike and Upson Counties are located between the Atlanta, Columbus, and Macon metropolitan areas. Figure 1 shows a map of the three counties.

Lamar County relies heavily on manufacturing and services for its economic base, with textile industries accounting for 35% of the total county employment. However, other industries have begun to develop due in part to the creation of an industrial park, the growth of Gordon College, and the planned expansion of Barnesville's Edie Creek Reservoir.

Pike County is considered one of the most pastoral and beautiful counties in central Georgia. The population of just over 13,000 works primarily in the service industries, such as education and health services, but the county is recognized for its farms and small town nature. Three of Pike County's five municipalities have populations under 500, while Zebulon, the county seat, has roughly 1,200 residents. The county has begun to draw more attention, as families move away from large cities toward communities offering country settings and larger properties. Residential development is expected to grow stronger as the City of Griffin (Spalding County) constructs its regional reservoir in the southwestern part of the county near Molena. The County has begun construction of its first industrial park and is exploring options for spec buildings as well.[1]

Upson County is roughly 40 miles west of Macon and 50 miles northeast of Columbus. Thomaston, the county seat, has benefited from this location, developing into the largest economic center between those two cities. As of the 2000 Census, nearly 25% of Upson County's 26,000 residents were employed in the textile industry, due mostly to Thomaston Mills. 1,437 worked at Thomaston Mills when it closed in 2001. Since then 330 to 335 jobs have been added, but 340 jobs were lost at other industries, related to Thomaston Mills. Since the 2000 Census, there has been a net loss of approximately 1,400 jobs in Thomaston related to Thomaston Mills. Thomaston has lost about 3,000 textile jobs since April 1999.

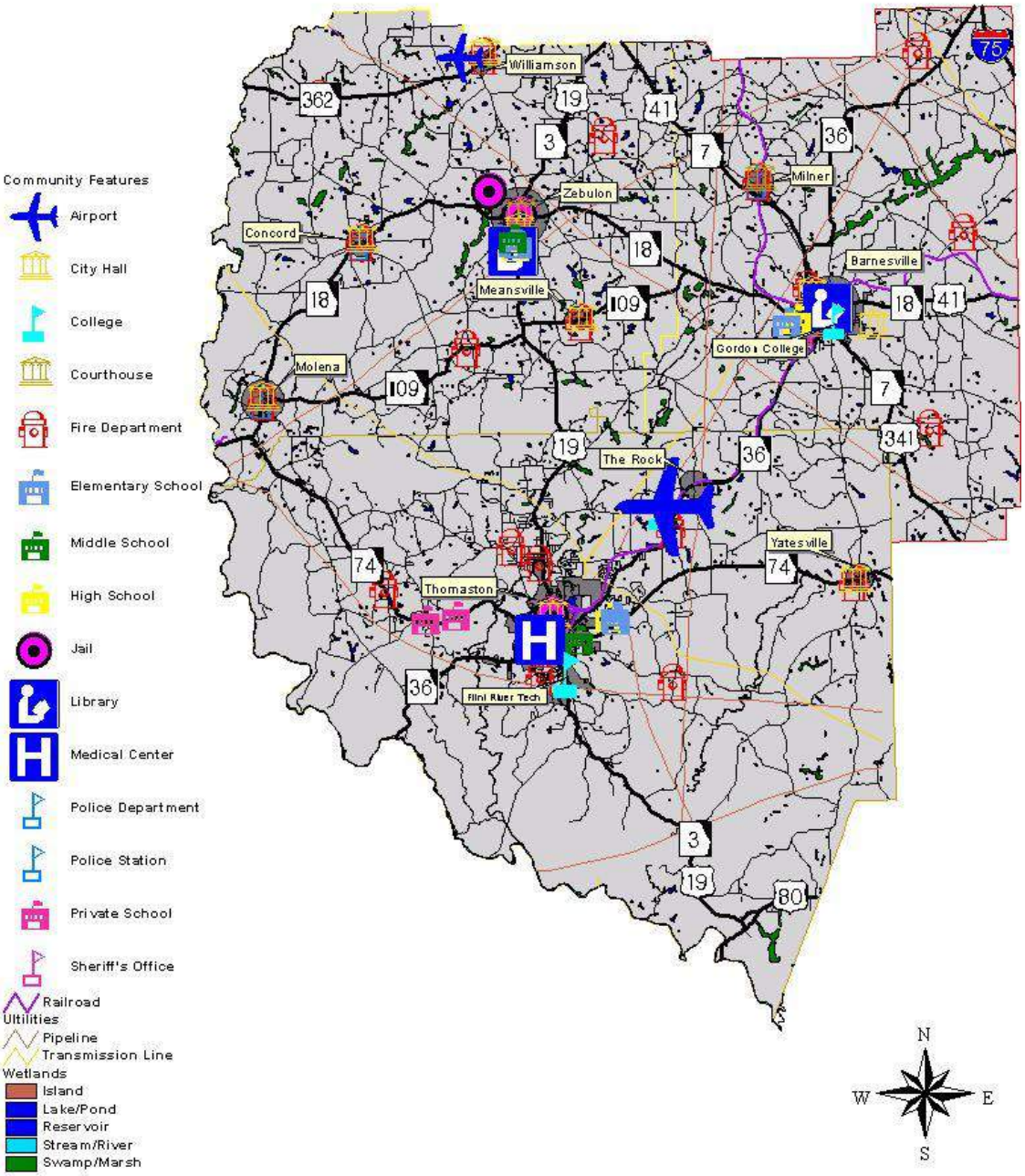
Growth in supporting services and recent improvements to an industrial park have helped the local economy. Another new industrial park in its infancy stages is located along SR 36 near the Thomaston – Upson Airport. The resulting increase of residents over the past decade has helped foster improvements to the local hospital, Flint River Technical College, and the Thomaston-Upson Airport.[2]

The existing highway network in Lamar County includes:

- I-75
- US 41/SR 16
- US 341/SR 7
- SR 36
- SR 18
- SR 109

[1] McIntosh Trail RDC
[2] Ibid.

Figure 1: Study Area - Lamar, Pike and Upson Counties



The existing highway network in Pike County includes:

- US 41/SR 7
- US 19/SR3 - GRIP Corridor
- SR 74
- SR 18
- SR 362
- SR 109

The existing highway network in Upson County includes:

- US 19/SR 3 – GRIP Corridor
- US 80/SR 22
- SR 36
- SR 74

Advisory Group

Through consultation with Georgia DOT and local officials, a 30 member Advisory Group consisting of representatives from Lamar, Pike, and Upson Counties was organized. Their participation throughout the study provided valuable information, guidance, and feedback.

The Advisory Group served as the core group responsible for overall direction and guidance in the development of the study. The Advisory Group met twice during the evaluation of existing and future conditions and once more during the development of recommended projects. The Advisory Group assisted in evaluating:

- Goals and objectives
- Existing conditions and associated problem areas
- Future conditions and associated problem areas

During the development of recommended projects, the Advisory Group reviewed and provided feedback for:

- Thoroughfare Plan Development as well as bicycle and pedestrian, and airport improvements.
- Project development and cost estimates
- Draft Plan

The Advisory Group provided a forum for local citizens to have direct input into the planning process, and offered an ongoing opportunity for public involvement and agency coordination.

Identified Community Issues

In an effort to identify issues that are important to the local community, input was solicited from local citizens in three ways. First, the Advisory Group provided valuable information on the current and future needs in the three-county region. Second, Open House type public meetings were conducted in each of the three counties on July 14th, 15th, and 17th, 2003. These forums provided an opportunity for all citizens to learn about the study process, analysis and results and participate by identifying other needs. Lastly, several local officials provided their input and guidance throughout the study.

During the first Advisory Group Meeting, a Needs Assessment was completed for Lamar, Pike, and Upson Counties. Members were asked a series of questions to solicit input for the Needs Assessment. The questions and the Advisory Group members' responses follow.

What issues should be addressed In the Lamar, Pike, and Upson Counties Regional Transportation Plan?

- Additional bike trails/walking paths - sidewalks
- Have a job and housing balance
- Congestion management plan for large events, attractions, and schools.
- High truck traffic existing and increasing in immediate future. Heavy truck movements throughout the region, but especially on SR 36.
- Need four lane access to I-75 from Upson and Lamar Counties.
- At least 400 additional truck trips will be added to the roads because of the new rock quarry and increase activity at other industries.
- Need additional sidewalks (or walking/bike trails) around schools. Especially on SR 74 and SR 36 in Thomaston.
- Flint Technical Tech truck driving program has approximately 1,000 students. These students drive tractor trailers through town.
- Access to regional hospital
- Future growth

What are the Freight Activities in the area?

- Walmart
- UPS and FedEx
- Raw paper
- Trash trucks
- Sand, asphalt, and cement
- Poultry
- Students (Flint Tech)
- Logging
- School buses
- Car dealerships

- Finished plastic goods
- Pianos – Yahama

What are the Core Transportation Issues in Lamar, Pike, and Upson Counties?

- This area has been bypassed by several industries due to poor access to the interstate. Georgia Department of Industry, Trade and Tourism officials said that the most important factor in attracting new jobs to the region is a four lane highway connecting to I-75.
- Improve access to tourism in the region - Flint River recreational areas and State Park access
- East/west connectivity
- Passenger rail through Upson and Lamar on the Macon to Atlanta line.
- Rail safety through the region
- Lamar County
    - Safety on US 41 between Barnesville and Forsyth
    - Congestion in downtown Barnesville
    - Gordon College. There are approximately 3,000 students at Gordon College, 2/3 of whom are commuters.
    - Relocate SR 36 out of downtown Barnesville
    - County roads of concern: Johnsonville Road, Piedmont Road, Old 41, Brent Road, Morgan Dairy Road
- Pike County:
    - King's Mountain Road has high residential traffic
    - Rock Road
    - Impact of Griffin Bypass (Loop) to local traffic
    - SR 18 in Zebulon is congested during peak hours (roughly 6 – 8:30 am and 4 to 6 pm)
    - North / South connector on the west side of Pike County
    - North Pike County: Williamson a high growth area – there is a trend of residents moving out of Griffin to take advantage of the better schools in Pike County
    - Alleviating truck traffic in Meansville
    - Improve bike path connectivity in Pike County between all cities. Also desire for increased greenspace/community development areas with sidewalks
- Upson County:
    - Jeff Davis at US 19 and at SR 74
    - Delray Road at SR 3
    - SR 36 at the Yamaha plant
    - Eastern Thomaston bypass
    - SR 36
    - Ben Hill Road

What are the transportation constraints in Lamar, Pike, and Upson Counties?

- Railroad
- Historical structures
- Wetlands (environmental sensitive areas)
- Funding projects
- Gas lines/ utilities
- Coordination between transportation plans and land-use plans
- The need for proactive transportation (not reactive)
- NIMBY: Not in My Back Yard. Need high level of early public involvement to gain support for projects. More direct ways to inform potentially impacted land/business owners. Specific targeted mailings of locations within so many miles/feet of proposed project.
- High congestion already on I-75. Increased regional connectivity may alleviate some of this.
- Concerns about future development along potential projects.

Transportation Task Force Resolution

The West Central Georgia Transportation Task Force, comprised of local officials from Lamar, Pike, and Upson Counties, signed a resolution agreeing that the following projects are of great importance to their respective counties and the region as a whole and should be considered by the Georgia Department of Transportation as top priority in the scheduling of STIP projects:

Lamar County:

2. The addition of lanes on SR 36 from Barnesville to Interstate 75 near Jackson.

3. The improvement to 6-lanes on US 341 from the proposed East Barnesville truck route intersection northwesterly to the SR 36 intersection on the northwest side of Barnesville.

Pike County:

1. A truck route around Zebulon, to begin south of Zebulon on US 19 South near the Business Park, then northeast to SR 18, and then on to US 19 North on the northside of Zebulon. This would eliminate truck congestion in downtown Zebulon and allow similar relief to truck traffic through Meansville and SR 109.

2. A connector between SR 362 on the north and SR 109 on the south. A connector would open this large and sparsely populated area to development.

Upson County:

1. The addition of lanes on SR 36 from Thomaston to Barnesville, then on to Interstate 75 near Jackson.

2. Thomaston East Truck Route/Loop – A route from US 19/SR 3 on south side of Thomaston around the east side to US 19/SR 3 on north side.

Goals and Objectives

To assess the appropriate regional transportation improvements for Lamar, Pike and Upson Counties, it is imperative to document and evaluate future improvements based upon the goals and objectives outlined by local stakeholders. During the first Advisory Group meeting, the goals and objectives were outlined for this multimodal transportation study.

- Improve connectivity between Lamar, Pike, and Upson Counties in all directions
- Improve safety
  - Operational improvements
  - Congestion management
  - Pedestrian safety
- Balanced transportation plan that acknowledges growth along with "small community" feel of area. Limited control of access.
- Separate through and local traffic
- Coordinate transportation planning with local land use plans
- Minimize environmental impacts
- Improve access/ mobility for all user groups (elderly, young, and disadvantaged)
- Use SPLOST funding to finance transportation improvements
- Increase connectivity to all modes of transportation. Possible public transportation within cities.
- Active public involvement process
- Cost Effectiveness – efficient allocation of funds to projects

Study Process

The initial phase of the study process consisted of four (4) distinct segments:

- Data Collection
- Evaluating existing multimodal transportation conditions
- Future traffic projections
- Evaluating future multimodal transportation conditions

Data was collected from Georgia DOT, McIntosh Trail Regional Development Center (MTRDC), Georgia GIS Clearinghouse, and the U.S. Census. This data was reviewed and summarized during the data collection phase of the study, which included:

- Daily traffic volumes
- Truck percentages
- Roadway Characteristics
- Existing and Future Land Use Plans
- Bridge Reports
- Rural Paratransit (5311) statistics
- Current bicycle network
- Railroad accident data
- Accident records
- Previously Planned transportation improvements – Georgia DOT Construction Work Program (CWP)
- Previous Studies

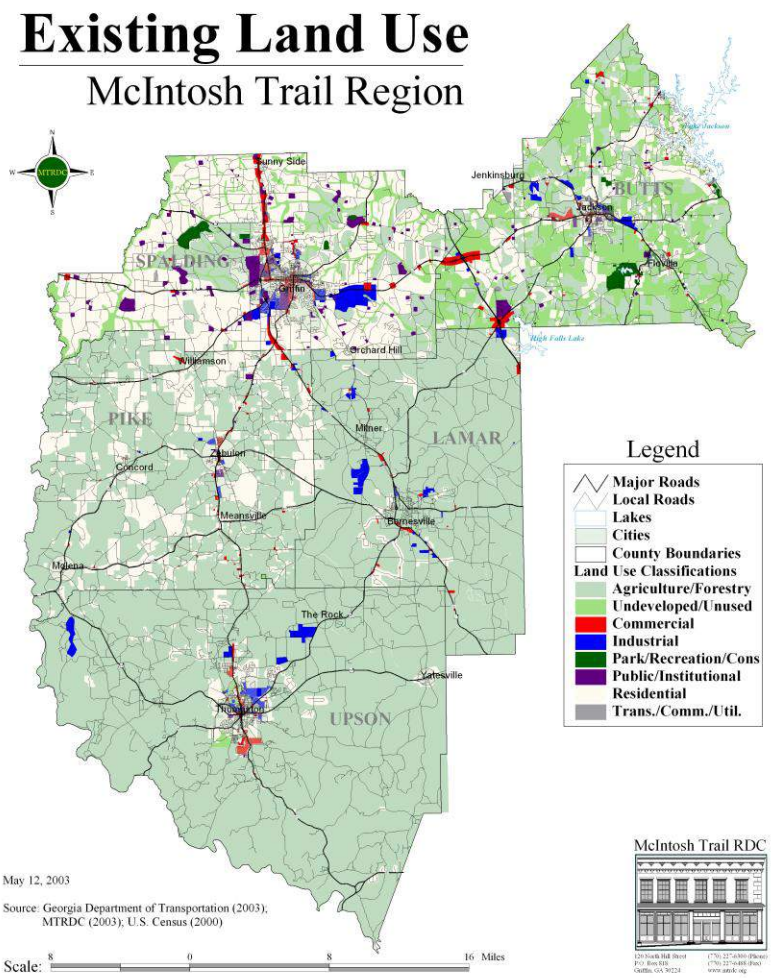
EXISTING CONDITIONS

This phase of the study evaluates current operating conditions and historical trends. It addresses traffic volumes, capacities and accidents, inventories of multimodal transportation systems, and considers land use and demographics.

Land Use

Existing travel patterns are a function of the location and density of existing land uses and the existing transportation system. Existing land use, as documented by the McIntosh Trail Regional Development Center (RDC), is illustrated in Figure 2. The majority of land use is currently agriculture with pockets of single family residential scattered throughout each of the three counties. The existing land uses show Zebulon, Barnesville, and Thomaston as the current center for provision of shopping and services within each county.

Figure 2: Lamar, Pike, and Upson Counties Existing Land Use - 2000



Demographics

It is helpful to review recent population trends because this forms the basis for the existing land use plan and provides a historical perspective for future projections. The population in each county has shown steady growth during the last 20 years. Tables 1, 2 and 3 show the county and city populations for 1980, 1990, and 2000 along with the associated growth rates for each decade.

Table 1: Lamar County Population: 1980 – 2000

Community	Population			Growth (%)	
	1980	1990	2000	1980-1990	1990-2000
Lamar County	12,215	13,038	15,912	6.7	22.0
Aldora	139	127	98	-8.6	-22.8
Barnesville	4,887	4,747	5,972	-2.9	25.8
Milner	320	321	522	0.3	62.6

Source: 2000 Census

Table 2: Pike County Population: 1980 – 2000

Community	Population			Growth (%)	
	1980	1990	2000	1980-1990	1990-2000
Pike County	8,937	10,224	13,688	14.4	33.9
Concord	317	211	336	-33.4	59.2
Meansville	303	250	192	-17.5	-23.2
Molena	379	439	475	15.8	8.2
Williamson	250	295	297	18.0	0.7
Zebulon	995	1,035	1,181	4.0	14.1

Source: 2000 Census

Table 3: Upson County Population: 1980 – 2000

Community	Population			Growth (%)	
	1980	1990	2000	1980-1990	1990-2000
Upson County	25,998	26,300	27,597	1.2	4.9
Thomaston	9,682	9,127	9,411	-5.7	3.1
Yatesville	390	409	408	4.9	-0.2

Source: 2000 Census

Figures 3 and 4 show the African-American and Hispanic population by Census Tract in the three-county region. Figure 5 shows income by Census Tract in the three-county study area. This information is crucial in the transportation planning process and will assist in identifying any Environmental Justice (EJ) issues.

Figure 3: African American Population by Census Tract

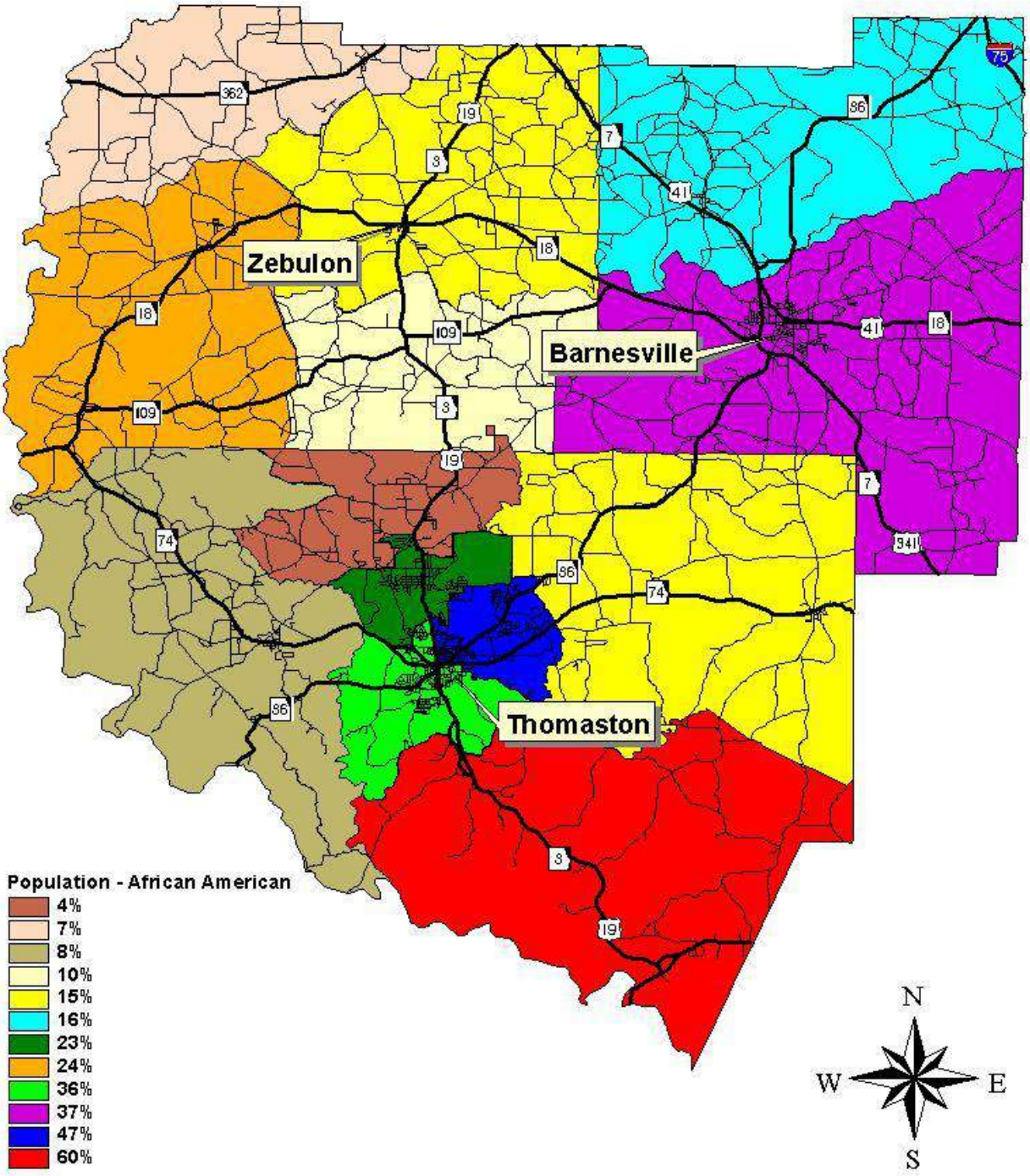


Figure 4: Hispanic Population by Census Tract

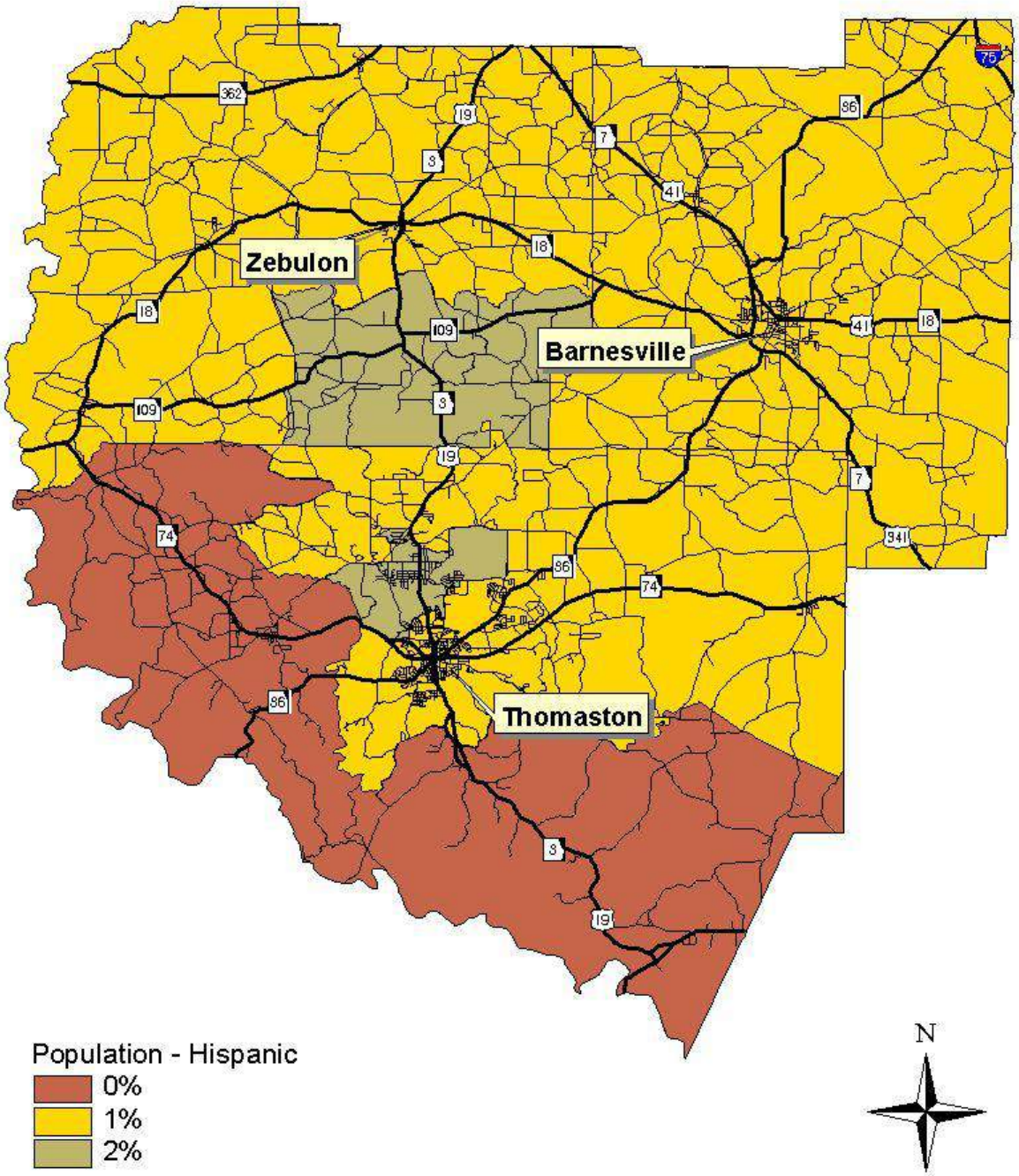
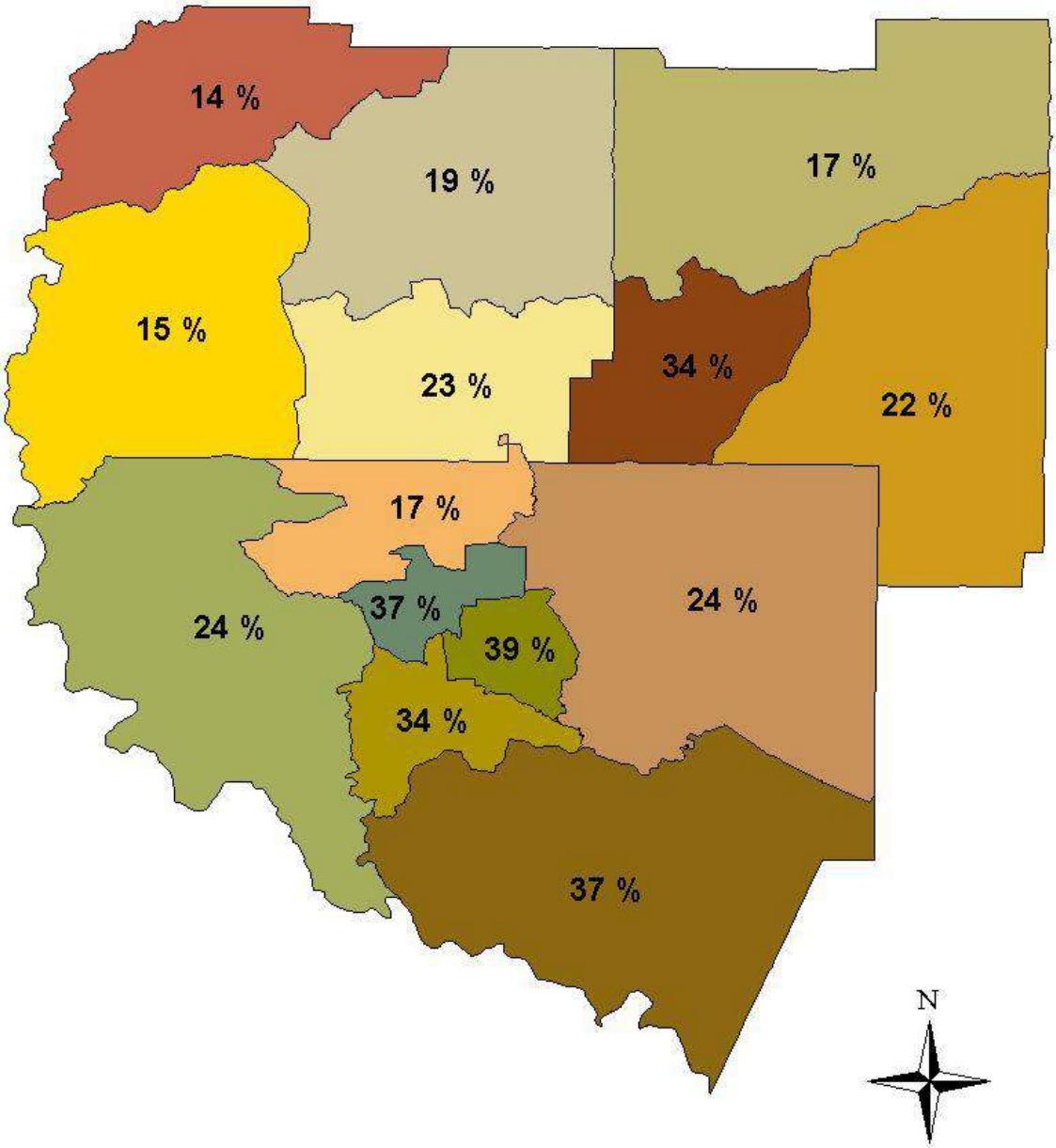


Figure 5: Percent of Population with Income Less than $20,000 by Census Tract



Figures 6 through 8, on the following pages, show each Census Tract in Lamar, Pike, and Upson Counties followed by the associated Journey to Work and Mode to Work data tables for each Census Tract. The 2000 Census Journey to Work data for Lamar, Pike, and Upson Counties estimated that 35%, 24%, and 73% of the employed worked in their county of residence, respectively.

However, because of the recent net loss of roughly 1,400 jobs in Thomaston, due largely to the closing of Thomaston Mills, Upson County is currently going through a transitional employment phase characterized by more people traveling outside the area to jobs and the percentage of working residents has been adjusted to 67%.

The 2000 Census Mode to Work data for Lamar, Pike, and Upson Counties show that 78%, 80%, and 77% of employed citizens drove alone to work, respectively. It is not surprising that the majority of those employed in each county drove alone to work. In Lamar, Pike, and Upson Counties, 16%, 15% and 16% of the employed carpooled to work, respectively. There are small percentages of persons using public transportation as a means of commuting to work, but nearly 100% of these trips are by taxi and not traditional public transportation systems.

Figure 6: Lamar County Census Tracts

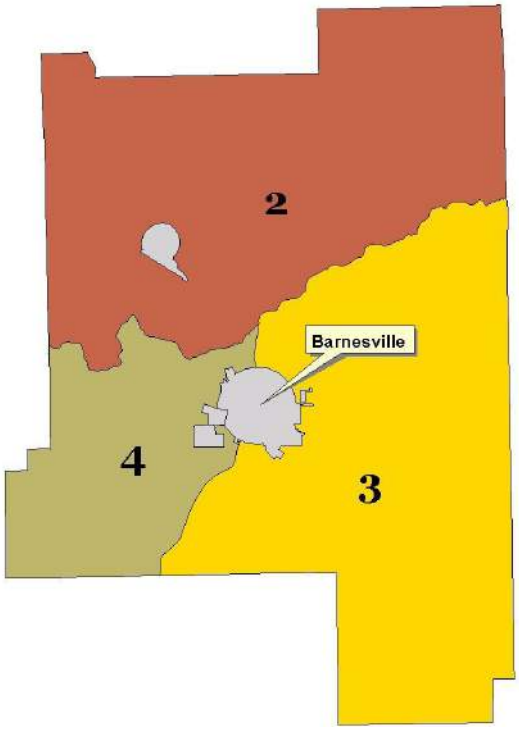


Table 4: Lamar County – 2000 Journey to Work Data by Census Tract

Census Tract	Worked in Lamar Co.	Worked Outside Co.	Worked Outside State	Total	Percent Working in Co.
2	451	1934	16	2401	19%
3	1425	1511	17	2953	48%
4	617	1047	8	1672	37%
Total	**2493**	**4492**	**41**	**7026**	**35%**

Source: 2000 Census

Table 5: Lamar County – 2000 Transportation to Work Data by Census Tract

Census Tract	Drove Alone	%	Carpooled	%	Public Transportation	%	Walked	%	Other Means	%	Worked at Home	%	Total
2	1938	81%	417	17%	0	0%	0	0%	25	1%	21	1%	2401
3	2361	80%	457	15%	14	0%	29	1%	16	1%	76	3%	2953
4	1213	73%	315	19%	31	2%	31	2%	78	5%	4	0%	1672
Total	**5512**	78%	**1189**	17%	**45**	1%	**60**	1%	**119**	2%	**101**	1%	**7026**

Source: 2000 Census

Figure 7: Pike County Census Tracts

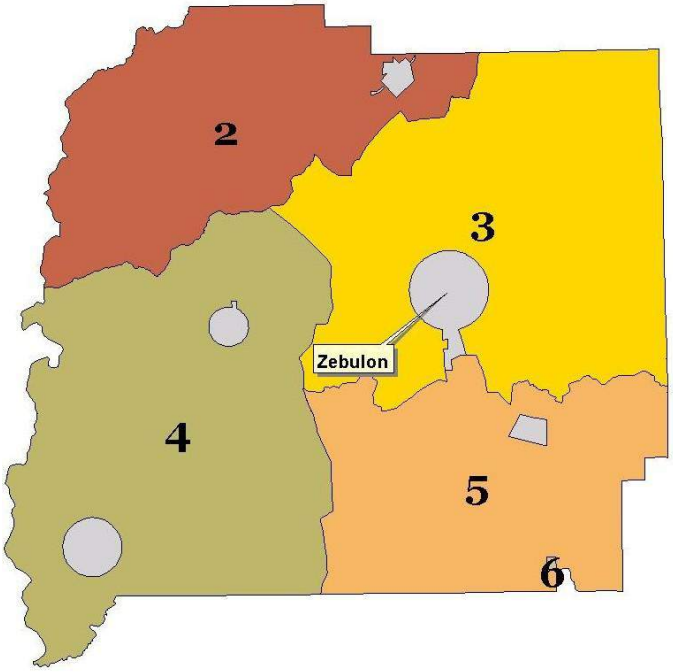


Table 6: Pike County – 2000 Journey to Work Data by Census Tract

Census Tract	Worked in Pike Co.	Worked Outside Co.	Worked Outside State	Total	Percent Working in Co.
2	523	1877	33	2433	21%
3	279	840	25	1144	24%
4	370	990	4	1364	27%
5	331	866	11	1208	27%
Total	**1503**	**4573**	**73**	**6149**	**24%**

Source: 2000 Census

Table 7: Pike County – 2000 Transportation to Work Data by Census Tract

Census Tract	Drove Alone	%	Carpooled	%	Public Transportation	%	Walked	%	Other Means	%	Worked at Home	%	Total
2	2046	84%	287	12%	0	0%	26	1%	21	1%	53	2%	2433
3	877	77%	196	17%	0	0%	6	1%	18	2%	47	4%	1144
4	1065	78%	243	18%	5	0%	17	1%	16	1%	18	1%	1364
5	922	76%	202	17%	18	1%	21	2%	15	1%	30	2%	1208
Total	**4910**	**80%**	**928**	**15%**	**23**	**0%**	**70**	**1%**	**70**	**1%**	**148**	**2%**	**6149**

Figure 8: Upson County Census Tracts

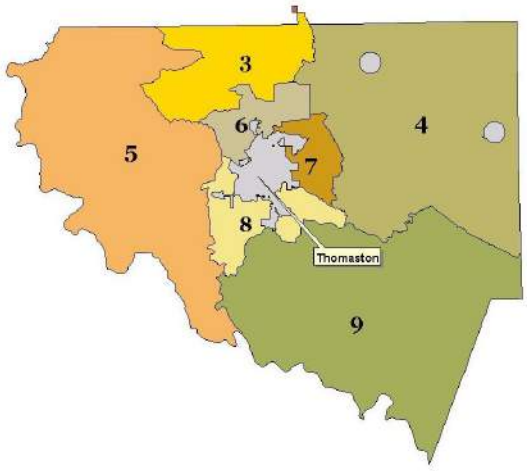


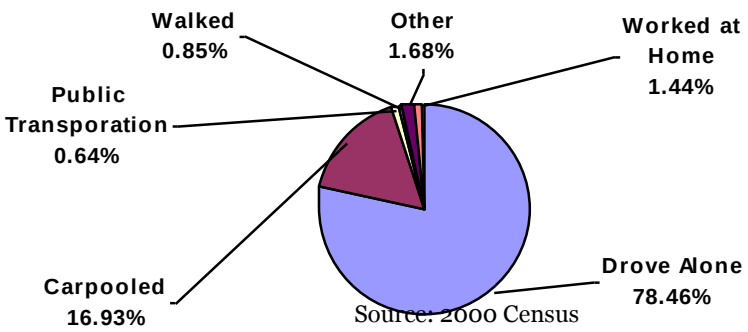
Table 8: Upson County – 2000 Journey to Work Data by Census Tract

Census Tract	Worked in Upson Co.	Worked Outside Co.	Worked Outside State	Total	Percent Working in Co.
3	880	431	0	1311	67%
4	811	530	14	1355	60%
5	1169	406	0	1575	74%
6	1351	369	9	1729	78%
7	1470	531	12	2013	73%
8	2210	503	23	2736	81%
9	338	190	5	533	63%
Total	**8229**	**2960**	**63**	**11252**	**73%**

Table 9: Upson County – 2000 Transportation to Work Data by Census Tract

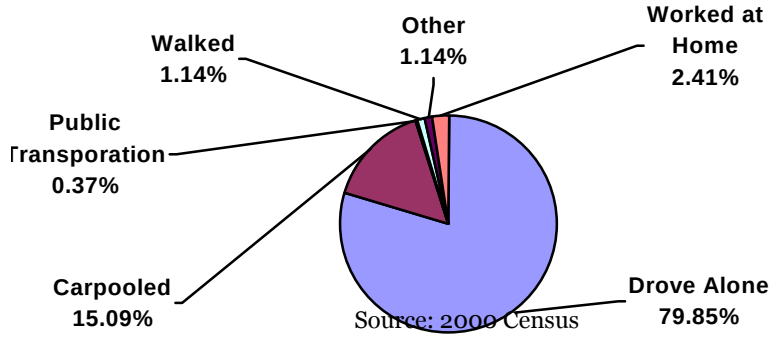
Census Tract	Drove Alone	%	Carpooled	%	Public Transportation	%	Walked	%	Other Means	%	Worked at Home	%	Total
3	1026	78%	224	17%	0	0%	0	0%	45	3%	16	1%	1311
4	1086	80%	153	11%	5	0%	32	2%	33	2%	46	3%	1355
5	1220	77%	305	19%	0	0%	5	0%	25	2%	20	1%	1575
6	1387	80%	241	14%	0	0%	84	5%	17	1%	0	0%	1729
7	1487	74%	352	17%	28	1%	84	4%	41	2%	21	1%	2013
8	2029	74%	424	15%	84	3%	27	1%	51	2%	111	4%	2736
9	427	80%	80	15%	0	0%	8	2%	11	2%	7	1%	533
Total	**8662**	77%	**1779**	16%	**117**	1%	240	2%	223	2%	221	2%	11252

Figure 9: Lamar County - Transportation Mode to Work



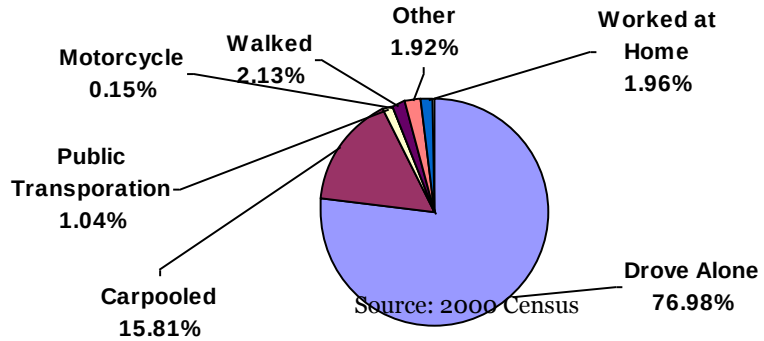
Source: 2000 Census

Figure 10: Pike County - Transportation Mode to Work



Source: 2000 Census

Figure 11: Upson County - Transportation Mode to Work



Source: 2000 Census

Mapping Data

Mapping data has been obtained or created during the data collection phase of this study. These maps are displayed using a standard geographic projection using ARC View. The mapping shapefiles and their sources include:

- Base roadway network – GIS Clearinghouse
- Airports – GIS Clearinghouse
- Utility lines – GIS Clearinghouse
- Railroads – GIS Clearinghouse
- County and Municipality Boundaries – GIS Clearinghouse
- Census Block boundaries - GIS Clearinghouse
- Water Boundaries - GIS Clearinghouse
- Bike routes – GDOT
- Sidewalk network – GDOT
- Construction Work Program – GDOT
- Traffic volumes – GDOT
- Number of Lanes – GDOT
- Traffic signals – GDOT
- Accident data – GDOT
- At-grade railroad crossings – GDOT
- Existing land use – McIntosh Trail RDC
- Future land use – McIntosh Trail RDC
- Population – U.S. Census

Existing Transportation Facilities

A wide variety of data was collected during the initial phase of this study. The existing transportation system in the three-county area includes a network of roads and sidewalks, two rail lines, two state bicycle routes, a 5311 rural paratransit program, and a general aviation airport. This information was used to evaluate the existing and future multimodal conditions in Lamar, Pike, and Upson Counties.

Highway System

The roadway network, comprised of a system of arterials, collectors, and local streets, is the backbone of each county's transportation system.

Traffic volumes from 2001 were used to describe existing conditions on the roadways in the study area. These existing traffic volumes were derived from coverage traffic count stations recorded annually by Georgia DOT. Georgia DOT's Road Characteristics File (RC File), maintained by the Office of Transportation Data, was used in examining the following characteristics:

- Number of travel lanes
- Truck percentage

- Roadway operations
- Presence of turn lanes
- Type of control devices
- Approximate pavement width
- Presence of sidewalks
- Parking availability

Field observations and consultation with the Advisory Group were used to verify the RC file data accuracy. The existing land use provided by MTRDC provided the conditions for the developed areas in the three-county region.

Figure 12 illustrates the multi-lane roadways in the study area. I-75 provides six travel lanes through the northeast corner of Lamar County, and US 19/ SR 3 provides four travel lanes from Thomaston to US 41 in Spalding County. US 19/SR 3 is a part of the Governor's Road Improvement Program (GRIP) System and provides four travel lanes throughout the entire study area. The US 19 Corridor extends from the Florida State Line to US 41 near Griffin in Spalding County. The US 19 corridor is 194 miles in length, and there are 144 miles (74%) in place or under construction.

The focus of the Governor's Road Improvement Program, initiated in 1989, was to connect 95% of the state's cities (with a population of 2,500 or more) to the Interstate System. The GRIP system will ensure that 98% of all areas within the state will be within 20 miles of a four-lane road. 55% of the total GRIP system is complete (open to traffic) or under construction, making up 1,753 miles. The system will also provide direct connections between major cities not currently connected by a four-lane highway.

The existing 2001 traffic volumes in Lamar, Pike, and Upson Counties, depicted in Figures 13, reveal the average annual daily traffic (AADT) throughout the three-county study area. Figures 14, 15, and 16 show the traffic volumes in Barnesville, Zebulon, and Thomaston.

Figure 12: Multilane Roadways

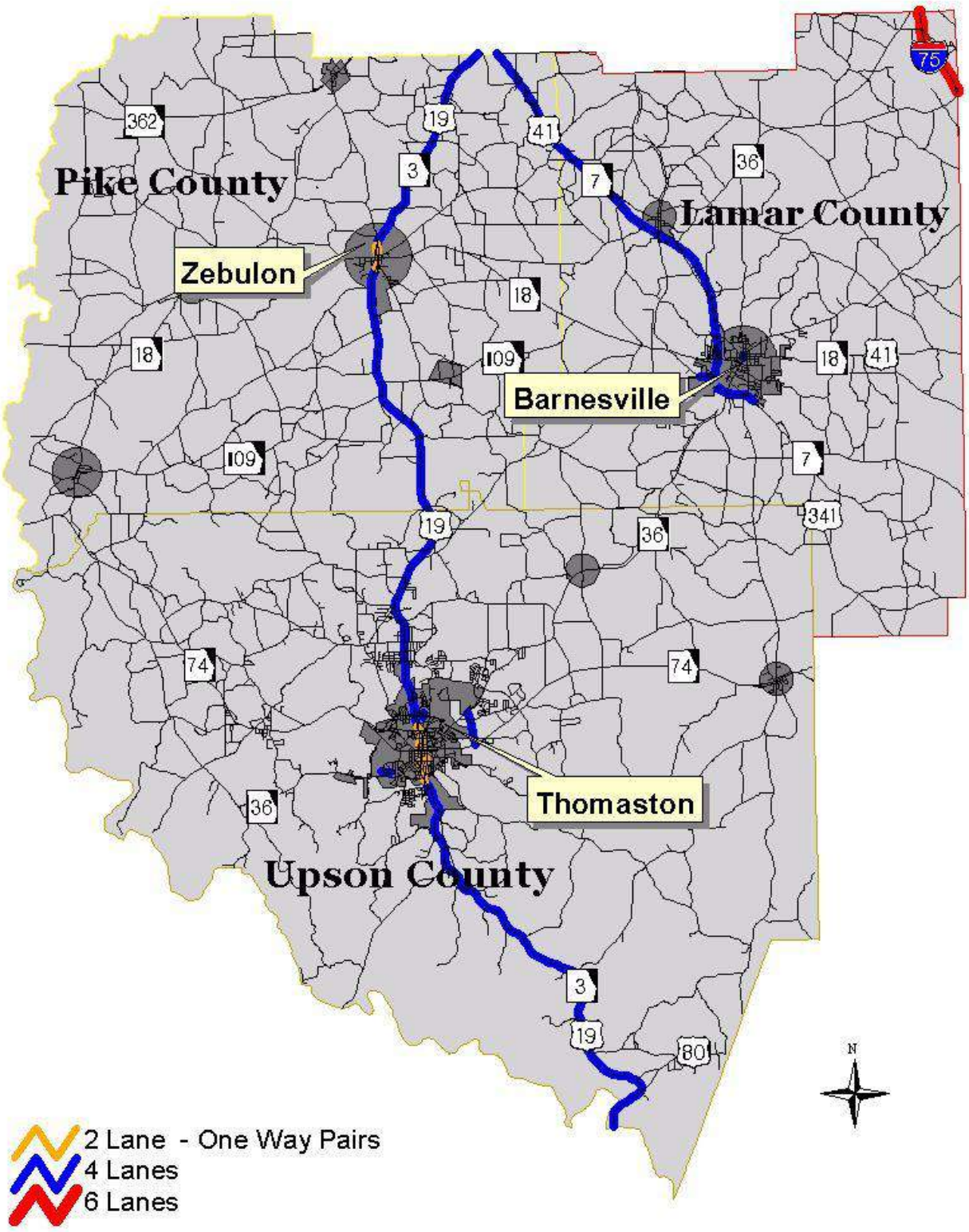


Figure 13: 2001 Daily Traffic Volumes - Lamar, Pike, and Upson Counties

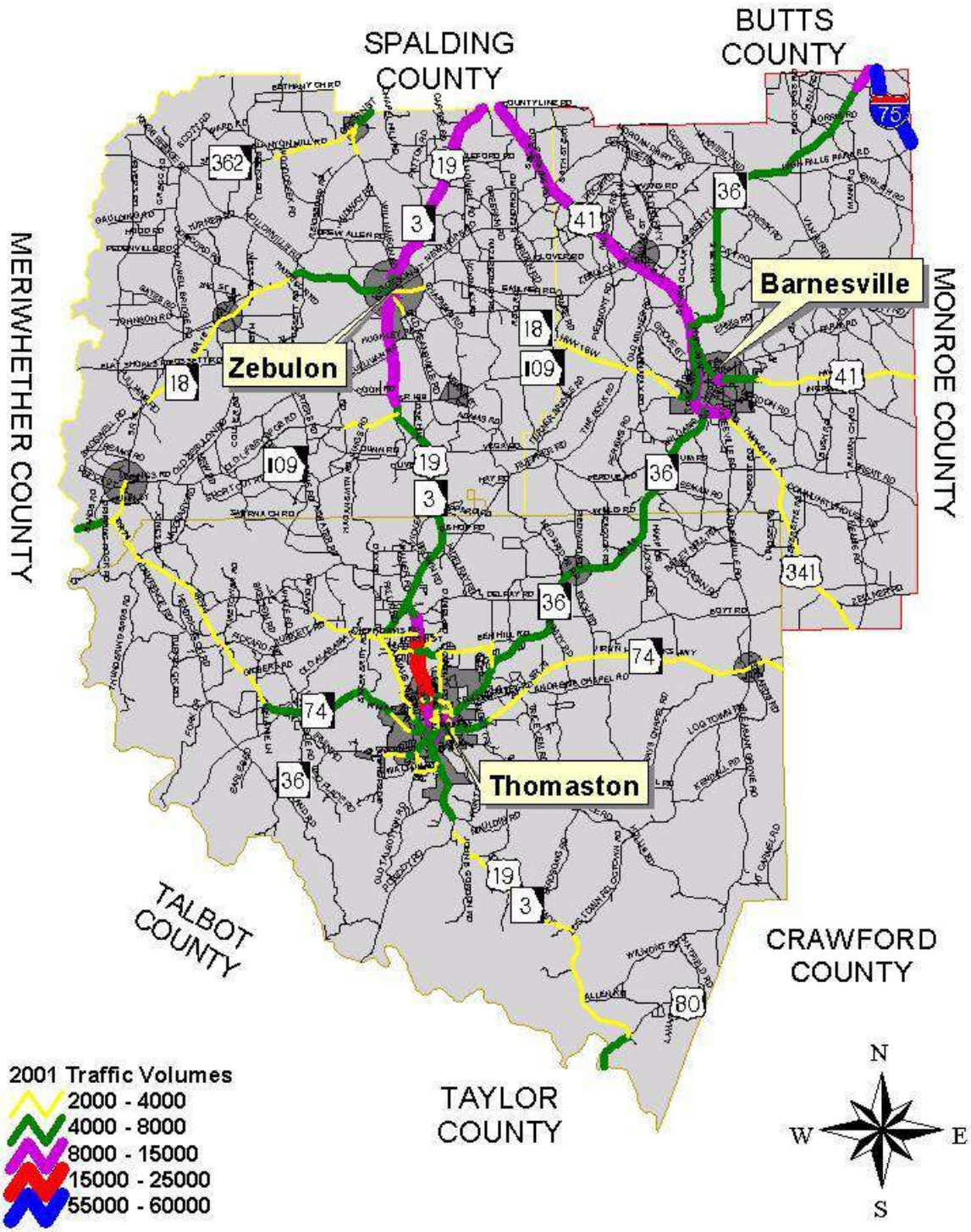


Figure 14: 2001 Daily Traffic Volumes - Barnesville

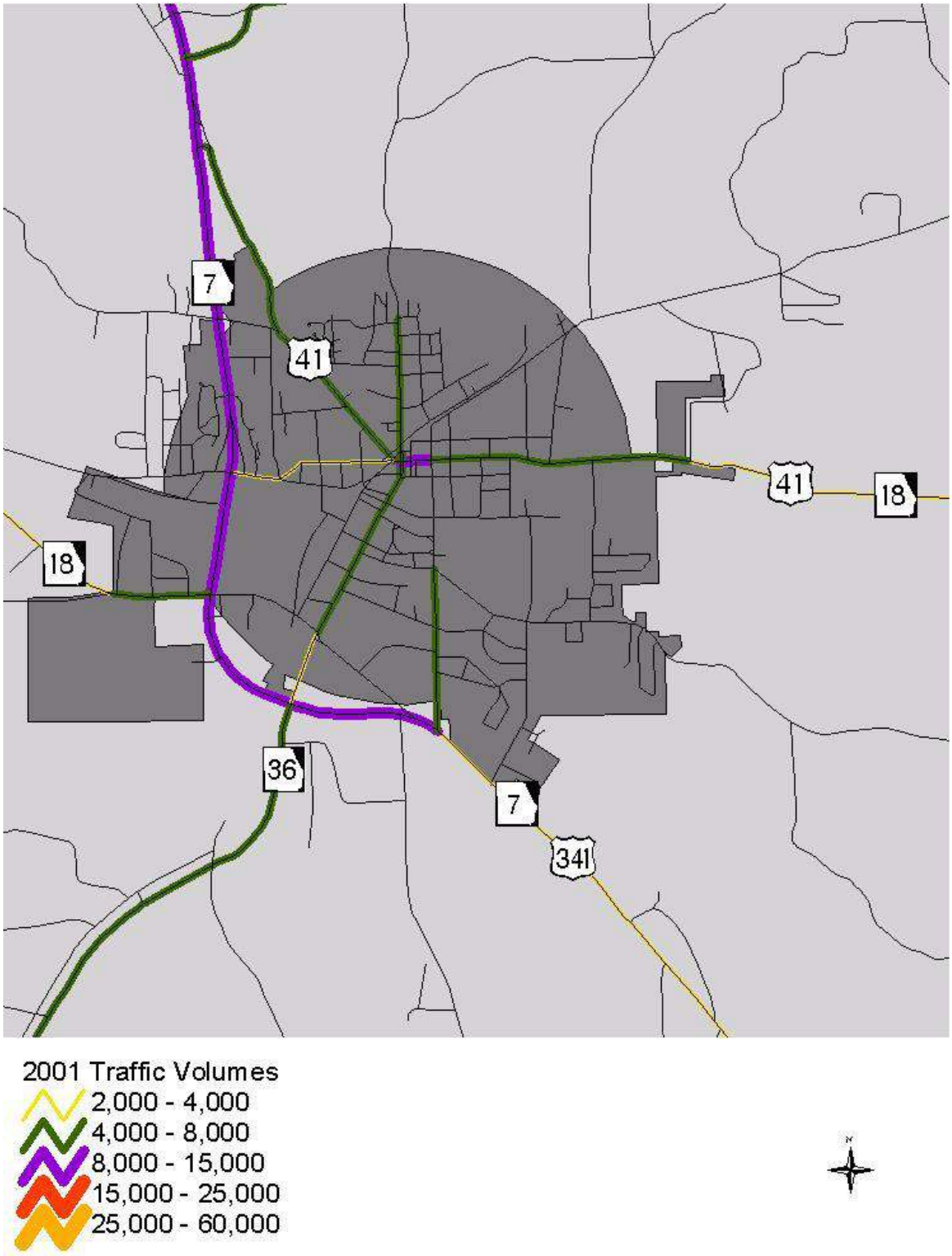


Figure 15: 2001 Daily Traffic Volumes - Zebulon

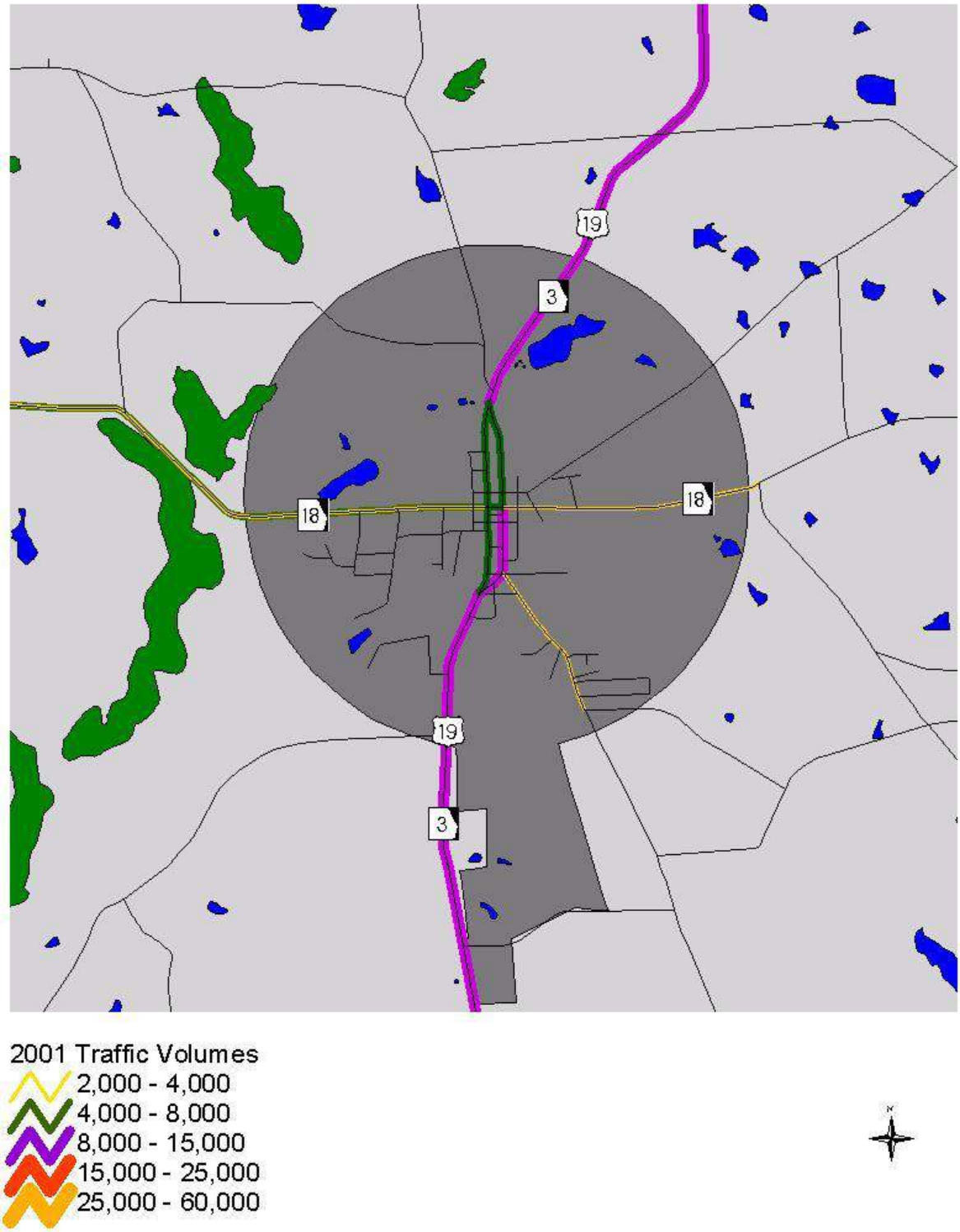
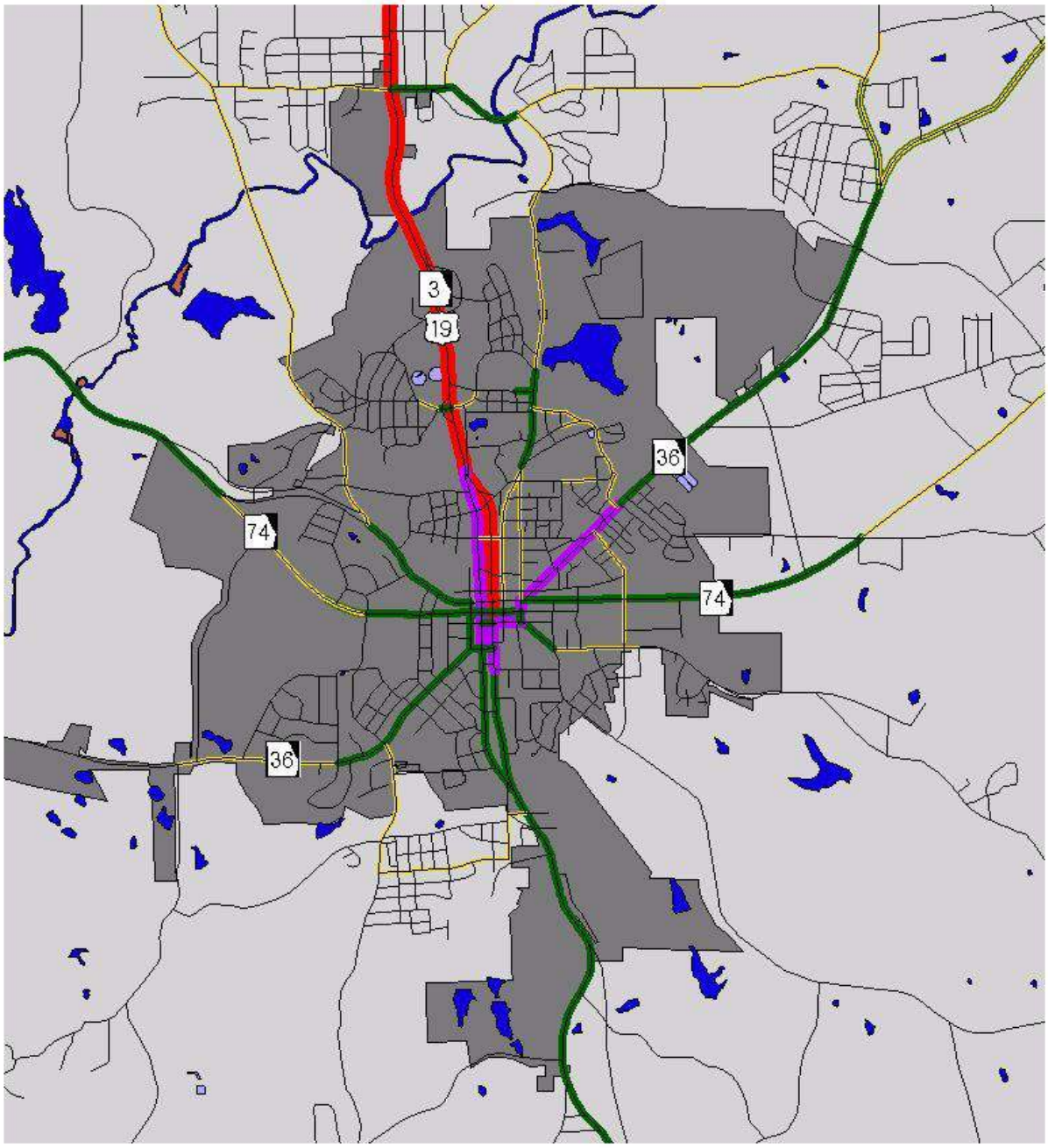


Figure 16: 2001 Daily Traffic Volumes - Thomaston



Airport Facilities

The Thomaston-Upson County Airport is located approximately 54 miles west of Macon and 28 miles south of Griffin with primary highway access to the airport provided by SR 36. The airport is owned and operated by the City of Thomaston. The developed portion of the airport is situated on 248 acres, and provides corporate aviation services as well as recreational flying, agricultural spraying, law enforcement, shipping of just-in-time deliverables, experimental aircrafts, and skydiving. The airport is equipped with courtesy cars, conference meeting rooms, a flight planning room with DTN Weather Satellite, a 3,000 square foot terminal building and passenger and cargo service available 24 hours per day/7 days per week. The airport has approximately 22,800 annual aircraft takeoffs and landings. On average, the airport manages a traffic volume of 25 airplanes a day.

The Thomaston-Upson County Airport is classified as a Level III airport, a Business Airport of Regional Impact, by the State's classification system. Airports are classified according to such indicators as runway length and width, lighting systems, visual aids, approach, general aviation facilities and services. Thomaston-Upson County Airport has one runway, which is 5,701 feet long by 100 feet wide with medium intensity runway lighting, precision approach path indicators, and full parallel taxiway with medium intensity taxiway lighting. The runway has a displaced threshold of 700 feet and a medium intensity approach lighting system. The airport runway can accommodate aircraft from experimental lightweights to an 18-passenger Gulf Stream G-4.

Serving industry throughout the Pike, Lamar, and Upson County region with corporate aviation is one of Thomaston-Upson County Airport's key primary services. The airport's proximity to SR 36, US 19 and US 41 make it a valuable economic commodity to the entire region. Corporate air traffic accounts for about 30% of the total air traffic, and about 60% of total revenue from fuel sales.

The airport is directly adjacent to Quad/Graphics Inc., one of Upson County's largest employers. Other industries close in proximity include Yamaha Music Mfg. and De Ster Production Corporation. Weyerhaeuser in Lamar County also utilizes the airport regularly. Entrance to the 294-acre Central Georgia Business and Technical Park, currently under development by the Thomaston-Upson County Industrial Development Authority, is directly opposite the airport and is anticipated to add proportionally to the client base of the airport. The industrial park's first spec building began construction in the near future.

Members of the study team met with the Thomaston-Upson County Airport Manager to discuss existing conditions and future needs of the airport. In 2003, the airport has approximately 400 acres under ownership, of which 248 are currently developed. The engineering firm of Mayes, Sudderth & Etheredge prepared the Thomaston-Upson County Airport Master Plan including a five year Capital Improvement Program, shown in Table 10.

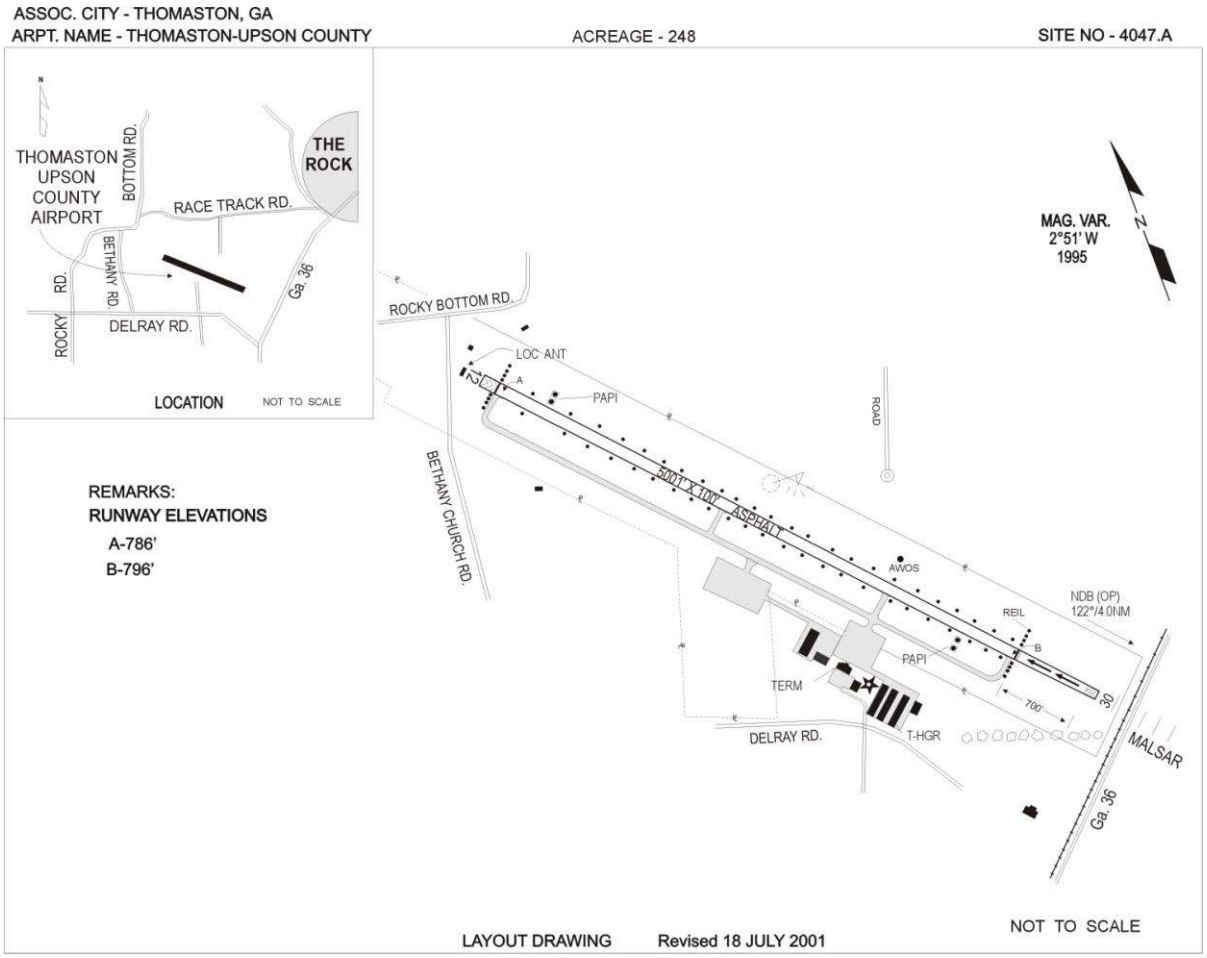
Table 10: Thomaston–Upson County Airport Capital Improvement Program

FY	Program Description	Total Cost	Federal Cost	State Cost	Local Cost
2004	Construct 650' X 100' displaced threshold at Runway 12, including parallel taxiway & lighting	$430,000	$387,000	$21,500	$21,500
	Site preparation & paving for T-hangar & taxiway	$200,000	$180,000	$10,000	$10,000
	Corporate hangar – 100' X 100'	$140,000	-	-	$140,000
2005	Corporate hangar – 80' X 80' plus 20' office	$450,000	-	-	$450,000
	Install high intensity runway lights	$180,000	$162,000	$9,000	$9,000
	Crack seal existing pavement ramp, etc.	$40,000	-	$30,000	$10,000
2006	Strengthen existing apron and construct apron	$300,000	$270,000	$15,000	$15,000
2007	Construct security project – fire, crash, rescue & safety facility	$500,000	-	$375,000	$125,000
2008	Relocate road for extension RW 12 safety area & construct runway safety area	$600,000	$342,000	$30,000	$30,000
	Total	**$3,210,000**	**$1,341,000**	**$490,500**	**$1,120,500**

Source: Mayes, Sudderth & Etheridge

In summary, the capital improvements plan details the construction of a 650 foot displaced threshold extension for its runway, 24 additional T-hangars, and one large corporate hangar. The threshold extension and the T-hangars have an expected completion date of 2004. The corporate hangar is slated for completion by 2007. Funding for the capital improvements is anticipated to come from a mix of federal, state, and local sources. Figure 17 shows the layout of the Thomaston – Upson Regional Airport.

Figure 17: Thomaston - Upson Regional Airport Layout



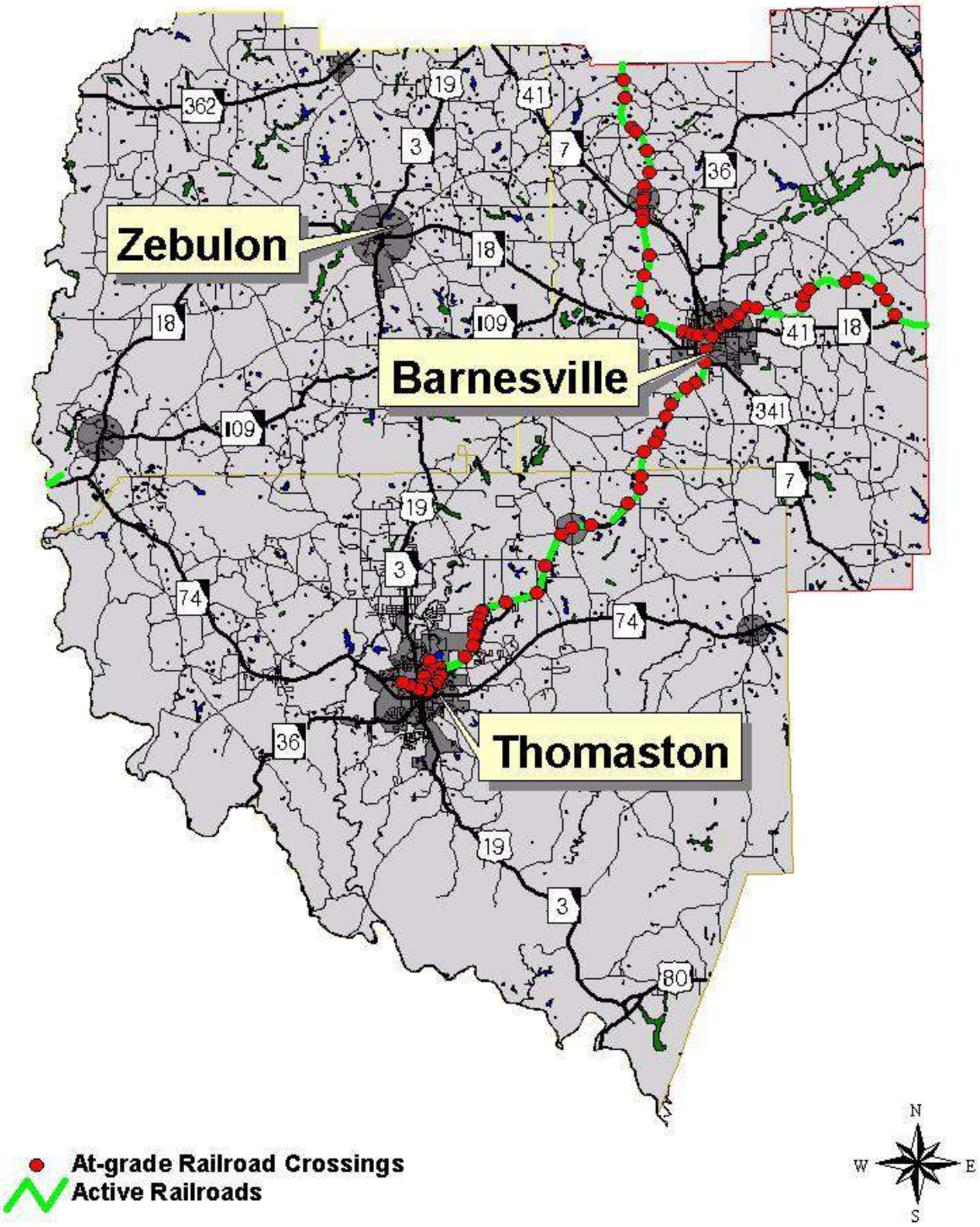
Source: Georgia DOT – Office of Intermodal Programs

Freight Rail Service

Data was obtained from the Georgia DOT's Office of Traffic Safety and Design and the Office of Intermodal Programs to determine existing railroad conditions and future railroad needs in the Pike, Lamar and Upson region. Special attention was focused on existing grade crossings and known conflicts with vehicular traffic. Grade crossings identified by Georgia DOT for inclusion in safety improvement programs are listed in Table 11 on page 36.

Figure 18, on the following page, shows the existing rail lines extending through Lamar and Upson Counties and each at-grade railroad crossing.

Figure 18: Railroads and At-Grade Crossings



Annually, Georgia DOT updates a priority schedule of railroad crossing improvements. The priority schedule is based on a hazard index formula that calculates accident prediction using train and traffic volumes, and is adjusted by potential reduction in the number of accidents, cost of the projects and available resources, onsite inspections of public crossings and the potential danger to school buses, transit buses, pedestrians, and bicyclists. Table 12 lists the grade crossings that have been identified on the Departments priority improvement schedule for Upson County in 2003. Currently there are no projects identified for Lamar or Pike Counties.

Table 11: Schedule of Grade Crossing Improvements for Upson County

Crossing		Warning Device	
Railroad Milepost	Street Name	Existing 2002	Improvement Near Term (2003)
248.5	Peerless Rd.	Crossbucks	Gates, Bells and Lights
246.0	Moore's Crossing	Crossbucks	Gates, Bells and Lights
248.9	N. Bethel St.	Gates	Gates, Bells and Lights

Source: Georgia DOT, Office of Traffic Safety and Design

Members of the consultant team also met with the Georgia DOT Office of Intermodal Programs to discuss the Georgia Rail Passenger Program's Macon to Atlanta Commuter Rail program, of which Lamar County is included. The proposed 103-mile line utilizes existing railroad right-of-way owned by Norfolk Southern Corporation, and is anticipated to carry up to 7,200 passenger-trips a day, five (5) days a week with a total of six round trip trains daily. The proposed line would serve the communities of Macon, Bolingbroke, Forsyth, Barnesville, Griffin, Hampton, Lovejoy, Jonesboro, Morrow, Forest Park, as well as Hartsfield Atlanta International Airport. The project also includes construction of a new commuter rail station in Barnesville.

The Federal Transit Administration issued a Finding of No Significant Impact for the Macon - Atlanta commuter rail service in November 2001, clearing the project environmentally and enabling Federal funding for pre-construction costs. Negotiations are also underway with Norfolk Southern on terms of access. Service was originally estimated to begin in 2006, however, state funding has yet to be assigned.

As part of the commuter rail corridor project, a comprehensive plan for railroad grade crossing safety improvements was conducted. In total, 37 crossings in Lamar County are impacted by the project. Of those crossings, 15 are recommended to be improved with gates, lights, and bells warning devices and 13 crossings are recommended to be closed. Funding for the improvements is tied to overall commuter rail project funds. Currently no funds have been assigned to the project. Table 12 details the crossings.

Table 12: Macon to Atlanta Rail Corridor Grade Crossing Recommendations for Lamar County

Crossing		Warning Device	Warning Device Recommendations		
Railroad Milepost	Street Name	Existing 2002	Near Term (2006)	Mid Term (2015)	Long Term (2025)
243.7	Cottage Rd.	Crossbucks	Closure		
242.3	Yancy Road	Crossbucks	Closure		
241.7	CR 110 Crossover	Crossbucks	Closure		
240.5	CR 911 Crossover	Crossbucks	Closure		
240.2	Cedar St.	Crossbucks	Gates, Lights, Bells		
240.1	Birch St.	Gates	Closure		
239.9	Zebulon St.	Crossbucks	Gates, Lights, Bells		Closure
239.6	Elm St.	Crossbucks	Closure		
237.5	Grove St.	Crossbucks	Gates, Lights, Bells		
236.6	Cannafax Farm Rd.	Crossbucks	Gates, Lights, Bells		Closure
235.9	Old Milner Road	Crossbucks	Closure		
235.6	Andrews Road N.	Crossbucks	Gates, Lights, Bells		
235.1	Andrews Road S.	Crossbucks	Closure		
234.8	Zebulon Rd.	Crossbucks	Gates, Lights, Bells		
234.4	Aldora Street	Crossbucks	Closure		
233.9	Crowder St..	Crossbucks	Gates, Lights, Bells	Closure	
233.7	Sardis St.	Flashing Lights	Gates, Lights, Bells	Quadrant Gates	
233.6	Zebulon St.	Crossbucks	Closure		
233.5	Atlanta St.	Flashing Lights	Gates, Lights, Bells	Quadrant Gates	
233.4	Main-Mill St	Flashing Lights	Gates, Lights, Bells	Quadrant Gates	
233.1	Ice St.	Crossbucks	Gates, Lights, Bells	Quadrant Gates	Closure
232.4	Crawford Rd.	Crossbucks	Closure		
232.0	Johnstonville Rd.	Flashing Lights	Gates, Lights, Bells		
230.3	Adkins Rd.	Crossbucks	Closure		
229.7	Fredonia Church Rd.	Crossbucks	Gates, Lights, Bells		
228.4	Walters Rd.	Crossbucks	Closure		
228.1	Crawford Rd.	Crossbucks	Gates, Lights, Bells		Closure
227.2	Van Buren Rd.	Crossbucks	Gates, Lights, Bells		

There are no railroad grade crossing improvements scheduled for Pike County by Georgia DOT.

Existing Railroad Grade Crossing Statistics

Table 13 provides existing railroad statistics in Upson County. Approximately two to four trains a day run through Upson County. Table 14 provides the existing railroad statistics in Lamar County. There are approximately two to ten trains a day traversing through Lamar County.

Table 13: Railroad Grade Crossing Statistics – Upson County

Inventory No.	City	Road Type	Road Number	Road Name	RR Milepoint	Trains Per Day	AADT
718255J	Barnesville	CR	234	CR234 WILLIS RD	B238.60	2	740
718256R	Barnesville	CR	233	REST HAVEN RD	B239.00	2	740
718258E	Barnesville	CR	249	PEACOCK CR249	B239.50	2	740
718260F	The Rock	CR	251	FAMBRO RD CR251	B240.00	2	740
718267D	The Rock	CR	427	PIEDMONT RD	B241.50	2	300
718268K	The Rock	CR	252	MUD BRIDGE RD	B241.90	2	740
718270L	The Rock	CR	425	DELRAY RD.	243.1	2	2300
718274N	Thomaston	CR	259	BEN HILL RD	B245.10	4	910
718276C	Thomaston	CR	424	MOORE'S CROSSING	B246.00	4	4000
718278R	Thomaston	CR	376	SUNNY LAND DR.	B246.30	2	830
718279X	Thomaston	CR	269	POPLAR ST.	B246.50	2	830
718281Y	Thomaston	CS	815	MILL AVE.	B250.40	2	2700
718282F	Thomaston	CS	815	MILL AVE	B250.30	2	2700
718283M	Thomaston	CS	811	PARK LANE	B250.10	2	830
718285B	Thomaston	CS	673	JONES AVE	B249.60	2	830
718286H	Thomaston	CS	630	NORTH BETHEL ST	B249.50	2	3100
718287P	Thomaston	CS	637	N. HIGHTOWER ST.	B249.40	4	830
718288W	Thomaston	SR	3	N CENTER ST.	B249.40	0	12200
718289D	Thomaston	SR	3	N. CHURCH ST	B249.40	4	11400
718291E	Thomaston	CR	22	HANNAH MILL RD	B249.40	2	2900
718292L	Thomaston	CS	658	E WALKER ST	B249.20	4	830
718293T	Thomaston	CS	630	N BETHEL ST.	B248.90	4	2900
718295G	Thomaston	CS	804	PEERLESS RD.	B248.50	4	2200
904873V	Thomaston			PRIVATE RD.	246.8	4	830
718284U	Thomaston	CS	658	MATHEWS AVE	B249.80	0	No Data
718257X	Barnesville			PRIVATE	B239.40	0	No Data
718259L	The Rock				B239.90	0	No Data
718261M	The Rock				B241.10	0	No Data
718262U	The Rock			PRIVATE	B241.10	0	No Data

Inventory No.	City	Road Type	Road Number	Road Name	RR Milepoint	Trains Per Day	AADT
718263B	The Rock			PRIVATE	B241.30	0	No Data
718264H	The Rock			PVT	B241.30	0	No Data
718265P	The Rock			PVT	B241.40	0	No Data
718266W	The Rock			PVT	B241.40	0	No Data
718269S	The Rock	CR	255		B242.80	2	No Data
718271T	The Rock			PRIVATE	B243.30	0	No Data
718272A	The Rock	CR	222	JOHNSTON CR 222	B244.20	2	No Data
718273G	The Rock	CR		CALVERY CHURCH RD	B244.80	2	No Data
718275V	Thomaston				B245.50	0	No Data
718277J	Thomaston				B246.10	0	No Data
718280S	Thomaston			FARM RD	B247.20	0	No Data
718290X	Thomaston	CS	658	CRAWLEY ST.	B249.40	0	No Data
718294A	Thomaston				B248.70	0	No Data
718296N	Thomaston			PRIVATE	B248.00	0	No Data
718297V	Thomaston	CR	272	A STREET	B248.00	0	No Data
718784S	Piedmont			PVT	64.16	0	No Data
718785Y	Piedmont	CR	249	FAMBRO RD	65.1	0	No Data
718786F	Piedmont	SR	36	NO NAME	65.1	0	No Data
718787M	Yatesville			PVT	66	0	No Data
718788U	Yatesville	CR	233	JACKSON DR	66.2	0	No Data
718789B	Yatesville	CR	232	REST HAVEN RD	66.8	0	No Data
718790V	Yatesville	CR	225	BOYT ROAD	67.8	0	No Data
718791C	Yatesville			PVT	68.7	0	No Data
718792J	Yatesville	CR	421	BARNESVILLE RD	71		No Data
718793R	Yatesville	CR	226	NO NAME	71.5		No Data
718794X	Yatesville	CR	227	NO NAME	71.6	0	No Data
904579X	Thomaston			DAVIS CLEARROW ST	350	2	No Data
904797E	The Rock			DUPLAINVILLE RD.	242.69	4	No Data

Table 14: Railroad Grade Crossing Statistics – Lamar County

Inventory No.	City	Road Type	Road Number	Road Name	RR Milepoint	Trains Per Day	AADT
718216T	Orchard Hill	CR	217	MORGAN DAIRY RD	S244.20	2	1940
718217A	Orchard Hill	CR	102		S243.70	10	100
718219N	Milner	CR	89	YANCY RD	S242.30	10	740
718220H	Milner				S241.70	10	740
718223D	Milner				S240.30	10	740
718224K	Milner	CR	190	SCHOOL ST.	S240.20	10	740
718225S	Milner	CR	95	BIRCH ST.	S240.10	4	740
718226Y	Milner	CR	209	MOUNT RD.	S239.90	4	600
718227F	Milner	CR	67	ELM ST	S239.60	10	1940
718232C	Barnesville	CR	51	CANAFAY FARM RD	S236.60	3	1940
718233J	Barnesville	CR	67	OLD MILNER RD	S235.90	3	740
718234R	Barnesville	CS	664	Andrews Dr.	S235.70	10	100
718235X	Barnesville			PRIVATE RD	S235.10	0	740
718236E	Barnesville	CR	74	ZEBULON ST	S234.80	3	1500
718237L	Barnesville	CS	563	RAILROAD ST.	S234.70	4	740
718238T	Barnesville	CR	74	ALDORA ST	S234.40	8	740
718240U	Barnesville	CS	580	Lamar St.	S233.90	10	740
718241B	Barnesville	CS	660	ELM ST.	S233.70	10	740
718242H	Barnesville	CS	580	LAMAR ST.	B233.20	2	740
718243P	Barnesville	CS	654	Rose Ave.	233.8	4	3100
718244W	Barnesville	SR	7	US 341	234.1	2	10200
718246K	Barnesville	CR	36	ADAMS RD	B234.90	2	740
718247S	Barnesville	CR	45	Holloway Rd.	B235.30	2	740
718248Y	Barnesville	CR	51	ZLLNER RD CR51	B235.90	2	740
718249F	Barnesville	CR	40	MCCOLLUM RD	B236.50	2	100
718250A	Barnesville	CR	169	CR 169	B236.90	2	740
718251G	Barnesville	CR	43	CR43	B237.50	2	100
718253V	Barnesville	CR	40	CR40 SMITH RD	B237.90	2	740

Inventory No.	City	Road Type	Road Number	Road Name	RR Milepoint	Trains Per Day	AADT
718300B	Barnesville	CR	74	Zebulon St.	S233.70	10	3700
718301H	Barnesville	SR	7	SR7CONNUS.41	S233.50	8	7000
718302P	Barnesville	SR	36	MILL ST	S233.50	6	4800
718303W	Barnesville	CS	566	ICE ST	S233.10	8	740
718304D	Barnesville	CR	146	HOG MOUNTAIN RD	S233.30	8	740
718305K	Barnesville	CR	213	GOGGINS RD SR1431	S232.00	8	1000
718306S	Barnesville	CR	156	UNKNOWN	S230.30	8	740
718307Y	Barnesville	CR	35	LITE-OGLETREE RD	S229.90	2	740
718311N	Barnesville	CR	153	WALTERS RD	S228.40	8	100
718312V	Barnesville	CR	146	CRAWFORD RD	S228.10	8	740
718313C	Barnesville	CR	147	JOHNSTONVILLE RD	S227.20	8	300
904844K	Barnesville	CR	254	GROVE ST.	237.5	10	740
718218G	Milner	SR	7	SR 7	S242.50	0	No Data.
718221P	Milner	CR	232		0.9	10	No Data.
718228M	Milner	SR	7	US 41/SR 7	S239.50	0	No Data.
718229U	Milner	CR	64	PECAN DR.	239.5	10	No Data.
718230N	Milner			PRIVATE	S238.60	0	No Data.
718239A	Barnesville	SR	7	SR 7/US 341	S234.30	0	No Data.
718245D	Barnesville			PRIVATE	B234.70	0	No Data.
718252N	Barnesville			PRIVATE	B237.80	0	No Data.
718254C	Barnesville			PRIVATE	B228.10	0	No Data.
718298C	Barnesville	CR	74	ZEBULON ST.	S233.60	8	No Data.
718299J	Barnesville	CS	580		S233.60	10	No Data.
718308F	Barnesville			PRIVATE	S229.20	0	No Data.
718309M	Barnesville			PRIVATE	S229.10	0	No Data.
718310G	Barnesville			PRIVATE	S228.90	0	No Data.
718314J	Barnesville			PRIVATE	S226.60	0	No Data.
718315R	Barnesville	CR	149	ROCKY MOUNT RD	S225.50	0	No Data.
718316X	Barnesville			PVT CHURCH RD	S225.20	0	No Data.

Inventory No.	City	Road Type	Road Number	Road Name	RR Milepoint	Trains Per Day	AADT
718773E	Piedmont	CR	56	ALLEN RD	60	0	No Data.
718774L	Piedmont			NO NAME	60.4	0	No Data.
718775T	Piedmont			PIEDMONT RD	60.76	0	No Data.
718776A	Piedmont	CR	55	NO NAME	61	0	No Data.
718778N	Piedmont			PVT	62	0	No Data.
718779V	Piedmont			PVT	62.1	0	No Data.
718780P	Piedmont	CR	55	WILLIAMS-PERDUE	62.4	0	No Data.
718781W	Piedmont	CR	54	NO NAME	63	0	No Data.
718782D	Piedmont			PVT	63.1	0	No Data.
718783K	Piedmont	CR	22	COUNTY LINE RD	63.3	0	No Data.
904067F	Milner	CR	65	INDUSTRIAL DRIVE	238.2	10	No Data.

Bicycle Routes

There are two state bicycle routes that traverse through the study area. The **Central Route** runs north/south through the middle of Georgia between Acworth in Cobb County and the Florida state line in Valdosta. This state bicycle route travels through Lamar County for 16.4 miles and provides access to Milner and Barnesville by accessing:

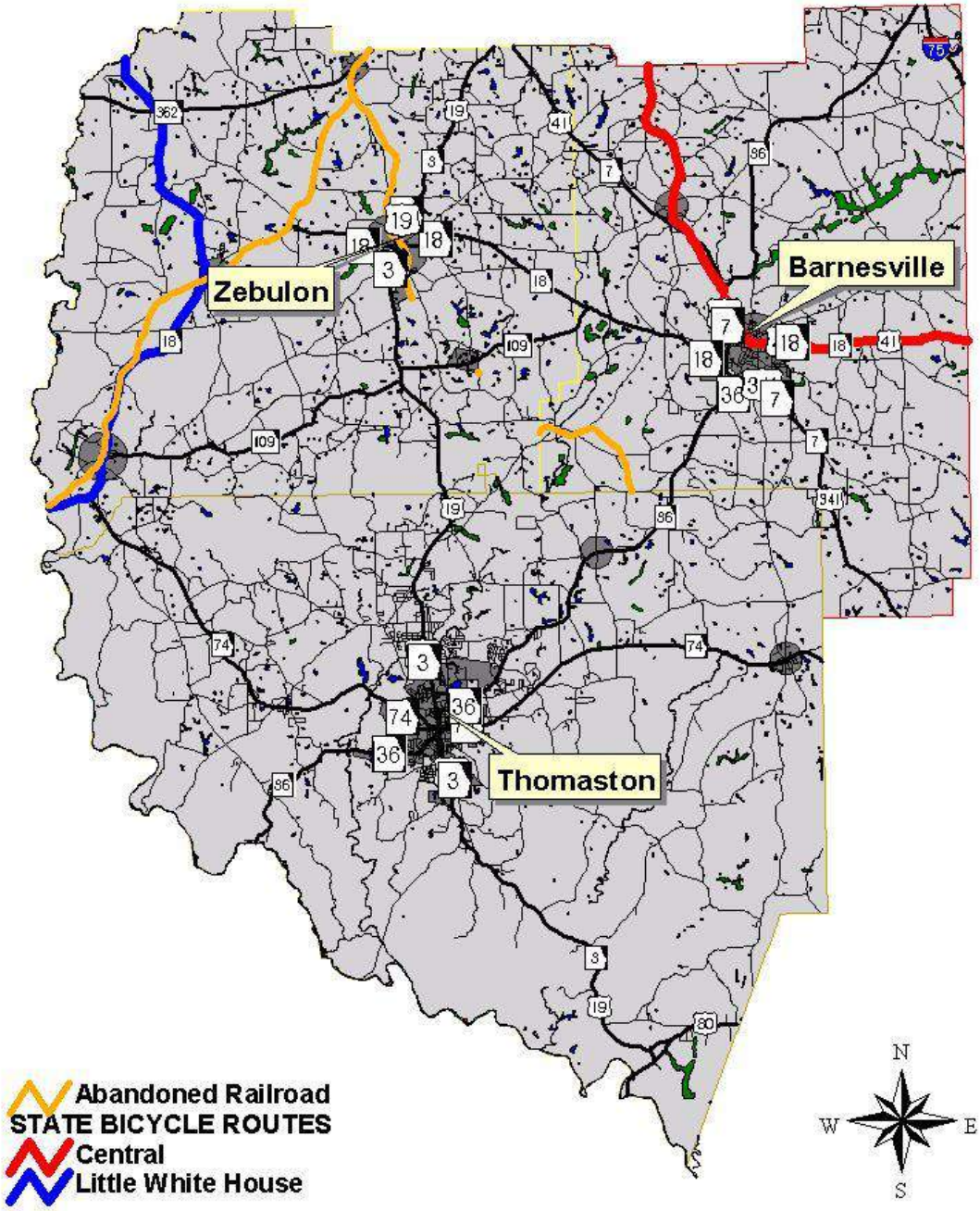
- Old Highway 41/CR 223
- US 41/SR 7
- US 41/SR 18

The **Little White House Route** runs north/south between downtown Atlanta and near Ellerslie, in southern Harris County. This state bicycle route travels through Pike County for 17.4 miles and provides access to Hollonville, Concord, Molena, and the Flint River by accessing:

- Kings Bridge Road/ CR 248
- SR 362
- Concord/Hollonville Road/ CR 251
- Concord Road/ CR 251
- SR 18
- SR 18/SR 109
- SR 18/SR 74/SR 109

Figure 19, on the following page, shows the state bicycle routes that traverse through the study area.

Figure 19: State Bicycle Routes



Sidewalk Network

Lamar, Pike, and Upson Counties have an existing network of sidewalks within the cities of Barnesville, Zebulon, and Thomaston. Connectivity to major traffic generators from newly developed residential developments in the urbanized area of each county could be provided to help ensure adequate and safe access for pedestrians. Sidewalk access to schools and recreational facilities in all three counties could be improved upon in the future. Figures 20 through 22 show the existing sidewalk network in Zebulon, Barnesville, and Thomaston.

Figure 20: Sidewalk System – Zebulon

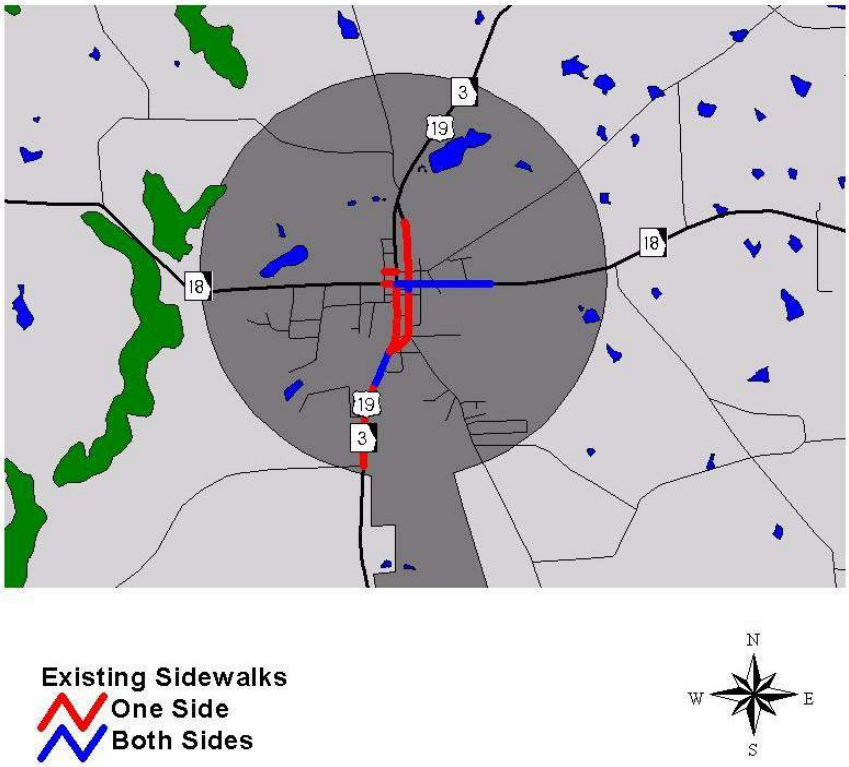


Figure 21: Sidewalk System – Barnesville

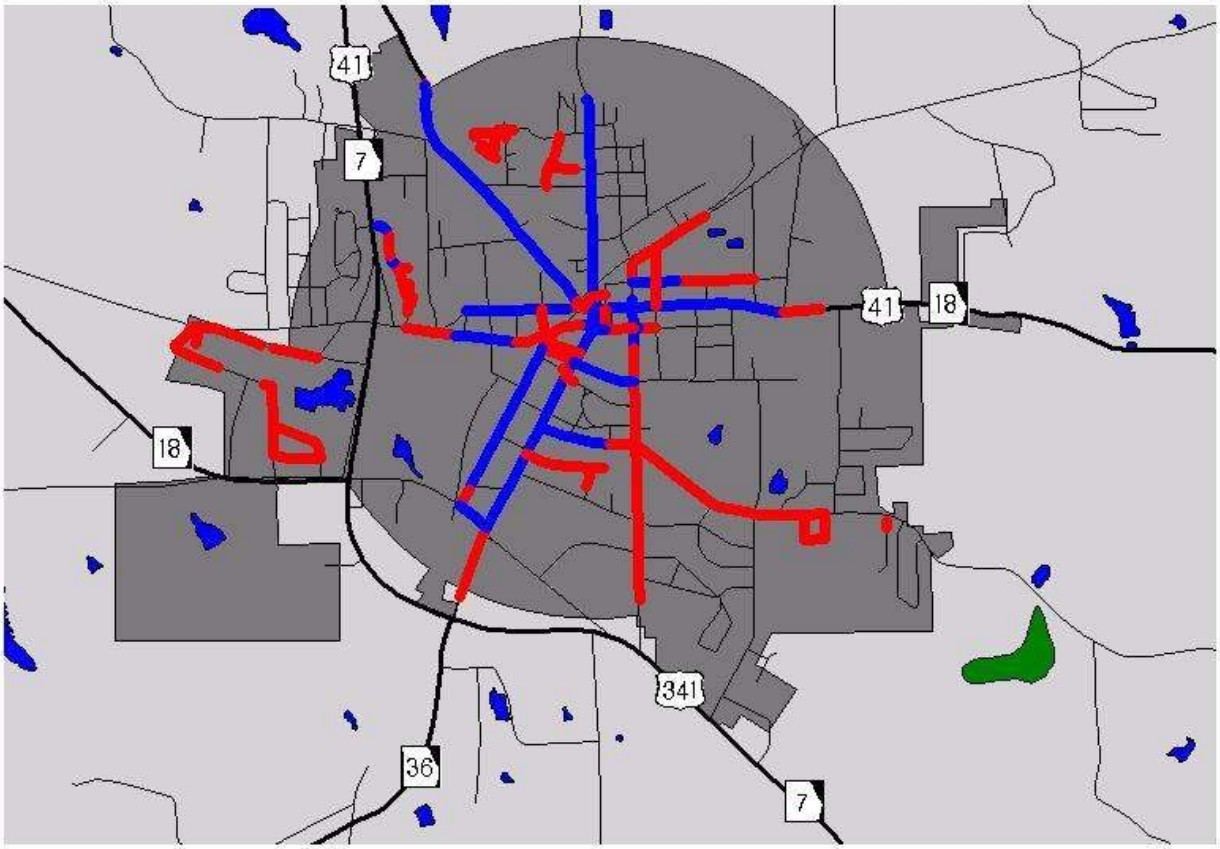
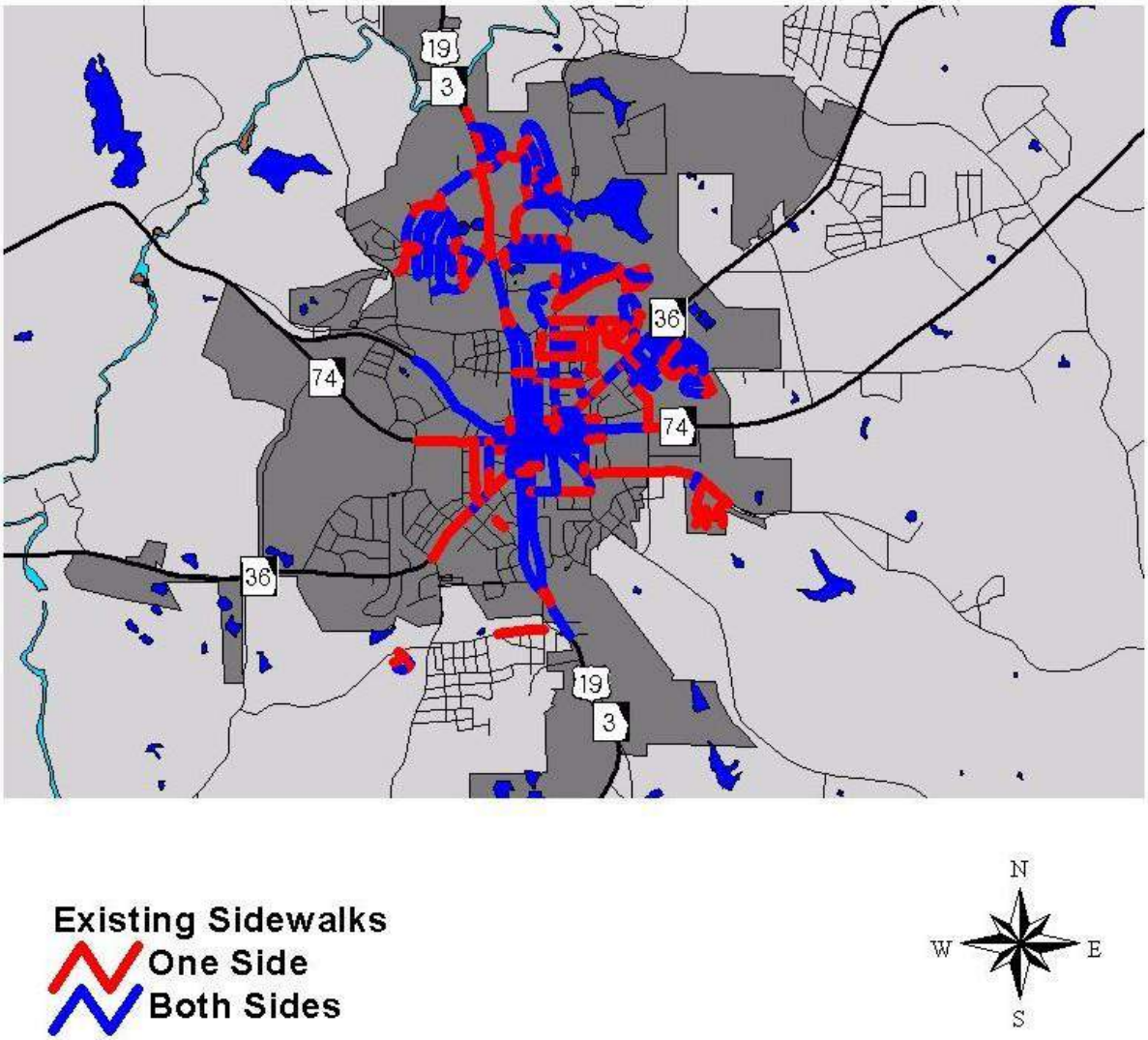


Figure 22: Sidewalk System – Thomaston



Upson County Manufacturers Survey

The West Central Georgia Transportation Task Force conducted a survey in August 2003 of manufacturers in Thomaston and Upson County. This survey, designed by Mr. Jim Craft of Yamaha Music Manufacturing, captures truck freight patterns, trends and desires and is the best transportation information on economic development needs to retain and attract businesses. Results are summarized below and are included in the body of this report, because each comment speaks directly to the critical need to improve accessibility.

15 of 19 businesses participated in the survey including Duni, Quad Graphics, Keadle Lumber Enterprises, Robbins Lumber, Standard Textile Co., Southern Mills, ATD American/Thomaston Mills, Thomaston-Upson School System, Oracle Packaging, Woodbury Box Company, Criterion Technology, Crown, Yamaha Music Manufacturing, and Atlantic Paper & Foil. The results do not include one of the major mills and Wal-Mart, both large truck generators.

Average number of tractor trailers (total of inbound and outbound) per day: 484
Average number of tractor trailers (total of inbound and outbound) per month: 8,424
Average number of other vehicles (not trucks) including employees per day: 3,174
Average number of other vehicles (not trucks) including employees per month: 66,446

Monthly average number of tractor trailers inbound and outbound:

2003: 9,785
2004: 10,063
2005: 10,644
2006: 11,229

This represents an **average annual growth rate in tractor trailers of 4.7%.**

Monthly average number of other vehicles (not tractor trailers or large trucks):

2003: 66,002
2004: 67,327
2005: 68,523
2006: 69,056

This represents an **average annual growth rate in cars, SUVs and pickup trucks of 1.5%. Tractor trailers demand is projected to grow at three times the rate of cars, SUVs and pickup trucks.**

Questions from the manufacturers survey are listed below followed by a summary of the most common answers.

Question: Current primary truck routes in priority order:
Answers:

1st priority: SR 36 to I-75 is preferred three times as often as US 19, and five times as often as SR 74 to I-75.
2nd priority: SR 36 to I-75 and SR 74 to I-75 were preferred about the same amount.
3rd priority: US 19

Question: Preferred truck route and reason why:

Anwers:
SR 36 to and from I-75 was preferred three times as often as either US 19 or SR 74 to and from I-75. SR 36 to and from I-75 was preferred because:

- "Quickest route as most of our trucks are coming from the north on I-75. Quickest route for the majority of our carriers."
- "Highway 36 from I-75 (is a) direct route to (our) facility."
- "Highway 36 is the closest highway from our facility to I-75."
- "Most freight is received from (or shipped to) locations north of The Rock. The I-75 to Highway 36 route is the most efficient because of where we are located."
- "Highway 36 east and west is our primary route due to fuel and wash needs at Exit 201 on I-75 (Jackson Exit). (Flying J Fuel, Blue Beacon Wash Bays). 80% of our outbound finished product deliveries originate from I-75 North."
- "19 or 36 (is the) fastest way to I-75."
- "Tractor trailer travel on interstate is safe."
- "To get to I-75 northbound."
- "From Atlanta on I-75 to 36 to plant."

A few who preferred US 19 said why they preferred it:

- "4 lane"
- "19 or 36 (is the) fastest way to I-75."
- "US 19 (is) a more direct route."
- "Majority of trucks are coming from the north."

One, who also preferred SR 36 to I-75, also mentioned SR 74 to and from the east to I-75 as a preferred route and said why they preferred it:

- "getting to 341 and to I-75 (south)"

Question: What is your number one transportation concern?
Answers:

- "Many drivers do not want to head to Thomaston due to (the lack of) accessibility."
- "Safety" (mentioned twice)
- "No easy access to the interstates."
- "Access roads not wide enough for tractor trailers. Timely delivery."
- "Cost" (mentioned twice)
- "Safe & efficient access to the interstate system."
- "Safety! Highway 36 is too congested for 2 lanes."
- "Getting on and off I-75 better from Hwy 19 without going through so many red lights in Jonesboro."
- "Ability of trucks to get from the Atlanta area to Thomaston."
- "Highway safety and school traffic."
- "Getting trucks to our rural destinations."
- "Direct four lane access to I-75 North."

Question: What changes would you like to see in the truck routes in Upson County?
Answers:

- **"It can be very time-consuming driving to/from I-75, potentially deterring Transport companies, business and future employees. A more direct path would offer quite a lot."**
- "Not to bypass city limits, but to create some type of **truck route, maybe using Highway 36. Also on Highway 74 at the Gilmore Center, make turn lanes so buses can turn to the right."**

- "Four-Lane Access to interstates."
- "Truck bypass around Thomaston."
- "Wider roads with accessibility to major roads."
- "Additional Lanes for Highways 74 and 36."
- "Better street and road conditions."
- "Signage to facilities, i.e. Standard Textile, 1888, etc."
- "Direct four-lane to I-75."
- "We would like to see Highway 36 become a four-lane from Thomaston to Interstate 75."
- "Four-lane access to I-75."
- "A truck route around Thomaston."
- "Connectivity to Highway 19, Highway 36 and Highway 74."
- "Four-lane Highway 36 to I-75 exit 201. Safety!"
- "Alternate truck routes around Thomaston to keep large trucks out of the downtown area. Many turns through the downtown areas are too tight and very unsafe."
- "Highway 19 and Delray Intersection is a critical safety hazard, especially if you are going south on 19 and turn left onto Delray."
- "Highway 74 and Trinity Road intersection is a blind hill that is very dangerous."
- "Needs to be a bypass around Thomaston for East & west travel."
- "The interchange of 36 and 74 needs to be updated. North Bethel, Goodrich Avenue, 6th Avenue all need to be widened."
- "Traffic signal at Trice Cemetery & Highway 36 due to school traffic."
- "Traffic signal at Trice Cemetery & Highway 74 for safety."
- "Passing lanes on SR 74."
- "Have a truck route around downtown for safety and problems of driving truck in center of town."
- "Four-lane access to I-75 north."

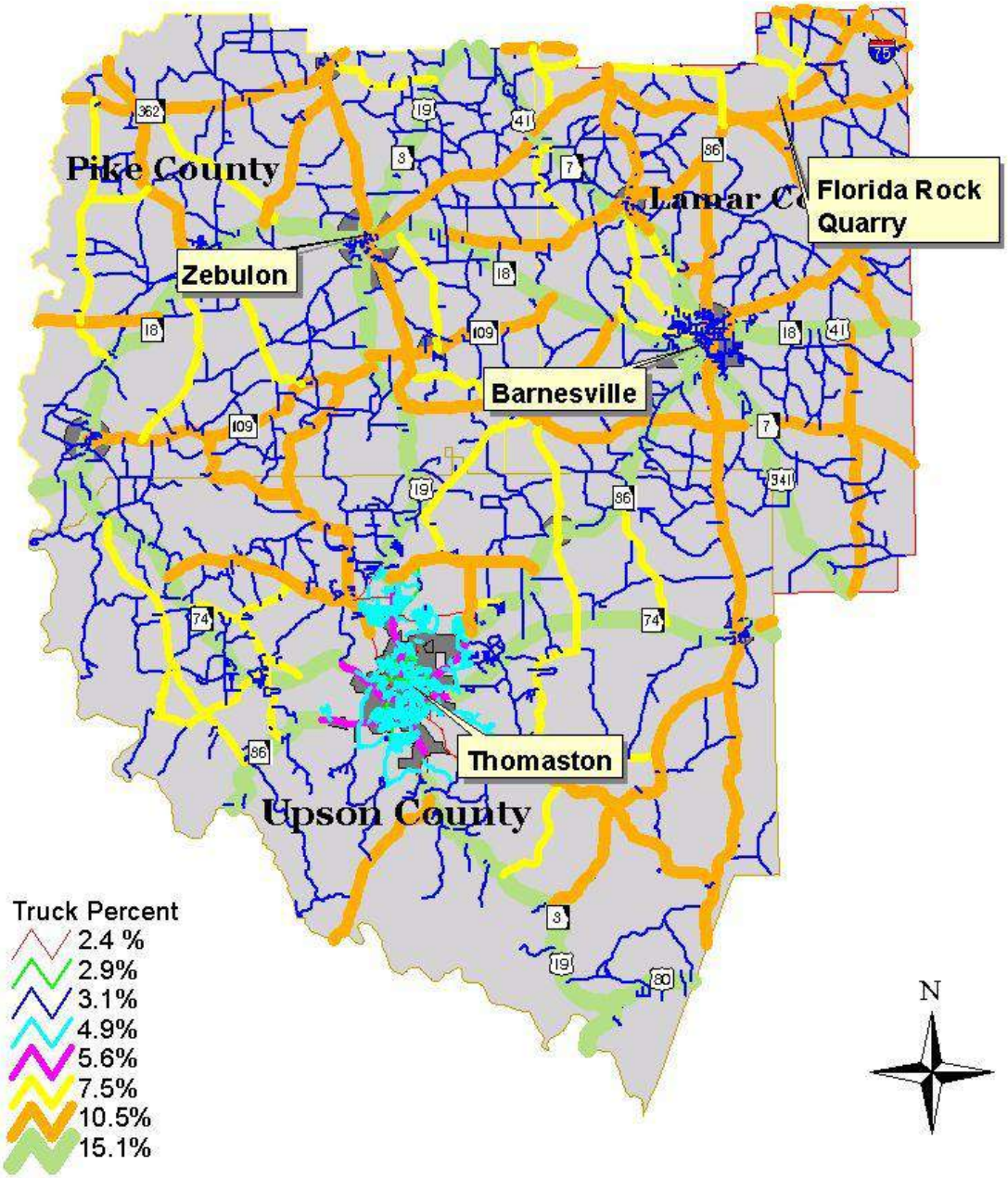
Motor Freight Carriers

Figure 23, on the following page, illustrates the 2001 truck percentages (as listed in Georgia DOT's road characteristic database) on area roads. Truck traffic on SR 36, US 19/SR3, US 41, and US 341 is a major concern for local residents and officials in Lamar, Pike and Upson Counties. While each county is a generator of truck traffic, this region receives a large percentage of regional truck through traffic, which traverses major thoroughfares in each county. The regional rock quarries, sand pits, lumber mills, and the Taylor County landfill generate and attract large numbers of trucks.

On November 19, 2002, the Lamar County Commissioners approved Florida Rock's rezoning request for a 600-plus acre tract owned by the J.W. Carter Trust on Highway 36 East, which changed the zoning from agricultural-residential to manufacturing and included a special exception to allow operation of a proposed quarry.[3] When Florida Rock begins quarry operations at this site, this would add to the existing truck traffic along SR 36. The current transportation infrastructure in many areas along SR 36 is currently at or over capacity.

[3] http://www.barnesville.com/

Figure 23: Truck Percentages - 2001



Paratransit System – 5311

The counties of Pike, Lamar, and Upson participate in a regional rural transit system with Butts County. This regional system is a pilot program of the McIntosh Trail RDC (MTRDC) and is administered with operating funds and capital items from the Georgia DOT's Section 5311 Rural Public Transportation Program. Members of the consultant team met with the Georgia DOT District Three Public Transportation Coordinator and the McIntosh Trail RDC Human Services Planner to discuss the pilot program and future transit plans for the counties.

Under this shared regional system, transit operations are unified under one administration, the MTRDC. Previously, GDOT contracted with each of the counties separately. According to the program, each of the counties receives and maintains their own vehicles while sharing an overall operating budget. As mandated by the program, at least one vehicle in the system must be equipped with a wheelchair lift. Vehicles range from minibuses to shuttles and can seat 13 to 20 individuals depending on size and presence of a wheelchair lift. As of June 2003, there are a total of eight vehicles in the regional system, four of which are equipped with wheelchair lifts. Pike County has one vehicle, Lamar has two, Upson has four, and Butts County has one vehicle. Table 15 details the program statistics for the year 2002. Data is not available for prior years due to incomplete records.

Table 15: Upson, Pike, and Lamar Rural Transit Program 2002 Service Statistics

Service Statistic	Pike County	Lamar County	Upson County	Total
Total Miles Driven	38,449	38,279	72,549	149,277
Total Days of Service	229	237	485	951
Total Hours of Service	1,820	1,896	3,872	7,588
Total One-Way Trips	4,479	5,393	20,370	30,242
Number of Vehicles	1	1	2	4

The program operates on a demand-response system, where the public may phone 24 hours prior to arrange a round trip pick up and return. The inter-county system offers improved accessibility to shopping, educational, medical, and social activity centers. Service is available Monday through Friday from 7:00 AM to 5:00 PM. The fare is $2.00 per one-way trip.

In addition to providing public trips, the counties are also permitted to create purchase of service contracts with non-profit organizations. With a purchase of service contract, transportation services are purchased in advance for the organization and a regular route is established for its members or clients. The

majority of contracts are arranged with the Georgia State Department of Human Resources. Through a contract with the DHR, the regional rural transit system provides transportation for DHR's divisions (such as Family and Children Services, Aging Services, and Mental Health, Developmental Disabilities and Addictive Diseases) with facilities located in the region.

Capital expenses for the regional system are covered 80% by federal funds, 10% by state funds, and 10% by local funds. Eligible expenses include vehicles, radios and communication equipment, wheelchair lifts, computer equipment and office equipment. Eligible operating expenses such as driver, mechanic, and dispatcher salaries, licenses, fuel, oil, tires, parts, insurance, uniforms and repairs are covered by fare box revenues, purchase of service contracts, local and federal funds. The system is expected to recover 20% of its public transportation costs (for non-purchase of service trips) from fare box revenues. Up to 50% of the remaining costs qualify for federal assistance; local match is 50% as well. Purchase of service contracts are expected to recover 100% of the allocated costs.

According to the MTRDC, current ridership in the regional system consists primarily of senior citizens, low-income individuals and those with disabilities. Historically, these populations are at a disadvantage with private transportation means due to physical and financial constraints. Limited transportation options equate to a decreased quality of life, and access to employment, medical, educational, and recreational opportunities is severely diminished. In rural counties, negative effects are significant since destinations are widely dispersed.

Table 16 lists population subgroup members for elderly, disabled, and low-income residents of each county as reported by the U.S. 2000 Census. The percentage of each group out of the total population for each county is also shown. According to the Census, people with a disability are defined as those reporting a long-lasting sensory, physical, mental or self-care disability, or those reporting difficulty going outside the home or working at a job or business because of a physical, mental, or emotional condition lasting six months or more.

Table 16: Specific Population by County

Population	Pike County		Lamar County		Upson County	
Total Population	13,688		15,912		27,597	
Person 65+ years	1,488	10.9%	2,000	12.6%	4,123	14.9%
Persons with a Disability, 21+ years	2,236	16.3%	2,964	18.6%	5,902	21.4%
Persons below poverty, 18+ years	843	6.2%	1,107	7.0%	2,438	8.8%
Totals	4,567	33.4%	6,071	38.2%	12,463	45.2%

U.S. Census 2000 data, U.S. Census Bureau

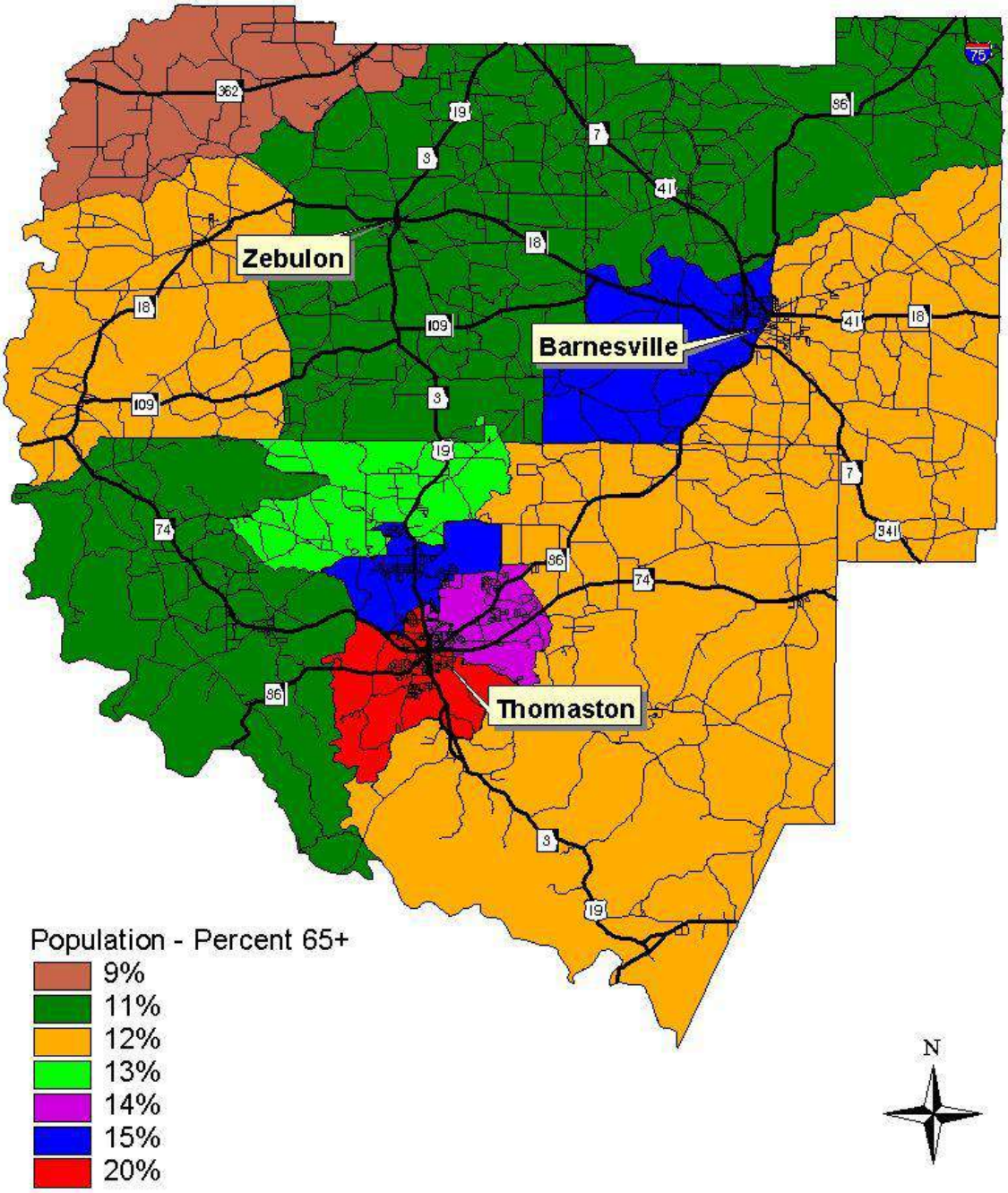
As shown in Table 16, there is a great deal of potential for public rural transit ridership in all of the counties for these specific populations. At least one-third of each of the county's populations can potentially benefit from an increased quality

of life with additional access to regional resources. Low-income individuals will have increased access to jobs and educational opportunities. The elderly, disabled and the poor would have increased access to medical care, shopping and recreational facilities. Resources of regional impact include Upson Regional Medical Center and Flint River Technical College in Upson County, Gordon College in Lamar County, and several growing industrial parks in Lamar and Pike Counties.

Elderly Population Percentage Expected to Grow

Future public transit needs in Pike, Lamar and Upson Counties are expected to increase proportionately with the growth of retired and senior populations. As the Baby-Boom generation reaches retirement age, the size of the elderly population is projected by the U.S. Census Bureau to increase substantially nationwide. Between the years 2005 and 2025, the population of persons over 65 years of age in Georgia is projected to almost double. In 2000, Pike, Lamar and Upson Counties all exceeded the Georgia statewide average of 9.6% of residents 65 years and older and are anticipated to include a larger share of the elderly population in future years. Increased demand will be felt on the regional rural transit system as this population continues to grow. Figure 24 shows a map of the study area highlighting the percent of the population 65 years of age or older in the year 2000.

Figure 24: Population 65 Years of Age or Older by Census Tract



Roadway Conditions

During the public involvement process, local officials and the Advisory Group members were asked to comment on the current transportation issues facing the three-county region. Several concerns related to safety, inadequate turning radii (in downtown areas), and areas of congestion in each county were identified and studied in preparing project recommendations.

In order to evaluate the current roadway conditions, 2001 traffic volumes were used to estimate the current level-of-service (LOS) on roadways in the three-county study area. The traffic volumes were derived from traffic count locations maintained by Georgia DOT. These volumes were used to evaluate the existing conditions of the roadways in the study area. Capacity analysis was used to determine the level of service (LOS) on the thoroughfares in each county.

A roadway's level of service (LOS) is a measure of how much of its capacity is being used. It is based on traffic volumes, number of lanes, number of signals per mile and area type. The LOS was determined according to the methodology in the *2000 Highway Capacity Manual, 4th Edition (HCM)*. The LOS was determined using data contained in the Department's RC File, which includes traffic counts, truck percentages, lane width, and speed limit information. LOS calculation assumptions included 12 percent peak hour percentage, rolling terrain as the predominant feature of classifying the roadways throughout the three-county region, and field observations and mapping to gauge the number of access points and traffic signals per mile.

Many of the roadway concerns mentioned by local officials and the Advisory Group were substantiated by the capacity analysis results. There are several roadways that are currently at or near their capacity during peak travel times. Improving the future transportation network is critical in order to keep the flow of goods and people moving efficiently. Figure 25 shows the LOS in the study area, while Figures 26, 27, and 28 illustrate the LOS for roadways in each county seat: Barnesville, Zebulon, and Thomaston.

Figure 25: 2001 Level of Service - Lamar, Pike, and Upson Counties

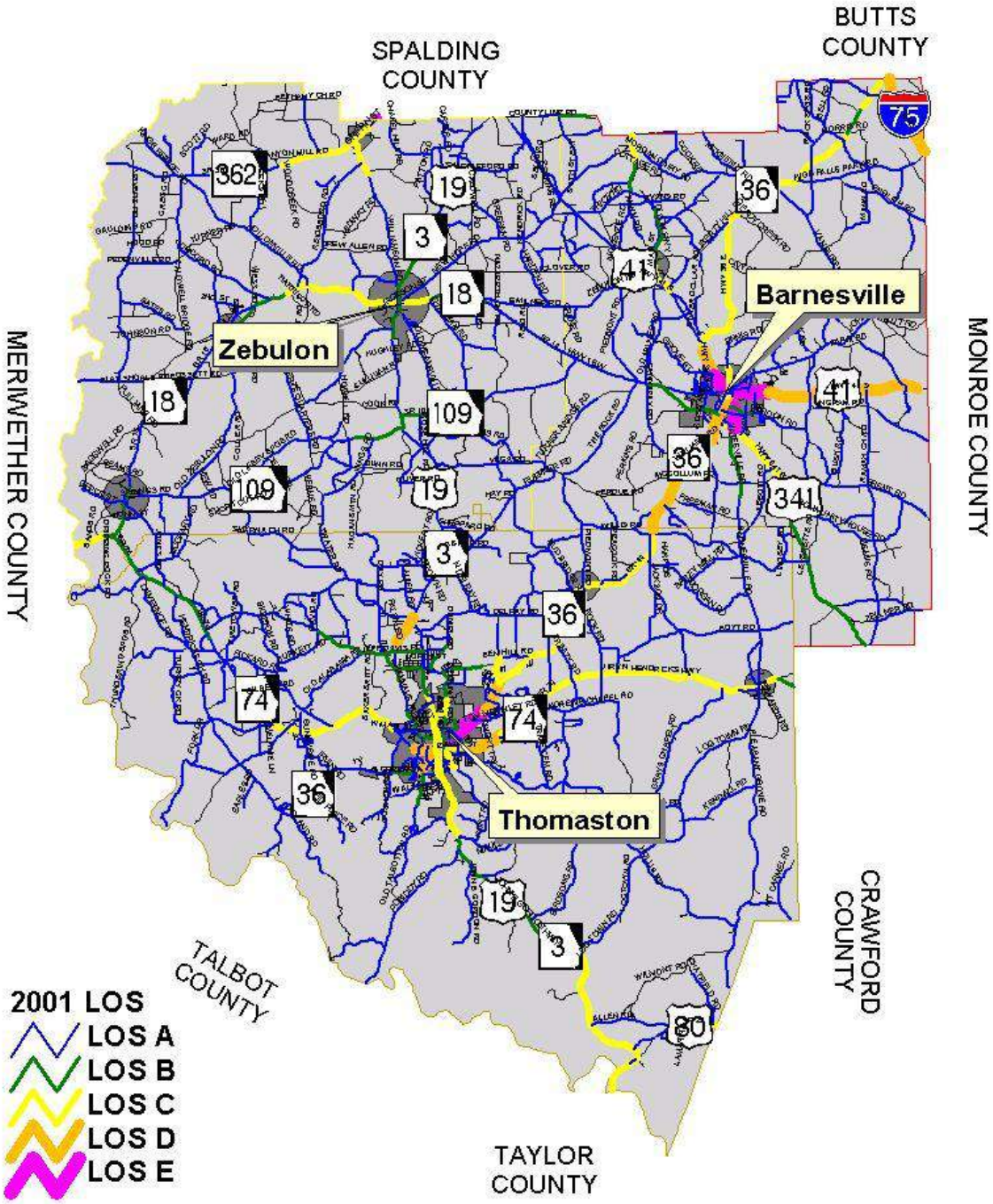


Figure 26: 2001 Level of Service - Barnesville

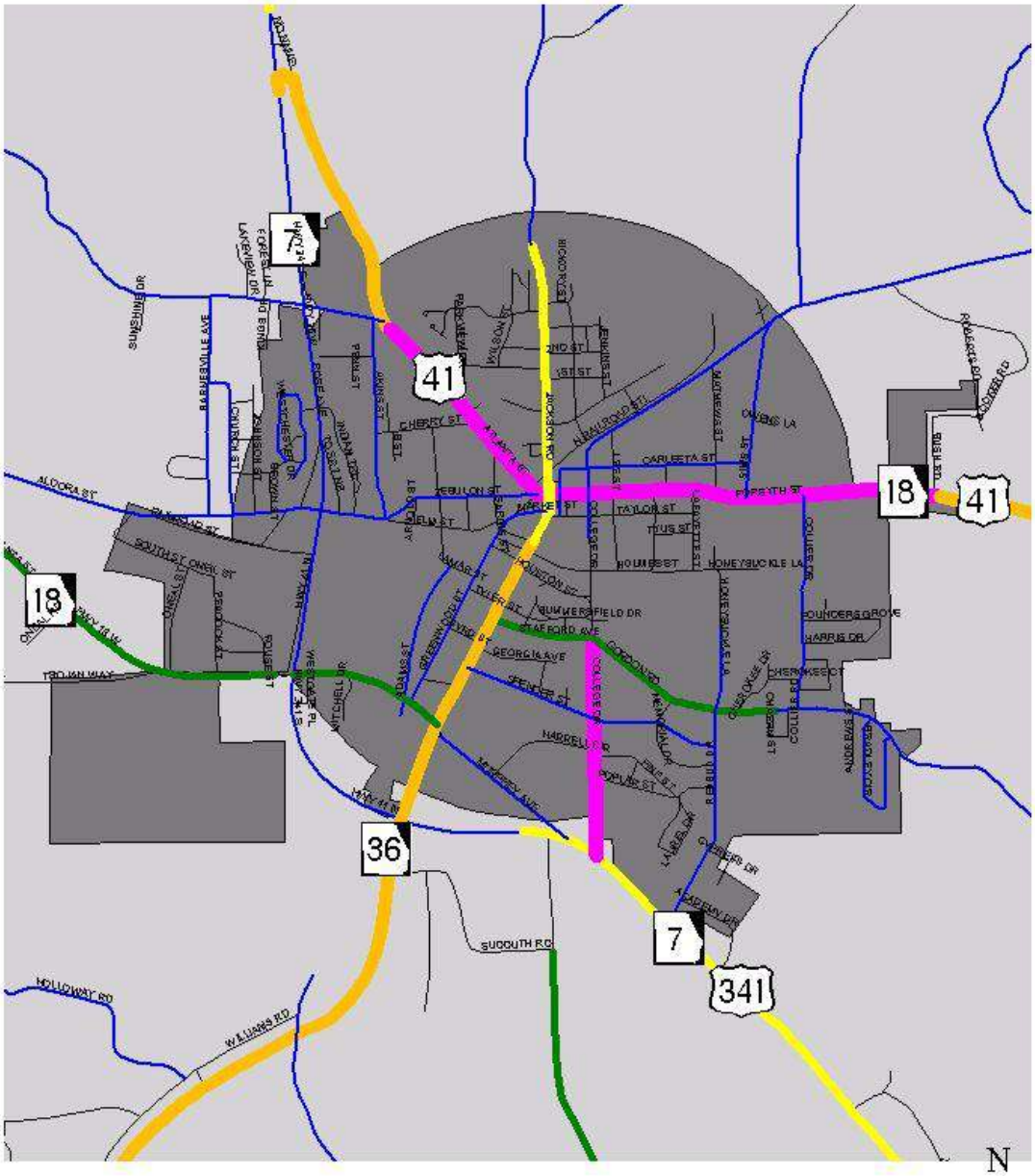


Figure 27: 2001 Level of Service – Zebulon

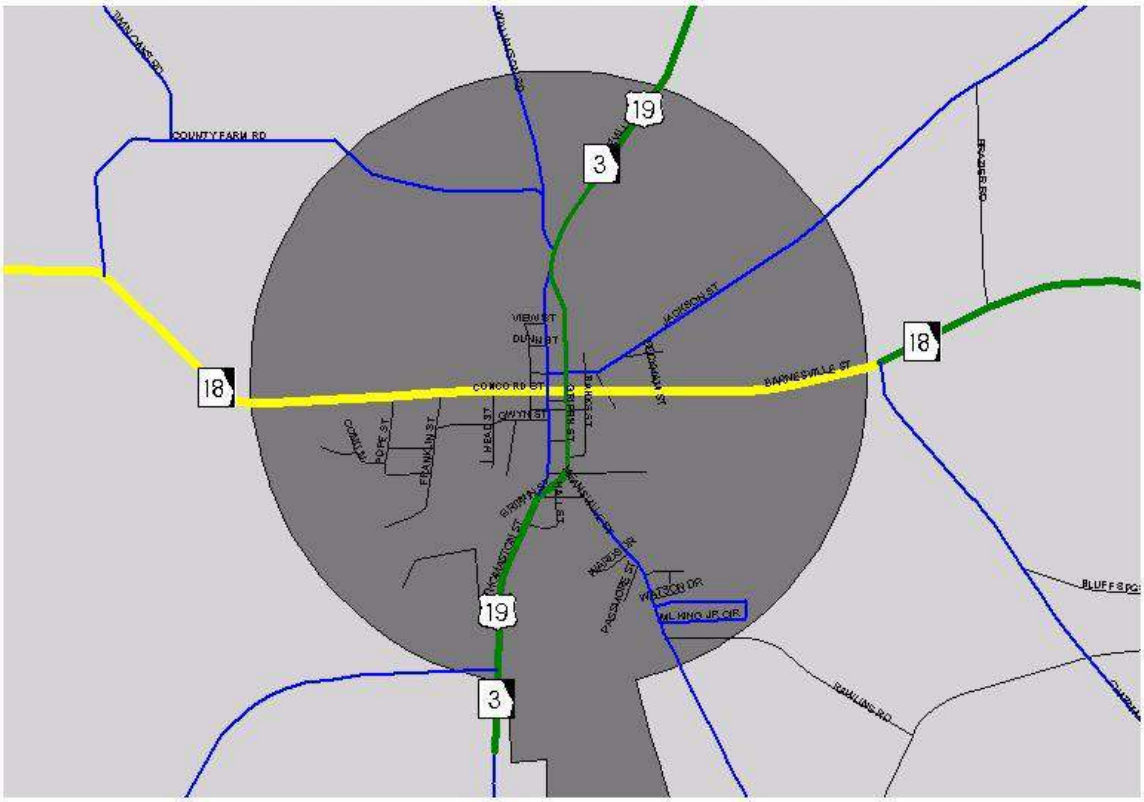
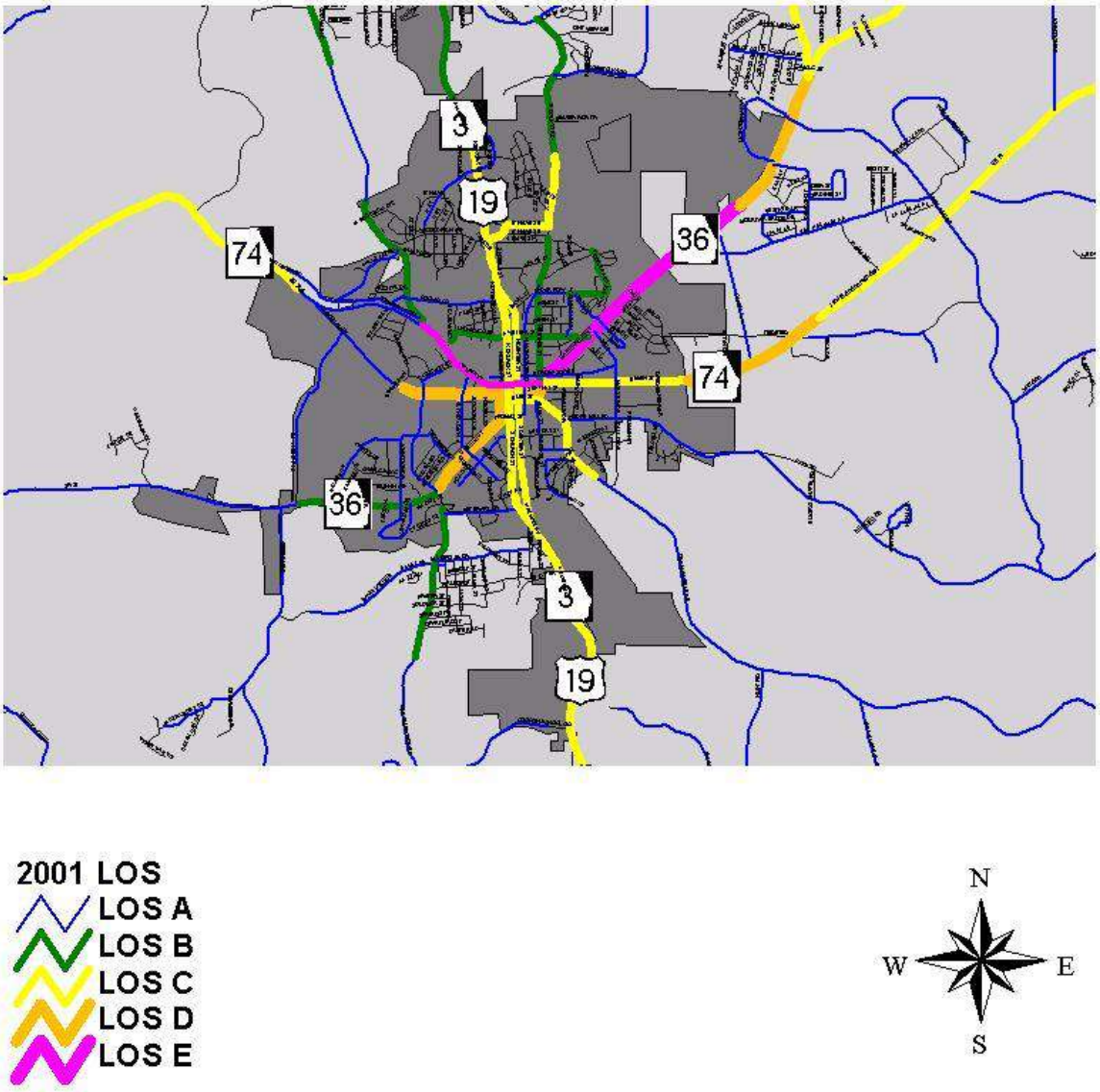


Figure 28: 2001 Level of Service - Thomaston



Findings

Level of Service (LOS) C is the standard set as the minimum desirable LOS in Lamar, Pike, and Upson Counties. The discussion below describes operating conditions for LOS D, E and F and lists roadway segments currently operating at each of these levels of service.

LOS D is the level at which speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.

Roadway segments with LOS D:

- SR 36 – segments between Thomaston and Barnesville towards I-75 (Upson MP 8.8-15.7, Lamar MP 0.0-4.2, 7.2-18.5)
- US 41/SR 18 – Barnesville (MP 7.2-8.7, 10.0-15.4)
- SR 74 – Thomaston (MP 13.2-13.7)

LOS E is the level at which operations are at capacity. Operations at this level are volatile, there being virtually no usable gaps in the traffic stream. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.

Roadway segments with LOS E:

- US 41/SR 18 – Barnesville (MP 8.7-10.0)
- SR 36 – Thomaston (MP 8.1-8.8)
- I-75 (MP 0.0-2.6)
- SR 362 - Williamson (MP 8.7-9.4)

LOS F is characterized by stop-and-go waves, poor travel times, low driver comfort and convenience, and increased accident exposure.

Roadway segments with LOS F:

- No roadways were operating at LOF F in 2001 in the three-county area

Bridge Conditions

Georgia DOT provided bridge inventory data for all bridges in Lamar, Pike, and Upson Counties. The data provided the following information:

- Facility carried
- Location
- Number of lanes
- Length, width, and clearance

- Rating data
- Posting data
- Features intersected
- Year constructed
- Year reconstructed (if applicable)
- Date of last inspection
- Design load
- Structure and foundation type
- Traffic Volume (vehicles per day)

Title 23 CFR Section 650 and the current Federal Aid Policy Guide allow bridges to be replaced provided that one of the two general criteria occur:

1. The bridge to be considered for replacement has a sufficiency rating below 50.

2. If there is a need to widen the bridge, the cost of widening the existing structure is more than the cost of a replacement structure.

The Georgia DOT Bridge Maintenance Section of the Office of Maintenance provides the sufficiency rating for each bridge structure. The sufficiency rating provides an overall rating of the condition of the bridge. It takes into account several items from load factors to field observation of bridge deficiencies.

Tables 17 through 19 reveal the bridge ID number, location, traffic volume, and sufficiency rating for bridges with a current sufficiency rating below 50, between 50 and 60, and 60 and 70.

Table 17: Bridge Sufficiency Rating Below 50

Bridge ID Number	County	Roadway	Location	2001 Traffic Volume	Sufficiency Rating
293-5037-0	Upson	Piedmont Rd.	1 mile north of The Rock	300	37.95
293-0018-0	Upson	Pobiddy Road	8 miles south of Thomaston	500	48.83
293-0022-0	Upson	Hannah Road	NW edge of Thomaston	2,800	22.85
293-5012-0	Upson	Gordon School Road	4 miles south of Thomaston	100	46.15
293-5021-0	Upson	Trice Cemetary Road	3 miles east of Thomaston	740	22.81
293-5026-0	Upson	Boyt Road	2 miles north of Yatesville	740	34.59
293-0003-0	Upson	US 19	In Thomaston	24,400	45.45
231-0003-0	Pike	SR 18	0.1 miles west of Zebulon	4,000	42.00
231-0005-0	Pike	SR109	0.5 miles east of Molena	900	42.57
231-0015-0	Pike	CR251/ Hollonville Road	2 miles north of Concord	1,000	35.36
231-5001-0	Pike	CR 5/ Buffington Road	5 miles east of Zebulon	740	25.55
231-5003-0	Pike	CR 25/ Williams Mill Road	2 miles east of Meansville	740	22.81
231-5004-0	Pike	CR 25/ Williams Mill Road	3 miles NE of Meansville	740	30.64
231-5009-0	Pike	CR 83/Caldwell Bridge Road	3 miles NW of Concord	100	40.85
171-0012-0	Lamar	SR 18	4 miles west of Barnesville	1,900	44.43
171-0017-0	Lamar	SR 36	9.5 miles north of Barnesville	6,100	27.25
171-0028-0	Lamar	CR 217/Phil Weldon Road	4 miles NW of Milner	300	40.66
171-0029-0	Lamar	CR 217/ Van Buren Road	3.5 miles south of Junction SR 36	200	34.62
171-0030-0	Lamar	CR 221/ Piedmont Road	In Piedmont	800	22.87
171-5008-0	Lamar	CR 51/ Cannafax Farm Road	3.5 miles SW of Barnesville	740	34.67
171-5013-0	Lamar	CR 86/ J.E. Trice Road	3 miles NW of Milner	740	31.254
171-5014-0	Lamar	CR 96/ Camp Road	5 miles north of Milner	1,330	15.94
171-5027-0	Lamar	CR 219/ Ruffin Road	In Piedmont	1,230	33.53

Table 18: Bridge Sufficiency Rating between 50 and 60

Bridge ID Number	County	Roadway	Location	2001 Traffic Volume	Sufficiency Rating
293-0017-0	Upson	SR 74/	1.5 miles west of Yatesville	3,200	55.76
293-0020-0	Upson	CR422/Jeff Davis Road	2 miles NW of Thomaston	3,000	59.13
293-0028-0	Upson	CR73/Old County Road	1 mile north of Thomaston	6,580	58.76
293-5009-0	Upson	CR93/Turkey Creek Road	8 miles west of Thomaston	100	59.27
293-5018-0	Upson	CR 192/Triune Mill Road	2 miles SE of Thomaston	830	58.07
231-0010-0	Pike	CR 248/ Brooks Road	Pike – Spalding line	1,600	59.41
231-5002-0	Pike	CR 7/ Line Road	8 miles west of Zebulon	740	55.13
231-5011-0	Pike	CR 90/ Milner Road	3 miles north of Concord	100	54.20
231-5027-0	Pike	CR 141/ Howell Road	4 miles SW of Zebulon	100	58.19
171-0016-0	Lamar	SR 36	6 miles north of Barnsville	5,600	59.86
171-5009-0	Lamar	CR 59/ Turner Bridge Road	2.8 miles north of Piedmont	100	56.26
171-5023-0	Lamar	CR 211/ Sanders Road	3 miles west of Junction SR 36 & I-75	1,230	57.03

Table 19: Bridge Sufficiency Rating between 60 and 70

Bridge ID Number	County	Roadway	Location	2001 Traffic Volume	Sufficiency Rating
293-0016-0	Upson	SR 74	7 miles east of Thomaston	3,200	63.54
293-0031-0	Upson	CR 26/Symrna Church Road	7 miles north of Thomaston	400	65.40
293-5001-0	Upson	CR 25/Weems Road	7 miles NW of Thomaston	740	64.21
293-5010-0	Upson	CR 97/ Old Alabama Road	6 miles west of Thomaston	970	64.89
293-5019-0	Upson	CR 192/Triune Mill Road	7 miles SE of Thomaston	970	61.89
293-5027-0	Upson	CR 225/ Boyt Road	6 miles east of Thomaston	740	61.56
231-0004-0	Pike	SR 74	0.9 miles south of Molena	3,400	64.39
231-0009-0	Pike	SR 362	7 miles NW of Concord	900	64.03
231-5005-0	Pike	CR 32/ Shackleford Road	7 miles NE of Zebulon	740	64.8
231-5026-0	Pike	CR 257/ Pedenville Road	3 miles east on Concord	710	67.04
171-0011-0	Lamar	SR 18	0.5 miles north of Barnesville	5,100	65.24
171-0019-0	Lamar	SR 109	6 miles west of Barnesville	1,000	67.04
171-5016-0	Lamar	CR 114/ McKneely Road	4 miles NE of Milner	740	65.41
171-5025-0	Lamar	CR 216/The Rock Road	6 miles SW of Barnesville	800	65.51
171-5030-0	Lamar	CR 246/ Jackson Road	2 miles north of Barnesville	1,230	63.22

Crash History

"Safety first" is the watchword of Georgia DOT, and improving safety was a priority identified for this study by the Advisory Group. Accident data was analyzed throughout the study area by type of accident (rear end, angle intersect, head on, or sideswipe), pedestrian and bicycle incidents, and total number of injuries and fatalities. Historical accident data can help identify problem areas in the transportation system. For this study accident data from 1995-1997 and for 2001 was analyzed. These years correspond with the accident data for which Georgia DOT has detailed records.

In many circumstances, high traffic volumes conflicting with turning movements may be a factor contributing to rear end and angle intersecting accidents. There are roadways within each county that may have geometrics issues resulting in sight distance problems, which may be associated with some of the crashes.

Figure 29, on the following page, shows high accident locations in the three-county area at intersections and mid-block locations. High accident locations in each of the county seats are shown in Figures 30, 31 and 32.

High accident locations (HALs) are also listed in Tables 20 and 21 based on their accident rate, along with the primary accident type. Intersection HALs, shown in Table 20 on page 71, are listed in the order of their annual accident rate per million vehicle miles. Mid-block HALs, shown in Table 21 on page 72, are listed in the order of their annual accident rate per million vehicle-miles. Primary Accident Types, the type that occurs most frequently, were listed when a clear accident pattern was found in the data.

Figure 29: High Accident Locations – 2001

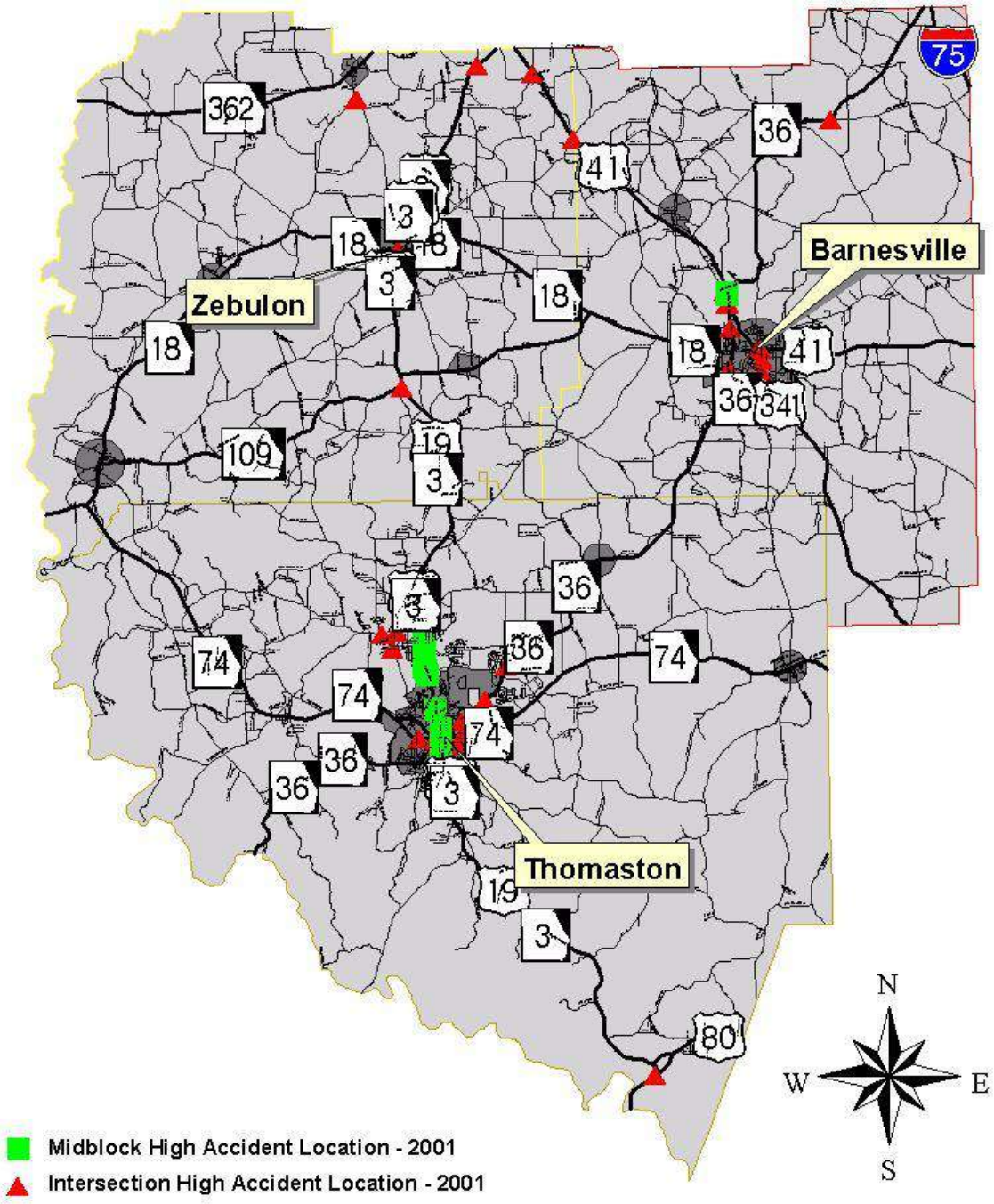


Figure 30: Thomaston Area High Accident Locations - 2001

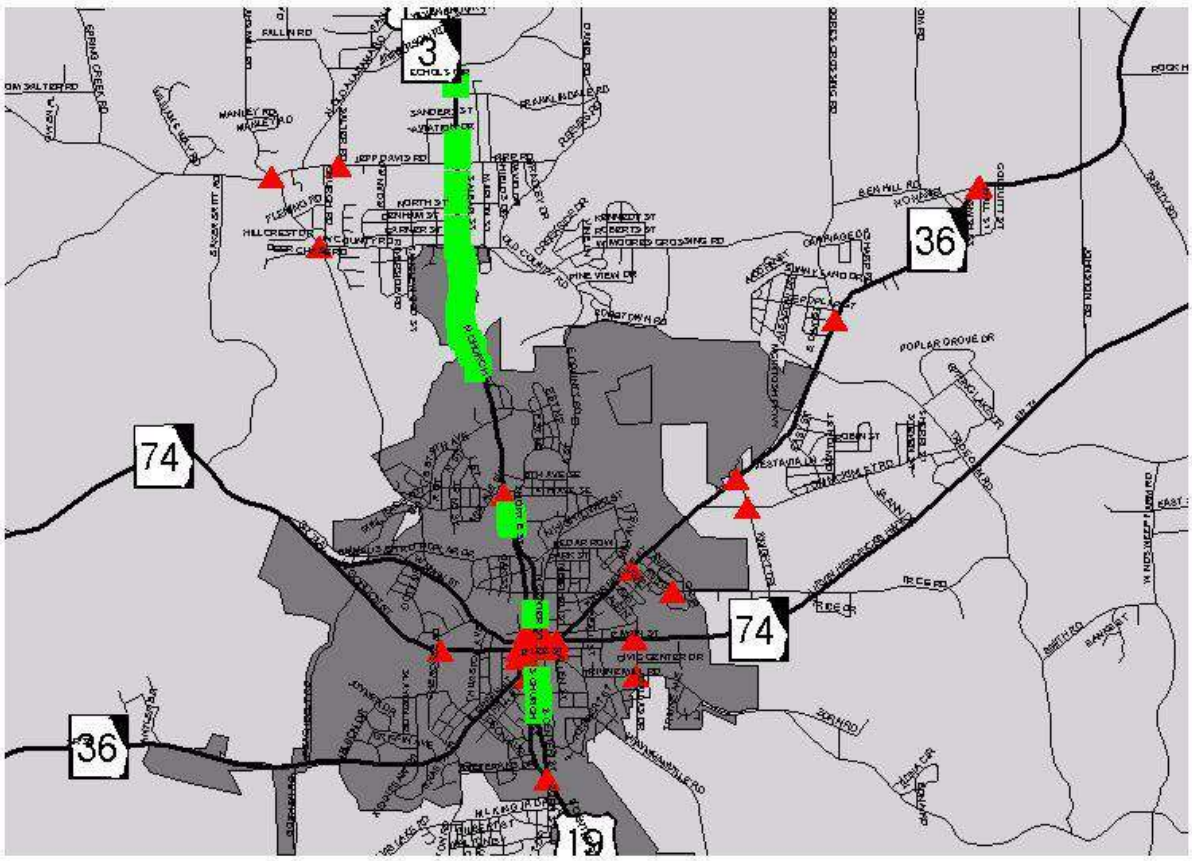


Figure 31: Barnesville Area High Accident Locations - 2001

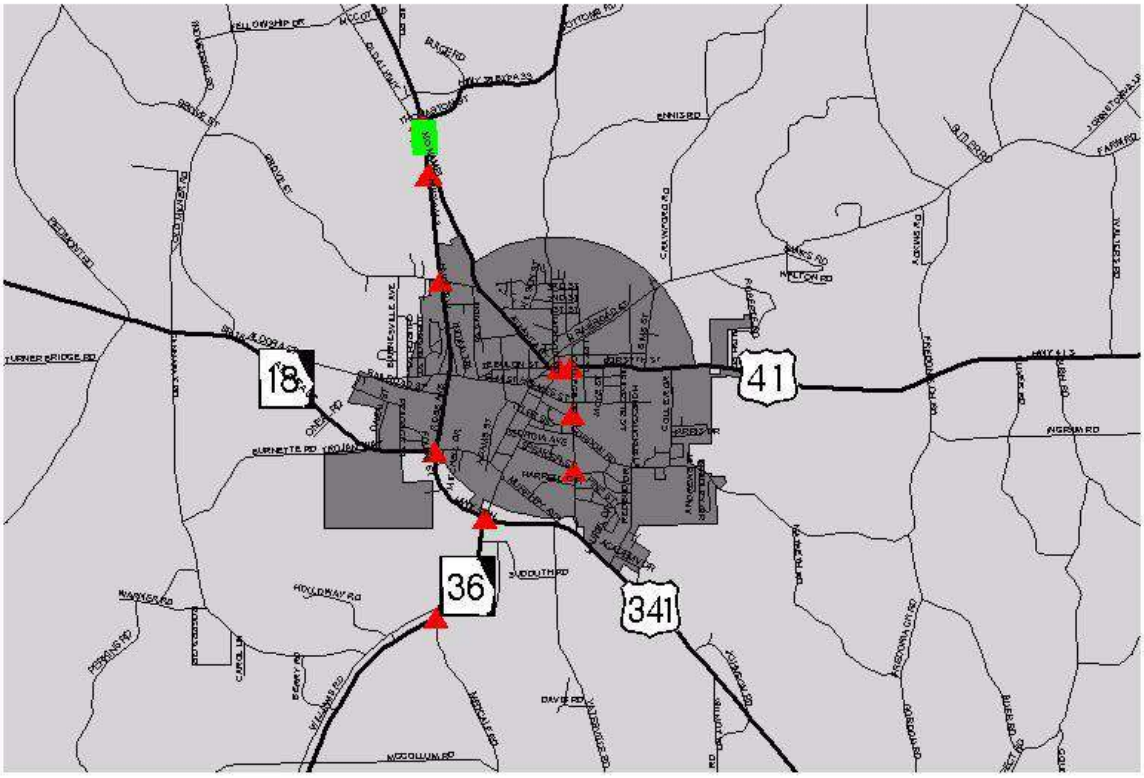


Figure 32: Zebulon Area High Accident Locations - 2001

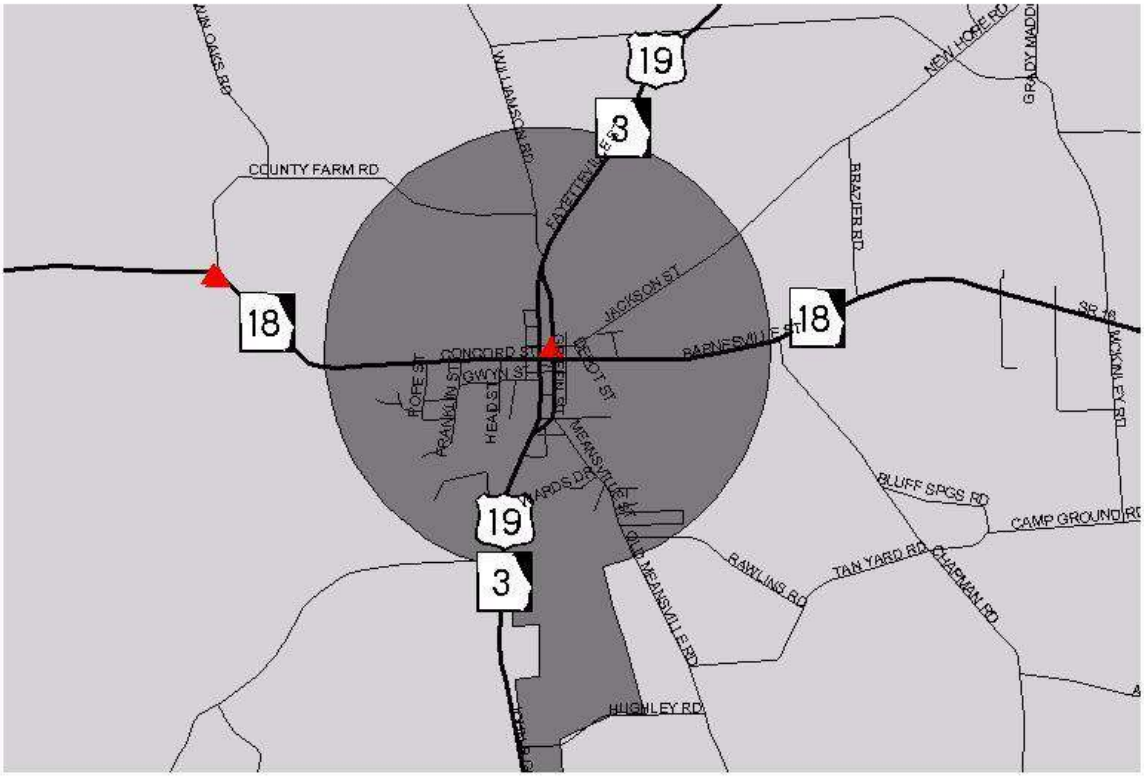


Table 20: Intersection High Accident Locations in 2001

County	Intersection	No. of Acc.	Acc Rate (acc/mil veh)	Primary Accident Type
Lamar	College Dr. at Spencer St.	5	13.80	Angle Intersect
Upson	Knight Trail at Tom McKinley Rd.	5	10.87	Angle Intersect
Upson	Avenue F at G Circle	3	8.70	Angle Intersect
Lamar	College Dr. at Houston St.	3	7.37	Rear End
Upson	S. Center St. at Hightower St.	27	7.16	Angle Intersect
Upson	Hannah Mill Rd. at County Rd./Church Rd.	7	5.62	Angle Intersect
Upson	E. Thompson St. at N. Hightower St.	5	5.21	Angle Intersect
Upson	Hannah Mill Rd. at Jeff Davis Rd.	7	4.26	Angle Intersect
Upson	SR 74 (W. Gordon St.) at Cherokee Rd.	9	4.06	5 Angle Intersect, 3 Head On
Lamar	SR 18 at US 341	17	3.60	Angle Intersect
Upson	Jeff Davis Rd. at Salter St.	4	3.03	Angle Intersect
Upson	SR 3/US 19 at SR 22/US 80	6	2.66	Single vehicle
Upson	SR 36 (Barnesville Hwy.) at Hall St.	5	2.63	Single vehicle
Pike	Old Fayetteville Rd. at Reidsboro Rd.	3	2.61	Single vehicle
Upson	SR 74 (E. Gordon St.) at S. Bethel St.	8	2.52	5 Angle Intersect, 3 Rear End
Lamar	US 341 at Grove St.	11	2.45	Angle Intersect
Upson	Holston Dr./Dallas Dr. at Triune Mill Rd.	4	2.44	Angle Intersect
Lamar	SR 36 at US 341	10	2.16	Angle Intersect
Upson	W. Lee St. at S. Green St.	4	2.06	Angle Intersect
Pike	SR 18 (Concord St.) at County Farm Rd.	3	1.95	Single vehicle
Lamar	US 41 (Forsyth St.) at College Dr.	6	1.88	2 Angle Intersect, 2 Single Veh
Upson	SR 74 (E. Main St.) at Holston Dr.	4	1.57	Rear End
Upson	SR 36 (Barnesville Hwy.) at W. Moores Crossing Rd.	4	1.46	2 Angle Intersect, 2 Rear End
Lamar	SR 36 at Adams Rd.	3	1.39	Single Vehicle
Lamar	SR 36 (Barnesville-Jackson Rd.) at High Falls Rd.	3	1.39	Single Vehicle
Upson	US 19 (S. Church St.) at Zorn St.	5	1.37	Angle Intersect
Lamar	US 41 (Forsyth St.) at Merchants Way	4	1.30	Rear End
Upson	SR 74 (E. Gordon St.) at N. Hightower St.	3	1.26	Angle Intersect
Upson	US 19 (S. Church St.) at Thomas St.	6	1.16	Angle Intersect
Upson	SR 36 (Barnesville Hwy.) at Knight Trail	3	1.16	No Predominate Pattern
Upson	US 19 (S. Church St.) at W. Lee St.	5	1.10	Angle Intersect
Upson	SR 74/SR 36 (Main St.) at N. Church St.	6	1.06	Angle Intersect
Pike	Griffin St. at Jackson St.	3	1.01	Single Vehicle

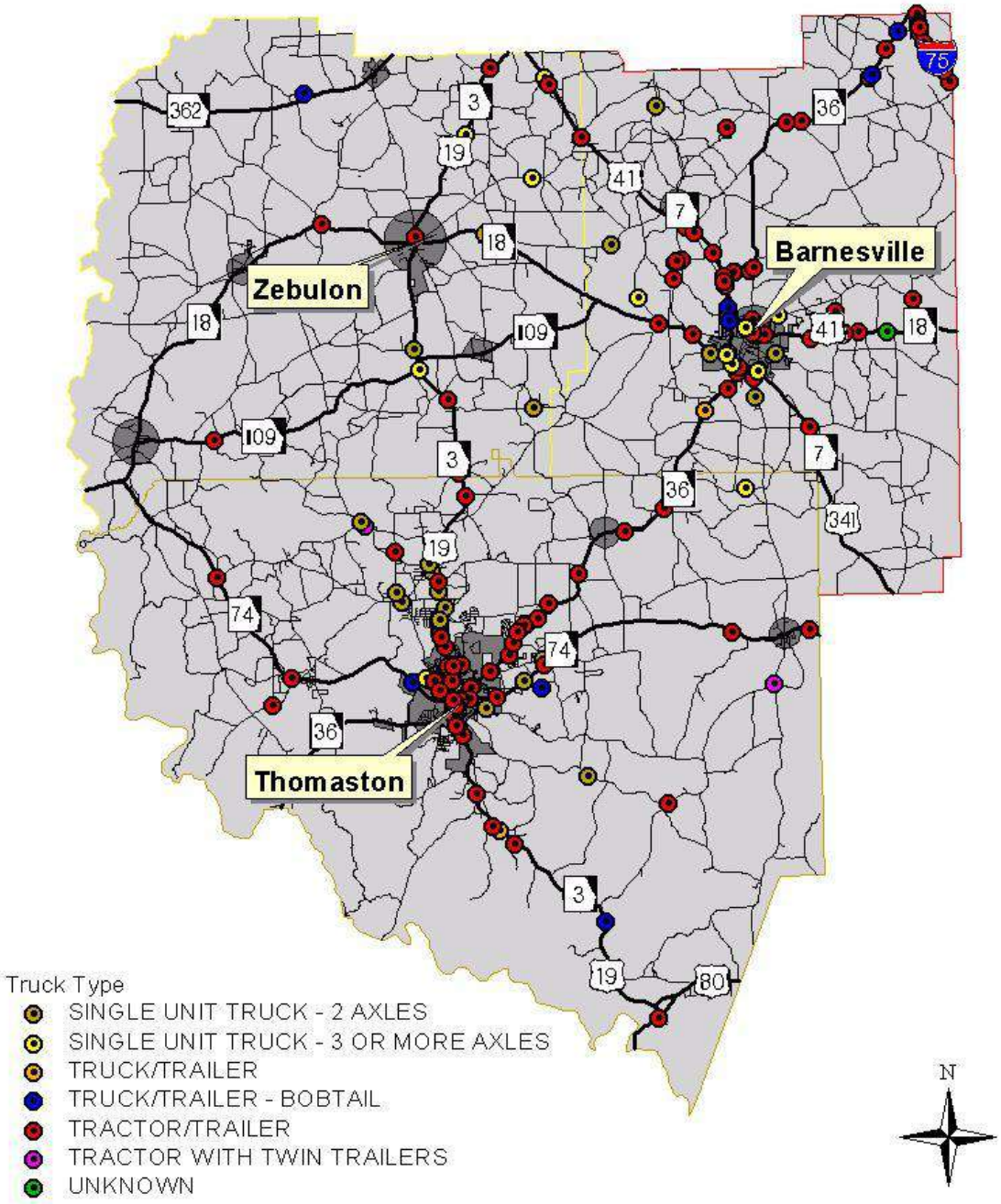
Table 21: Midblock High Accident Locations in 2001

County	Midblock Location	No. of Acc.	Acc Rate (acc/mil veh-mi)	Primary Accident Type
Upson	S. Center St. between Mallory St. and Springdale Dr.	7	39.43	Angle Intersect
Upson	US 19 between Goodrich Ave. and Short E. St.	8	17.31	4 Rear End, 3 Angle Intersect
Upson	S. Center St. between Thomas St. and Mallory St.	5	17.11	2 Angle Intersect, 2 Sideswipe Same Direction
Upson	US 19 between Aviation Dr. and Harp Rd.	7	14.28	Rear End
Lamar	SR 7/US 341 near US 41	5	13.70	2 Angle Intersect, 2 Single Veh
Upson	US 19 between Echols Circle and Franklindale Rd.	5	8.50	2 Angle Intersect, 2 Rear End
Upson	N. Center St. between Thompson St. and Norfolk Southern Railway	5	7.54	Angle Intersect
Upson	US 19 between Harp Rd. and Carey Dr.	6	6.13	4 Rear End, 2 Single Vehicle
Upson	US 19 between County Rd. and Deluxe Cir.	39	5.63	Angle Intersect

Truck Crashes

There is a large volume of truck traffic on the roadways within the three-county study area. Due to the large volume of trucks, investigating the frequency and manner of crashes involving trucks is important to improving safety in the study area. Figure 33 shows the truck related crashes by type of truck.

Figure 33: Truck Crashes - 2001



FUTURE CONDITIONS

This section deals with expected changes to the transportation system by 2030. Traffic projections are based on the future land use plan, and 2030 capacity deficiencies are identified as a prelude to recommended transportation improvements.

Future Land Use

The McIntosh Trail Regional Development Council provided estimates of existing (2000) and future (2020) land use for each county. The trip generation associated with existing and future land uses was converted into a growth factor that could be multiplied by existing traffic volumes to produce 2030 traffic projections.

Traffic Projections

Figure 34, on the following page, is a linear flow chart of the traffic projection process.

All projections of future conditions are based on each County's future land use plan. Growth factors were determined for key road segments in each county by comparing the trip generation and traffic assignment for the 2000 and 2020 land use plans. The 2000 to 2020 growth factor for each roadway segment was then converted to a growth factor from 2001 to 2030. The 2001 daily traffic volumes are then multiplied by the 2030 growth factor to obtain the 2030 daily traffic projection for each of the key roadway segments.

The 2000 and 2020 land use plans provided the number of acres for each type of land use for each census tract. Trip generation rates per acre and land use densities were used to determine the number of daily trips generated for each census tract in 2000 and 2020. Traffic was distributed using a gravity model formula. The gravity model distribution of trips from a particular census tract to each of the other census tracts is based on the number of trip attractions divided by the travel time squared to the centroid of each census tract.

Trip tables for 2001 and 2030 were created, and trips were assigned to the roadway network. The comparison of 2001 and 2030 assigned trip on each key roadway segment was used to develop a growth factor (from 2001 to 2030) for representative traffic count stations. Future traffic volumes were determined by multiplying the 2001 daily volume by the growth factor.

Figure 35 shows the 2030 traffic projections throughout the three-county study area. Figures 36, 37, and 38 illustrate the traffic volumes in Barnesville, Zebulon, and Thomaston, respectively.

Figure 34: Traffic Projection Process

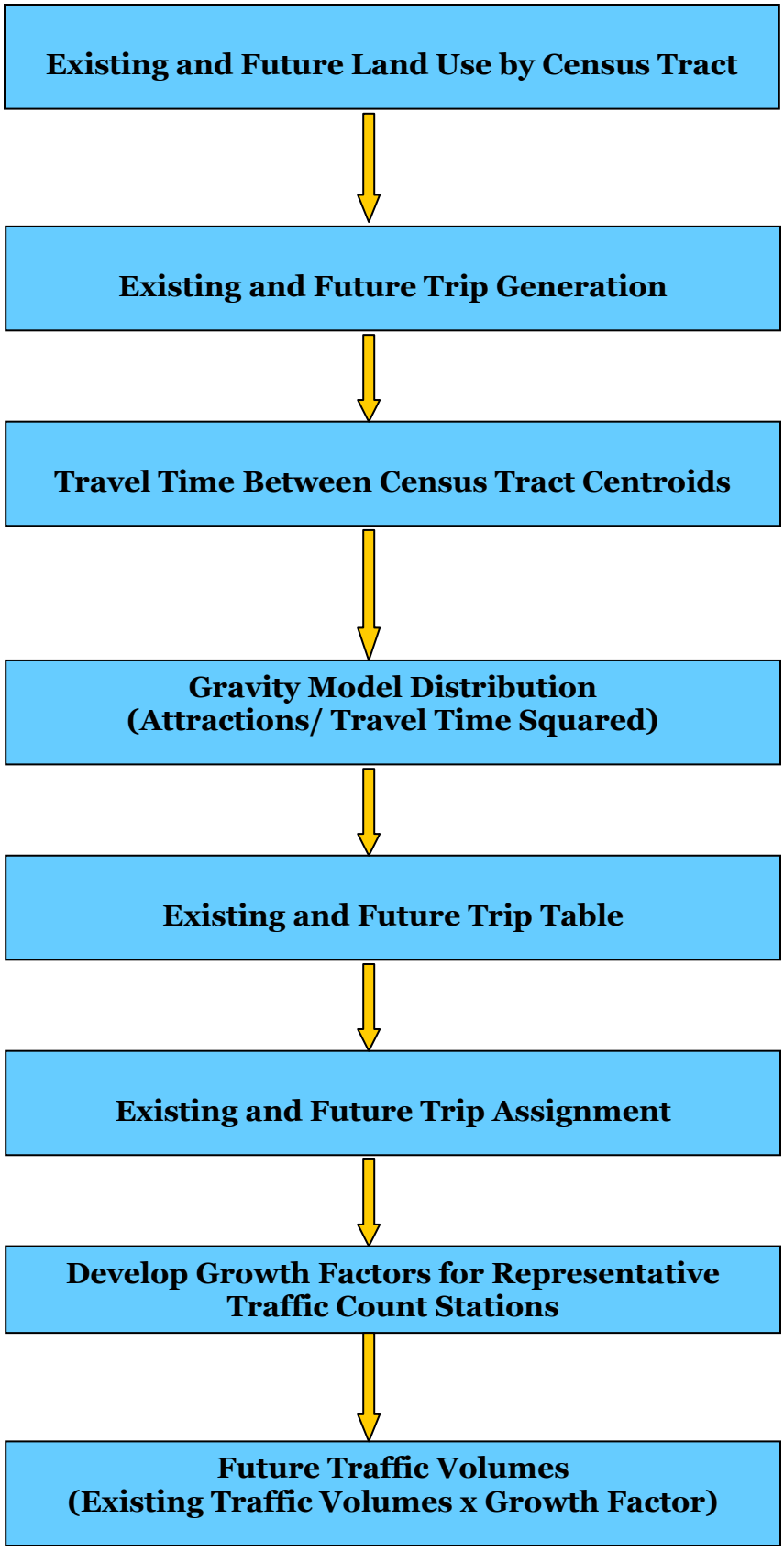


Figure 35: 2030 Daily Traffic Projections - Lamar, Pike, and Upson Counties

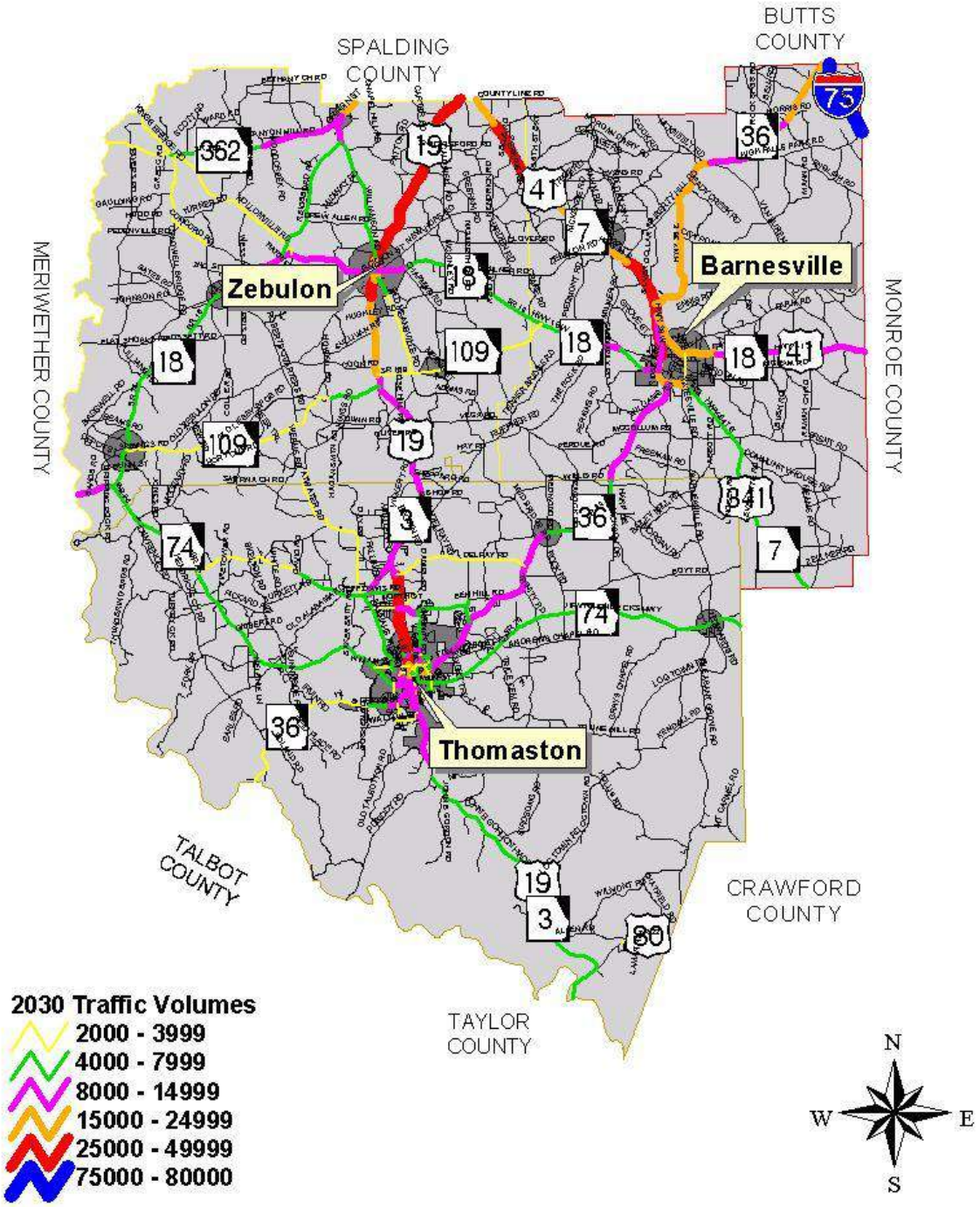
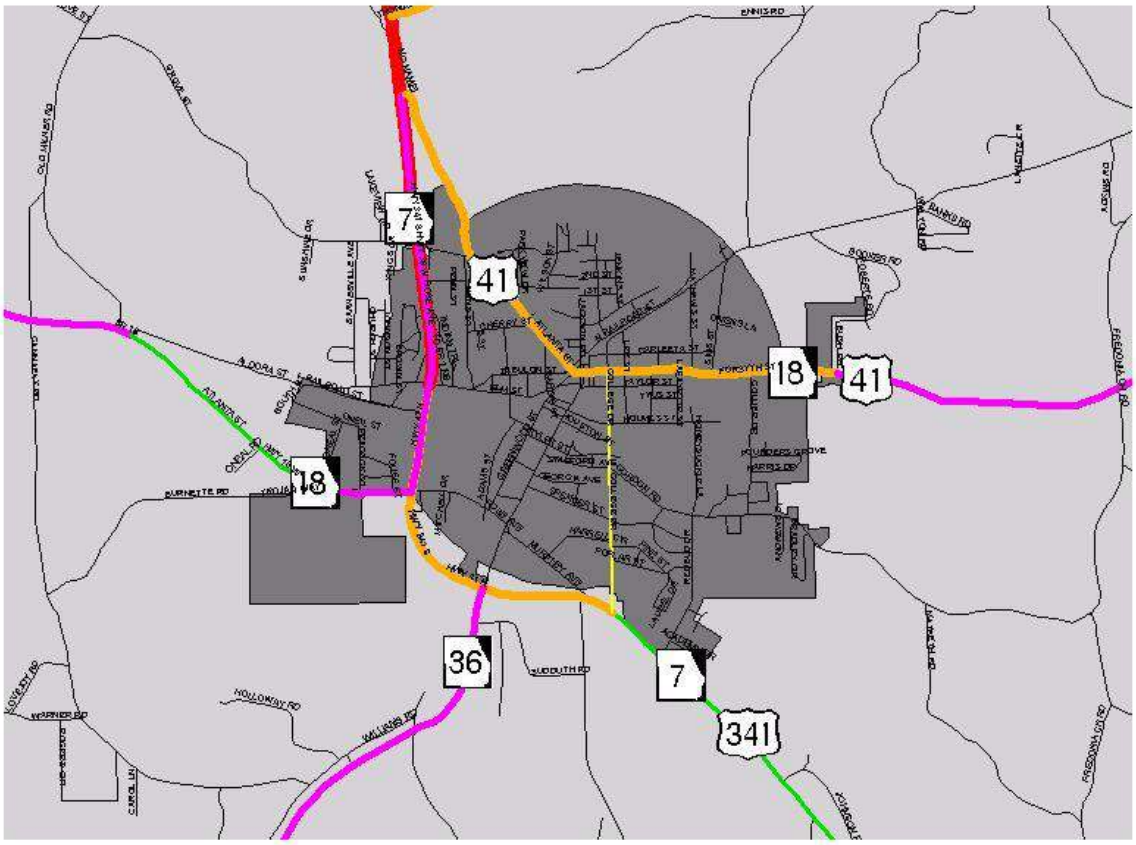


Figure 36: 2030 Daily Traffic Projections - Barnesville



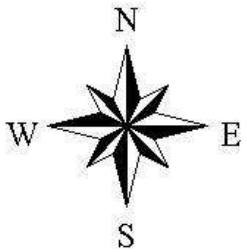


Figure 37: 2030 Daily Traffic Projections - Zebulon

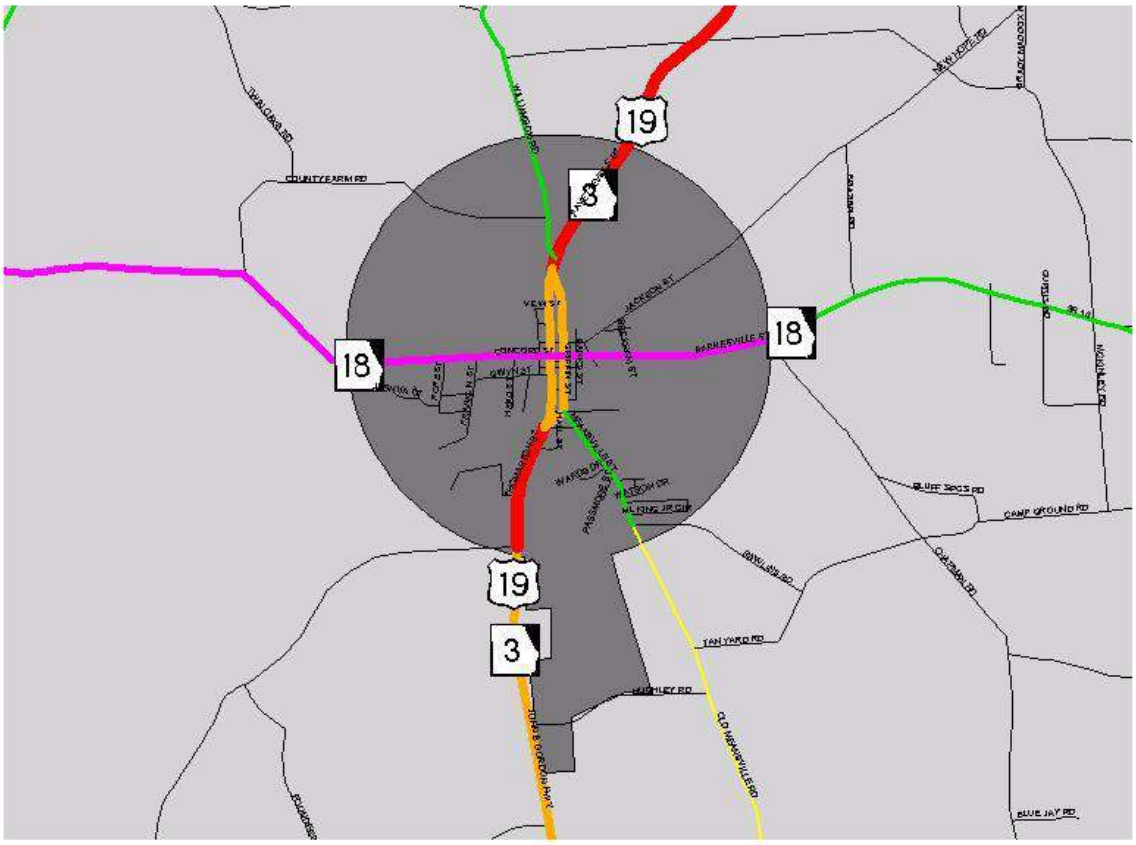
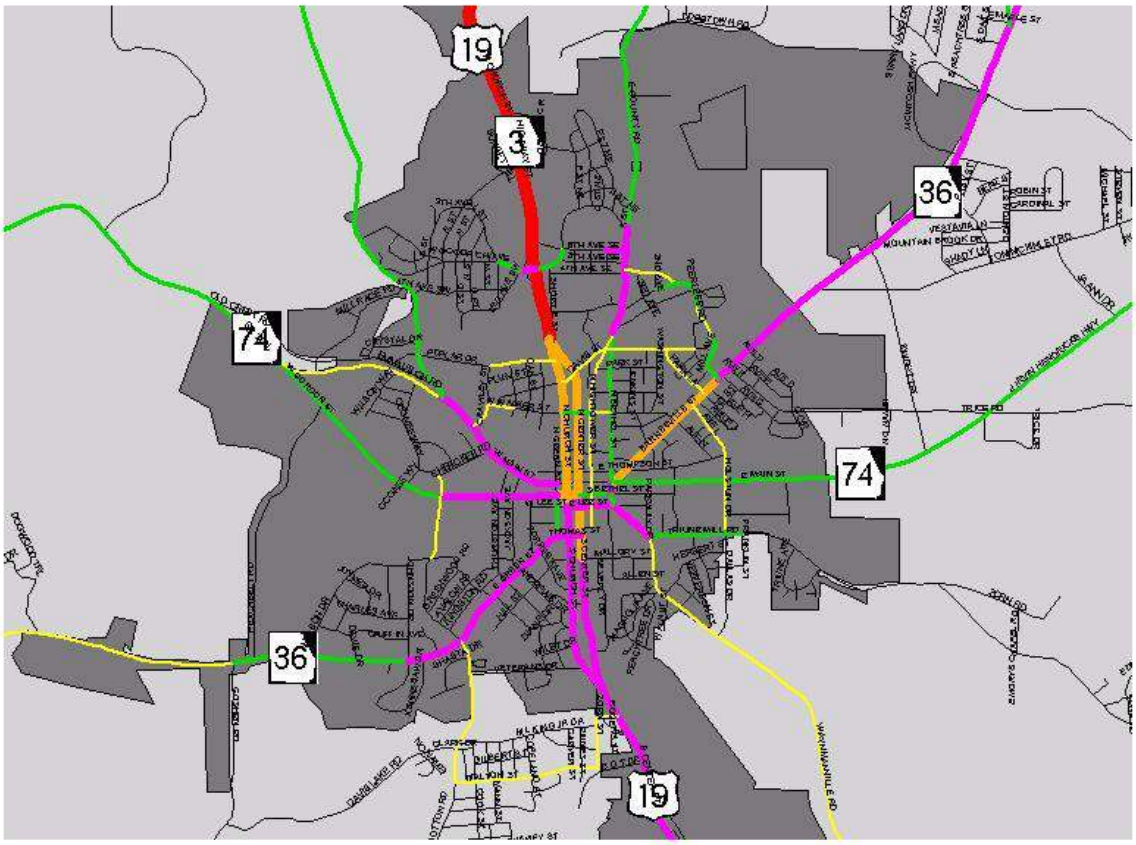


Figure 38: 2030 Daily Traffic Projections - Thomaston



2030 Traffic Volumes
- 2000 - 3999
- 4000 - 7999
- 8000 - 14999
- 15000 - 24999
- 25000 - 49999
- 75000 - 80000

N
W
E
S

Coordination with Programmed Projects in the Area

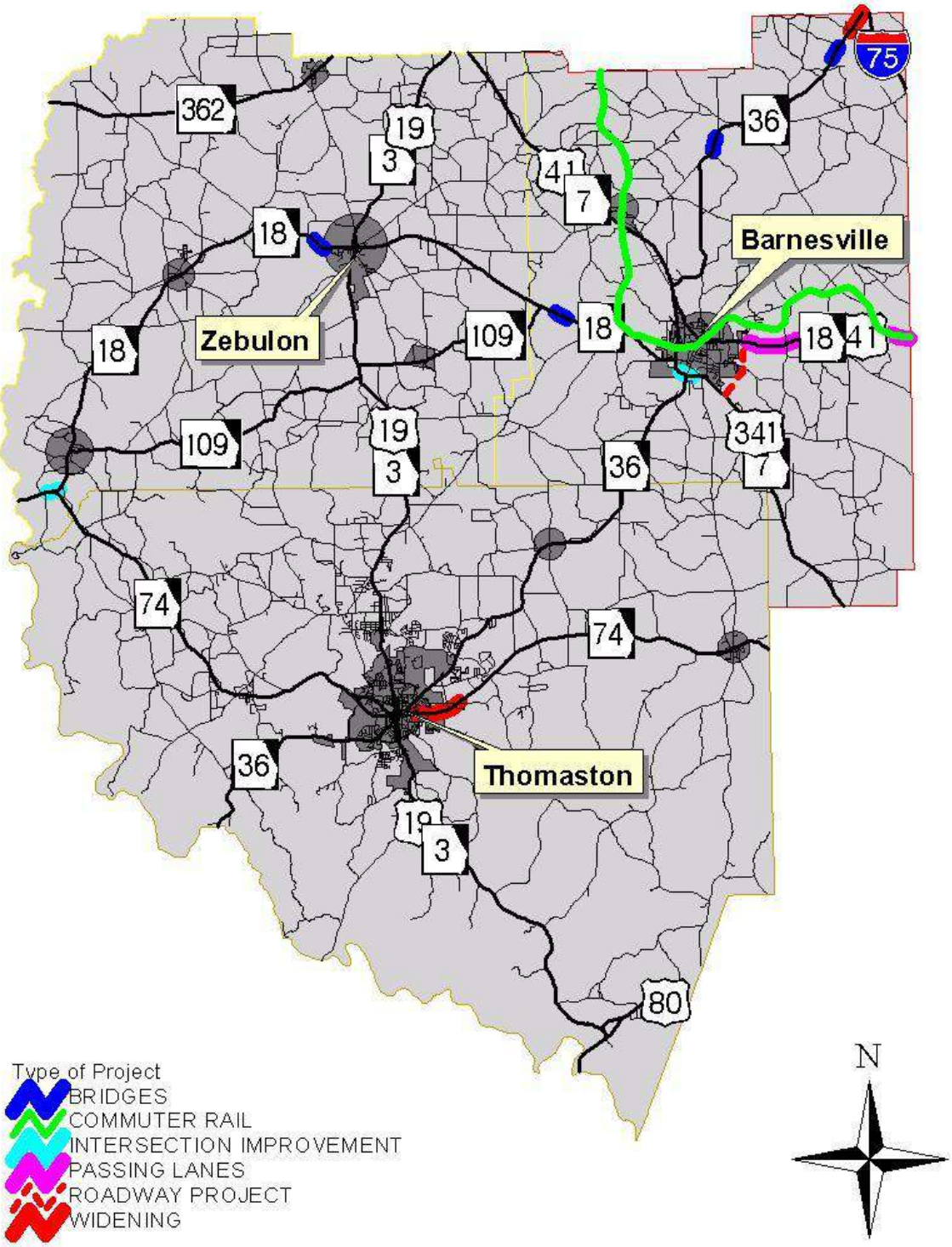
According to Georgia DOT's 2004-2006 State Transportation Program (STIP), a number of roadway improvement projects are planned or programmed by the Department for Lamar, Pike, and Upson Counties. Figure 39 shows a map of all programmed projects in the study area as currently listed in the Department's 2004 Draft STIP. A comprehensive list of programmed project information is provided in Table 22. There are already several programmed projects that improve operations and safety in the study area. All programmed projects in the area were coordinated when analyzing future conditions to provide accurate roadway conditions in the planning horizon year (2030).

Table 22: Programmed Transportation Improvements

County	GDOT P.I. No.	Type	Project Description	Schedule
Lamar	321370	Passing Lanes	SR 18 SB 13.7–15.2, Monroe County, EB 2.3–3.6, WB 3.38–5.1	PE – Underway ROW – 2005 CST–After 2006
Lamar	322530	New Roadway Construction	Barnesville Bypass from SR 7/US 341 N. to SR 18/US 41	PE – Underway ROW – 2004 CST – 2006
Lamar	331820	Widening	SR 36 from High Falls Road in Lamar County to just west of I-75 in Butts County	PE – Underway ROW – 2004 CST–After 2006
Lamar	333140	Replace Bridge	SR 18 at Potato Creek 4 miles west of Barnesville	PE – Underway ROW – 2005 CST – 2006
Lamar	333220	Intersection Improvement	SR 7/US 341 at SR 36 - Thomaston Road & Thomaston Street	PE – Underway ROW– Underway CST – LUMP
Lamar	343390	Replace Bridge	SR 36 at Edie Creek 6 miles north of Barnesville	PE – Underway ROW – 2005 CST – After 2006
Lamar	343391	Replace Bridge	SR 36 at Buck Creek 9.5 miles north of Barnesville	PE – Underway ROW – 2006 CST – After 2006
Lamar	371800	Rail Project	Commuter Rail Griffin to Macon to Houston County – Phase 4	CST – 2005
Lamar	371801	Rail Project	Commuter Rail Griffin to Macon to Houston County – Phase 5	CST - 2006
Pike	333110	Intersection Improvement	SR 18/SR 109 at SR 74, south of Molena	PE – Underway ROW – 2004 CST - 2004
Pike	333145	Replace Bridge	SR 18 at Elkins Creek, 0.1 mile west of Zebulon	PE – Underway ROW– Underway CST – 2006
Upson	322550	Widening	SR 74 from Holstun Drive to Trice Road in Thomaston	PE – Underway ROW – 2004 CST - 2005

Source: Georgia DOT Draft State Transportation Improvement Program, 2004 - 2006

Figure 39: Programmed Projects in Lamar, Pike, and Upson Counties



Future Conditions

In order to evaluate the future (2030) roadway conditions, projected traffic volumes (2030) were used to calculate the level-of-service on roadways in the county. Capacity analysis was used to determine the level of service on roadways throughout the county.

The future traffic volumes were assigned to the Roadway Characteristics file road network. The LOS was determined by using the GDOT Multimodal Planning Tool, according to the methodology in the *2000 Highway Capacity Manual, 4th Edition (HCM)*.

All the programmed projects in the Department's Construction Work Program (CWP) that would change capacity were considered for the future LOS analysis. As Figures 40 through 43 show, there are several roadways that are projected at or near their capacity during peak travel times within the Lamar, Pike, and Upson Counties in the year 2030. Improving the future transportation network is critical in order to keep the flow of goods and people moving efficiently.

Figure 40: 2030 Level of Service - Lamar, Pike, and Upson Counties

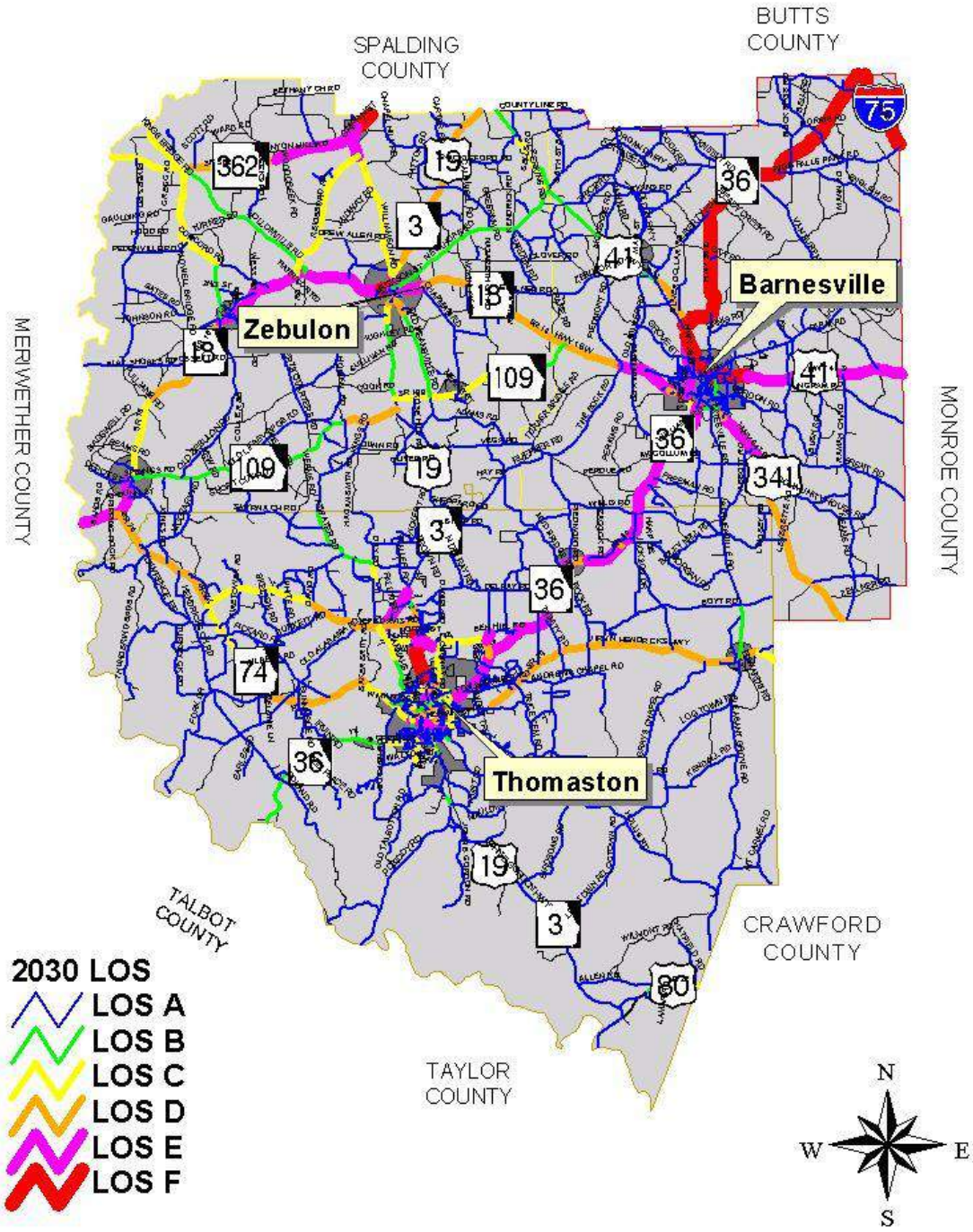


Figure 41: 2030 Level of Service - Barnesville

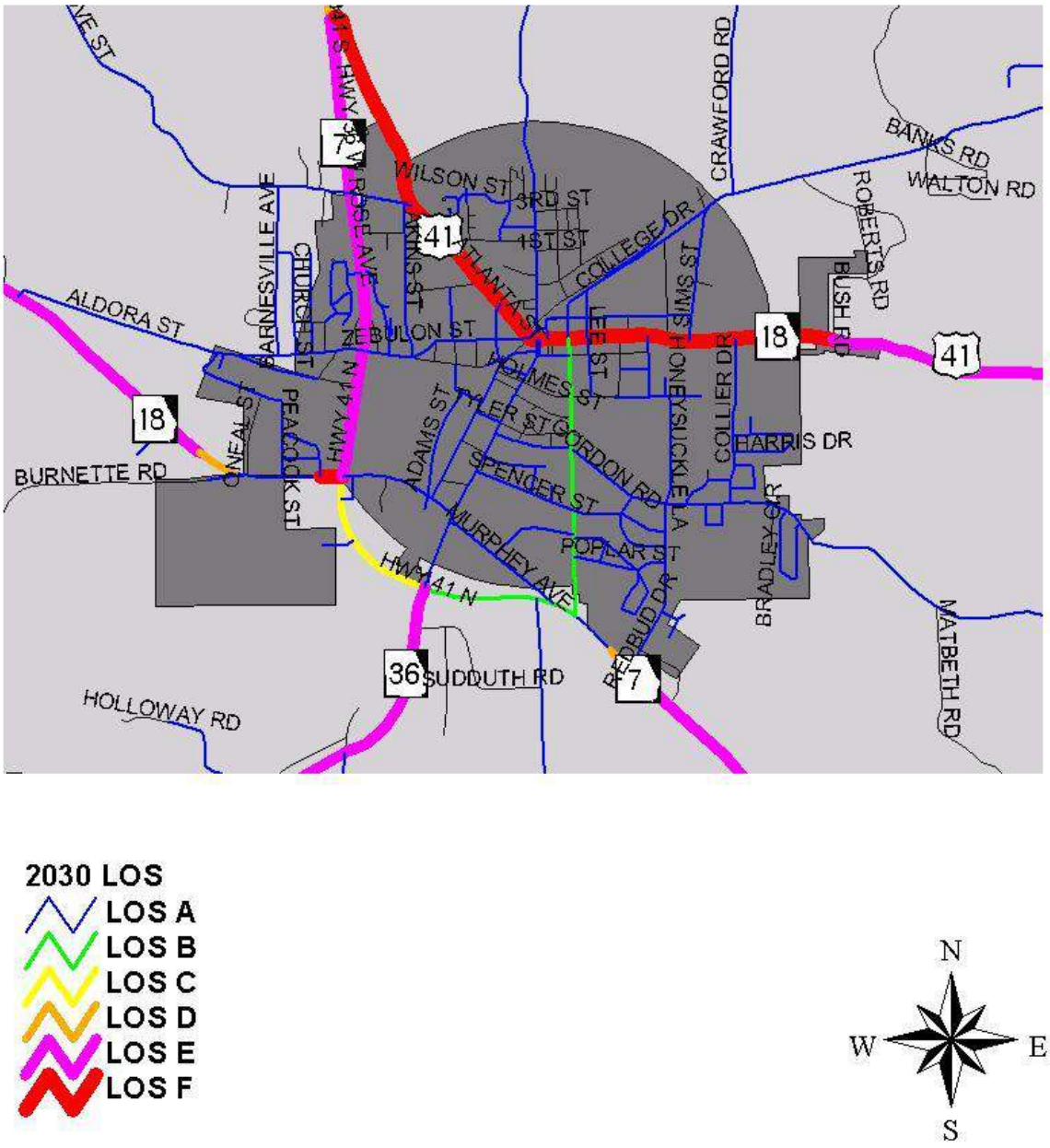
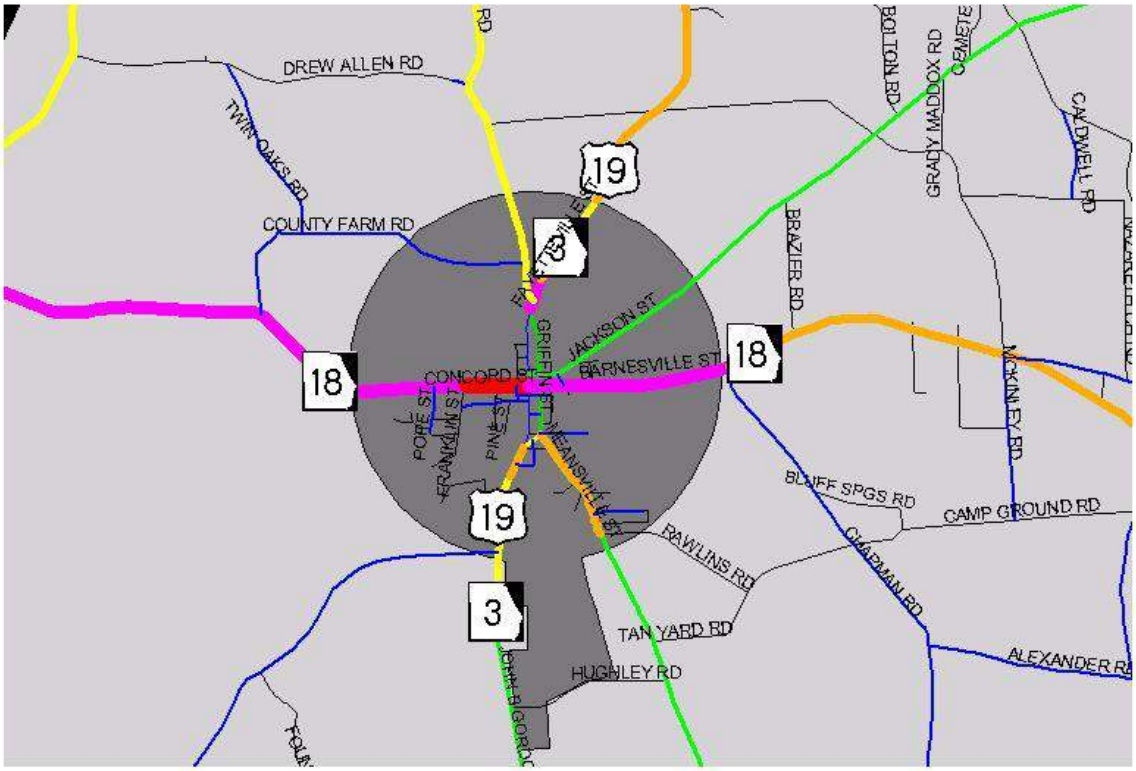


Figure 42: 2030 Level of Service - Zebulon

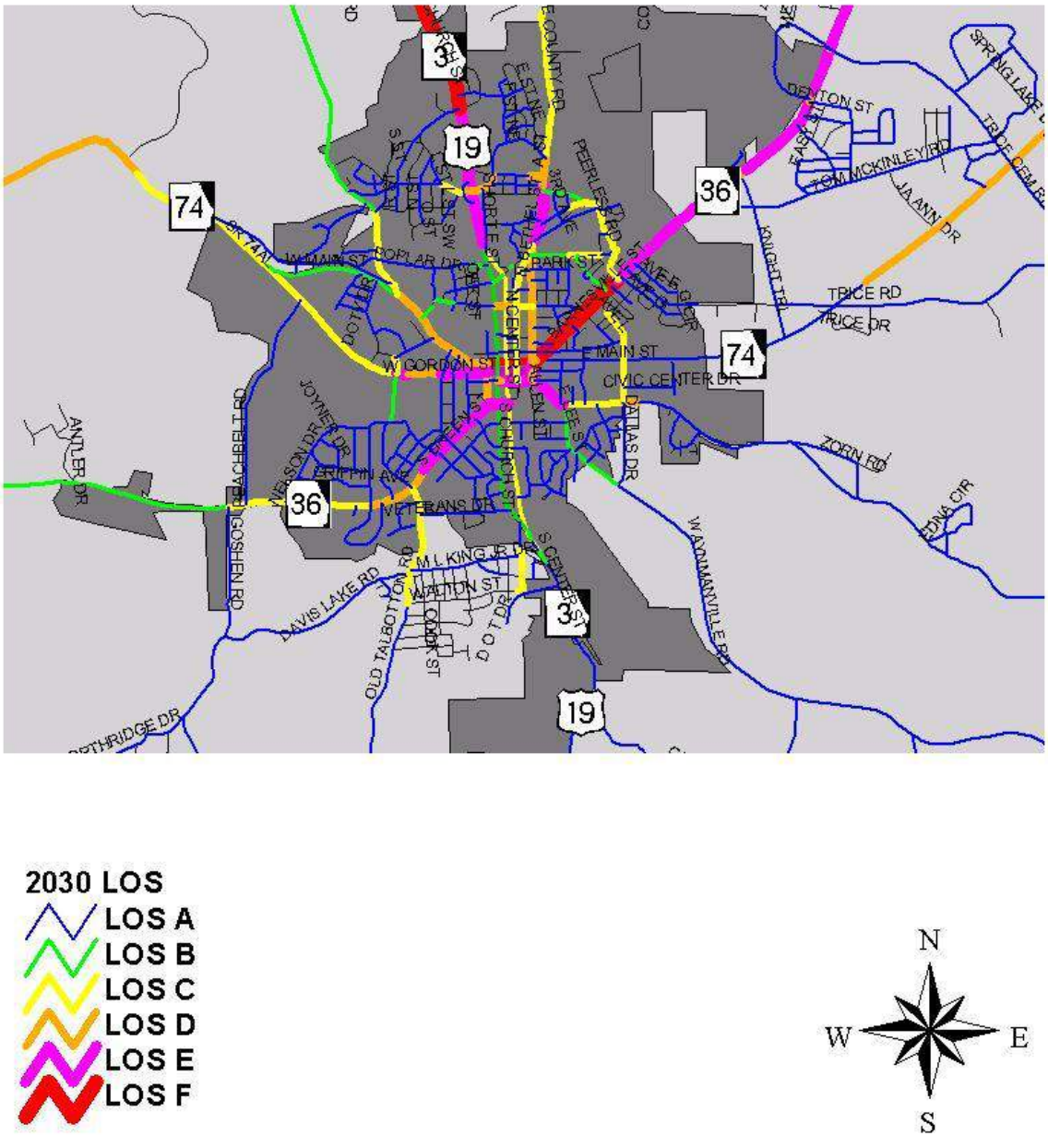


2030 LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

N
W
E
S

Figure 43: 2030 Level of Service - Thomaston



2030 LOS
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

N
W
E
S

Roadway

Level of Service (LOS) C, which ranges up to 70% of capacity, is the minimum desirable LOS in Lamar, Pike, and Upson Counties. The following roadway segments are forecast to operate at LOS D or worse in 2030 and thus are potential candidates for capacity improvements on these roads or parallel roads.

LOS D is the level at which speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.

Roadways with LOS D:

- Upson – SR 74 E of Thomaston (MP 16.0-26.0)
- Upson – SR 74 W of Thomaston (MP 0.0-3.6, MP 7.4-11.2, MP 13.2-13.4)
- Upson – 74 Spur Thomaston (MP 0.8-1.5)
- Upson – Green Street in Thomaston (MP 7.6-7.9)
- Upson – US 19/SR 3 Thomaston (MP 18.5-19.2)
- Upson – Old Alabama Road (MP 0.0-1.35)
- Upson – SR 36 (MP 6.7-7.1, 15.7-16.3, 17.6-17.9)
- Pike – US 19/SR 3 (MP 7.7-7.9, 8.8-8.9, 9.4-15.3)
- Pike – SR 362 (MP 2.8-5.8)
- Pike – SR 18 W of Zebulon (MP 5.5-9.2)
- Pike – SR 74 near Meriwether Co. line (MP 1.1-2.0)
- Pike – SR 18 E of Zebulon (MP 17.0-21.93)
- Pike - SR 109 (MP 10.8-12.6)
- Lamar – US 341/SR 7 S of Barnesville (MP 0.0-5.7)
- Lamar – SR 18 W of Barnesville (MP 0.0-2.6)
- Lamar – US 41/SR 7 Barnesville (MP 10.6-14.2)

LOS E is the level at which operations are at capacity. Operations at this level are volatile, there being virtually no usable gaps in the traffic stream. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.

Roadways with LOS E:

- Upson – US 19/SR 3 N of Thomaston (MP 15.9-16.7)
- Upson – SR 74 Thomaston (MP 13.1-14.5)
- Upson – SR 36 NE of Thomaston (MP 7.1-7.6, 8.8-15.7, 16.3-17.6, 17.9-19.1)
- Pike – SR 18 W of Zebulon (MP 0.0-2.6, 9.2-15.5)
- Pike – SR 18 E of Zebulon (MP 15.8-17.0)
- Pike – US 19/SR 3 (MP 8.7-8.9)
- Pike – SR 362 (MP 5.8-8.7)
- Lamar – SR 36 S of Barnesville (MP 0.0-4.1)

- Lamar – US 41/SR 18 E of Barnesville (MP 10.0-15.4)
- Lamar – SR 18 W of Barnesville (MP 2.6-4.4)
- Lamar – US 341/SR 7 S of Barnesville (MP 5.9-8.3)

LOS F is an over-saturated condition characterized by stop-and-go conditions, poor travel times, driver frustration and increased potential for accident exposure.

Roadways with LOS F:

- Upson – SR 36 Thomaston (MP 7.8-8.8)
- Upson – US 19/SR 3 N of Thomaston (MP 16.7-18.5)
- Pike – SR 362 (MP 8.7-9.4)
- Pike – SR 18 Zebulon (MP 15.5-15.8)
- Lamar – US 41 Barnesville (MP 7.1-10.0)
- Lamar – SR 36 N of Barnesville (MP 7.2-19.1)
- Lamar – I-75 (MP 0.0-2.6)

Future Highway Conditions

Roads operating at peak hour LOS D, E and F are considered deficient or substandard based on the LOS standard adopted by Georgia DOT. There are currently approximately 19, 0, and 14 miles of roads in Lamar, Pike, and Upson Counties respectively operating over capacity. Even when taken into account the State Transportation Improvement Program of scheduled and planned roadway improvements, the lane mileage of deficient road segments is projected to grow.

By 2030, approximately 46 miles of Lamar County roads are projected to be operating over capacity, an increase of 142 percent. In Pike County, 35 miles of roads are projected to operate over capacity by 2030, while none are currently over capacity. In Upson County, 36 miles of roads are projected by 2030 to be operating over capacity, a 157 percent increase.

Additional Multimodal Options

The existing transportation infrastructure in each county could provide more multimodal options for the community. Improving the multimodal connectivity throughout this region will benefit the entire area, but, more importantly, would provide enhanced transportation alternatives to select population groups who rely on different transportation modes as their sole means of mobility.

Local officials and the Advisory Group advocate the need to expand the region's bicycle and pedestrian facilities to improve access to major destination points while encouraging more people to use these travel modes for commuting as well for recreational purposes. Increased connectivity of the bicycle routes and sidewalk facilities to major destination points such as commercial centers, major employment centers, hospitals, schools, and parks would help move the region toward realization of this goal.

Transit

Future public transit needs in Pike, Lamar, and Upson Counties are expected to increase proportionally with the growth of retired and senior populations. As the Baby-Boom generation begins to reach retirement age in 2011, the size of the elderly population is projected by the U.S. Census Bureau to increase substantially nationwide. Between the years 2005 and 2025, the population of persons over 65 years of age in Georgia is projected to almost double. In 2000, Pike, Lamar, and Upson Counties all exceeded the Georgia statewide average of 9.6% of residents 65 years and older and are anticipated to house a larger share of the elderly population in future years. Increased demand will be felt on the regional rural transit system as this population continues to grow.

Bicycle/Pedestrian

Bicycles are an increasingly important means of transportation, particularly for low-to-middle income families. The future bicycle and pedestrian network should provide a well-balanced transportation system, which includes expanded connectivity to major traffic generators throughout the region. Providing additional bicycle and pedestrian facilities will improve mobility options for residents in Lamar, Pike, and Upson Counties by improving connectivity to schools, recreational facilities, libraries, government facilities, and shopping centers.

Railroad

The number of trains traversing through Lamar and Upson County is not extremely high (between 2 and 10 trains per day). A few grade separations are proposed to improve safety.

Airport

In addition to the improvements outlined in the airport's Capital Improvement Program, the Georgia Aviation System Plan 2000 Update, identifies several recommendations in accordance with appropriate Level III service and facility objectives. Table 23 outlines the identified improvements with associated costs and estimated project schedule. Improvements include the installation of high intensity runway lighting (HIRL), the addition of 52 auto parking spaces, and providing rental cars.

Table 23: Georgia Aviation System Plan Recommended Improvements

Facility	Existing	System Objective	Recommended	Estimated Costs		
				Phase 1 (2000)	Phase 2 (2010)	Phase 3 (2020)
Airside Facilities						
Lighting – Runway	MIRL	HIRL	Install HIRL	$171,130		
Landside Facilities						
Aviation Auto Parking	35 Spaces	One space for each based aircraft, plus 30% for visitors and employees	Phase I: 39 add'l spaces Phase II: 5 add'l spaces Phase III: 8 add'l spaces	$58,500	$7,500	$12,000
Services						
Rental Cars	None	Available	Available			
Other Recommendations						
Update Master Plan/ALP	2000	Update every 10yrs	Phase II: update Phase III: update		$60,000	$60,000
Totals				$229,630	$67,500	$72,000
Total Estimated Cost						*$369,130*

Funding for improvements identified in the Statewide plan will potentially come from a mix of federal, state, and local sources. Historically, the Federal Aviation Administration (FAA) has contributed 90% with the state and local match split at 5% each. Funding is not currently assigned to any of the recommended improvements.

MULTIMODAL TRANSPORTATION PLAN

The study recommendations are based on input from the Advisory Group, local officials and the public as well as findings from the analysis of existing and future conditions. Project level recommendations are provided including costs and schedules.

Evaluation Criteria

The goals and objectives outlined by the Advisory Group at the outset of the study were converted into evaluation criteria for use in evaluating each of the transportation needs and potential projects. They are:

- **Engineering:**
  - Mobility/Capacity/Delay Reduction
  - Safety
  - Constructability
- **Environmental:**
  - Minimize environmental impacts
- **Community Values:**
  - Intermodal - Increase connectivity to other modes of transportation.
  - Connectivity - Improve regional connectivity between Lamar, Pike, and Upson Counties in all directions
  - Local Support - Balance plans for growth with "small community" feel of area. Limit control of access to high volume routes. Separate through and local traffic.
- **Costs:**
  - Right-of-Way
  - Construction

Advisory Group Review

At their third Advisory Group meeting on September 8, 2003, the Advisory Group reviewed the community issues associated with seventy (70) recommended roadway improvements and indicated local support for all of them except one. It was the Eastside Collector – Northern Section in Upson County, because a portion of it was routed along Daniel Road, a residential road. The Advisory Group also made a few other revisions.

The Advisory Group agreed to delete a proposed intersection improvement at SR 36 and Delray Road in Upson County because none of the group thought it was a problem.

An intersection improvement at SR 74 and Holston Drive in Upson County was deleted from the list, because it is being addressed by a GDOT widening project from Holston Drive to Trice Road.

An intersection improvement at Trinity Road and SR 74 in Upson County was deleted because it involves a sight distance problem associated with the vertical alignment. This can best be addressed in the SR 74 widening project from Trice Road to Yatesville which would deal with the vertical alignment more effectively than an intersection improvement.

The Advisory Group added two intersection improvements to the list: SR 36 at Cherokee Road in Upson County and SR 18 at Williamson Road in Pike County.

Procedures Used in Estimating Road User Costs

MicroBENCOST (MBC), a planning level economic analysis tool was used in estimating Road User Costs (RUC). MBC uses standard methodologies from *the Highway Capacity Manual* for traffic allocation and speed/delay calculations. The program combined user inputs and defaults for the values used in the analyzing roadway improvements. For the purposes of this analysis a 5% discount rate was used based on a 20 year analysis period (2011-2030). A detailed analysis was generated by MicroBENCOST based upon the existing and future conditions.

There are three components in calculating road user costs (RUC). The Road User Cost equation is expressed as:

RUC = VOC + AC + VOT

Where, RUC = road user cost
VOC = vehicle operating cost
AC = accident cost
VOT= value of time

Evaluation of Highway User Benefits and Costs

MicroBENCOST provides an economic analysis of a proposed transportation improvement at the planning level by calculating the benefits to users and giving the results in terms of a Benefit-to-Cost ratio (BCR). The BCR is used to evaluate roadway projects and compare relative merits of the proposed project. Information used to calculate the BCR includes delay costs, vehicle operating costs, accident costs, and a twenty year planning horizon. Estimated savings to the user in these categories are calculated and then compared to the project costs to determine a benefit versus cost relationship. A BCR of 1.0 or greater is traditionally the threshold acceptance for considering a project as cost effective.

The data used in calculating the annual road user benefits include the impact of factors such as:

- Geometric design of roadways
- Percent heavy truck and single unit trucks
- Time cost for auto drivers and passengers
- Time cost for single unit trucks
- Time cost for heavy trucks

A discount rate of 5 percent was used in this analysis. The discount rate represents the rate of interest money can be assumed to earn over the 20 year analysis period and the discount rate assumes annual end of year compounding. The discount rate is used to discount the flow of future benefits and costs over the analysis period to present value dollars, so that they can be compared to the project construction cost. User benefits are defined as the reduction in vehicle operating costs, travel time value, and accident costs.

Table 24 provides a summary of benefits, costs and economic measures based upon constructing the following three (3) projects:

- SR 36 Upgrade from Thomaston to I-75 - Build vs. No Build
- Thomaston Truck Route - Build vs. No Build
- Zebulon Truck Route - Build vs. No Build

SR 36 Upgrade from Thomaston to I-75

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 1.007, which is greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to this new location roadway outweigh the costs and from an economic standpoint upgrading SR 36 to four lanes, mostly on new location, from Thomaston to I-75 is justified.

Thomaston Truck Route

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 2.495, which is much greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to constructing a truck route around the east side of Thomaston from US 19 north to US 19 south, with access management, outweigh the costs and from an economic standpoint building this truck route is justified.

Zebulon Truck Route

Based upon cost estimates and traffic projections, MicroBENCOST calculated a BCR of 1.127, which is greater than the value (1.0) associated with cost-effectiveness. The benefits attributed to constructing a truck route around the east side of Zebulon from US 19 north to US 19 south, with access management, outweigh the costs and from an economic standpoint building this truck route is justified.

Table 24: Benefits, Costs, and Economic Measures

Measures	SR 36 Upgrade from Thomaston to I-75	Thomaston Truck Route	Zebulon Truck Route
Total Discounted User Benefits (Mill. $)	81.007	113.508	24.352
Discounted Construction Cost (Mill. $)	102.381	49.524	23.714
Discounted Salvage Value (Mill. $)	23.426	11.369	2.619
Discounted Increase in Maint. And Rehab. (Mill. $)	1.348	1.305	0.247
Discounted Total Agency Costs (Mill. $)	80.303	39.460	21.343
Fuel Consumption Savings (Mill. Gal.)	1.331	48.774	1.951
Fuel Savings, Adj. For Induced Traf. (Mill. Gal.)	2.741	97.777	N/A
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.061	6.064	-0.303
Carbon Monoxide Reduction, Adj. For Induced Traf. (Mill. Kg.)	0.201	9.753	N/A
Net Present Value (Mill. $)	0.704	74.049	3.010
Gross Benefit-Cost Ratio	1.009	2.877	1.141
Net Benefit-Cost Ratio	**1.007**	**2.495**	**1.127**
Internal Rate of Return (Percent)	5.040	9.946	5.376

Potential Improvements Not Recommended

After the technical analysis of capacity, accidents and connectivity, the following projects were not recommended because they were not identified as needing transportation improvements. However local input with citizens and local officials suggested that the following projects could need transportation improvements. In one case, a need exists but the improvement lacks local support. In another case, one improvement is needed but can be performed as a GDOT maintenance project. Another need to provide a left turn lane was deemed to be best addressed by making it as part of a longer project to provide left turn capability for that section of road.

Alignment, Safety and Connectivity Upgrades

Pike County:

River Road North-South Major Collector - Alignment and safety upgrade of River Road from Kings Bridge Road in Hollonville on new location southward to intersection with SR 362, along River Road, Pedenville Road and Pullians Road to SR 18, on new location from SR 18 to intersect with SR 109 opposite McCrary Road. Provide two 12 foot lanes with six foot grass shoulders and Georgia DOT standard ditches. Another alignment for the north-south connector from SR 362 to SR 109 along Beeks Road, West Road and Roberts Quarters Road is preferred at this time because it is further east and more likely to be used.

Upson County:

Upgrade County Road from US 19 eastward to W. Moores Crossing – 3 lanes with turn lanes at key intersections. Widen bridge over Potato Creek. This improvement lacks local support due to significant impacts to adjacent houses. An alternative to this improvement, for future consideration would be the extension of County Road from West Moores Crossing to Delray Road, however this improvement was deleted by the Advisory Group due to impacts to Daniel Road, a residential road. Another alignment further east could be considered.

Intersection Improvements

Lamar County:

SR 18 at US 341/SR 7 – Several right angle accidents have occurred associated with running red lights and enforcement.

US 341/SR 7 at Grove Street – Crest vertical curve is associated with right angle accidents. Side street traffic volumes do not satisfy warrants for signalization. The upgrade of SR 36 on new location is the most effective way to address this issue, instead of lowering the crest vertical curve.

Pike County:

SR 18 (Concord Street) at US 19 Southbound in Zebulon – Pull eastbound stop bar back so trucks can make their turn. Do as a GDOT maintenance project.

College Street/Eppinger Bridge Road at SR 18 in Concord. Accident data does not support need.

Kings Bridge Road at SR 362 – realign Kings Bridge Road to intersect a few hundred feet further west to provide more separation from the SR 362 intersection with Concord Road. Accident data does not support need for an intersection improvement. Include improvement as part of SR 362 widening.

Hollonville Road at SR 362 - realign Hollonville Road to intersect several hundred feet further east to provide more separation from the SR 362 intersection with Concord Road. Accident data does not support need for an intersection improvement. Include improvement as part of SR 362 widening.

Kendrick Road at New Hope Road – crest vertical curve on New Hope Road west of Kendrick Road is related to sight distance problem looking west from Kendrick. From Shackleford Road north to US 41 is being designated as a high growth area on the County Land Use Plan, so this intersection is expected to have higher traffic volumes in the future. Accident data does not support need for an intersection improvement.

South end of US 19 one-way pair split in Zebulon - Accident data does not support need for an intersection improvement.

Meansville Road at US 19 northbound in Zebulon - Accident data does not support need for an intersection improvement.

Upson County:

SR 19 at Delray Road – provide southbound left turn lane on US 19/SR 3. Include as part of project to add left turn capability from County Road to Atwater Road.

Sunnyside Road at SR 36 – sight distance problem looking west. Raise grade of Sunnyside Road three to five feet and improve sight distance along inside of curve by removing brush. Accident data does not support need for an intersection improvement.

ROADWAY IMPROVEMENTS

Because of the rural nature of the Pike, Upson and Lamar County three-county region, roadway improvements comprise the majority of the transportation improvements in this plan. Roadway improvements are categorized by capacity improvements to address congestion, alignment and safety upgrades, connectivity improvements and intersection improvements.

Capacity Improvements to Address Congestion

The three-county region currently has a few pockets of congestion in Thomaston and Barnesville, but the remainder of the region has a high level of service as would be expected for a relatively rural area.

However, the level of congestion is severe in downtown Thomaston along SR 36 and the SR 74 one-way pair. Practically all traffic that passes through Thomaston must go through the downtown square. Truck traffic has increased steadily, and trucks cannot easily negotiate the tight turns through the downtown square. The Thomaston square is a major bottleneck for trucks traveling through the area, and trucks are a major hassle for automobile traffic and pedestrians.

US 41 in downtown Barnesville is very congested, but the Barnesville Bypass is programmed to provide relief around the east side of town.

Both Thomaston and Barnesville have lost major employers recently and residents must commute to jobs outside the region, putting more traffic on major roads.

This Plan identifies roadways operating over capacity now and in the future. Strategic improvements to relieve congestion have been identified to improve traffic operations within the entire study area.

Improvement options were developed using a combination of suggestions received from meetings with the local Advisory Group, local officials, local citizens, findings from level-of-service and accident analysis, and professional planning judgment.

Alignment, Safety and Connectivity Upgrades

These types of improvements address several of the goals of the three-county Advisory Group for this study including safety and connectivity while maintaining the "small community feel" of the area. A variety of different improvements are listed under this category include smoothing bad curves, providing standard lane widths and improved shoulders, two lane road extensions and widening to add turn lanes along a section of roadway.

The main reasons for improving roadway geometrics are to reduce accidents and provide maneuvering comfort on the highway. Improving roadway geometrics can improve efficiency and lead to increased mobility. The fundamental problems associated with roadways with substandard geometrics deal with substandard stopping sight distance and intersection sight distance, and horizontal and vertical geometric problems, which can attribute to "run off the road", "angle intersect" and "head-on" type of crashes.

Improved connectivity is needed, especially in Thomaston, because the roadway network is too dependent on traveling through the downtown square. Over the past forty years traffic has increased and an improved collector road system is needed to provide alternate routes for residents to travel across town. Several minor two-lane road extensions should help to relieve bottlenecks, to provide more of a grid roadway network outside of the downtown core and to relieve some of the high accident locations.

Intersection Improvements

A rigorous safety analysis in the initial phase of the study identified 33 intersections that were considered high accident locations for the three-county region. At every meeting for this study, the Advisory Group, Transportation Task Force and the public provided input on problem intersections. Field investigations confirmed problems at many of these locations, and recommendations for improvements have been incorporated into this Plan.

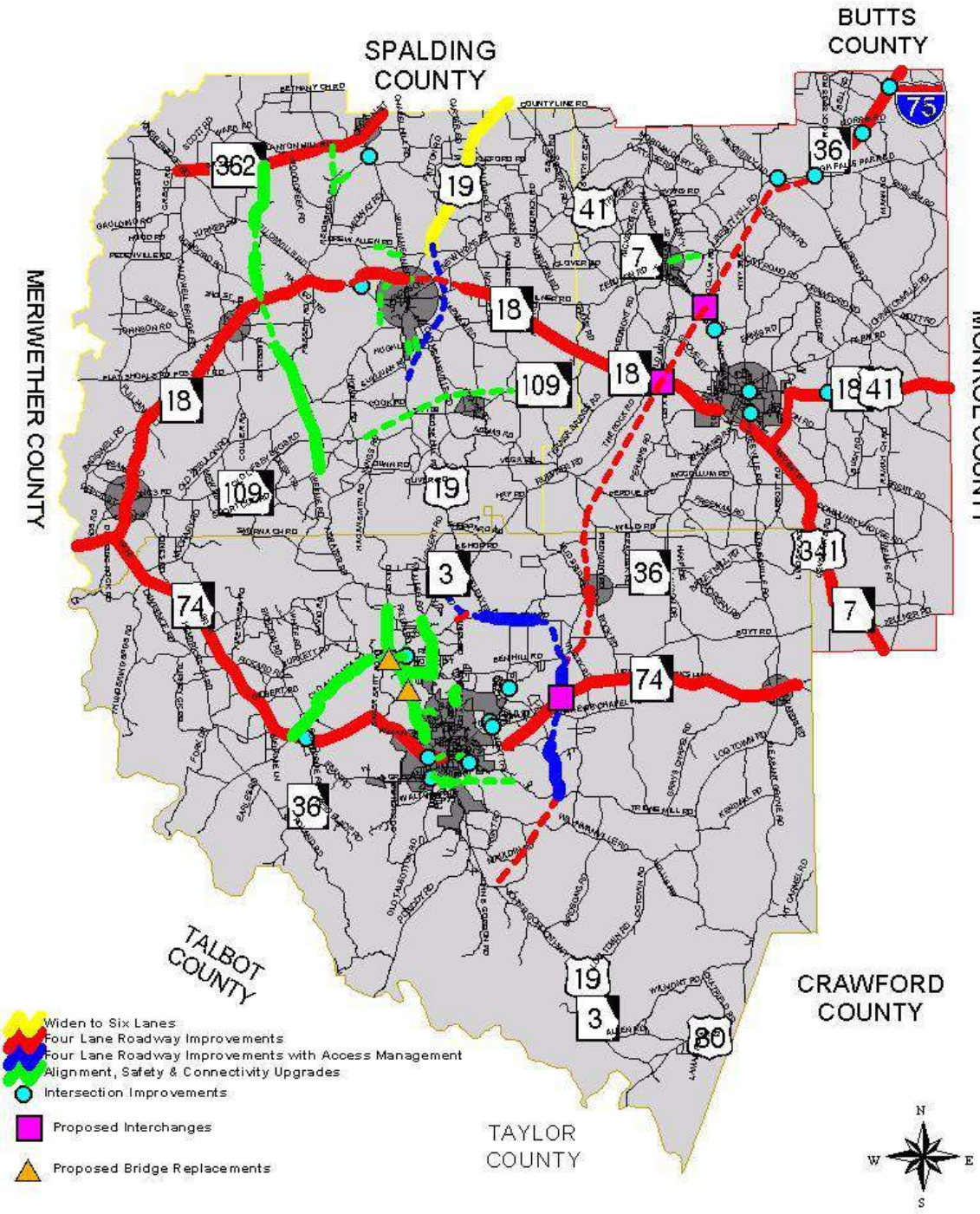
Several of the intersections have sight distance problems due to horizontal or vertical geometrics, are skewed (intersect at less than 90 degrees), or have side streets that are offset from each other.

Funding Expectations

Through 2030, identified transportation needs statewide exceed projected revenues by at least 30 percent. Only a limited amount of money is available, and every need cannot be funded. Local initiatives such as SPLOST are needed to match federal-aid for local highway projects and for local contributions to matching improvements on the state highway system.

Figure 44 shows the recommended roadway projects in Pike, Upson and Lamar Counties through the year 2030. The proposed improvements are based upon consultation with the local Advisory Group to ensure feasibility, need, and support.

Figure 44: Proposed Roadway Improvements

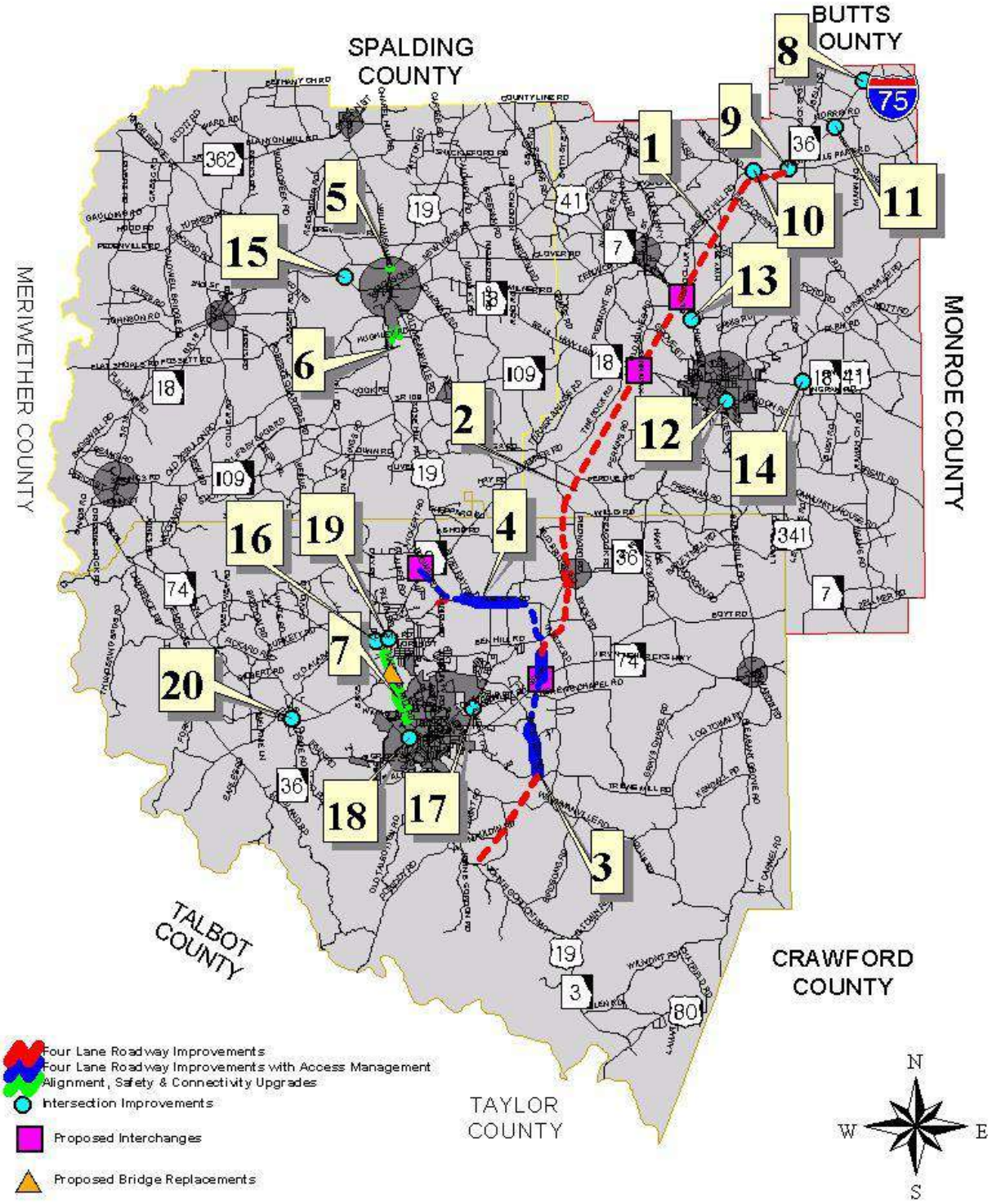


This section outlines a proposed implementation program for recommended projects. Prioritizing each project is necessary because funding is a major issue in moving these major transportation investments forward. Cost estimates are provided on the project recommendations sheets.

Short Range Recommendations (2004-2012)

Figure 45 on page 102 shows a map of each short range project that is recommended. Each of the following short range project recommendation sheets is labeled with a corresponding map code.

Figure 45: Short Range Highway Improvement Recommendations (2004-2012)



LAMAR COUNTY
Project Recommendation Sheet

Map Code 1

Sheet 1 of 2

PROJECT DESCRIPTION: Widen and realign SR 36 to four lanes from I-75 in Butts County to SR 18. Involves widening and new location.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 5,900-8,230	2030: 14,600-20,300	RDC/MPO:	MTRDC
Truck %:	2001: 11%,15%	2030: 11%,15%	Length/mileposts:	14.0 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0036
Functional Classification:		Rural Major Collector, Rural Minor Arterial	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: By far the highest priority in the Pike, Upson and Lamar three-county region is providing a four lane connection from Thomaston to I-75 along SR 36. Barnesville and Thomaston are isolated and have recently lost large employers, and this area has been bypassed by several industries due to poor access to the interstate. This improvement is needed due to a high truck percentage, moderate traffic volume and substandard horizontal and vertical alignment.

The 2001 LOS was B-C, but by 2030 the entire section north of Barnesville will be LOS F. Existing truck traffic is heavy and is expected to increase in the immediate future. There are heavy truck movements throughout the region, but especially on SR 36. SR 36 is a significant regional freight route for WalMart, UPS and Fedex, logging, raw paper, sand, asphalt, cement, poultry, school buses, car dealerships, finished plastic goods, and pianos. A growing number of trucks use SR 36 through Lamar and Upson Counties to access the Taylor County regional landfill. 400 more truck trips per day are anticipated with the new rock quarry in Lamar County.

This project involves the widening and new location of SR 36 to four lanes to improve the alignment and avoid impacting Barnesville. High accident locations of SR 36 with High Falls Road, Parker Branch Road, High Falls Park Road and Morgan Dairy Road are to be addressed.

Upson and Lamar Counties listed this as their No. 1 priority.

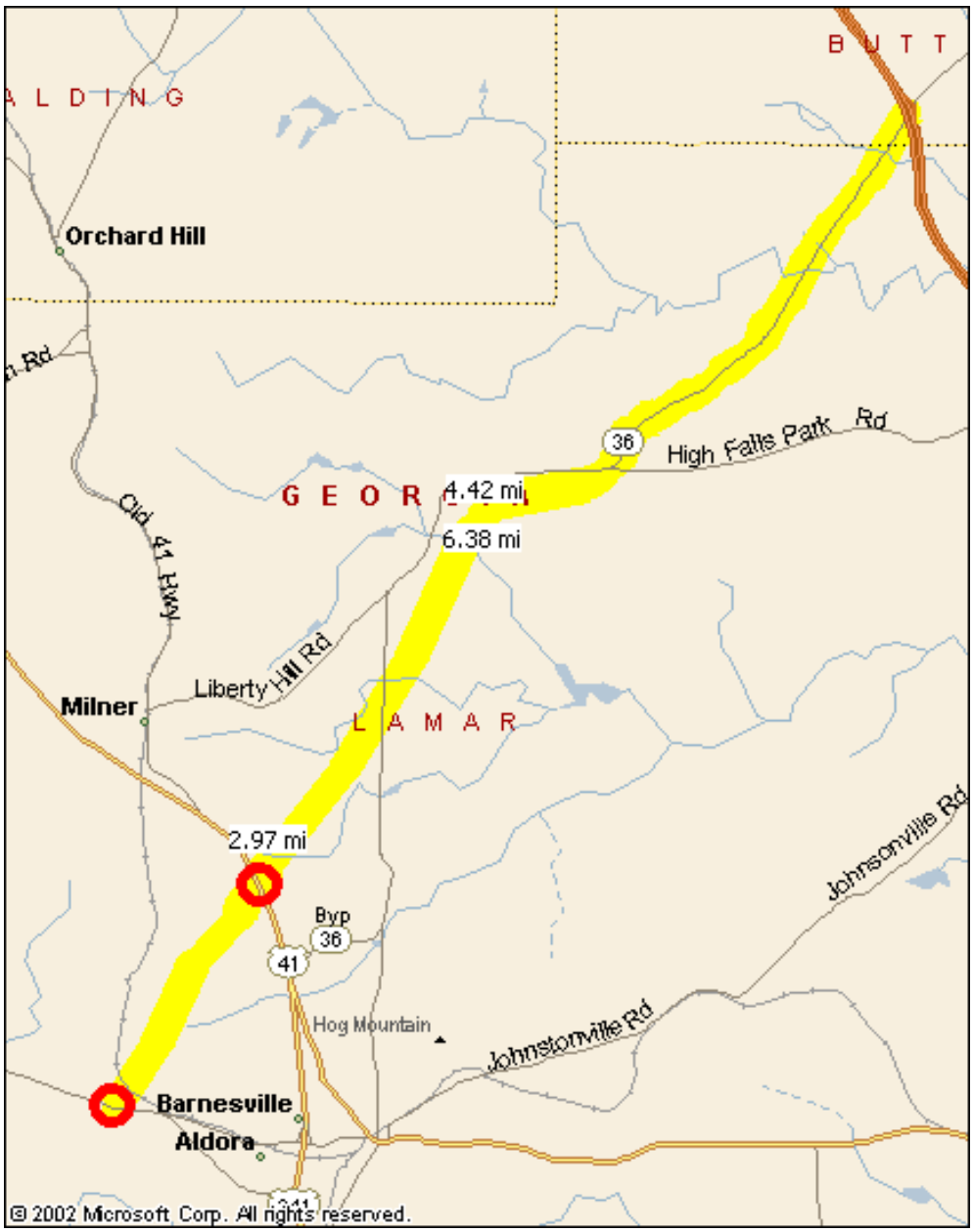
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$5,201,000	$13,303,000	$1,040,000	$52,012,000	$71,256,000
Note: All costs are in 2004 dollars.					

Map Code 1 Continued

Sheet 2 of 2

PROJECT DESCRIPTION: Widen and realign SR 36 to four lanes from I-75 in Butts County to SR 18. Involves widening and new location.

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 2

Sheet 1 of 2

PROJECT DESCRIPTION: Realign SR 36 providing 4 lanes on new location from SR 18 to Piedmont Road, curving south toward the western edge of The Rock, with a grade separation over the railroad and existing SR 36 just east of Mud Bridge Road, on new location to the south and southwest paralleling and east of existing SR 36 to Johnston Road and along Johnston Road to SR 74. Provide access management on section common with proposed Thomaston Truck Route along Johnston Road to intersection with northern section of Thomaston Truck Route.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001:4,100-10,670	2030: 6,929 – 24,541	RDC/MPO:	MTRDC
Truck %:	2001: 15%, 6%	2030: 15%, 6%	Length/mileposts:	12.0 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0036
Functional Classification:		Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: By far the highest priority in the Pike, Upson and Lamar three-county region is providing a four lane connection from Thomaston to I-75 along SR 36. Barnesville and Thomaston are isolated and have recently lost large employers, and this area has been bypassed by several industries due to poor access to the interstate. This improvement is needed due to a high truck percentage and moderate traffic volume.

The 2001 level-of-service was C-E, and by 2030 will be LOS E. Existing truck traffic is heavy and is expected to increase in the immediate future. There are heavy truck movements throughout the region, but especially on SR 36. SR 36 is a significant regional freight route for WalMart, UPS and Fedex, logging, raw paper, sand, asphalt, cement, poultry, school buses, car dealerships, finished plastic goods, and pianos. A growing number of trucks use SR 36 through Lamar and Upson Counties to access the Taylor County regional landfill.

Several old buildings in The Rock are potentially eligible for the National Register of Historic Places. With old buildings on one side and the railroad on the other, bypassing The Rock is necessary. Crossing the railroad provides a better alignment.

Upson County lists this project and the continuation to I-75 as their No. 1 priority.

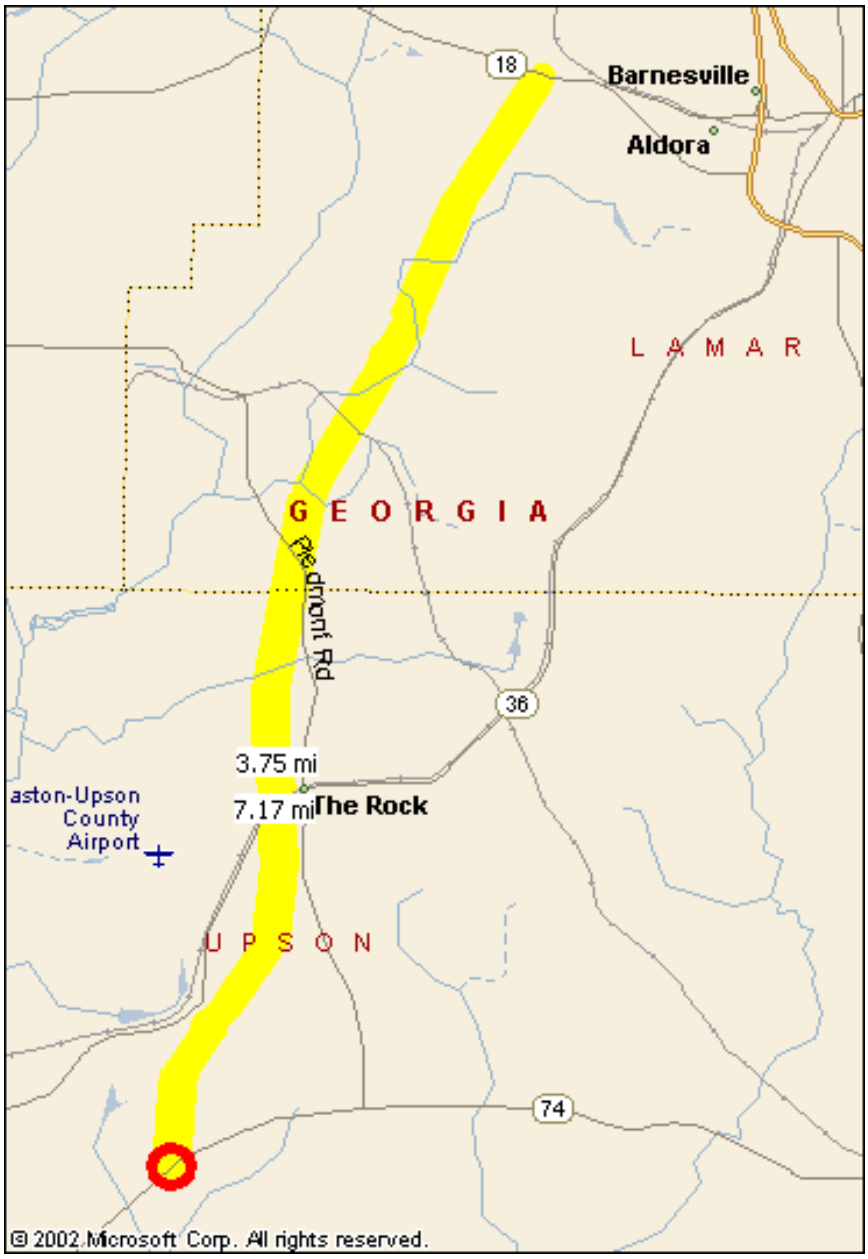
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$4,746,000	$14,237,000	$949,000	$47,458,000	$67,390,000
Note: All costs are in 2004 dollars.					

Map Code 2 Continued

Sheet 2 of 2

PROJECT DESCRIPTION: Realign SR 36 providing four lanes on new location from SR 18 to the southwest to Piedmont Road, curving south toward the western edge of The Rock, with a grade separation over the railroad and existing SR 36 just east of Mud Bridge Road, on new location to the south and southwest paralleling and east of existing SR 36 to Johnston Road and along Johnston Road to SR 74. Provide access management along Johnston Road and to intersection with proposed Thomaston Truck Route, Northern Section.

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 3

Sheet 1 of 2

PROJECT DESCRIPTION: Construct the Thomaston Truck Route, Southern Section, from SR 74 at Johnston Road to the south on new location, along Trice Cemetery Road, new location to Mauldin Road, along Mauldin Road for a short segment, then on new location to US 19 near the intersection of New Harmony Road at US 19. Provide access management from SR 74 to Triune Mill Road. Provide PCC pavement due to high truck percentage. Initially construct two lanes in four lanes of right of way as a short range project. Later construct the remaining two lanes as a long range project.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8 & 11
Traffic Vol.:	2001: N/A	2030: 13,000 SR 74 - Triune Mill Rd; 5,300 Triune Mill - US 19	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: 25%	Length/mileposts:	6.0 miles
No. of Lanes	Existing: N/A	Recommended: 2 SR, 4 LR	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Truck related congestion is a major inconvenience in downtown Thomaston. There are very few circumferential routes around the city, and trucks must pass through the downtown square to reach their destination. Curb radii through the downtown square are too tight for large semi-tractor trailer trucks whose tires run over curbs, sidewalks and landscaping creating very unsafe conditions for pedestrians and other vehicles.

The sluggishness of heavily loaded trucks makes the downtown area very congested. The 2001 level-of-service through downtown Thomaston on SR 36 and SR 74 was E, and by 2030 will be LOS F. Downtown Thomaston is a bottleneck that impedes the efficient delivery of freight to market. There are heavy truck movements throughout the region, but especially on SR 36 and US 19. The proposed truck route would become a significant regional freight route for WalMart, UPS and Fedex, logging, raw paper, sand, asphalt, cement, poultry, school buses, car dealerships, finished plastic goods, and pianos. A growing number of trucks use SR 36 and US 19 South to access the Taylor County regional landfill.

The Thomaston-Upson County Transportation Task Force lists this project as their No. 2 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$2,579,000	$7,737,000	$516,000	$25,789,000	$36,621,000
Note: All costs are in 2004 dollars.					

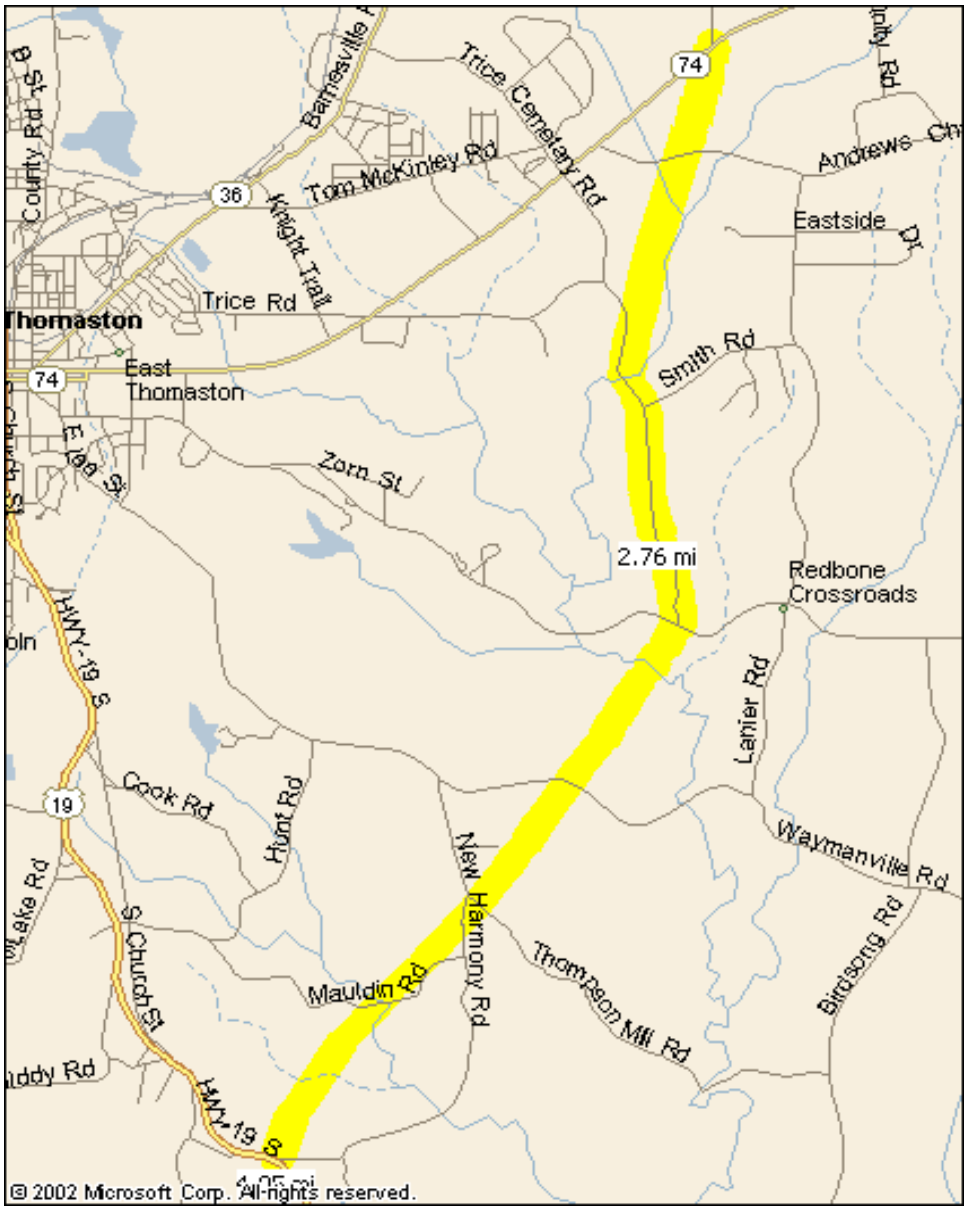
Map Code 3 Continued

Sheet 2 of 2

PROJECT DESCRIPTION: Construct the Thomaston Truck Route, Southern Section, from SR 74 at Johnston Road to the south on new location, along Trice Cemetery Road, new location to Mauldin Road, along Mauldin Road for a short segment, then on new location to US 19 near the intersection of New Harmony Road at US 19. Provide access management from SR 74 to Triune Mill Road. Provide PCC pavement due to high truck percentage.

Initially construct two lanes in four lanes of right of way as a short range project. Later construct the remaining two lanes as a long range project.

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 4

Sheet 1 of 2

PROJECT DESCRIPTION: Construct the Thomaston Truck Route, Northern Section, from US 19 at Vickery Road to the southeast on new location intersecting with Delray Road east of Daniel Road, along the existing alignment of Delray Road to Bethany Church Road, swinging to the southeast on new location, following the alignment of an industrial park road to Johnston Road, along a short segment of Johnston Road, across existing SR 36 to tee into the new alignment of SR 36. Provide an interchange at US 19 North. Provide access management along the entire route. Provide PCC pavement due to high truck percentage. Initially construct two lanes in four lanes of right of way as a short range project. Later construct the remaining two lanes as a long range project.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: 22,900	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: 12%	Length/mileposts:	5.75 miles
No. of Lanes	Existing: N/A	Recommended: 2 SR, 4 LR	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Truck related congestion is a major inconvenience along US 19 in downtown Thomaston and north of downtown. There are very few circumferential routes around the city, and trucks must pass through the downtown square to reach their destination.

The level-of-service on US 19 from the one-way pair split north of downtown Thomaston to Jeff Davis Road was LOS C in 2001, and will be LOS E and F in 2030. By 2030, US 19 between County Road and Atwater Road is projected to carry 47,800 vpd. If the Truck Route is constructed, US 19 will not have to be widened to six lanes.

US 19 and downtown Thomaston are bottlenecks that impede the efficient delivery of freight to market. There are heavy truck movements throughout the region, but especially on SR 36 and US 19. The proposed truck route would become a significant regional freight route for WalMart, UPS and Fedex, logging, raw paper, sand, asphalt, cement, poultry, school buses, car dealerships, finished plastic goods, and pianos. A growing number of trucks use SR 36 and US 19 South to access the Taylor County regional landfill.

The Thomaston-Upson County Transportation Task Force lists this project as their No. 2 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$2,619,000	$15,716,000	$524,000	$26,193,000	$45,052,000

Note: All costs are in 2004 dollars.

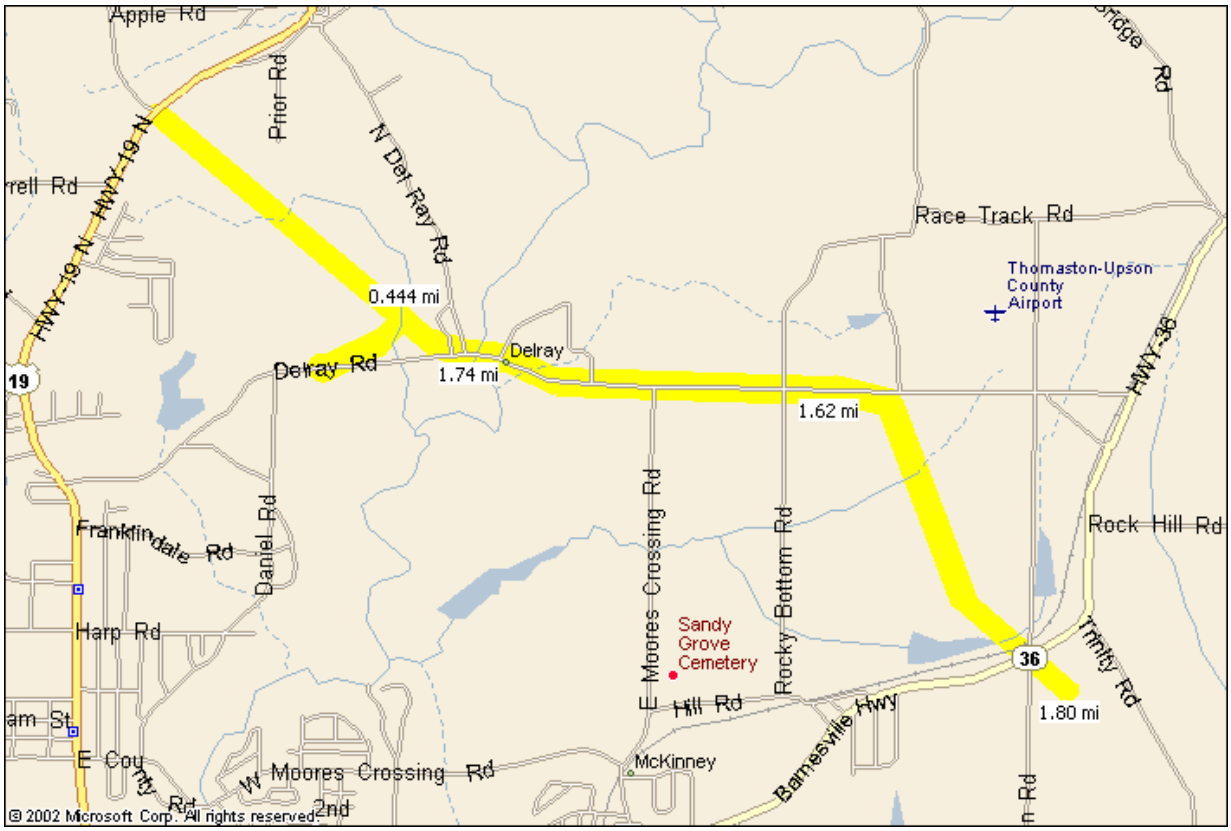
Map Code 4

Sheet 2 of 2

PROJECT DESCRIPTION: Construct the Thomaston Truck Route, Northern Section, from US 19 at Vickery Road to the southeast on new location intersecting with Delray Road east of Daniel Road, along the existing alignment of Delray Road to Bethany Church Road, swinging to the southeast on new location, following the alignment of an industrial park road to Johnston Road, along a short segment of Johnston Road, across existing SR 36 to tee into the new alignment of SR 36. Provide an interchange at US 19 North. Provide access management along the entire route. Provide PCC pavement due to high truck percentage.

Initially construct two lanes in four lanes of right of way as a short range project. Later construct the remaining two lanes as a long range project.

Project Location



PIKE COUNTY
Project Recommendation Sheet

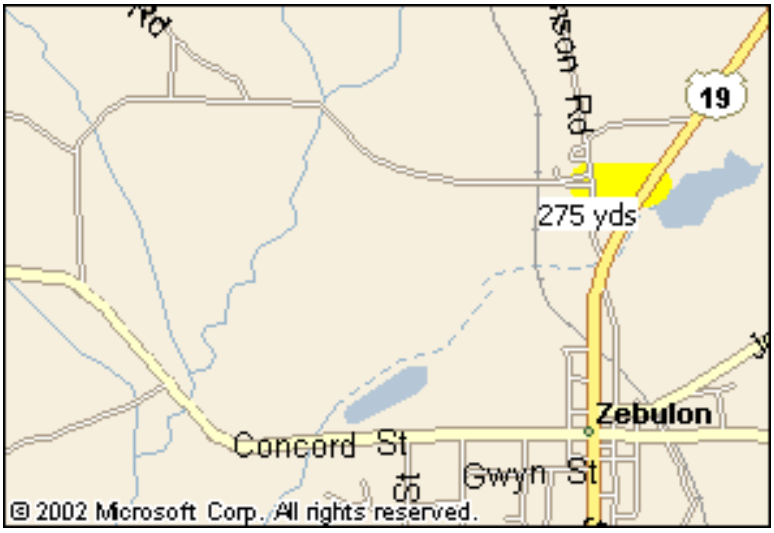
Map Code 5

PROJECT DESCRIPTION: Extend County Farm Road from Williamson Road 0.15 miles to the east to US 19/SR 3 including sidewalks. Provide turn lanes at intersection with US 19/SR 3.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 430	2030: 430	RDC/MPO:	MTRDC
Truck %:	2001: 3%	2030: 3%	Length/mileposts:	0.15 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0051
Functional Classification:		Rural Local Road	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: County Farm Road serves as a circumferential route around the northwest quadrant of Zebulon. Drivers wanting to travel west on SR 18 that use County Farm Road could use this intersection instead of the more congested one at US 19/SR 3 and Williamson Road.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$220,000	$23,000	$454,000	$742,000
Note: All costs are in 2004 dollars.					

Project Location



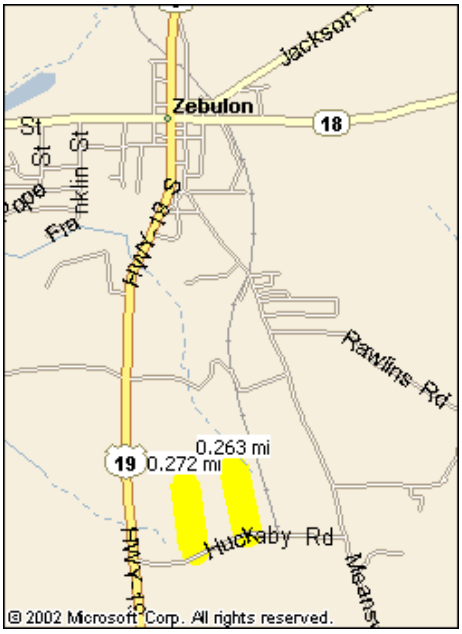
PIKE COUNTY
Project Recommendation Sheet

Map Code 6

PROJECT DESCRIPTION: Provide two connections from Huckaby Road to the Pike County public schools.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: 1,000 each	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: 2%	Length/mileposts:	1.0 mile
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range
NEED EXPLANATION: The area around the Pike County schools along US 19/SR 3 and Meansville Street in Zebulon is extremely congested before and after school. Additional access to the schools is needed. Huckaby Road is currently a gravel road, but there are plans to pave it as a separate project. This project would provide two additional access roads to the schools from Huckaby Road.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$233,000	$466,000	$47,000	$2,329,000	$3,075,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

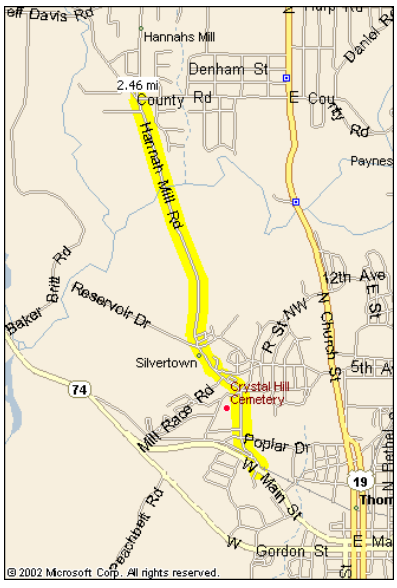
Map Code 7

PROJECT DESCRIPTION: Alignment and safety upgrade of Hannahs Mill Road from W. Main Street to County Road. Provide two 12 foot lanes with improved shoulders. Include sidewalks from 4th Avenue to Walton Street. Replacement of load limited bridge at Potato Creek is a companion bridge project.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2,300–3,100	2030: 4,140 – 5,580	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	2.0 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0022
Functional Classification:		Urban Minor Arterial, Rural Major Collector	Accident Rate:	Higher than Statewide Avg.
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Hannahs Mill Road provides intracity circulation from downtown to northwest neighborhoods and serves as an alternate circulation route to commercial properties along US 19. The pavement is narrow, shoulders are inadequate, and the winding, substandard alignment is associated with the high accident rate.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$590,000	$5,288,000	$590,000	$5,899,000	$12,367,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 7B

PROJECT DESCRIPTION: Bridge replacement on Hannahs Mill Road over Potato Creek. Accompanies companion roadway improvement project on Hannahs Mill Road.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2,300	2030: 4,140	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0022
Functional Classification:		Urban Minor Arterial	Accident Rate:	Higher than Statewide Avg.
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range
NEED EXPLANATION: Improvements are proposed to Hannahs Mill Road from W. Main Street to County Road. The load limited Hannahs Mill Road bridge over Potato Creek has a sufficiency rating of 22.85.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$161,000	$0	$58,000	$1,152,000	$1,371,000
Note: All costs are in 2004 dollars.					

Project Location

LAMAR COUNTY
Project Recommendation Sheet

Map Code 8

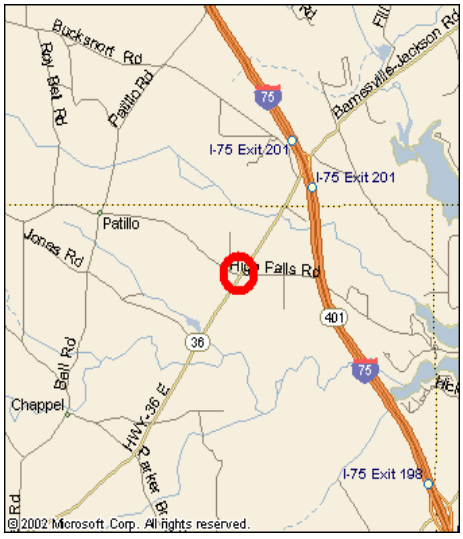
PROJECT DESCRIPTION: This intersection improvement of SR 36 at High Falls Road would improve sight distance and provide turn lanes as needed to reduce accidents			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 8,230; Minor 500	2030: Major 20,300; Minor 1,500	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turns as needed	Route #:	Major 0036 Minor 0212
Functional Classification:		Rural Major Collector	Accident Rate:	0.33 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: High Falls Road intersects with SR 36 in a crest vertical curve along SR 36 where intersection sight distance is limited. High Falls Road is slightly offset on either side of SR 36 and intersects at less than 90 degrees.

This project was included in response to comments by Lamar County citizens and is a high priority for Lamar County. This intersection improvement will be addressed in the SR 36 widening project, but could be performed as a stand alone project.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$200,000	$20,000	$450,000	$715,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 9

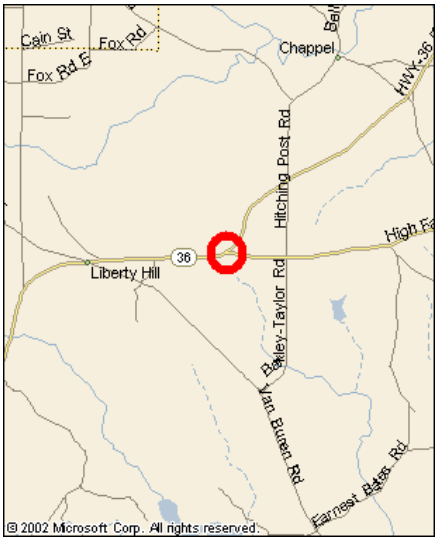
PROJECT DESCRIPTION: Intersection improvement of SR 36 at High Falls Park Road. Shift the intersection 500 feet north and realign High Falls Park Road to intersect at 90 degrees. Provide turn lanes as needed.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 5,900; Minor 500	2030: Major 14,600; Minor 1,500	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turns as needed	Route #:	Major 0036 Minor 0214
Functional Classification:		Rural Minor Collector	Accident Rate:	1.39 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: This intersection is in a horizontal curve along SR 36 and the side street is a tangent to that curve. It is difficult for trucks traveling south on SR 36 to turn left because the radius is very tight. Likewise right turns from High Falls Park Road are very difficult for trucks to make because of the very tight radius, and trucks swing into the opposing lane of travel.

This project will improve the safety of this intersection. Three single vehicle accidents occurred in 2001. This project may be included in the SR 36 widening project or could be a stand alone project. It is a high priority for Lamar County.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$35,000	$150,000	$15,000	$300,000	$500,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 10

PROJECT DESCRIPTION: Intersection improvement of SR 36 at Morgan Dairy Road. Realign Morgan Dairy Road to intersect at 90 degrees. Provide turn lanes as needed.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 6,600; Minor 500	2030: Major 14,600; Minor 1,500	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turns as needed	Route #:	Major 0036 Minor 0217
Functional Classification:		Rural Major Collector	Accident Rate:	0.82 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Morgan Dairy Road intersects SR 36 at a very flat skew angle, so it takes longer to cross SR 36 than if the roads intersected at 90 degrees. This project would reduce accidents, and was included in response to comments by Lamar County citizens and is a high priority for Lamar County. It may be included in the SR 36 widening project or could be a stand alone project.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$35,000	$150,000	$15,000	$300,000	$500,000
Note: All costs are in 2004 dollars.					

Project Location

LAMAR COUNTY
Project Recommendation Sheet

Map Code 11

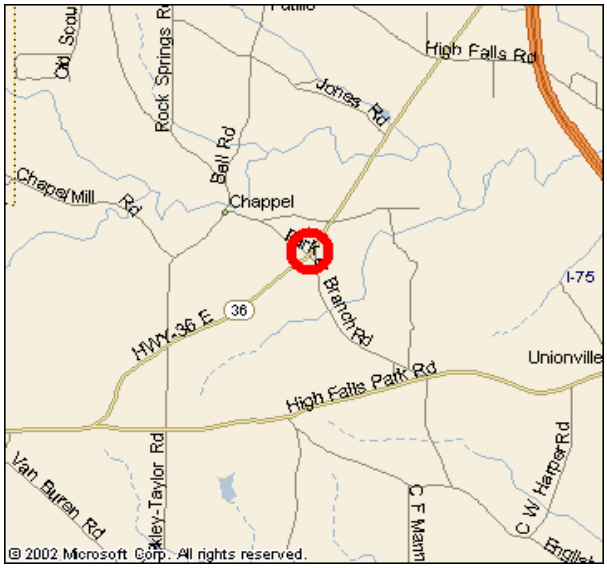
PROJECT DESCRIPTION: Intersection improvement of SR 36 at Parker Branch Road. Raise grade of Parker Branch Road and intersection to provide adequate intersection sight distance as an interim improvement.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 5,900; Minor 500	2030: Major 14,600; Minor 1,500	RDC/MPO:	MTRDC
Truck %:	2001: Major 11%; Minor 3%	2030: Major 11%; Minor 3%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road	Route #:	Major 0036 Minor 0129
Functional Classification:		N/A	Accident Rate:	0.46 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: There is a slight dip in the vertical alignment of SR 36 where it intersects with Parker Branch Road. As a result, intersection sight distance is limited from the side street which has contributed to several accidents. Citizens from Lamar County have said that there have been multiple fatalities at this intersection over the years. This project is a high priority for Lamar County.

This project may be included in the SR 36 widening project or could be a stand alone project.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$35,000	$150,000	$15,000	$300,000	$500,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 12

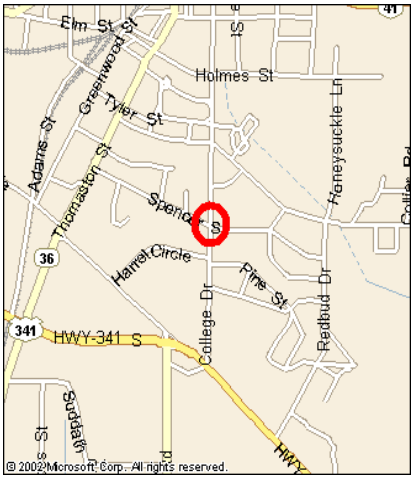
PROJECT DESCRIPTION: Intersection improvement of College Drive at Spencer Street. Improve intersection sight distance from Spencer Street and provide turn lanes as needed.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 950; Minor 400	2030: Major 2,400; Minor 800	RDC/MPO:	MTRDC
Truck %:	2001: Major 10.5% Minor 7.5%	2030: Major 10.5% Minor 7.5%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turns as needed	Route #:	Major 0178 Minor 0592
Functional Classification:		College Drive is Rural Major Collector	Accident Rate:	13.8 acc. / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Sight distance from Spencer Street is inadequate, in part due to a brick wall on the corner. Five right angle accidents occurred at this intersection in 2001. This accident rate is the highest per million vehicles of any intersection in the three-county region. This project will improve safety by reducing accidents.

Spencer Street provides access to a large parking area for Gordon College, and Spencer Street is a significant connecting road to several other streets in the Barnesville roadway network.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$35,000	$200,000	$35,000	$350,000	$620,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

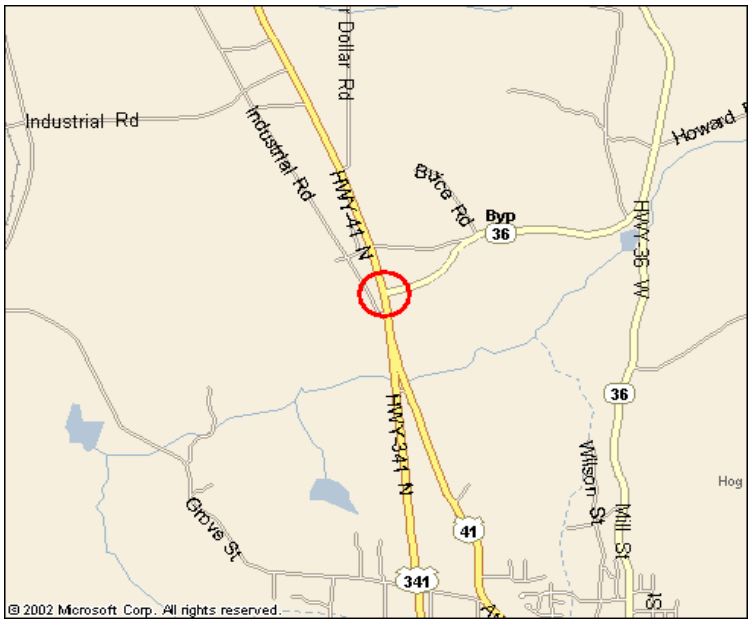
Map Code 13

<table>
<tr><td colspan="3">PROJECT DESCRIPTION: Intersection improvement of SR 36 at US 41/US 341/SR 7. Provide a longer northbound right turn lane on US 41/US 341/SR 7. Construct a type B median crossover. Signalize if warranted considering truck delays.</td><td>County:</td><td>Lamar</td></tr>
<tr><td colspan="3" rowspan="3"></td><td>Project #:</td><td></td></tr>
<tr><td>P.I. No.:</td><td></td></tr>
<tr><td>GDOT District:</td><td>3</td></tr>
<tr><td colspan="3"></td><td>Cong. District:</td><td>8</td></tr>
<tr><td>Traffic Vol.:</td><td>2001: Major 10,670; Minor 5890</td><td>2030: Major 24,500; Minor 10,600</td><td>RDC/MPO:</td><td>MTRDC</td></tr>
<tr><td>Truck %:</td><td>2001: 15%</td><td>2030: 15%</td><td>Length/mileposts:</td><td>N/A</td></tr>
<tr><td>No. of Lanes</td><td>Existing: 4 on US 41; 2 on SR 36</td><td>Recommended: 4 on US 41; 2 on SR 36</td><td>Route #:</td><td>Major 0007
Minor 0036</td></tr>
<tr><td colspan="2">Functional Classification:</td><td>Rural Minor Arterial, Rural Major Collector</td><td>Accident Rate:</td><td>2.16 accidents / Mill. vehicles</td></tr>
<tr><td colspan="3">Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030</td><td>Priority:</td><td>Short Range</td></tr>
<tr><td colspan="5">NEED EXPLANATION: Trucks approaching northbound block the sight distance of vehicles on the side street at this intersection. Trucks waiting on the side street often pull out in front of approaching vehicles. Ten (10) accidents occurred in 2001 and the predominant pattern was right angle. This is one of the high accident locations for the three-county region. This project will improve safety by reducing accidents.

SR 36 and US 41/US 341/SR 7 are significant freight related routes.</td></tr>
</table>

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$35,000	$400,000	$850,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 14

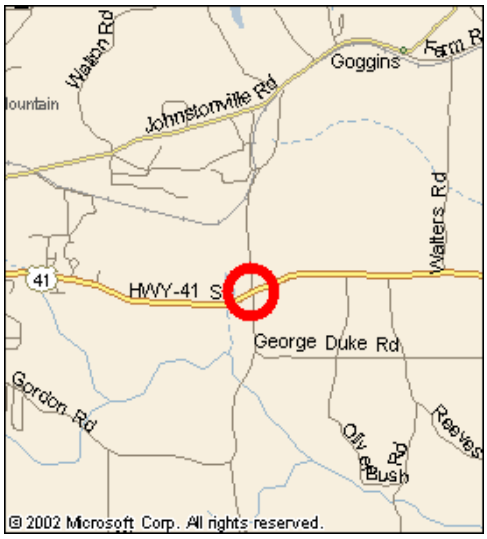
PROJECT DESCRIPTION: Intersection improvement of US 41/SR 18 at Fredonia Church Road. Improve sight distance and provide turn lanes as needed.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 3,950; Minor 500	2030: Major 10,100; Minor 1,500	RDC/MPO:	MTRDC
Truck %:	2001: Major 15%; Minor 3%	2030: Major 15%; Minor 3%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road plus turn lanes	Route #:	Major 0018 Minor 0035
Functional Classification:		Rural Minor Arterial, Rural Local Road	Accident Rate:	1.37 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: A crest vertical curve on US 41/SR 18 adjacent to this intersection is associated with inadequate intersection sight distance. There are no turn lanes present. Fredonia Church Road is developing into a significant connecting road and peak hour turning movements may justify turn lanes on US 41/SR 18. A convenience store/gas station on the northeast corner generates turning traffic.

This project will improve the safety by reducing accidents. The project was included in response to comments by the head of the Lamar County Water Authority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$250,000	$25,000	$450,000	$770,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 15

PROJECT DESCRIPTION: Intersection improvement of SR 18 at County Farm Road. Realign County Farm Road to intersect at 90 degrees.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 4,010; Minor 500	2030: Major 11,600; Minor 1,500	RDC/MPO:	MTRDC
Truck %:	2001: Major 15%; Minor 3%	2030: Major 15%; Minor 3%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road plus turn lanes as needed	Route #:	Major 0018 Minor 0051
Functional Classification:		Rural Minor Arterial, Rural Local Road	Accident Rate:	1.95 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Three single vehicle accidents occurred in 2001. This project will reduce accidents and improve safety. The main problems are related to the side street skew angle and sight distance.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$30,000	$100,000	$15,000	$250,000	$395,000
Note: All costs are in 2004 dollars.					

Project Location

UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 16

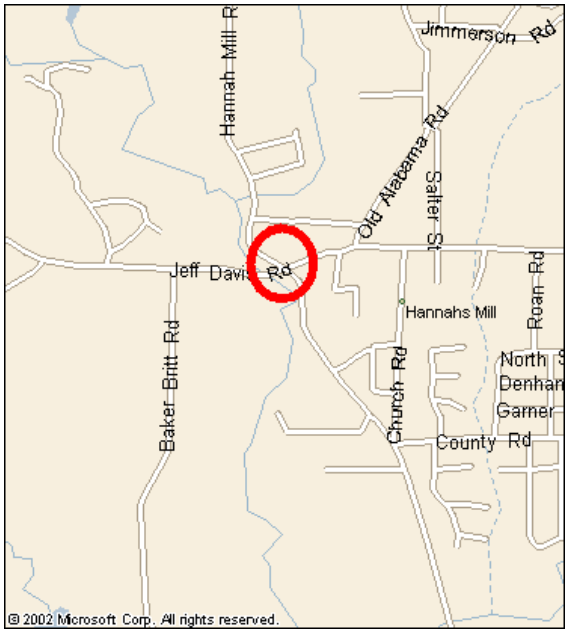
PROJECT DESCRIPTION: Intersection improvement of Jeff Davis Road at Hannahs Mill Road. Realign and shift Hannahs Mill Road 100' further east and intersect at 90 degrees. Raise the grade of Hannahs Mill Road to provide adequate intersection sight distance. Provide turn lanes and six foot paved shoulders.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 3,300; Minor 2,300	2030: Major 5,940; Minor 4,140	RDC/MPO:	MTRDC
Truck %:	2001: 3%	2030: 3%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turn lanes as needed	Route #:	Major 0422 Minor 0022
Functional Classification:		Urban Minor Arterial, Rural Major Collector	Accident Rate:	4.26 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Jeff Davis Road and Hannahs Mill Road are two significant Upson County roads that intersect immediately east of Norris Creek. Many vehicles turn at this intersection, but Hannahs Mill Road is offset and skewed, and seven (7) accidents occurred in 2001, most of which were angle intersecting. Intersection sight distance is inadequate. Realignment of Hannahs Mill Road further east will remove the skew and improve the angle of intersection.

The Thomaston-Upson County Transportation Task Force lists this project as their No. 7 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$400,000	$50,000	$500,000	$995,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

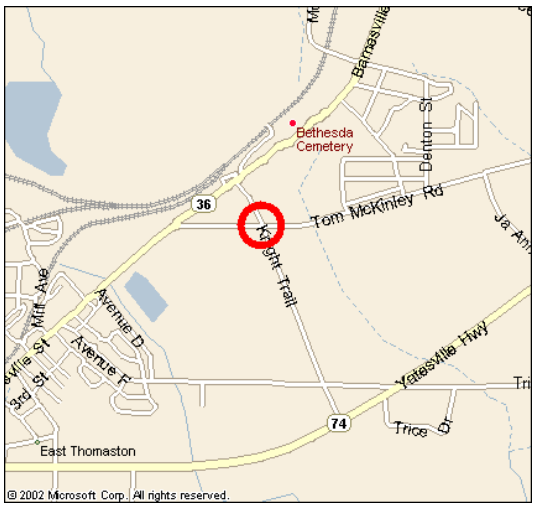
Map Code 17

PROJECT DESCRIPTION: Intersection improvement of Knight Trail at Tom McKinley Road. Provide Georgia DOT standard design with 20 foot raised median on Knight Trail including northbound left turn lane. Raise grade on east leg of Tom McKinley Road to improve intersection sight distance.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 630; Minor 630	2030: Major 630; Minor 630	RDC/MPO:	MTRDC
Truck %:	2001: 5%	2030: 5%	Length/mileposts:	N/A
No. of Lanes	Existing: 4 on Knight Trail, 2 on Tom McKinley	Recommended: 4 on Knight Trail, 2 on Tom McKinley	Route #:	Major 0204 Minor 0488
Functional Classification:		N/A	Accident Rate:	10.87 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Knight Trail connects SR 36 and SR 74, providing access in the vicinity of Upson-Lee High School. Before and after school this intersection is congested, and the design is substandard. Five (5) right angle accidents occurred in 2001. This intersection has the second highest accident rate per million vehicles of all intersections in the three-county region. Knight Trail has a depressed grass median that is not wide enough to store a car going half way across the road. The more typical Georgia DOT design is needed to reduce driver uncertainty and the potential for accidents.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$35,000	$350,000	$800,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 18

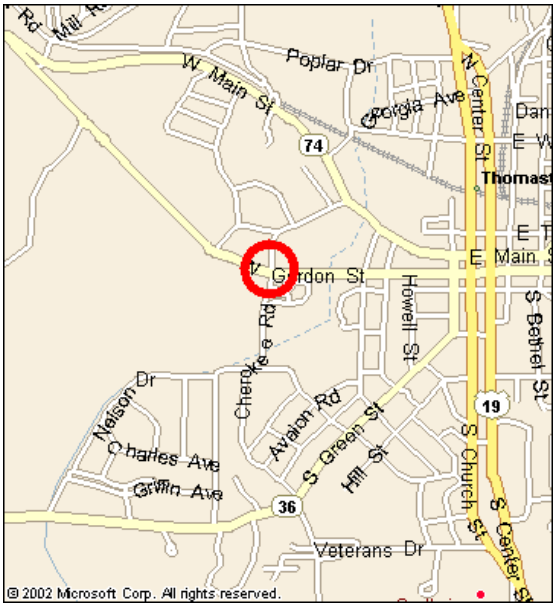
PROJECT DESCRIPTION: Intersection improvement of SR 74 at Cherokee Road. Consider turns lanes on Cherokee Road and signalization if warranted.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 5,820; Minor 1,800	2030: Major 8,700; Minor 3,200	RDC/MPO:	MTRDC
Truck %:	2001: Major 6%; Minor 5%	2030: Major 6%; Minor 5%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each	Recommended: 2 on each with turn lanes as needed	Route #:	Major 0074 Minor 0714
Functional Classification:		Urban Principal Arterial, Urban Collector	Accident Rate:	4.06 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: This intersection experienced nine (9) accidents in 2001, and had the 9th highest accident rate of all intersections in the three-county region based on accidents per million vehicles. This included five right angle and three head-on accidents. The intersection sight distance at this intersection is less than adequate looking east from Cherokee Road.

Cherokee Road is an urban collector connecting SR 74 and SR 36. The busy regional medical center is located at this corner with a lot of traffic in and out of it.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$35,000	$500,000	$950,000
Note: All costs are in 2004 dollars.					

Project Location



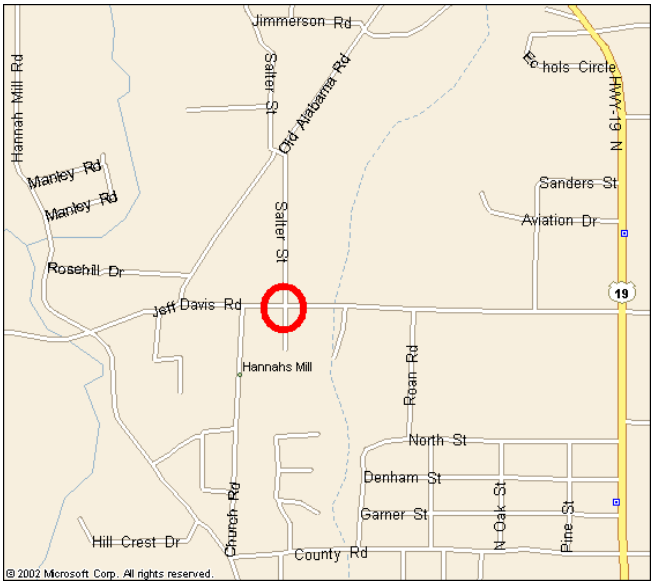
UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 19

PROJECT DESCRIPTION: Intersection improvement of Jeff Davis Road at Salter Road. Acquire right of way from convenience store to permanently provide adequate intersection sight distance looking east.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 3,300; Minor 630	2030: Major 5,900; Minor 630	RDC/MPO:	MTRDC
Truck %:	2001: 3%	2030: 3%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road	Route #:	Major 0422 Minor 0016
Functional Classification:		Urban Minor Arterial	Accident Rate:	3.03 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range
NEED EXPLANATION: Four right angle accidents occurred at this intersection in 2001. The intersection sight distance is inadequate looking east because vehicles sometimes park in front of the convenience store and block the view.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$5,000	$100,000	$0	$50,000	$155,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 20

PROJECT DESCRIPTION: Intersection improvement of SR 74 at Sunnyside Road. Shift north leg to the east to align with south leg of Sunnyside. Signalize if warranted.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 4,220; Minor 400	2030: Major 5,000; Minor 400	RDC/MPO:	MTRDC
Truck %:	2001: Major 15%; Minor 7%	2030: Major 15%; Minor 7%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turn lanes as needed	Route #:	Major 0074 Minor 0098
Functional Classification:		Rural Minor Arterial, Rural Minor Collector	Accident Rate:	1.19 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Short Range

NEED EXPLANATION: Sunnyside Road is a significant north-south roadway that is west of Thomaston and connects SR 74 and SR 36. The major problem with this intersection is the offset between the northern and southern legs.

The Thomaston-Upson County Transportation Task Force lists this project as their No. 9 priority.

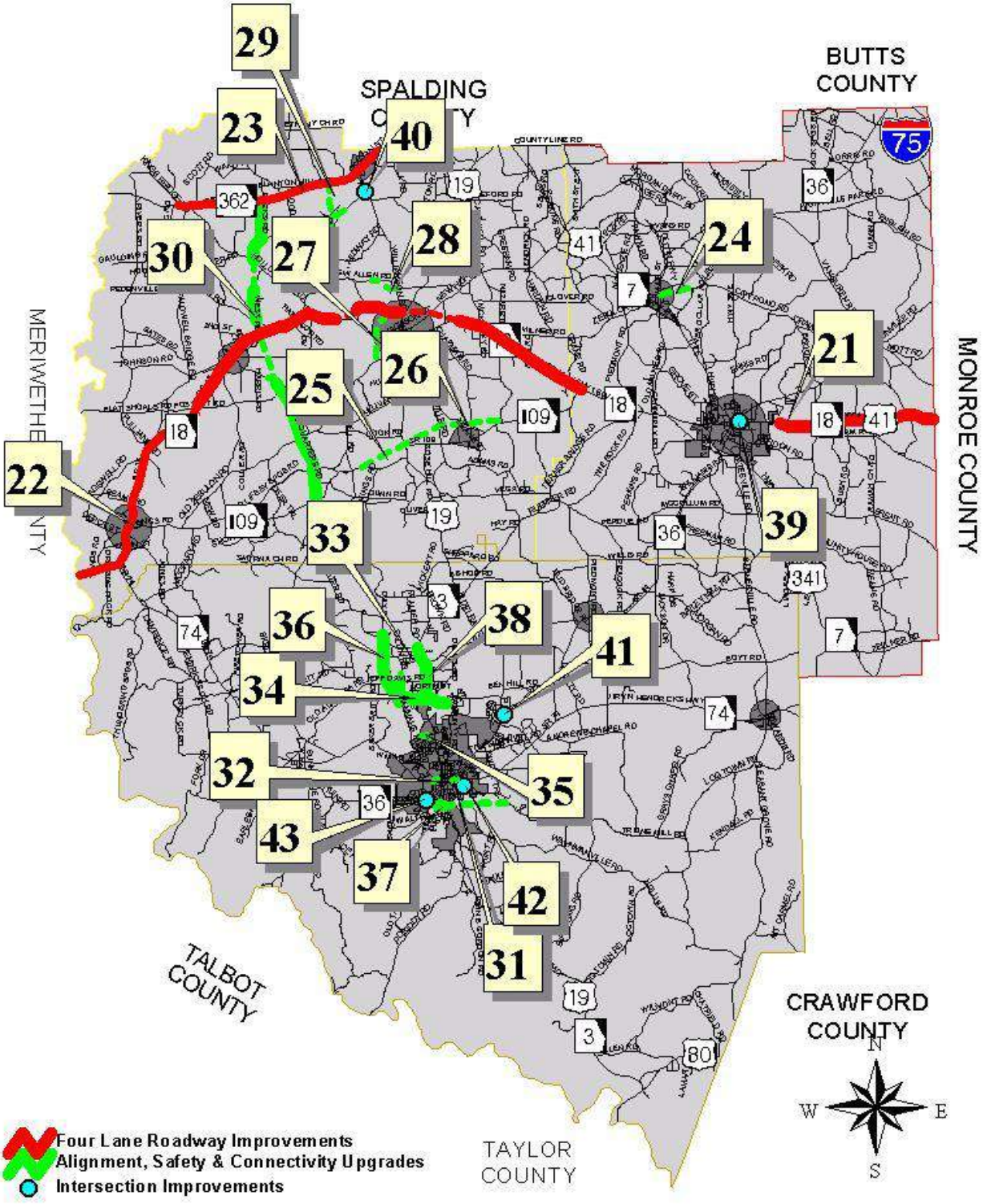
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$200,000	$25,000	$400,000	$670,000
Note: All costs are in 2004 dollars.					

Project Location

Mid Range Recommendations (2013-2021)

Figure 46 on page 129 shows a map of each mid range project that is recommended. Each of the following mid range project recommendation sheets is labeled with a corresponding map code.

Figure 46: Mid Range Highway Improvement Recommendations (2013-2021)



LAMAR COUNTY
Project Recommendation Sheet

Map Code 21

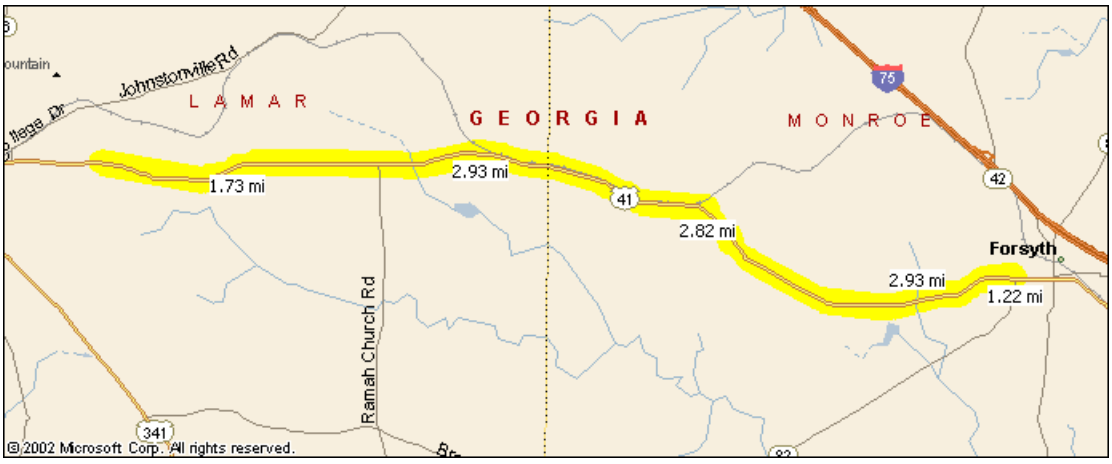
PROJECT DESCRIPTION: Widen US 41/SR 18 from two to four lanes between the Barnesville Bypass and SR 83 in Forsyth. The railroad and a transmission line parallel this road. Some of the alignment may need to be on new location.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 3,950	2030: 10,112	RDC/MPO:	MTRDC
Truck %:	2001: 15%	2030: 15%	Length/mileposts:	6.0 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0018
Functional Classification:		Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: The 2001 LOS was D, and in 2030 it will be LOS E.

The length of the project and cost estimate reflects the project ending at the county line. An eastern terminus will need to be identified.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$2,157,000	$6,470,000	$2,157,000	$21,566,000	$32,350,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 22

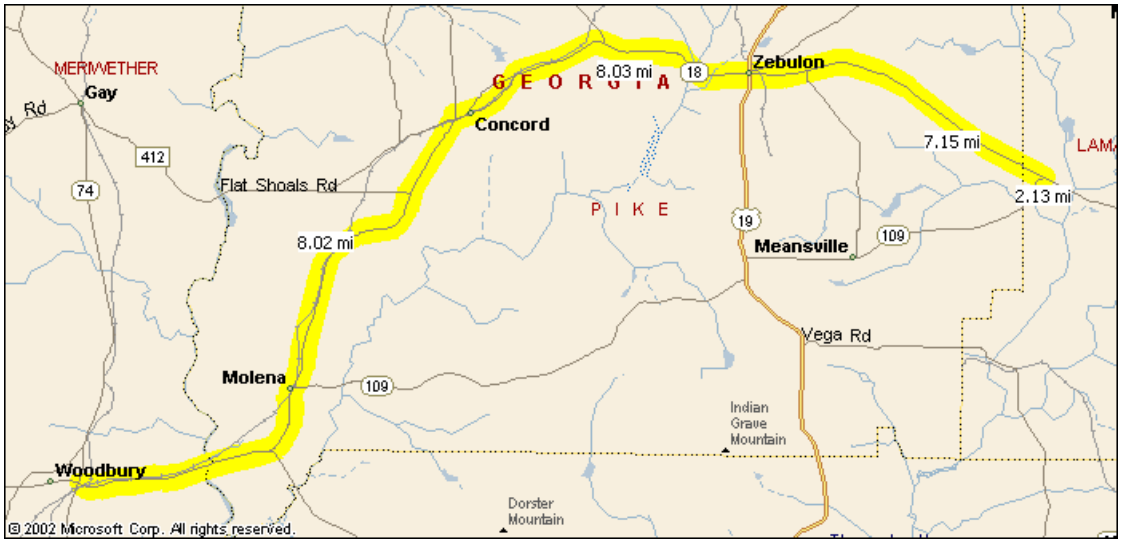
PROJECT DESCRIPTION: Widen SR 18 to four lanes from SR 85 in the City of Woodbury in Meriwether County to SR 109 in Lamar County including bicycle friendly paved shoulders along the entire project and sidewalks in Zebulon from Franklin Street to US 19.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 1420 - 4290	2030: 4118 - 11629	RDC/MPO:	MTRDC
Truck %:	2001: 15%	2030: 15%	Length/mileposts:	22.5 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0018
Functional Classification:		Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: The current 2001 LOS ranges from A to C, and in 2030 will range from C to F.

SR 18 is a primary east-west connection between I-75 and Meriwether County.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$7,390,000	$22,170,000	$2,217,000	$73,901,000	$105,678,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 23

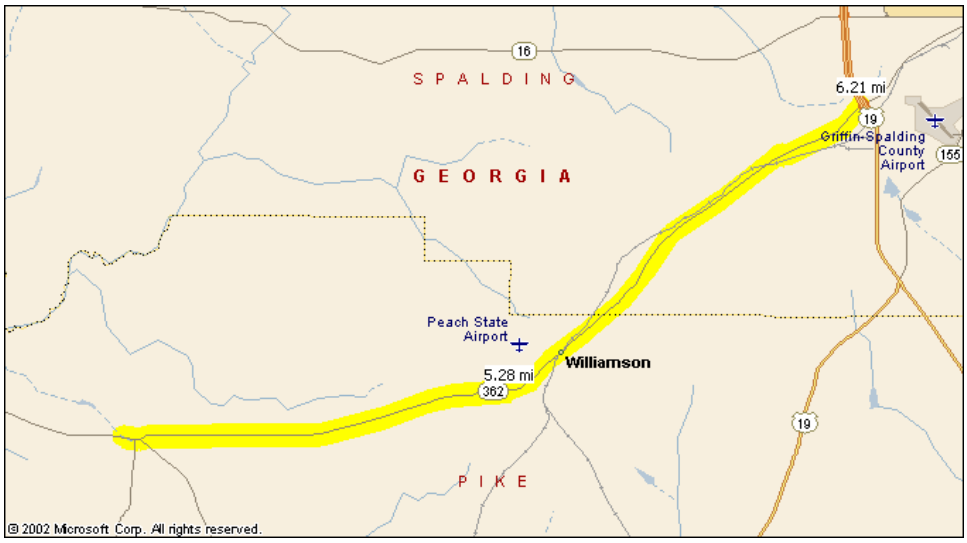
PROJECT DESCRIPTION: Widen SR 362 to four lanes from Kings Bridge Road in Hollonville to US 19/SR 3 in Spalding County. Realign Hollonville Road and Kings Bridge Road to provide more separation from the intersection of SR 362 and Concord Road. This widening may have significant history and environmental impacts in Williamson along the existing alignment. New location may be required around Williamson.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 1700 - 6930	2030: 4590 - 18711	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	7.0 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0362
Functional Classification:		Rural Major Collector	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: SR 362 is an important east-west connection between Griffin and Greenville through northern Pike County. The 2001 LOS ranged from A to C, but by 2030, the LOS is expected to range from LOS D to F. In 2030, the LOS D portion extends from Beeks Road to Kings Bridge Road in Hollonville.

The cost of this project reflects the portion that is within Pike County.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$2,152,000	$8,000,000	$645,000	$21,516,000	$32,313,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

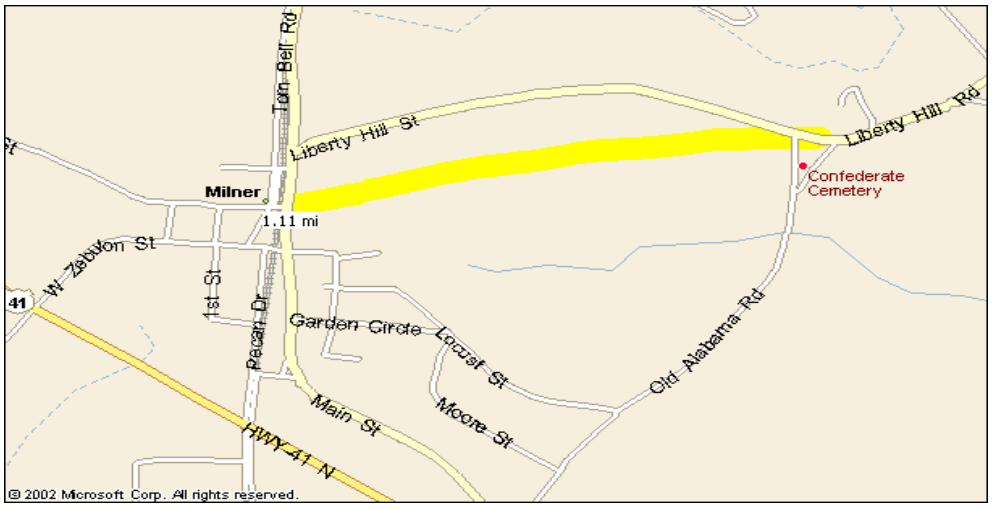
Map Code 24

PROJECT DESCRIPTION: Construct a two lane east-west connector road between the intersection of Liberty Hill Road at Old Alabama Road and Main Street near Milner.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: N/A	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: N/A	Length/mileposts:	1.1 miles
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: This project will provide a grander, more direct entrance into downtown Milner from the east and will pass through a new City park. One of the City Council requested this improvement.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$256,000	$769,000	$51,000	$2,562,000	$3,638,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

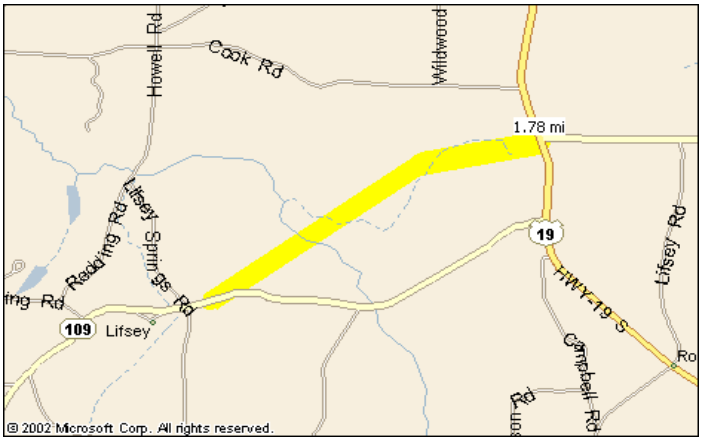
Map Code 25

PROJECT DESCRIPTION: Realign SR 109 from Livsey Springs Road to US 19/SR 3 at SR 109. Provide bicycle friendly paved shoulders. Construct two (2) lanes within four (4) lanes of right-of-way.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2700	2030: 6750	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	2.0 miles
No. of Lanes	Existing: 2	Recommended: 2 in 4 lanes of R/W	Route #:	0109
Functional Classification:		Rural Major Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: SR 109 runs east-west and connects Meansville and Molena, two small towns. The intersection with US 19/SR 3 is offset. This project would realign the western portion to meet at one intersection. The 2001 level-of-service for this portion of SR 109 is LOS B and by 2030 it will be LOS D.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$524,000	$2,500,000	$105,000	$5,235,000	$8,364,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 26

PROJECT DESCRIPTION: Realign SR 109 on new location from US 19 at SR 109 around Meansville to Pine Valley Road. Provide bicycle friendly shoulders.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 1390	2030: 3475	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	2.0 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0109
Functional Classification:		Rural Major Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

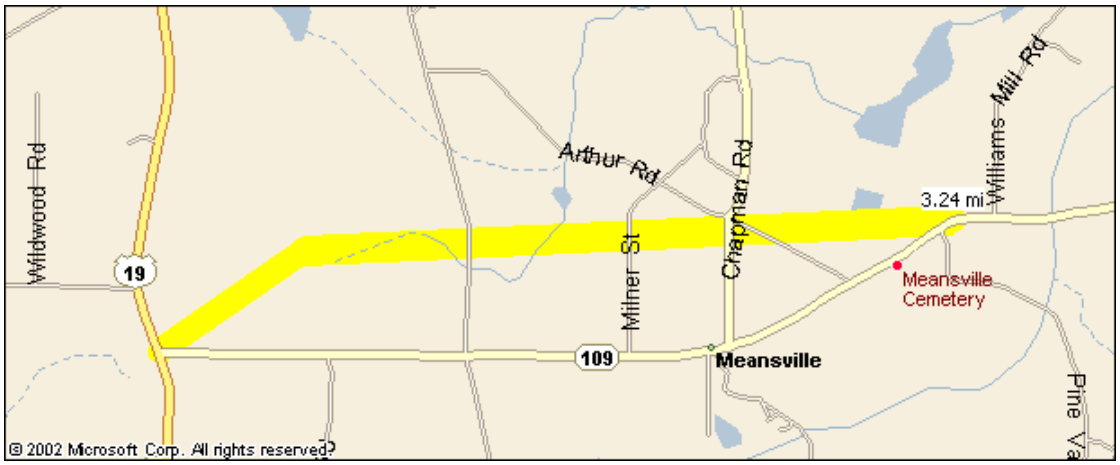
NEED EXPLANATION: SR 109 runs east-west and connects Meansville to Molena, but is also the shortest path between Barnesville and Meriwether County. The residents of Meansville would like SR 109 to bypass the town so that trucks do not have to travel through the heart of town past potentially historic buildings. At some point in the future SR 109 may need to be four lanes (after 2030) and relocating the road would avoid future right of way conflicts.

This route is part of the Tour de Pike bicycle route which has a rest stop in Meansville.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$524,000	$2,500,000	$105,000	$5,235,000	$8,364,000

Note: All costs are in 2004 dollars.

Project Location



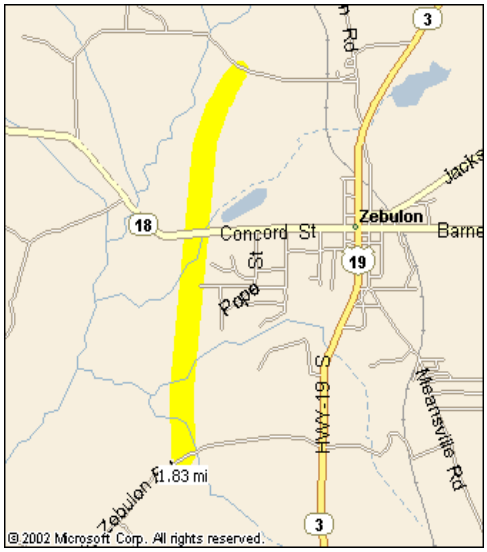
PIKE COUNTY
Project Recommendation Sheet

Map Code 27

PROJECT DESCRIPTION: Construct a new two lane road on the west side of Zebulon connecting Old Zebulon Road to SR 18 and County Farm Road. Provide turn lanes at Old Zebulon Road, SR 18 and County Farm Road.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: 1,500	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: 5%	Length/mileposts:	1.75 miles
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range
NEED EXPLANATION: This project will provide a north-south connection on the west side of Zebulon and help to relieve congestion in downtown.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$645,000	$1,289,000	$129,000	$6,447,000	$8,510,000
Note: All costs are in 2004 dollars.					

Project Location



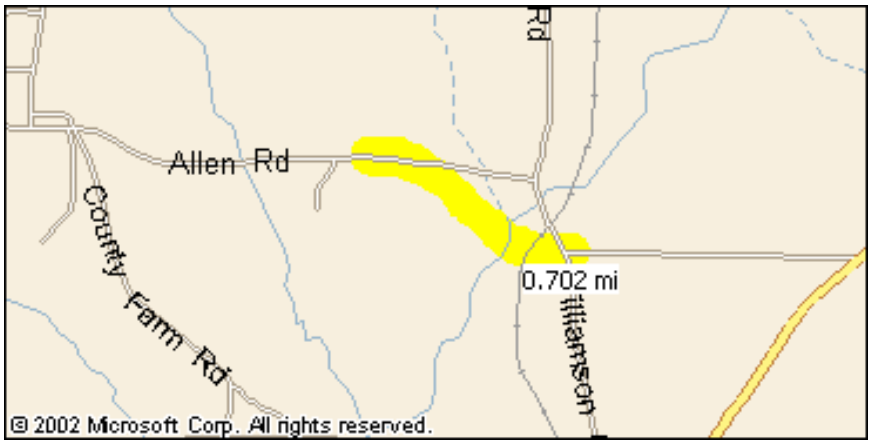
PIKE COUNTY
Project Recommendation Sheet

Map Code 28

PROJECT DESCRIPTION: Realign Drew Allen Road to intersect Williamson Road opposite McKinley Road			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 430	2030: 1000	RDC/MPO:	MTRDC
Truck %:	2001: 3%	2030: 3%	Length/mileposts:	1.0 mile
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0050
Functional Classification:		Rural Local Road	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range
NEED EXPLANATION: The intersections of Drew Allen Road and McKinley Road with Williamson Road are offset by approximately 0.2 miles. This project would realign Drew Allen Road to form a 4-way intersection with McKinley Road at Williamson Road to improve connectivity.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$291,000	$581,000	$58,000	$2,905,000	$3,835,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

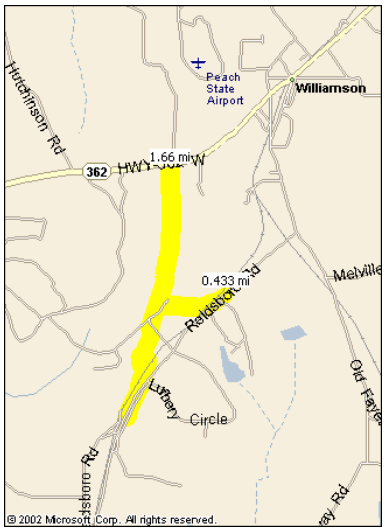
Map Code 29

PROJECT DESCRIPTION: Construct a new two-lane road as an extension of Hutchinson Road from SR 362 to Reidsboro Road. Tee the portion of Reidsboro Road that goes northeast into this new road. Provide two 12-foot lanes with 6' grass shoulders and turn lanes at the intersections with SR 362 and Reidsboro Road.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 1600	2030: 4320	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	2.0 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0253
Functional Classification:		Rural Major Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: Pike County requested a connector road south of SR 362. The section of Williamson Road from SR 362 to Reidsboro Road operated at LOS C in 2001 and is projected to operate at LOS E by 2001. Constructing this new connection would relieve congestion on Williamson Road, so that Williamson Road would not need to be widened.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$466,000	$1,398,000	$233,000	$4,659,000	$6,756,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 30

PROJECT DESCRIPTION: Alignment and safety upgrade along West Road from SR 362 southward to SR 18, on new location to intersect with Roberts Quarters Road north of Strickland Road, and along Roberts Quarters Road to SR 109. Provide two 12 foot lanes with 6 foot grass shoulders and Georgia DOT standard ditches. Provide turn lanes at key intersections including but not limited to SR 362, SR 18 and SR 109.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 80 - 520	2030: 3,000	RDC/MPO:	MTRDC
Truck %:	2001: 3%, 8%	2030: 8%	Length/mileposts:	9.75 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0062/0093/0160
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012;Mid Range: 2013-2021;Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: Pike County wants a connector road between SR 362 on the north and SR 109 on the south to open this large and sparsely populated area to development.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$1,567,000	$7,834,000	$313,000	$15,668,000	$25,382,000
Note: All costs are in 2004 dollars.					

Project Location

UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

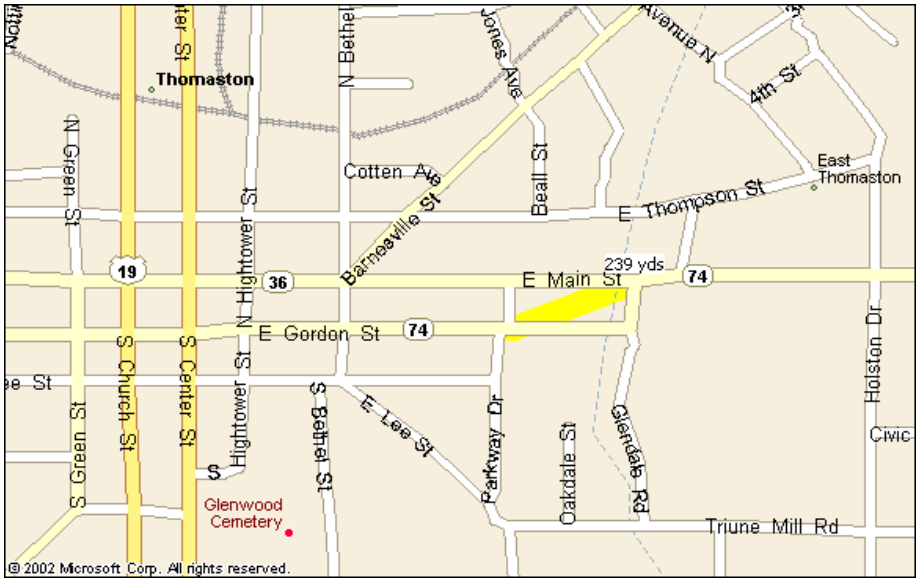
Map Code 31

PROJECT DESCRIPTION: Provide a smooth transition for the SR 74 one-way pair on the east side of downtown			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8 & 11
Traffic Vol.:	2001: 5820	2030: 8730	RDC/MPO:	MTRDC
Truck %:	2001: 6%	2030: 6%	Length/mileposts:	0.15 miles
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	0074
Functional Classification:		Rural Minor Arterial	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: The SR 74 one-way pair currently ends abruptly at a five-legged intersection with SR 36. This intersection operates at LOS F in 2001. A smooth transition is proposed similar to those along US 19/SR 3 on the north and south sides of downtown. This would reduce delay and improve the efficiency of the one-way pair system. The 2001 level-of-service along SR 74 is LOS C and in 2030 it will be LOS F. The Thomaston-Upson County Transportation Task Force lists this project as their No. 4 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$681,000	$45,000	$454,000	$1,225,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 32

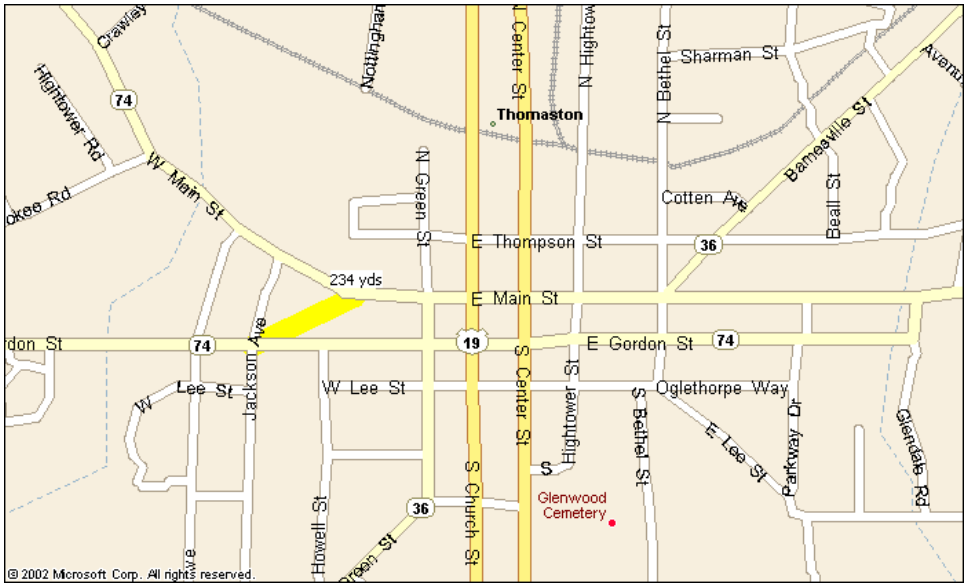
PROJECT DESCRIPTION: Provide a smooth transition for the SR 74 one-way pair on the west side of downtown			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 4870	2030: 7305	RDC/MPO:	MTRDC
Truck %:	2001: 6%	2030: 6%	Length/mileposts:	0.15 miles
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	0074
Functional Classification:		Rural Minor Arterial	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: The SR 74 one-way pair currently ends abruptly at an intersection with SR 36/N. Green Street. A smooth transition is proposed further west, similar to those along US 19/SR 3 on the north and south sides of downtown. This would reduce delay and improve the efficiency of the one-way pair system. The 2001 level-of-service along SR 74 is LOS D and in 2030 it will be LOS E.

Large trucks have a very difficult time making the turn at SR 36, and one truck tore the awning off the front of a building.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$908,000	$45,000	$454,000	$1,452,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 33

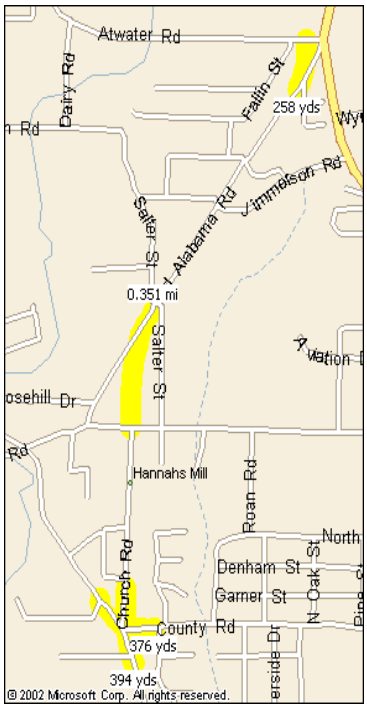
PROJECT DESCRIPTION: This project is called the West Side Collector Road, Northern Section. Realign Hannahs Mill Road with Church Road; realign Old Alabama Road with Church Road and realign north end of Old Alabama Road at Atwater Road to intersect about 400 feet west of US 19. Provide two 12 foot lanes with turn lanes at key intersections.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 6,790	2030: 12,222	RDC/MPO:	MTRDC
Truck %:	2001: 5%	2030: 5%	Length/mileposts:	0.3 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0022
Functional Classification:		Rural Major Collector, Urban Local Road, Urban Minor Arterial	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: US 19/SR 3 is very congested and Upson County residents need a continuous collector road west of US 19 to provide a north-south route other than US 19 to reach their destination. Hannahs Mill Road is a collector road, parallel to US 19, south of Jeff Davis Road, and Old Alabama Road serves this same function north of Jeff Davis Road. This project would connect Hannahs Mill Road, Church Road and Old Alabama Road to provide a continuous collector road west of US 19. Church Road is currently 19 feet wide and needs to be widened on the east side to 24 feet of pavement. At the north end of this route, Old Alabama Road tees into Atwater Road only about 50 feet west of US 19, and queues on Atwater Road extend beyond that point. Relocating Old Alabama Road to intersect with Atwater Road further west would eliminate conflicts with the Atwater queue.

The Thomaston-Upson County Transportation Task Force lists this project as their No. 5 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$91,000	$908,000	$91,000	$908,000	$1,998,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

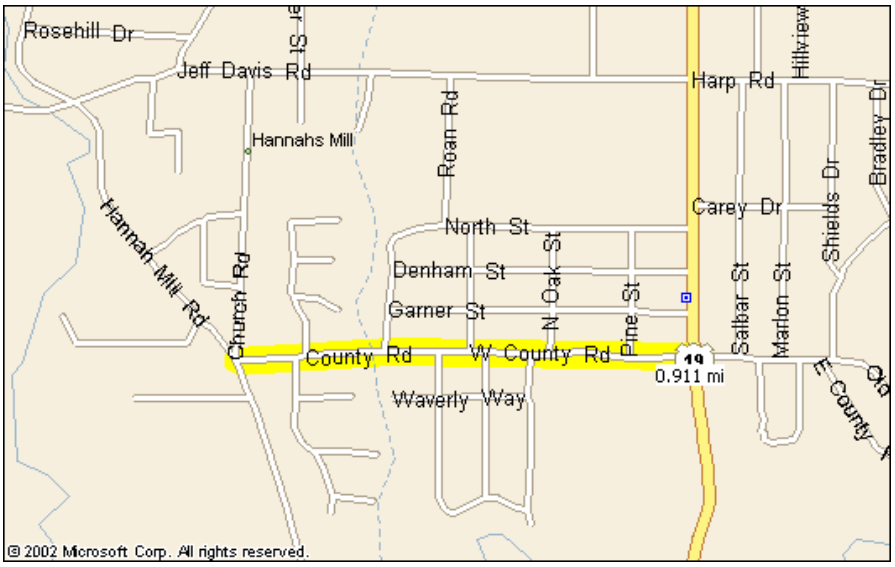
Map Code 34

PROJECT DESCRIPTION: Reconstruct County Road from US 19 to Hannahs Mill Road. Upgrade alignment and safety by improving vertical and horizontal alignment and widening to provide two 12 foot lanes with improved shoulders.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2,220	2030: 4,000	RDC/MPO:	MTRDC
Truck %:	2001: 3%	2030: 3%	Length/mileposts:	1.0 mile
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0073
Functional Classification:		Urban Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: County Road is an important east/west connection through the suburbs north of Thomaston. The vertical alignment is substandard, and the road is narrow with underdeveloped ditches. The road width and alignment should be upgraded because of its moderate traffic volume and functional class.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$349,000	$2,400,000	$348,000	$3,485,000	$6,582,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

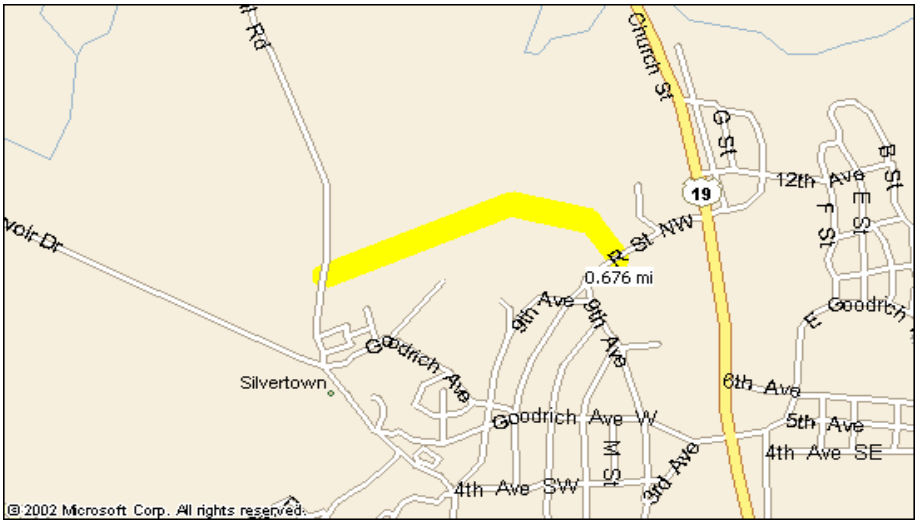
Map Code 35

PROJECT DESCRIPTION: Construct the Silvertown Connector, a two-lane road on new location from Hannahs Mill Road to intersect with R Street between 9th Street and Sunset Mill Street. Provide turn lanes at key intersections.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: 4,000	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: 3%	Length/mileposts:	0.6 miles
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: Thomaston does not have enough convenient east-west connecting roads in the north suburbs. Vehicles wanting to travel between US 19 and Hannahs Mill Road in the Silvertown area must pass along low speed residential streets. The proposed Silvertown Connector would provide a more direct connection, similar to Old Alabama Road.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$182,000	$545,000	$18,000	$1,815,000	$2,560,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

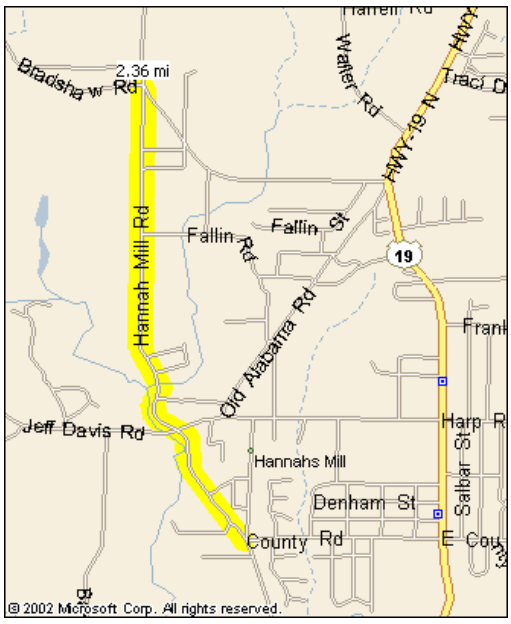
Map Code 36

PROJECT DESCRIPTION: Alignment and safety upgrade of Hannahs Mill Road from County Road to Atwater Road. Provide two 12 foot lanes with improved shoulders.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 700	2030: 3060	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	2.2 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0022
Functional Classification:		Rural Major Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: Hannahs Mill Road provides an important connection from downtown to northwest neighborhoods and beyond to more rural residential areas on Hagans Mountain. The pavement is narrow, shoulders are inadequate, and the winding, substandard alignment is associated with the high accident rate.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$708,000	$5,311,000	$708,000	$7,081,000	$13,808,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

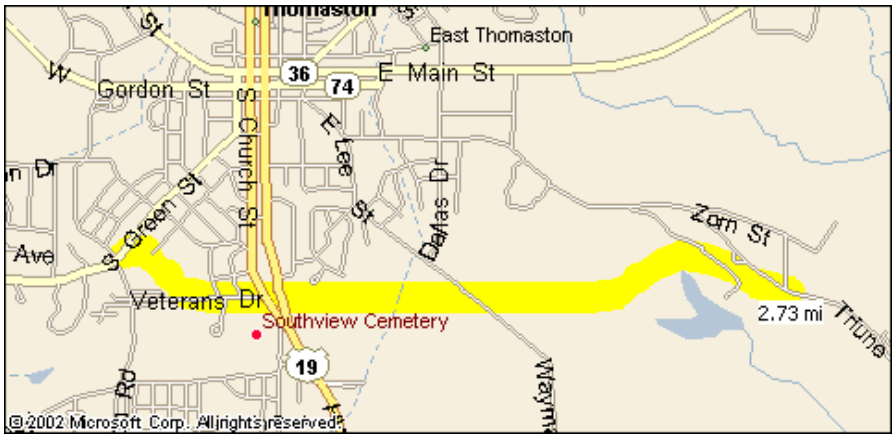
Map Code 37

PROJECT DESCRIPTION: Veterans Drive Extension. Upgrade and realign SR 36 on new location from east of Cherokee Road behind the nursing home to Veterans Drive, along Veterans Drive to US 19, and extend across US 19 to Triune Mill Road. Provide two 12 foot lanes and turn lanes at key intersections. Tee S. Green Street into the new location of SR 36 approximately 300 feet east of Cherokee Road. Coordinate this project with intersection improvement of Cherokee road at SR 36. Include bicycle facilities from Cherokee Road to Trice Cemetery Road and sidewalks from Cherokee Road to Waymanville Road.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8 & 11
Traffic Vol.:	2001: 6530	2030: 8489	RDC/MPO:	MTRDC
Truck %:	2001: 6%	2030: 6%	Length/mileposts:	2.70 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0036
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: SR 36 currently runs through downtown Thomaston. The downtown square is a bottleneck for large semi tractor-trailer trucks, which have a very difficult time negotiating corner curb radii. Removing SR 36 through truck traffic from downtown Thomaston will improve freight efficiency and help to unclog congestion in downtown. SR 36 would be shifted to Veterans Drive and Triune Mill Road, and it would intersect with the Thomaston Truck Route. The Thomaston-Upson County Transportation Task Force lists this project as their No. 6 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$872,000	$2,617,000	$87,000	$8,722,000	$12,298,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 38

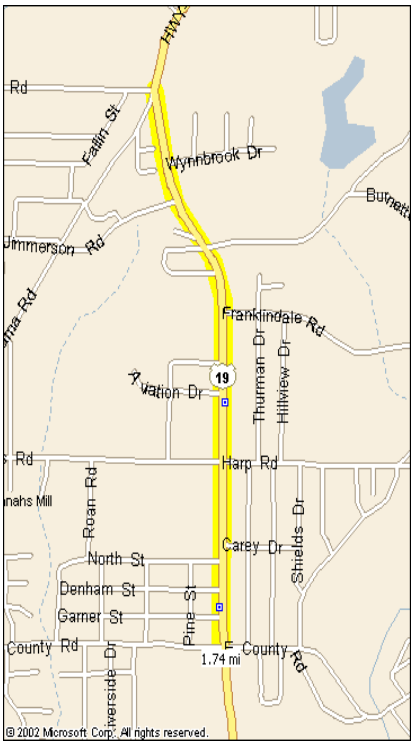
PROJECT DESCRIPTION: Widen US 19/SR 3 from County Road to Atwater Road from four lanes to four lane divided with a raised median. Provide sidewalks and street lights.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 6790 - 24370	2030: 13308 - 47765	RDC/MPO:	MTRDC
Truck %:	2001: 6%, 15%	2030: 6%, 15%	Length/mileposts:	1.7 miles
No. of Lanes	Existing: 4	Recommended: 4	Route #:	0003
Functional Classification:		Urban Principal Arterial, Rural Minor Arterial	Accident Rate:	Higher than Statewide Avg. for Rural Minor Arterials
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: US 19/SR 3 is part of the GRIP system and is the primary north-south route between Thomaston and Zebulon. This is the only portion of US 19/SR 3 north of Thomaston that does not have a two-way-left-turn-lane.

This project is the Thomaston-Upson County Transportation Task Force's No. 3 priority, which extends from Potato Creek to Atwater Road. The bridge over Potato Creek is already in the 04-06 STIP.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$495,000	$7,418,000	$495,000	$4,945,000	$13,353,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 39

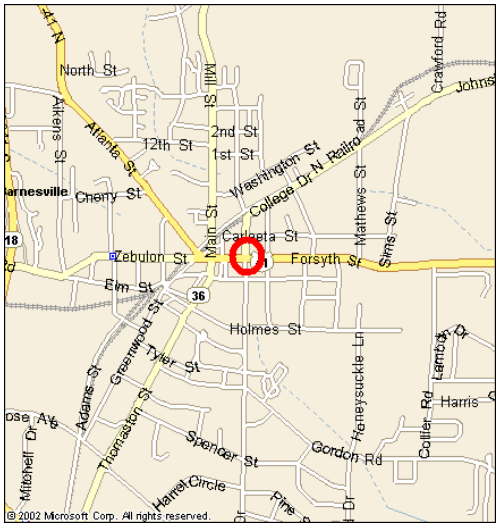
PROJECT DESCRIPTION: Intersection improvement of US 41 at College Drive. Provide turn lanes as needed and where feasible.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 8370; Minor 1050	2030: Major 24273; Minor 2625	RDC/MPO:	MTRDC
Truck %:	2001: Major 15%; Minor 11%	2030: Major 15%; Minor 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turn lanes	Route #:	Major 0018 Minor 0562
Functional Classification:		Rural Minor Arterial, Rural Major Collector	Accident Rate:	1.88 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: This project will reduce accidents and improve safety. This intersection in downtown Barnesville and is usually congested throughout the day. Many trucks pass through the intersection along US 41 and several turn south onto College Drive.

The need for this project may decrease once the Barnesville Bypass is constructed.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$50,000	$450,000	$915,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 40

PROJECT DESCRIPTION: Intersection improvement of Williamson Road at Reidsboro Road. Lower vertical curve to improve intersection sight distance from Reidsboro Road looking south.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 3,200; Minor 1,600	2030: Major 8,600; Minor 4,300	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turn lanes	Route #:	Major 0249 Minor 0253
Functional Classification:		Rural Major Collector	Accident Rate:	2.05 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: This intersection is one of the highest accident locations in the three-county area based on the rate per million vehicles. This project will reduce accidents and improve safety. The major problem with this intersection is limited sight distance from Reidsboro Road looking south due to a crest vertical curve.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$40,000	$200,000	$20,000	$450,000	$710,000
Note: All costs are in 2004 dollars.					

Project Location

UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

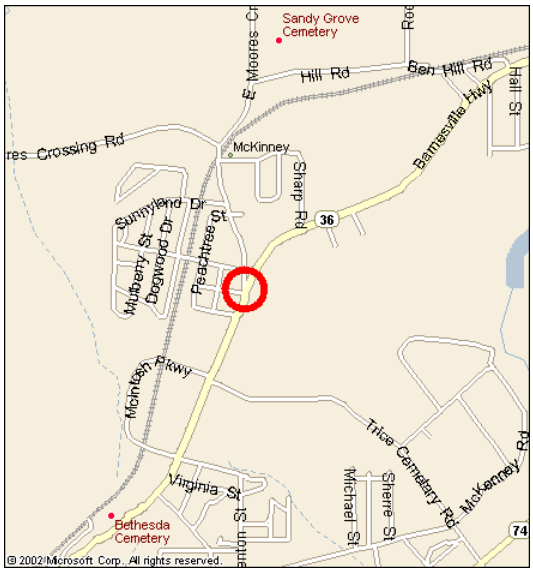
Map Code 41

PROJECT DESCRIPTION: Intersection improvement of SR 36 at E. Moores Crossing. Provide turn lanes as needed.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: Major 6,800; Minor 3,200	2030: Major 9,400; Minor 5,800	RDC/MPO:	MTRDC
Truck %:	2001: Major 15%; Minor 11%	2030: Major 15%; Minor 11%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 with turn lanes	Route #:	Major 0036 Minor 0424
Functional Classification:		Urban Principal Arterial, Rural Minor Arterial, Rural Major Collector	Accident Rate:	1.46 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: The major problem of the intersection at SR 36 and E. Moores Crossing is the extreme skew angle of the side street. A convenience store is located in the northeast corner of the intersection. This project would realign E. Moores Crossing to go behind the convenience store and intersect SR 36 at closer to a 90 degree angle.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$35,000	$350,000	$800,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

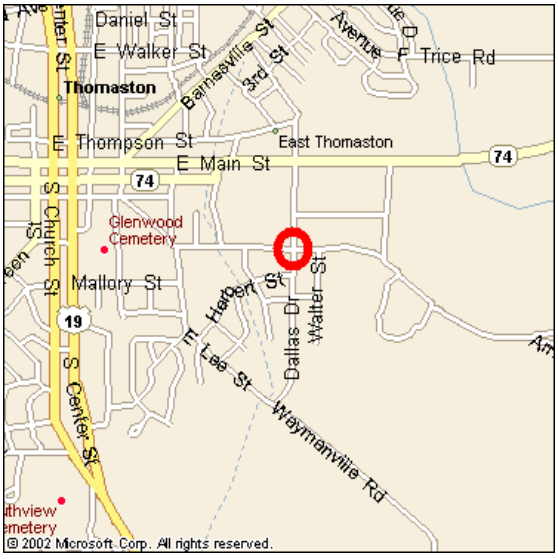
Map Code 42

PROJECT DESCRIPTION: Intersection improvement of Triune Mill Road at Holston Drive/Dallas Drive. Provide adequate intersection sight distance looking east.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	11
Traffic Vol.:	2001: Major 3,300; Minor 2,100	2030: Major 5,900; Minor 3,800	RDC/MPO:	MTRDC
Truck %:	2001: Major 5%; Minor 2%	2030: Major 5%; Minor 2%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road with turn lanes	Route #:	Major 0192 Minor 0735 & 0198
Functional Classification:		Urban Collector, Urban Minor Arterial	Accident Rate:	2.44 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: Holston Drive/Dallas Drive and Triune Mill Road are two important roadways southeast of downtown Thomaston. There is a sight distance problem looking east due to a crest vertical curve. This project would reduce accidents and improve safety.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$35,000	$450,000	$900,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

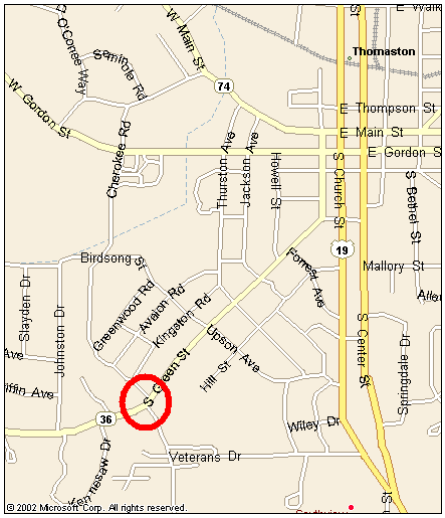
Map Code 43

PROJECT DESCRIPTION: Intersection improvement of SR 36 at Cherokee Road. Raise the grade of the north leg of Cherokee Road to improve intersection sight distance looking west. Coordinate this project with the Veterans Drive Extension.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8 and 11
Traffic Vol.:	2001: Major 6,530; Minor 2,220	2030: Major 8,500; Minor 4,000	RDC/MPO:	MTRDC
Truck %:	2001: Major 5%; Minor 5%	2030: Major 5%; Minor 5%	Length/mileposts:	N/A
No. of Lanes	Existing: 2 on each road	Recommended: 2 on each road	Route #:	Major 0036 Minor 0714
Functional Classification:		N/A	Accident Rate:	0.72 accidents / Mill. vehicles
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Mid Range

NEED EXPLANATION: Cherokee Road is a north-south roadway that connects SR 74 to SR 36 in western Thomaston. The intersection sight distance is inadequate from the north leg of Cherokee Road looking west due to a crest vertical curve. This project would reduce accidents and improve safety.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$370,000	$35,000	$350,000	$800,000
Note: All costs are in 2004 dollars.					

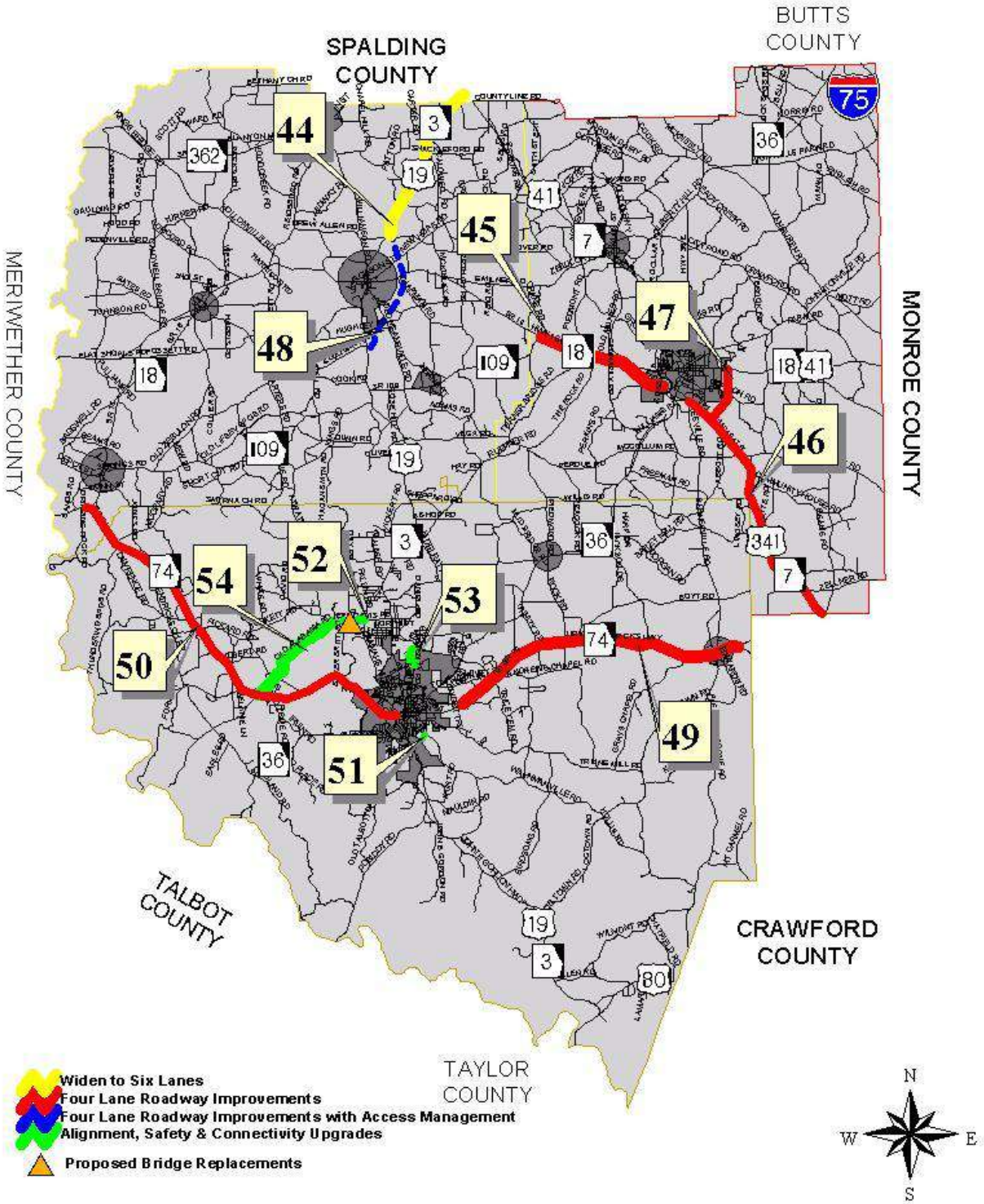
Project Location



Long Range Recommendations (2022-2030)

Figure 47 on page 154 shows a map of each long range project that is recommended. Each of the following long range project recommendation sheets is labeled with a corresponding map code.

Figure 47: Long Range Highway Improvement Recommendations (2022-2030)



PIKE COUNTY
Project Recommendation Sheet

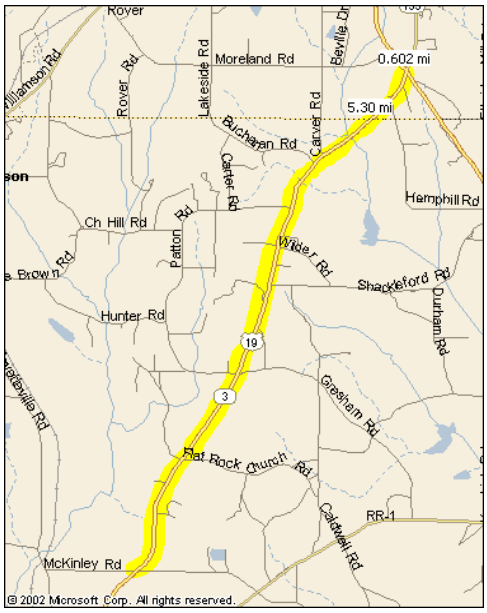
Map Code 44

PROJECT DESCRIPTION: Widen US 19/SR 3 to six lanes from just north of McKinley Road north of Zebulon to US 41/SR 7 in Spalding County.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 12170	2030: 32859	RDC/MPO:	MTRDC
Truck %:	2001: 15%	2030: 15%	Length/mileposts:	6.0 miles
No. of Lanes	Existing: 4	Recommended: 6	Route #:	0003
Functional Classification:		Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: US 19/SR 3 is a major north-south route that connects Zebulon and Griffin. This route connects with US 41 and continues north towards Hampton and Atlanta. The 2001 LOS is A, and in 2030 will be D. Widening US 19/SR 3 will improve north-south movement between Zebulon through Spalding County. The northern terminus needs to be verified which could be US 41 or the Griffin Bypass.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$1,866,000	$5,597,000	$560,000	$18,658,000	$26,681,000
Note: All costs are in 2004 dollars.					

Project Location



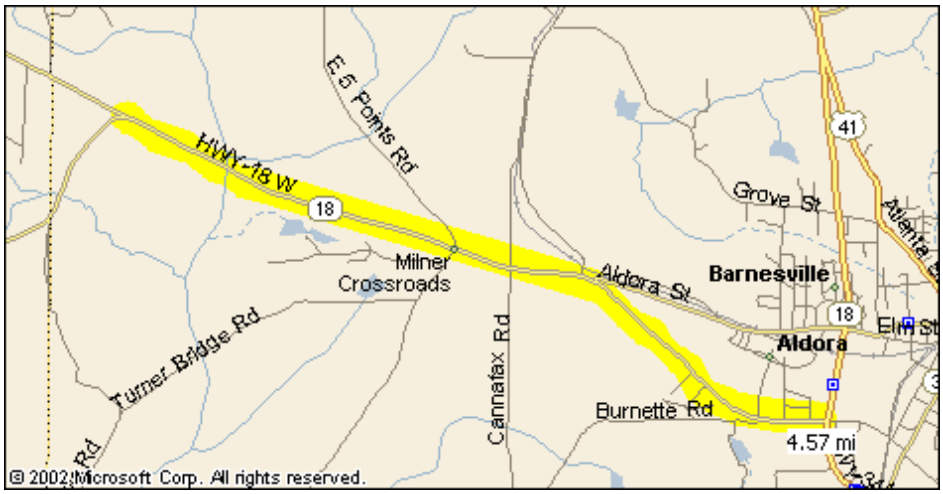
LAMAR COUNTY
Project Recommendation Sheet

Map Code 45

PROJECT DESCRIPTION: Widen SR 18 to four lanes from SR 109 in Pike County to US 341/SR 7			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2000 - 4300	2030: 5740 - 12341	RDC/MPO:	MTRDC
Truck %:	2001: 15%	2030: 15%	Length/mileposts:	4.5 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0018
Functional Classification:		Rural Minor Arterial	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range
NEED EXPLANATION: The 2001 LOS is A-B, and by 2030 it will be in the D-E range.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$1,479,000	$4,438,000	$296,000	$14,792,000	$21,005,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

Map Code 46

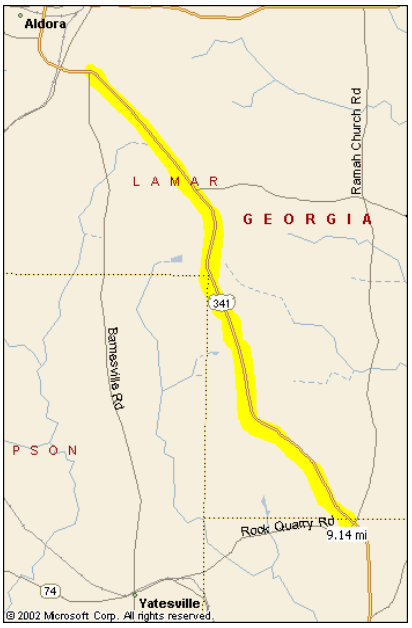
PROJECT DESCRIPTION: Widen US 341/SR 7 to four lanes from the end of the 4-lane section near Yatesville Road to SR 74 in Monroe County.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2560-2970	2030: 5888-6831	RDC/MPO:	MTRDC
Truck %:	2001: 15%	2030: 15%	Length/mileposts:	10.0 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0007
Functional Classification:		Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: This project will widen US 341/SR 7 from two to four lanes from Yatesville Road to SR 74 in Monroe County. This is a north-south route that sometimes receives spillover traffic from I-75 if there is an accident. US 341/SR 7 continues south towards Fort Valley and Perry. The 2001 level-of-service was in the B-C range, and in 2030 it will be in the D-E range.

Lamar County listed widening US 341/SR 7 from the end of the existing four lane to the Barnesville Bypass as their number 4 priority.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$3,737,000	$12,295,000	$615,000	$30,737,000	$47,384,000
Note: All costs are in 2004 dollars.					

Project Location



LAMAR COUNTY
Project Recommendation Sheet

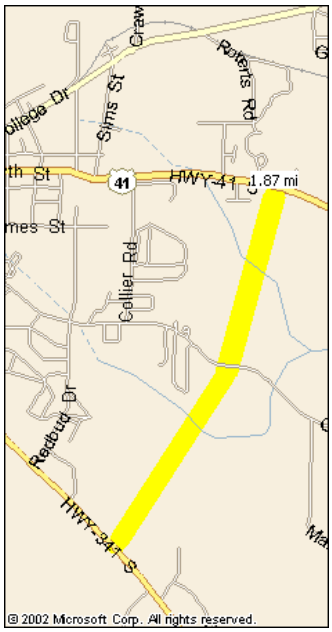
Map Code 47

PROJECT DESCRIPTION: Construct the remaining two lanes of the Barnesville Bypass to provide four through lanes.			County:	Lamar
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: N/A	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: N/A	Length/mileposts:	1.5 miles
No. of Lanes	Existing: N/A	Recommended: 4	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: The Barnesville Bypass is being constructed as two lanes within four lanes of right of way. This project will construct the remaining two lanes. The bypass connects US 41/SR 18 and US 341/SR 7 to minimize congestion in downtown Barnesville.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$351,000	$0	$0	$5,403,000	$5,754,000
Note: All costs are in 2004 dollars.					

Project Location



PIKE COUNTY
Project Recommendation Sheet

Map Code 48

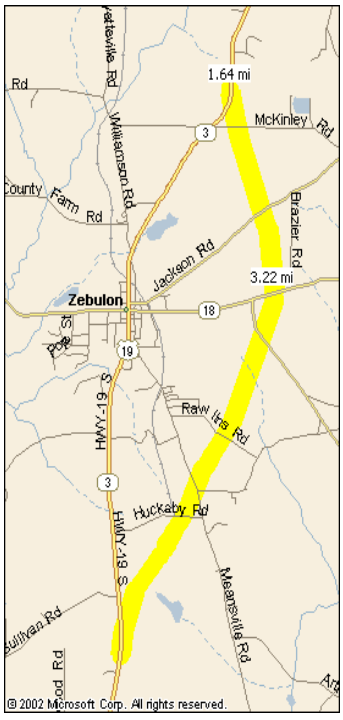
PROJECT DESCRIPTION: Zebulon Truck Route. Construct four lanes on new location around the east side of Zebulon from US 19/SR 3 just north of McKinley Road to US 19 south of Sullivan Road. Provide access management along the entire project.			County:	Pike
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: N/A	2030: 23,300	RDC/MPO:	MTRDC
Truck %:	2001: N/A	2030: 15%	Length/mileposts:	5.0 miles
No. of Lanes	Existing: N/A	Recommended: 4	Route #:	N/A
Functional Classification:		N/A	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: Downtown Zebulon is a charming quaint town with several old buildings. Residents complain that the high volume of traffic and trucks on US 19 is disruptive to their sense of community and requested a bypass.

This project takes the place of widening US 19 to six lanes from the north end of the one-way pair to McKinley Road. The 2001 LOS was B, and by 2030 it will be LOS E.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$2,487,000	$4,975,000	$497,000	$24,874,000	$32,833,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 49

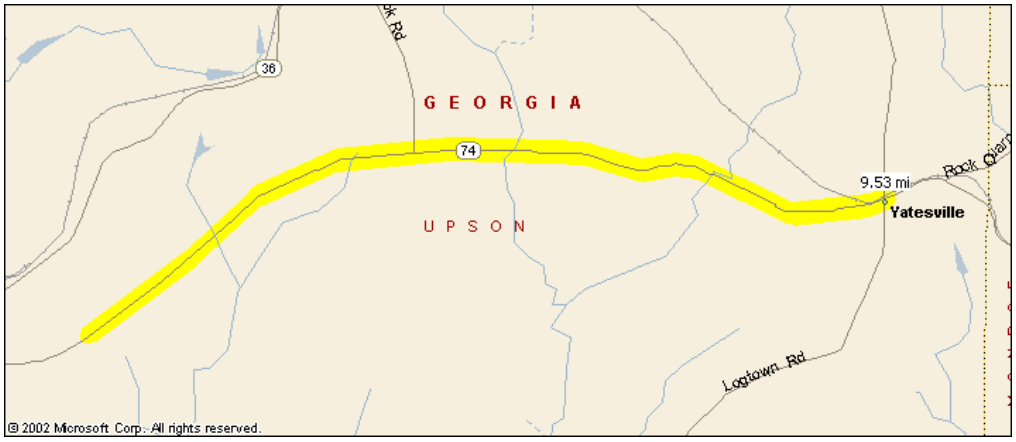
PROJECT DESCRIPTION: Widen SR 74 from Trice Road to east of Barnesville Road in Yatesville.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8 & 11
Traffic Vol.:	2001: 2210 - 3370	2030: 4376 - 6395	RDC/MPO:	MTRDC
Truck %:	2001: 8%	2030: 8%	Length/mileposts:	10.0 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0074
Functional Classification:		Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: The 2001 level-of-service is B-C, and in 2030 will be LOS C-D. There are several relatively steep grades and relatively short vertical curves on this section. It is anticipated that a higher design speed will lessen the grades and greatly lengthen the vertical curves. The intersection of SR 74 and Trinity Road is a high accident location associated with a sight distance problem due to a crest vertical curve.

The west end of this project ties into the widening to five lanes from Holston Drive to Trice Road.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$3,554,000	$14,213,000	$711,000	$35,537,000	$54,015,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

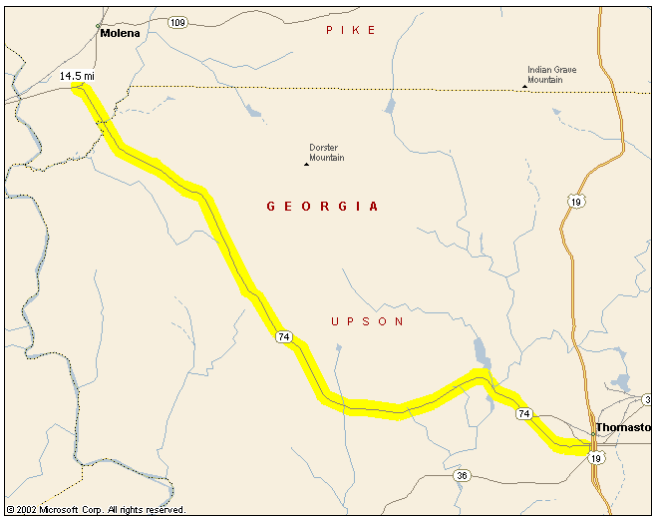
Map Code 50

PROJECT DESCRIPTION: Widen SR 74 from SR 18 to the one-way pair transition in Thomaston			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2160 - 5820	2030: 4110 - 8730	RDC/MPO:	MTRDC
Truck %:	2001: 15%, 6%	2030: 15%, 6%	Length/mileposts:	12.5 miles
No. of Lanes	Existing: 2	Recommended: 4	Route #:	0074
Functional Classification:		Urban Principal Arterial, Rural Minor Arterial	Accident Rate:	Lower than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: This project will widen SR 74 from SR 18 in Pike County to the one-way pair transition in Thomaston from two to four lanes. The 2001 level-of-service was A-C, and in 2030 it will be LOS C-E. GDOT already has a programmed project for passing lanes in this area.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$3,554,000	$14,213,000	$711,000	$35,537,000	$54,015,000
Note: All costs are in 2004 dollars.					

Project Location



UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 51

PROJECT DESCRIPTION: Extend Dallas Drive from Waymanville Road/E Lee Street to the new Veterans Drive/SR 36 extension. Provide two 12 foot lanes with turn lanes at key intersections.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	11
Traffic Vol.:	2001: 300	2030: 3,000	RDC/MPO:	MTRDC
Truck %:	2001: 2%	2030: 2%	Length/mileposts:	0.15 miles
No. of Lanes	Existing: N/A	Recommended: 2	Route #:	0198
Functional Classification:		Urban Minor Arterial	Accident Rate:	N/A
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: There are currently no circumferential routes around the southeast side of Thomaston, so all traffic must pass through the downtown square. There is a plan to shift the alignment of SR 36 out of downtown to Veterans Drive and Triune Mill Road and connect with the Thomaston Truck Route. Once this is done, Dallas Drive should be extended to intersect with the new Veterans Drive/SR 36 extension. This would help to reduce congestion in downtown Thomaston and improve mobility by providing more options in southeast Thomaston.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$45,000	$136,000	$5,000	$454,000	$640,000

Note: All costs are in 2004 dollars.

Project Location

UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

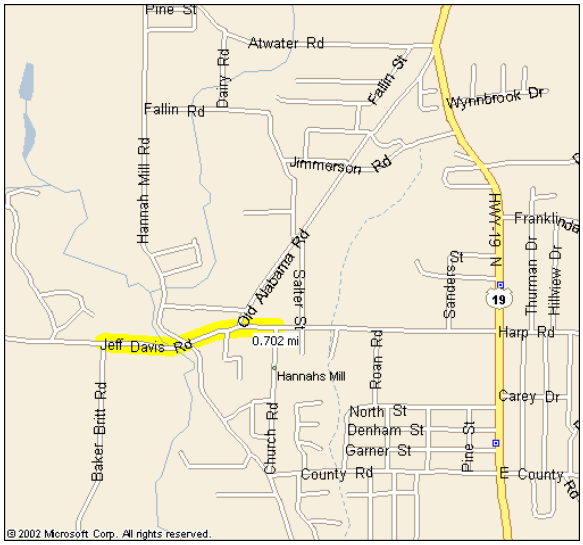
Map Code 52

PROJECT DESCRIPTION: Alignment and safety upgrade of Jeff Davis Road from Baker Britt Road to Church Road. Provide two 12 foot lanes with improved shoulders and turn lanes at key intersections. Include bicycle friendly paved shoulders between Baker Britt Road and Hannahs Mill Road. Coordinate this project with the bridge replacement over Norris Creek.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2700 - 3300	2030: 4860 - 5940	RDC/MPO:	MTRDC
Truck %:	2001: 2%, 11%	2030: 2%, 11%	Length/mileposts:	0.71 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0422
Functional Classification:		Urban Minor Arterial, Rural Major Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range

NEED EXPLANATION: Jeff Davis Road is an important circumferential route around northwest side of Thomaston that provides drivers with options other than driving into downtown to reach their destination. This project would upgrade Jeff Davis Road from Baker Britt Road to Church Road.

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$321,000	$958,000	$321,000	$3,211,000	$4,811,000
Note: All costs are in 2004 dollars.					

Project Location



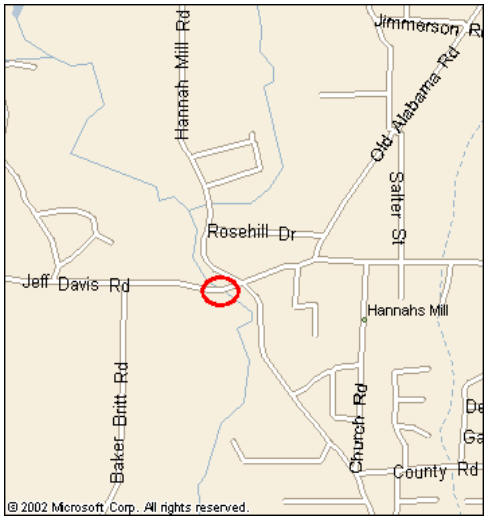
UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 52B

PROJECT DESCRIPTION: Bridge replacement of the Jeff Davis Road bridge over Ten Mile Creek. Provide two 12 foot lanes with improved shoulders and turn lanes at Hannahs Mill Road. Include bicycle friendly shoulders since this bridge is part of a designated bicycle route. Coordinate this project with the alignment and safety upgrade of Jeff Davis Road from Baker Britt Road to Church Road.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2700	2030: 4860	RDC/MPO:	MTRDC
Truck %:	2001: 11%	2030: 11%	Length/mileposts:	360 feet
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0422
Functional Classification:		Rural Major Collector	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range
NEED EXPLANATION: Improvements are proposed to Jeff Davis Road from Baker Britt Road to Church Road. The load limited Jeff Davis Road bridge over Ten Mile Creek has a sufficiency rating of 59.13.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$181,000	$0	$65,000	$1,296,000	$1,542,000
Note: All costs are in 2004 dollars.					

Project Location



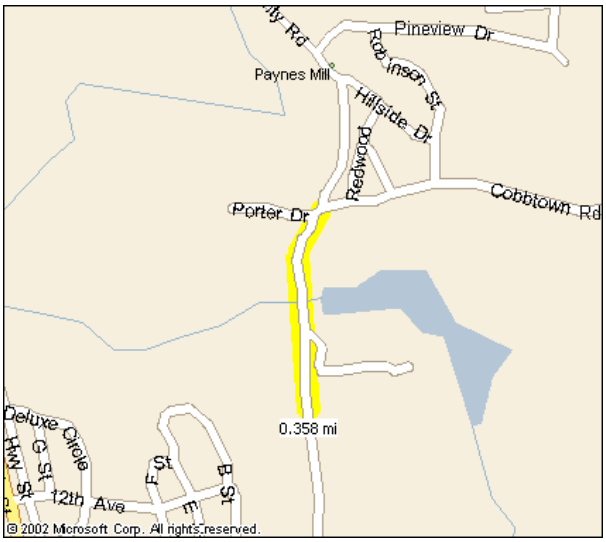
UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 53

PROJECT DESCRIPTION: Alignment and safety upgrade of County Road from Cobbtown Road southward for 0.4 miles. Improve horizontal and vertical alignment and provide two 12 foot lanes with improved shoulders. Along the east side of the road, provide curb & gutter and a sidewalk.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 2700	2030: 4860	RDC/MPO:	MTRDC
Truck %:	2001: 2%	2030: 2%	Length/mileposts:	0.4 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0272
Functional Classification:		Urban Minor Arterial	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range
NEED EXPLANATION: County Road provides intracity circulation from downtown to northeast neighborhoods and serves as an alternate circulation route to commercial properties along US 19. The pavement is narrow, shoulders are inadequate, and the winding, substandard alignment is associated with the high accident rate.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$179,000	$900,000	$89,000	$1,786,000	$2,954,000
Note: All costs are in 2004 dollars.					

Project Location



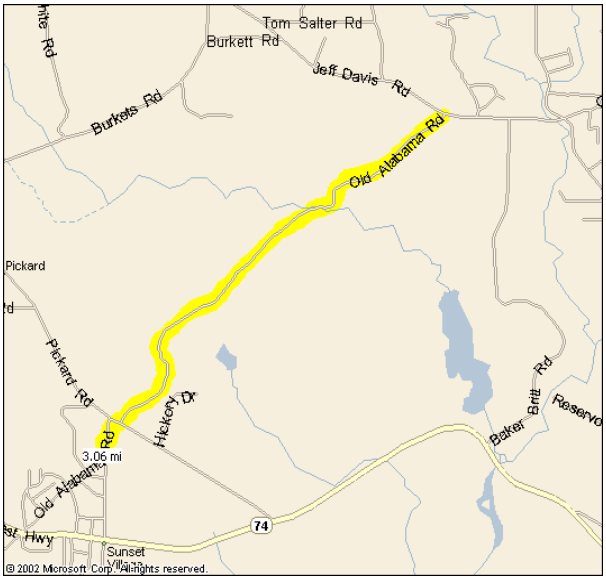
UPSON COUNTY/ CITY OF THOMASTON
Project Recommendation Sheet

Map Code 54

PROJECT DESCRIPTION: Alignment and safety upgrade of Old Alabama Road from Jeff Davis Road to Pickard Road. Align Sunnyside Road with Old Alabama Road at their intersection with Pickard Road. Improve horizontal and vertical alignment and provide two 12 foot lanes with improved shoulders. Provide bicycle friendly paved shoulders along the entire project.			County:	Upson
			Project #:	
			P.I. No.:	
			GDOT District:	3
			Cong. District:	8
Traffic Vol.:	2001: 430	2030: 430	RDC/MPO:	MTRDC
Truck %:	2001: 3%	2030: 3%	Length/mileposts:	3.06 miles
No. of Lanes	Existing: 2	Recommended: 2	Route #:	0068
Functional Classification:		Rural Minor Collector, Rural Local Road	Accident Rate:	Higher than Statewide Average
Short Range: 2004-2012; Mid Range: 2013-2021; Long Range: 2022-2030			Priority:	Long Range
NEED EXPLANATION: Old Alabama Road is one of the few circumferential routes around the northwest side of Thomaston. The pavement is narrow, shoulders are inadequate, and the winding, substandard alignment is associated with the high accident rate.				

Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total
Cost Estimate	$942,000	$5,651,000	$470,000	$9,419,000	$16,482,000
Note: All costs are in 2004 dollars.					

Project Location



TRANSPORTATION ENHANCEMENT PROGRAM

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the Transportation Enhancement (TE) program and was further refined under the Transportation Equity Act for the 21st Century (TEA-21) in 1998. The program was established as a means to enrich the traveling experience of motorists, bicyclists and pedestrians through enhancements to the transportation system. Federal funding for TE projects provides aesthetic and functional improvements to historical, natural, and scenic areas. TEA-21 states that each project should meet one of the eligible categories and be related to surface transportation. Please refer to the Department TE web page (www.dot.state.ga.us/dot/plan-prog/planning/projects/te/index.shtml).

ACCESS MANAGEMENT

To ensure that some of the most important routes in the region remain free-flowing and do not become congested, it may be necessary to purchase the access rights along the road and provide separate parallel roads to access adjacent properties. Other access management techniques include regulating the spacing of driveways, signals and median openings. For this particular plan, access management is proposed for the Thomaston Truck Route and the Zebulon Truck Route.

RAILROAD SAFETY IMPROVEMENTS

Annually, Georgia DOT updates a priority schedule of railroad crossing improvements. The priority schedule is based on a hazard index formula that calculates accident prediction using train and traffic volumes, and is adjusted by potential reduction in the number of accidents, cost of the projects and available resources, onsite inspections of public crossings and the potential danger to school buses, transit buses, pedestrians, and bicyclists. Table 12, on page 37, lists the grade crossings that have been identified on the Department's priority improvement schedule for Upson County in 2003. Currently there are no projects identified for Lamar or Pike Counties.

BICYCLE IMPROVEMENTS

Bicycles are an increasingly important means of transportation, particularly for low-to-middle income families. Any well-balanced transportation system must include bicycle facilities to ensure a range of mobility options.

Opportunities exist to build upon the existing state network and create a local bicycle network that serves residents by providing both commuter and

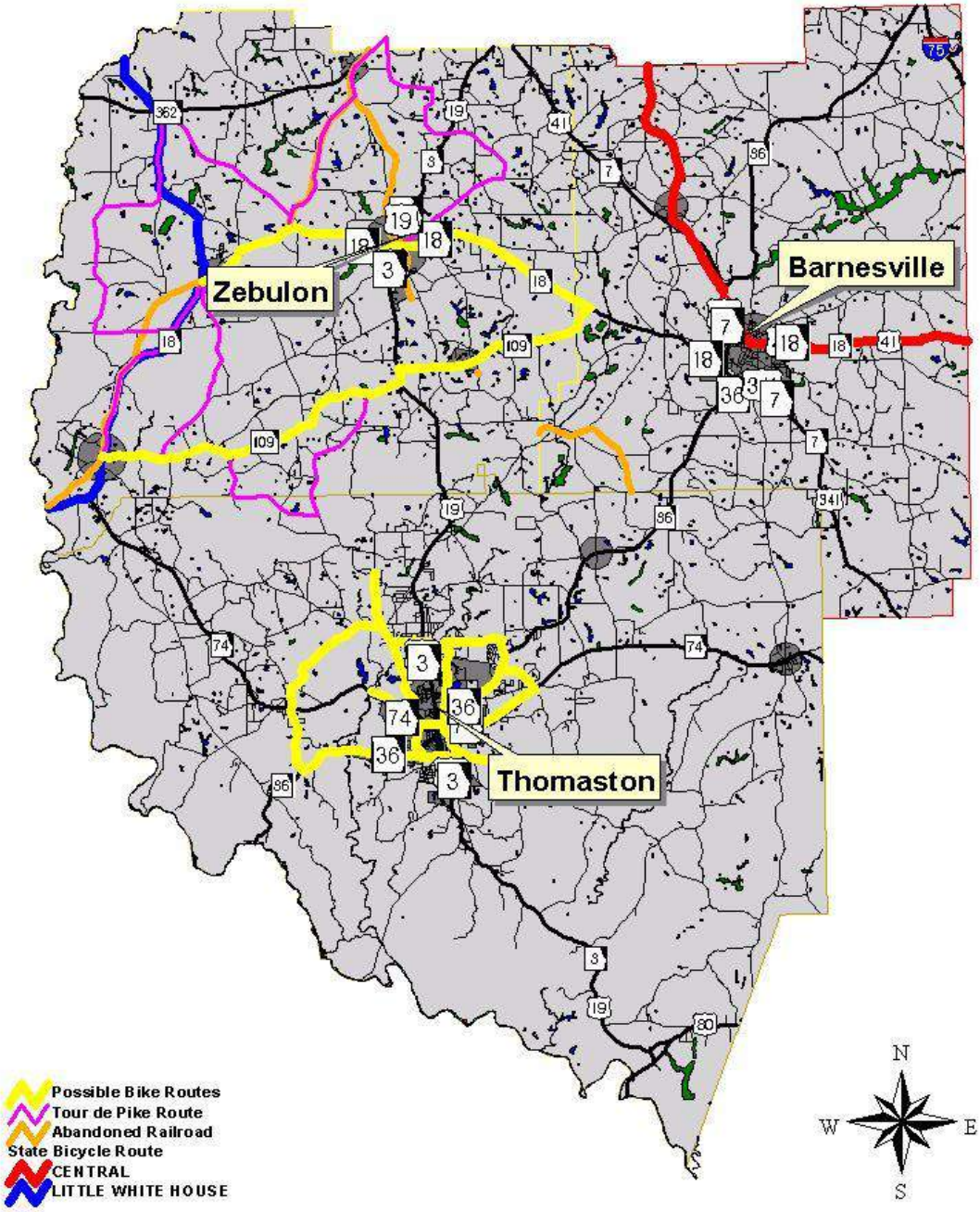
recreational opportunities. These new facilities can take three primary forms: bicycle routes only, on street bicycle facilities, and off-street greenways.

The bicycle master plan, shown in Figure 48, shows roads designated as bicycle routes (only) in purple, and in yellow shows routes which have been proposed for on-street bicycle facilities and a proposed greenway.

Accommodating Bicycle Lanes

Typically, bicycle lanes can be accommodated without widening streets. Marked bicycle lanes must have a minimum width of five feet, but smaller distances are acceptable, provided they are not labeled as bicycle lanes. Some streets where on-street bicycle facilities are proposed have wide travel lanes. In these cases, restriping to reduce travel lanes to ten feet in width can accommodate bicycle lanes. Such restriping will not only benefit bicyclists, it will also reduce average speeds by between five and ten miles an hour by psychologically narrowing the street.

Figure 48: Proposed Bicycle Network



Bicycle Routes Only

Some roads are recommended as bicycle routes where no on-street bicycle facilities are appropriate. Such is the case in Pike County along the route of the annual Tour de Pike bicycle race.

Pike County:
Tour de Pike is an annual bike race throughout Pike County. The race takes place along the following roads, and Pike County has requested designating these roads as bicycle routes.

- SR 109 from SR 18 to Smyrna Road
- Smyrna Road from SR 109 to Smyrna Church Road
- Smyrna Church Road from Smyrna Road to Atwater Road
- Atwater Road from Smyrna Church Road to Kings Road
- Kings Road from Atwater Road to SR 109
- Old Zebulon Road from SR 109 to Eppinger Bridge Road
- Eppinger Bridge Road from Old Zebulon Road to SR 18
- SR 18 from SR 109 to Reidsboro Road
- Flat Shoals Road from SR 18 to Pedenville Road
- Pedenville Road from Flat Shoals Road to Concord Road
- Concord Road from Pedenville Road to Hollonville Road
- Hollonville Road from Concord Road to Reidsboro Road
- Reidsboro Road from Williamson Road to SR 18
- Williamson Road from Reidsboro Road to SR 362
- SR 362 from Williamson Road to Chapel Hill Road
- Chapel Hill Road from SR 362 to Patton Road
- Patton Road from Chapel Hill Road to Pitts Lane
- Gresham Road from Pitts Lane to New Hope Road
- New Hope Road from Gresham Road to Brazier Road
- Jackson Street from Brazier Road to SR 18
- SR 18 from Jackson Street to SR 109
- SR 109 from SR 18 to Kings Road

Proposed On-Street Bicycle Facilities

On-street bicycle lanes or bicycle-friendly shoulders are recommended for the following roads. In some cities, where buildings are very close to the road, providing on-street bicycle lanes or bicycle friendly shoulders may not be possible in the near term. If so all that may be possible is designation as a bicycle route.

Pike County:

- SR 18 from College Street in Concord to SR 109. This should be constructed as part of the 4-lane widening. Through Zebulon follow the alignment of existing SR 18 (Concord Road) through downtown.
- SR 109 from SR 18 (east of Meansville) to SR 18 west in Molena. Tour de Pike cyclists have a rest station in Meansville. Follow proposed realignment from east of Meansville to Livsey Springs Road
- SR 362 from Williamson Road to Chapel Hill Road in Spalding County
- Williamson Road from Reidsboro Road to SR 362 in Williamson

Upson County:

- Sunnyside Road, from SR 36 to Pickard Road
- Old Alabama Road, from Pickard Road to Jeff Davis Road
- Jeff Davis Road, from Old Alabama Road to Hannahs Mill Road
- County Road, from Hannahs Mill Road to W. Moores Crossing Road
- W Moores Crossing Road, from County Road to E. Moores Crossing Road
- E. Moores Crossing Road, from W Moores Crossing Road to SR 36
- SR 36 (existing), from E. Moores Crossing Road to SR 74
- Trice Cemetery Road from SR 36 (existing) to SR 74
- SR 36, from Sunnyside Road to Cherokee Road, along new alignment to Veterans Drive, along Veterans Drive and the new extension to Triune Mill Road, and along Triune Mill Road to Trice Cemetery Road. This would be constructed during the upgrade/realignment of SR 36 also known as the Veterans Drive Extension.
- County Road/N. Bethel Street, from W. Moores Crossing Road to SR 74
- E. Lee Street from SR 74 to proposed Veterans Drive Extension
- Hannahs Mill Road, from Atwater Road to W. Main Street
- Doty Drive/O'Connee Way/Cherokee Road, from W. Main Street to SR 74
- Cherokee Road, from West Gordon Street (SR 74) to S. Green Street

Lamar County:
Lamar County has not requested the designation of any bicycle routes nor any on-street bicycle facilities.

Proposed Off-Street Greenway

This plan includes an off-street greenway in the City of Thomaston and Upson County along the abandoned railroad corridor just north of SR 74 to create new recreational opportunities. The proposed project is a multi-use trail from just east of Potato Creek through downtown Thomaston to Trice Cemetery Road.

The old abandoned railroad corridor runs from Alabama to Macon, and the potential exists to create a major recreational amenity similar to the Silver Comet Trail west of Atlanta.

An initial pilot project is proposed to measure the amount of local interest and support for this type of facility. If this project is popular and frequently used, the greenway can be extended.

Another multi-use trail or greenway is in use in heart of the City of Concord in Pike County along an abandoned railroad line. With several abandoned railroad lines running through the region, there are many opportunities to create multi-use trails in Pike Upson and Lamar Counties along abandoned railroad lines, by applying for Transportation Enhancement (TE) funding see page 167).

SIDEWALK IMPROVEMENTS

Properly planned sidewalks and walkways are essential in providing pedestrian safety, mobility, and accessibility. Sidewalks can reduce the incidence of pedestrian collisions, injuries, and deaths in residential areas and along two-lane roadways. Sidewalks separate pedestrians from traffic and thus reduce incidences with vehicular traffic.[4]

The American Association of State Highway and Transportation Officials (AASHTO) states that, "Sidewalks used for pedestrian access to schools, parks, shopping areas, and transit stops and placed along all streets in commercial areas should be provided on both sides of the street. In residential areas, sidewalks are desirable on both sides of the street, but need to be provided on at least one side of all local streets."[5]

Lamar, Pike and Upson Counties have a relatively good sidewalk network within the county seats and other cities. A good portion of the existing sidewalk system covers most of the major activity centers. However, future sidewalk improvements will improve pedestrian safety and are needed to provide additional connectivity between schools, parks, activity centers and neighborhoods.

Most sidewalk improvements are made as roads are first constructed, or rebuilt as part of a reconstruction project. It is a policy of Georgia DOT to construct sidewalk on both sides of the roadway on urban widening projects. Proposed sidewalk improvements will improve pedestrian safety and provide pedestrian access to major community pedestrian generators.

[4] *Design and Safety of Pedestrian Facilities.* A Recommended Practice of the Institute of Transportation Engineers. Washington D.C. March 1998.
[5] American Association of State Highway and Transportation Officials. A Policy on Geometric Design of Highways and Streets. Washington, D.C., 1990.

The following sidewalk improvements will improve pedestrian safety and provide access to community pedestrian generators.

Lamar County:
Improvements proposed to the sidewalk network in Barnesville are shown in Figure 49, as follows.

- SR 18 from Railroad Street to Indian Trail
- Railroad Street from SR 18 to US 341
- South Street from SR 18 to Peacock Street
- 12th Street from Atlanta Street (US 41) to Mill Street
- College Drive from Carleeta Street to Forsyth Street (US 41)
- College Drive from Poplar Street to US 341
- College Drive from N. of Roger Street to Sims Street
- Holmes Street from College Drive to Honeysuckle Lane
- Honeysuckle Lane from Holmes Street to Gordon Road
- Redbud Drive from Gordon Road to US 341
- Sims Street from College Drive to Forsyth Street/US 41
- Collier Road from Forsyth Street/US 41 to Gordon Road

The following sidewalk improvements are proposed in Milner.

- Main Street from Fawn Road to Cedar Street (Milner)
- Liberty Hill Street from Main Street to 0.2 mi East (Milner)
- Birch Street from 2nd Street to Main Street (Milner)
- Zebulon Street from 2nd Street to Locust Street (Milner)
- Main Street from Zebulon Street to Elm Street (Milner)

Pike County:
Improvements proposed to the sidewalk network in Zebulon are shown in Figure 50, as follows.

- Williamson Road from 1000 feet north of County Farm Road to US 19/SR 3
- County Farm Road Extension from Williamson Road to US 19/SR 3
- US 19/SR 3 from 1500 feet north of Williamson Road to Concord Street/SR 18
- Griffin Street from US 19/SR 3 to N of Jackson Street
- Jackson Street from US 19/SR 3 Southbound to Railroad Street
- Concord Street (SR 18) from Franklin Street to US 19 Southbound
- Franklin Street from Concord Street (SR 18) to Gwyn Street
- Gwyn Street from Franklin Street to US 19/SR 3 Southbound
- Meansville Street from Griffin Street to the schools access
- US 19/SR 3 from Huckaby Road to end of sidewalk (both sides) south of US 19 one-way pair split

- County Farm Road from end of existing sidewalk westward to Twin Oaks Road and north for about 1000 feet along Twin Oaks Road. This sidewalk is to serve a County park in the northwest quadrant of the Twin Oaks Road /County Farm Road intersection.

Upson County:
Improvements proposed to the sidewalk network in Thomaston are shown in Figure 51, as follows.

- County Road from Cobbtown Road to 6th Avenue
- N. Bethel Street from N. Hightower Street to Cedar Street
- Hannahs Mill Road from S Street to W. Main Street
- Doty Drive/O'Conee Way/Cherokee Road from W. Main Street to W. Gordon Street (SR 74)
- Cherokee Road from W. Gordon Street (SR 74) to S. Green Street (SR 36)
- Old Talbotton Road from S. Green Street (SR 36) to Walton Street
- Poplar Drive from Hannahs Mill Road to N. Church Street
- Walton Street from Old Talbotton Road to Zorn Street
- MLK Jr. Drive from Old Talbotton Road to Holloway Street
- Veterans Drive/SR 36 Realignment from S. Green Street to Waymanville Road
- Holston Drive/Dallas Drive from SR 74 to Waymanville Road
- E. Lee Street from Mallory Street to Dallas Drive
- Waymanville Road from Dallas Drive to Veterans Drive Extension
- Avenue L from Barnesville Street (SR 36) to 3rd Street
- Barnesville Street (SR 36) from Avenue D to Knight Trail
- Knight Trail from Barnesville Street (SR 36) to Yatesville Highway (SR 74)
- Yatesville Highway (SR 74) from Holston Drive to Knight Trail

Figure 49: Proposed Sidewalk Network – Barnesville

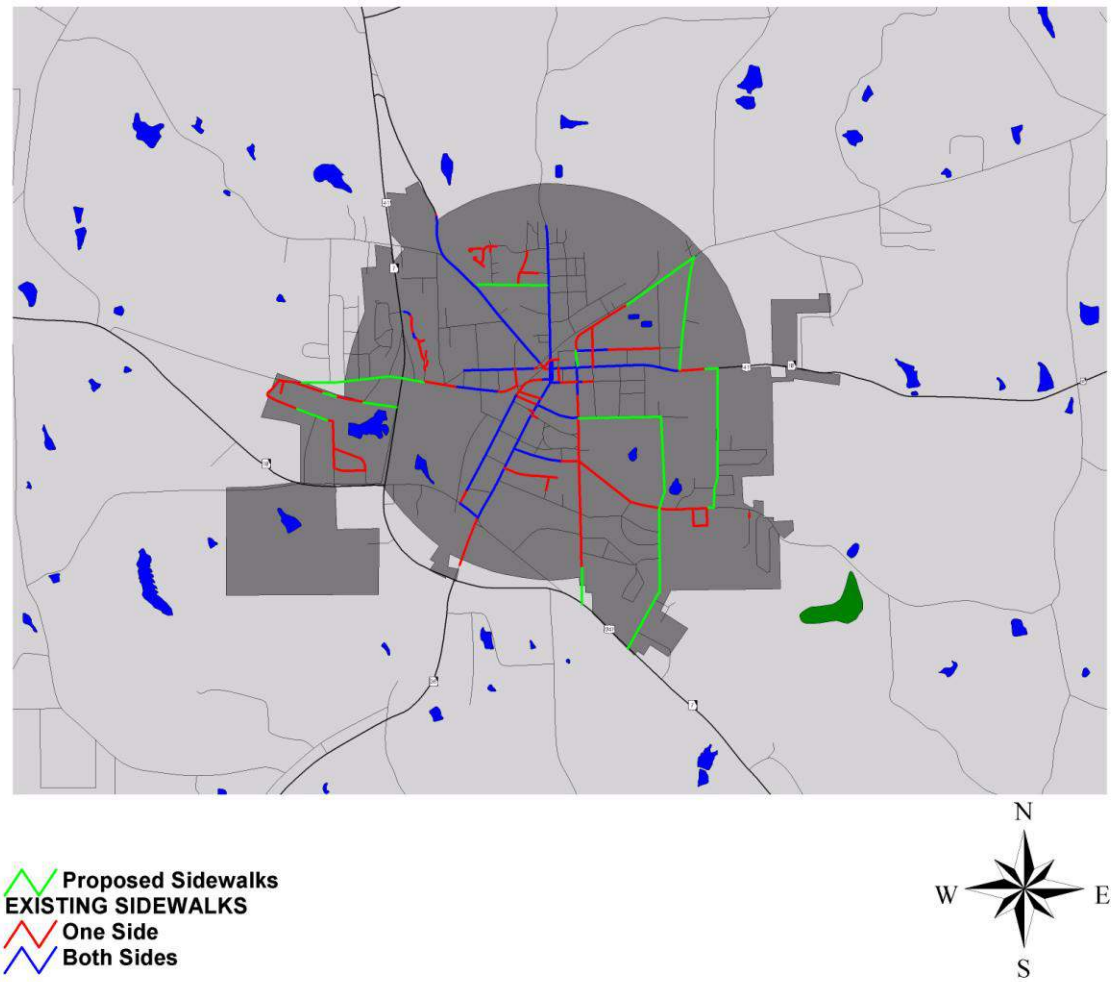


Figure 50: Proposed Sidewalk Network – Zebulon

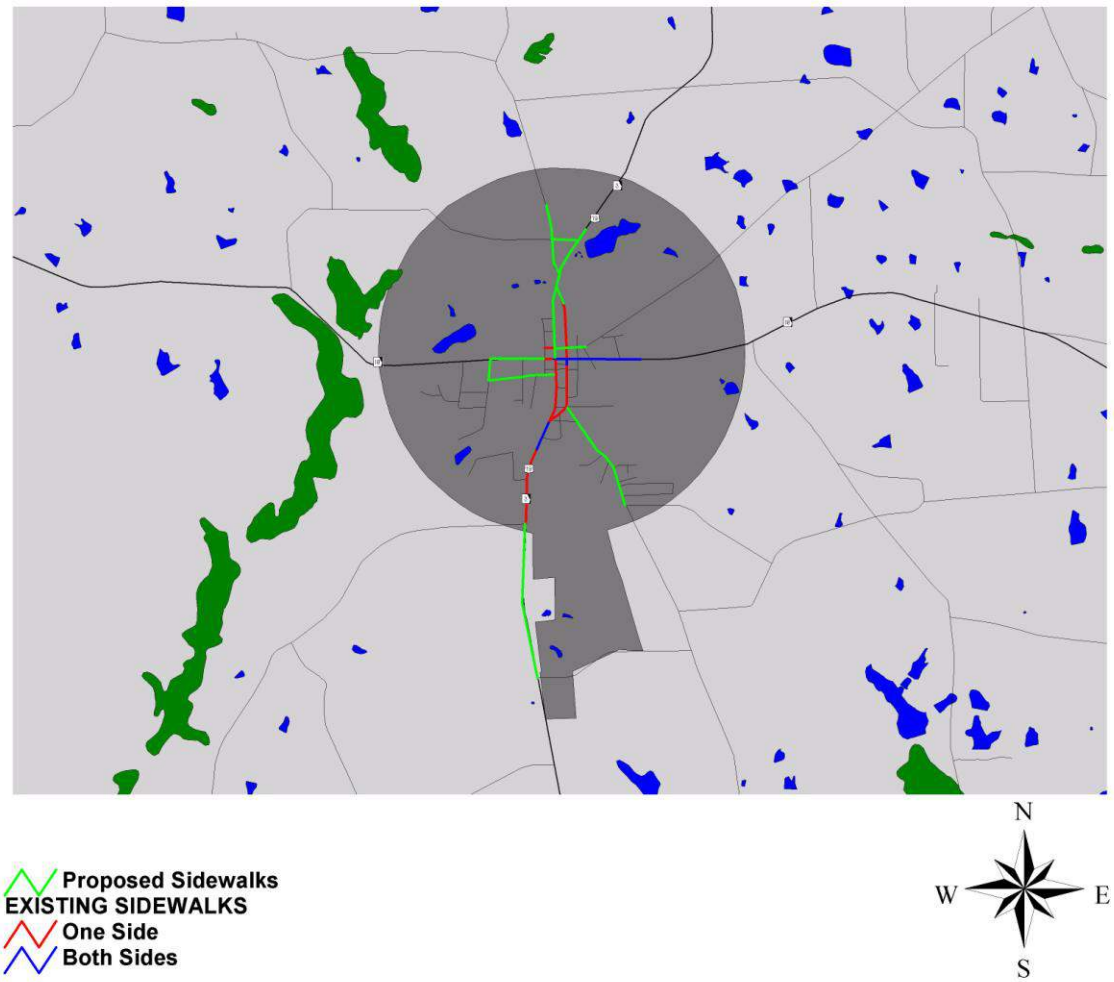
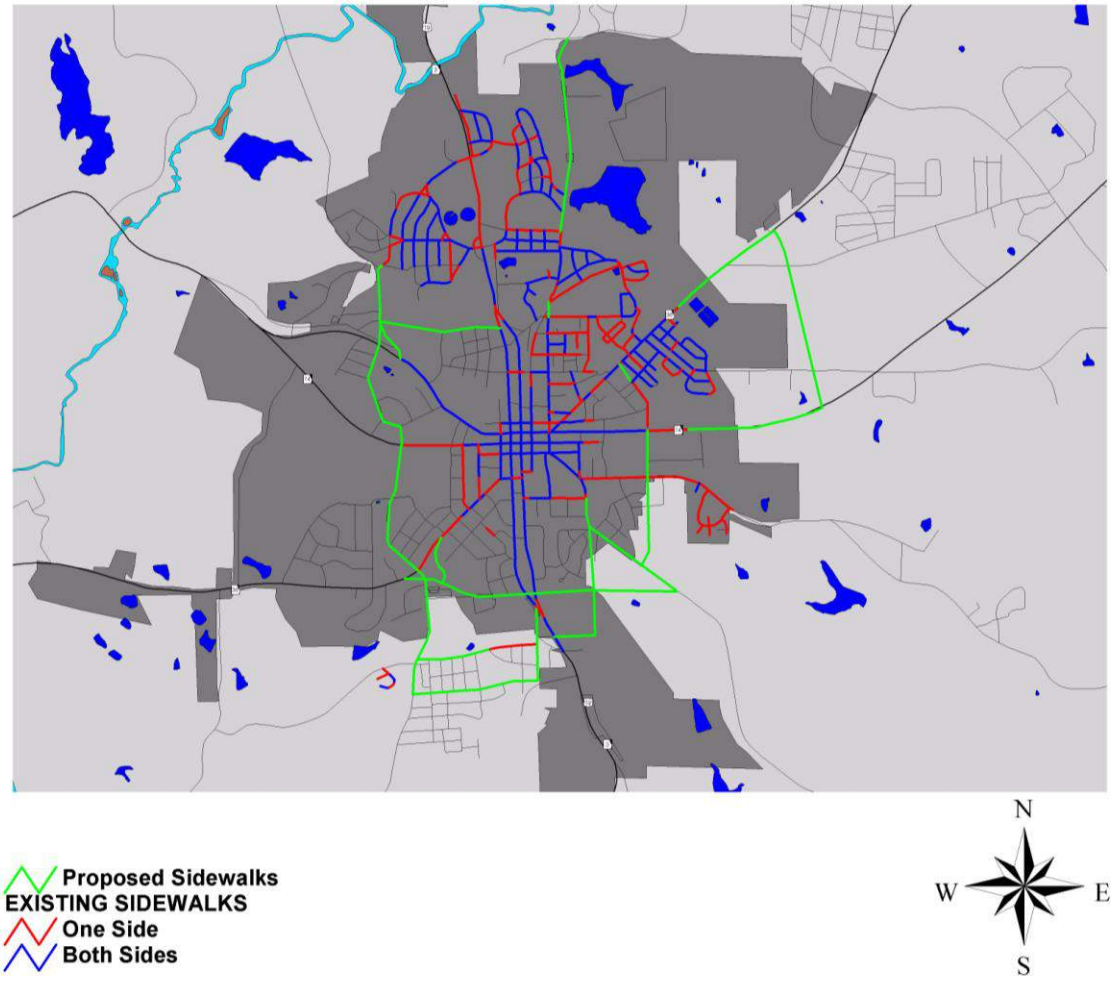


Figure 51: Proposed Sidewalk Network – Thomaston



CONCLUSIONS

The transportation improvements outlined in this Multimodal Transportation Plan will facilitate the efficient movement of people and goods by all modes of transportation within Lamar, Pike and Upson Counties. The multimodal improvements have been developed to help alleviate congestion, to provide alternative transportation modes, and to improve the transportation system. This plan outlines proposed improvements in three stages: short range (2004-2012), mid range (2013-2021) and long range (2022-2030).

The success of this Multimodal Transportation Plan depends on the management of future land use development so that it follows the adopted future land use plan. The recommendations in this plan are based on the assumption that the future land use plan will be used as a guide for future land use decisions. If the future land use plan is revised some of the recommendations in this transportation plan may need to be updated to reflect the change in land use and travel patterns.

PUBLIC INVOLVEMENT AND AGENCY COORDINATION

To better gauge local conditions and needs, a number of meetings were conducted with the Advisory Group, local officials, and local citizens. These meetings were important elements of this multimodal transportation plan since transportation projects impact many aspects of the local communities.

Three meetings were held with the local Advisory Group during the eight (8) month study. The Advisory Group guided the study by meeting at the following three critical stages of the project.

1. At the on-set of the study to establish goals and objectives and identify constraints, key issues, and sensitive areas.
2. Prior to completing the draft technical report of existing and future conditions, which identified existing and future deficiencies.
3. Midway through the thoroughfare plan development process. At this meeting the group evaluated the multimodal recommendations based on a set of evaluation criteria.

The Advisory Group included a diverse group of local officials, local businesses, and planning/minority representatives. The local officials came from the Upson/Thomaston Chamber of Commerce, Upson County, City of Thomaston, Development Authority of Pike County, City of Zebulon, Lamar County, and the McIntosh Trail RDC. A number of Upson County businesses participated in the Advisory Group including representatives from West Central Georgia Bank, Quad/Graphics, Yamaha Music and Flint River Technical College. Planning/minority interests in the group were representatives from Pike 2020, 100 Black Men of Pike County, and the Chair of the Pike County Comprehensive Plan Update. A retired career Georgia DOT employee rounded out the group. Extra effort was taken to ensure the multimodal transportation plan solicited input from minority populations within Lamar, Pike and Upson Counties. The Advisory Group averaged approximately 21 people per meeting and the discussion and feedback was very beneficial in formulating the multimodal transportation plan. A list of the Advisory Group members is provided later in this section.

Two series of Public Information Meetings were held in the county seat of each county during the eight (8) month study period. On July 14, 15 and 17 and again on September 22, 23 and 25, two series of Public Information Meetings (PIMs) were held from 5 to 7 p.m. Both series of meetings were advertised in the local county organs (Thomaston Times, Pike County Journal, and Herald Gazette), as well as the Upson Citizen. Announcements ran on four (4) local radio and TV stations.

The local TV station provided Public Service Announcements (PSA) and several media outlets provided news coverage of the PIM by interviewing local citizens,

local officials, and Georgia DOT representatives. The PIM's sought concurrence and was used as a time to gather additional information for the identification of existing and future conditions, showcased and refined specific aspects of the Regional Transportation Plan, and provided time to resolve concerns, and work toward consensus.

Based upon feedback from local officials and those attending the meetings, the PIMs were effective in educating the local citizens on the Lamar, Pike and Upson County Regional Transportation Plan. The presentation materials and maps presented at these meetings were effective in showing the existing and future multimodal transportation needs and proposed recommendations within the three-county region.

Thirty-one (31) local citizens, four (4) Georgia DOT personnel, and two (2) representatives from Greenhorne & O'Mara (G&O) attended the first series of PIMs for a total attendance of 47. Seventy-one (71) local citizens, six (6) Georgia DOT personnel, and two (2) representatives from G&O attended the second series of PIMs for a total of 93.

Seven (7) public comments were received at the first series of PIMs, all of which supported the study efforts. There were several requests for a truck route in Pike County along US 19 around Zebulon. One request was for tree shaded sidewalks in Zebulon along both sides of SR 19 from north of Williamson Road where they are building a new grocery store to the library and school complex on the south side of town. In Upson County, several people requested four laning SR 36 to I-75 and building a truck route around downtown Thomaston from US 19 north to US 19 south or from SR 36 north to US 19 south. The intersection of Old Talbotton Road, South Green Street and Cherokee Road was cited as a hazard, requesting a traffic signal. County Road and Jeff Davis Road are heavily traveled, and striping and drainage upgrades were requested. The alignment on the north end of E. County Road was cited as a concern. There are several dangerous intersections along SR 36 between Barnesville and I-75, which should be included in the widening of SR 36 to I-75. It is difficult for trucks to make a left turn from SR 36 southbound onto US 41 South.

Twenty-six (26) written public comments were received at the second PIM all of which supported the study efforts. The most common theme was four laning SR 36 from Thomaston to I-75. All of the respondents said that the location and time was convenient, that their questions were answered by the DOT personnel, and that they understood the study after attending the meeting. Evaluating the success of the advertisement was done by examining responses by those attending the PIM. The majority of those attending the PIM were notified of the meeting by radio, the advertisements in a local newspaper or by word of mouth.

Two (2) representative of the local African American community attended the first series of PIMs: one in Thomaston and one in Zebulon. Information was received on their multimodal transportation needs, and this important information was used to

guide future multimodal recommendations during the recommendations phase of this study. Several African Americans attended the second PIM in Thomaston, but an exact count was not recorded.

The goal of this Public Involvement Plan was to provide a forum for all interested citizens to participate in the Multimodal Transportation Study planning process, which guided the implementation of transportation improvements in Lamar, Pike and Upson Counties, including highways, airport access, bike and pedestrian facilities, railroads, and paratransit. The local Advisory Group guided the implementation of improvements and local citizens provided feedback on the multimodal transportation plan. Through consultation with local city and county officials and Georgia DOT, the public involvement goal was met.

The Public involvement processes was proactive and provided complete information, timely public notices, full public access to key decisions, and opportunities for early and continuing involvement. This Plan was sensitive to individuals exhibiting lack of mobility, language barriers, schedule conflicts, lack of trust, and varying education levels. Attention was given to simplifying complex matters with graphs, pictures, and personal visits.

Advisory Group Members

The following individuals were members of the local Advisory Group that guided the efforts of this study.

1.	Betsy Hueber	Upson/Thomaston Chamber of Commerce
2.	Joel Pitts	Upson County Commissioner
3.	Joe White	Upson County
4.	Patrick Comiskey	City Manager, Thomaston
5.	Jimmy Robinson	Business Leader/West Central Georgia Bank
6.	Missy Kendrick	Development Authority of Pike County
7.	Cassandra Waddell	Community Development Director – Pike County
8.	Bobby Blount	Pike County Commission Chairman
9.	Andy Anderson	Pike 2020 Transportation Chairman
10.	John Hollis	100 Black Men of Pike County
11.	Bobby Blalock	Zebulon City Council
12.	Tommy Burnsed	Chairman, Pike County Comprehensive Plan Update
13.	Gene Hardwick	Lamar County Commissioner
14.	Kay Brinkley	City Commissioner - Lamar
15.	Joe Street	Retired GDOT/Lamar County
16.	Kenny Roberts	Retired/Lamar County
17.	James Kitchings	Retired/Lamar County
18.	Lloyd English	Retired/Lamar County
19.	James Parker	Retired/Lamar County
20.	Todd Ramsey	Business Leader - Quad/Graphics
21.	Adam Hazell	McIntosh Trail RDC

22.	Robert Hyett	McIntosh Trail RDC
23.	Kathy Love	Business Leader/Flint River Tech
24.	John Edwards	Pike County Industrial Development Authority
25.	Jim Craft	Business Leader/Yamaha Music
26.	Hays Arnold	Thomaston Mayor Pro Tem
27.	Gene Goins	Retired GDOT
28.	Thomas Howell	GDOT District Engineer – Thomaston
29.	David Millen	GDOT District Preconstruction Engineer