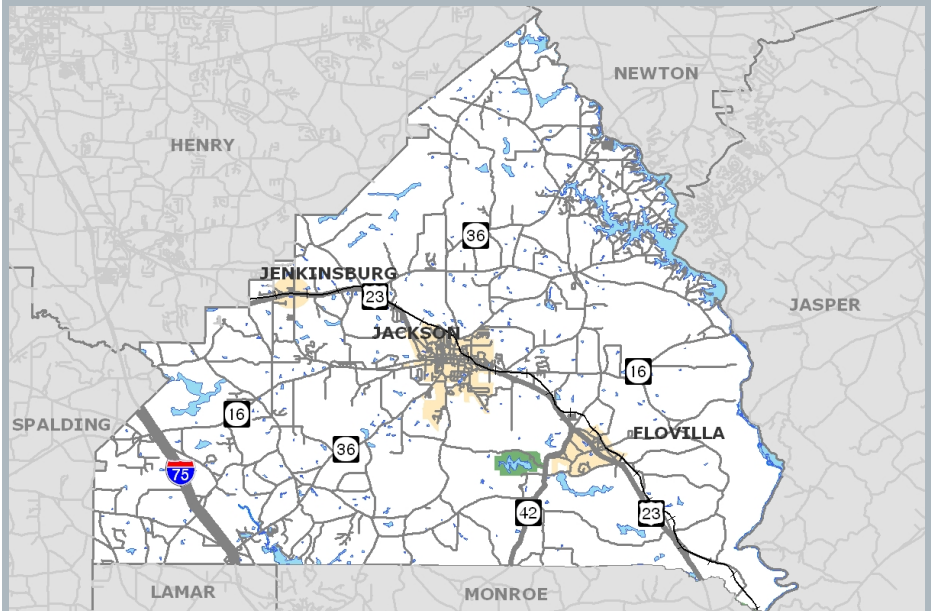


# Butts, Jones & Monroe Counties Multi-Modal Transportation Study

## Butts County Long Range Transportation Plan

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August 2008



**HNTB**

**GDOT**  
Georgia Department of Transportation  
Office of Planning

## Preface

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

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

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

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

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

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



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

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

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

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

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

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

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## APPENDIX A

Data Collection Technical Memorandum

## APPENDIX B

Project Sheets

## 1.0 Introduction

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

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

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

### 1.1 Study Purpose

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



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

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

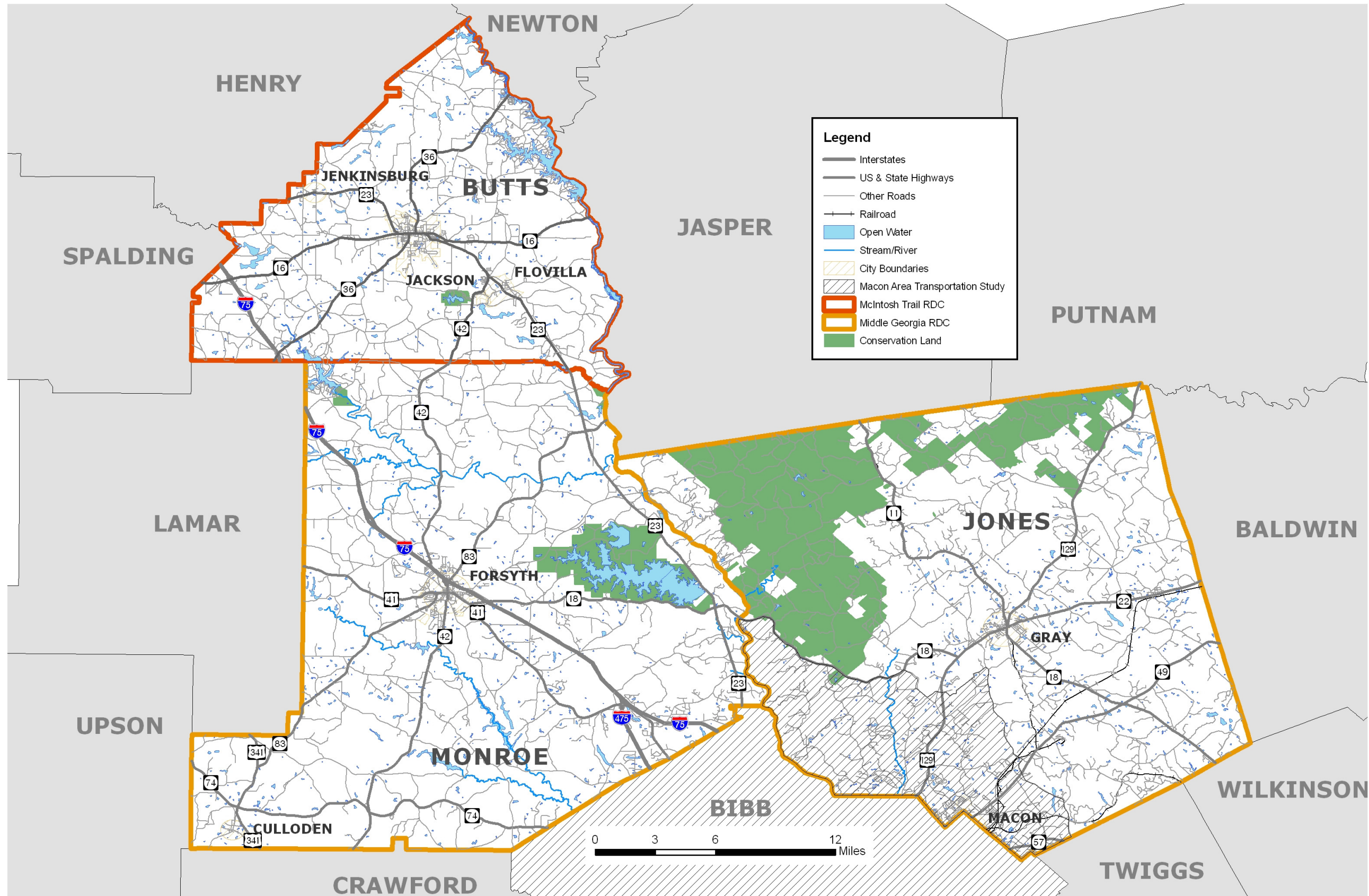
## 1.2 Study Area Description

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

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

- Butts County is home to Indian Springs State Park, the oldest state park in the United States.

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



### Study Area

Figure No: 1.2

### 1.3 Study Process

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

Figure 1.3 Study Process



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

Data collection sources are documented in Appendix A.



## 2.0 Demographic Information

A review of the 2000 US Census, the most recent data available, shows that the 3-County Region has experienced population growth at a moderate level during the past 20 years. The Statewide average yearly growth was three percent over this period and the 3-County Region also grew at an average yearly rate of three percent. Table 2.0.1 presents select demographic data to illustrate the characteristics of the population and households in Butts County and other socio-economic factors. Using 2000 US Census Occupied Housing Units counts and employment figures, a jobs-to-housing ratio was calculated. The employment figures are the sum of the 2000 Census industry numbers. The ratio of the number of jobs (8,114) to number of housing units (7,380) is greater than one (1.10), based on the 2000 US Census information. This places increased demand on the transportation system linking County residents to jobs in Atlanta, Macon, and other employment centers.

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

**Table 2.0.1 Year 2000 General Demographic Characteristics**

Demographic	Butts
Total Population	19,522
Median Age	35.9
Total Population in Occupied Housing Units	17,607
Average Household Size	2.73
Total Housing Units	7,380
Occupied Housing Units	6,455 (87.5% of total)
Owner-Occupied Housing Units	4,947 (76.6% of total)
Renter-Occupied Housing Units	1,508 (23.4% of total)
School Enrollment (Age 3+)	4,354 (23.2% of total)
Percent High School Graduate or Higher	69.8%
Total Disabled Population (Age 5+)	3,737
Percent of Population in Same House in 1995	49.4%

Source: 2000 US Census

Approximately 75 percent of Butts County residents (14,733) live outside of the cities. The data in Table 2.0.2 is from the Georgia Department of Community Affairs and shows the rural and urban population breakdown for each county for the year 2000.

**Table 2.0.2 Area Population**

County	City	Population
Butts	Flovilla	652
	Jenkinsburg	203
	Jackson	3,934
	Unincorporated	14,733
<b>Total</b>		<b>19,522</b>

The demographic data demonstrates the percent of disabled individuals in Butts County is 19 percent, which equals the statewide average of 19 percent. The US Census Bureau defines disability as:

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

Dialogue with stakeholders also revealed that the study area’s population is beginning to attract an older population. The list of stakeholders participating as part of the Study Advisory Group is located in Section 13, Citizen and Stakeholder Input.

## 2.1 Historic Population Growth

Butts County has received a moderate amount of growth over the past 20 years, with a 43 percent increase in total population, which is less than the 3-County Region, which had a 45 percent increase in total population, and the State of Georgia, which had a 50 percent increase in total population. Table 2.1.1 illustrates the growth trends from 1900 to 2000. Information in Table 2.1.1 shows that the area has had a lower historical growth compared to the growth trend for the State of Georgia between 1980 - 2000. Growth in the region has continued on a strong upward trend since 1960.

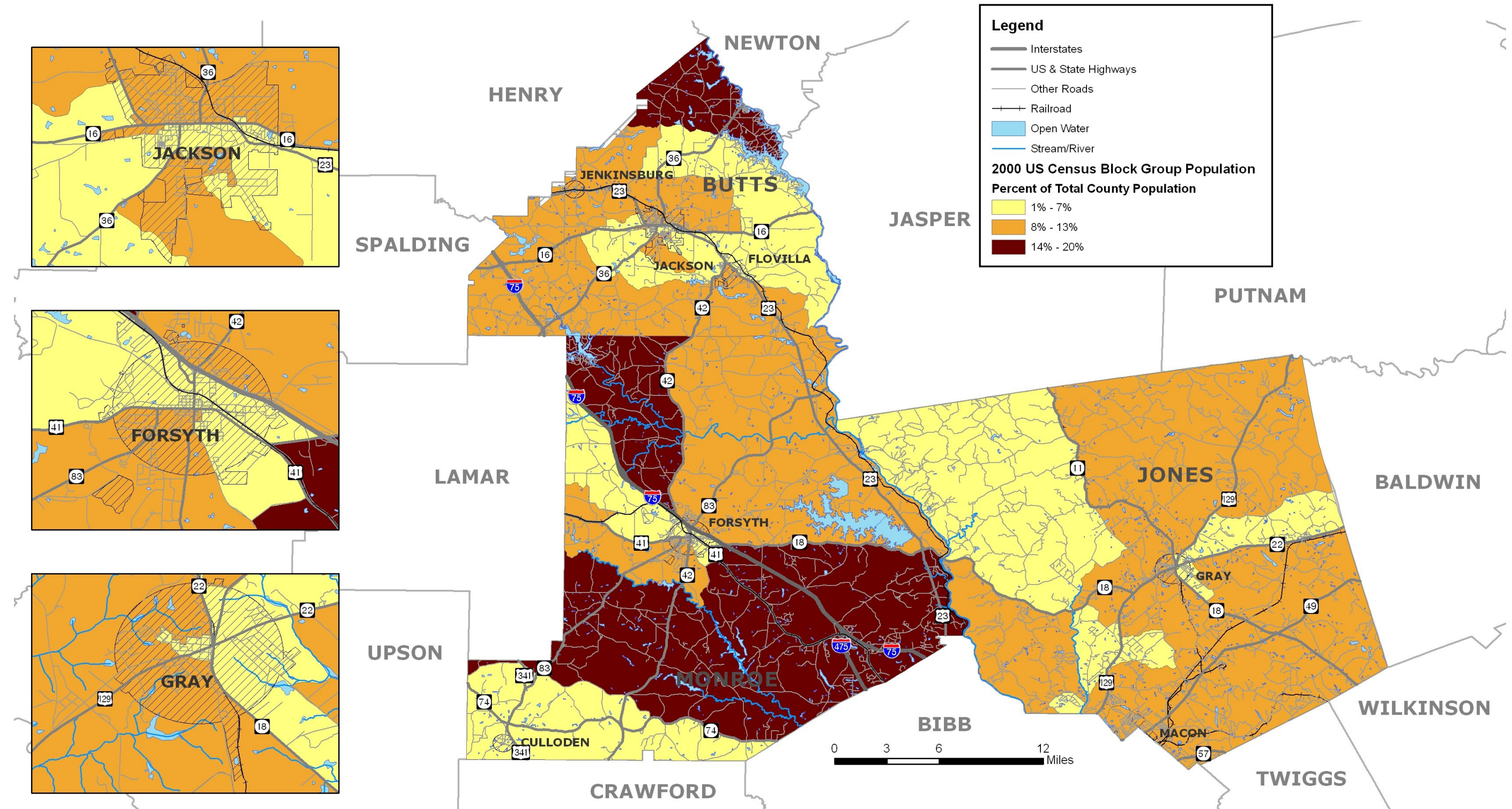
**Table 2.1.1 Historical Population Profile**

County	1900	1920	1940	1960	1980	2000	Percent Change 1980 - 2000
Butts	12,805	12,327	9,182	8,976	13,665	19,522	43%
Georgia	2,216,331	2,895,832	3,123,723	3,943,116	5,462,982	8,186,453	50%

Source: 2000 US Census

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





**Block Group Population Distribution in 2000**

Figure No: 2.1



## 2.2 Future Population

The population for Butts County is expected to increase at a moderate rate through the study horizon of 2035. Butts County has received a moderate amount of population growth over the past 20 years, with a 2.94 percent average annual increase in total population, which is slightly less than the 3-County Region (3.05 percent average annual increase in total population) and the State of Georgia, which had a 3.33 percent average annual increase in total population. This growth trend is expected to continue as the area continues to attract people and business owners who enjoy a rural or suburban lifestyle in relatively close proximity to amenities in the Atlanta and Macon urban areas.

Table 2.2.1 displays the projected growth as estimated in the Butts County Comprehensive Plan 2007 Amendment to the 2005 Butts County Comprehensive Plan. Over the next 25 years the study area is expected to grow by over 37 percent in population. It is important to recognize this growth and the increased demand on the transportation system that accompanies the population increase.

**Table 2.2.1 Projected Population**

County	2000	2005	2010	2015	2020	2025
Butts	19,522	20,986	22,451	23,915	25,379	26,843

Sources: Butts County Comprehensive Plan 2005-2025  
Georgia Department of Community Affairs Population Projection Scenario

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

**Table 2.2.2 Estimated County Population Change**

County	2000	2006 Estimate	Percent Change
Butts	19,522	23,561	20.5%

## 2.3 Environmental Justice

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

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

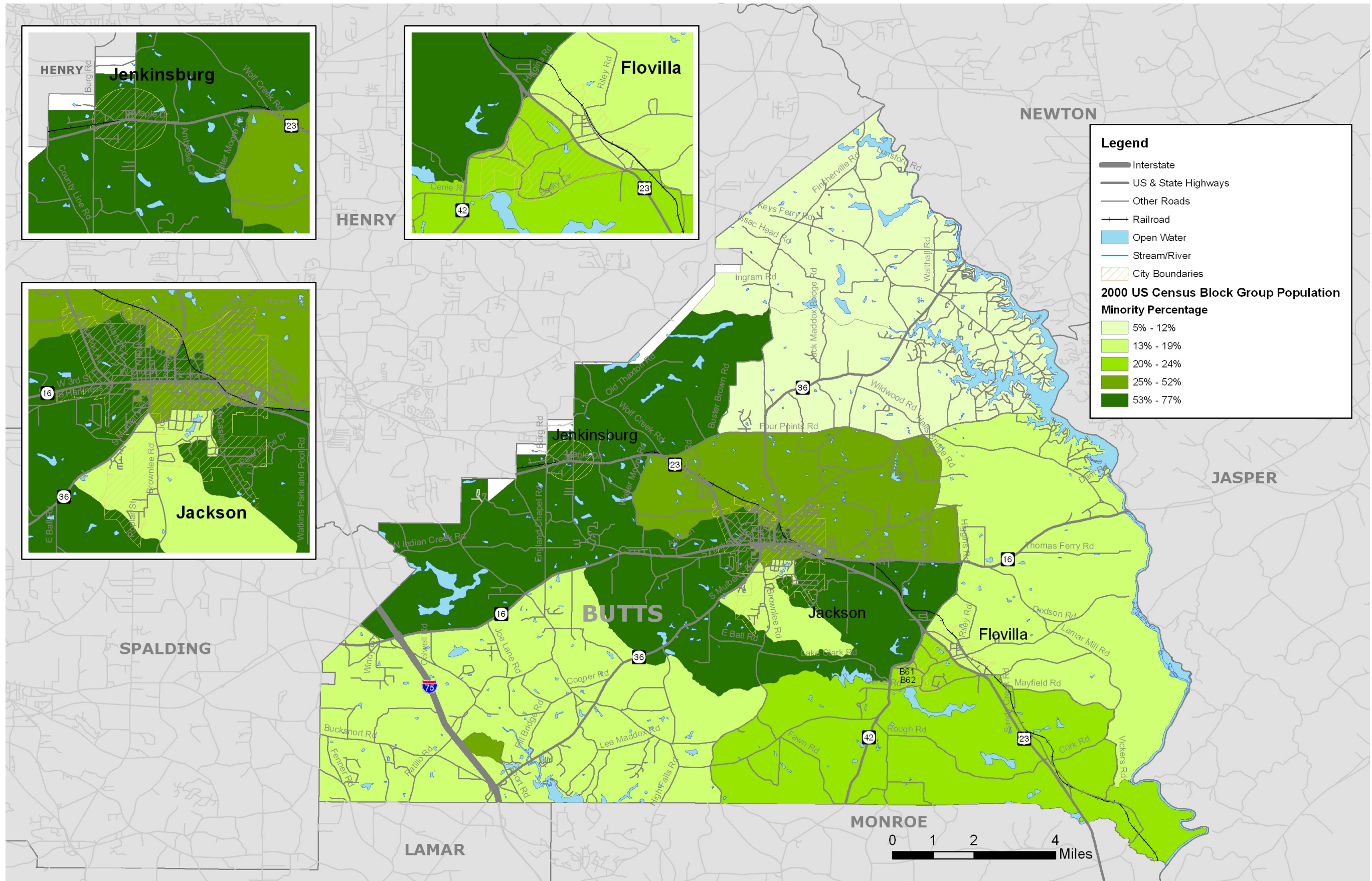
Environmental justice is intended to acknowledge minority and low-income populations that have been historically underrepresented in the transportation planning process and ensure that these groups are not disproportionately impacted as a result of transportation improvement recommendations.

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

### Minority Populations

The minority populations for Butts County were identified and analyzed using the 2000 Census data. This census data was reviewed by census block group and shows concentrations of minority populations located in the western portions of Butts County, while denser concentrations of minorities are located in and near the Cities of Jackson and Jenkinsburg. The average minority population in Butts County is 41.2 percent while the statewide average is 34.9 percent.

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



**Butts County Minority Population Locations**

Figure No: 2.3.1



## Low-Income Population

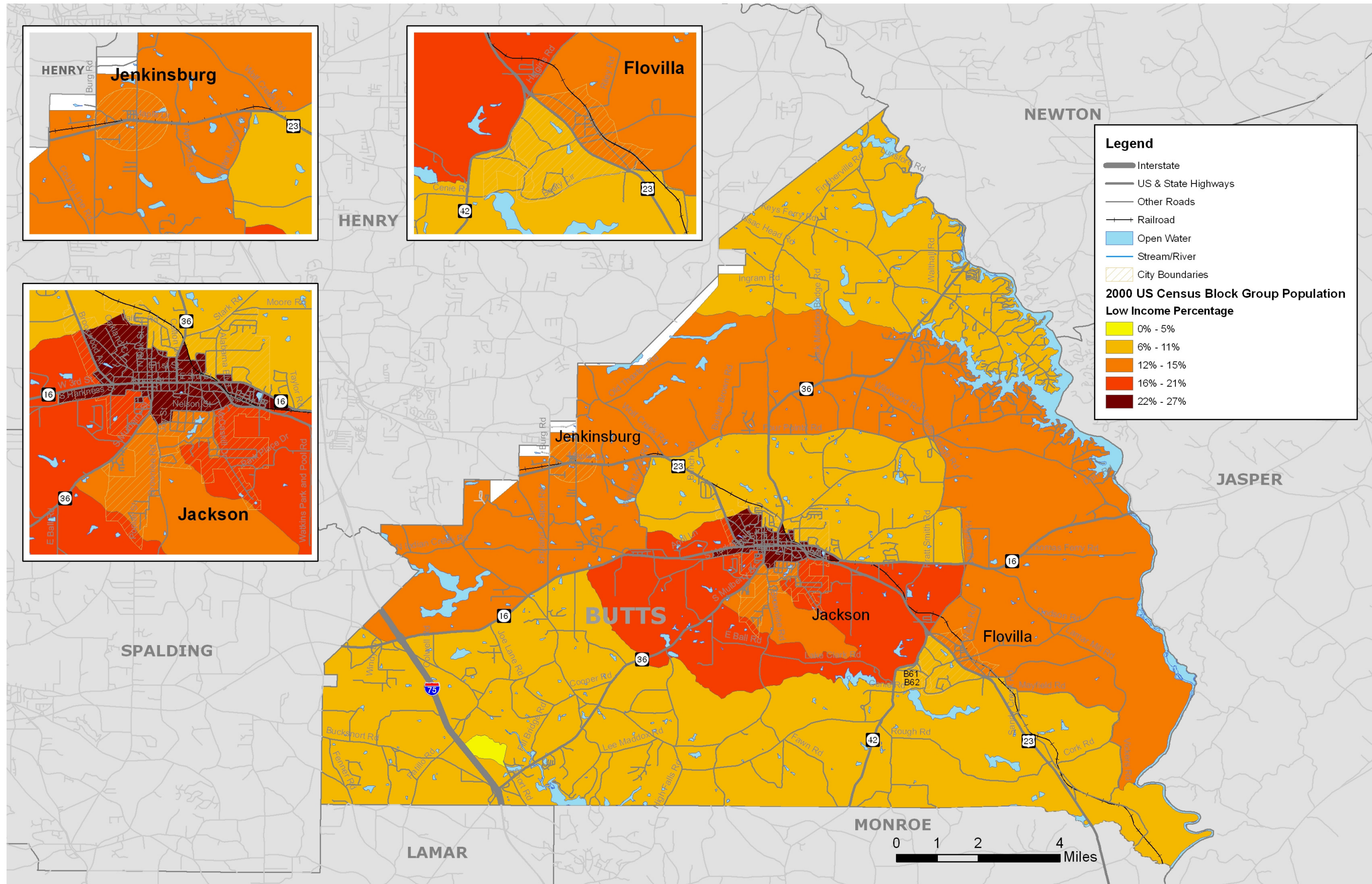
The second component of EJ, poverty level, was also analyzed using the 2000 Census data. This census data was reviewed by census block group. Similar to the minority population, there are concentrations of low-income residents located in the City of Jackson. The average number of residents below the poverty line in Butts County is 11 percent while the statewide average is 13 percent.

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

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

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

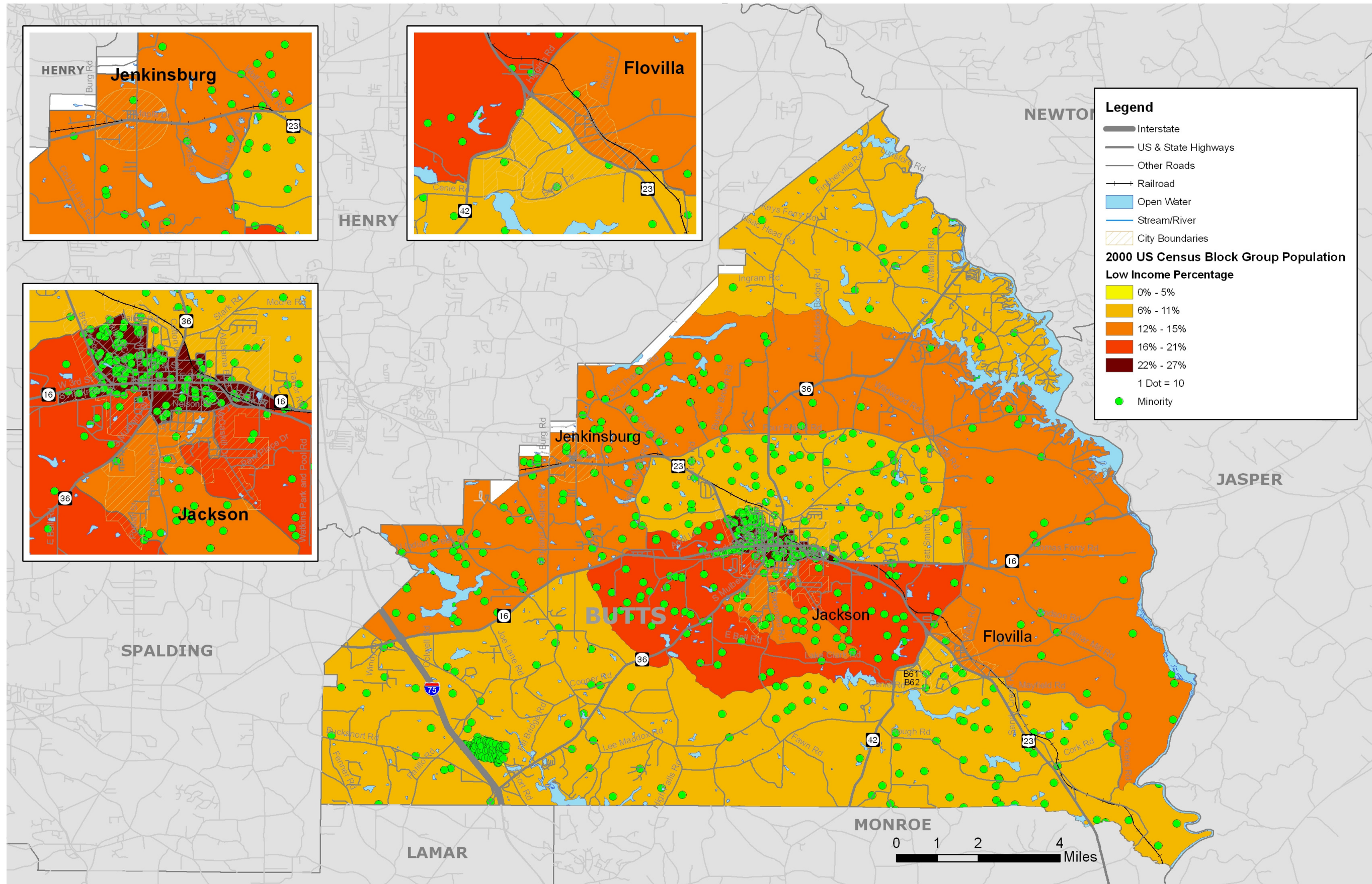
- Coordinated with the Study Advisory Group (SAG) (see Table 13.0 – page 72 for SAG Members) to identify leaders within these communities;
- Posted notice for workshops in these communities;
- Analyzed recommended projects to ensure that disproportionate impacts did not accrue to these communities; and,
- Analyzed recommended projects to ensure that mobility benefits accrued to these communities – including bicycle and pedestrian and public transportation amenities.



**Butts County Low-Income Threshold Population Locations**

Figure No: 2.3.2





**Butts County Overlay of Minority & Low-Income Populations**

Figure No: 2.3.3

## 2.4 Employment Data

In Butts County, manufacturing is the largest employment sector accounting for about 16 percent of the total jobs. Other important sectors are public administration, retail trade, educational services, and health care and social assistance. Using the Georgia Department of Labor 2006 annual average employment data, the major employers for Butts County are listed below.

- American Woodmark Corporation (487 employees)
- Georgia Department of Judges-Superior Courts (402 employees)
- Salad Time, LLC (312 employees)
- Williams Brothers Lumber, Inc. (246 employees)
- Westbury Medical Care Home (201 employees)

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

**Table 2.4.1 Existing Industry Jobs**

Industry Type	Butts County
Agriculture, Forestry, Fishing, Hunting, and Mining	Not Available (NA)
Construction	337
Manufacturing	1,090
Wholesale Trade	358
Retail Trade	900
Transportation, Warehousing, and Utilities	496
Information	25
Finance, Insurance, Real Estate, and Rental and Leasing	249
Professional, Scientific, Management, Administrative, and Waste Management Services	100
Education, Health, and Social Services	NA
Arts, Entertainment, Recreation, Accommodation and Food Services	31
Other Services	197
Public Administration	1,511
<b>TOTAL</b>	<b>6,588</b>

Source: Georgia Department of Labor 2006



According to the 2000 US Census, the most recent data available, Butts County's per capita income in 1999 was lower than Georgia's statewide average of \$21,154 and the national average of \$21,587. The per capita income for Butts County in 1999 was \$17,016.

Transportation mobility for workers in Butts County is an important consideration for the Plan. Most workers (96.5 percent) rely on roadway-based transportation for commute trips, either by driving alone or carpooling. About three percent (3.5 percent) of workers in Butts County bike or walk, commute by other means, or work at home. Table 2.4.2 illustrates the breakdowns in commuting modes for Butts County.

**Table 2.4.2 Existing Work Commute Patterns**

Work Commute	Butts County	Percentage	Statewide	
			Total	Percentage
Total Workers (Age 16+)	7,924	100%	3,832,803	100%
Drove Alone	6,374	80.4%	2,968,910	78%
Carpooled	1,271	16.0%	557,062	15%
Transit/Taxi	8	0.1%	90,030	2%
Biked or Walked	36	0.5%	65,776	2%
Motorcycle or Other Means	54	0.7%	42,039	1%
Worked at Home	181	2.3%	108,986	3%
Mean Travel Time to Work (min.)	31		27.7	

Source: 2000 US Census

The Butts County journey to work data corresponds closely to the statewide averages for the various modes of travel. The mean travel time to work is greater than the statewide average. The longer average commute time to work associated with Butts County residents is attributed to the proportion of workers commuting to the Atlanta area (39%) as published by the Georgia Department of Labor. In 2006, the percent of total employed Butts County residents traveling to Atlanta area counties was as follows:

- Henry - 18 percent;
- Fulton - 9 percent;
- Clayton - 8 percent; and
- DeKalb - 4 percent.

The proximity to the Atlanta and Macon urbanized areas was cited as a competitive advantage by area planning staff and is one reason why Butts County is anticipating future growth. Additionally, the I-75 corridor is attracting industrial and commercial employment centers that will provide additional jobs to the 3-County area. The residential, industrial, and commercial expansion in Butts County will increase demand for transportation facilities to the area.

### 3.0 Land Use and Development

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

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

**Table 3.0 Development of Regional Impact Studies**

DRI ID #	Project Name	Development Type	County/ City	Initial Form Submitted	Current Status
<a href="#">1521</a>	Colwell Road - I-75 Zoning Plan	Mixed Use	Butts/ Jackson	7/16/2007	Submitted
<a href="#">1494</a>	Wallace Crossing	Mixed Use	Butts	6/29/2007	Submitted
<a href="#">1322</a>	Butts Co. Concrete Batch Plant	Quarries, Asphalt & Cement Plants	Butts	1/29/2007	Additional Form Submitted 1/29/2007
<a href="#">1267</a>	Higgins Park Subdivision	Housing	Butts	11/14/2006	Additional Form Submitted 11/17/2006
<a href="#">1185</a>	Hickory Hills	Housing	Butts	8/3/2006	Additional Form Submitted 8/28/2006
<a href="#">1183</a>	Rosehill	Mixed Use	Butts	8/3/2006	Additional Form Submitted 10/13/2006
<a href="#">932</a>	Briscoe Property	Mixed Use	Butts/ Jackson	10/10/2005	Submitted
<a href="#">836</a>	Midway Distribution Center	Industrial	Butts	6/13/2005	Additional Form Submitted 6/17/2005

### 3.1 Existing Land Use Characteristics

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

#### 3.1.1 Butts County Existing Land Use Characteristics

##### *Major Residential Areas*

- Cities of Flovilla, Jackson, and Jenkinsburg
- Jackson Lake

##### *Key Activity Centers*

- Cities of Flovilla, Jackson, and Jenkinsburg
- Interchange areas along I-75 at SR 16 and SR 36

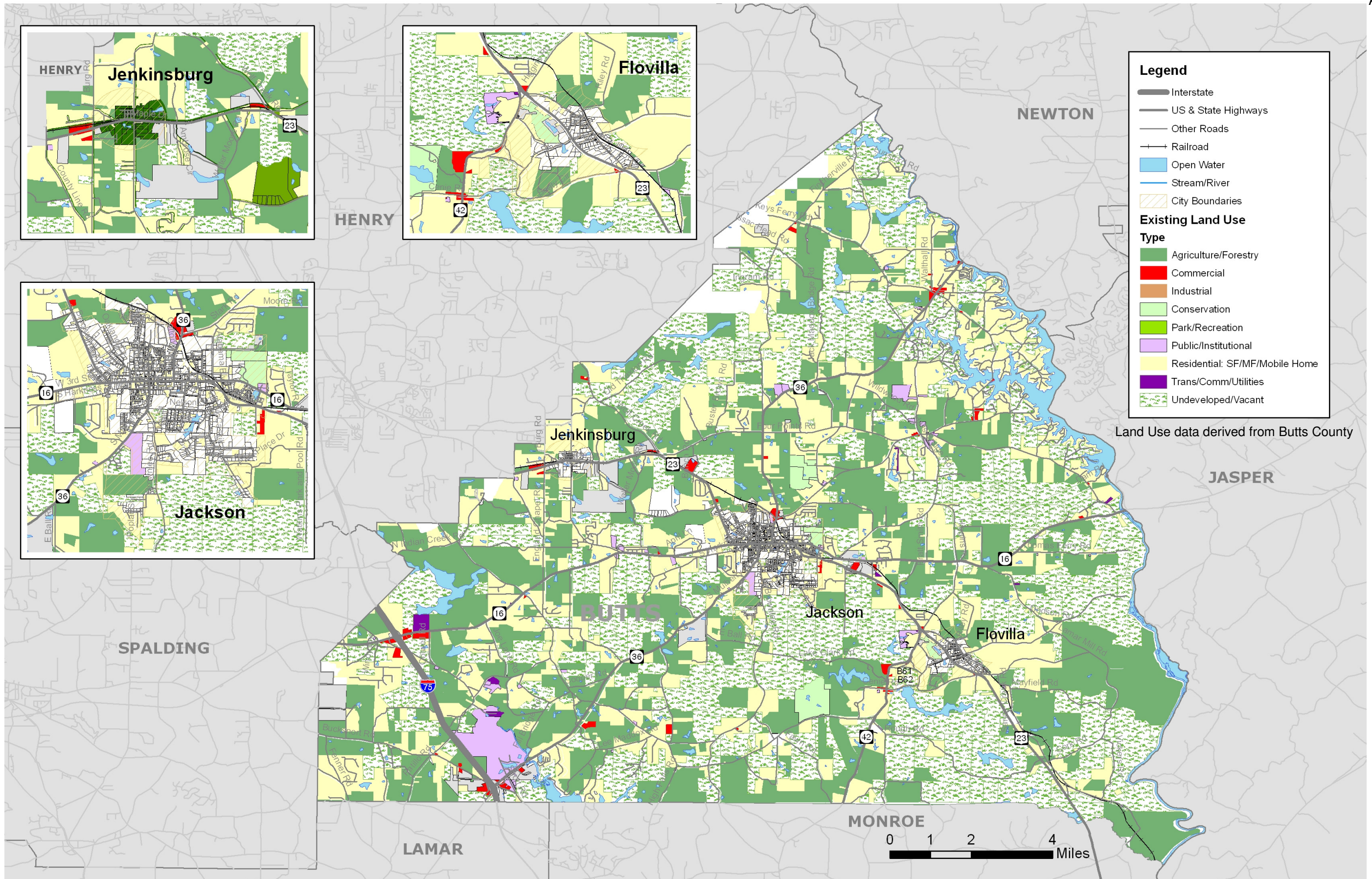
##### *Key Employment Centers*

- Cities of Flovilla, Jackson, and Jenkinsburg
- Interchange areas along I-75 at SR 16 and SR 36

##### *Primary Travel Corridors*

- I-75
- US 41
- US 23/ SR 42
- US 129
- SR 11
- SR 16
- SR 18
- SR 22
- SR 36
- SR 49





**Butts County Existing Land Use**

Figure No: 3.1



## 4.0 Previous Studies and Programs

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

- GDOT's State Transportation Improvement Program and Six Year Construction Work Program;
- Currently planned major GDOT projects in the 3-county study area;
- GDOT's Statewide Interstate System Plan;
- GDOT's Statewide Bicycle and Pedestrian Plan;
- Bicycle/Pedestrian Plan for the McIntosh Trail RDC
- Butts County's Comprehensive Plan and Parks and Recreation Master Plan;

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

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

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

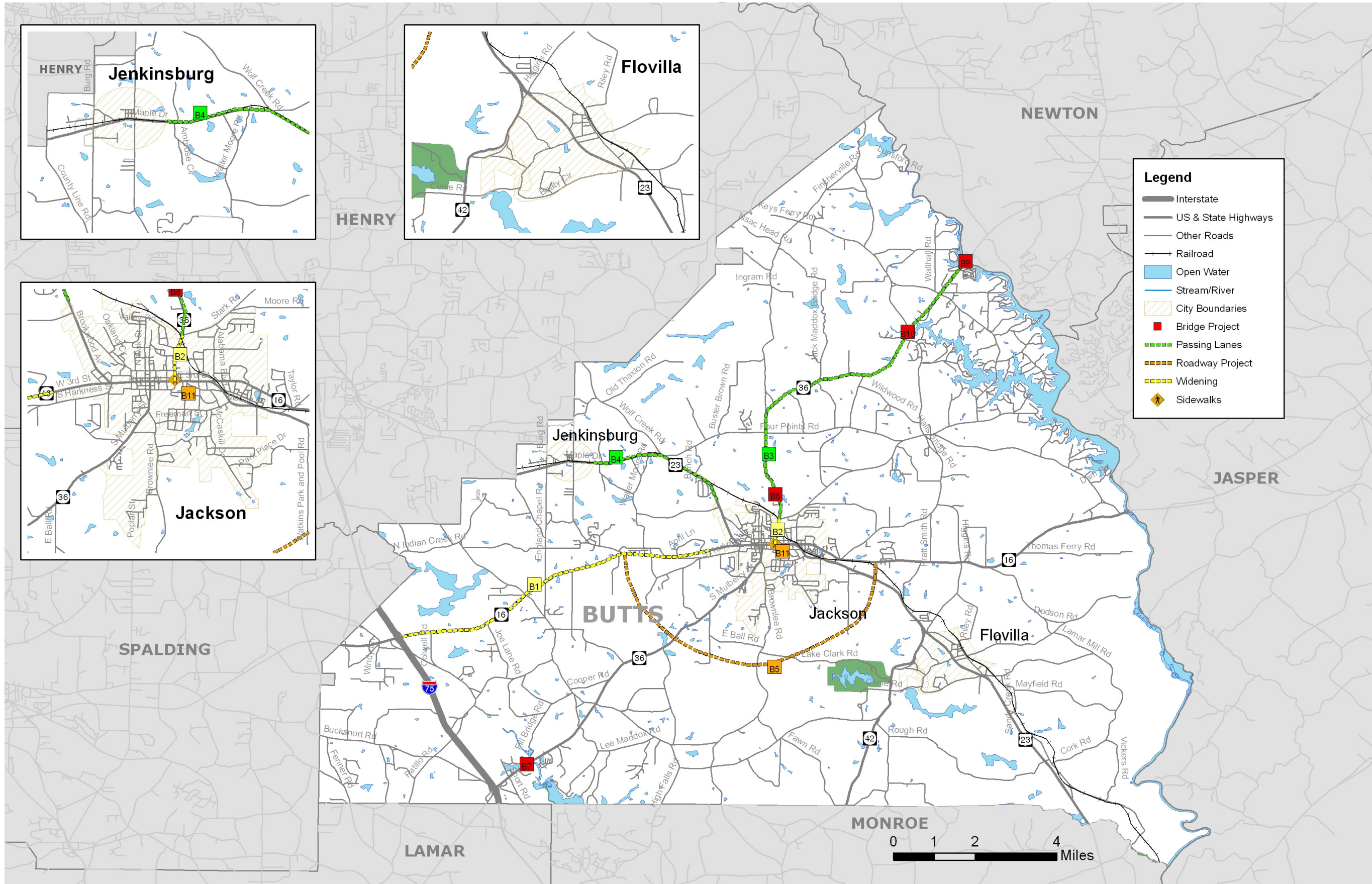
The STIP and CWP were reviewed for projects within and impacting Butts County and these projects are displayed in Tables 4.1. Additionally, these projects were given a study ID number and are mapped in Figure 4.1.

**Table 4.1 Butts County 2008-2011 STIP**

Map Id	Project Id	Prime Work Type	Description	Program	Construction Date
B-1	0000760	Widening	SR 16 Widening from I-75 to City of Jackson	STP	2013
B-2	322440	Widening	SR 36 in City of Jackson from SR 16 to CR 289/Stark Road	STP	2014
B-3	0000479	Passing Lanes	SR 36, 2 eastbound & 3 westbound passing lanes north of Jackson	STP	2010
B-4	332360	Passing Lanes	SR 42/US 23 passing lanes at 2 locations between Jackson and Jenkinsburg	STP	LR
B-5	343440	Roadway Project	Jackson South Bypass from SR 16 at Bert Road to SR 16 at Bibb Station	STP	LR
B-6	0006973	Roadway Project	SR 36 from I-75/Butts County to SR 18/Lamar County	STP	2012
B-7	333170	Bridges	SR 36 at Towaliga River 7.5 miles southwest of Jackson	Bridge	2009
B-8	333171	Bridges	SR 36 at Yellow River Creek, 1 mile north of junction with SR 42	Bridge	2011
B-9	333172	Bridges	SR 36 at South River at Butts Newton County line	Bridge	2008
B-10	331640	Bridges	CR 290 north of SR 36 at Tussahaw Creek	Bridge	LR
B-11	0007580	Sidewalks	Sidewalks, lighting and landscaping in Jackson	Local	2008

\*LR denotes long range

Source: GDOT Office of Planning



Butts County GDOT Planned & Programmed Projects

Figure No: 4.1



## 4.2 Ongoing GDOT Projects Coordination

Coordination with the stakeholders of currently planned projects has occurred for the following projects:

- SR 16 – major widening and location of proposed South Jackson bypass;
- SR 36 – one-way pair concept in Jackson; and
- Butts County LARP project priority list.

The 3-County study included analysis relevant to the SR 16 widening project and South Jackson bypass. For more information, see the *Butts County Transportation Improvement Analysis Technical Memorandum, April 2008*.

## 4.3 GDOT's Statewide Interstate System Plan

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

## 4.4 GDOT's Statewide Bicycle & Pedestrian Plan

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

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

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

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

#### 4.5 McIntosh Trail Region Regional Bicycle and Pedestrian Pathway Plan

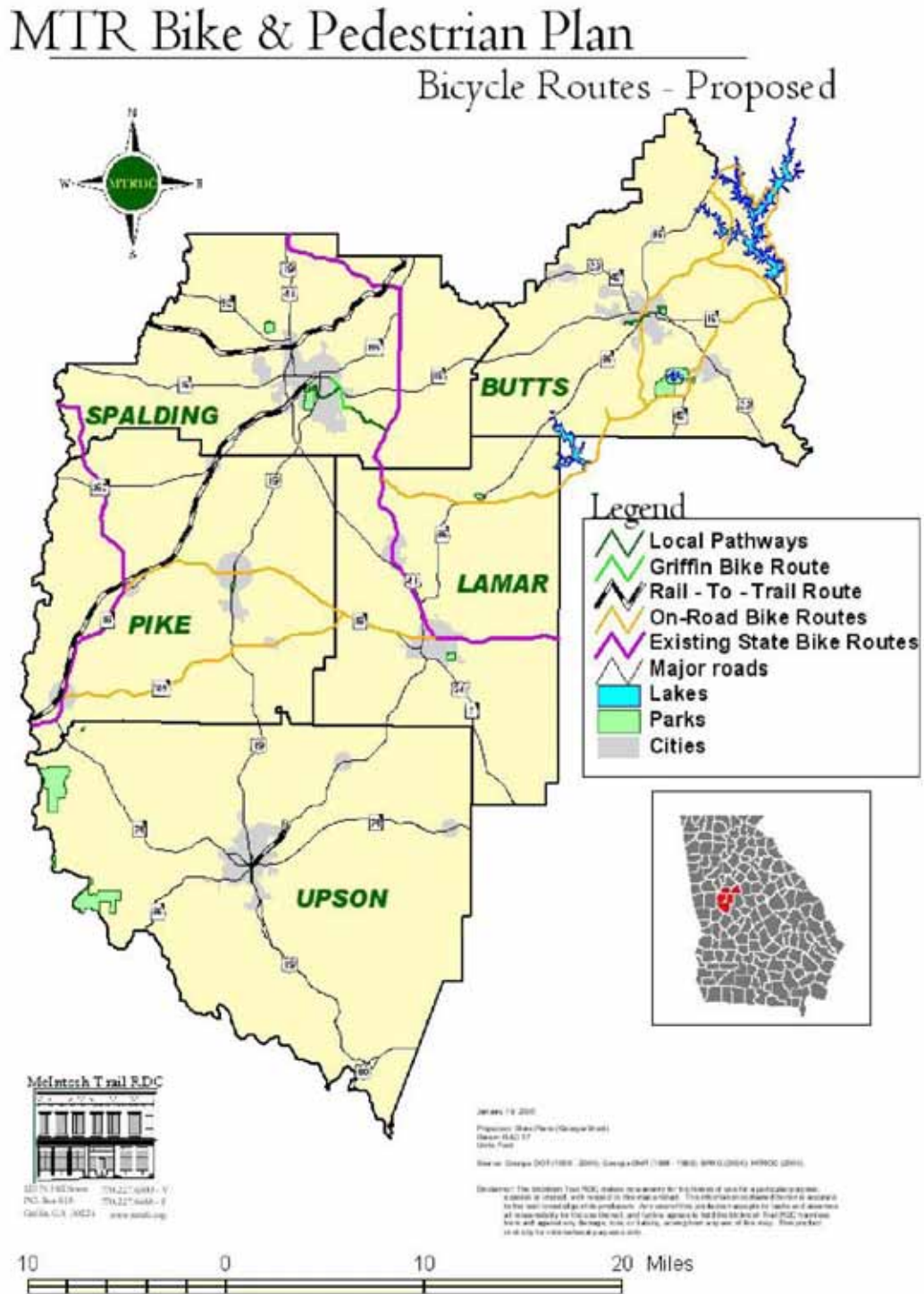
The McIntosh Trail Regional Development Center, with funding support from the Georgia Department of Transportation and advisory support from Butts County Bike/Pedestrian Plan Planning Advisory Committee, developed the McIntosh Trail Region Regional Bicycle and Pedestrian Pathway Plan in 2005. The focus of this plan is to establish a system of inter-regional bicycle facilities and shared-use trails connecting major regional points of interest. Accessibility of residents to downtown Jackson, schools, Jackson Lake, and recreational destinations is the focus of the proposed network. The marketing of bicycle and pedestrian travel in general is also a focus of the plan. Table 4.5 outlines and Figure 4.5 illustrates the proposed bicycle and pedestrian network including Butts County.

**Table 4.5 McIntosh Trail Region Regional Bicycle and Pedestrian Network**

Location	Description
Lake Jackson Loop on SR 16, Big Dam, Barnett Bridge/Stark Road, and SR 36	On-Road Bike Route
Along Mount Vernon Road from SR 42 to Monroe County Line connecting to High Falls State Park	On-Road Bike Route
Along Stark Road from Jackson Lake south through Jackson and south on Brownlee Road to Mount Vernon Shortcut to Mount Vernon Road	On-Road Bike Route
Along SR 16 from Higgins Road to Jasper County Line	On-Road Bike Route
Along Higgins Road from SR 16 to SR 42	On-Road Bike Route
Along SR 42 from Higgins Road to Mount Vernon Road	On-Road Bike Route

Source: *McIntosh Trail Region Regional Bicycle and Pedestrian Pathway Plan 2005*

Figure 4.5 MTRDC Bicycle and Pedestrian Plan (2005)



## 4.6 Existing Planning Studies for Butts County

### Butts County Comprehensive Plan

The Butts County Comprehensive Plan was completed in 2005 to guide the growth of the County through 2025. In 2007, a Comprehensive Plan Update was developed to evaluate the suitability of various growth management techniques and to develop policies for dealing with ongoing development pressures. Due to increasing development pressures, the 2007 Update seeks to reassess the adequacy of community facilities and services, given the accelerated pace of development that the County is currently experiencing. To the greatest extent possible, the transportation planning effort is being developed with respect to land use issues and opportunities in Butts County. It is important to review the Comprehensive Plan because of the critical linkage between land use and transportation. Table 4.6 presents key findings in the Comprehensive Plan.

**Table 4.6 Summary of 2005 Butts County Comprehensive Plan (2007 Update)**

Key Data/Trends	Description		
<b>Population</b>	<b>US Bureau of Census; Projections by MTRDC</b>		
	1980: 13,665		
	1990: 15,326		
	2000: 19,522		
	2005: 20,986		
	2010: 22,451		
<b>Commute Patterns</b>	2015: 23,915		
<b>Largest Employment Sectors in 2000</b>	Almost one-half of Butts County residents work within the County. Approximately 18 percent are employed in Henry County.		
<b>Land Uses</b>	<b>Land Use</b>	<b>Acres</b>	<b>2007</b>
	Residential	28,703.8	24.9%
	Manufactured Home Residential	181.5	0.2%
	Multi-family Residential	38.2	0.03%
	Commercial	494.4	0.4%
	Industrial	1,864.2	1.6%
	Public/Institutional	1365.4	1.2%
	Transportation/Communications/Utilities	4,161.4	3.6%
	Agriculture	36,171.1	31.4%
	Parks/Recreation/Conservation	1,048.0	0.9%
	Vacant/Undeveloped	41,216.3	35.8%
	TOTAL	115,070.5	100.0%
Source: Butts County Draft Community Assessment 6/12/2007			



Key Data/Trends	Description
<b><i>Growth Areas in the County</i></b>	<p style="text-align: center;"><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>• It is expected that most new growth to Butts County will occur in and around Jenkinsburg and in the western central portion of Butts County. This is due to the proximity to fast growing Henry County.</li> </ul> <p style="text-align: center;"><b>Commercial Uses</b></p> <ul style="list-style-type: none"> <li>• Most commercial activity is centered in and around downtown Jackson and arterial roads flowing in and out of same.</li> </ul> <p style="text-align: center;"><b>Industrial Uses</b></p> <ul style="list-style-type: none"> <li>• I-75 interchanges in southwestern Butts County feature small industrial areas and the eastern side of Jackson is the main location for industry in the county.</li> </ul> <p style="text-align: center;"><b>Parks/Recreation/Conservation</b></p> <ul style="list-style-type: none"> <li>• Indian Springs State Park, Dauset Trails, Lake Jackson</li> </ul>
<b><i>Planning Issues in Cities</i></b>	<ul style="list-style-type: none"> <li>• There is congestion, partly due to truck traffic, in downtown Jackson.</li> </ul>
<b><i>Land Use Issues</i></b>	<ul style="list-style-type: none"> <li>• Suburban pressure from growing Henry County</li> <li>• Commercial and industrial growth along the I-75 corridor</li> <li>• New housing and possible overcrowding near Lake Jackson</li> <li>• Encroachment of subdivisions into traditional farmland</li> <li>• Preserve Indian Springs State Park, possibly expanding the Park</li> <li>• Desire to maintain Butts County's rural character.</li> </ul>
<b><i>Transportation-Related Goals, Objectives, and Strategies</i></b>	<ul style="list-style-type: none"> <li>• Push for the development of the South Jackson Bypass.</li> <li>• Try to resolve problems of congestion and truck traffic in downtown Jackson.</li> <li>• Possible new access roads and/other improvements within the I-75 corridor.</li> <li>• There is a need for more sidewalks, pedestrian paths and consideration for alternate modes of transit for Butts County residents.</li> </ul>

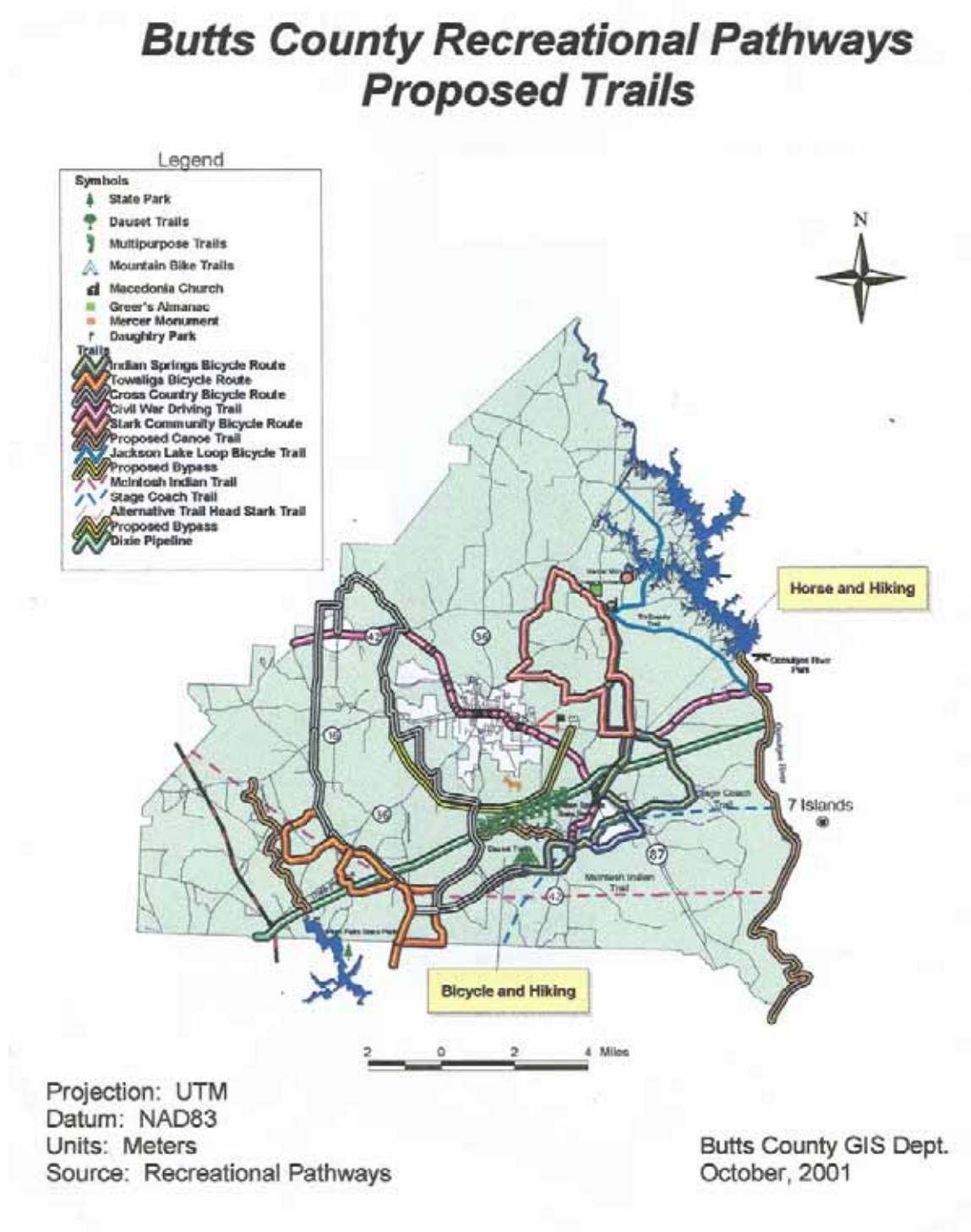
### **Butts County Comprehensive Plan Community Assessment**

Butts County prepared a draft of the Comprehensive Plan Community Assessment in June 2007. One concern expressed in the assessment is that the development patterns in the County do not create a pedestrian friendly environment. The lack of a trail network in the County was also expressed as a concern. Local trails are not linked with those of neighboring communities, the region, and the state. The plan expresses a considerable need for more sidewalks, pedestrian paths, and other alternative modes of transportation. The inclusion of streetscape improvements and pedestrian amenities are recommended to improve safety, alleviate congestion on the road network, and to foster the development of more compatible land uses.

### **Butts County Parks and Recreation Master Plan**

The Butts County Parks and Recreation Department completed a Recreation Master Plan in Fall 2006. As a part of the plan, several recreational pathways are proposed. The proposed locations for trails related to bicycle and pedestrian use are the Indian Springs Bicycle Route, Towaliga Bicycle Route, Cross Country Bicycle Route, Stark Community Bicycle Route, Jackson Lake Loop Bicycle Trail, Proposed South Jackson Bypass, McIntosh Indian Trail, Stage Coach Trail, and Dixie Pipeline. See Figure 4.6 for the locations of these proposed facilities.

Figure 4.6 Proposed Bicycle and Pedestrian Network in Butts County



## 5.0 Public Transportation

Currently, public transportation services are offered in Butts County. The services in Butts County are administered by the McIntosh Trail Regional Development Center (MTRDC) and are provided with federal funds from the Federal Transit Administration (FTA Section 5311) and state funds distributed through GDOT. No conventional, fixed route, fixed schedule transit service is currently provided in Butts County.

### 5.1 Butts County Transit

Butts County participates in the 5311 Rural Transit Program, a fare-based, demand-response public transportation service which provides County residents with transportation access to shopping, medical, educational, employment, and social activity centers. The McIntosh Trail Regional Development Center (MTRDC) administers the program for its region, which includes Butts, Lamar, Pike, Spalding, and Upson Counties.

The Council on Aging for McIntosh Trail, Inc. is the third party provider for the 5311 Program in Butts County, operating one 16-passenger shuttle bus that is equipped with a wheel chair lift. As part of the 16-vehicle MTRDC regional system, the bus generally operates in Butts County but does cross county lines within the 5-county region if such trips are needed to increase efficiencies. Residents wishing to use the service must make a reservation 24 hours in advance to schedule a van pick-up. The hours of operation are Monday through Friday from 8 a.m. to 5 p.m. and the fee is \$2.00 per one way trip.

Service statistics for Butts County for 2006 are presented in the table below.

**Table 5.1.1 Butts County Rural Transit Service Statistics**

Service Statistics – 2006 (January to August)	
All Vehicles	
Total One-Way Trips 2006	5,373
Number of Vehicles	1
Average Number of One-Way Passenger Trips per Month	448
Average Trips per Vehicle per Day	23

Source: GDOT, McIntosh Trail Regional Development Center, August 2007

Table 5.1.2 further characterizes the passengers that utilize Butts County's transportation services each month. The data shows that the services are largely used by the elderly, minorities, and the disabled.



**Table 5.1.2 Butts County Rural Transit 2006 Ridership Statistics**

Passenger	Percentage
Elderly	86%
Non –Elderly	14%
White	41%
Minority	59%
Disabled	5.4%

Source: GDOT, McIntosh Trail Regional Development Center, August 2007

The system provides transportation to a variety of destinations which include medical, employment, educational, shopping, and recreational centers. The percentage of the 5,373 trips provided in 2006 to each destination type is shown in Table 5.1.3.

**Table 5.1.3 Butts County Rural Transit 2006 Destination Statistics**

Medical	Employment	Nutrition	Social & Recreation	Education	Shopping & Personal
9.9%	8.1%	65.5%	4.7%	4.9%	6.9%

Source: McIntosh Trail Regional Development Center, August 2007

The Council on Aging for McIntosh Trail, Inc. also operates two additional vans in Butts County to transport elderly, disabled, and other residents who qualify for Georgia Department of Human Resources assistance. These residents are clients of the Division of Aging Services, the Division of Family and Children Services and the Division of Mental Health, Developmental Disabilities and Addictive Diseases. The breakdown of DHR transportation services provided by each department/agency referenced above is shown in Table 5.1.4 below.

**Table 5.1.4 Butts County DHR Coordinated Transportation Trips by Department/Agency**

DHR Aging	DHR DFCS	DHR MHDDAD	Total DHR Trips
5,619	722	6,613	12,954

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

\*Some DHR trips are provided by the 5311 van.

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

The elderly are major users of both the 5311 Program and the DHR-provided transportation services in Butts County. Planning for additional future services needs to consider population projections for the elderly in coming years. The Butts County Comprehensive Plan 2005-2025 reports the following population projections for these potential transit system users.

**Table 5.1.5 Butts County Population Projections**

	2000		2010		2025	
	Number of Persons	Percent of County	Number of Persons	Percent of County	Number of Persons	Percent of County
Total Population	19,522	-	31,817	-	46,646	-
Population 65 years of age or older	1,994	10.2%	4,071	12.8%	8,506	18.2%

Source: *Butts County Comprehensive Plan 2005-2025*

As seen from the data above, the County is expected to experience a 327 percent increase in elderly population between the year 2000 and 2025. This growing elderly population will place increased demands on the rural transit system, as evidenced by the current ridership statistics (86 percent elderly) presented above.

Recent planning initiatives also present the need for additional future services. The Public Transit - Human Service Transportation Coordination Plan was completed by the DHR Region Four Transportation Office in May 2007. Region Four is comprised of Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup and Upson Counties. The purpose of this plan was to:

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

The plan shows the following information for Butts County, based on Census data from 2000.

**Table 5.1.6 Butts County Human Service Transportation Coordination Plan Needs Assessment (May 2007)**

Population 2000	Disabled Persons		Developmentally Disabled Persons		Elderly Persons		Persons Below Poverty Level		Households w/o a Motor Vehicle	
19,522	2,761	14.1%	322	1.7%	1,994	10.2%	2,017	10.3%	378	1.9%

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

The Plan identified service gaps which exist both in Butts County and in the region. By order of priority, current unmet needs include:

- Transportation to access needed medical and health related services for medical appointments and treatments that are not Medicaid eligible, including trips to pharmacies, grocery stores, mental health services center, and substance abuse services centers;
- Transportation to access goods and services that are considered to be life essential or preventive in nature including trips for grocery shopping, social services, food stamps, pharmacy, bill paying, energy assistance programs, and commodities programs;
- Transportation for the general public after 5311 services hours (5 p.m. to 8 a.m. during the week and on weekends), access to training and employment, and access to child care; and
- Transportation services that cross geographic boundaries.

The Plan identified numerous potential projects to meet these service gaps. These include, but are not limited to:

- Increasing hours and days of operation on existing public transit systems and reducing geographical restrictions within existing public transit systems;
- Increasing capacity in existing transit systems;
- Establishing a voucher/token system that would allow the transportation disadvantaged target groups to solicit transit assistance from family, friends, neighbors, co-workers, and faith based organizations; and
- Utilizing technology such as GIS, smart cards, and web-based information systems to increase system access and efficiency.

While it is important to apply these solutions on a regional basis, additional analysis would be useful to further pinpoint specific needs/solutions for Butts County.

### **Butts County Commuter Patterns**

According to the 2000 US Census, the most recent data available, 45 percent of Butts County residents work in the County, while 55 percent commute to employment centers in other counties. Of those commuting outside Butts County, the majority travel is into the Atlanta region (50 percent) with the remaining working in neighboring counties.

96 percent of Butts County resident commute to work in a truck or car, 84 percent drive alone and 16 percent carpool. Almost one-half of residents (48 percent) spend over 30 minutes commuting per one-way trip to work each day.

Butts County does not currently have a GDOT Rideshare lot to provide a free parking facility for any organized or informal carpooling or vanpooling. Nearby Rideshare lots are found in Spalding County in the City of Griffin, in Henry County at I-75 and Jodeco Road, and in Newton County at I-20 and US 278.



Butts County's close proximity to Henry County allows relatively convenient access to the Georgia Regional Transportation Authority (GRTA) Xpress bus services. Route 430 operates between the McDonough Park and Ride Facility located at Exit 218 off I-75 in McDonough (15 minutes north of Butts County) to Downtown and Midtown Atlanta.

Butts County residents are also utilizing other resources to make the commute into Atlanta. Three vanpools have been established by Butts County residents through the 1-87-Ridefind Program, a cooperative effort between the ARC, GDOT, and the Federal Highway Administration. The program maintains a confidential database that matches commuters in Georgia with potential carpool partners and/or vanpools with open seats. All three Butts County vans commute into Atlanta, with two departing from E. Third Street and the other from Towaliga Church Road. Additionally, three vanpools have been organized from Hampton and another nine from McDonough. Private companies also facilitate and provide vehicles for vanpools. Companies operating in Butts County include Metro Van Pool and Enterprise Rideshare.

There is evidence that employers are also assisting Butts County workers with commutes to Atlanta. Turner Broadcasting/CNN, through a Clean Air Campaign initiative, provides an 8-person commuter van for employees living in Butts County. Currently, 5 employees participate in this vanpool which meets at the 3rd Street Ingle's parking lot in Jackson. Other companies have inquired or initiated commuting options, thus indicating a need for rideshare parking facilities as well as an organized shared ride program in Butts County.

## 6.0 Freight Transport

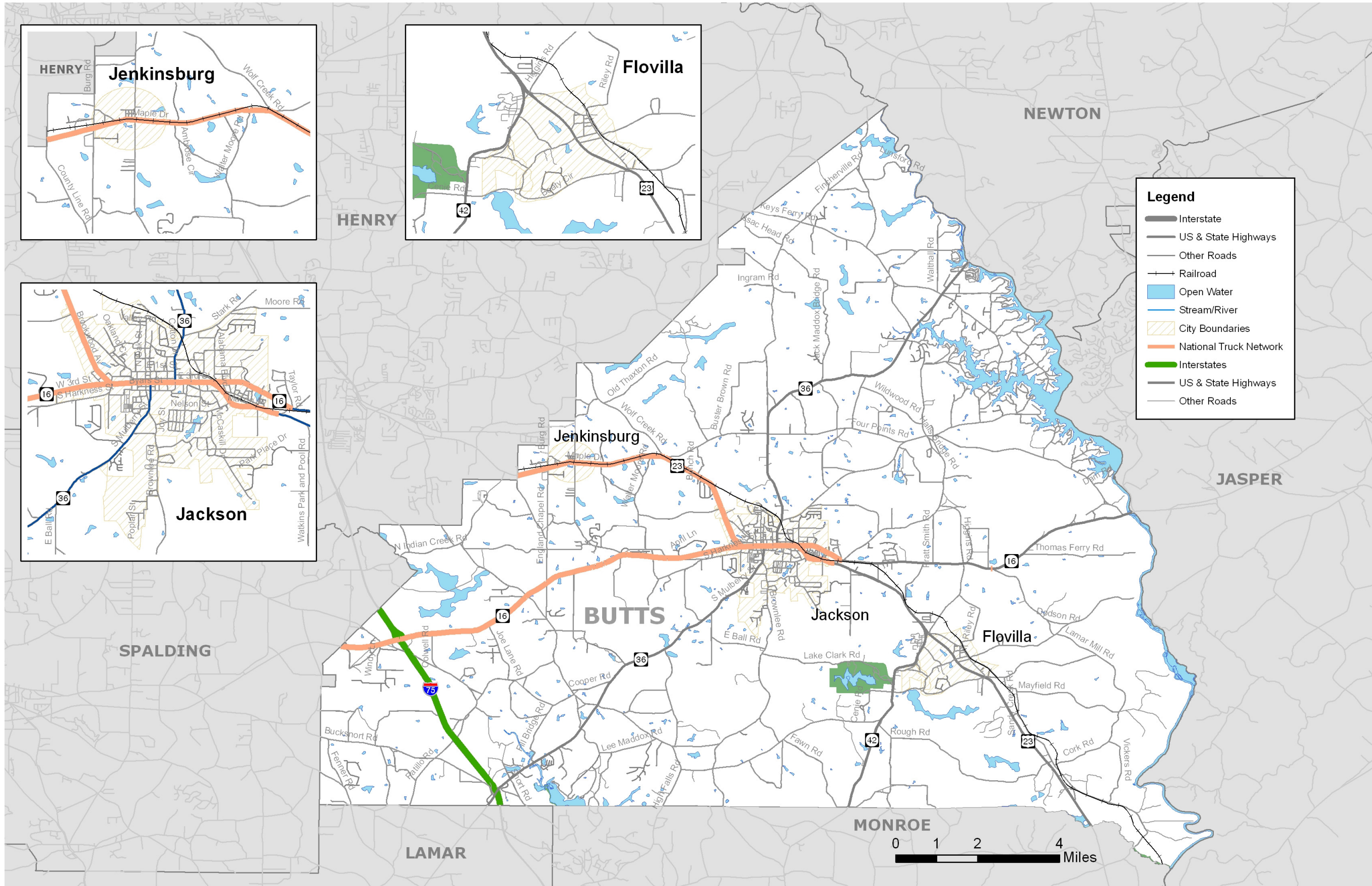
The identification of freight corridors and preservation of freight mobility is one of the key components of the Butts County Transportation Study. There are currently two roadways in Butts County that are designated as truck routes, as well as four active freight rail lines. The following sections summarize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

### 6.1 Butts County Freight Transport

Norfolk-Southern Railroad operates 50 trains per day along 21 miles of rail through Butts County on its primary route which runs between Atlanta and Macon. This line transports approximately 66 million gross ton miles per mile (MGTM/M) of track per year, a measure of rail traffic density which provides an indication of the relative use of the rail system and demand for service along a particular track section. The Atlanta-Macon line is one of Georgia's most heavily used mainlines as Macon serves as a Norfolk Southern hub for traffic consolidation and distribution.

Butts County is a point of origination for lumber and wood products, with approximately 50,000 tons originating within the County and transported beyond Georgia boundaries. One of the County's industrial parks sits alongside approximately two miles of the track line, with roughly four service docks available for local business use.

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



**Butts County Freight Transportation Facilities**

Figure No: 6.0



## Butts County Rail Crossings

Butts County has 42 railroad crossings. Forty-one of these are at-grade and one is a grade separated overpass with the railroad crossing over the road. Twenty are private crossings with the remaining 22 crossing public roads.

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

**Table 6.1.1 Butts County Rail Crossing with Highest AADT**

Rail Crossing and Location	AADT
Crossing 718448H at Covington Street/SR36 in Jackson	5,310
Crossing 718450J at 3 <sup>rd</sup> Street/SR16 in Jackson	4,670
Crossing 718443Y at Bethel Road in Jenkinsburg	1,640

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

## Butts County Railroad Crash Data

The Federal Railroad Administration (FRA), Office of Safety Analysis, reports 58 crashes which involved trains at rail crossings in Butts County for the period 1975 to early 2007. Locations with the greatest frequency of crashes are:

- Crossing 718443Y - Bethel Road in Jenkinsburg with 8;
- Crossing 718446U – Bunch Road in Jackson with 5;
- Crossing 718456A - Bibb Station Road in Jackson with 4; and
- Crossing 718445M – Private Crossing in Jenkinsburg with 4.

Table 6.1.2 documents incidences involving a train since 2000.

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

Railroad Crossing ID	Location	City	Date of Incident	Highway User Involved	Position	Injuries
718445M	Private crossing	Jenkinsburg	04/12/07	Truck-trailer	Moving over Crossing	None
			01/10/07	Truck	Moving over Crossing	None
			09/28/05	Truck-trailer	Moving over Crossing	None
718456A	Bibb Station Road	Jackson	01/29/07	Truck-trailer	Moving over Crossing	None
			11/28/03	Auto	Moving over Crossing	1 Fatality Crossing User Killed
718446U	Bunch Road	Jackson	05/10/06	Truck-trailer	Moving over Crossing	None
			12/30/04	Truck-trailer	Moving over Crossing	None
718443Y	S1997 Bethel Road	Jenkinsburg	09/20/03	Auto	Stopped on Crossing	None
718471C	Mt. Pleasant Church Road	Flovilla	09/18/01	Auto	Moving over Crossing	4 Rail Crossing Users Injured
718462D	Sandy Creek Road	Flovilla	01/30/00	Bus	Trapped	None

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

Additionally, the GDOT Office of Traffic Safety and Design maintains crash data as reported by local law enforcement. For the period 2000 to 2006, 13 accidents have been reported at rail crossings in Butts County. This does not include the incidences involving trains as reported above.

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

Railroad Crossing ID	Location	City	Date of Incident	Manner of Collision	Injuries
718443Y	S1997 Bethel Road	Jenkinsburg	03/19/04	Angle	1 Injury
			12/01/05	Rear End	None
			01/27/06	Rear End	None

Railroad Crossing ID	Location	City	Date of Incident	Manner of Collision	Injuries
718448H	Covington Street SR36	Jackson	06/12/01	Angle	None
			12/27/04	Sideswipe-Opposite Direction	None
			03/07/05	Sideswipe-Opposite Direction	None
			09/12/05	Rear End	None
			04/14/06	Rear End	None
718450J 718450J	3 <sup>rd</sup> Street SR16 3 <sup>rd</sup> Street SR16	Jackson Jackson	02/14/00	Not a Collision with a Motor Vehicle	None
			07/27/04	Sidesweep – Same Direction	None
			09/22/04	Rear End	None
718458N	Higgins Road	Flovilla	12/08/05	Not a Collision with a Motor Vehicle	None
718462D	Sandy Creek Road	Flovilla	01/30/00	Angle	None

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

### Local Railroad Concerns – Butts County

The Butts County Study Advisory Committee has expressed concerns over several crossings in the County, as identified below by locality.

#### Jackson:

- The railroad crossing at Bibb Station Road (Crossing 718456A) may need a warning device; it currently has crossbucks and stop signs.
- Bunch Road (Crossing 718446U) has no railroad crossing arms and may need warning devices.

#### Flovilla:

- The crossing at Cork Road (Crossing 718467M) and Strickland lacks railroad crossing arms.
- Trucks and school buses are unable to clear the railroad overpass bridge over Heard Street. Only cars are able to clear the bridge.

#### Jenkinsburg:

- Jenkinsburg experiences trains stopping that block roads, creating emergency vehicle access problems. An overpass is cost prohibitive.

Additionally, local concern about railroads was expressed at public meetings, as follows:

- Rail crossing points are limited between Macon and Locust Grove but are needed, particularly for emergency vehicle access.



- School buses are delayed when the railroad crossing gates are positioned down, prohibiting crossing, although there is not presence of a train. The railroad has to be called to reset the crossing arms safely.
- Grade separations are needed at railroad crossings to reduce bottleneck effects.

### Butts County Planned Transportation Improvements

Two railroad improvement projects are listed for Butts County in GDOT's Construction Work Program. Both will improve the crossings with warning devices and are described in Table 6.1.4 below:

**Table 6.1.4 Butts County 2008-2013 CWP Railroad Improvement Projects**

GDOT's Project ID	Work Type	Location	Phase	Program Date	Status
8572	Train Detection Circuitry Upgrades	Crossing #718448H at Covington Street in Jackson	Preconstruction	Lump	Completion expected in 8 months
8573	Train Detection Circuitry Upgrades	Crossing #7184450J @ 3 <sup>rd</sup> Street/SR36 in Jackson	Preconstruction	Lump	Completion expected in 8 months

Source: Georgia Department of Transportation, Construction Work Program

In addition to those listed above, planned improvements to SR 36 in downtown Jackson will create a one-way pair with a grade separation over the railroad, facilitating both vehicle and train movement and safety.

## 6.2 Commuter and Intercity Rail – Butts

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

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

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

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

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

## 7.0 Airport Facilities

### 7.1 Butts County

Butts County does not currently have a local airport. A private landing strip is located at Lakeview Lane and Stark Road; several other private landing strips dot the County but are indicated as closed on the State Aviation Map. Nearby airports include the Griffin-Spalding County Airport in Griffin, Clayton-County-Tara Field outside of Hampton, and Hartsfield-Jackson Atlanta International Airport in Atlanta.

The Griffin-Spalding County Airport is classified as a Level II – Business Airport of Local Impact by the State of Georgia classification system. Airports are classified based on runway length and width, lighting systems, visual aids, approach systems, general aviation facilities, and services. Griffin-Spalding can accommodate small corporate/business jets, recreational flying, police/law enforcement, and experimental aircraft. The airport is hampered by its runway size, 3,701 feet long x 75 feet wide, which limits the types of aircraft that can use the facility. Located off US 19/41, the airport is approximately 20 miles from Jackson.

Clayton County-Tara Field is also classified as a Level II-Business Airport of Local Impact. Its 4,500 foot by 75 foot runway can accommodate corporate/business jets, recreational flying, police/law enforcement, and shipping of just-in-time. The airport is accessed via US 19/41 west of Hampton and is approximately 24 miles from Jackson.

Hartsfield-Jackson Atlanta International Airport, a Level III Business Airport of Regional Impact, offers commercial jet service and is located 47 miles north of Jackson.

Butts County has recently received notification from the Governor's Office that it is under consideration as the site for a new regional airport. Final site selection is currently being studied and determined, with additional information forthcoming.



## 8.0 Bicycle and Pedestrian Facilities

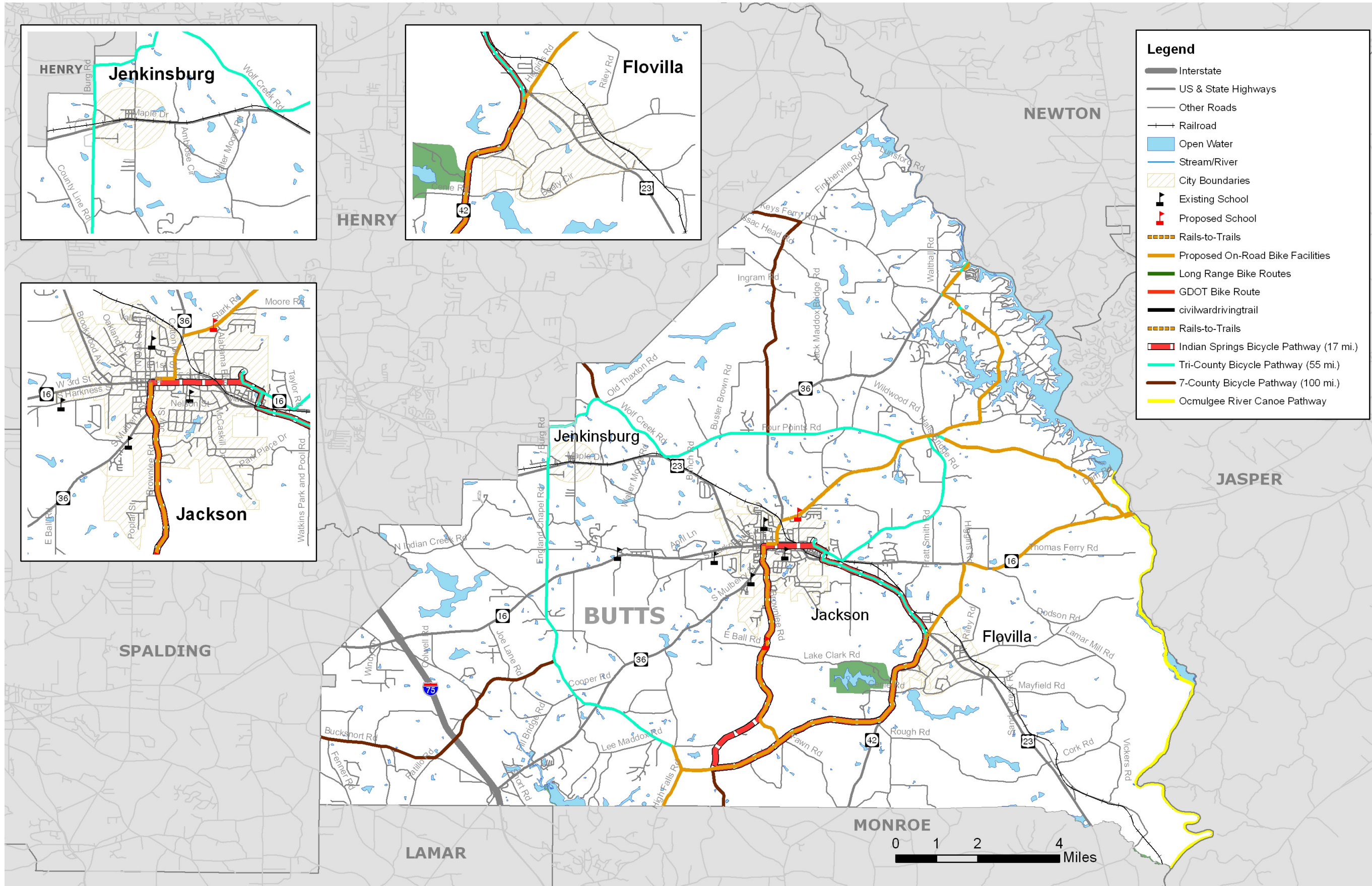
This section provides a summary of previous bicycle and pedestrian planning efforts, an inventory of existing bicycle and pedestrian facilities in Butts County, and an outline of issues to consider during the development of future transportation system conditions and recommendations for improvements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

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

### 8.1 Butts County Existing Bicycle and Pedestrian Network

The City of Jackson maintains a fairly extensive sidewalk network in the downtown and residential areas of the City. The existing network offers a safe location for pedestrians to walk within the City and adequate connection of residential areas into downtown, but there are opportunities for additional connections within Jackson and between Jackson and surrounding attractions. The sidewalk network in the remainder of Butts County is very sparse. The City of Jenkinsburg does not have an existing sidewalk network and the City of Flovilla has a very sparse existing sidewalk network in the downtown area. There may be an opportunity for connection of residential areas in Flovilla to the downtown area if there is a desire for such a network. The Indian Springs State Park area is a prime candidate for sidewalks to connect the various shopping, dining, and recreational areas nearby.

Bicycle facilities are nearly non-existent in Butts County. The Dauset Trails Nature Center has a good bicycle network with its facility offering recreational opportunities for beginner and advanced riders. A trail called the Pathway to Learning is currently in the early stages of construction. This path connects Jackson High School and Clarks Plantation Subdivision to SR 36 north of Brownlee Road and will continue along SR 36 north to West College Street to the library, College Drive, Woodland Way by Jackson Elementary School and south on Fairground Street to the Fairgrounds. The possibility of providing improved on-road or trail connectivity for bicyclists throughout Butts County will be examined.



Butts County Existing and Proposed Bicycle and Pedestrian Facilities

Figure No: 8.0



## Butts County Programmed Bicycle and Pedestrian Improvements

To help reduce overall costs of implementing a bicycle and pedestrian network, new facilities could be implemented concurrent with subdivision development and roadway resurfacing, widening, or utility upgrade improvements. Recommendations for development of a county wide system for bicyclists and pedestrians will focus on connectivity with the existing designated bicycle routes, system of sidewalks, neighborhood streets, and pathway connections. Planned improvements included in GDOT's 2008-2011 Statewide Transportation Improvement Program (STIP) or 2008-2013 Construction Work Program (CWP) will be evaluated to ensure that any opportunities for the inclusion of bicycle or pedestrian facilities in the project scope are considered. Programmed projects that are specifically designated to serve as bicycle or pedestrian facilities are listed in Table 8.1.1.

**Table 8.1.1 GDOT's 2008-2011 STIP and 2008-2013 CWP Bicycle or Pedestrian Projects in Butts County**

GDOT's Project ID #	Primary Work Type	Description	PE	ROW	CST
0007580	Sidewalks	Sidewalks; Lighting & Landscaping in Jackson	Local	Local	2008

Source: Georgia Department of Transportation

## Butts County Potential Locations for New Facilities

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

### Existing Schools:

- Daughtry Elementary School  
150 Shiloh Road, Jackson
- Jackson Elementary School (potential future high school site would replace this existing school location)  
218 Woodland Way, Jackson
- North Mulberry Elementary School (Stark Elementary will replace this school – the site will be the future home of a Pre-K and possible Alternative School)  
820 North Mulberry Street, Jackson
- Henderson Middle School  
494 George Tate Drive
- Jackson High School  
717 Harkness Street, Jackson

### Planned Schools:

- Stark Elementary (has large new subdivision nearby for consideration for bicycle and pedestrian connectivity)



- 169 Stark Road, Jackson
- New Jackson Elementary  
Between 1059 and 1265 Brownlee Road, Jackson

**Other Destinations:**

- Jackson-Butts County Public Library  
436 East College Street  
Jackson, GA 30233
- High Falls State Park
- Dauset Trails Nature Center
- Indian Springs State Park (An application for Transportation Enhancement funds was submitted to GDOT and funding was not awarded for FY 08-09. The proposed project includes construction of sidewalks on each side of SR 42 from Lake Clark Road to Cenie Road for .21 miles.)
- Sylvan Grove Medical Center
- Downtown Jackson
- Jackson Lake
- Ocmulgee River
- Potential Chief McIntosh Trail from Indian Springs to Carrollton
- Daughtry Park
- Senior Center
- Other Local Parks

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

The MTRDC developed a bicycle and pedestrian plan that was previously documented in Section 4.5.

**Butts County Bicycle and Pedestrian Safety**

Statistics for bicycle and pedestrian crashes from 2004-2006 were examined to offer insight into safety concerns for bicyclists and pedestrians traveling in Butts County. Table 8.1.2 summarizes bicycle and pedestrian crash data and Table 8.1.3 lists the locations of these incidents. This is an average number of bicycle and pedestrian incidents compared to the three-county study area.

**Table 8.1.2 Butts County Bicycle and Pedestrian Crashes – 2004-2006**

Year	Bicycle and Pedestrian Crashes	Bicycle and Pedestrian Injuries	Bicycle and Pedestrian Fatalities
2004	4	4	0
2005	6	5	1
2006	1	1	0
<b>2004-2006</b>	11	10	1

Source: Critical Analysis Reporting Environment (CARE) Database

**Table 8.1.3 Butts County Bicycle and Pedestrian Crash Locations – 2004-2006**

Year	Bicycle and Pedestrian Injuries	Bicycle and Pedestrian Fatalities
2004	North Oak Street south of Valley Road and north of Glenn Street	Non-Fatal Injury
2004	Brookwood Avenue west of West Third at the intersection with North Harkness	Non-Fatal Injury
2004	East Third Street (SR 16) at the intersection with Seventh Street	Non-Fatal Injury
2004	East Third Street (SR 16) at the intersection with Mulberry Street	Non-Fatal Injury
2005	SR 42 west of Barg Street near Jenkinsburg	Non-Fatal Injury
2005	SR 42 0.5 miles east of Watkins Park Pool Road near Bibb Station Road intersection east of Jackson	Non-Fatal Injury
2005	I-75 at mile post 5.13	Fatal Crash
2005	Biles Road north of Howard Purdue Road	Non-Fatal Injury
2005	Indian Springs Street just west of Fairground at intersection of Benton Street	Non-Fatal Injury
2005	East Third Street (SR 16) east of Franklin Avenue and west of Bailey Street	Non-Fatal Injury
2006	SR 42 east of Walter Moore Road	Non-Fatal Injury

Source: Critical Analysis Reporting Environment (CARE) Database

## 8.2 Bicycle System Elements

Once a location for a potential bicycle improvement is determined, the type of improvement must also be considered. Factors such as lane width, vehicle speed, sight distance, frequency of intersections, pavement surface quality, and hazard removal – such as lane obstructions like grating or blind curves – need to be considered in the facility selection and design process. In addition to facility selection and design, bicycle systems should be designed to ensure the security of bicycles at typical bicyclist destinations. Primary

destinations such as schools, public recreation areas, commercial businesses, and restaurants should include bicycle racks or lockers for securing bicycles.

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

### **Bike Paths**

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

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

### **Bike Routes**

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

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

## Bike Lanes

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

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

## Bike Shoulders

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

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

### 8.3 Pedestrian System Elements

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



and ease of wheelchair use. Handicapped accessible ramps should be provided at driveways and intersections to provide accessibility to the system for everyone.

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

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

## 9.0 Bridges

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

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

### 9.1 Butts County Bridges

All bridges within Butts County were identified and documented with a sufficiency rating for each of the 37 bridges within the County. Table 9.1 displays the collected information. Italics font indicates that the bridge is on the state system.

**Table 9.1 Bridge Inventory – Butts County**

Road	Feature	Sufficiency Rating
Fill Bridge Road	Towaliga River Tributary	25.08
<i>SR 36</i>	<i>Towaliga River*</i>	<i>46.32</i>
Colwell Road	Cabin Creek	47.18
<i>SR 36</i>	<i>Yellow Water Creek*</i>	<i>47.39</i>
<i>SR 36</i>	<i>South River*</i>	<i>47.86</i>
Lake Clark Road	Big Sandy Creek	52.35
Kinards Mill Road	Towaliga River	53.08
Wolf Creek Road	Wolf Creek	55.50
<i>SR 36</i>	<i>Tussahaw Creek</i>	<i>58.40</i>
<i>SR 16</i>	<i>I-75</i>	<i>59.96</i>
Halls Bridge Road	Yellow Water Creek	61.61
Wildwood Road	Caney Fork Creek	65.35
Spring Road	Big Sandy Creek Tributary	68.78
Colwell Road	I-75	70.02
<i>I-75</i>	<i>Cabin Creek</i>	<i>73.00</i>
Barnett's Bridge Road	Lake Jackson	77.32
<i>SR 42 - US 23</i>	<i>Big Sandy Creek</i>	<i>79.79</i>

Road	Feature	Sufficiency Rating
<i>SR 16</i>	<i>Towaliga River</i>	<i>80.45</i>
Joe Lane Road	Towaliga River Tributary	81.26
Indian Creek Road	Indian Creek	81.90
Fincherville Road	Tussahaw Creek Tributary	83.30
Cenie Road	Big Sandy Creek	83.64
<i>SR 42 - US 23</i>	<i>Rocky Creek</i>	<i>86.41</i>
<i>SR 42 - US 23</i>	<i>Yellow Water Creek</i>	<i>89.00</i>
Douglas Creek Road	Plymale Creek	90.45
Stark Road	Yellow Water Creek Tributary	91.30
Riley Road	Plymale Creek	91.49
Halls Bridge Road	Caney Fork Creek	91.84
Dean Patrick Road	Lee Creek	91.85
Nathan Thaxton Road	Big Sandy Creek	92.08
Giles Ferry Road	Douglas Creek	92.29
Locust Road	Indian Creek Tributary	92.42
Rocky Creek Road	Rocky Creek	92.44
Brownlee Road	Big Sandy Creek	95.09
Brownlee Road	Aboothlacoosta Creek	96.86
<i>SR 16</i>	<i>Yellow Water Creek</i>	<i>96.95</i>
Stark Road	Yellow Water Creek	97.25

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

Based on the sufficiency rating, a majority of the bridges are in good condition and not in need of any major maintenance or upgrade activities. There are six (6) bridges that have a sufficiency rating below 50 and are potentially in need of maintenance and rehabilitation.

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

Bridge replacement projects are currently planned for SR 36 at Towaliga River, Yellow Water Creek, and South River as part of GDOT's work program.

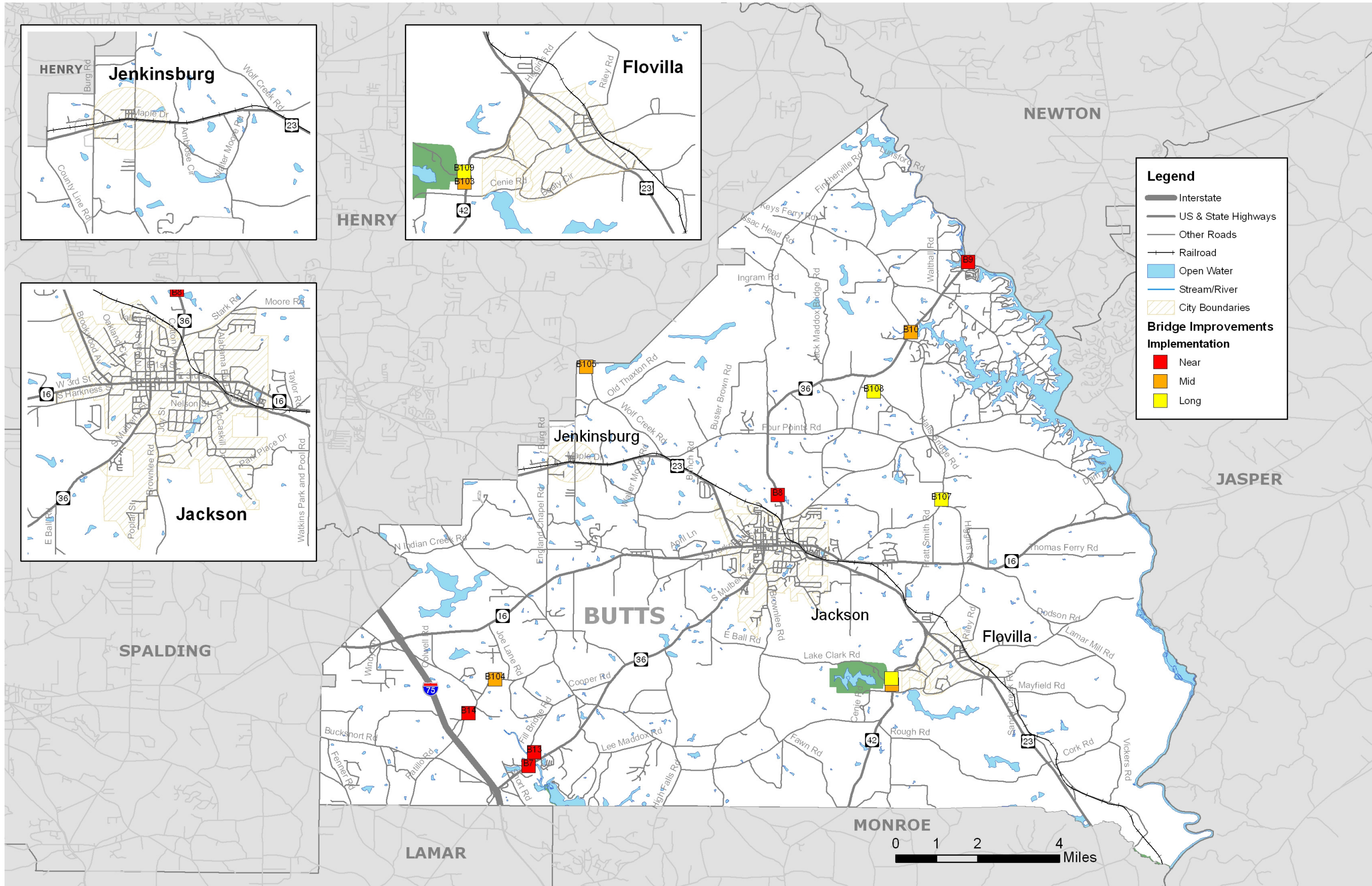
Additionally, there are ten (10) bridges that have a sufficiency rating below 75 and should be considered candidates for maintenance and rehabilitation within the next 20 years. The following bridges have a sufficiency rating below 75.

- Lake Clark Road at Big Sandy Creek
- Kinards Mill Road at Towaliga River
- Wolf Creek Road at Wolf Creek

- SR 36 at Tussahaw Creek
- Halls Bridge Road at Yellow Water Creek
- Wildwood Road at Caney Fork Creek
- Spring Road at Big Sand Creek Tributary

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





**Butts County Bridges for Potential Maintenance or Rehabilitation**

Figure No: 9.1

## 10.0 Safety

The latest three years of available vehicular crash data from GDOT (2004, 2005, and 2006) were collected and analyzed for Butts County. The crash data was used to determine roadway locations with potential safety deficiencies throughout the study area. Butts County experienced a total of 1,961 crashes with 1,001 injuries and 17 fatalities during the three-year period.

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

### 10.1 Butts County Crash Summary

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

**Table 10.1 Active Crash Intersections – Butts County**

Roadway	Intersection	Crashes	Fatalities	Injuries
SR 16 at SR 36	Covington Street at Mulberry Street	38	0	6
SR 16 at SR 42	3 <sup>rd</sup> Street at Cross Street	43	0	5
SR 36 at CR 295	SR 36 at Old Bethel Road	23	0	13
SR 42 at CR 3	SR 42 at England Chapel Road	24	0	10
SR 16 at CS 525-03	3 <sup>rd</sup> Street at McDonough Road	21	0	3

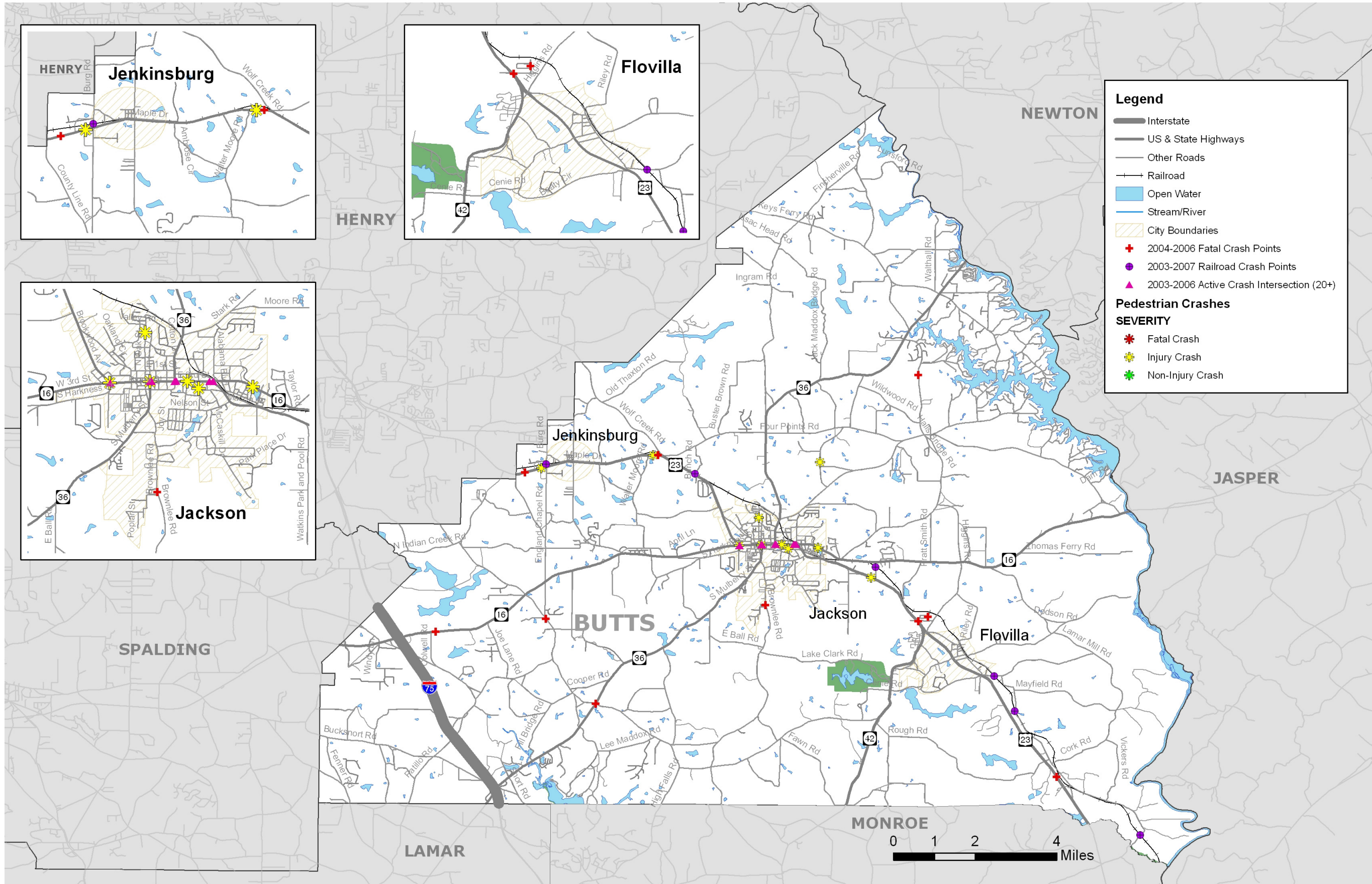
In addition to the active crash locations, an area of focus and concern was the location of fatal crashes. The locations listed below experienced at least one (1) fatality crash during the three-year analysis period. Interstate crashes were excluded from this analysis because the Interstate System Plan,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

- Robinson Road near US 23, Higgins Road, and Railroad
- Brownlee Road near Mile Post 5.53
- US 23 near Mile Post 4.5
- Barnesville-Jackson Road at High Falls Road
- High Falls Road south of Britton Road intersection, near Mile Post 2.52
- SR 16 east of Colwell Road intersection, near Mile Post 2.1
- US 23 west of Wolf Creek Road, east of Jenkinsburg
- US 23 west of Jenkinsburg
- Halls Bridge Road near Mile Post 5.78 south of Airstrip Road
- SR 36 at High Falls Road
- US 23 near Mile Post 12.33

SR 16 is currently under construction and should help to address crashes occurring east of Colwell Road. Passing lane projects are planned between Jackson and Jenkinsburg on US 23, which is expected to help operations and increase safety.

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





Butts County Active Crash Intersections & Fatality Locations

Figure No: 10.1



## 11.0 Roadway Characteristics

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

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

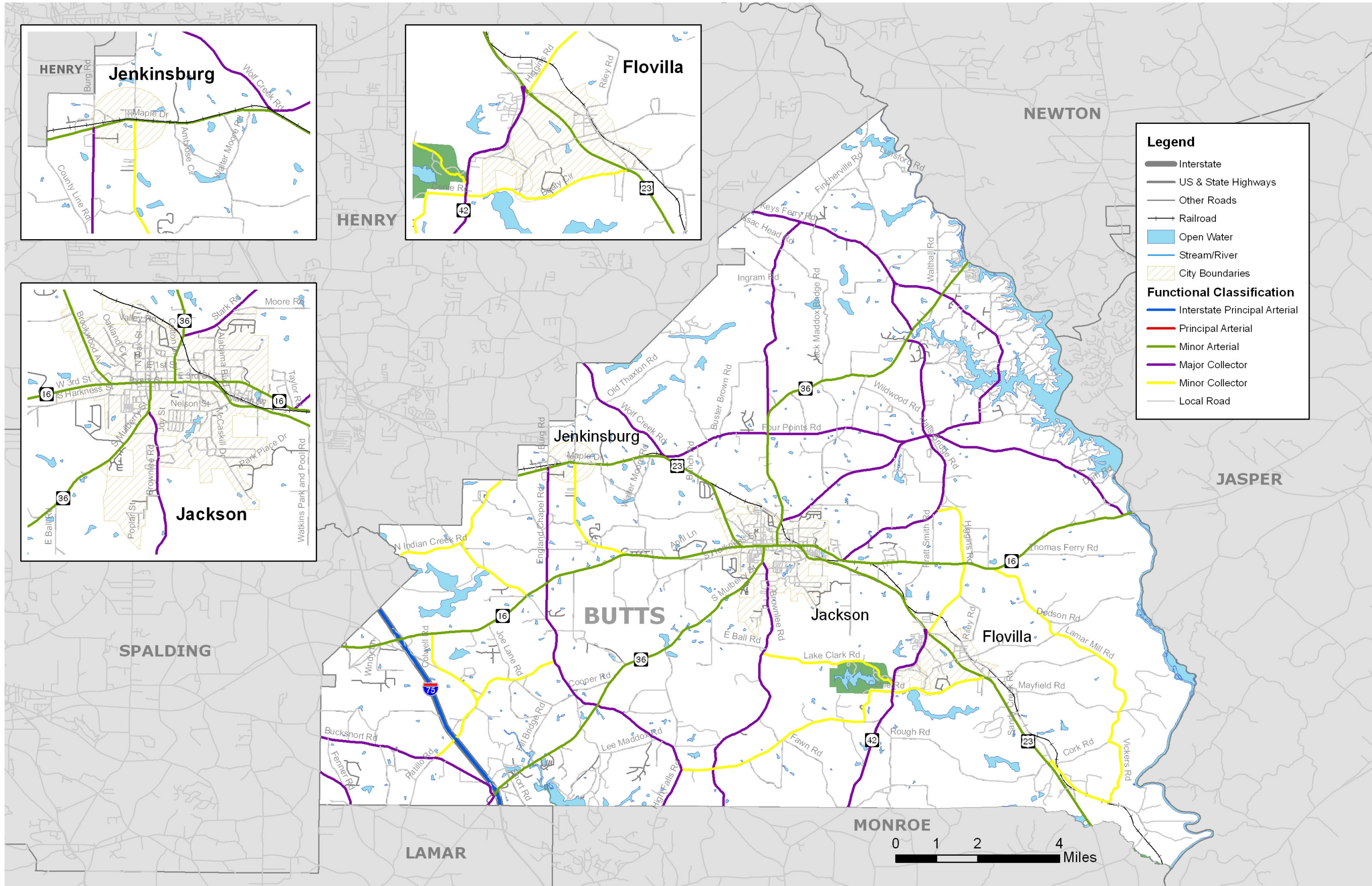
### 11.1 Functional Classification

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

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

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

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



**Butts County Functional Classification**

Figure No: 11.1

**Table 11.1 Existing Mileage and Vehicle Miles Traveled**

County	State Roads		County Roads		Local Roads		Total	
	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT
Butts	61	736,382	324	230,690	38	20,382	423	987,454
State	18,066	192,333,604	84,118	89,159,091	14,502	23,319,169	116,685	304,811,865

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

## 11.2 Road Lanes

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

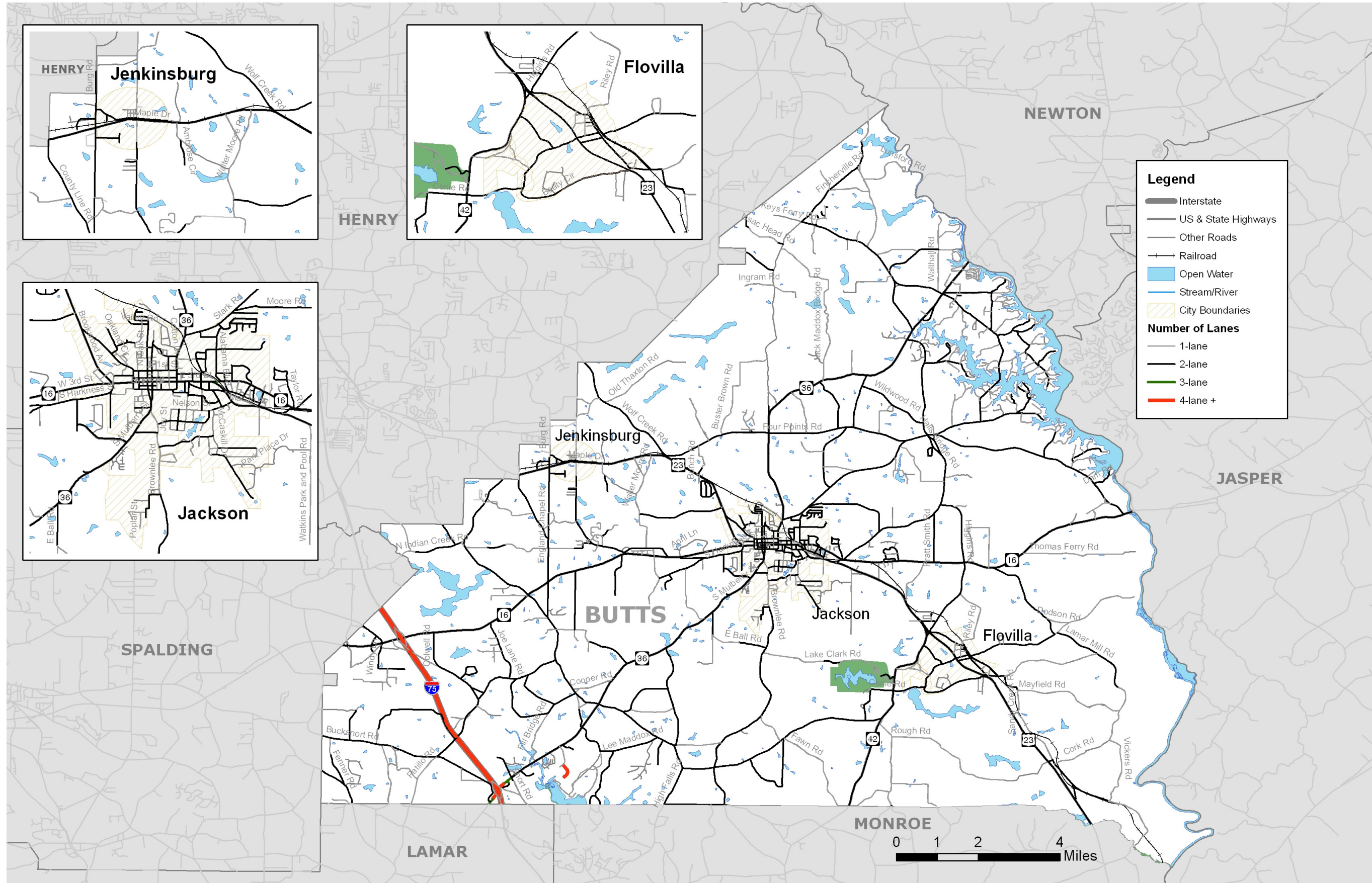
## 11.3 Roadway Shoulders

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

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

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

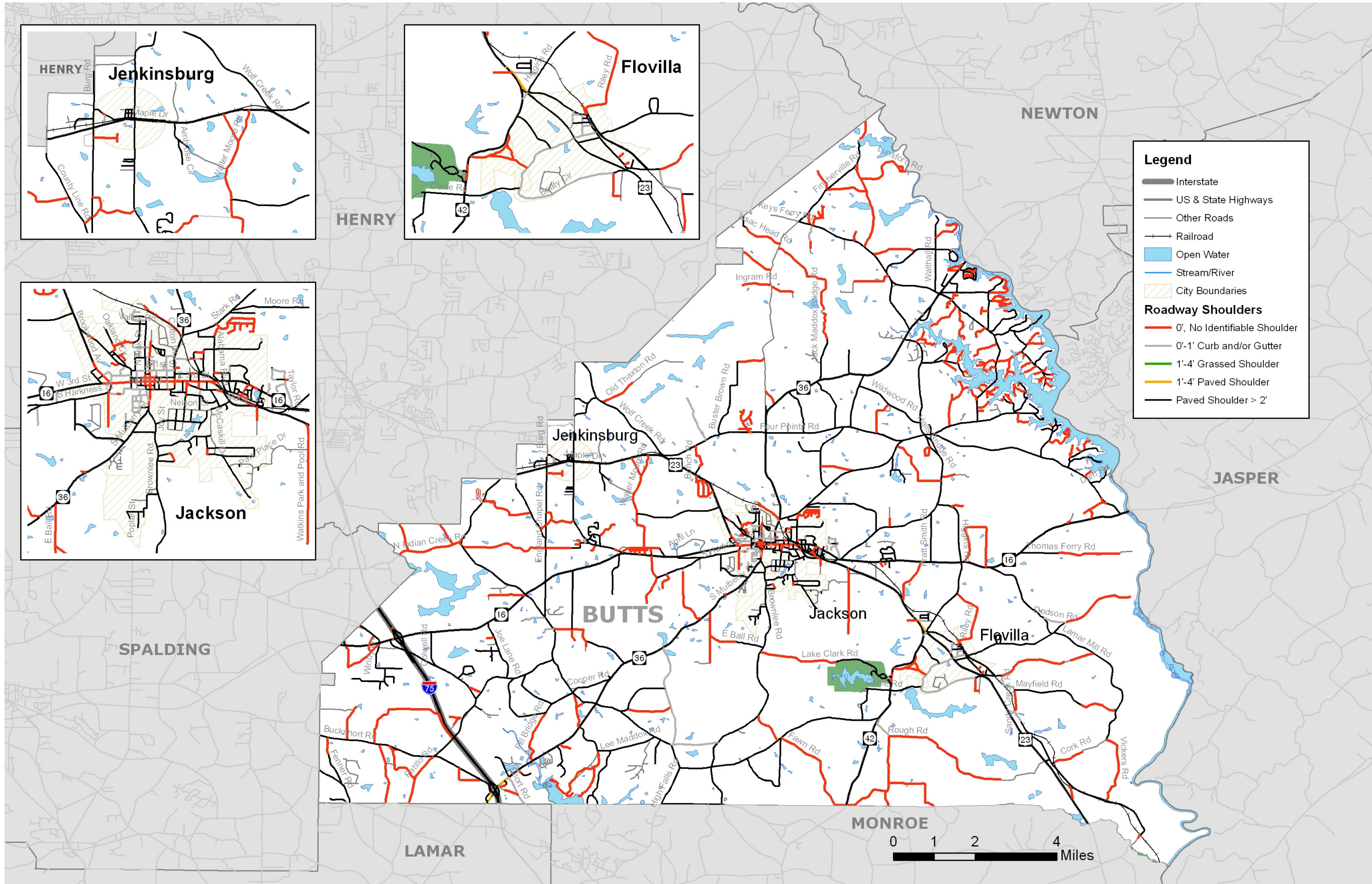




**Butts County Roadway Lanes**

Figure No: 11.2





**Butts County Roadway Shoulders**

Figure No: 11.3

## 11.4 Roadway Surface Type

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

### Paved Roads

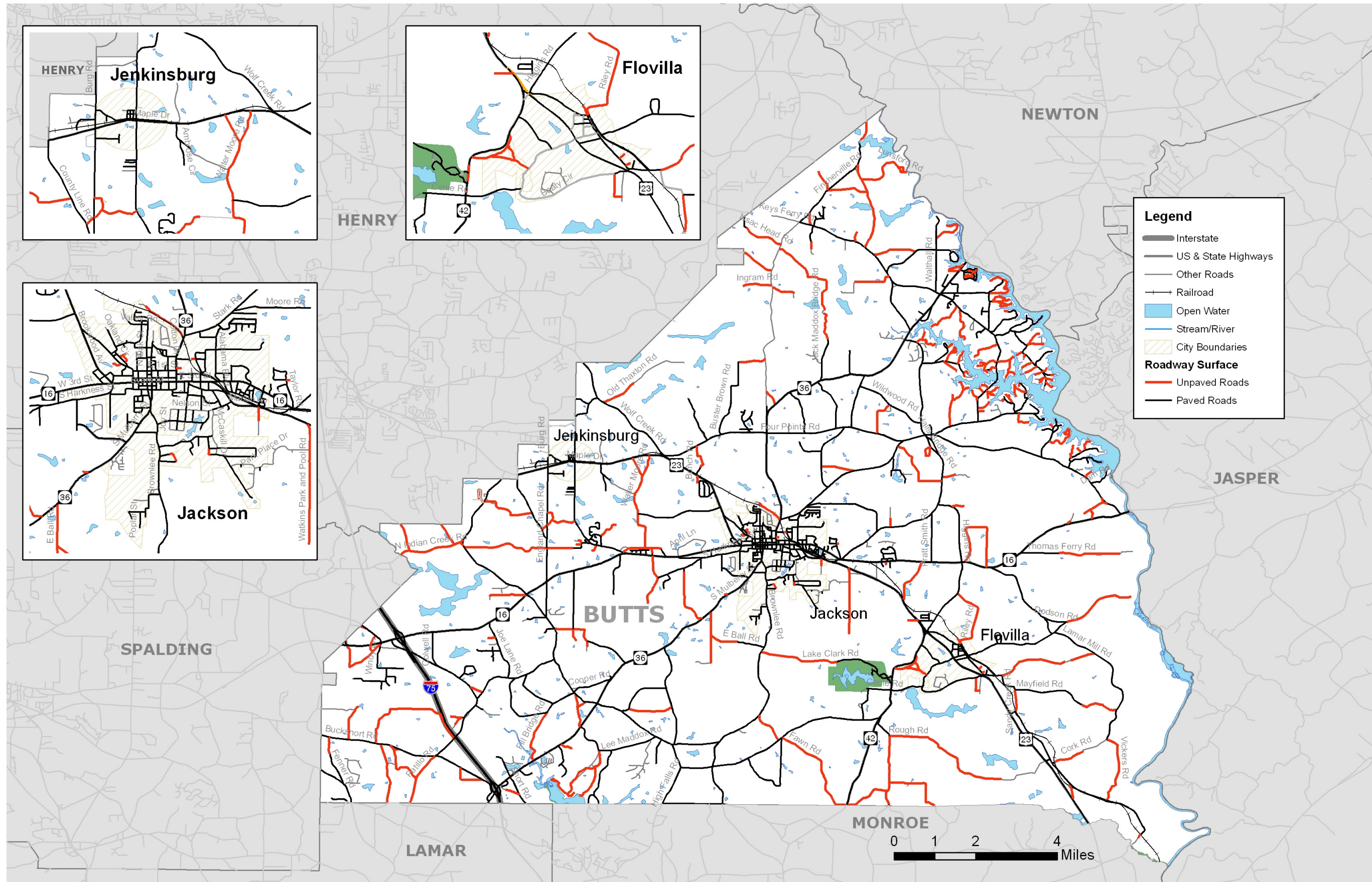
- **High Rigid** - Portland cement concrete pavements with or without bituminous surface if less than one inch.
- **High Flexible** - Mixed bituminous penetration road on a rigid or flexible base with a combined (surface and base) thickness of seven inches or more. Includes any bituminous concrete, sheet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

### Unpaved Roads

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

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





**Butts County Roadway Surface Type**

Figure No: 11.4

## 12.0 Roadway Operating Conditions

A travel demand model was developed to assist in the evaluation of existing and future travel conditions throughout the 3-County Region. More detailed information regarding the model and model development process is presented in the *Butts, Jones and Monroe Counties Model Documentation Technical Memorandum, August 2008*. The key output from the travel demand model is the daily volume to capacity ratio for each roadway segment. Each volume to capacity ratio corresponds to a level of service based on accepted methodologies from the 2000 Highway Capacity Manual. Existing (2006), interim year (2015) and future (2035) operating conditions for the study are summarized in the following sections.

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

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

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

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

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

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

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

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

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

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

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

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

$V/C > 1.00$  = LOS F.



## 12.1 Existing Operating Conditions

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

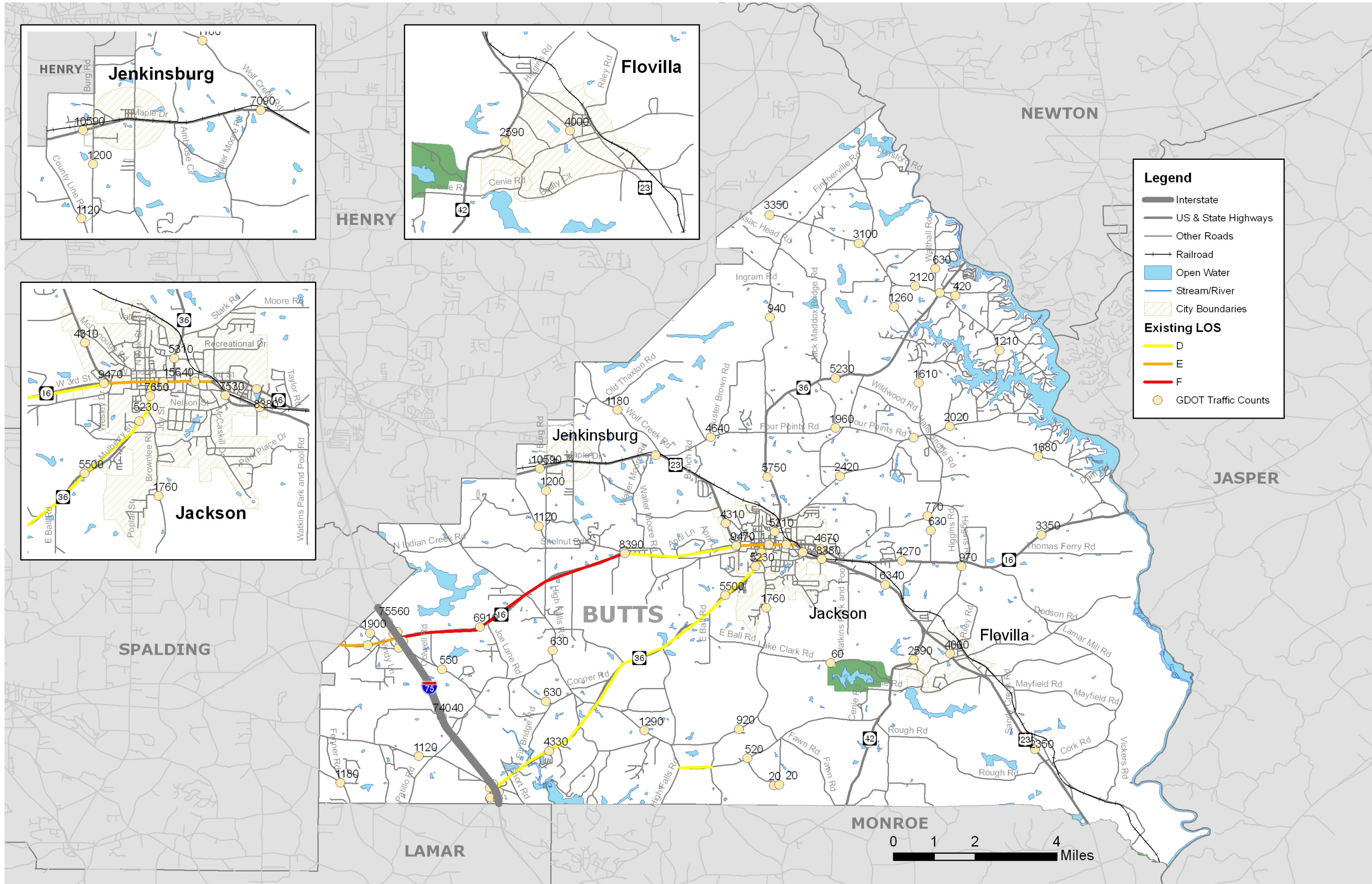
The existing analysis shows that six segments currently operate daily at or below LOS D. Table 12.1 displays the deficient roadway segments with the LOS for daily operating conditions. Figure 12.1 displays the existing LOS for Butts County.

**Table 12.1**  
**Existing (2006) Deficient Segments**

Roadway	From	To	Volume <sup>(1)</sup>	V/C	LOS
SR 16	Spalding County Line	I-75	10,999	0.89	E
SR 16	I-75	Shiloh Rd	13,998	1.02	F
SR 16	Shiloh Rd	US 23 (N)	10,486	0.77	D
SR 16	US 23 (N)	US 23 (S)	12,110	0.93	E
SR 36	I-75	SR 16	11,200	0.76	D
Mt Vernon Church Rd	High Falls Rd	Brownlee Rd	6,334	0.75	D

(1) - Two-way volumes

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



**Butts County Existing Daily Deficient Segments**

Figure No: 12.1

## 12.2 Future Operating Conditions

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

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

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



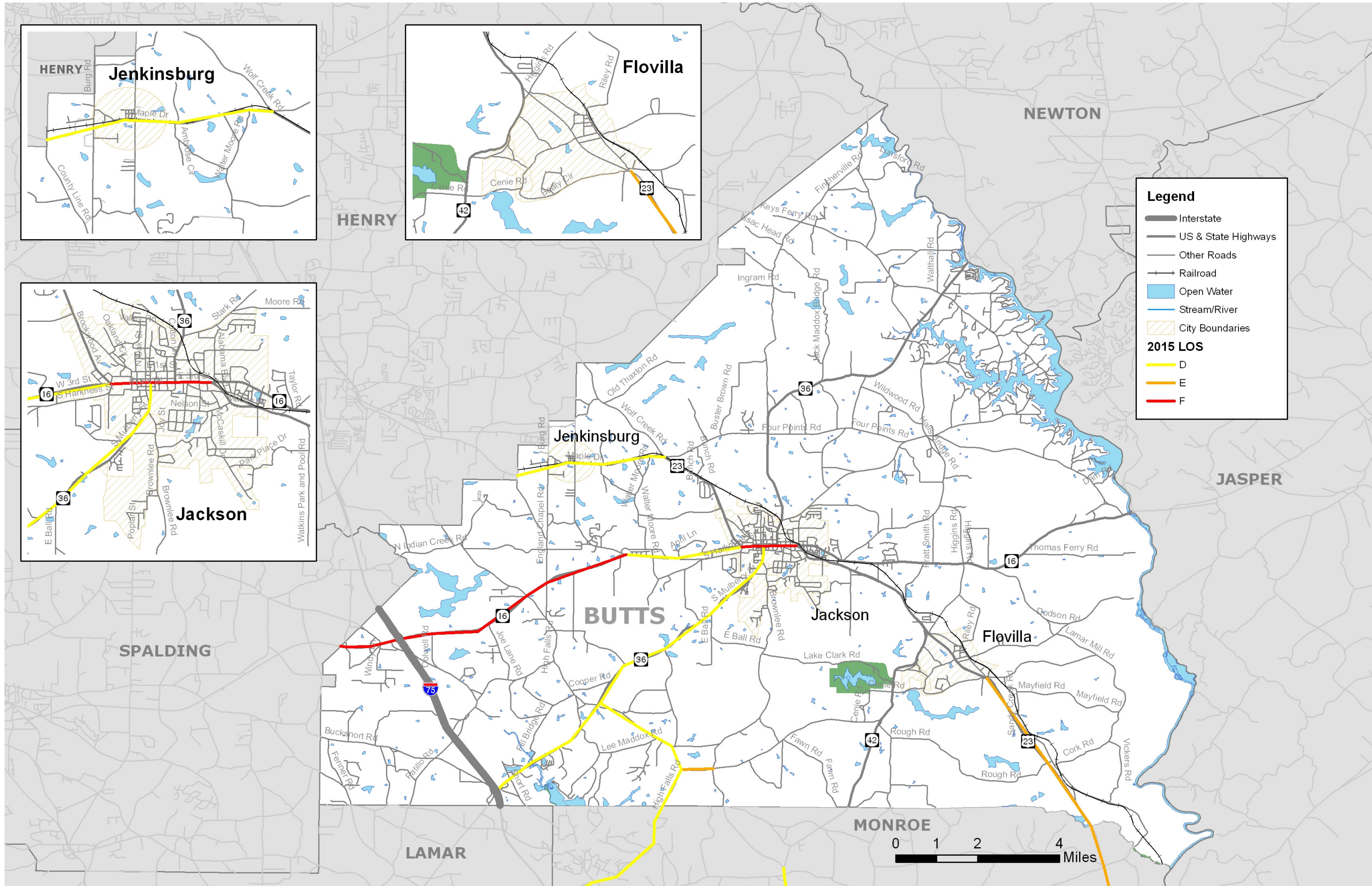
**Table 12.2.1**  
**2015 Deficient Segments**

Roadway	From	To	Volume <sup>(1)</sup>	V/C	LOS
SR 16	Spalding County Line	I-75	14,827	1.00	F
SR 16	I-75	Shiloh Rd	15,336	1.10	F
SR 16	Shiloh Rd	US 23 (N)	9,986	0.75	D
SR 16	US 23 (N)	US 23 (S)	12,950	1.01	F
SR 36	I-75	SR 16	12,652	0.83	D
US 23	Henry County Line	Wolf Creek Rd	11,374	0.75	D
US 23	Lower Floritta Indian Springs Rd	Monroe County Line	10,037	0.85	D
High Falls Rd	SR 36	Monroe County Line	8,392	0.80	D
Mt Vernon Church Rd	High Falls Rd	Brownlee Rd	7,120	0.85	D

(1) - Two-way volumes

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

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



**Butts County 2015 Daily Deficient Segments**

Figure No: 12.2.1

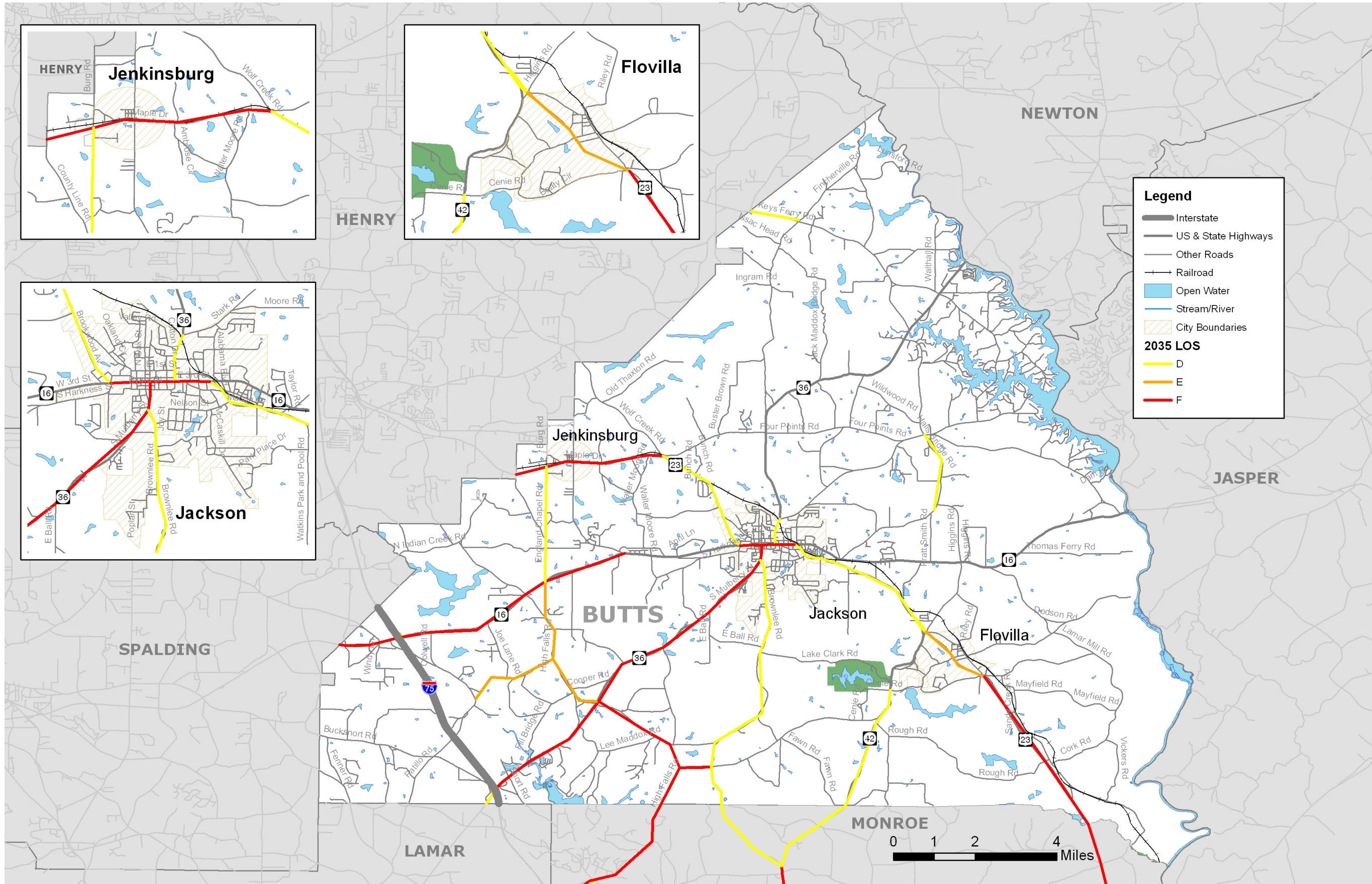
**Table 12.2.2**  
**2035 Deficient Segments**

Roadway	From	To	Volume <sup>(1)</sup>	V/C	LOS
SR 16	Spalding County Line	I-75	25,503	1.68	F
SR 16	I-75	Shiloh Rd	18,509	1.28	F
SR 16	US 23 (N)	US 23 (S)	12,442	1.07	F
SR 36	Lamar County Line	I-75	15,997	0.82	D
SR 36	I-75	SR 16	15,629	1.03	F
Brownlee Rd	SR 36	Monroe County Line	8,931	0.81	D
US 23	Henry County Line	Wolf Creek Rd	17,393	1.14	F
US 23	Wolf Creek Rd	SR 16	10,547	0.74	D
US 23	SR 16	Higgins Rd	10,074	0.73	D
US 23	Higgins Rd	Lower Floritta Indian Springs Rd	13,302	0.89	E
US 23	Lower Floritta Indian Springs Rd	Monroe County Line	16,063	13.2	F
England Chapel Rd	US 23	SR 16	11,107	0.84	D
High Falls Rd	SR 16	SR 36	12,543	0.97	E
High Falls Rd	SR 36	Monroe County Line	12,012	1.05	F
Kinards Mill Rd	High Falls Rd	Colwell Rd	9,377	0.85	D
Keys Ferry Rd	Henry County Line	Fincherville Rd	8,550	0.78	D
Halls Bridge Rd	Stark Rd	Higgins Rd	7,133	0.71	D
SR 42	Cenie Rd	Monroe County Line	9,603	0.83	D
Mt Vernon Church Rd	High Falls Rd	Brownlee Rd	9,253	1.12	F

(1) - Two-way volumes

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





Butts County 2035 Daily Deficient Segments

Figure No: 12.2.2

### 13.0 Citizen and Stakeholder Input

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

**Table 13.0 Study Advisory Group – Butts County**

Opal Greene Trucks, Inc.	Steven Lease Butts County Planning	Lynda White Butts County Board of Education
Robert Hiatt McIntosh Trail RDC	Lou DuFresne Jackson Lakes Homeowners Association	Joe Blankenship Butts County Board of Education
Christy Taylor Butts County Planning	Christy Anderson Jones Petroleum	Jeannie Brantley McIntosh Trail RDC
Jane Welchel Middle Georgia Community Action Agency	Bart White Industrial Development Authority	Perry Ridgeway City of Jackson
Romela Freeman City of Flovilla	Dr. Van Whaler Butts County Administrator	

### 13.1 Butts County Citizen & Stakeholder Meetings

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

**Table 13.1 Butts County Meetings**

Meeting Type	Date	Location
County Issues Discussion	07/25/07	Butts County Government Center
Study Advisory Group	10/01/07	Butts County Commissioners Meeting Room
Public Meeting #1	10/16/07	Butts County Commissioners Meeting Room
Study Advisory Group #2	04/08/08	Butts County Commissioners Meeting Room
Public Meeting #2	04/29/08	Butts County Commissioners Meeting Room

## 13.2 Butts County Citizen & Stakeholder Input

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

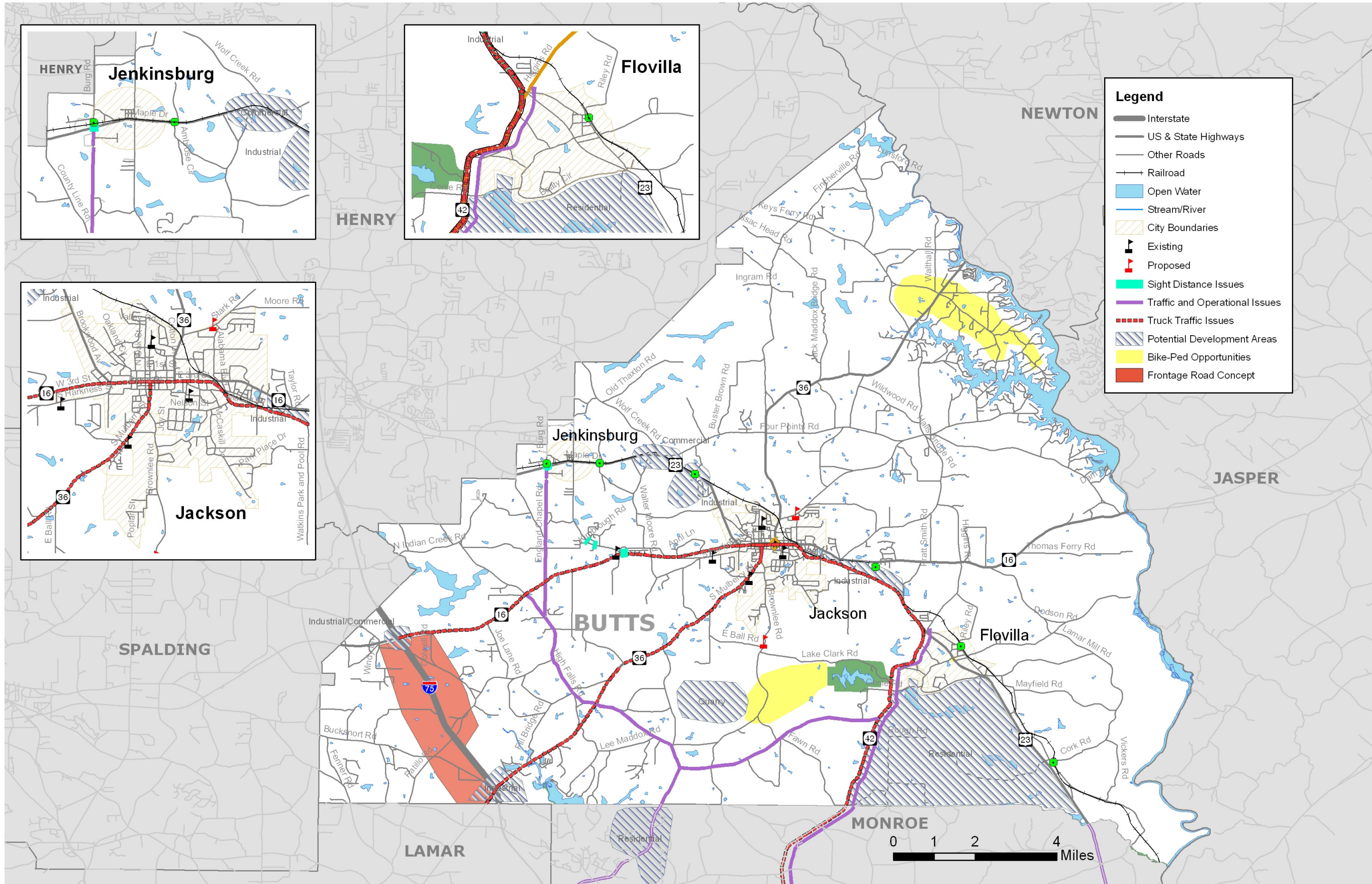
**Table 13.2 Citizen & Stakeholder Input**

Transportation & Growth
<ul style="list-style-type: none"> <li>● Growth pressures from north and south resulting from increases in population and employment in the Atlanta and Macon metro areas.</li> <li>● Major residential development proposed for south of Flovilla.</li> <li>● A new rock quarry is located south of Jackson, east of SR 36.</li> <li>● 1 million square feet of industrial use planned near Jackson, along SR 16 and SR 23.</li> <li>● 300 acres off of Wallace Road zoned industrial ripe for development.</li> <li>● Industrial development coming to I-75 interchange at SR 36 and Short Road.</li> <li>● Collwell Road development expected; connection to SR 16 and a future interchange with I-75 is proposed frequently.</li> <li>● Commercial and industrial proposed between Jenkinsburg and Jackson near Wolf Creek Road.</li> <li>● New subdivision proposed along SR 23 near bunch Road.</li> </ul>
Roadway and Operational Improvements
<ul style="list-style-type: none"> <li>● SR 42 has congestion and high traffic volumes; it serves as an alternate route to I-75 when incidents occur which causes severe congestion.</li> <li>● SR 16 - High truck traffic interferes with quality of life in downtown area. The interaction between truck traffic and school operations (i.e. pedestrians and buses) makes safety a concern.</li> <li>● SR 36 - Potential one-way pair concept in future in Jackson; High truck traffic interferes with quality of life on downtown</li> <li>● High Falls Road is county maintained and will need improvement in future, has high traffic and serves as a cut through from SR 16 to SR 36</li> <li>● Roads in southern part of county that connect growth areas south of Flovilla to I-75 will need improvement</li> <li>● Griffin Tech to Old Bethel Road may be logical location for a north bypass around Jackson</li> <li>● Due to a bridge being out, some property has no access to another road without first crossing a railroad track: locations include Cork Road, Lamars Mill, Mt. Pleasant Church Road</li> </ul>
Intersection Improvements
<ul style="list-style-type: none"> <li>● SR 42 and England Chapel Road and Burg Road – poor intersection design.</li> <li>● SR 42 and Shiloh Road – sight distance.</li> <li>● SR 16 at Honeysuckle Lane – sight distance.</li> <li>● SR 16 and Shiloh Road – sight distance.</li> <li>● SR 16 and Old Higgins – sight distance.</li> <li>● SR 36 and Fincherville Road – bad angle.</li> <li>● SR 42 and Cenie Road (near Indian Springs) - tight intersection.</li> </ul>



<ul style="list-style-type: none"> <li>• Old Bethel / 4-Points Road @ Stark – needs wider travel lanes; this is a major connection between SR 42 and the lake area.</li> <li>• Keys Ferry from Henry County southeast to SR 36 – lanes were made wider in 2005; this is a temporary solution for a high growth area.</li> </ul>
<b>Bicycle and Pedestrian</b>
<ul style="list-style-type: none"> <li>• Dauset Trails is popular mountain biking area, privately-owned, located southwest of Indian Spings near the new Rock Quarry – additional sidewalks or bike lane connections are desired.</li> <li>• Indian Springs is working on a master plan to connect to Dauset Trail to High Falls Road area – greenspace committee developed a bike/ped plan.</li> <li>• In general, County lacks sidewalks and there is mixed opinion about citizen's desire.</li> <li>• Sidewalks needed in subdivision in northeast Butts, near SR 36 and Ocmulgee River.</li> <li>• TE funding to connect pedestrians on SR 42 to historic McIntosh Trail.</li> <li>• Barnetts Bridge – need for improved walking facilities.</li> <li>• Sidewalk expansion is complicated by maintenance responsibility issues.</li> <li>• Need for new recreation facility in area west of Jackson.</li> <li>• Facilities for bicycle and pedestrian use are desired along the Ocmulgee River.</li> </ul>
<b>Public Transportation</b>
<ul style="list-style-type: none"> <li>• 5311 Program is managed by the McIntosh Trail RDC.</li> </ul>
<b>Freight &amp; Rail</b>
<ul style="list-style-type: none"> <li>• Truck traffic issues in downtown areas such as pedestrian safety, damage to curbs and sidewalks, conflict with cars at intersections.</li> <li>• RR crossing safety and congestion associated with trains blocking crossings.</li> </ul>
<b>Aviation</b>
<ul style="list-style-type: none"> <li>• Butts County currently does not have an airport; Regional Airport in study phase by Governor' Office.</li> </ul>

Figure 13.1 graphically displays the citizen and stakeholder comments.



Butts County Citizen & Stakeholder Input

Figure No: 13.1



## 14.0 Goals and Objectives

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

### 14.1 Background

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

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

### 14.2 Methodology

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

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



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

**Table 14.2**  
**Applying the SAFETEA-LU Planning Factors**

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

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

Source: SAFETEA-LU Users Guide

### 14.3 Consistency with Other Planning Documents

In addition to SAFETEA-LU, goals and objectives should also be consistent with other state and local plans, such as local comprehensive plans and regional policy plans. In this way, the goals and objectives of the LRTP support the planning efforts of local governments and agencies. In particular, emphasis was placed on the 2007 Comprehensive Plan Update for Butts County. Key transportation related goals, objectives and strategies from Butts County’s most recently adopted Comprehensive Plan include:

- The County must continue to pursue the development of the South Jackson Truck Route and review future development around the road to resolve the problems of congestion and truck traffic in downtown Jackson.

- Continued monitoring of traffic counts and annual update of level of service analyses, particularly for Highways 16 and 36 for both traffic and development control.
- Possible new access roads and/other improvements within the I-75 corridor.
- Improved communication and planning between the Planning and Zoning Department, the Road Department and the Georgia Department of Transportation.
- Monitor performance and needs of existing public transportation program.
- Gather information from other communities that have been recently added to Atlanta Metropolitan Planning Areas; Report outlining lessons learned and what Butts County can do in preparation for such designation.
- Assessment of railroad needs from local businesses; Confirmation of projected railroad service available through the planning period.
- Monitor development of passenger rail service within the region; Develop study of public transportation services providing connection from Butts County to rail stations.
- Continue to assist with the feasibility studies for a regional airport along the I-75 corridor.
- There is considerable need for more sidewalks, pedestrian paths and consideration for alternate modes of transit for Butts County residents.
- Possibility of a transportation and access plan for Butts County, analyzing the existing and potential routes for connecting key origins and destinations within the county.

**Goal: *To ensure that public facilities in Butts County have the capacity to support and attract growth and development and maintain and enhance the quality of life of Butts County residents.***

**Objectives:**

*The County should develop a Transportation Plan* Butts County should create a formal transportation plan for guiding improvements, coordinating requests of new development and communication with the Georgia Department of Transportation. This plan should be done in coordination with neighboring counties to ensure of compatibility.

*Feasibility studies for special transportation projects* Butts County should perform (continue with) several advanced studies concerning the prospects for a regional airport, for supporting passenger rail service and for long range provision of public transportation. These studies should examine the proposed land use strategies and system improvements to identify specific needs for each type of transportation.

*Annual transportation planning forum* To improve communication with the DOT and among local departments, the County should regularly hold a planning forum to review transportation needs and outline actions needed to support planned improvements.



## 14.4 Goals and Objectives

Based on input from County officials and local stakeholders, the following goals and objectives were established for the Butts County Multi-Modal Transportation Plan to guide the transportation decision-making process:

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

- Objective 1.1: The Long Range Transportation Plan shall be reviewed annually in conjunction with the annual project priority listing to evaluate the impact of any changes in the future land use element of the local government Comprehensive Plans, approved during the previous year, on the overall transportation system.*
- Objective 1.2 Identify roadway linkages between major travel destinations such as downtown areas and residential areas that are operating, or will operate, below acceptable minimum levels of service and develop transportation and land use strategies to overcome these conditions.*
- Objective 1.3 Coordinate transportation and land use decision-making to encourage viability of alternative modes.*
- Objective 1.4 As development is permitted, review the impact to the transportation system to ensure mobility is protected as parcel level development occurs.*

### **Goal 2: Enhance countywide mobility through improved roadway connectivity**

- Objective 2.1 Identify potential projects that provide key linkages between existing roadway facilities and/or improve linkages by upgrading existing facilities on a grid-like system.*
- Objective 2.2 Existing and future roadway deficiencies, based on level of service standards, shall be addressed through solutions that connect, as well as enhance, existing roadways.*

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

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

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

- Objective 4.1 Reduce transportation related accidents, injuries, and deaths through regular analysis of high crash locations and identification of safety related funding streams.*
- Objective 4.2 Identify projects that address high crash locations and other safety related issues.*

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

- Objective 5.1 Ensure that funding is established for bicycle and pedestrian improvements identified in the Long Range Transportation Plan.*
- Objective 5.2 Develop and review annually the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP) to provide for public transit and Paratransit.*
- Objective 5.3 Coordinate transportation and land use decision making to ensure viability of alternative modes.*
- Objective 5.4 Update the Long Range Transportation Plan a minimum of every five years to evaluate and provide for future needed transportation system links within the County.*

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

- Objective 6.1 Improve the environmental quality of transportation decision-making by incorporating context sensitive solutions principles in all aspects of planning and the project development process.*
- Objective 6.2 Consider the overall social, land use compatibility, economic, energy, and environmental effects when making transportation decisions.*
- Objective 6.3 Identify potential environmental impacts early on in the transportation decision-making process to protect significant natural and cultural resources.*

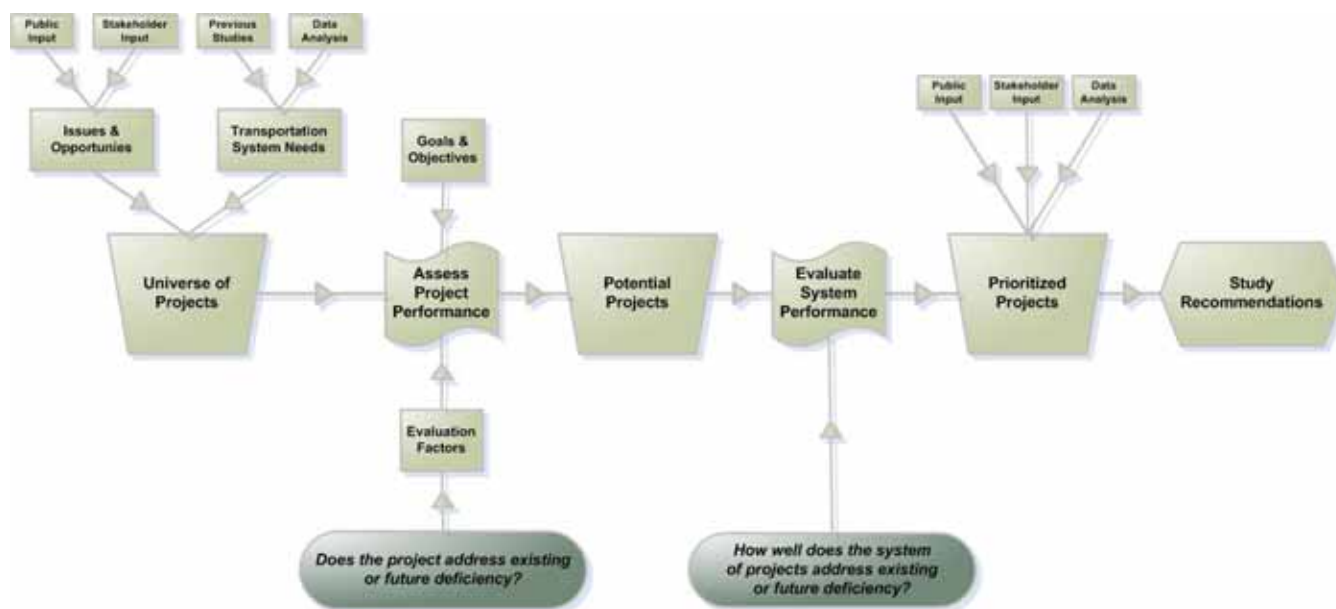
## 15.0 Improvement Development Process

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

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

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

**Figure 15.0 Transportation Improvement Development Process**



### 15.1 Deficient Roadways

Using the travel demand model developed as part of this study, future traffic volumes were forecasted and analyzed. This analysis revealed that the existing roadway network generally serves Butts County well through the year 2015. However, by year 2015, the roadway sections from I-75 to downtown Jackson, on both State Route 16 and 36 begin to



experience travel speeds that are well below the posted speed and considerable intersection delay. As documented in Section 12.2, the 2035 operational analysis reveals several roadways begin to perform below the acceptable level of service.

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

- High Falls Road from Mt. Vernon Church Road to US 23
- US 23 from High Falls Road to SR 16
- US 23 from SR 16 to Monroe County Line
- High Falls Road from Monroe County Line to Mt. Vernon Church Road
- Brownlee Road from Mountain View Rd to Monroe County Line
- SR 16 from Spalding County line to I-75 Interchange
- Hall's Bridge Road from Stark Road to Pratt Smith Road
- SR 42 from the Monroe County Line to Mount Vernon Church Road
- Kinards Mill Road from Colwell Road. to High Falls Road
- Colwell Road from Bucksnot Road to Steve Harness Road/I-75
- Keys Ferry Road from Henry County Line to Fincherville Road
- Colwell Road from SR 16 to Mattie Thomason Road
- SR 16 from Imagene Goff Road to US 23/SR 42
- SR 16 from US 23/SR 42 to SR 16/US 23
- Higgins Road from Riley Road to SR 16
- SR 36 from I-75 to SR 16

Additionally, review of the existing roadway typical sections revealed several of the facilities in the County do not meet the ideal typical section of 12-foot lanes with 2-foot paved shoulders. Key corridors were selected for operational improvements based on traffic volumes and input from the Study Advisory Group. These corridors include:

- Mt. Vernon Church Road from High Falls Road to SR 42
- SR 42 from Mt Vernon Church Rd to US 23
- Stark Road from Four Points Rd to Barnetts Bridge Rd

## 15.2 Bicycle and Pedestrian Improvements

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

commercial areas was examined carefully to identify locations where sidewalk placement would be beneficial.

Bicycle facilities are not prevalent in Butts County. There are several local roads with low traffic volume suited for bicycle riding and Dauset Trails provides bicycle trails for recreation. Butts County is in need of a connected and continuous bicycle route system. Several local plans identify potential facilities. All local plans were considered in making recommendations for additional bicycle facilities. Focus was given to providing connectivity between activity centers and recreational destinations. Suggested improvements are included in Table 15.6 later in this section.

### 15.3 Public Transportation Improvements

#### 15.3.1 Transit

Butts County participates in the Section 5311 Rural Transportation Program which is administered by the McIntosh Trail Regional Development Center (MTRDC). The Council on Aging for McIntosh Trail, Inc. is the third party provider for the service to transport the county's residents to a variety of shopping, medical, educational, employment, and social destinations. Service statistics for the fiscal year ending June 2007 indicate that the majority of the program's passengers are elderly (86%) and minority (59%). The Council on Aging is also the county's contracted provider of transportation services for residents who are clients of the Georgia Department of Human Resources (DHR) Division of Aging Services (DAS), Division of Family and Children Services (DFCS) and the Division of Mental Health, Developmental Disabilities, and Addictive Diseases (MHDDAD). Service statistics for the same fiscal year show that the majority of DHR trips are made for MHDDAD clients (51%) followed by elderly clients (43%).

Butts County's 5311 Rural Transportation Program operates one van which provides over 5,000 one-way trips per year. The program, however, is underutilized by its citizens as only 14% of 2007 trips were requested by and made for county residents who are not DHR-services-eligible. The remaining 86% of the trips on the 5311 van were made for DHR clients (the Council on Aging also operates two additional vans solely for DHR clients in the county). Both the GDOT District Three Office and DHR Region Four Transportation Office report there is need for transportation by residents who are not DHR-services-eligible to access jobs and training and to make trips to medical appointments and treatments, child care, pharmacies, grocery stores and the like. The GDOT District Three Office and the MTRDC have both stated that the 5311 Program is in need of additional marketing efforts to publicize the service, its hours, and its cost to residents to bridge the gap between the service available and the public who needs it.

As seen in the ridership statistics above, Butts County seniors are major users of both rural transit and DHR transportation services. Federal funding for the DHR Division of Aging, however, was significantly cut statewide in 2007. This will greatly reduce transportation services for Butts County's elderly residents who are DAS clients, beginning July 2008. These cuts are problematic for Butts County, in particular, as the county's demand for transportation services for seniors will continue to increase in coming years. Butts County

is expected to experience a 327% increase in elderly population between the year 2000 and 2025, with projections showing an increase from 1,994 seniors in 2000 to 8,506 by 2025 (Butts County Comprehensive Plan 2005 – 2025). The McIntosh Trail RDC has expressed that while the current 5311 program meets existing demand, the program may need to be expanded in the future to accommodate the anticipated growth of elderly population. The RDC is planning to conduct a transportation services study in 2008 that focuses on Butts County.

A new Federal Transit Administration (FTA) program, the Section 5317 New Freedom Program, will be available to Georgia counties in 2008 and an application was submitted in May. This grant-based program is designed to provide transportation services for the elderly and the disabled that address specific service gaps identified in each DHR Region's Human Service Transportation Coordination Plan. The DHR Region Four Plan, completed in May 2007, identified a number of service gaps in Butts County and in the overall region. These include the need for transportation to medical, mental health and substance abuse centers; to pharmacies and grocery stores; to access life essential and/or preventative goods and services; and for transportation above and beyond the weekly 5311 services hours and services that cross geographic boundaries. The Region Four Office submitted an application for Section 5317 funding in May of 2008.

Another new FTA program, the Section 5316 Job Access Reverse Commute Program (JARC) also starts up in Georgia in 2008 and an application was submitted in May. This grant-based program provides funding for transportation services to and from employment centers. The program could potentially address the need by many Butts County residents for transportation to training and better-paying jobs outside of the 5311 rural transit service boundaries. For example, the program could be used to provide fixed-route transportation to and from employment centers in Griffin, McDonough, and Macon. It could also potentially benefit residents who receive work support services from DFCS by offering transportation to jobs and training once their six-month DFCS services expire. The Region Four Office submitted an application for Section 5316 funding in May of 2008.

### Recommendations

- Working with the MTRDC and the Council on Aging, increase publicity of the 5311 Rural Transportation Program. Post service hours of operation, costs, and reservation requirements on the Butts County website. Place flyers at shopping centers, employment centers, day care centers, and schools and training facilities to increase use of the service.
- Participate with the MTRDC on its transportation study for Butts County in 2008 to address the county's elderly, disabled, and general population existing and future transit needs.
- The Study Advisory Committee identified developing better public transportation services for seniors and the disabled as a high level of importance in 2035. In light of federal funding cuts to the DHR Division of Aging Services and the county's elderly



population projections, assess and address future transportation needs of the growing elderly population and plan appropriate 5311 program services to meet this need.

- Identify appropriate county personnel to participate in the DHR Region Four Regional Transportation Coordination Committee (RTCC) to better ensure that the transportation needs and interests of Butts County citizens are addressed. DHR Region Four has expressed the desire for greater involvement by local governments in its RTCC, the transportation planning arm for each DHR region. Local government participation would allow DHR to better understand, plan for, and respond to the needs of each county's citizens and to be better equipped to respond in a timely fashion to funding opportunities that arise (such as the 5317-New Freedom and 5316-JARC Programs).
- Work with the MTRDC and the DHR Region Four Office and its RTCC to analyze the benefits, costs, and possible future application/implementation of the Section 5316 JARC program in Butts County to address employment transportation needs.

### 15.3.2 Commuter Options

Butts County has a well-established commuting pattern between the county and the Atlanta region. Its close proximity to Henry County allows relatively convenient access to the Georgia Regional Transportation Authority (GRTA) express bus service which operates out of the McDonough Park and Ride Facility located at Exit 218 off of I-75 (15 minutes north of Butts County). In addition, a number of vanpools, employer provided van services, and informal carpools have been organized in Butts County, many of which utilize various locations along 3<sup>rd</sup> Street in Jackson as informal park and ride lots.

The McIntosh Trail RDC has expressed the need for increased transit options between the county and the Macon and Atlanta regions. Butts County does not have a GDOT Rideshare lot to provide a free parking facility for any organized or informal carpooling or vanpooling within county boundaries. The RDC feels that a park and ride lot could increase north and south ridership numbers to Atlanta and Macon.

#### Recommendations

- Coordinate with GDOT to assess the need and potential location for a park and ride facility in the Jackson area and along I-75 to accommodate carpooling, vanpooling, corporate van services, and links to regional bus service. Potential locations include SR 16 at I-75, SR 16-Third Street in downtown Jackson, and SR 36 in downtown Jackson.

### 15.3.3 Commuter and Intercity Rail

The Georgia Rail Passenger Program (GRPP) proposes long-range commuter and intercity rail transportation options in close proximity to Butts County. The commuter rail service will offer daily home-to-work trips between Atlanta and Macon. Phase one will implement a route between Atlanta and Lovejoy; phase two will extend the line to Hampton and Griffin,

and the final phase will complete the 103 mile segment with stops in Barnesville, Forsyth, Bolingbroke, and Macon. Intercity rail service will offer two to three trains per day between Atlanta, Griffin, and Macon with trains traveling at higher rates of speed and with fewer stops to minimize travel time.


### Recommendations

- Expand transit services to provide/enable/encourage use of the passenger rail service by county citizens. Provide methods to facilitate transportation (via vans, buses, vanpools, carpools, etc.) between households to the terminals in Griffin, Hampton, and Forsyth and to park and ride facilities.

## 15.4 Freight & Rail Improvements

Norfolk-Southern railroad operates approximately 50 trains per day through Butts County, traversing 21 miles of track and 42 railroad crossings. Forty-one of these are “at grade” crossings and one is an overpass (railroad crosses over the road).

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

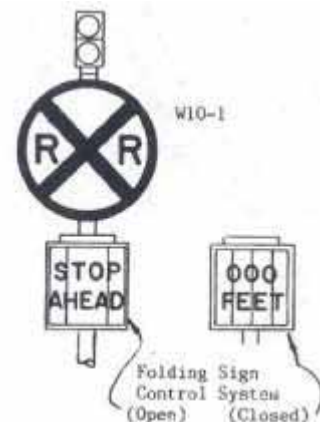
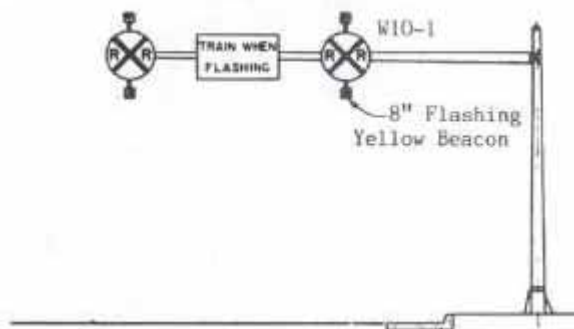
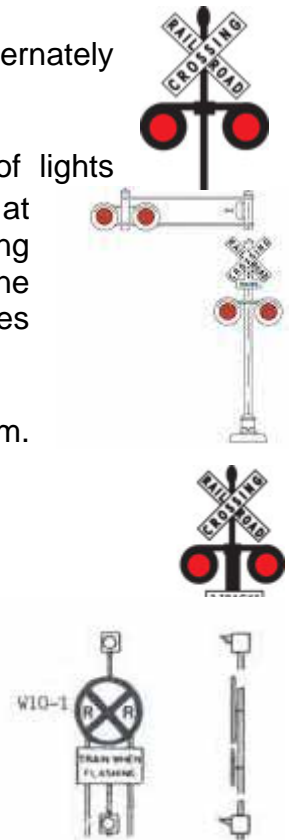
- Highway-Rail Grade Crossing Crossbuck Signs - the white crisscrossed sign with RAILROAD CROSSING in black lettering. These are required in each highway approach to every highway-rail grade crossing, either alone or in combination with other traffic control devices. 
- Stop and Yield Signs - formerly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



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

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

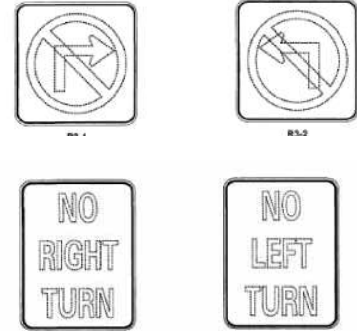
- Flashing-Light Signals - two red lights in a horizontal line flashing alternately at approaching highway traffic.
- Cantilever Flashing Light Signals - additional one or two sets of lights mounted over the roadway on a cantilever arm and directed at approaching highway traffic. Supplemental to the standard flashing light, used frequently on multi-lane approaches, high speed, two lane highways, roads with a high percentage of trucks or where obstacles obstruct visibility of standard flashing lights.
- Automatic Gates - consisting of a drive unit and gate arm. Supplemental to flashing and cantilever lights.
- Additional Flashing Light Signals - used for additional approaches to active highway rail grade crossings. These lights can be mounted on existing flashing light masts, extension arms, additional traffic signal masts, cantilever supports, and in medians or other locations on the left side of the road.
- Active Advance Warning Signs with Flashers - a train activated advance warning sign, considered at locations where sight distance is restricted on the approach to a crossing and the





flashing light signals can not be seen until an approaching driver has passed the decision point. Two amber lights can be placed on the sign to warn drivers in advance of a crossing where the control devices are activated. The continuously flashing amber caution lights can influence driver speed and provide warning for stopped vehicles ahead.

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



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

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

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

### Specific Rail Recommendations

The Study Advisory Group (See Table 13.0, page 72, for SAG members) has stated that dealing with problems associated with railroad crossings is of high importance today and in 2035. There is particular concern over the limited railroad crossing points between Macon and Locust Grove and how this hinders and causes delays in emergency vehicle access. Given the input provided by the project Study Advisory Committee, the public, the procedures outlined above and, and from analysis of the existing rail crossing and accident data, several Butts County crossings have been identified for further examination by GDOT. Each of these is discussed below.

#### **Jenkinsburg**

- 1) Bunch Road (Crossing #718446U) – The Stakeholder Advisory Committee has expressed concern over accidents and safety at this crossing. Bunch Road forms an oddly configured intersection with SR 42 at this crossing.

##### Recommendation

Review crossing with GDOT Railroad Crossing Manager to incorporate additional markings and signage. Place advance warning signs on Bunch Road and advance warning signs and pavement markings on both SR 42 approaches. Mark and sign permitted movements through the intersection.

- 2) Wolf Creek Road/Old Bethel Road at SR 42 (Crossing #718443Y) – The Study Advisory Committee has identified this crossing as high priority for improvements to handle increased traffic from new development. The crossing is currently equipped with crossbucks, gates, and flashing lights.

##### Recommendation

Identify a project for a new intersection design at this crossing. In the interim, add advance warning signs and pavement markings on Wolf Creek Road and on Old Bethel Road. Review and submit long-term and interim requests to GDOT.



*New development is expected to increase traffic at the Wolf Creek Road/Old Bethel Road rail crossing.*

- 3) The Study Advisory Group (see Table 13, p. 72, for Study Advisory Group members) has expressed that train standing is a problem at a number of crossings in Jenkinsburg.

Recommendation

Report train standing problems to the Federal Railroad Administration at:  
Phone: 404-562-3800; Hot Line: 1-800-724-5993; [www.fra.dot.gov](http://www.fra.dot.gov).

**Jackson**

- 1) Covington Street/SR 36 (Crossing #718448H) – This crossing has the highest average daily traffic count in the county and experiences accidents. It is currently equipped with crossbucks, gates, and flashing lights. Train detection circuitry upgrades to this crossing are currently programmed and in progress.

Recommendation

Review crossing with the GDOT Railroad Crossing Manager to add advance warning signs and pavement marking on northbound approach. The southbound approach is currently equipped with these features.

- 2) Benton Street (Crossing #718449P) – The Benton Street crossing is equipped with crossbucks, gates, and flashing lights, yet there was an accident with a fatality in 1998. Lyon Street runs parallel to the railroad at this crossing.

Recommendation

Review crossing with the GDOT Railroad Crossing Manager to improve passive traffic control features on all approaches. Install advance warning signs on the Benton Street northbound approach and pavement markings on both the northbound and southbound approaches. Install advance warning signs on both Lyon Street approaches.

- 3) 3<sup>rd</sup> Street/SR 16 (Crossing #718450J) – The crossing at 3<sup>rd</sup> Street/SR 16 is well equipped with crossbucks, gates, flashing lights, advance warning signs, and pavement markings. The crossing is characterized as one of the most heavily traveled in the county and experiences accidents. Lyon Street runs parallel to the railroad at this crossing. Train detection circuitry upgrades to this crossing are currently programmed and in progress.

Recommendation

Review crossing with the GDOT Railroad Crossing Manager to incorporate advance warning signs on Lyon Street eastbound approach.

- 4) Bibb Station Road (Crossing #718456A) – The Study Advisory Committee has expressed concern over accidents and safety at this crossing. The crossing is currently equipped with minimal passive traffic control features (crossbucks, stop sign).



Recommendation

Review crossing with the GDOT Railroad Crossing Manager to determine if additional traffic control features are warranted.

**Flovilla**

- 1) Heard Street (Crossing #718461W) – Trucks and buses experience difficulty passing underneath this grade separated overpass.

Recommendation

Review conditions and possible upgrades with the GDOT Railroad Crossing Manager and Norfolk Southern Railroad as rail design standards for clearance range from 18 to 23 feet.



The Heard Street railroad overpass.

- 2) Cork Road (Crossing #718467M) – Cork Road becomes a dead end once it crosses the railroad due to a closed bridge. Residents living on the dead end road must cross the railroad to get from their homes into town and have no other means of access. The crossing is minimally equipped with crossbucks and a stop sign. The Stakeholder Advisory Committee has noted this crossing as a local safety concern. Up to three times per week, trains stop and block the crossing which then completely limits emergency vehicle access to the residential area. A number of elderly residents live in the inaccessible area, and one resident reported having to sleep in his car overnight as he was unable to get to his home due to a train stopped blocking the crossing.

Recommendation

- Review crossing with the GDOT Railroad Crossing Manager to incorporate accessibility improvements. Lessen the grade of the southbound approach to the railroad crossing. Install a guardrail at the steep drop off on Cork Road.

- Contact Norfolk Southern and the Federal Highway Administration to minimize train delays at this crossing and throughout the county. Norfolk Southern Railroad – Crossing Problems (800) 453-2530; Federal Railroad Administration: Phone: 404-562-3800; Hot Line: 1-800-724-5993.
  - At the county level, determine alternative means for residents to cross the railroad. Identify potential locations for a new road which can connect into an existing road with a rail crossing.
- 3) Mount Pleasant Church Road (Crossing #718468U) – This crossing has crossbucks, gates, and flashing lights. Accidents have occurred in this location. Road was recently paved so now there are no rail pavement markings.

#### Recommendation

Review crossing with the GDOT Railroad Crossing Manager to add advance warning sign on the eastbound approach and pavement marking on both the eastbound and westbound approaches.

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

#### Other Rail Recommendations

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

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

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

- Log and present an itemized list of occurrences of train standing and crossing gate malfunctions to Norfolk Southern, GDOT, and FRA as these issues are endangering citizens by limiting emergency vehicle access and interfering with school buses and trucks. Work with each of these entities to ascertain a workable course of action.
- Report train standing problems to the Federal Railroad Administration at:

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

- Limit construction of any new “at grade” highway-rail crossings. The county has a high number of these crossings which pose risk for both vehicular and pedestrian accidents. Preliminary plans are to include a grade separated crossing railroad underpass in the SR 36 new alignment project.
- GDOT offers local government incentive payments for at-grade rail-highway crossing closures, a provision of U.S. Code 23, section 130 (SAFETEA-LU section 1401(d)). The amount of the incentive grant may be up to \$7,500 to local governments for the permanent closure of public-at-grade crossings if matched by the railroad involved, for a total incentive of \$15,000. The local government receiving the incentive payment must use the portion received from the State for transportation safety improvements. Types of safety improvements include:
  - Grading, paving and drainage improvements associated with crossing removal;
  - Guardrail, barricades and barrier wall;
  - Traffic signals;
  - Highway signs;
  - Turn lanes;
  - Pavement markings;
  - Sidewalks;
  - Emergency vehicles primarily responding to highway incidents;
  - Emergency equipment (i.e. “Jaws of Life);
  - Sirens and flashing lights for emergency response vehicles;
  - Radar guns;
  - Sponsorship of a community driver’s education class.

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

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

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

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

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



## 15.5 Aviation Improvements

Butts County does not have a local airport but does have several private landing strips scattered throughout the county. Nearby small aircraft airports include the Griffin-Spalding County Airport in Griffin and Clayton County-Tara Field outside of Hampton. Commercial airport needs are met by Hartsfield-Jackson Atlanta International Airport, located south of Atlanta.

Two events occurring and ongoing in 2007 and 2008 will likely affect aviation in Butts County. The county was notified by the Governor's Office in 2007 that it is under consideration as a site for a new regional airport. Final site selection is currently being studied and determined, with additional information forthcoming. Secondly, the City of Griffin and Spalding County are jointly exploring whether to expand or relocate Griffin-Spalding County Airport. Phase one of an ongoing study has narrowed down potential relocation sites to the eastern third of Spalding County, which abuts Butts County.

### Recommendations

- To ensure county interests are met, remain involved and informed about proposed regional airport activity within the county or the relocation of the airport in neighboring Spalding County. Any future airport site will impact future development patterns and the need for transportation and public infrastructure in Butts County and would affect the area in terms of traffic, noise, and pollution.

## 15.6 Citizen and Stakeholder Input

Throughout the course of the study public comment and stakeholder input contributed significantly to the development of projects for improving travel conditions through Butts County. Projects ideas from local citizens and other stakeholders are documented in Table 15.6.

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

Table 15.6 Butts County Suggested Improvements

#	Suggested Improvement	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
1	Colwell Road development expected; connection to SR 16 and a future interchange with I-75 is proposed frequently	Butts County Staff	No	Yes – needs further analysis	An interchange at Colwell Rd does not meet the Interchange Feasibility Study density spacing requirements for a suburban interchange.	No
2	SR 42 - General congestion and high traffic volumes; acts as alternative and alleviator to I-75 when accidents occur	Butts County Advisory Committee	Yes	Yes – needs further analysis	The model supports adding capacity to SR 42 from Monroe County line to Mt Vernon Church Road.	Yes
3	SR 16 - High truck traffic interferes with quality of life on downtown; School location	Butts County Advisory Committee	Yes	Yes – historic	The model supports adding capacity to SR 16 and/or providing a bypass as a downtown alternative and this project is included in GDOT's construction work program.	Yes
4	SR 36 - Potential one-way pair concept in future in Jackson; High truck traffic interferes with quality of life on downtown.	Butts County Advisory Committee	Yes	Yes – historic	The model supports improvements to SR 36 and this project is included in GDOT's construction work program.	Yes
5	High Falls Road is county maintained and will need improvement in future, has high traffic and serves as a cut through from SR 16 to SR 36.	Butts County Staff	Yes	Yes – needs further analysis	The model supports adding capacity to High Falls Road.	Yes
6	Roads in southern part of county that connect growth areas south of Flovilla to I-75 will need improvement.	Butts County Staff	Yes	Yes – needs further analysis	The model supports widening High Falls Road. Mt. Vernon Church has been identified for operational improvements.	Yes
7	Griffin Tech to Old Bethel Road may be logical location for a north bypass around Jackson	Butts County Staff	Yes	Yes – streams, wetlands.	Analysis supports a south bypass as opposed to a north bypass.	No
8	Due to a bridge being out, some property has no access to another road without first crossing a railroad track: locations include Cork Road, Lamars Mill, Mt. Pleasant Church Rd.	Butts County Public Comment	Yes	No	Possible solutions include coordination with rail and emergency service or a new connector road.	Yes

#	Suggested Improvement	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
9	SR 42 and England Chapel Road and Burg Road – poor intersection design	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
10	SR 42 and Shiloh Road – insufficient sight distance	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
11	Shiloh Road at Honeysuckle Lane – insufficient sight distance	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
12	SR 16 and Shiloh Road – insufficient sight distance	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
13	SR 16 and Old Higgins – insufficient sight distance	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
14	SR 36 and Fincherville Road – bad angle	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
15	SR 42 and Cenie Road (near Indian Springs) - tight intersection	Butts County Advisory Committee	Yes	No	Added to recommended intersection improvement projects.	Yes
16	Old Bethel / 4-Points Road @ Stark – needs wider travel lanes; this is a major connection between SR 42 and the lake area	Butts County Advisory Committee	Yes	Yes – needs further analysis	Minor widening to the shoulders and wider travel lanes are recommended. The model does not show future deficient level of service.	Yes
17	Keys Ferry from Henry County southeast to SR 36 – lanes were made wider in 2005; this is a temporary solution for a high growth area	Butts County Staff	Yes	Yes – needs further analysis	The model supports adding capacity between Fincherville Road and Henry County line.	Yes
18	Sidewalks needed in subdivision in northeast Butts, near SR 36 and Ocmulgee River	Butts County Advisory Committee	Yes	No	Private subdivision level improvements are beyond the scope of the study.	No
19	Barnetts Bridge – need for improved walking facilities	Butts County Advisory Committee	Yes	No	Improved sidewalks are proposed at this location.	Yes

#	Suggested Improvement	Source	Does a Need Exist?	Possible Environmental Impacts?	Status	Recommended for Inclusion in Plan?
20	Need for new recreation facility in area west of Jackson	Butts County Advisory Committee	Yes	No	Bicycle paths are proposed in this vicinity.	Yes
21	Bike/ped facilities along the Ocmulgee River are desired	Butts County Public Comment	Yes	No	Trails are proposed in this vicinity.	Yes
22	The Butts County bike paths need to reflect a connection on High Falls Road across SR 36 to SR 16 then north of SR 16 on England Chapel to SR 42 across Burg to Oak Street back SE on Wolf Creek then on 4-Points Road to Stark Road.	Butts County Advisory Committee	Yes	No	Proposed bicycle projects reflect this connection.	Yes
23	RR crossing safety and congestion associated with trains blocking crossings	Butts County Advisory Committee	Yes	No	Specific railroad locations have been identified for improvements.	Yes
24	Butts County currently does not have an airport; Regional Airport included in study by Governor' Office	Butts County Staff	No	Yes – needs further analysis	The study will defer to the Governor's Regional Airport study findings.	No



## 16.0 Improvement Recommendations

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

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

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

### 16.1 Estimated Costs

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

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

A review of recent GDOT bridge costs revealed that bridges are generally being constructed for approximately \$160 per square foot. In addition, to account for bridges being built wider and longer, it was assumed that bridges would be constructed as forty-four feet in width for two-lane roadways and 68 feet for four-lane roadways and an additional 10 percent was added to the existing structure length. This total square foot value was used to estimate the cost for improving the deficient bridges in Butts County.

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

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

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

## 16.2 Summary of Recommended Improvements

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

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

For each recommendation several informational elements were produced including: facility; limits; existing and improved configuration; comments; source; improvement type; need; anticipated benefit; phasing; cost and potential funding sources. For successful

implementation of these projects, it is recommended that additional detailed engineering studies be conducted to determine the most appropriate design, cost and phasing of the particular project. Additionally, successful project implementation will require identified funding mechanisms, political support, and public recognition of the project need and benefit.

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

- High Falls Road from US 23 (Butts County) to I-75 Interchange (Monroe County), see project sheet # B32, B35, M73.
- US 23 from County Line Road to SR 16, see project sheet # B33. The Joint Henry County/Cities Comprehensive Transportation Plan identified widening US23/SR42 to its county line and coordination with Henry County and the Atlanta Regional Commission is recommended.
- Brownlee Road from Mountain View Road (Butts County) to SR 42 (Monroe County), see project sheet # B37, M64
- SR 42 from Mount Vernon Church Road (Butts County) to I-75 interchange (Monroe County), see project sheet # B40, M63.
- US 23 from SR 16 (Butts County) to I-75 Interchange (Bibb County), the total project length is approximately 30.1 miles, of which 8.6 miles in Butts County, 19 miles is in Monroe County, and 2.5 miles is in Bibb County, see project sheet # B36, M59.
- Keys Ferry Road from Fincherville Road to Jackson Lake Road, see project sheet #B44. The Joint Henry County/Cities Comprehensive Transportation Plan identified Keys Ferry Road for widening as a low priority and coordination with Henry County and the Atlanta Regional Commission is recommended.
- SR 36 from I-75 to SR 16, see project sheet # B55. This is a continuation of the widening of SR 36 from I-75 to the Lamar County line, currently included in the GDOT CWP, referenced in the Recommended Improvements Table (Table 16.2 p. 103) as project #B6. The Lamar, Pike and Upson Counties Regional Transportation Study identified SR 36 for widening to 4 lanes.

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

## Logical Termini

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

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

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

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

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



Table 16.2  
Recommended Improvements

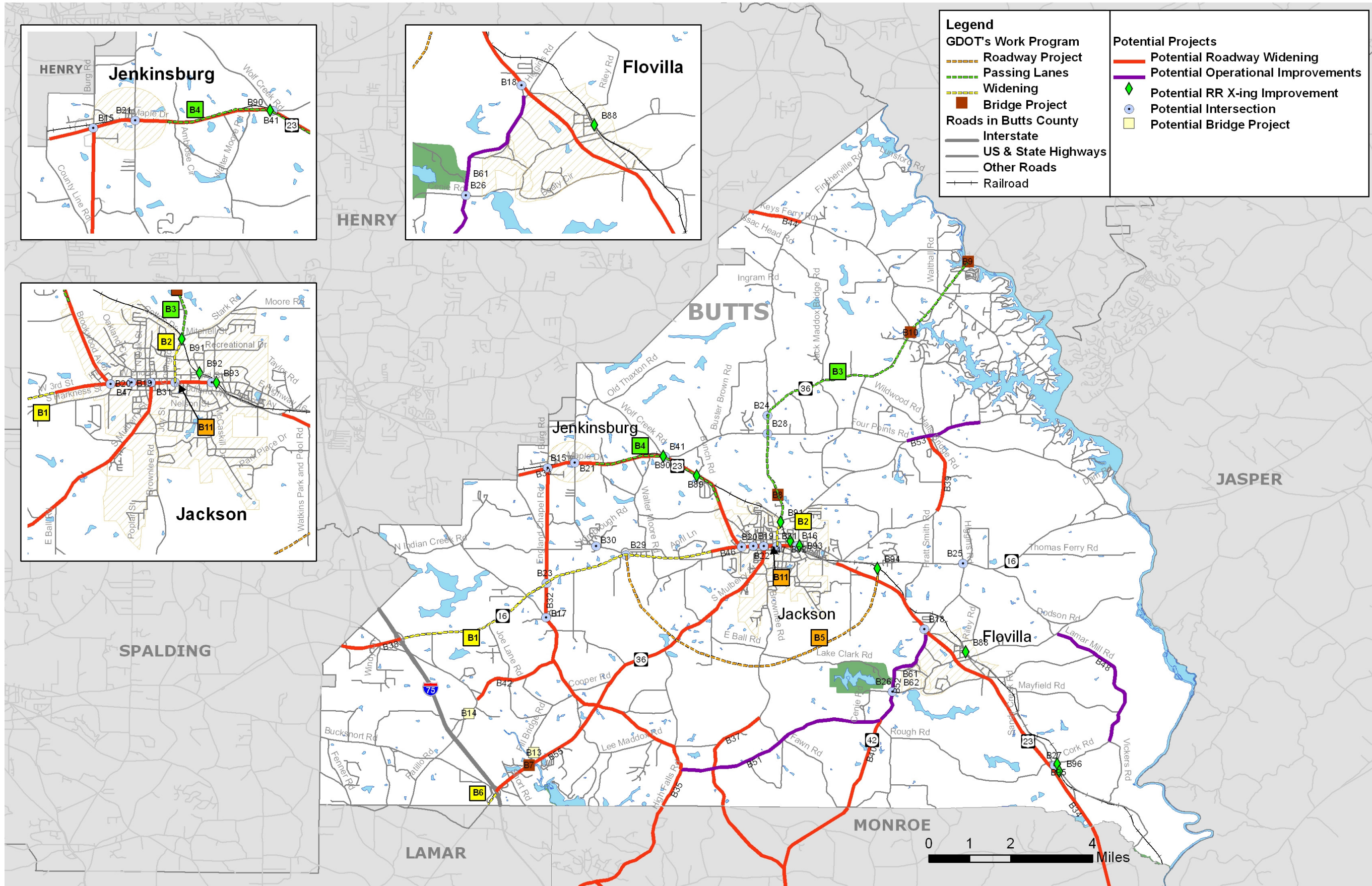
Project Ref. No.	Facility	Segment Limits		Existing Configuration	Improved Configuration	Notes/Comments	Coordination Required?	Source	Improvement Type	Need	Anticipated Benefit	Implementation			Estimated Cost	Potential Funding Source		
		From	To									Near	Mid	Long		Federal	State	County
<b>Capacity Improvements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

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

Table 16.2  
Recommended Improvements

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

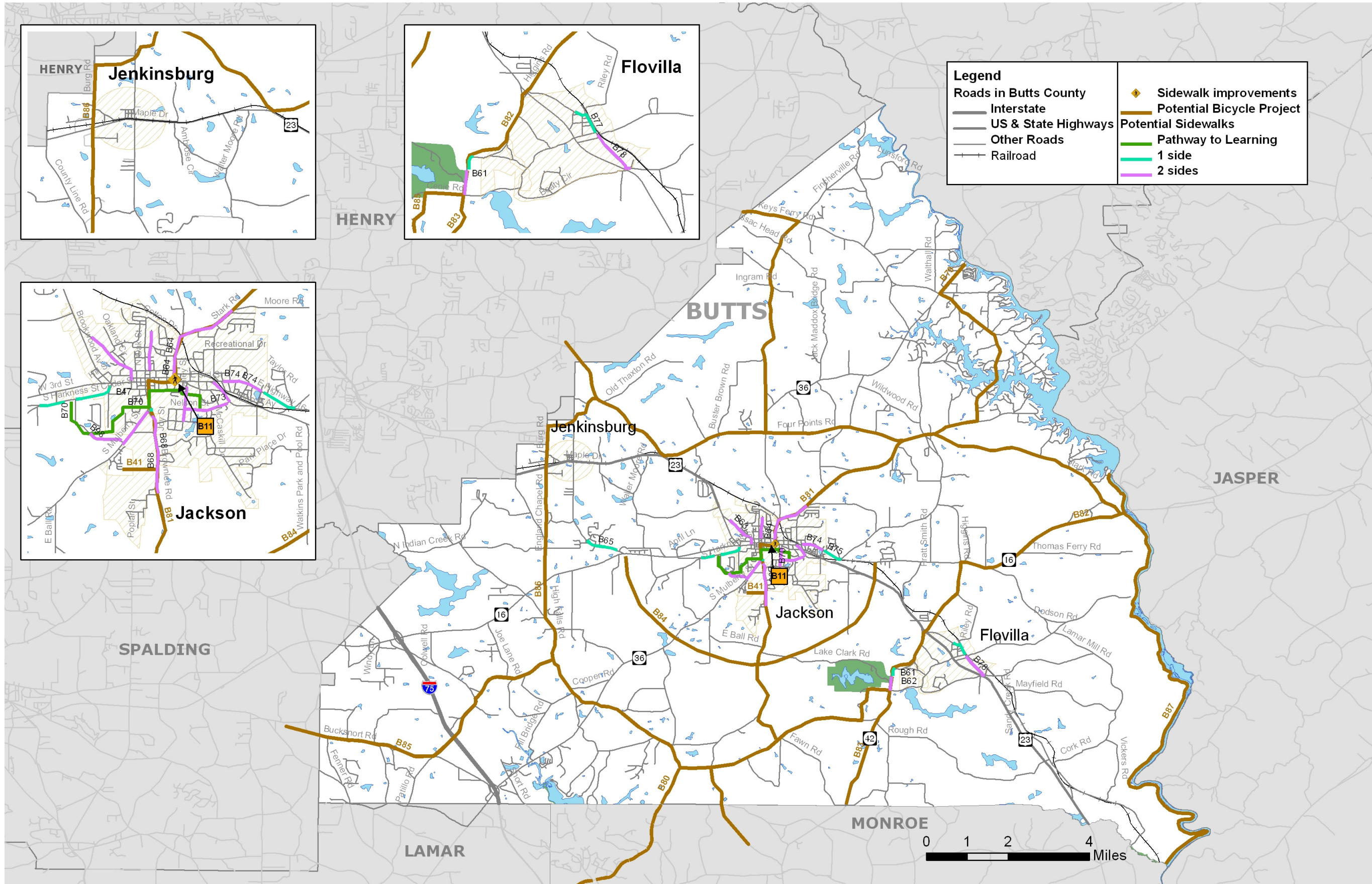




**Butts County Recommended Improvements - Roadway**

Figure No: 16.2.1





Butts County Recommended Improvements – Bicycle & Pedestrian

Figure No: 16.2.2



### 16.3 Environmental Justice Considerations

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

- US 23 from County Line Road to SR 16
- SR 16 from Imogene Goff Road to US 23/SR 42
- SR 16 from US 23/SR 42 to SR 16/US 23
- SR 42 from Mount Vernon Church Road to US 23
- SR 36 from I-75 to SR 16

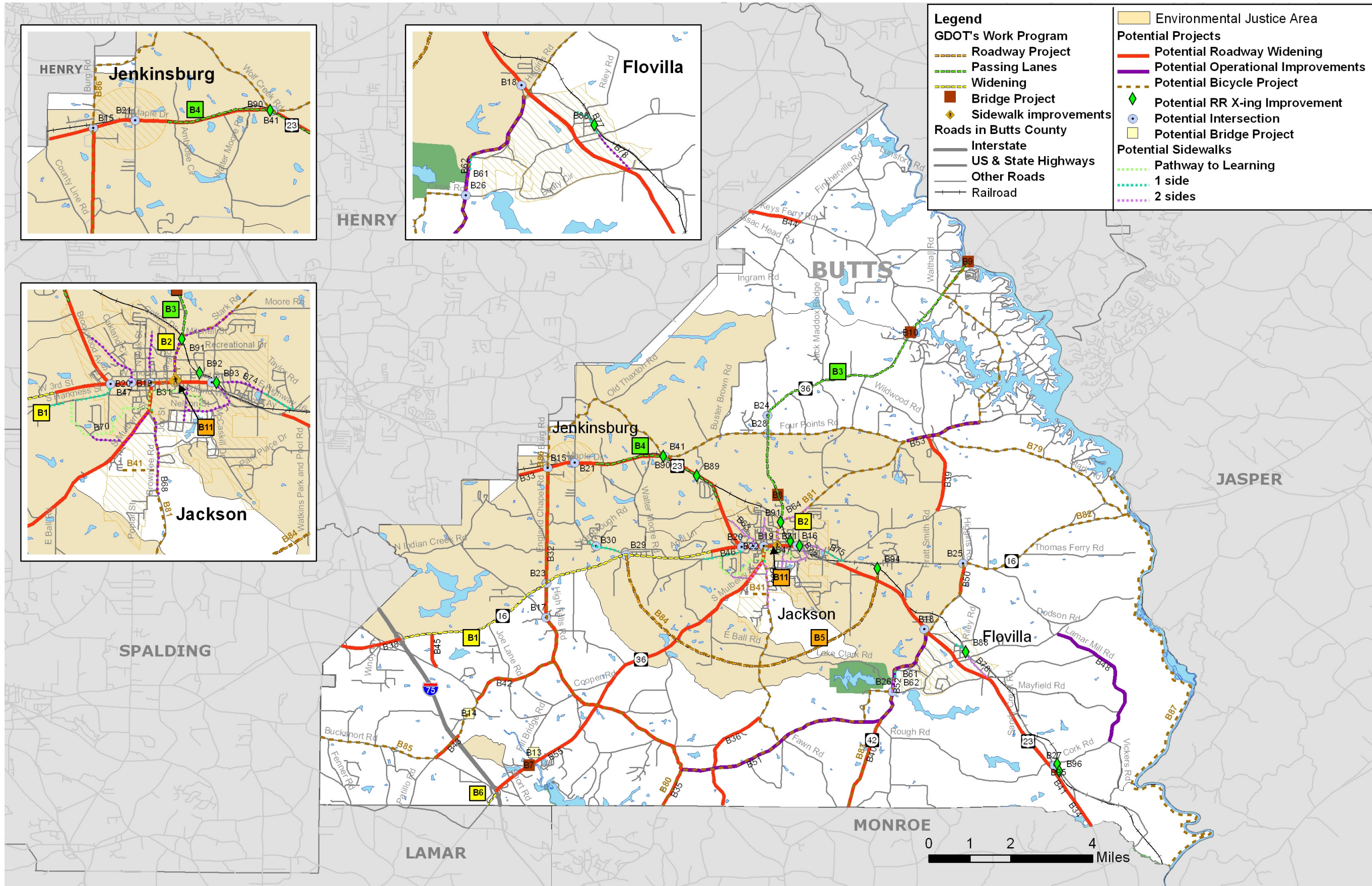
The recommended improvements will improve safety, mobility, and access for all users on a county-wide basis. These projects include the need for roadway widening and the possibility of additional right of way. Additional projects that will benefit the EJ communities include: bicycle and pedestrian improvements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

#### Sidewalks

- SR 42 (Indian Springs from Cenie Road to Indian Springs State Park N
- McDonough Road from Sylvan Drive to SR 16
- Stark Road from SR 36 to Regal Drive
- Shiloh Road from Daughtry Elementary School to Honeysuckle Lane
- S. Harkness Street from SR 16 to existing sidewalk
- Buttrill Road from Bob White Drive to George Tate Drive
- Pathway to Learning from Jackson High School to Fairgrounds
- Franklin Avenue from Freeman Street to Indian Springs Street
- SR 42 from Nelson Street to SR 16
- Nelson Street from Franklin Avenue to SR 42
- SR 16 from Carolina Avenue to Eighth Street
- SR 16 from Eighth Street to Halls Bridge Road
- N. Mulberry Street from 1st Street to N. Mulberry Elementary School

#### Bike routes

- Stark Road/ SR36/ Brownlee Road
- Jackson Lake to Indian Springs
- SR 42
- Proposed South Jackson Bypass
- Through the County Loop



Butts County Environmental Justice Evaluation

Figure No: 16.3



## 17.0 Project Prioritization

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

### 17.1 Corridor Prioritization

Qualitative and quantitative evaluation factors were established so that the potential improvements for Butts County could be evaluated objectively by County staff. These factors were developed by the study team with the assistance of the Study Advisory Group (see Table 13, p. 72 for SAG Members). This evaluation serves as a ranking for potential projects, resulting in a prioritization of improvement options to meet the County's transportation needs. Prioritization criteria were developed for four types of projects – roadway capacity, bicycle and pedestrian improvements, intersections, and bridges.

#### Qualitative Criteria

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

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

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

**Table 17.1.1  
Qualitative Criteria and Scoring**

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

### Quantitative Criteria

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

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



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

**Table 17.1.2**  
**Quantitative Criteria and Scoring**

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

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

**Table 17.1.3  
Corridor Prioritization**

Project Ref. No.	Facility	Segment Limits		Qualitative Criteria	Continuation of Existing Road Widening Project	Governor's Road Improvement Program / National Highway System	Part of Comprehensive Plan	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	Sub-Total Qualitative Criteria	Quantitative Criteria	Expected 2035 Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	Sub-Total Quantitative Criteria	Total Score for Project
		From	To																				
		0-4	0-2																				
B33	US23	County Line Road	SR16		✓		✓		✓	✓	✓			✓	✓	✓	23.00		0.94	1.19	2	12	35
B46	SR 16	Imagene Goff Road	US 23/ SR 42		✓		✓		✓	✓	✓	✓		✓	✓	✓	27.00		0.67	2.40	0	7	34
B47	SR 16	US 23/SR 42	SR 16/ US 23				✓		✓		✓	✓		✓	✓	✓	21.00		1.07	15.61	0	13	34
B34	US23	SR 16	Monroe County Line				✓		✓		✓	✓		✓	✓	✓	21.00		0.98	0.32	2	11.5	32.5
B51	Mt Vernon Church Road	High Falls Road	SR 42				✓		✓		✓	✓	✓		✓	✓	23.00		1.12	0.09	0	9.5	32.5
B35	High Falls Road	SR 36	Monroe County Line				✓		✓		✓		✓		✓	✓	19.00		1.05	0.22	2	12.5	31.5
B55	SR36	I-75	SR 16				✓		✓		✓	✓		✓	✓	✓	21.00		1.03	0.77	0	9	30
B38	SR 16	Wallace Road	I-75 Interchange				✓				✓				✓	✓	11.00		1.68	0.55	0	19	30
B42	Kinards Mill Road	Colwell Road	High Falls Road				✓		✓		✓		✓	✓	✓	✓	21.00		0.85	0.03	0	7.5	28.5
B32	High Falls/England Chapel Road	US23	SR 36				✓		✓		✓		✓		✓	✓	19.00		0.91	0.35	1	9	28
B40	SR 42	Monroe County Line	Mt Vernon Church Road				✓		✓		✓		✓		✓	✓	19.00		0.83	0.18	1	8	27
B52	SR 42	US 23	Mt Vernon Church Road				✓		✓		✓		✓	✓	✓	✓	21.00		0.22	0.77	0	1	22
B44	Keys Ferry Road	Jackson Lake Road	Fincherville Road				✓		✓		✓				✓	✓	15.00		0.78	0.61	0	7	22
B37	Brownlee Road	Mountain View Road	Monroe County Line				✓		✓		✓				✓	✓	15.00		0.81	0.29	0	7	22
B39	Halls Bridge Road	Stark Road	Pratt Smith Road				✓						✓		✓	✓	11.00		0.71	0.19	0	6	17
B53	Stark Road	Four Points Road	Barnetts Bridge Road										✓		✓	✓	8.00		0.35	1.36	0	3.5	11.5
B48	Lamars Mill Road	Vickers Road	Dodson Road						✓								4.00		0.23	0.0	0	0	4

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

- US 23 from County Line Road to SR 16
- SR 16 from Imogene Goff Rd. to US 23/SR 42
- SR 16 from US 23/SR 42 to SR 16/US 23
- US 23 from SR 16 to Monroe County Line
- Mount Vernon Church Road from High Falls Road to SR 42
- High Falls Road from SR 36 to Monroe County line
- SR 36 from I-75 to SR 16
- SR 16 from Wallace Road to I-75 Interchange
- Kinards Mill Road from Colwell Road to High Falls Road
- England Chapel/High Falls Road from SR 36 to US 23
- SR 42 from Monroe County Line to Mount Vernon Church Road
- SR 42 from US 23 to Mount Vernon Church Road
- Keys Ferry Road from Jackson Lake Road to Fincherville Road
- Brownlee Road from Mountain View Road to Monroe County line

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

## 17.2 Bicycle & Pedestrian Prioritization

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

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

By comparing potential projects to these established criteria, it was possible to determine which projects scored highest against these critical measures. This information was used



as a means for prioritizing projects. Table 17.2.1 documents the scoring used for the bicycle and pedestrian prioritization and Tables 17.2.2 and 17.2.3 display the scoring applied to the proposed pedestrian and bicycle improvements.

**Table 17.2.1  
Bicycle & Pedestrian Scoring Criteria**

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

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

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

Pedestrian:

- Pathway to Learning from Jackson High School to Fairgrounds
- SR 16 from Carolina Avenue to Eighth Street
- Stark Road from SR 36 to Regal Drive
- S. Harkness from Street SR 16 to existing sidewalk
- George Tate Drive from S. Mulberry Street to Clyde's Way
- N. Mulberry Street from 1st Street to N. Mulberry Elementary School
- Mulberry Street from Brownlee Road to Hancock Street

Bicycle:

- Stark Road/SR 36 Brownlee Road
- Jackson Lake to Indian Springs

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

**Table 17.2.2  
Pedestrian Prioritization**

Road	From	To	Priority Area	Injury / Fatality	Connectivity	Previously Id	O & D	Score
Pathway to Learning	Jackson High School	Fairgrounds	✓		✓	✓	✓	27
SR 16	Carolina Avenue	Eighth Street	✓	✓	✓		✓	26
Stark Road	SR 36	Regal Drive	✓		✓		✓	21
S. Harkness Street	SR 16	existing sidewalk	✓		✓		✓	21
N. Mulberry Street	1st Street	N. Mulberry Elementary School	✓		✓		✓	21
George Tate Drive	S. Mulberry Street	Clyde's Way	✓		✓		✓	21
Mulberry Street	Brownlee Road	Hancock Street	✓		✓		✓	19
Brownlee Road	Viewpoint Drive	Mulberry Street	✓		✓		✓	16
SR 16	Eighth Street	Halls Bridge Road	✓				✓	16
S. Mulberry Street	Brownlee Road	Cherokee Rose Drive	✓				✓	16
McDonough Road	Sylvan Drive	SR 16			✓		✓	14
Shiloh Road	Daughtry Elementary School	Honeysuckle Lane	✓				✓	14
Buttrill Road	Bob White Drive	George Tate Drive	✓				✓	14
Franklin Avenue	Freeman Street	Indian Springs Street	✓				✓	14
Nelson Street	Franklin Avenue	SR 42	✓				✓	14
Garden Walk	Garden Walk Subdivision	Brownlee Road and new school	✓				✓	14
SR 42 (Indian Springs)	Cenie Road	Indian Spring St Park N			✓	✓	✓	11
SR 42 (Indian Springs)	Indian Spring St Park N	Potts Road			✓	✓	✓	11
SR 42	Nelson Street	SR 16					✓	4
Heard Street	McGee Street	Beaty Street					✓	4
Heard Street	Lee Street	Nesby Watson					✓	4

**Table 17.2.3  
Bicycle Prioritization**

Route Name	Description	Priority Area	Injury / Fatality	Connectivity	Previously Id	O & D	Score
Stark Road/ SR36/ Brownlee Road	Begin on Stark Road at Big Dam Road; Stark Road to SR 36 in Jackson; SR 36 south through Jackson to Brownlee Road; Brownlee Road to Mount Vernon Shortcut; Mount Vernon Shortcut to Mount Vernon Road			✓	✓	✓	16
Jackson Lake to Indian Springs	SR 16 from Big Dam Road to Higgins Road; Higgins Road to SR 42; SR 42 to Indian Springs Park North Entrance			✓	✓	✓	12
Jackson Lake Loop	SR 16 Jasper County Line to Big Dam Road; Big Dam Road to Barnett Bridge/Stark Road; follow Barnett Bridge/Stark Road east and turn north to SR 36; SR 36 east to Jasper County Line			✓	✓	✓	10
High Falls Road	Mount Vernon Road to Monroe County Line (to join to Monroe County project)			✓	✓	✓	10
Proposed South Jackson Bypass	Begins at SR 16 west of Jackson on new location south of Jackson and ends at SR 16 east of Jackson. Consider bicycle facility connection to Indian Springs State Park once bypass alignment is determined.			✓	✓	✓	10
McIntosh Indian Trail Proposed Scenic Byway	Begin SR 42 and Cenie Road; Cenie Road to Mt. Vernon Road; Mt. Vernon Road to High Falls Road; High Falls Road to Kinards Mill Road; Kinards Mill Road to Patillo Road; Patillo Road to Buckshort Road; Bucksnot Road to Spalding County Line			✓	✓	✓	10
SR 42	Begin at Indian Springs State Park North Entrance and go south to Monroe County Line			✓	✓	✓	9
Through the County Loop	Begin at High Falls Road at Kinards Mill Road; High Falls to England Chapel; England Chapel north to Burg Road; Burg Road to Singley Drive/Woodward Road; Singley Drive/Woodward Road east to Wolf Creek Road; Wolf Creek/Old Bethel/4-Points to end at Stark Road.			✓		✓	9
Ocmulgee River Trail	Ocmulgee River Park on Jackson Lake south to Monroe County Line				✓		1

### 17.3 Intersection Prioritization

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

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

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

**Table 17.3.1**  
**Intersection Scoring Criteria**

Corridor Prioritization Criteria	Possible Points
<b>AADT</b> What is the Average AADT at the intersection?	> 6,000 = 5 6,000 - 4,000 = 4 4,000 - 2,000 = 2 < 2,000 = 0
<b>Crashes</b> How many crashes occurred at the intersection between 2004 and 2006?	> 25 = 10 25 - 20 = 5 20 - 15 = 2 <15 = 0
<b>Fatality</b> Did a fatality occur at the intersection?	No = 0 Yes = 10
<b>Previously Identified Improvement</b> Was the intersection currently identified by the County/City?	No = 0 Yes = 5
<b>Improvement Opportunities</b> Can operational issues be addressed without installing a traffic signal?	No = 0 Yes = 5



**Table 17.3.2  
Intersection Prioritization**

Project Ref. No.	Road	Intersection	Average AADT	Active Crash Sites	Fatalities	County / City List	Improvement Opportunity	Score
B31	SR 16	SR 36 N	5110	38	0	✓		19
B15	SR 42/ US 23	England Chapel Road	4052	24	0	✓		14
B16	SR 16 E	SR 42 S	3886	43	0			12
B17	High Falls Road	England Chapel Road	1986	0	1			10
B18	US 23	SR 42	1464	0	1			10
B19	SR 16	McDonough Road	6124	21	0			10
B26	SR 42	Cenie Road	1106	0	0	✓	✓	10
B20	SR 42/US 23N	SR 16 W	4591	17	0			7
B21	SR 42	Shiloh Road	2920	0	0	✓		7
B23	SR 16	England Chapel Road	4562	0	0			5
B24	SR 36	Fincherville Road	1776	0	0			5
B25	SR 16	Higgins Road	1032	0	0			5
B28	SR 36	Old Bethel Church Road	1803	23	0	✓		5
B29	SR 16	Shiloh Road	6840	0	0	✓		5
B30	Shiloh Road	Honeysuckle Lane/ Tara Road	6818	0	0	✓		5
B22	SR 16	SR 36 S/ Mulberry Street	5110	13	0			4

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

- SR 16 and SR 36 N
- SR 42/ US 23 and England Chapel Road
- SR 16 E and SR 42 S
- High Falls Road and England Chapel Road
- US 23 and SR 42
- SR 16 and McDonough Road
- SR 42 and Cenie Road

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

#### 17.4 Bridge Prioritization

Bridges with a sufficiency rating of 75 or lower were recommended for improvements. The sufficiency rating was also used to prioritize the bridges in need of rehabilitation or maintenance. The lower the sufficiency rating, the higher the improvement priority. Bridges that are italicized are on the state system. The prioritization scoring resulted in the following ranking of bridge improvements:

- Fill Bridge Road at Towaliga River Tributary
- *SR 36 at Towaliga River*
- Colwell Road at Cabin Creek
- *SR 36 at Yellow Water Creek*
- *SR 36 at South River*
- Lake Clark Road at Big Sandy Creek
- Kinards Mill Road at Towaliga River
- Wolf Creek Road at Wolf Creek
- *SR 36 at Tussehaw Creek*
- Halls Bridge Road at Yellow Water Creek
- Wildwood Road at Caney Fork Creek
- Spring Road at Big Sandy Creek Tributary

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

## 18.0 Funding

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

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

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

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

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

### 18.1 Federal Funding Sources for Transportation

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

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

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

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

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

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

Source: US Department of Transportation

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

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

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



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

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

## 18.2 Federal Funds for Public Transportation

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

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

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

**Table 18.2**  
**Four-Year Apportionments and Allocations for Public Transportation**

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

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

Source: US Department of Transportation

### 18.3 State Funding Sources for Transportation

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

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

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

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

### 18.4 Local Funding Sources for Transportation

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

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

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

According to the Georgia Department of Community Affairs (DCA), the County's "own source" revenues, including revenues from property taxes, sales taxes, excise and special use taxes and service charges and fees were estimated. Own source revenues are relevant because a portion of these funds could be provided as local matching funds for federally and state-funded transportation improvements or for locally-funded projects, depending on the County's other funding priorities. Table 18.4 illustrates this data. In 2004, Butts County had per capita own source amounts of \$897, which is greater than the statewide revenue per capita of \$736.

**Table 18.4**  
**Own Source Revenues**

County	2000 Own Source Revenues	2004 Own Source Revenues	% Change from 1996 to 2000	Per Capita Amount*
Butts County	\$13.8 million	\$19.8 million	43.8%	\$897

\* Statewide per capita amount equals \$631.

Source: Georgia Department of Community Affairs

## 18.5 GDOT State Transportation Improvement Program (STIP)

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

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

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

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

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

According to GDOT's latest STIP, a total of 6 major projects for Butts County have been programmed utilizing nearly \$84 million in federal and state funds. Table 18.5.2 summarizes these programmed amounts.

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

Project	Total Funds Programmed
SR 16 from I-75 to City of Jackson	\$31,051,000
SR 36 from SR 16 to CR 289/Stark Road	\$11,940,000
SR 36 eastbound and westbound passing lanes	\$8,014,000
SR 42/US 23 passing lanes	\$9,066,000
Jackson South Bypass from SR 16 at Bert Road to SR 16 at Bibb Station Road	\$22,247,000
SR 36 from I-75 to SR 18/Lamar County	\$1,306,300
<b>TOTAL PROGRAMMED FUNDS</b>	<b>\$83,624,300</b>



## 18.6 Future Transportation Funding Needs

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

## 18.7 Effective Use of the Plan

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

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

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

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

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

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

## 19.0 Conclusions

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

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

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

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

**Appendix A**  
**Data Collection Technical Memorandum**

# TECHNICAL MEMORANDUM

## Data Collection

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

## Land Use, Socioeconomic, Growth and Development Data

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

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



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

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

## Roadways and Bridges

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

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

**Table 2: Roadway and Bridge Data Sources**

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

### Other Modes

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

**Table 3: Aviation Data Sources**

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

**Table 4: Railroad Data Sources**

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

**Table 5: Freight Data Sources**

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

**Table 6: Public Transportation Data Sources**

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

**Table 7: Bicycle/Pedestrian Data Sources**

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

## Base Mapping

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

These features are included in Table 8 below.

**Table 8: Base Map Data Sources**

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



**Appendix B**  
**Project Sheets**

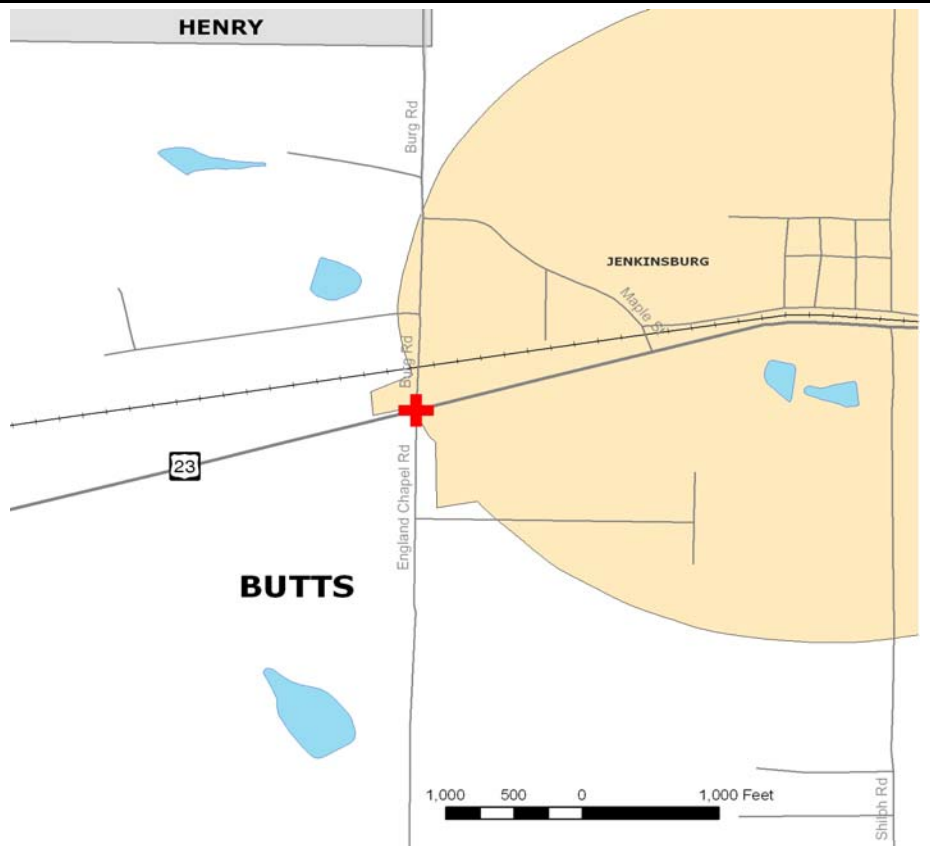
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> US 23/ SR 42 & England Chapel Road				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at US 23/ SR 42 & England Chapel Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
<b>TRAFFIC VOLUMES (ADT)</b>		<b>2006:</b> NA	<b>2035:</b> NA		<b>NA</b>	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of US 23/SR 42 with England Chapel Road may have safety issues. This intersection has experienced 24 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



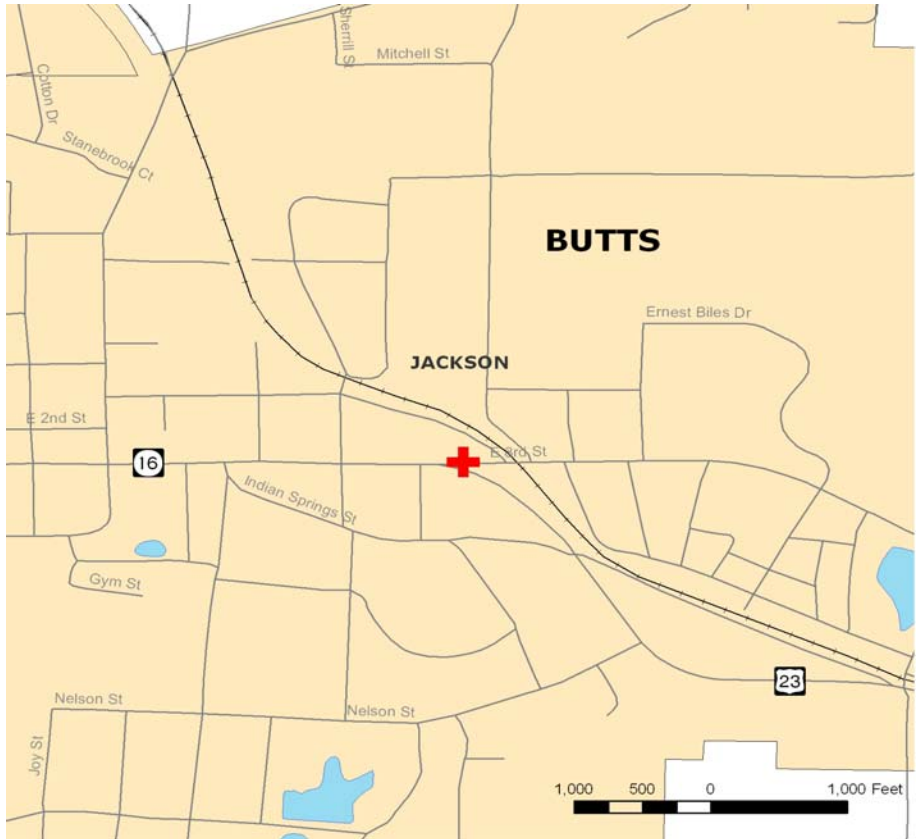
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 16E @ SR 42 S				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 16 E and SR 42 S				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
<b>TRAFFIC VOLUMES (ADT)</b>		<b>2006:</b> NA	<b>2035:</b> NA		<b>NA</b>	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of SR 16 E and SR 42 S may have safety issues. This intersection has experienced 43 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



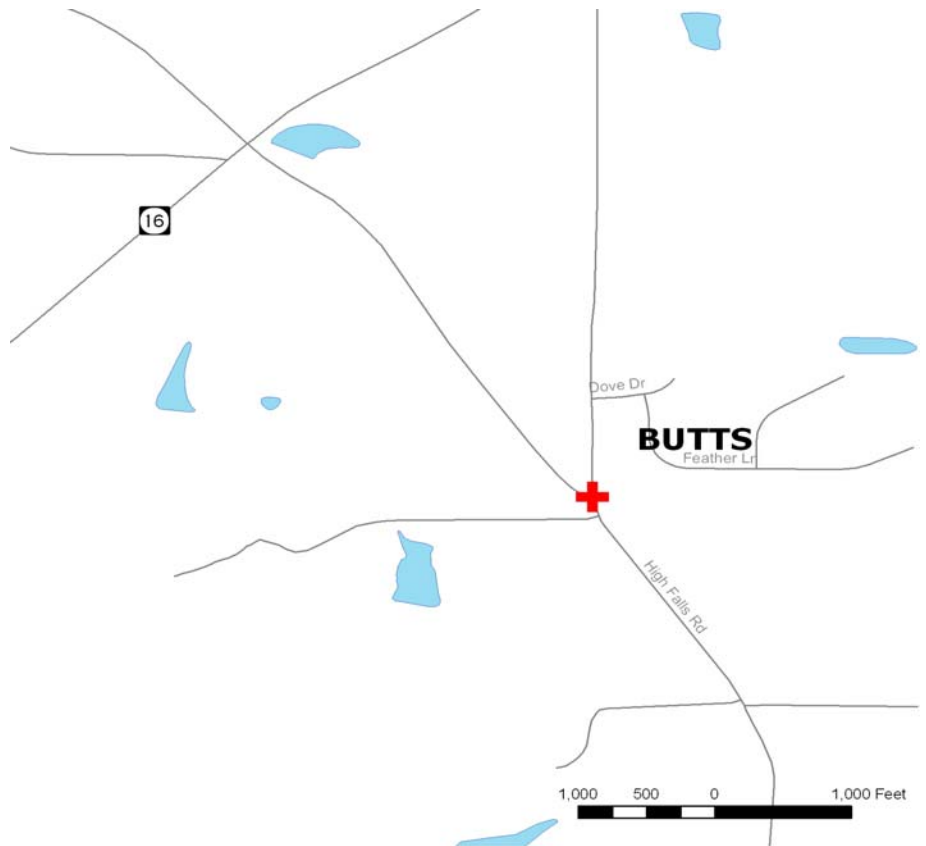
## OFFICE OF PLANNING

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

### COMMENTS

The intersection of High Falls Road and England Chapel Road was identified during the study process as having sight distance issues. This intersection has experienced one fatality crash from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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





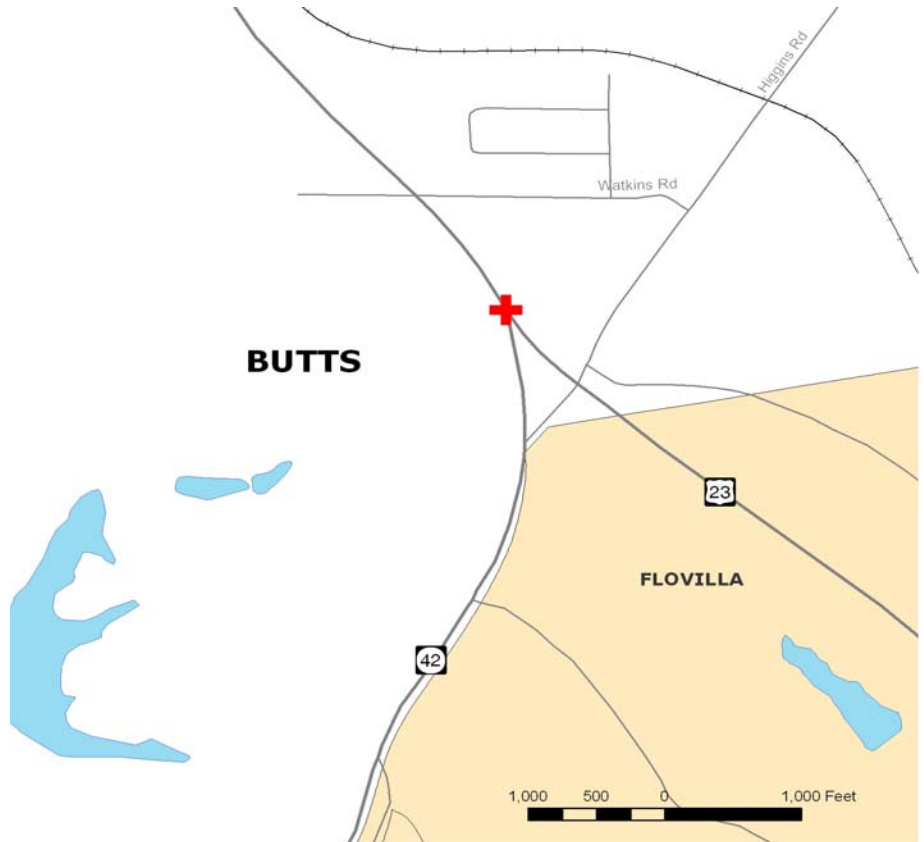
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> US 23 at SR 42				<b>PRIORITY:</b> Medium		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at US 23 and SR 42				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>		<b>PLANNED:</b>		
		2006: NA		2035: NA		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of US 23 and SR 42 was identified during the study process as having sight distance issues. This intersection has experienced one fatality from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



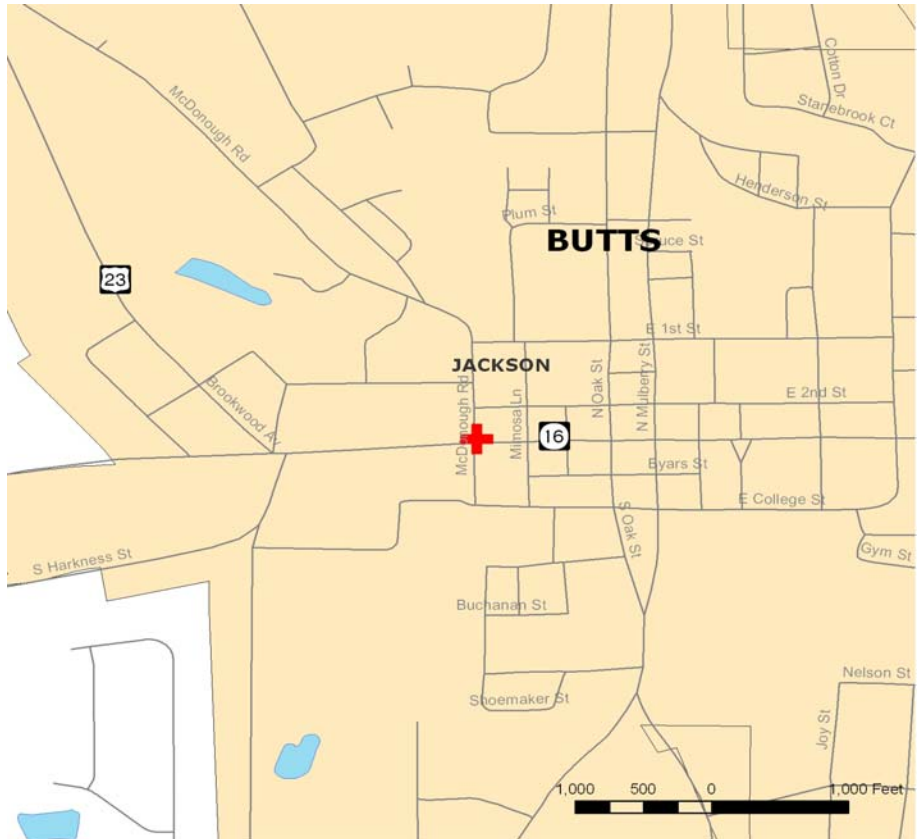
## OFFICE OF PLANNING

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

### COMMENTS

The intersection of SR 16 and McDonough Road may have safety issues. This intersection has experienced 21 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



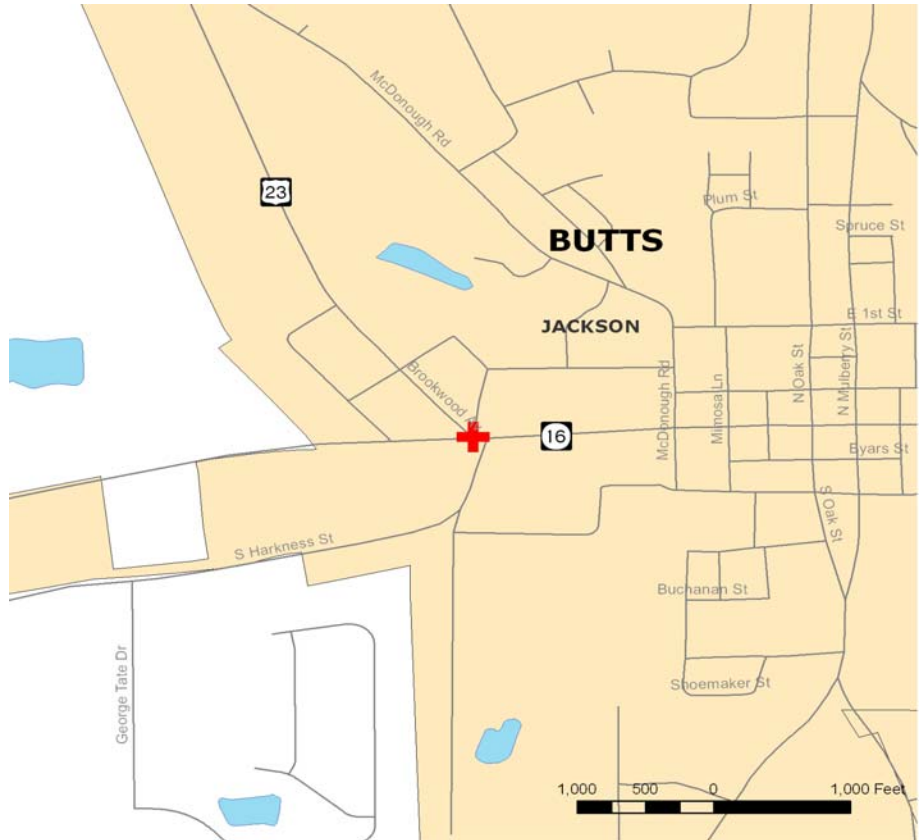
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 42/US 23 N and SR 16 W				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 42/US 23 N and SR 16 W				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>		<b>PLANNED:</b>		
	<b>TRAFFIC VOLUMES (ADT)</b>	<b>2006:</b> NA		<b>2035:</b> NA		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of SR 42/US 23 N and SR 16 W may have safety issues. This intersection has experienced 17 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



## OFFICE OF PLANNING

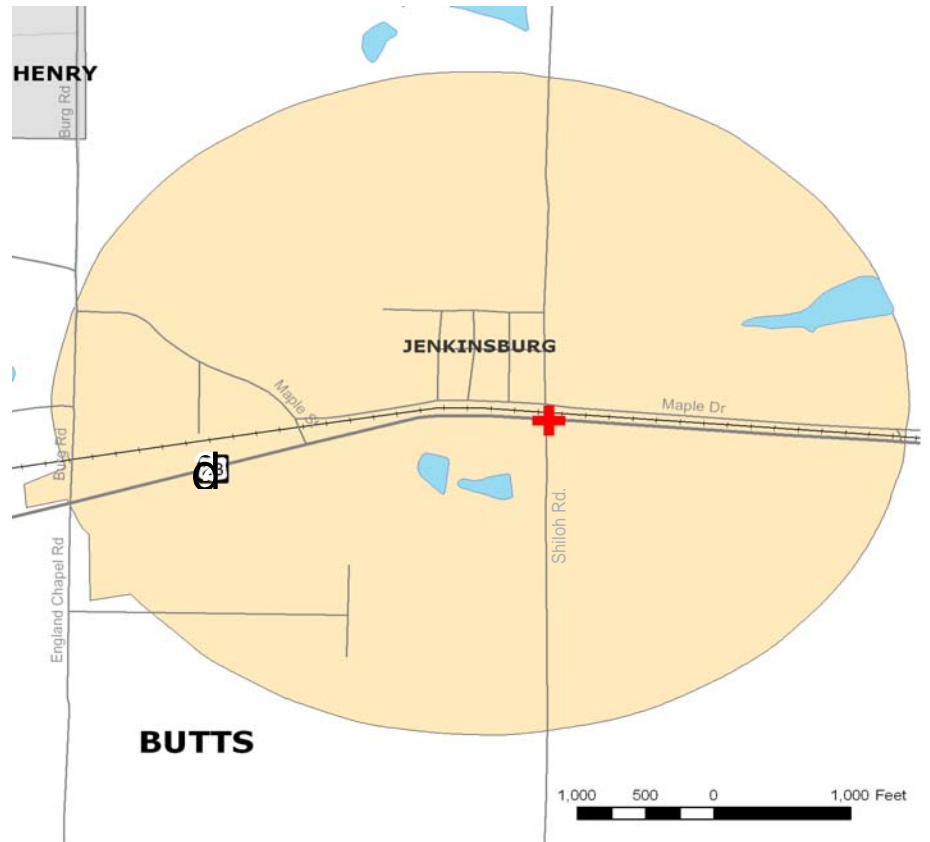
<b>PROJECT NAME:</b> SR 42 and Shiloh Road				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 42 and Shiloh Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
<b>TRAFFIC VOLUMES (ADT)</b>		<b>2006:</b> NA	<b>2035:</b> NA		<b>NA</b>	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

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

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

Shiloh Rd.





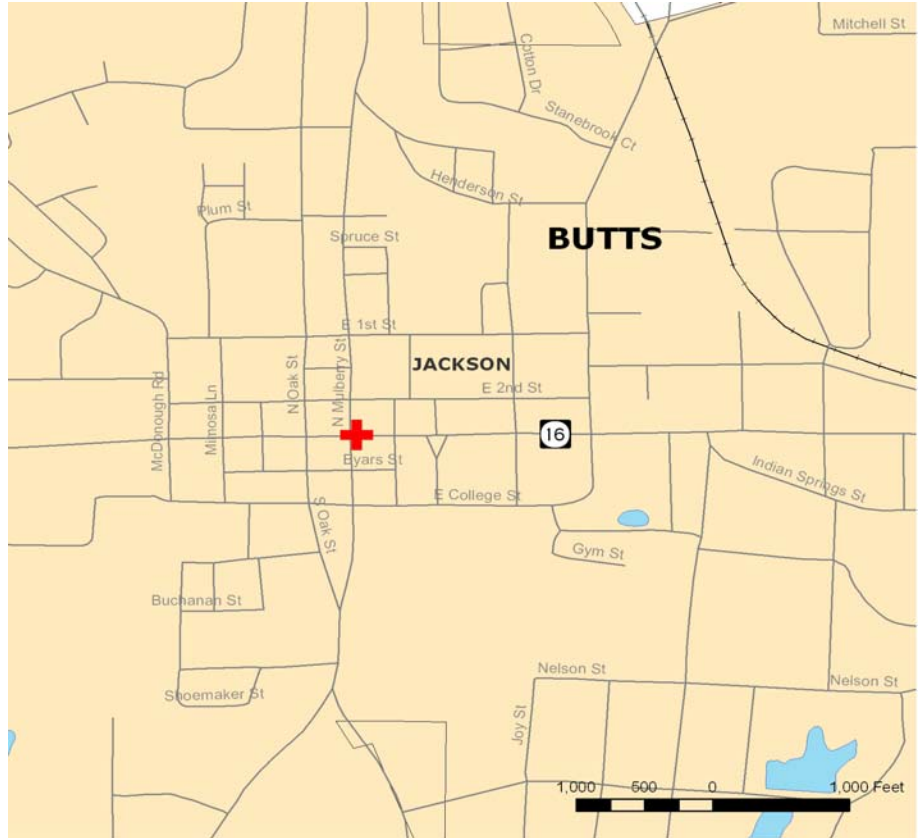
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 16 and SR 36 S/Mulberry Street				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 16 and SR 36 S/Mulberry Street				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
	<b>TRAFFIC VOLUMES (ADT)</b>	<b>2006:</b>	NA	<b>2035:</b>	NA	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of SR 16 and SR 36 S/Mulberry Street may have safety issues. This intersection has experienced 13 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



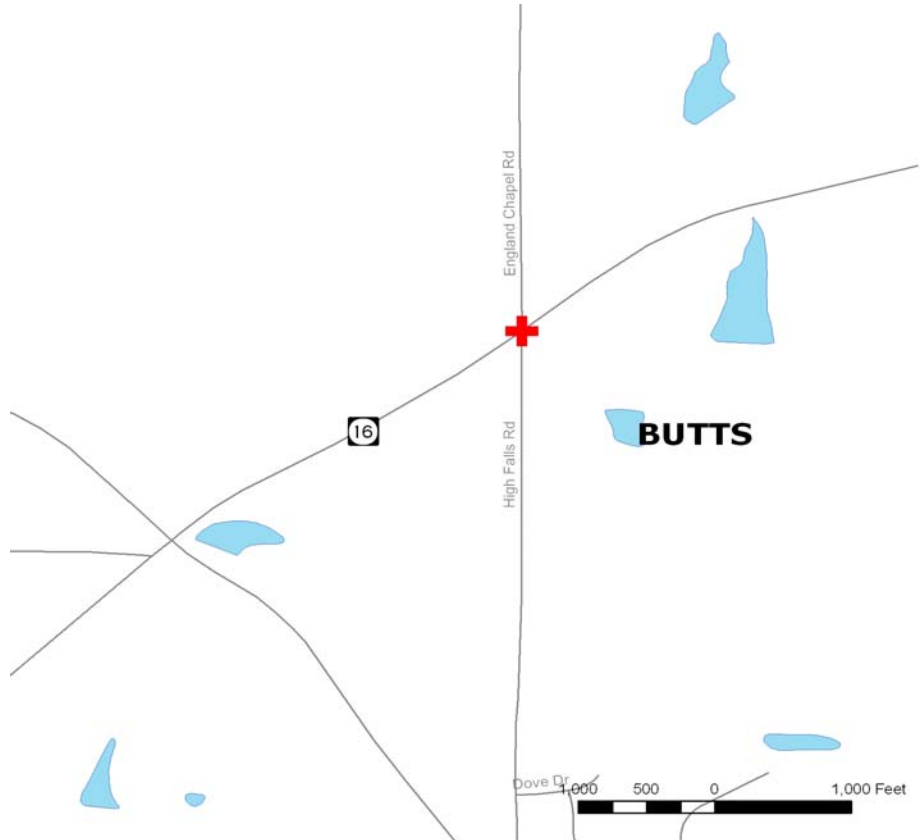
## OFFICE OF PLANNING

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

### COMMENTS

The intersection of SR 16 and England Chapel Road was identified during the study process as having sight distance concerns. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



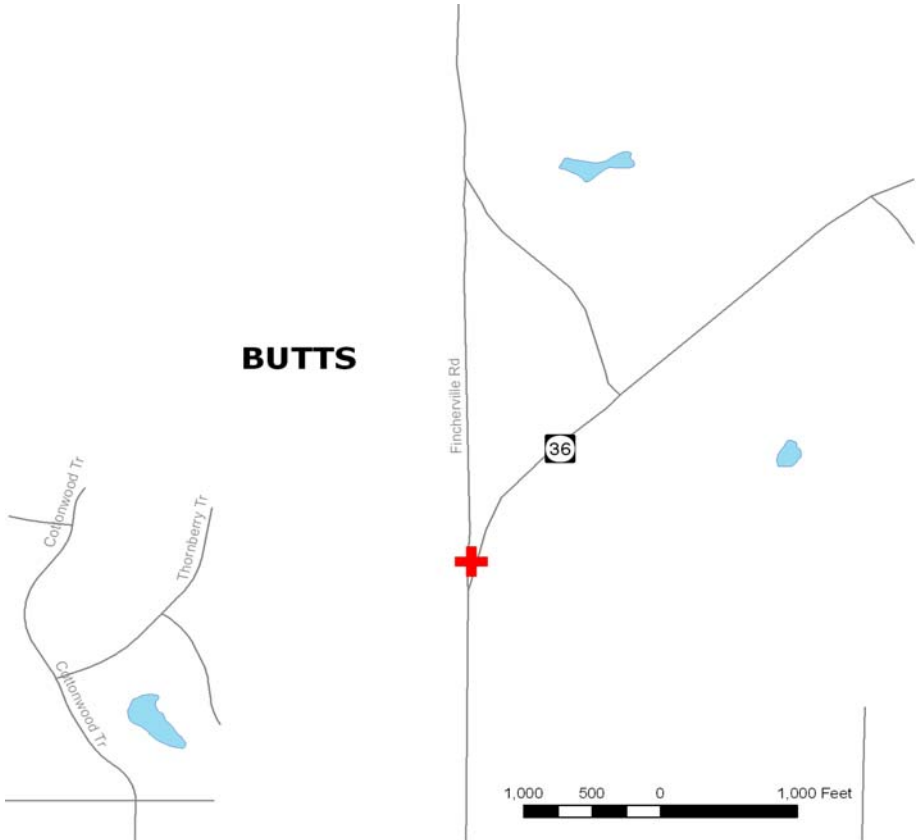
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 36 and Fincherville Road				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 36 and Fincherville Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
<b>TRAFFIC VOLUMES (ADT)</b>		<b>2006:</b> NA	<b>2035:</b> NA		<b>NA</b>	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of SR 36 and Fincherville Road was identified during the study process as having potential sight distance and geometric issues. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



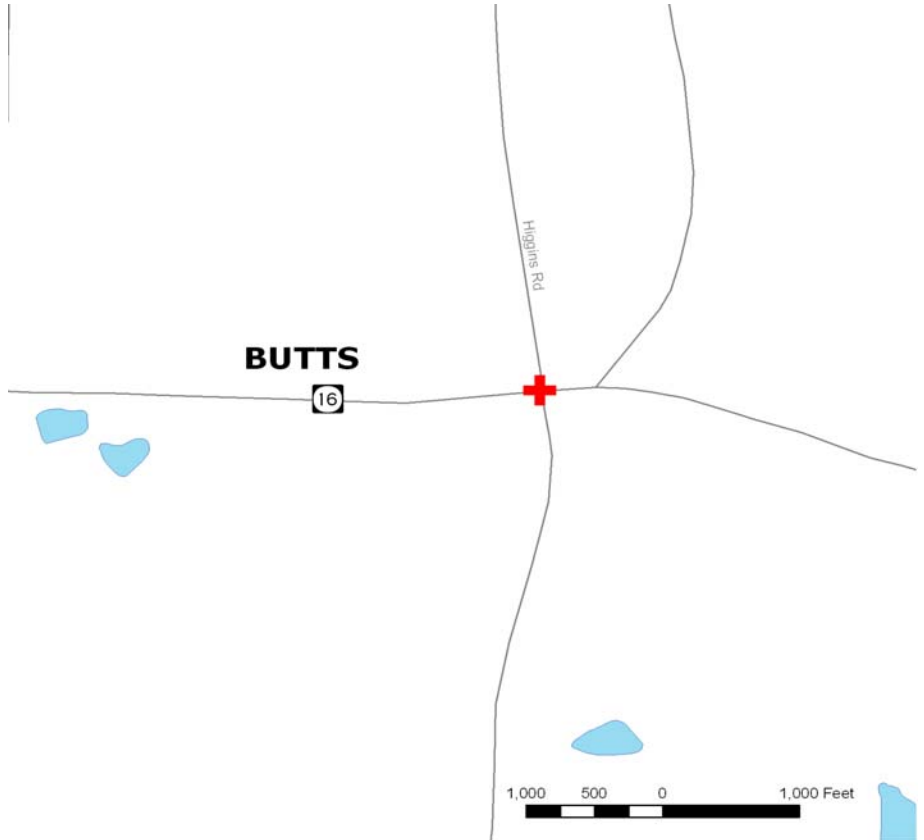
## OFFICE OF PLANNING

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

### COMMENTS

The intersection of SR 16 and Higgins Road was identified during the study process as having potential safety issues. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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





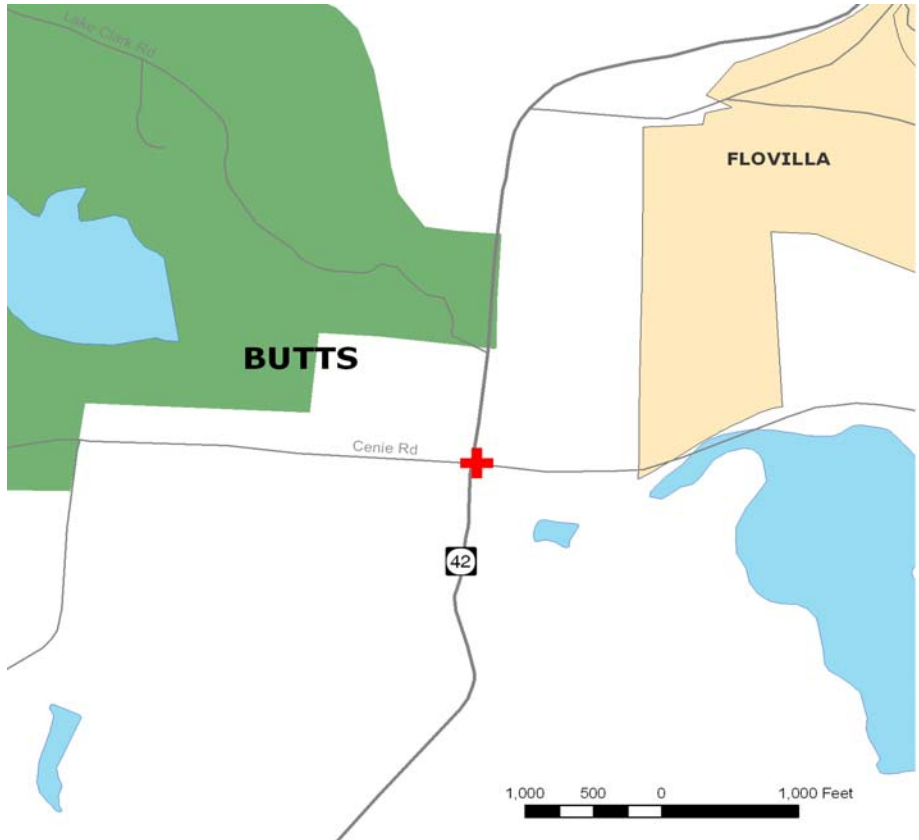
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 42 and Cenie Road				<b>PRIORITY:</b> Medium		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 42 and Cenie Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>		<b>PLANNED:</b>		
		2006: NA		2035: NA		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

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

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



## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 36 and Old Bethel Church Road				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 36 and Old Bethel Church Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
		2006:	NA	2035:	NA	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of SR 36 and Old Bethel Church Road may have safety issues. This intersection has experienced 23 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



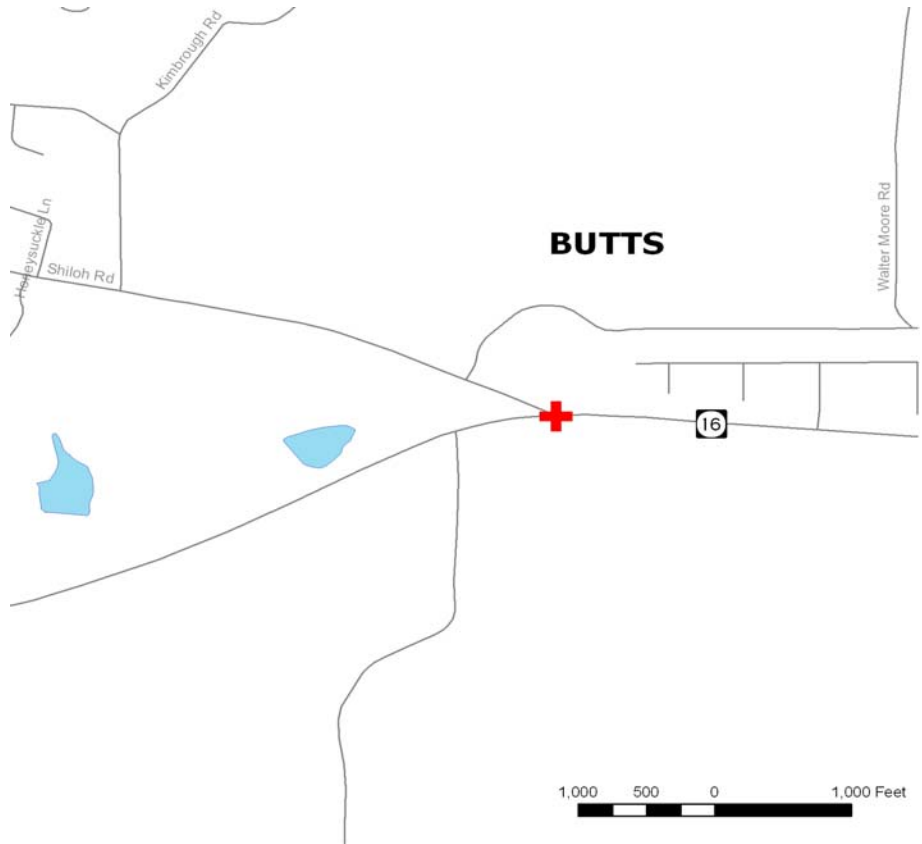
## OFFICE OF PLANNING

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

### COMMENTS

The intersection of SR 16 and Shiloh Road was identified during the study process as having potential sight distance and geometric issues. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



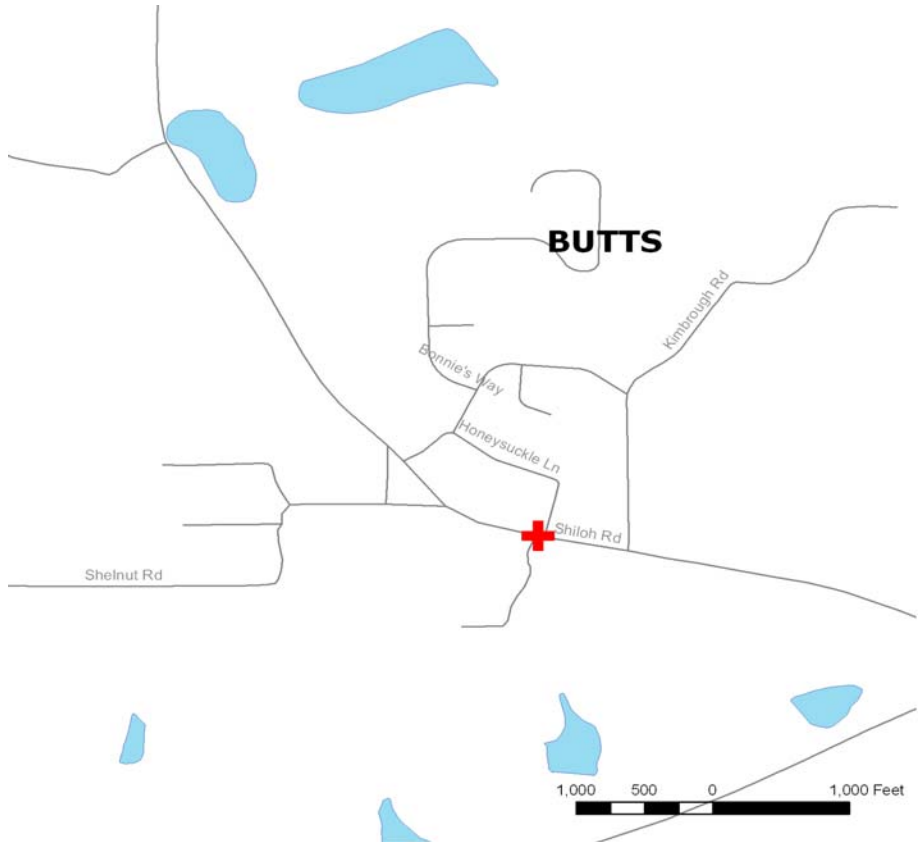
## OFFICE OF PLANNING

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

### COMMENTS

The intersection of Shiloh Road and Honeysuckle Lane/Tara Road was identified during the study process as having potential geometric issues. This intersection has experienced 0 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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





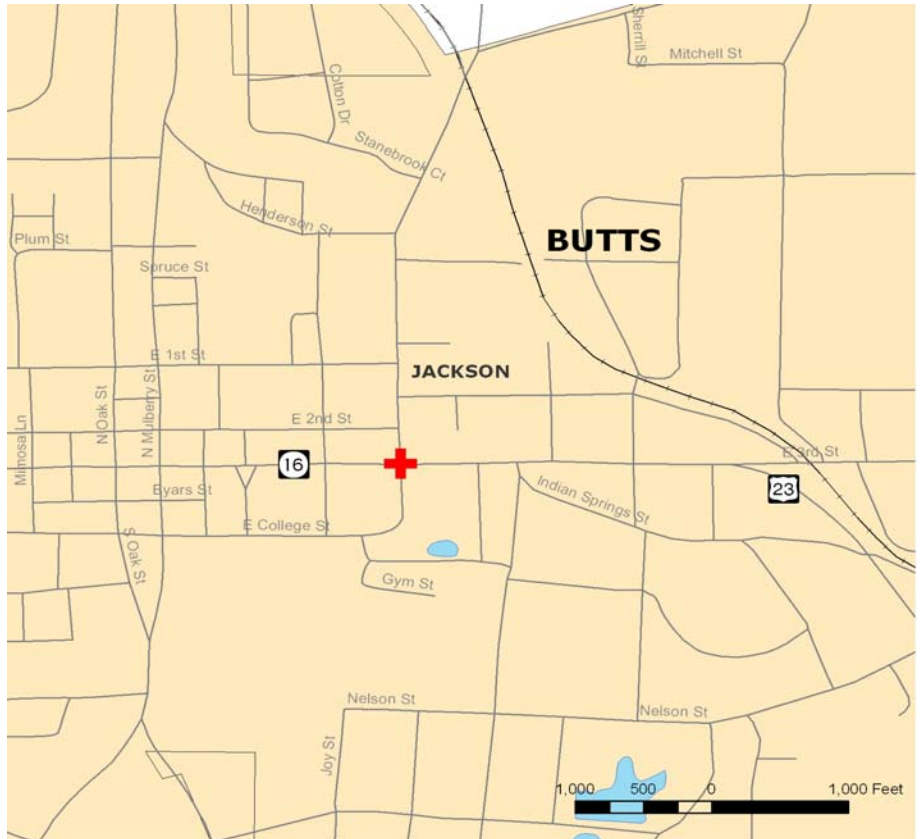
## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 16 and SR 36 N				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Intersection improvements at SR 16 and SR 36 N				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b>	<b>NUMBER OF LANES</b>	<b>EXISTING:</b>	<b>PLANNED:</b>			
	<b>TRAFFIC VOLUMES (ADT)</b>	<b>2006:</b>	NA	<b>2035:</b>	NA	
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b>	<b>END:</b>				
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>						\$0
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>	\$250,000					\$250,000
<b>PROJECT COST</b>	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

The intersection of SR 16 and SR 36 N appears to have safety issues. This intersection has experienced 38 crashes from 2004 to 2006. It is recommended that a licensed professional engineer review this intersection.

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



## OFFICE OF PLANNING

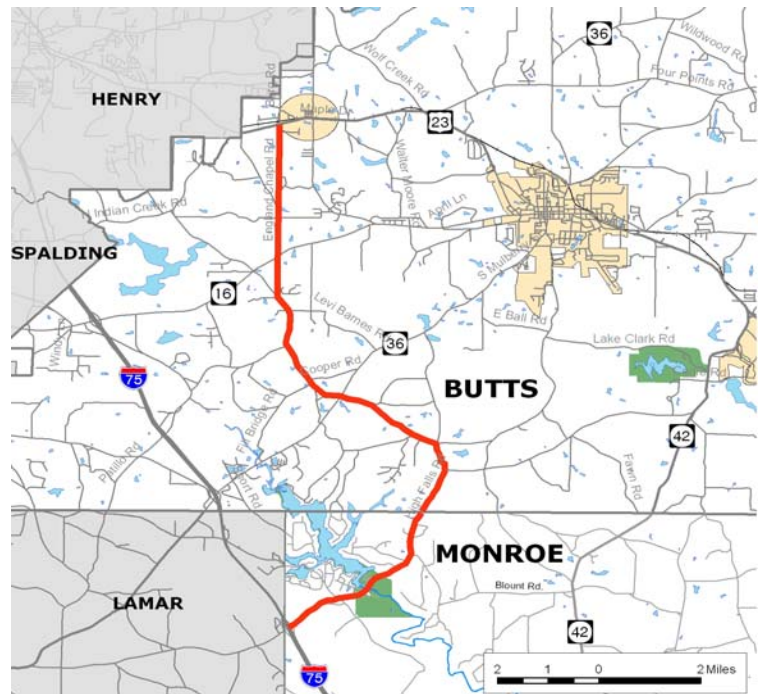
<b>PROJECT NAME:</b> High Falls Road and England Chapel Road				<b>PRIORITY:</b> Medium		
<b>PROJECT DESCRIPTION:</b> Widen from US 23 (Butts County) to I-75 interchange (Monroe County)				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
<b>LOCAL RD #:</b>				<b>COUNTY:</b> Butts/Monroe		
<b>LENGTH (MI):</b> 13.32	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 4,609	<b>2035:</b> 11,959		
<b>ST/US#:</b>		<b>FUNDING:</b>				
<b>MILE POINT</b>		<b>BEGIN:</b> US 23		<b>END:</b> I-75 interchange		
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$4,795,200					\$4,795,200
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$47,952,000	\$47,952,000
<b>PROJECT COST</b>	\$4,795,200	\$0	\$0	\$0	\$47,952,000	\$53,280,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MT & MG RDC		

### COMMENTS

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

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

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



## OFFICE OF PLANNING

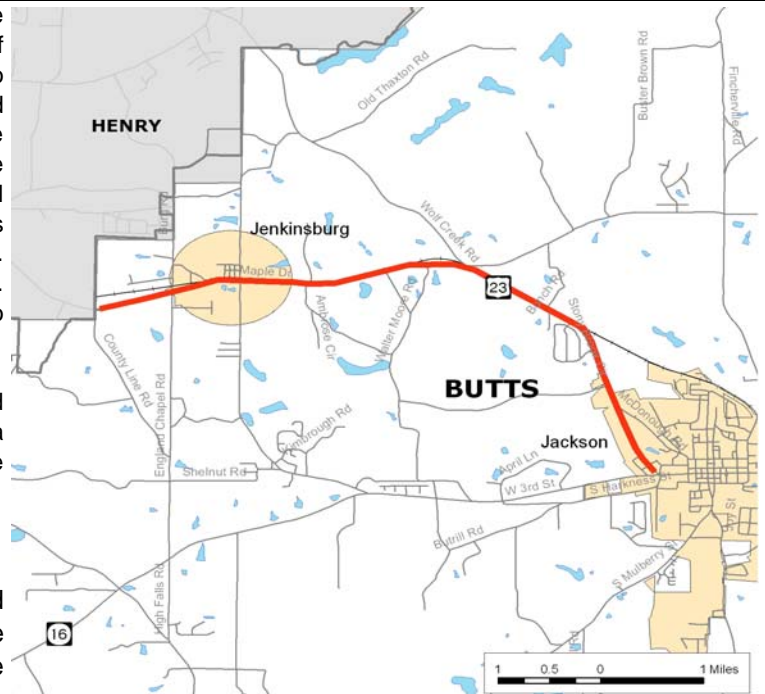
<b>PROJECT NAME:</b> US 23				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Widen from County Line Road to SR 16				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 5.88	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 7,177	<b>2035:</b> 13,363		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> County Line Road		<b>END:</b> SR 16			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$2,352,000					\$2,352,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$21,168,000	\$21,168,000
<b>PROJECT COST</b>	\$2,352,000	\$0	\$0	\$0	\$21,168,000	\$23,520,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

This improvement proposes to widen US 23, from County Line Road, west of the City of Jenkinsburg to SR 16, west of the City of Jackson. This project demonstrates logical termini due to forecasted congestion and connectivity between Jenkinsburg and Jackson. Additionally, the Joint Henry County/Cities Comprehensive Transportation Plan identified widening US23/SR42 to its county line and coordination with Henry County and the Atlanta Regional Commission is recommended. Widening this section of US 23 is needed to maintain the efficient movement of people and goods. Without improvements, this facility will operate at LOS E in 2035. Widening US 23 to 4-lanes is projected to improve operations to LOS C in 2035.

US 23 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with some commercial and industrial properties along the route.

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



## OFFICE OF PLANNING

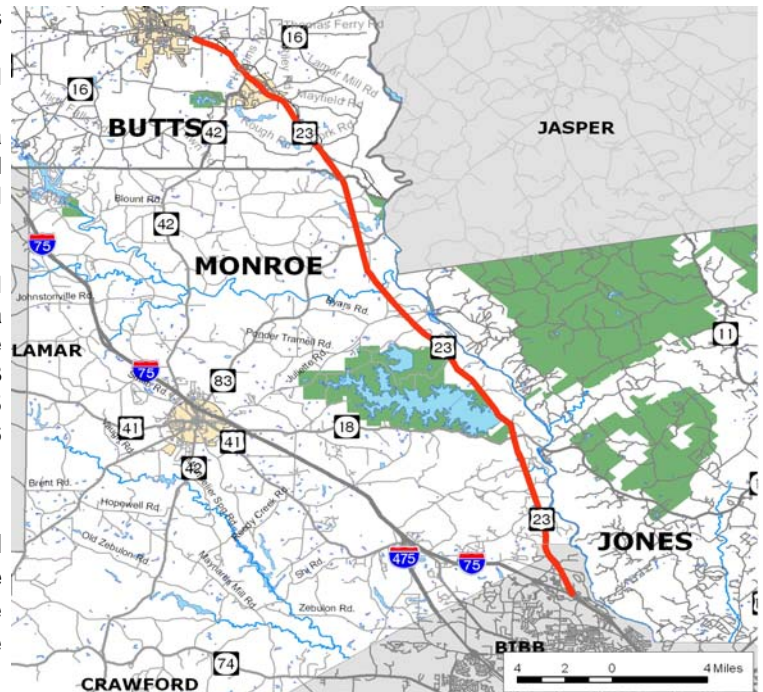
<b>PROJECT NAME:</b> US 23				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Widen from SR 16 (Butts County) to I-75 interchange (Bibb County)				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts/ Monroe/ Bibb		
<b>LENGTH (MI):</b> 30.10	<b>NUMBER OF LANES</b>	<b>EXISTING:</b> 2	<b>PLANNED:</b> 4			
<b>MODEL TRAFFIC VOLUMES (ADT)</b>		<b>2006:</b> 4,495	<b>2035:</b> 13,922			
<b>LOCAL RD #:</b>	<b>ST/US#:</b>	<b>FUNDING:</b>				
<b>MILE POINT</b>	<b>BEGIN:</b> SR 16	<b>END:</b>	I-75 interchange			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$12,040,000					\$12,040,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$108,360,000	\$108,360,000
<b>PROJECT COST</b>	\$12,040,000	\$0	\$0	\$0	\$108,360,000	\$120,400,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MT & MG RDC		

### COMMENTS

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

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

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





## OFFICE OF PLANNING

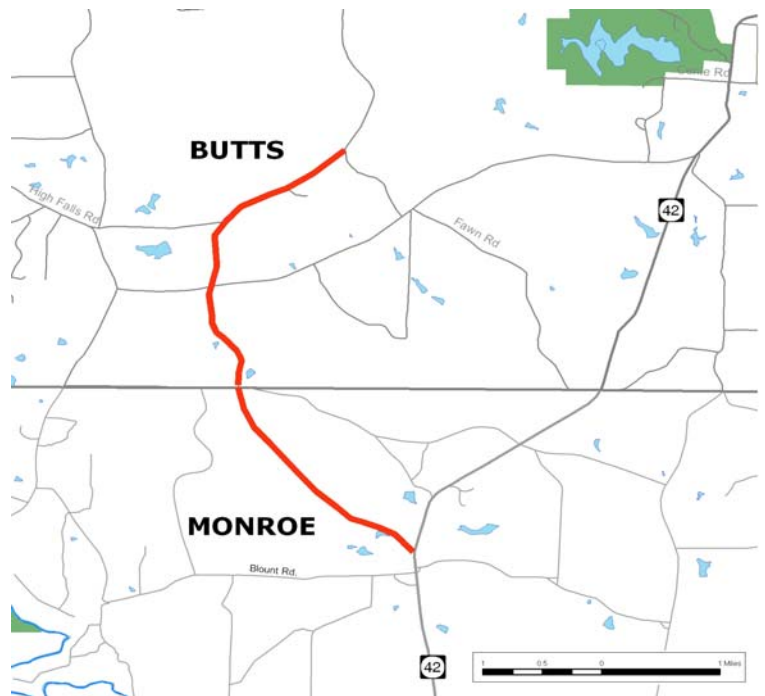
<b>PROJECT NAME:</b> Brownlee Road				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Widen from Mountain View Road (Butts County) to SR 42 (Monroe County)				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
<b>COUNTY:</b> Butts/Monroe						
<b>LENGTH (MI):</b> 4.71	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 1,906	<b>2035:</b> 9,487		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> Mountain View Road		<b>END:</b>		SR 42	
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$1,884,000					\$1,884,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$16,956,000	\$16,956,000
<b>PROJECT COST</b>	\$1,884,000	\$0	\$0	\$0	\$16,956,000	\$18,840,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MT & MG RDC		

### COMMENTS

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

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

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



## OFFICE OF PLANNING

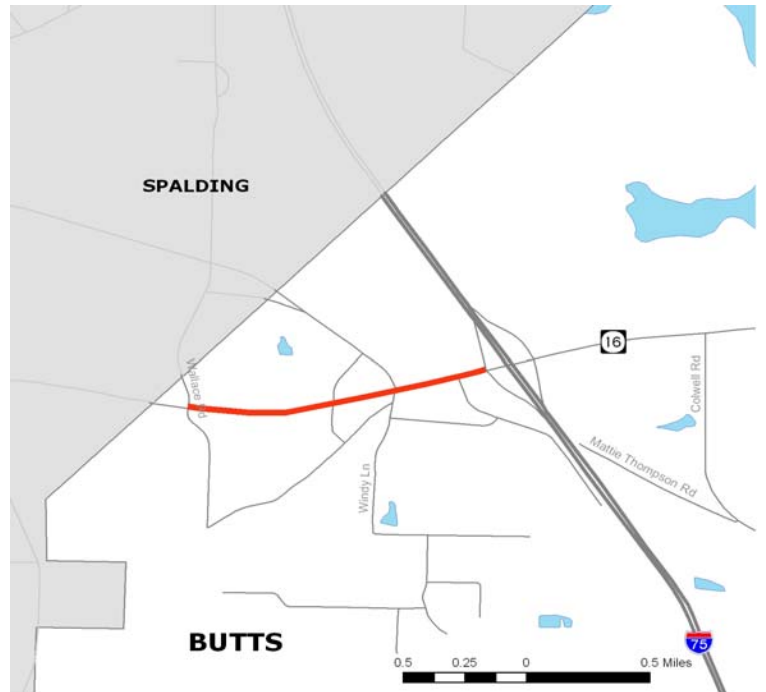
<b>PROJECT NAME:</b> SR 16				<b>PRIORITY:</b> Medium		
<b>PROJECT DESCRIPTION:</b> Wallace Road to I-75 interchange				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 1.24	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 4	<b>PLANNED:</b> 6		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 10,717	<b>2035:</b> 25,664		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> Wallace Road		<b>END:</b> I-75 interchange			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$446,400					\$446,400
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$4,464,000	\$4,464,000
<b>PROJECT COST</b>	\$446,400	\$0	\$0	\$0	\$4,464,000	\$4,960,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

This improvement proposes to widen SR 16 from Wallace Road to the I-75 interchange. This project demonstrates logical termini due to forecasted congestion. The need and purpose is to maintain the efficient movement of people and goods on SR 16 for anticipated commercial growth in the I-75 interchange vicinity. Without improvements, this facility will operate at LOS E in 2035. Widening SR 16 to 6-lanes is projected to improve operations to LOS C in 2035.

SR 16 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of commercial and undeveloped property.

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



## OFFICE OF PLANNING

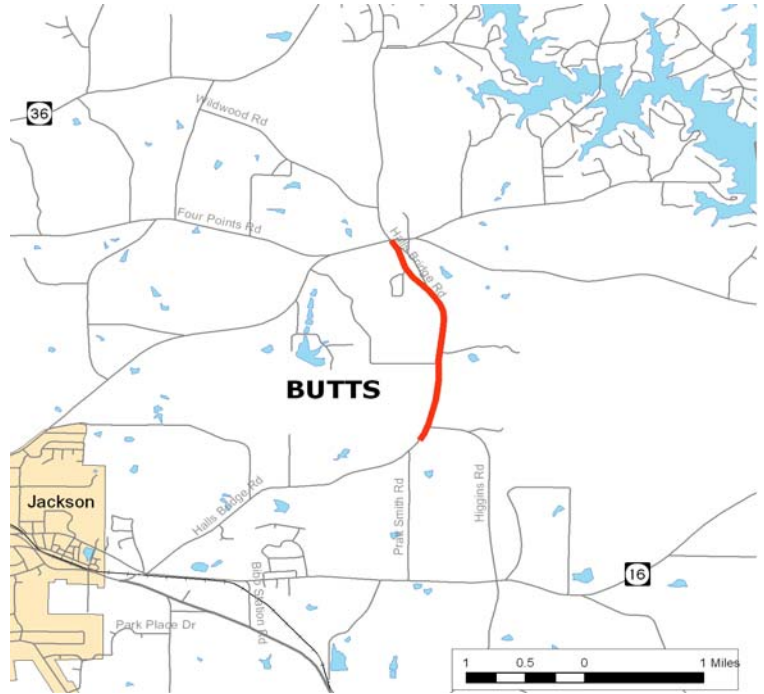
<b>PROJECT NAME:</b> Halls Bridge Road				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Stark Road to Pratt Smith Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 1.92	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 2,301	<b>2035:</b> 7,133		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> Stark Road		<b>END:</b> Pratt Smith Road			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$768,000					\$768,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$6,912,000	\$6,912,000
<b>PROJECT COST</b>	\$768,000	\$0	\$0	\$0	\$6,912,000	\$7,680,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

This improvement proposes to widen Halls Bridge Road from Stark Road to Pratt Smith Road. This project demonstrates logical termini due to forecasted congestion. It is anticipated that the existing routes south and north of the proposed improvements will satisfactorily serve current and future traffic needs and not require additional capacity improvements. The need and purpose of this project is to provide connectivity between Stark Road and Pratt Smith Road. Without improvements, this facility will operate at LOS D in 2035. Widening Halls Bridge Road to 4-lanes is projected to improve operations to LOS C in 2035.

Halls Bridge Road is functionally classified as a major collector with a posted speed limit of 45 mph. Land use along this section is primarily a mixture of residential and undeveloped property.

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



## OFFICE OF PLANNING

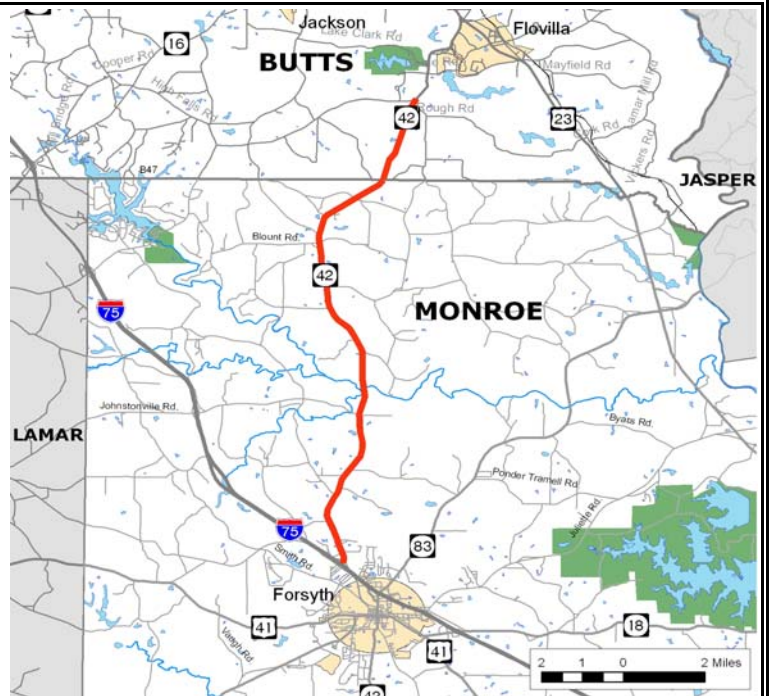
<b>PROJECT NAME:</b> SR 42				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Widen from Mt. Vernon Church Road (Butts County) to I-75 interchange (Monroe County)				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
<b>LENGTH (MI):</b> 13.55				<b>NUMBER OF LANES EXISTING:</b> 2		<b>PLANNED:</b> 4
<b>MODEL TRAFFIC VOLUMES (ADT)</b>				<b>2006:</b> 4,926		<b>2035:</b> 12,361
<b>LOCAL RD #:</b>		<b>ST/US#:</b>		<b>FUNDING:</b>		
<b>MILE POINT</b>		<b>BEGIN:</b> Mt. Vernon Church Road		<b>END:</b> I-75 interchange		
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$4,878,000					\$4,878,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$48,780,000	\$48,780,000
<b>PROJECT COST</b>	\$4,878,000	\$0	\$0	\$0	\$48,780,000	\$54,200,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MG & MT RDC		

### COMMENTS

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

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

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





## OFFICE OF PLANNING

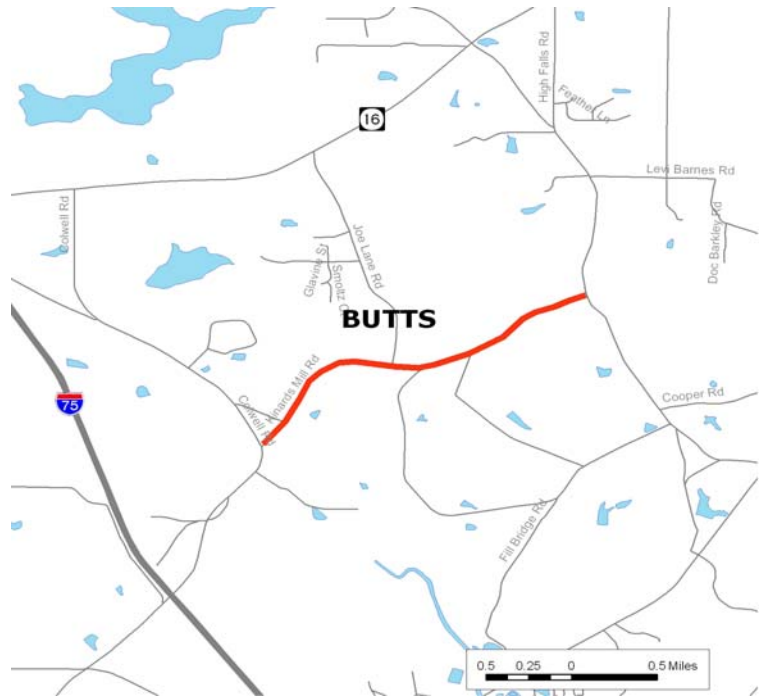
<b>PROJECT NAME:</b> Kinards Mill Road				<b>PRIORITY:</b> Medium		
<b>PROJECT DESCRIPTION:</b> Colwell Road to High Falls Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 2.01	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 758	<b>2035:</b> 9,377		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> Colwell Road		<b>END:</b> High Falls Road			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$804,000					\$804,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$7,236,000	\$7,236,000
<b>PROJECT COST</b>	\$804,000	\$0	\$0	\$0	\$7,236,000	\$8,040,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

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

Colwell Road is functionally classified as a minor collector with a posted speed limit of 45 mph. Land use along this section is primarily a mixture of agricultural and residential property. Cowell Road is recommended as an On-Road Bicycle Route by widening the shoulders 2 to 4-foot shoulders during pavement resurfacing and installing "Share the Road" signage.

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



## OFFICE OF PLANNING

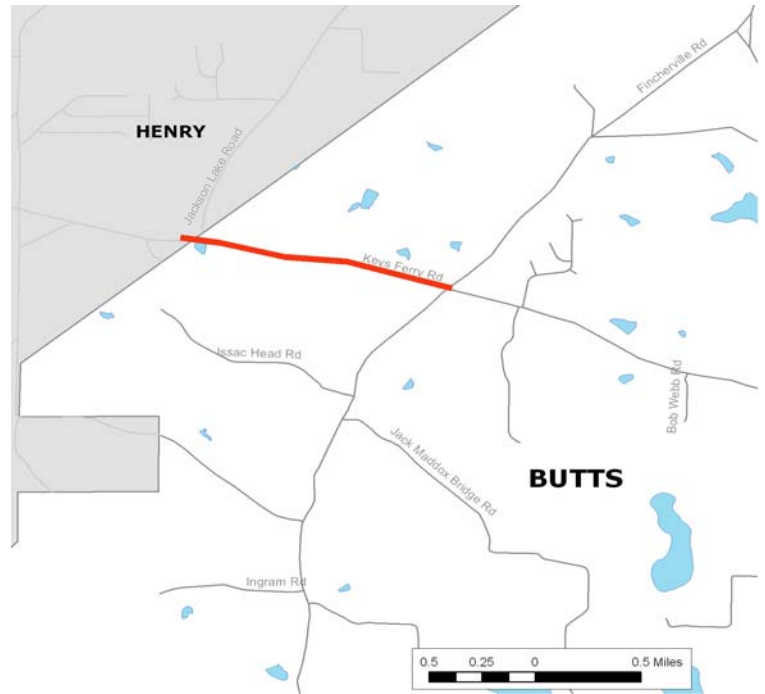
<b>PROJECT NAME:</b> Keys Ferry Road				<b>PRIORITY:</b> Low		
<b>PROJECT DESCRIPTION:</b> Jackson Lake Road to Fincherville Road				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 1.13	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 3,405	<b>2035:</b> 8,550		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> Jackson Lake Road		<b>END:</b> Fincherville Road			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$452,000					\$452,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$4,068,000	\$4,068,000
<b>PROJECT COST</b>	\$452,000	\$0	\$0	\$0	\$4,068,000	\$4,520,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

This improvement proposes to widen Keys Ferry Road from Jackson Lake Road to Fincherville Road. This project demonstrates logical termini due to forecasted congestion. The need and purpose is to provide connectivity between Jackson Lake Road and Fincherville Road. It is anticipated that the routes south and north of the proposed improvements will satisfactorily serve current and future traffic needs and not require additional capacity in Butts County. The Joint Henry County/Cities Comprehensive Transportation Plan has identified Keys Ferry Road for widening as a low priority and coordination with Henry County and the Atlanta Regional Commission is recommended. Without improvements, this facility will operate at LOS D in 2035. Widening Keys Ferry Road to 4-lanes is projected to improve operations to LOS C in 2035.

Keys Ferry Road is functionally classified as a minor collector with a posted speed limit of 45 mph. Land use along this section is primarily a mixture of residential and agricultural property.

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



## OFFICE OF PLANNING

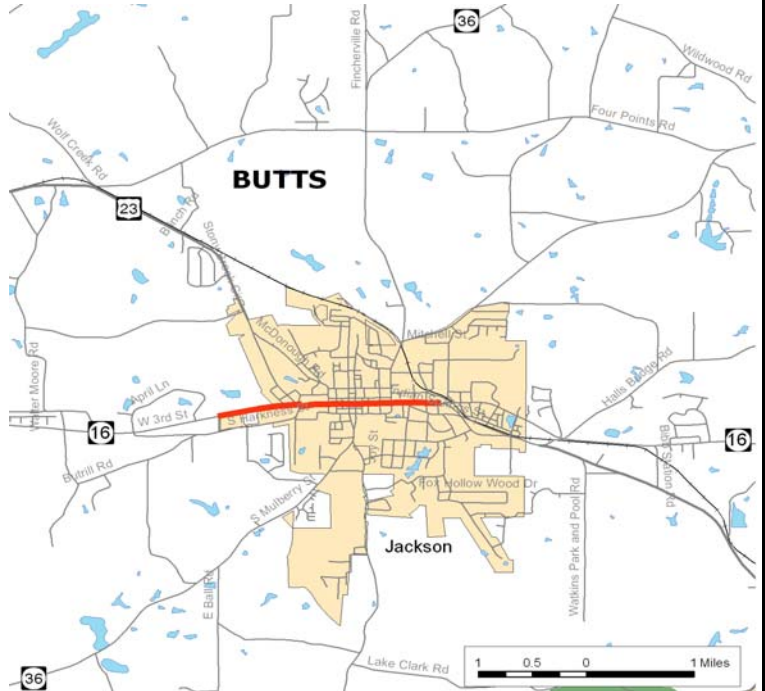
<b>PROJECT NAME:</b> SR 16				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Widen SR 16 from Imagene Goff Road to US 23				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 1.75	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 11,122	<b>2035:</b> 14,991		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> Imagene Goff Road		<b>END:</b> US 23			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$700,000					\$700,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$6,300,000	\$6,300,000
<b>PROJECT COST</b>	\$700,000	\$0	\$0	\$0	\$6,300,000	\$7,000,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

This improvement proposes to widen SR 16 in the City of Jackson. The section of roadway is currently operating at a LOS of E. This project demonstrates logical termini due to an extension of a proposed widening project. The need and purpose is to provide congestion relief and connectivity in Downtown Jackson. Without improvements, this facility will operate at LOS E in 2035. Widening SR 16 to 4-lanes is projected to improve operations to LOS C in 2035.

SR 16 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of commercial and residential property. Alternatives to widening through the historic downtown area may be developed and more detailed analysis of impacts should be performed during the environmental documentation phase. This project may be considered for coordination with the Jackson Bypass.

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



## OFFICE OF PLANNING

<b>PROJECT NAME:</b> SR 36				<b>PRIORITY:</b> High		
<b>PROJECT DESCRIPTION:</b> Widen SR 36 from I-75 interchange to SR 16				<b>P.I. NOS:</b>		
				<b>TIP #:</b>		
				<b>COUNTY:</b> Butts		
<b>LENGTH (MI):</b> 8.45	<b>NUMBER OF LANES</b>		<b>EXISTING:</b> 2	<b>PLANNED:</b> 4		
<b>MODEL TRAFFIC VOLUMES (ADT)</b>			<b>2006:</b> 11,200	<b>2035:</b> 15,629		
<b>LOCAL RD #:</b>	<b>ST/US#:</b>		<b>FUNDING:</b>			
<b>MILE POINT</b>	<b>BEGIN:</b> I-75 interchange		<b>END:</b> SR 16			
<b>PROJECT PHASE</b>	<b>FY 12</b>	<b>FY 14</b>	<b>FY 16</b>	<b>FY 18</b>	<b>FY 20</b>	<b>TOTAL</b>
<b>PRELIMINARY ENGR.</b>	\$3,380,000					\$3,380,000
<b>RIGHT-OF-WAY</b>						\$0
<b>UTILITIES</b>						\$0
<b>CONSTRUCTION</b>					\$30,420,000	\$30,420,000
<b>PROJECT COST</b>	\$3,380,000	\$0	\$0	\$0	\$30,420,000	\$33,800,000
<b>FEDERAL COST</b>						\$0
<b>STATE COST</b>						\$0
<b>LOCAL COST</b>						\$0
<b>DOT DISTRICT #:</b> 3	<b>CONGRESSIONAL DISTRICT:</b> 8			<b>RDC:</b> MTRDC		

### COMMENTS

This improvement proposes to widen SR 36 from the I-75 interchange to SR 16, in the City of Jackson. The section of roadway is currently operating at LOS D. This project demonstrates logical termini due to forecasted congestion and by providing enhanced connectivity. The need and purpose of this project is to provide connectivity between SR 16 and I-75 and relieve congestion to Jackson. The Lamar, Pike and Upson Counties Regional Transportation Study identified SR 36 for widening to 4 lanes. Without improvements, this facility will operate at LOS F in 2035. Widening SR 36 to 4-lanes is projected to improve operations to LOS C in 2035.

SR 36 is functionally classified as a minor arterial with a posted speed limit of 55 mph. Land use along this section is primarily a mixture of agricultural and residential property, with commercial property in downtown Jackson.

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

