Southern Georgia Regional Commission

Valdosta-Lowndes MPO

An Equal Opportunity Employer / Program

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Valdosta-Lowndes
Metropolitan Planning Organization

Adopted – September 14, 2010

Southern Georgia Regional Commission

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Cover art design by April Wiggins, Valdosta Technical College; Class of 2010.

Adoption Resolution

RESOLUTION FY2011 - 2

VALDOSTA-LOWNDES
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION TO Adopt the 2035 Long Range Transportation Plan

WHEREAS, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established May 1, 2002; and

WHEREAS, the Southern Georgia Regional Commission has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Valdosta-Lowndes Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive and Continuous transportation planning process; and

WHEREAS, the MPO conducts federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within the next 20 years; and

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the 2035 Long Range Transportation Plan as required by Title 23 (USC 134 Section 450.322) and pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on September 14, 2010.

John J. Fretti, Mayor of Valdosta
Chair, Valdosta-Lowndes Metropolitan Planning Organization

Introduction

The 2035 Long Range Transportation Plan (LRTP) guides the transportation policies and projects to be implemented throughout the community over the next twenty-five years. The LRTP directs how our community plans to address its transportation needs, prioritizes those needs, and outlines funding resources for implementing projects from federal, state, local and private sources for highways, mass transit, multiuse trails, airports, and freight/intermodal facilities. This LRTP is designed to be a regional multi-modal transportation plan that addresses transportation needs through a coordinated, cooperative, continuing planning process led by the Southern Georgia Regional Commission as the Metropolitan Planning Organization for the Valdosta Urbanized Area.

Enabling Legislation

As required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU), at least every five years (four years in air quality non-attainment/maintenance areas, Lowndes County is in attainment) Metropolitan Planning Organizations (MPO) are required to produce a plan that shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods." This 2035 Transportation Plan is the update to the Metro 2030 Transportation Plan adopted in 2007. In cooperation with the Georgia Department of Transportation, the Valdosta-Lowndes MPO is developing a new twenty-year horizon Transportation Plan to remain on a consistent timeline with other Georgia MPOs and the State Transportation Plan.

Eight Planning Factors

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users was signed into law by President Bush in 2005. Included are eight planning factors that are required for consideration in metropolitan transportation plans as follows:

"The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will –

- *(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*
- *(B) increase the safety of the transportation system for motorized and nonmotorized users;*
- *(C) increase the security of the transportation system for motorized and nonmotorized users;*
- *(D) increase the accessibility and mobility options available to people and for freight;*
- *(E) 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;*
- *(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
- *(G) promote efficient system management and operation; and*
- *(H) emphasize the preservation of the existing transportation system."*

In early 2009, Governor Sonny Perdue and the Georgia State Legislature passed the Transforming Transportation Investment Act. Among other things this act outlined several investment policies:

"The [State-wide Strategic Transportation] plan shall be developed with consideration of investment policies addressing:

1. *Growth in private-sector employment, development of work force, and improved access to jobs;*
2. *Reduction in traffic congestion;*
3. *Improved efficiency and reliability of commutes in major metropolitan areas;*
4. *Efficiency of freight, cargo, and goods movement;*
5. *Coordination of transportation investment with development patterns in major metropolitan areas;*
6. *Market driven travel demand management;*
7. *Optimized capital asset management;*
8. *Reduction in accidents resulting in injury and loss of life;*
9. *Border-to-border and interregional connectivity; and*
10. *Support for local connectivity to the state-wide transportation network."*

Forecasting Future Transportation Needs

The Valdosta-Lowndes MPO (VLMPO) and the Georgia Department of Transportation (GDOT) cooperatively maintain a Travel Demand Forecasting (TDF) Model. VLMPO and GDOT together use software created by Citilabs called Cube 5 to run the TDF model for the region. All of the MPO's in Georgia use the Cube 5 TDF software. Under SAFETEA-LU, MPO's are required to update their transportation plans (and transportation models were applicable) every five years (four years in air quality non-attainment/maintenance areas, Lowndes County is in attainment) using the most up-to-date data and growth assumptions as part of the update process. Cube 5 like other TRF software is designed to project or forecast traffic volumes (the number of cars on a given segment of road every day) into the future. The program uses area specific information about population, school enrollment, household size, auto ownership, travel patterns, journey-to-work data, employment, income data and road specific data, such as facility type, functional classification, current traffic volumes etc.

A more detailed description of the model, socio-economic inputs, and methodology are discussed later in this document.

Using the Cube 5 software program along with the local geographic information system (GIS), the original network of roads and highways, which are functionally classified (i.e. principal arterial, minor arterial, collector, etc.), were updated for the 2006 model base year. The network is segmented into links with each link representing a stretch of road. The current network has 5,738 links.

The region (Lowndes County and portions of Berrien and Lanier Counties) is divided into sections called Transportation Analysis Zones (TAZ). The region has 424 TAZs (399 are internal to the Metropolitan Planning Area, defined as Lowndes County and the Urbanized portions of Berrien and Lanier Counties, also MPA, and 25 are external stations). These TAZs are used to aggregate socio-economic data for the base year (2006), interim years, and the target year of 2035. A more detailed explanation of the model and the model output can be found in the "LRTP Network Model" section of this report.

The 2035 TDF model sets the stage and provides the data necessary for the identification of projects. The model can forecast the levels of service and how traffic patterns may change given one scenario or another. The TDF becomes an important tool in project identification and selection, in that it provides decisionmakers with the tools that set the stage for future transportation efficiency. The effectiveness of a region's overall transportation system has a great positive or negative impact on economic growth and the area's quality of life issues, which is to some extent dependent on sound data, early planning and good decision-making.

Priorities and Implementation

The development of the VLMPO 2035 LRTP began with a discussion of goals and objectives at a Citizen's Advisory Committee (CAC) meeting. Local morning radio show host Scott James opened the discussion by sharing what the Valdosta-Lowndes region meant to him, his business, and why thinking at a regional level is important. The CAC then shared and discussed their thoughts on a vision for regional transportation, where we are currently, and what needs to be done to reach a regional vision. Out of this discussion came the basis for the VLMPO 2035 Vision Statement:

> *To develop a connected, efficient, safe, sustainable, responsive, regional, multi-modal transportation system that fosters economic development, coordinated land use, improved quality of life, and that is accessible to the public.*

From this vision statement several priority statements were developed by staff and reviewed by the MPO's Committees that included implementation strategies and evaluation measures.

In order to get more input on the transportation priorities of the region, the MPO staff met with the Greater Lowndes Growth Advisory Committee (GLGAC), a group of involved business and government leaders that meet quarterly to discuss growth and development in the region. The GLGAC has been used in the past to aid local planning staff in developing and updating the Greater Lowndes County Comprehensive Plan. When asked about the priorities for transportation in 2035, the members of this group identified the creation of a public transit system, the improvement of sidewalks and railroad crossings, and more aesthetically pleasing roadways.

This input was combined with input from the MPO committees to develop the three priority statements and their implementation strategies, and evaluation measures.

- Develop a sustainable and safe regional transportation system that includes all modes for the transport of people and goods that promotes economic development.

- Encourage the MPO, SGRC and their member communities to cooperatively consider land use decisions by encouraging public participation and involvement in the transportation planning process.

- Promote an aesthetically pleasing, sustainable, transportation system that respects the needs of, and mitigates and/or enhances the impacts on disadvantaged populations and the context of the nearby built and natural environments.

These priorities and implementation strategies are used throughout this plan to guide the selection of projects to be completed over the next twenty-five years. Used as a guide for the VLMPO Policy Committee and staff in carrying out the implementation strategies and to ensure the plan is carried out in an efficient manner. These priorities will become the base for the work the MPO will complete over the next few years whether it is additional planning studies or actual implementation of capital improvements.

Table 1: 2035 Transportation Plan Priorities and Implementation Strategies

Priority 1:	**Develop a sustainable and safe regional transportation system that includes all modes for the transport of people and goods that promotes economic development.**	
	Implementation Strategies	**Evaluation Measures**
1.1	Develop safe transportation corridors that efficiently connect regional activity centers, reduce travel time and vehicle miles travelled	Evaluate the level of service on roadways to and from activity centers, especially east-west routes.
1.2	Develop a transportation system that is efficient for freight movement, while providing for the efficient movement of non-rail vehicular traffic through the region	Evaluate number of jobs in freight intensive industries and conduct travel time studies to evaluate wait times at at-grade crossings
1.3	Enhance and develop secure, coordinated public transit, especially for the transportation disadvantaged, to serve the entire region that promotes economic development	Implementation of a coordinated public transit system in the Valdosta Urbanized Area
1.4	Preserve transportation corridors for future multi-modal transportation system improvements that reduce bottlenecks and promote alternative modes	Work with local land use agencies to analyze future improvements to ensure they will accommodate planned multi-modal improvements
1.5	Develop interconnected bike and pedestrian facilities and amenities through the implementation of projects and policies	Number of bike and pedestrian facilities implemented and/or interconnected
1.6	Coordinate transportation improvements with local economic development organizations to support business and tourism growth	Evaluate net number of jobs gained near transportation improvements
Priority 2:	**Encourage the MPO, SGRC and their member communities to cooperatively consider land use decisions by encouraging public participation and involvement in the transportation planning process.**	
	Implementation Strategies	**Evaluation Measures**
2.1	Create opportunities for public involvement in the planning process and mitigate impacts to low-income and minority populations	Annually evaluate public involvement effectiveness through number of persons contacted and events held
2.2	Develop public information opportunities for all ages regarding traffic safety, biking and walking safety, and the planning process	Produce documents for education and public information, including annual crash reports and intersection safety audits
2.3	Prioritize transportation investments using objective criteria to select projects	Develop criteria for implementing transportation investments
2.4	Promote public/private partnerships to enhance funding opportunities	Evaluate number of public/private partnerships accomplished
2.5	Encourage cooperative land use strategies that minimize sprawl and mitigate adverse environmental impacts	Evaluate land development outside of urban service areas
2.6	Coordinate projects and policies with adjacent communities to reduce urban sprawl and prioritize regionally significant projects	Number of multi-jurisdictional or coordinated transportation improvement projects/policies
Priority 3:	**Promote an aesthetically pleasing, sustainable, transportation system that respects the needs of, and mitigates and/or enhances the impacts on disadvantaged populations and the context of the nearby built and natural environments.**	
	Implementation Strategies	**Evaluation Measures**
3.1	Preserve and enhance the context and aesthetics of the natural and built environments, encourage the enhancement of gateways and corridors throughout the community	Evaluate context sensitive solutions implemented in transportation projects and policies
3.2	Support 'green' transportation (fuels and materials), and develop infrastructure for alternative modes of transportation	Report use of alternative fuels and infrastructure projects for alternative modes of transportation
3.3	Improve and develop an aesthetically pleasing regional activity center way-finding and signage system for residents and visitors	Report on signs installed and public acceptance of new signage

VLMPO Organization and Processes

The Southern Georgia Regional Commission (SGRC) is the designated Metropolitan Planning Organization (MPO) for the Valdosta Urbanized Area. The Valdosta-Lowndes MPO (VLMPO) is mandated by the Federal Highway Act of 1962 (and subsequent re-authorizations) to perform the transportation planning activities within the urbanized area. The legislation ensures that there will be a "continuing, cooperative and comprehensive" (referred as "3-C") planning process involving federal, state and local agencies, as well as citizens and other affected stakeholders.

The process involves collaboration among various governmental agencies and results in a consensus regarding the transportation plans for that urbanized area. Figure 1 (on the following page) displays the Valdosta Urbanized Area and Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien and Lanier Counties.

Policy Committee

The Policy Committee is a forum for cooperative decision making by principal elected and appointed officials of the general purpose local governments and inter-modal transportation providers. The Policy Committee is also responsible for taking into consideration the recommendations from the Citizen's Advisory Committee and the Transportation Coordinating Committee when adopting plans or setting policy. The Policy Committee has final authority in the matters of policy and adoption of plans.

The current membership of the VLMPO includes the Chairman of the Lowndes County Board of Commissioners, the Mayor of the City of Valdosta, the Lowndes County and City of Valdosta Managers, the Executive Director of the SGRC, an annually rotating Mayor of the smaller cities of Lowndes County (beginning July 1, 2010 the Mayor of Hahira serves this role), and the Commissioner of the Georgia Department of Transportation.

The Policy Committee, with input from the Citizens Advisory Committee and Technical Coordinating Committee, annually revises and adopts the Transportation Improvement Program and other documents, resolutions, amendments, etc. in order to comply with the federal regulations.

Transportation Coordinating Committee

The Transportation Coordinating Committee (TCC) membership includes staff from various federal, state, and local agencies and other associations who have a technical knowledge of transportation or planning. The TCC functions to assure the involvement of all operation departments, advisory agencies, and multi-modal transportation providers involved with the planning process and subsequent implementation of plans. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.

Citizen's Advisory Committee

The Citizens Advisory Committee (CAC) consists of volunteers who are interested in transportation issues. The CAC is responsible for keeping the Policy Committee informed of the community's perspective and also provides information to the community about

transportation policies and issues. The CAC ensures that the values and interests of the communities of Lowndes County are taken into consideration in the planning process.

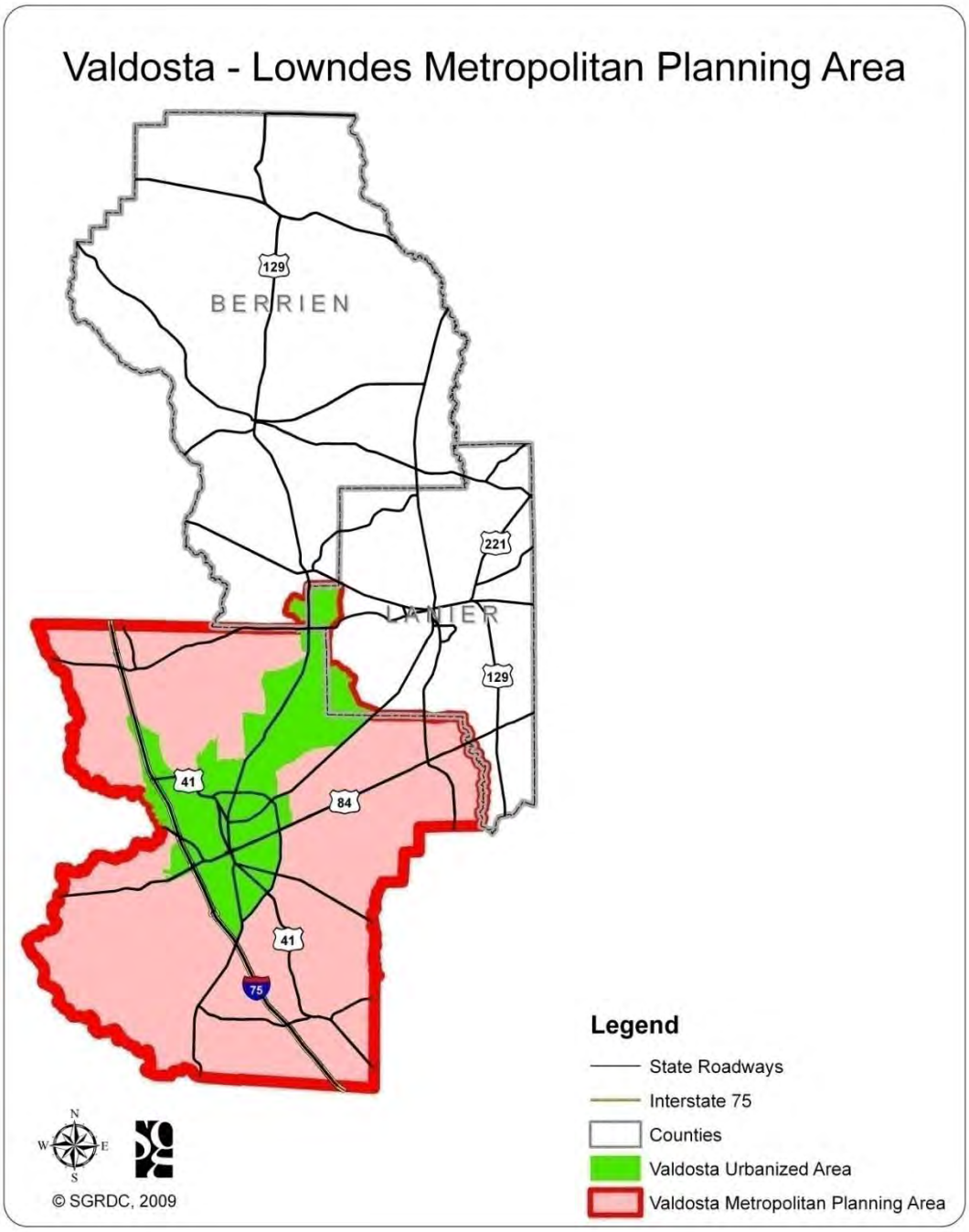


Figure 1 Valdosta Urbanized Area Boundary and VLMPO Metropolitan Planning Area

Existing Transportation System

The transportation needs of the residents, businesses and visitors to Lowndes County are met through a variety of modes of transportation. The existing transportation system is described here for some general background on the community.

Highways

Figure 2 I-75 NB at St. Augustine Road

Streets and roads in communities throughout the nation are designed in accordance with guidelines provided by the American Association of State Highway and Transportation Officials (AASHTO). The basic objective is to arrange the physical elements of the facility to meet the typical characteristics of drivers and vehicles. The land use and accessibility to and from parcels, geometrics, traffic control issues, posted speed, safety, and drainage as well as aesthetic qualities are also incorporated into roadway design.

The type of roadway or 'functional classification' is the process by which streets and highways are grouped into classes, and systems, according to the character of the traffic service that was intended. There are typically four functional classifications: Interstates, Arterials, Collectors, and local roads, divided into urban and rural systems. Figure 3 shows the functional classification of the highway network in the Region.

The Region is primarily serviced by I-75 and US 84. Major secondary routes include: US

41/Inner Perimeter Road, SR 133/St. Augustine Road, SR 125/Bemiss Road, and SR 31/Madison Highway.

Public Transit

Public transportation in the Region is currently provided by Berrien and Lowndes Counties. Each county contracts with MIDS Inc. to operate their respective demand response systems.

MIDS INC.

These two systems are funded through the Federal Transit Administration (FTA) 5311 program, and provide rural demand response public transit services to the residents of their respective counties. MIDS Inc. operates Monday through Friday 7:30 AM to 5:30 PM with a fare of $3.00 per one-way trip. MIDS Inc. also contracts with the SGRC to provide the FTA's 5310 or Department of Human Services Elderly and Disabled Program transportation services.

The SGRC in partnership with the Georgia Department of Human Services (DHS) provides transportation services in an eighteen county service area including, Lowndes, Berrien and Lanier Counties. These services are primarily funded through the Federal Transit Administration 5310 program and include transporting seniors age 60 and over. Through the Department of Family and Children Services in each county the SGRC also offers transportation through the TANF (Temporary Assistance to Needy Families) program, whose clients are attending substance abuse treatment clinics approved by DHS.

Greyhound operates a station in downtown Valdosta which provides direct service to Orlando, FL and points south, as well as Atlanta, GA and points north.

Pearl Executive Shuttle provides transportation to nearby airports like Atlanta's Hartsfield-Jackson International Airport, Jacksonville International Airport and Tallahassee Regional Airport.

The VLMPO is currently studying the implementation of a fixed route public transit system in the Valdosta Urbanized Area, but no timeline is in place for the startup of this system.

Railroads

The Region is serviced by four freight railroad companies. Norfolk Southern and CSX Transportation provide the bulk of the freight railroad services in the Region. The Georgia Florida Railroad is a shortline railroad that provides services to Nashville, GA from Valdosta. The Valdosta Railway provides services between Valdosta and Clyattville, GA. Both Norfolk Southern and CSX Transportation run about 25 trains through the region each day, resulting in significant impacts to the region's economy and traffic patterns. Several grade crossings are proposed to alleviate congestion related to at-grade rail crossings and key highway corridors.

There is currently no passenger rail service in or near Valdosta.

Airports

The Valdosta Regional Airport provides commercial and general aviation services to the Region. American Southeast Airlines, a Delta Connection carrier, currently operates three daily flights to and from Atlanta's Hartsfield-Jackson International Airport. In 2008 the Valdosta Regional Airport enplaned 38,269 passengers, a 13% increase since 2000.

Bike and Pedestrian Transportation

In 2008, the City of Valdosta adopted its Transportation Master Plan, which included several improvements to bike and pedestrian facilities. Immediately the City began to construct and improve several miles of sidewalks throughout the City. In July 2009, the City of Valdosta opened its first on-street bike lanes along Sustella Avenue near the Valdosta State University Campus. This bike lane intersects with the Azalea City Trail which runs east-west through the community connecting several neighborhoods and activity centers.

There are two statewide bike routes that run through the region. State Route 10 runs east-west and State Route 15 runs north-south. A map of the existing bike and pedestrian facilities in the region is included in Figure 4.

Several more bike and pedestrian facilities are being planned and are included later in this regional transportation plan.

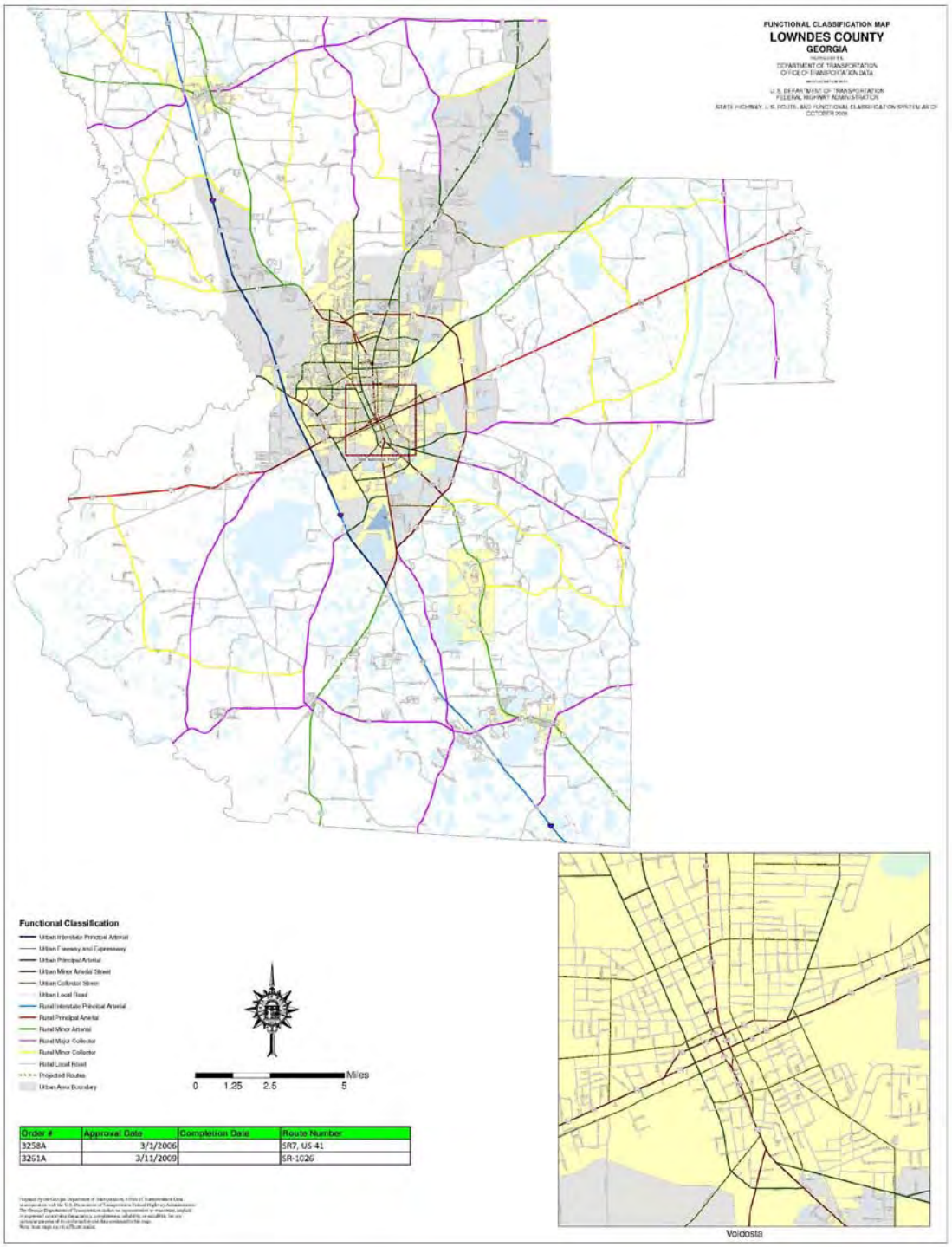


Figure 3 Lowndes County Highway Functional Classification. Source: GDOT

Freight Transportation

As described earlier, much of the freight and goods movement in the region is done on the two main railroads, however trucks carrying goods to, from and through the region make it a prime location for logistics and distribution companies to locate here.

The 2009 Freight Movement Study completed by the MPO outlined that the freight moving through the region by truck is heavily impacted by the seaports of Savannah, Jacksonville, Miami and Tampa. Valdosta's proximity to the intersection of I-75 and I-10 as well as US 84 has resulted in the influx of logistics companies and distribution centers that rely heavily on the region's transportation infrastructure.

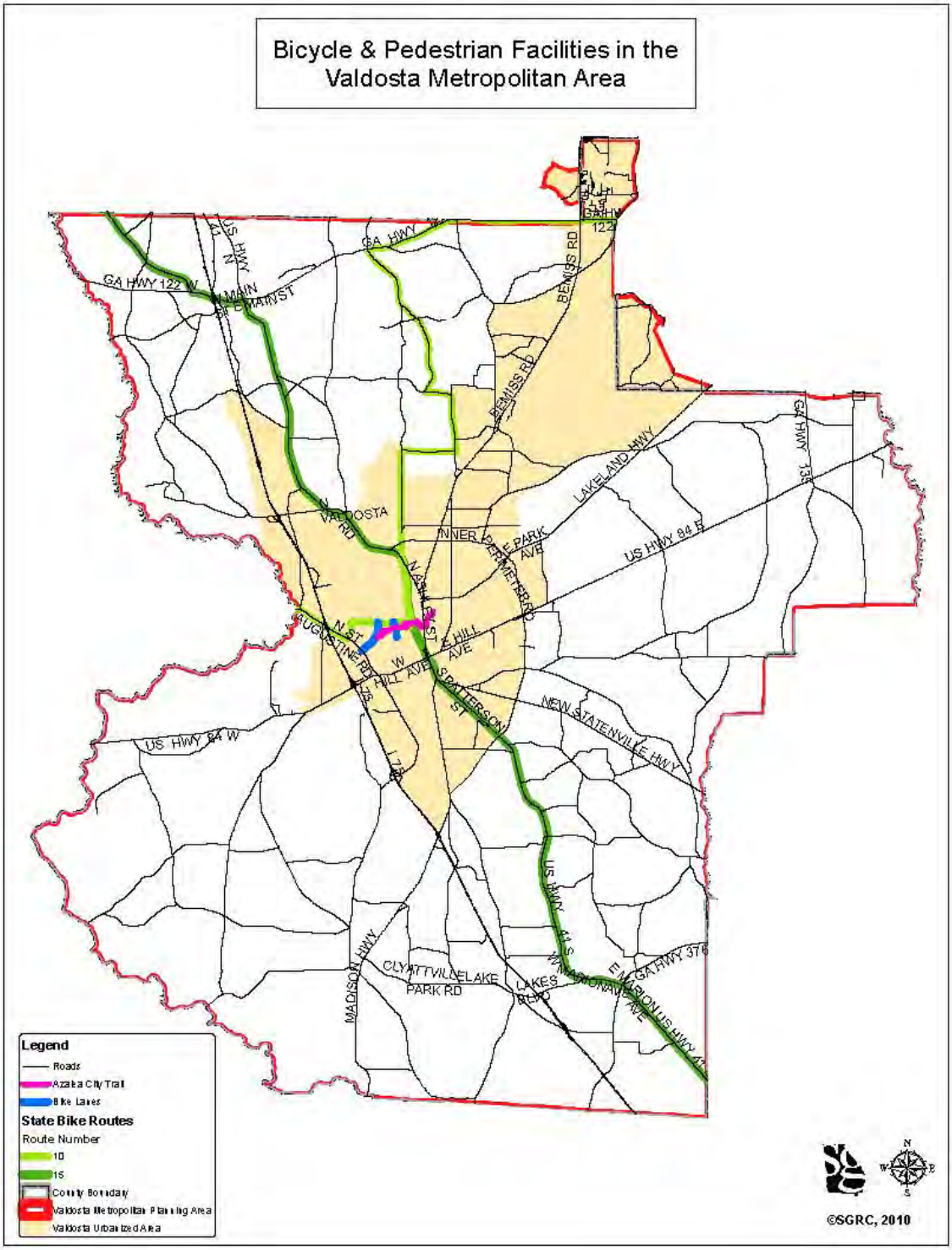


Figure 4 Existing Bike and Pedestrian Facilities in Region (excluding sidewalks)

Public Participation Process

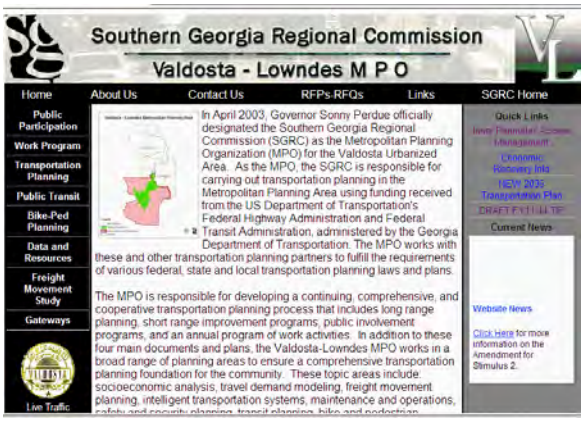
The public involvement process is outlined in the VLMPO's Public Participation Plan (PPP) that was adopted by the VLMPO Policy Committee on March 13, 2007. The PPP was developed not only to meet the statutory obligations (as detailed in SAFETEA-LU), but to provide a framework for public participation as related to the transportation planning decision making process. The PPP is available for review on the SGRC website at www.sgrc.us/transportation. Neglecting the public involvement component of the development of the LRTP can result in unnecessary delays, possible litigation, and erode the public trust in the planning process. The PPP is revisited regularly to ensure compliance with all federal and state laws regarding public participation and to ensure that the mechanisms described in the plan are the best means to provide meaningful public involvement opportunities for information dissemination in a timely and accurate manner. Furthermore the SGRC and VLMPO do not discriminate on the basis of disability as set forth in the Americans with Disabilities Act of 1992. The VLMPO further strives to fully comply with the Georgia Law on Open Public Meetings (OCGA 50-14-1, et seq.) and Inspection of Public Records Act (OCGA 50-18-70, et seq.)

The Public Participation process to develop the 2035 LRTP's vision statement, goals and objectives, and evaluation measures began with a workshop session in a Citizen's Advisory Committee (CAC) meeting on July 23, 2009 (see appendix for minutes). This workshop session began with an opening statement by the guest speaker Scott James, a local morning radio show host who regularly speaks about the importance of regionalism during his daily talk show. A brainstorming and visioning session followed the introduction from Scott James where the members of the CAC discussed their opinions and concerns about transportation in the region, where the region is currently, and where the region is going in the future.

In order to receive more public input on the vision statement, goals and objectives and evaluation measures, the MPO staff met with the Greater Lowndes Growth Advisory Committee. This Committee was set-up during the development of the Lowndes County 2030 Comprehensive Plan, and continues to be active in setting the goals, policies and implementation strategies for this plan. The Committee was asked three questions to gain input on what the goals and objectives of the 2035 LRTP should be. These questions included:

- What are some concerns you have with the transportation system in Lowndes County?
- What do you like about the transportation systems in other communities?
- What do you envision the transportation system in Lowndes County to look like in 2035?

The MPO staff took the information obtained from the CAC and the Growth Advisory Committee and compiled it into a draft vision statement, and draft goals, objectives, and evaluation measures. These items were approved by the MPO Policy Committee at their October 20, 2009 meeting.



The VLMPO made available on its website (www.sgrc.us/transportation) ongoing updates (public meeting announcements, public meeting materials, maps, project lists,

presentations, etc.) regarding the development of the 2035 LRTP throughout the plans' development.

On February 17, 2010, the VLMPO hosted an open house for the public and human and natural resource agencies. The attendees were invited to view the draft listing of projects in the 2035 Transportation Plan, and how these projects related to identified Environmental Justice areas, and natural, cultural and historic resources. The attendance record and comments from this meeting are included in the appendix.

A final public open house was held on Tuesday, July 20, 2010 from 3:00 PM to 8:00 PM at the Valdosta City Hall Annex. This open house was held to allow residents of the MPA to view the prioritized list of projects and the entire draft 2035 Transportation Plan. The announcement, attendance record, and comments from this meeting are included in the appendix. To maximize attendance, this meeting was co-hosted with the City of Valdosta's Gateways Concept Public Open House. The meeting room was shared by the two groups, but two separate public meetings took place so that the public did not have to choose which public meeting to attend.

The VLMPO received comments and input at various other times throughout the planning process. Comments were received by the various MPO committee members at each meeting where the 2035 TP was a topic of discussion; these meetings are open to the public. The MPO gave several presentations to the various community groups throughout the planning process where comments were received as well. Documentation of these meetings and presentations is available on the website at www.sgrc.us/transportation. Included in the appendix are the minutes from the VLMPO Citizen's Advisory Committee, Transportation Coordinating Committee, and Policy Committee meetings where the 2035 Transportation Plan was discussed.

Environmental Justice

In accordance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898, the review of Environmental Justice areas is required for Federal agencies and federally funded programs. The three major principles of Environmental Justice (EJ) are:

- Provide full and fair participation by non-white and low income communities
- Avoid, minimize or mitigate disproportional impact to non-white and low income communities
- Ensure that low income and non-white citizens fully share benefits.

The VLMPO is required to make sure transportation plans and programs meet the EJ requirements for Title VI and Executive Order 12898. There is no prescribed methodology or manner in which these requirements are to be carried out. This has resulted in many different methodologies for identifying sectors of the population that are classified as EJ communities, the level and manner in which these individuals are involved in the process, and the measurement of benefits and burdens on this segment of the population.

During the 2035 Transportation Plan development process the staff worked closely with social service agencies and other minority groups, and faith based organizations to provide an opportunity for input into the transportation planning process.

The initial activity for fulfilling EJ requirements is identifying the location where this segment of the population resides within the study area. Though no standard exists for population identification, a common approach is to utilize US Census data to locate areas of concentration (geographically) of low-income or minority populations. The level of geography used to gain a regional perspective is the Census Tract level. Identifying non-white and low income

populations from Census data also requires choosing variables to use in determination of non-white and low income status. The maps on the following pages show the Census Tracts in the Lowndes County area that are identified as low income or have concentrations of minority populations. These maps are also overlaid with the projects identified later in this plan so that the impacts of these projects might be measured on EJ populations.

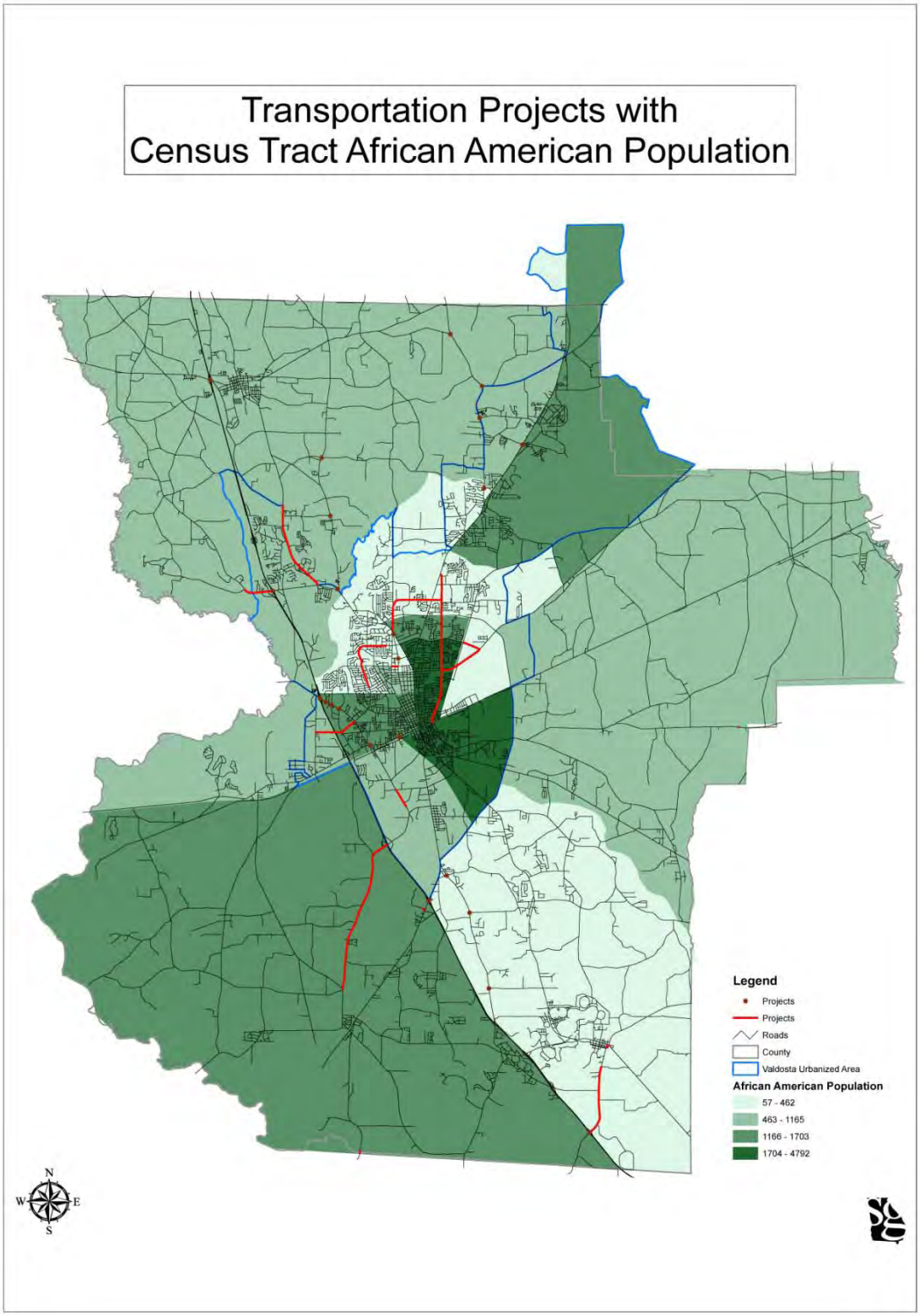
The Census Tracts in Berrien and Lanier Counties that are a part of the Metropolitan Planning Area (MPA) are included as if the entire tract was within the MPA. Any projects identified in this plan that affect these areas are treated as if they meet EJ requirements and will require additional mitigation and participation efforts during project implementation.

The data from the 2000 US Census shows that there were a total of 15,622 individuals (or 18.3%) of the Lowndes County population that were below the poverty level in 1999. There were also 35,403 individuals (or 38.4%) that were identified as non-whites and 2,447 persons (or 2.7%) identified as being of Hispanic or other ethnic groups.

Efforts to mitigate the negative impacts of transportation improvements on EJ populations can take many different directions. During the planning process EJ populations were targeted with a special public meeting (February, 17, 2010) as well as at other events where EJ populations were represented. The VLMPO mailing list contains various contacts for EJ populations and each edition of the quarterly newsletter contained an update on the Transportation Plan during the planning process (see website for newsletter archives). Some efforts that may be undertaken here in the VLMPO planning area include extra outreach efforts during the planning and design phases of project implementation to ensure that the local residents concerns about specific transportation issues are heard.

Other mitigation efforts that might be taken depend on the scope and characteristics of each project and are called context sensitive solutions. Context sensitive solutions are mitigation efforts undertaken during a project that reduce the impact of the transportation improvement on a neighborhood or special population or positively enhance the project's impact on a neighborhood or special population. Examples of context sensitive solutions that are used around the nation are noise barriers on major expressways near residential areas, additional landscaping areas to better fit the project into an existing community, enhanced design elements like period relevant lighting, fencing, sidewalks, or signage in areas where the aesthetics or the historical significance of the community are impacted.

Project designers and planners will work with local communities on a project-by-project basis to mitigate the impacts of transportation improvements on the built environment, environmental justice populations and the natural environment.


Transportation Projects with
Census Tract African American Population
Legend
Projects
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County
Valdosta Urbanized Area
African American Population
57 - 462
463 - 1165
1166 - 1703
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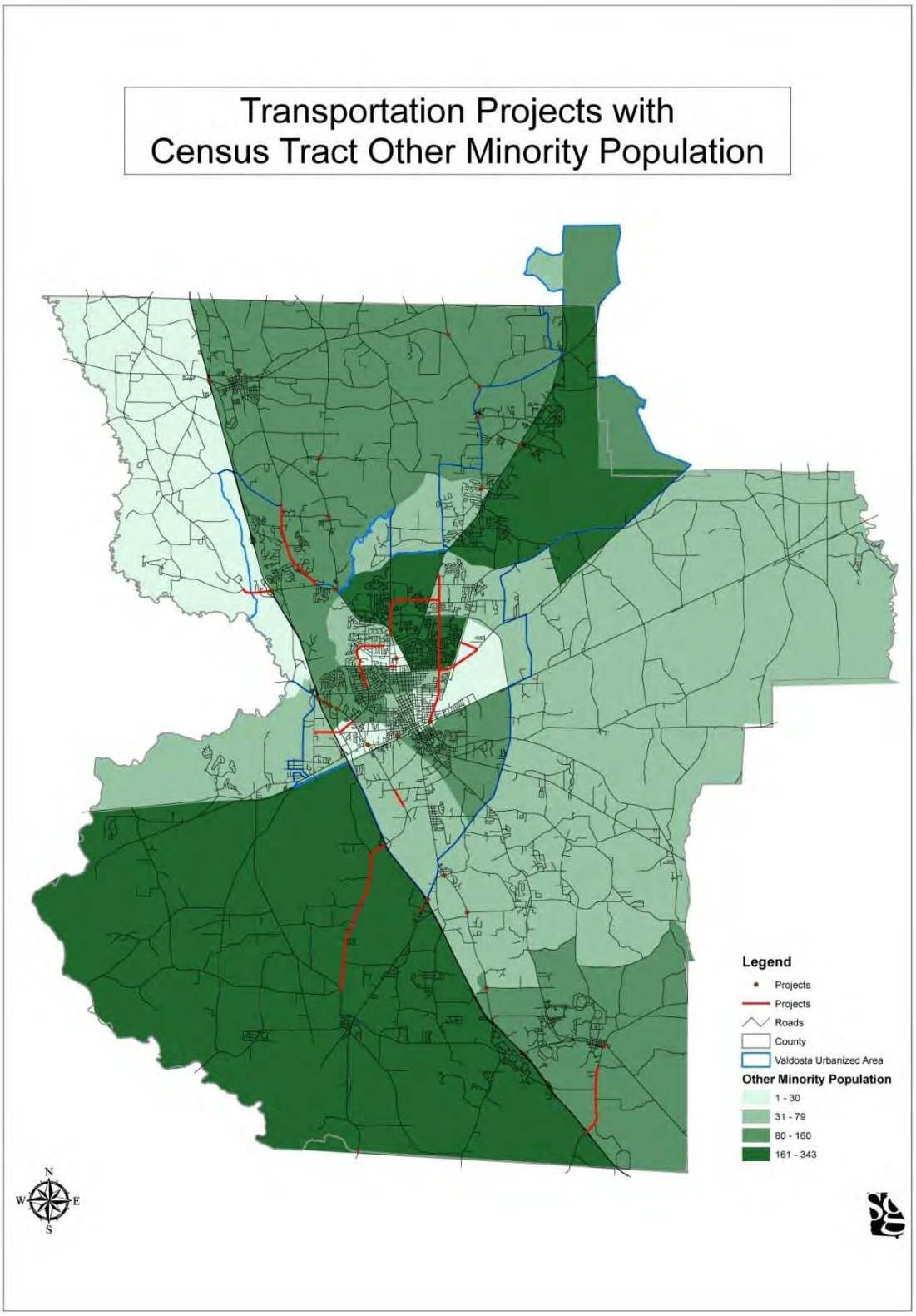
Transportation Projects with
Census Tract Other Minority Population
Legend
Projects
Projects
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County
Valdosta Urbanized Area
Other Minority Population
1 - 30
31 - 79
80 - 160
161 - 343
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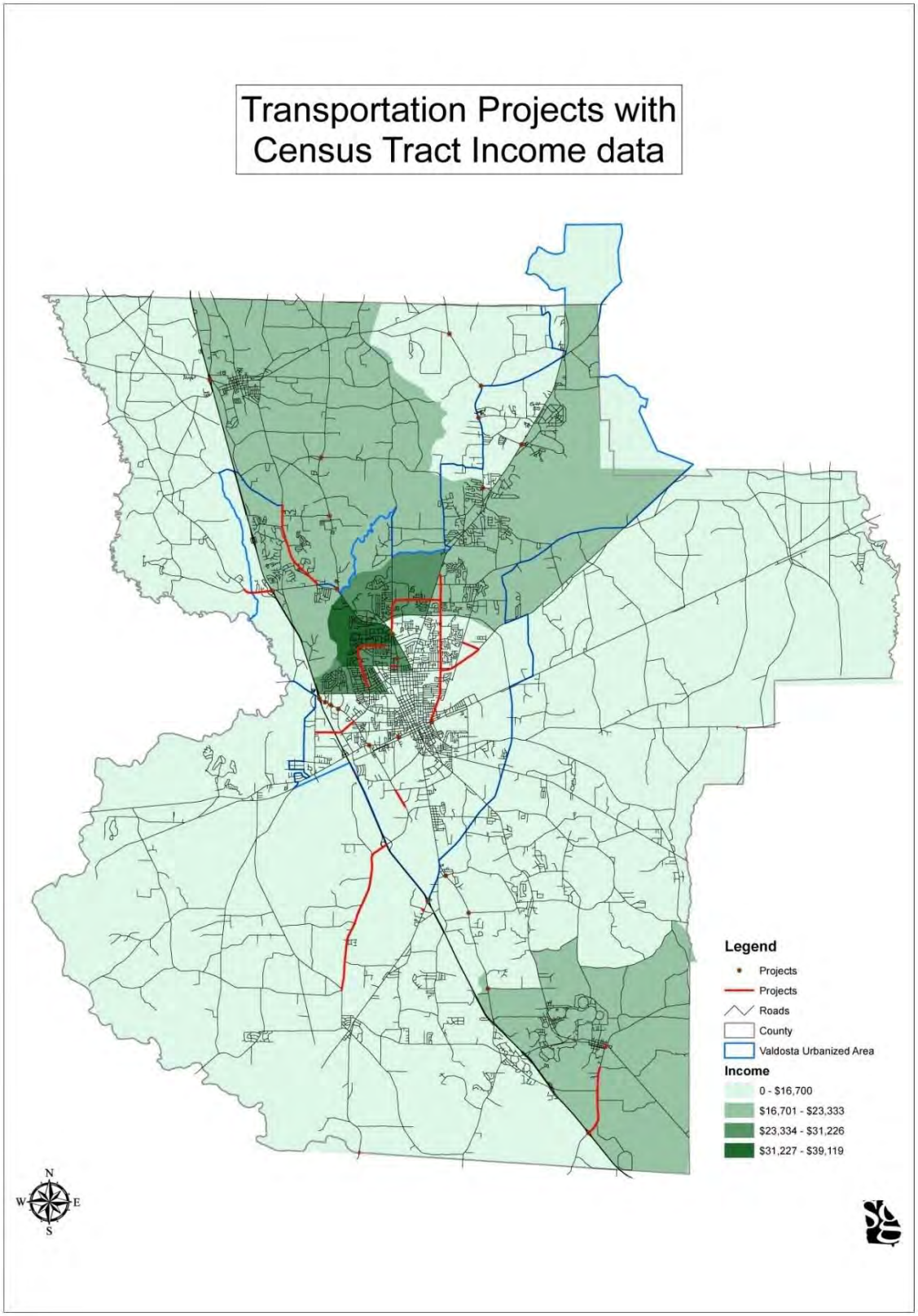
Transportation Projects with
Census Tract Income data
Legend
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County
Valdosta Urbanized Area
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LRTP Socioeconomic Data

The estimating techniques widely used in transportation studies have been based on established methodologies from the field of demography. The success of a long range plan depends in part on the reasonableness and credibility of the forecasts on which the plan is based. As discussed earlier, the four components of socioeconomic data needed for transportation modeling are: population, households, employment and school enrollment. These socioeconomic variables eventually become inputs to the trip generation models as discussed in the next chapter. The following sections will describe the process of developing the data control totals that were then allocated to the TAZ level for the base and future year TDF models.

In the past, local long range transportation plans were updated every ten years or so, when the Valdosta Urbanized Area became a metropolitan community after the 2000 US Census the plans are now required to be updated every five years (see previous comment about air quality attainment) under federal regulations, and must follow a prescribed planning process. In many cases, past socioeconomic projections were either shortsighted or over-estimated. With the advances of micro-computing (and associated software packages) the transportation planning process has become even more dynamic, requiring planners to provide timely answers to assist elected officials regarding decisions based on public policy and plans directed at our transportation infrastructure.

The MPO (which is responsible for overseeing the development of the socioeconomic forecasts) hired the Valdosta State University Center for Business and Economic Research to complete the socioeconomic forecasts for the base year and future year scenarios. The data was carefully reviewed and analyzed by local planners and GIS technicians to develop the final socioeconomic data to be used in the Travel Demand Forecasting model.

Socioeconomic Growth Trends

To prepare the socioeconomic data for this transportation plan, the VLMPO hired the Valdosta State University Center for Business and Economic Research to develop projections for various socioeconomic factors. A report entitled "Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties" was prepared by Drs. Cliff Lipscomb and Attila Cseh. This report is a part of the technical documentation of the Transportation Plan and is available separately on the VLMPO website (www.sgrc.us/transportation)

As described previously, the base year for the 2035 Transportation Plan is 2006. A past year is selected so that we can ensure that more data for that year is real and/or more accurate estimates rather than using estimates that may be inaccurate. Socioeconomic data was estimated for population, number of households, median income, school enrollment, total employment, and employment in the following sectors: retail, service, manufacturing, and wholesale trade.

It is estimated that in 2006 the VLMPO MPA had 103,751 residents (because the MPA includes only a small portion of Berrien and Lanier Counties, most comparisons are made to the Lowndes County totals in this report), a 36% increase since 1990 and a 12% increase since 2000.

[i] "According to the latest figures published in the Georgia County Guide (UGA, 2009), Lowndes County's overall retail pull factor (RPF) for 2008 was 2.17, the highest in the entire State of Georgia for the second consecutive year." This data is indicative of the Valdosta area as a regional shopping and economic hub. For every dollar that a Lowndes County resident spends locally there is another $1.17 spent by a person from outside of the county, coming here for services, shopping, and employment. This helps

define the impact of being a regional economic hub has on the regional transportation system.

The population projections for the next 25 years show that the Region will continue to grow at a fairly quick pace, reaching 140,068 residents by 2035.

The population projections used herein produce forecasts that use coefficient estimates from a linear regression model that assumes the future population depends on lagged (lags in growth) population numbers (up to 3 lags) and the current year.[ii] "Besides the one presented, other models were also estimated assuming more complex relationships between current population and past populations. However, those estimates are not reported here as they predict unrealistic population numbers at the end of our forecast period."[iii]

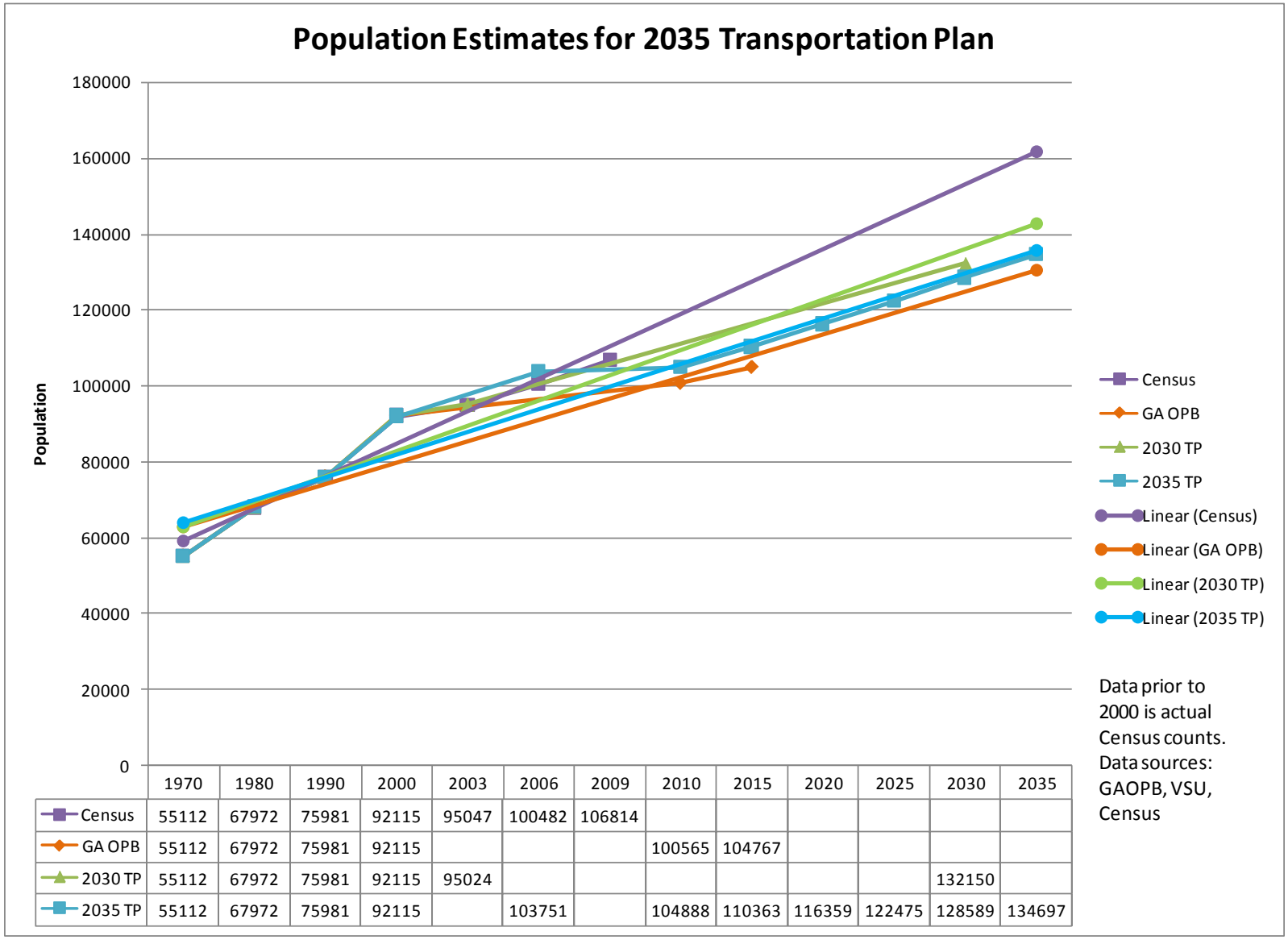
The population, income and household projections were distributed amongst various Block Groups identified by VLMPO and local officials and planners using the Delphi Method of building consensus on where future growth would occur. The population projections were provided in five-year increments from 2010 through 2035. In the current Travel Demand Model (described later) only the base year (2006) and horizon year (2035) are used, but interim data was developed for future planning uses.

"To estimate the number of households, we assume that the ratio of population to number of households within a block group remains the same as it was in 2000."[iv] It was assumed that the number of persons living in a household would not significantly change over time, so the old ratios were carried forward and used to estimate the number of households in each block group.

Income was forecasted based on year 2000 per capita income, grouped by "block groups into three categories: lower third (lower 33 percentile), middle third, and top third (top 33 percentile). First [it is] assumed that during years 2008 and 2009 per capita income will grow similarly to the average growth of 2001 and 2002 – the latest recession period. After that, per capita income will grow by the average growth rate in non-contraction years in the 1997-2007 period (that is, without years 2001 and 2002). In addition, [it is] also assumed that lower-third block groups within the area of analysis grew by the same percentage as those lower-third counties in the entire state of Georgia (also based on year 2000 per capita income); and the same for middle- and top-third block groups. Therefore, the yearly average growth rate from 2010 is assumed to be 3.27 percent, 3.31 percent, and 4.00 percent in the lower, middle, and top third percentiles, respectively."[v]

When forecasting employment all jobs are lumped into four main categories: retail, service, manufacturing, and wholesale trade. There were "two different primary functional forms used to forecast employment – the linear trend and a lagged regression model. In some cases, the lagged regression model fit the data better than the linear trend. The average of these two forecasts is what was used."[vi]

To develop projections for school enrollment several assumptions had to be made. First, it was assumed that the two school systems would remain independent and most of the growth in school enrollment would occur in the Lowndes County School Corporation. However, it should be noted that if the school corporations were to consolidate, it is assumed that all of schools currently used would continue to be used in the future in some manner. Future annexations by the City would also shift school enrollment between corporations but not overall growth forecasted here.



	1970	1980	1990	2000	2003	2006	2009	2010	2015	2020	2025	2030	2035
Census	55112	67972	75981	92115	95047	100482	106814						
GA OPB	55112	67972	75981	92115				100565	104767				
2030 TP	55112	67972	75981	92115	95024							132150	
2035 TP	55112	67972	75981	92115		103751		104888	110363	116359	122475	128589	134697

Figure 5 Population Estimates for 2035 Transportation Plan

With the anticipated opening of Pine Grove High School in the County, it is anticipated that no other additional high school will be required over the next 25 years. The number and enrollment of middle schools should remain the same or slightly decrease. "[I]t is likely that the number of students in elementary schools will grow beyond current school capacities, which will necessitate the need for two new elementary schools. This need may be relieved by the anticipated school openings in the Val Del Road – Hwy. 41 area and in the Kinderlou area."[vii]

Private schools in the community are not anticipated to grow to a level where new facilities would be required. However, some growth in enrollment will occur.

Possibly the fastest growing economic engine in the region is higher education provided by three different institutions: Valdosta State University, Wiregrass Georgia Technical College (formerly Valdosta Technical College) and Georgia Military College. Park University, Webster University and Embry-Riddle Aeronautical University also provide smaller classes at Moody Air Force Base. Enrollment at all of these locations is rising greater than anticipated. Valdosta State University has anticipated that enrollment would reach 16,000 by 2020; however current enrollment figures indicate that the University will reach this level well in advance of 2020. By 2035, it is anticipated that more than 30,000 students could be on campus. Wiregrass Georgia Technical College is experiencing similar growth trends and it is anticipated that enrollment there will nearly double to more than 8,900 students by 2035. Georgia Military College is also anticipated to grow by more than 100% to more than 2,200 students by 2035.[viii]

With all of this anticipated growth in higher education, all of these schools will be forced to look at new facilities for classrooms, auxiliary buildings, and student housing (whether it is dormitories or off-campus).

Socioeconomic Data Development

The first step in developing the socioeconomic data was to obtain estimates of population, households, income, employment and school enrollment for the base year of 2006. These estimates were provided by the VSU Center for Business and Economic Research just as the future year projections had been.

Having these base year estimates in block group format, the SGRC Geographic Information System (GIS) department was able to utilize building permit data (which had been geocoded with exact address location information) to disaggregate the information from the estimates to the TAZs accurately. This process was repeated for the households and employers (using commercial building permit data). Disaggregation for income was handled by copying the estimated block group income into each TAZ within that block group.

Because schools have a fixed location, and accurate enrollment records are kept, the actual school enrollment was used for the 2006-07 school year, and allocated to each TAZ where there was a school located in 2006.

To develop the 2035 land use, growth patterns and demographic data, the MPO staff met with each local jurisdiction to develop growth maps using the Delphi Method. The Delphi Method is a systematic forecasting approach at gaining consensus. By meeting with each local jurisdiction and creating a large sample size, the MPO was able to determine where the community generally thought residential, commercial and industrial growth was going to occur over the next 25 years. In most cases the maps from each community were the same as maps from other communities, meaning that officials from throughout the region all had a good idea of where, when and how much future growth was going to occur. The growth maps also included anticipated locations of new

schools and medical facilities. Once a common map was created each of the jurisdictions had another opportunity to comment on the map and adjust any growth areas as needed. These maps were then input into GIS and utilized later in the process.

The Valdosta State University Center for Business and Economic Research developed future year demographic projections for population, income, households, school enrollment, and employment. VSU produced data at the block group level for each of these demographic categories in five-year increments (2010, 2015, 2020, 2025, 2030, and 2035).

The requirements for developing socioeconomic data for the MPO 2035 Transportation Plan do not require that the future year data be in five year increments, only in the base year and horizon year of the plan. The MPO asked VSU to provide this interim year data for future planning needs, such as transportation corridor analysis, interim year land use and development analysis, and so on. The data found in this document and in the Travel Demand Model use only the base year and horizon year data.

VSU utilized the growth maps developed by the MPO staff to locate population and employment growth in block groups. This data was then taken by the GIS planners in the SGRC's VALOR (Valdosta-Lowndes Regional) GIS Program and allocated to TAZs. The population growth was allocated to the TAZs by adding the growth in population identified by the VSU forecasts to the base year data previously allocated, and in concentrations as identified by the future growth maps and current development patterns. For example, if the current development pattern in surrounding TAZs shows one house per acre, then the same allocation of population was carried forward in the new growth areas. Each block group total was controlled to ensure the TAZs did not have more population than the identified population forecasts for the block group.

This process was repeated for the forecasts in each of the employment sectors. The future year income projections were allocated to the TAZs by carrying forward the block group estimate. The school enrollment estimates were done on an individual basis by allocating the growth to existing schools, and other new schools identified on the future growth maps.

Each of these maps was reviewed by the local land use planners for the City of Valdosta and Lowndes County and the SGRC for accuracy and consistency with local growth patterns and comprehensive plans.

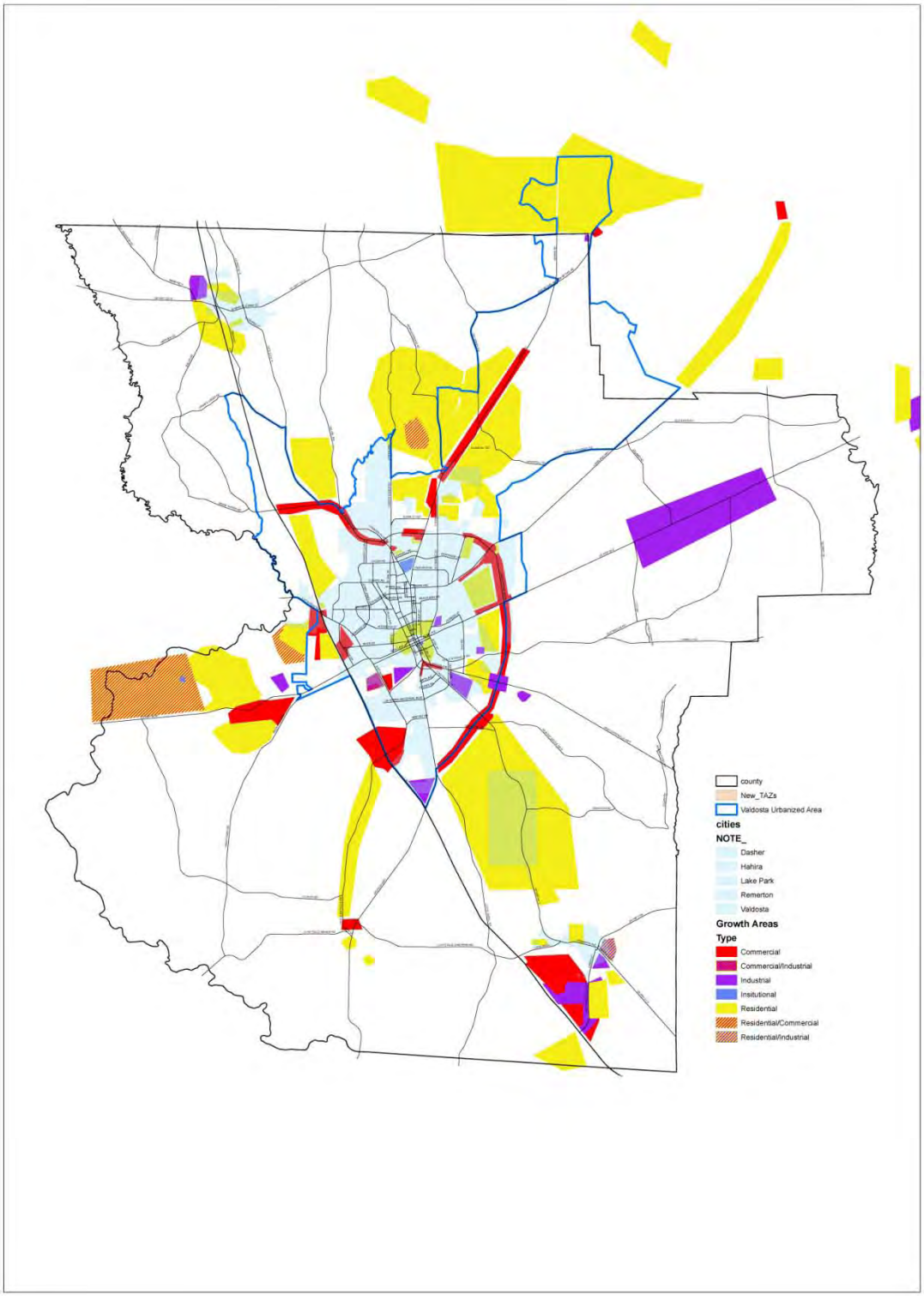


Figure 6 Future Growth Map developed using the Delphi Method

LRTP Network Model

The 2035 Transportation Plan Network refers to the region's major roads and highways, as they are included in the Travel Demand Forecasting (TDF) Model. Currently the TDF software that VLMPO and GDOT use is called Cube 5. When the Transportation Plan was last developed for the Valdosta Urbanized Area it covered the period from 2003 through 2030 using the software program TP+/Viper. As part of the update to 2035, the travel demand model was updated to Cube 5 Base and Voyager platforms, and changes were made to the model to take advantage of new data sources and planning assumptions.

VLMPO staff working with staff from GDOT using base maps for Lowndes County, revised Traffic Analysis Zones (TAZs) to include all of the Metropolitan Planning Area for this LRTP update. The Travel Demand Model (TDM) contains 424 TAZs, 399 of them internal to the MPA, and 25 external stations that represent traffic coming into and leaving the region. The TDM has 5738 links consisting of primarily the interstate, arterial and collector roadway system. These links are connected to one another by 2337 nodes that mostly represent street intersections.

The baseline data for the 2035 LRTP was collected to represent calendar year 2006. In order to look in to the future the base year model must be calibrated to adequately simulate these existing conditions. TDF is used to predict travel behavior and resulting demand within an urbanized area. As described earlier, the collection of demographic information was compiled at the TAZ level. This, as well as road network data (functional classifications, lanes, speed, annual average daily traffic, etc), is coded into the model to accurately depict the transportation system and land use characteristics. A traditional four step gravity model process is used for TDF. These steps include: Trip Generation, Trip Distribution, Mode Split, and Assignment. In the VLMPO TDF Model, the mode split step is skipped due to the fact that the percentage of vehicle miles travelled on modes of transportation other than cars or trucks is extremely small and would not accurately be depicted in the model if it were included.

The first step in the process, trip generation, is to determine the number of daily trips that will take place in the study area. Trips are either produced within or attracted to a TAZ. This process develops the relationship between the trips and the socioeconomic variables described earlier. Trip generation is the initial step in the TDF process that estimates the number of person-trips generated by each TAZ by their respective trip purpose (home based – work, home based – other, home based – shopping, and non-home based trips). A detailed set of trip equations (or linear regression equations) are directly input into the trip generation program and are compiled for all 424 TAZs. The socioeconomic data collected at the TAZ level includes population, households, school enrollment, and employment by sector, median income, and land area. The 2006 base year data attributes described earlier are the input components in the development of the model. This requires a good deal of review to ensure accuracy and correctness.

The next step is trip distribution which is used to determine the number of trips that occur between the TAZs. This procedure takes the total trips produced or attracted and links them geographically with the study area. The modeling process for trip distribution utilizes the gravity model (adopted from Newton's Law of Gravity) which assumes that trips emanating from a zone are attracted to another zone, in proportion to the sizes of the two population groups (employment and households) and in inverse proportion to some power of travel

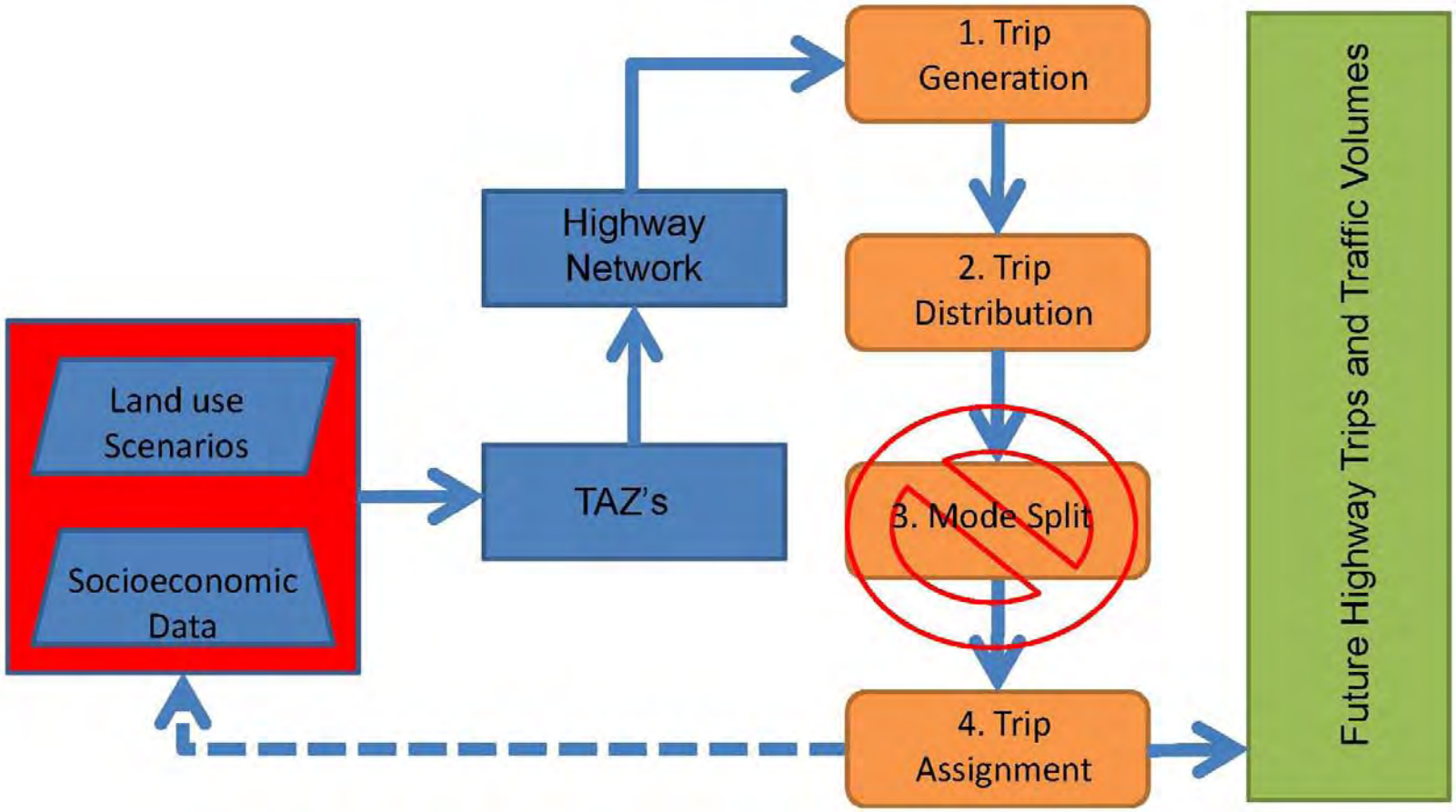


Figure 7 Four-Step Travel Demand Gravity Model

impedance (travel time) between the zone pairs. The process produces trip tables that display the trips between each zone pair for the study area. These tables are created for internal/internal trips (those starting and ending within the study area), external/internal – internal/external (those from outside of the study area into the area and vice-versa) and external/external trips (which represent trips that pass through the study area).

As described earlier, the next step in the process is generally mode split which determines the amount of travel that uses alternative modes of transportation (transit, walking, biking, rail, etc). Since transit use and other alternative modes of transportation are either so small or non-existent in the study area, the mode split process isn't necessary. Lowndes County currently provides a rural demand response transit system which accounts for only a small amount of trips that would result in significant vehicle miles traveled (VMT) reduction in the region. At this time transit trips are not significant enough to include in the TDM. However, as transit usage continues to grow in the region the inclusion of transit trips in the TDM will need to be considered.

Assignment is the final step in the TDF process. The objective of the traffic assignment step is to simulate the traffic flows on every roadway section in the modeled network. The assignment process is first calibrated to the base year (2006) conditions, and then it is utilized for forecasting future demand by superimposing the projected growth (households, employment school enrollment) for 2035 in each TAZ. The process is done iteratively until assigned volumes of traffic are reflective (within small margins of error) of existing traffic counts at specific locations (called screen lines). The accuracy of the assignment process is validated through post processors that calculate the root-mean square error between the assigned volumes on links of roadways and actual AADT on those facilities. During the whole process, a variety of accuracy checks are made to assure the outputs from one step provide reasonable inputs for the next step. The TDF process involves a great deal of data that is imbedded within the travel demand model. Therefore, it is essential that the data sets be carefully examined to avoid errors.

Finally, the calibrated model can be used to identify existing deficiencies in terms of calculated measures of effectiveness line, level of service (LOS), vehicle miles travelled (VMT), and vehicle hours of delay (VHD). Furthermore, the model is used to test alternatives (conceptual projects) to assess the effects on the roadway in terms of shifts in travel demand and preference. These improvements can be ranked based on the calculated measures of effectiveness and other criteria to be later developed into transportation improvements. These alternatives can then be weighed in terms of benefits and costs by local officials to develop the preferred transportation improvements that are endorsed in the long range plan. Figure 8 depicts the overall transportation planning process. The model development, socioeconomic methodology and other technical items are available in a separate technical report.

For the 2035 Transportation Plan, the travel demand model was updated using the latest data available and the geographic information systems (GIS) developed by the VALOR program at the SGRC, and data from GDOT. TAZs were refined to remove errors, and to better refine some TAZs based on past and future growth. Aerial photography was used to further adjust the alignment of the roads and to adjust the TAZ boundaries while updating the attributes of the roads that could be determined by visual inspection. These attributes included the number of lanes on the road in each direction and the facility type (functional classification) of the road.

Figure 8 Transportation Planning Process (Source: FHWA)

The traffic counts associated with each link of roadway were updated by GDOT with the most current AADT available. The other attributes to be updated were the functional classes and the link speeds. The functional classes were updated based on the latest available functional class maps from GDOT and Lowndes County. Any functionally classified roads not already modeled were added, along with any local roads deemed necessary for balancing the model output.

There are essentially seven networks that were modeled to develop the base and future year conditions based on different modifications and assumptions: Network 1 represents the base year (2006); Network 2 represents the future (2035) no-build or 'do-nothing' scenario (the base year network with all future socioeconomic growth added but no new transportation improvements); Network 3 represents the future with existing and committed or Tier 1 projects from the most recent Transportation Improvement Program (TIP) built in; Network 4 represents additional projects in Tier 2 of the TIP; Networks 5 and 6 include long range projects identified in previous transportation plans and new ones that are proposed and used to evaluate alternatives; Network 7 represents the preferred model and includes the transportation improvements as approved by the Policy Committee. This is referred to as the financially constrained plan, which means the project costs fall within the estimated revenues reasonably expected to be available over the life of the plan.

The model includes information that is not currently utilized at this time, but may be used in future years as projects progress. SAFETEA-LU requires MPOs to update the Transportation Plan every five years (see previous note about air quality non-attainment), this includes revisions, as needed, new forecasts for socio-economic data, external station data, and link data, as well as updates to the current year data. A new calibration run must be completed for the beginning model year. The Cube 5 transportation model is extremely useful for long range transportation system planning. Examining model output can help clarify existing problems with the roadway network that need to be addressed. The main impact of the model, however, is in evaluating different proposed solutions to existing (or perceived) problems. For example, it may be suggested that an interchange be constructed on a highway giving direct access to a community or development, as this may help attract people to that community. The model may indicate residents would use this new route to and from their homes rather than passing through the existing business district, and through traffic would continue to use the highway around the community. Of course, further research would need to be done to assess the probable result of any project. As explained earlier, model output on a small area level cannot be accepted as "truth", but can give good insight as to what type of impact a project may have.

It is fairly simple to modify the network model to reflect most new projects so the results can be evaluated. Therefore, several different possible solutions to a given problem can be modeled and evaluated to help determine the best solution(s). This is much more efficient than mapping an area and performing all the necessary computations manually. However, the accuracy of the model diminishes as the size of the sub-area being examined decreases. Since the Transportation Plan generally consists of relatively large, regionally significant projects, the level of detail is generally acceptable and the results may be assumed to be plausible.

LRTP Plan Development

The 2035 Long Range Transportation Plan is developed through the modeling process previously described and the following project selection process. The project selection process is both an objective and subjective process in selecting the project the local community wants to proceed with over the next 25 years.

Planning Factors

As noted earlier the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users was signed into law by President Bush in 2005. Included are eight planning factors that are required for consideration in metropolitan transportation plans and what the VLMPO is doing to meet these goals are as follows:

"The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will –

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

Through projects and policies in the 2035 Transportation Plan the VLMPO Policy Committee encourages the economic vitality of the Valdosta metropolitan area through the improvement of freight corridors. Through projects like the widening of US 84 and SR 133, and the development of an inland port in Cordele, GA this region will be more connected to local and international markets.

(B) increase the safety of the transportation system for motorized and nonmotorized users;

The VLMPO continues to analyze crash reports so local governments may better plan for improvements which better protect the traveling public. The continuing development of bike and pedestrian facilities will also improve the safety of these persons utilizing a multi-modal transportation system.

(C) increase the security of the transportation system for motorized and nonmotorized users;

The transit providers as well as local and state engineers work to provide a safe and secure transportation system throughout the region. The VLMPO will continue to work with all local and state transportation providers to develop safety and security information to residents.

(D) increase the accessibility and mobility options available to people and for freight;

The VLMPO will continue to work to provide more mobility options for people and for goods through the development of a multi-modal transportation system. The continued implementation and development of a public transportation system will aid in the mobility of individuals needing access to jobs, educational, medical and other activities. The support for the relocation of a rail switching yard and rail grade separations are important priorities for the community to provide mobility to freight movement and to provide access to emergency vehicles to areas of the community that can become cut-off when a train blocks the roadway.

(E) 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;

As described in the chapter on socioeconomic data development, the VLMPO has worked closely with local planning partners to ensure the 2035 Transportation Plan is consistent with local growth patterns and the local comprehensive plans.

Through various projects and policies set forth in this Transportation Plan, the VLMPO hopes to protect our regions' natural environment through environmental mitigation activities on a project by project basis; and promote energy conservation through the development of alternative forms of transportation like public transit and bike and pedestrian facilities.

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

Through the development of a public transit system for the Valdosta Urbanized Area, the VLMPO is working to enhance the connectivity of the regions' transportation networks for all users. Providing more options for users to access transportation is important for job creation, educational advancement and economic development throughout the entire metropolitan area.

Projects that improve access for freight distribution are also important to economic development and job creation in the region. Projects like the completion of the railroad overpass on US 84 near downtown Valdosta will improve the reliability of freight movement through the region by removing a major impediment to the flow of local and through traffic. The proposed relocation of the rail switching yard in Valdosta will help enhance the connectivity and conflicts between rail and highway traffic in Valdosta. The relocation of the switch yards would also lead to the possibility of developing an intermodal transfer center locally to complement the inland port being developed near Cordele, GA.

(G) promote efficient system management and operation; and

Through the development of projects in the region that help in the operations of the transportation system, the VLMPO is actively involved in the efficient management and operation of the regional transportation system. Local governments are actively exploring different options to improve the operations of roadways without expanding the capacity of a road, resulting in lower construction costs for a similar benefit. Local governments are also actively exploring ways to implement Intelligent Transportation Systems and technologies that help move traffic around the region.

(H) emphasize the preservation of the existing transportation system."

As demonstrated in the Financial Plan for this Transportation Plan later in this document, the number one priority for funding is the preservation of the existing transportation system. The VLMPO Policy Committee realizes that the quality of life of the community cannot be maintained unless the existing transportation infrastructure is maintained before new investments are made. The VLMPO has worked to ensure proper funding for existing transportation infrastructure over the life of this plan as well as new capital investments.

The projects and policies identified in this plan all relate back to these eight planning factors in some fashion.

Project Identification and Selection

The Valdosta-Lowndes MPO 2035 LRTP was guided by a series of goals and objectives, based largely on SAFETEA-LU planning factors and previous goals and objectives from the Metro 2030 Transportation Plan. The role of the evaluation criteria, which was approved by the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO), is in measuring the ability of the projects listed by local communities to meet the priorities of the VLMPO 2035 LRTP as well as SAFETEA-LU planning factors.

This document presents a discussion of how the projects are scored against the evaluation criteria and then ranked based on total scores. The role of the evaluation criteria, a description of the evaluation criteria rating system, and application of the evaluation criteria are all described in this document.

Since there are usually more projects than financial resources for implementation, a methodology is needed to rank and evaluate all projects on common grounds. This is the purpose of evaluation criteria, which can serve two functions in the VLMPO 2035 LRTP:

1. Determining projects for inclusion within the Cost Feasible Plan; and

2. Prioritizing projects for plan implementation.

The projects submitted by local governments were evaluated and ranked, using both the evaluation criteria and the financial resources available, for possible inclusion in the 2035 LRTP. Projects that were not selected remain in the 2035 LRTP; however they are listed in an illustrative section from which future project lists will be built.

The first step in the development of evaluation criteria was analysis of the SAFETEA-LU transportation planning factors that are applicable to MPO areas. VLMPO priorities and implementation strategies for the 2035 LRTP were another key input along with other objective criteria collected by the MPO, local governments, and GDOT. Input from local government officials and input from the general public were used as subjective criteria to break ties. The MPO Policy Committee ultimately decided on the final project listing using objective and subjective criteria to prioritize any projects that met the community needs the best.

There are four main categories of evaluation criteria used for prioritizing projects for the 2035 TP; they are: Congestion Management, Safety and Security, Land use, Economic and Multi-Modal Development, and Public Input and Community Impact. Indicators that measure the above subject areas are identified in this section of the report. The rating of each indicator is set to the lowest number (0) when the evaluation is least desirable, and the highest score (up to 5) is assigned for the most beneficial evaluations. Some evaluation measures have bonus points that can be earned as well. A matrix was subsequently developed containing all projects and indicators, and projects were then staged and prioritized according to the overall rating summation of individual indicators for each project. The evaluation criteria and project prioritization are included in the Appendix.

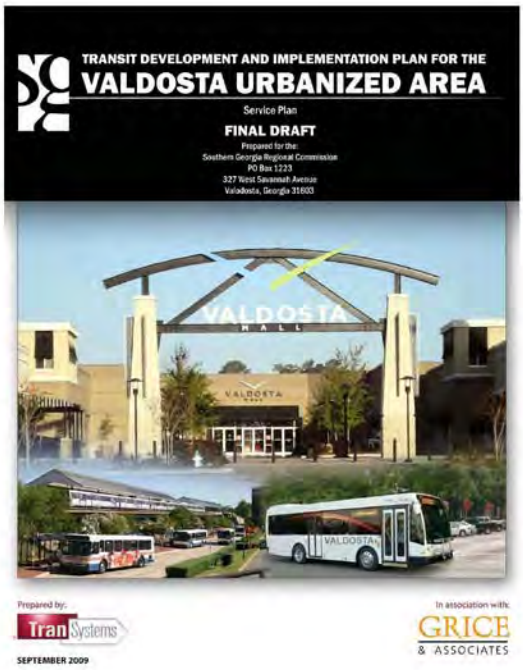
A matrix was created to apply the evaluation criteria scores (in columns) to individual projects (in rows). Projects included in the 2035 TP and the evaluation criteria discussed above were combined in this matrix and ranked according to the sum of all individual weights (i.e., the higher the total project score the better the project rating).

Because a project may not always score high using the data provided, the VLMPO Policy Committee does reserve the right to move a project in the final listing based on unquantifiable needs. These decisions are made

on a case-by-case basis and are independent of this analysis.

Public Transit

Planning for an urban fixed-route public transit began in earnest in 2004 when the VLMPO undertook a feasibility study to determine if the Valdosta Urbanized Area was a good place to implement public bus services. This feasibility study showed that the population density, activity center location, and general need were all good indicators that an urban fixed route public transit system would be a viable investment for the region.



In 2008 the VLMPO began the implementation process by developing a service plan and service delivery options. This service plan included the development of a central transfer center located in the Pendleton Drive Area (area bounded by Northside Drive, Oak Street Forrest Street, and Gordon Street) near the South Georgia Medical Center and the Valdosta State University Campus, two of the largest employers and potential users of public transit. This service plan included five routes serving much of the Valdosta Urbanized Area directly.

- Route 1 included service to South Georgia Medical Center (SGMC), Valdosta State University, City of Remerton, Valdosta Mall, and the Wal-Mart on Norman Drive.
- Route 2 included service to SGMC, VSU, Five Points, Wal-Mart on Inner Perimeter and Downtown Valdosta, and residential neighborhoods along River Street.
- Route 3 includes service to SGMC, VSU, residential areas in the north east part of Valdosta, the Park Avenue Senior Center, Downtown Valdosta, and residential areas along Forrest Street and in Southeast Valdosta
- Route 4 included service to Five Pointes, SGMC, VSU, residential and shopping areas along Bemiss Road and to Moody Air Force Base
- Route 5 included service to VSU, SGMC, Five Points, Smith Northview Hospital, and Wiregrass Georgia Technical College

The Service Plan was accompanied by a set of Service Delivery Options that were presented and recommend by the VLMPO Transit Steering Committee. The Service Delivery Options for an urban fixed route transit system in the Valdosta Urbanized Area included the designation of the VLMPO as the operator of the transit system for the first few years until a transit authority could be established. The service delivery options also included the recommendations that the operation of the transit system should be handled by a third party professional transit operator who would implement the start-up of the system as a turn-key contract.

Following an effort to establish a local funding source for the full implementation of the transit system for the Valdosta Urbanized Area, the transit steering committee advised the VLMPO Policy Committee that a phased implementation should be considered.

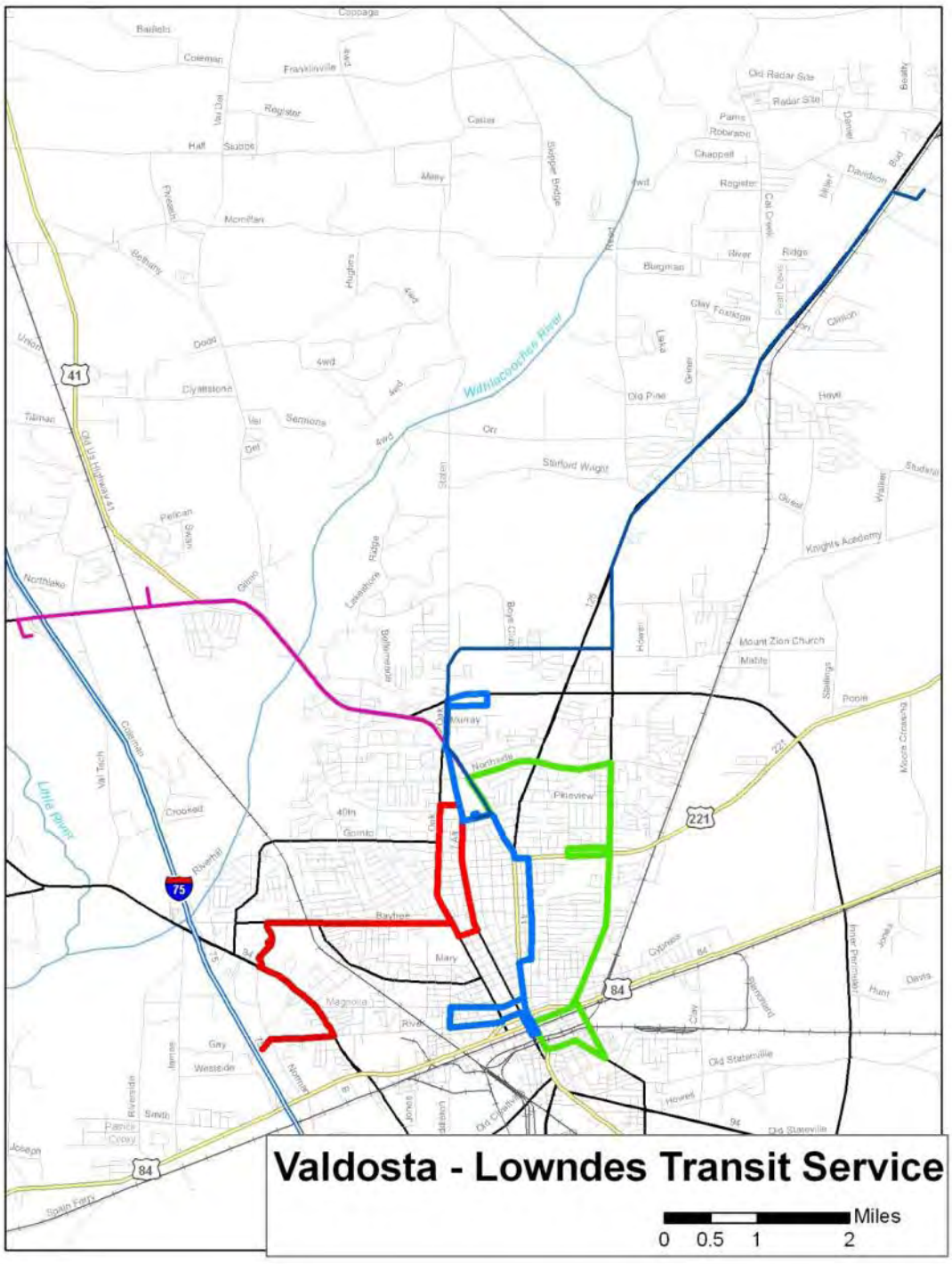


Figure 9 Proposed Valdosta Urbanized Area Fixed Route Transit System

The phasing plan was introduced to local officials and was unable to gain local funding support. The Valdosta-Lowndes MPO strongly encourages local communities to continue to explore the future implementation of a fixed route public transit system in the Valdosta Urbanized Area.

Both Berrien and Lowndes County are sub-recipients of 5311 Rural Transit funds from GDOT. Each county operates a rural public transit system (Berrien County Transit and Lowndes County Transit, respectively). Both counties currently contract their service with a third party operator, in this case MIDS, Inc. MIDS provides demand response rural public transit services on a 24-hour advanced reservation model in each community.

It is anticipated that by 2035 Berrien County will have added at least two new expansion vehicles to its fleet to serve the public transportation needs of its residents.

Similarly, in Lowndes County an additional four expansion vehicles will need to be implemented by 2035 based on current usage and growth trends.

The development of multiple public transportation systems in the region makes the need for coordinated transportation services even more important. The MPO Policy Committee, through the Southern Georgia Regional Commission, should continue to encourage coordinated transportation services provided to urban and rural residents through various funding programs and jurisdictions.

Intermodal Projects

The movement of goods to, from and through Valdosta is an important part of the local economy. In Valdosta, truck traffic is a major issue affecting not only the businesses located here that use trucks to ship and receive products every day, but also residents and other businesses that interact with this traffic on a daily basis.

In 2009, the VLMPO conducted a Freight Movement Study that surveyed local businesses about the impact of truck traffic on the community. Several recommendations came from this report, including the development of policy statements by the MPO and further data analysis for future projects that improve freight movement.

Figure 10 Train near Savannah Avenue and Valdosta Switch Yard. Source: Google Earth

Locally, freight movement will be improved by the US 84/West Hill Avenue Grade Separation project being undertaken by GDOT. This project will help improve access and traffic congestion at key times of the day to portions of the city that are inaccessible to emergency vehicles. The project will allow the free flow of traffic through downtown Valdosta by both local and through trucks.

The CSX Transportation Valdosta Switching Yard, which currently crosses St. Augustine Road, blocks traffic access several times a day while trains perform switching maneuvers. The City of Valdosta is working with GDOT and CSX to relocate the tracks crossing St. Augustine Road to the west of the current switching yards, under I-75 and parallel to US 84.

In downtown Valdosta, through trucks cause issues with noise and vibrations to the historic buildings. This issue is currently being explored by both the City of Valdosta and Lowndes County. One of the key elements to reduce the noise and truck traffic in downtown Valdosta is to complete the Inner Perimeter Road bypass around the southern/western sides of the City. There have been several proposals submitted to divert truck traffic west of Valdosta to the existing Inner Perimeter Road bypass south of

Figure 11 Ports of the Southeast US within a 1 day drive of Valdosta, GA. Source: VLIA.

Valdosta; however, these proposals are only concepts and require further study as well as the identification of a funding source to complete construction.

Recently, the Valdosta metropolitan area has been highlighted as a leading location for logistics and distribution companies.[ix] Because of this, several companies have recently located here. These companies understand the importance of Valdosta's location and proximity to I-75, I-10 and the seaports in Savannah, Brunswick, Jacksonville, Tampa, Miami, Mobile and New Orleans.

Since Valdosta is not immediately adjacent to any of these important ports, the highway and rail infrastructure is immensely important. The VLMPO is working to develop projects that continue to promote the Valdosta metropolitan area for logistics, distribution and advanced manufacturing companies that can have easy access to regional, national and international markets within a one-day trucking time frame.

To this end, the VLMPO supports the continued development of the US 84 widening project from Homerville, GA to Waycross, GA. This project will provide better access from Valdosta to the ports of Savannah and Brunswick.

Additionally, the development of an inland port near Cordele, GA is important to the growth and development of the logistics, warehousing, and advanced manufacturing industries in all of South Georgia. This intermodal transfer center would impact jobs and economic development here in the Valdosta metropolitan area.

Airport Projects

In 2007 Valdosta Regional Airport updated its Master Plan. This Plan includes goals for safety, enhancing economic development, as well as general and commercial aviation activities.

In 2008, Valdosta Regional Airport saw over 38,000 enplanements, down about 17% from the record high in 2004 of over 46,000 enplanements. Valdosta Regional Airport is currently a general and commercial aviation airport served by Atlantic Southeast Airlines, a Delta affiliated carrier.

The Master Plan estimates that by 2025 passenger enplanements will be at about 93,000 annually. The Plan also estimates that general aviation and based-aircraft (aircraft that are permanently housed at the airport) will continue to increase as the region grows over the next twenty-five years. In 2009, the Airport Authority announced the construction of several new hangars to accommodate the growth in general aviation and corporate jet business.

The Master Plan outlines many maintenance and operations improvements to the airfield and airport that are needed to keep up with the anticipated demand forecasted over the next twenty-five years.

Highway Projects

The development of highway projects for inclusion in the 2035 Transportation Plan began with a review of the previous Metro 2030 Transportation Plan. The close relationship with available funding and demonstrated need of highway projects in the region, the relationship with the project selection process and the available funding in the financial plan (next chapter) is very close.

The connectivity of regional highway systems is important to the economic development of South Georgia and the Valdosta Metropolitan Area. Highways are important for the movement of freight, goods, and people from major employment centers to their homes in suburban and rural communities. The VLMPO Policy Committee supports the continued development and eventual construction of the SR 133 Corridor from Albany to Valdosta, and the US 84 Corridor from Homerville to Waycross. Although these roadways are not immediately within the Metropolitan Planning Area, their impact on the community is felt every day in traffic congestion and goods movement.

The highway projects included in this transportation plan are listed in the appendix, as well as on individual project data sheets. These project data sheets include detailed project information as it was available at the time of the 2035 TP adoption. Projects that are included in the current Transportation Improvement Program (TIP) have slightly different project data sheets, because more information is available for these projects including specific year of engineering and design or construction work. These projects are identified as TIP Tier 1 projects. All years are listed as the final 'Open to Traffic' date or if available the fiscal funding year of each project phase.

Bike and Pedestrian Projects

Alternative modes of transportation are important parts of a livable community that promotes a healthy lifestyle and recreation opportunities. There have been many efforts in the past several years to improve the bike and pedestrian facility access throughout the community, especially within the City of Valdosta.

The groundwork has been laid for the development of new and improved bike and pedestrian facilities throughout the community through several planning processes, including the Southern Georgia Regional Commission's Regional Bike and Pedestrian Plan, the Valdosta-Lowndes Bike and Pedestrian Master Plan, and the City of Valdosta's Transportation Master Plan.

The City of Valdosta recently began the process of developing more bike and pedestrian projects throughout the urban area, including the repair and maintenance of existing sidewalks, the installation of new sidewalks, and more recently the development of a city-wide bike lane system.

Figure 12 Bike lanes recently installed on Sustella Avenue in Valdosta. Source: Valdosta Daily Times

Many of the bike and pedestrian projects listed in this plan (complete list is available in the appendix) are coordinated with the adjacent roadway project. The bike and pedestrian projects listed likely will only occur with the development of any adjacent highway project. If there is no adjacent highway project, or if the timelines do not work for the local community projects, the bike and pedestrian listing will likely only be implemented by the local communities as funding permits. The project

listing in this plan (see appendix) is for illustrative purposes only.

The VLMPO encourages the local communities to continue the development of bicycle and pedestrian facilities that provide for alternative means of transportation, especially around the crowded VSU campus. The development of an integrated multi-modal transportation system is important to the quality of life of the residents and visitors of the Valdosta area.

Figure 13 Valdosta Traffic Management Center Control Room

Intelligent Transportation Systems

As technology progresses, using it through the deployment of Intelligent Transportation Systems (ITS) to help provide information to the travelling public is becoming an integral part of operating a regional transportation network. The City of Valdosta is a leader in using technology to better move traffic and inform the travelling public of the conditions of the transportation system. In 2005, the City of Valdosta opened its Traffic Management Center allowing engineers to adjust traffic signal timing and traffic flow in response to incidents or special events.

The use of technologies that make the Traffic Management Center a useful tool should be further implemented and considered as alternatives to other capital projects.

Land use and Access Management

Coordination of land use and transportation investments is integral to providing a community with a high quality of life and less congestion while respecting private property rights. The VLMPO and staff, through more enhanced coordination with local land use planning and economic development agencies, could be a key stakeholder in addressing issues between transportation and land development.

The MPO is currently working with the City of Valdosta, Lowndes County and GDOT to develop access management ordinances and future median crossings for Inner Perimeter Road. This corridor on the east-side of Valdosta is a limited access roadway that is anticipated to begin developing in future years as land is subdivided and sold and as the community continues to grow. The MPO is working to develop ordinances that encourage development while managing the access to the main highway at certain pre-defined points.

This model can be carried forward in other areas of the region where congestion and access are a problem now, or where future development will occur.

Safety and Security Analysis

The safety and security of the travelling public is of paramount importance to delivering a regional multi-modal transportation system. The safety of the transportation system is addressed primarily through the design and operation of the roadway infrastructure. The security of the transportation system primarily refers to the safety of transit riders, bicyclists and pedestrians as they traverse the regional transportation system.

The VLMPO annually produces a vehicle crash report that looks at the safety of the roadway and the results of the crashes that have occurred at the highest frequency crash intersections in the region. The most recent crash report uses data from 2006-2008, and was published in 2010.

Over the past eight years, Georgia and Lowndes County have generally seen a decrease in the

fatal crash rate per 100 million vehicle miles travelled. In 2007, the Lowndes County rate stood at 1.05 fatalities per 100 million vehicles miles travelled, this is near the state goal of being under 1.0 by 2010. Previously the Lowndes County rate was closer to 2.0.

The crash report looks at the various types of crashes that occur within the region and examines what efforts might be undertaken locally to reduce the number of crashes, especially fatal ones based on the data collected. The crash report reviews crashes caused by aggressive driving, whether the occupant was wearing a seatbelt or other restraint device, whether the crash was at an intersection or on a roadway segment, the impairment of drivers from drugs and alcohol, the age of drivers and even the time of day.

The crash report also highlights the top twenty intersections where there is a high frequency of crashes. The causes of the majority of these crashes are analyzed and reported to local engineers. Many of these intersections were reviewed for improvement as part of road projects or individual intersections for this Transportation Plan.

When it comes to the security of the transportation system, local transit providers are observant of the riders they carry and have procedures in place to ensure the safety of the riders on the public transit systems.

The design of a community's walking and biking facilities is also important to the safety and security of the users. In many areas of the community, biking and walking facilities include lighting, emergency phones, or other infrastructure and design elements to help ensure the safety and security of users at all times of the day.

CSS and Livability

Context Sensitive Solutions, or CSS, "is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process."[x]

CSS is a way of engaging the community through the principles of environmental justice to ensure that new highway projects are sensitive to the environment around them. CSS works with the community to develop a transportation project that will fit into the 'context' of the natural and built environments of the community. Over time it has been realized that a new transportation project cannot just be dropped down in the middle of a neighborhood without destroying the underlying fabric that holds the neighborhood and community together. CSS is a method to mitigate the impacts of transportation improvements in our communities. The VLMPO Policy Committee seeks to engage and encourage local communities to work to develop transportation improvements that are sensitive to the context of the community as well as the natural and built environments.

In 2009, the US Department of Transportation, US Environmental Protection Agency, and the US Department of Housing and Urban Development created a partnership to develop sustainable and livable communities. Through the Six Principles of Livability, the HUD-DOT-EPA Partnership brings expertise that will direct the collective efforts for implementing the livability program. The six principles are described below.

1. **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

As indicated throughout this document, the efforts of the VLMPO include the continued development of a multi-modal transportation network that includes public transit, bike and pedestrian facilities, highways, railroads, seaports, and air travel. The continuing development of a public transit system and bike and pedestrian facilities encourages travelers to use these forms of transportation rather than an automobile, thereby reducing our dependence on foreign oil while increasing our communities' quality of life and public health.

2. **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

The future growth areas used to develop the socioeconomic data for this Transportation Plan reflect the development of an urban service boundary as developed in the Greater Lowndes County 2030 Comprehensive Plan. Most future development is planned to occur within this future boundary, promoting more dense development and better access to services and amenities for residents.

3. **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

This 2035 Transportation Plan promotes the access to job markets, educational opportunities and other activity centers through the development of a regional multi-modal transportation system. The proposed transit system will link residential neighborhoods to employment and educational centers as well as provide the community with reduced congestion and a better quality of life. This plan promotes the development of railroad and highway facilities to enhance the Valdosta metropolitan area's access to regional, national and international markets.

4. **Support existing communities.** Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

Much of the investment in this transportation plan is targeted toward areas of the community that have already developed. The improvements proposed in this plan work to relieve congestion, provide alternative forms of transportation for people and goods and promote a higher quality of life for the residents, workers, and visitors to this community. This plan supports redevelopment of brownfield areas and the connections of people and the places they want to go through public transit, bike and pedestrian facilities and highway improvements.

5. **Coordinate policies and leverage investment.** Align federal policies and funding to remove barriers to

collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

The very nature of the metropolitan planning process is to offer a forum for collaborative discussions and solutions to problems. Under this Transportation Plan, the VLMPO Policy Committee commits to continue a forum for collaborative discussions and decision making on transportation and other projects and programs.

6. **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

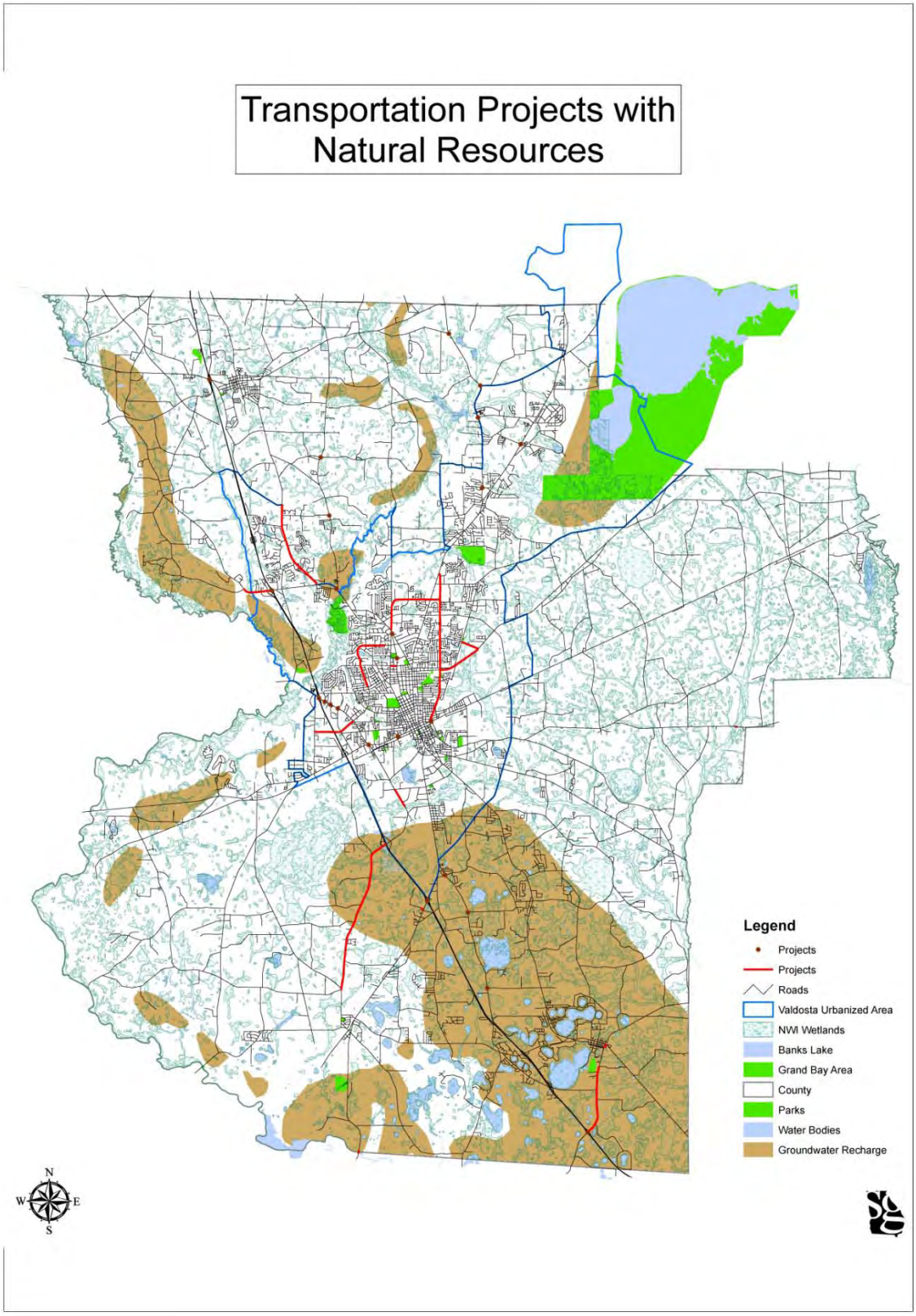
The bike and pedestrian projects described earlier in this section demonstrate the commitment of the VLMPO to the value of communities and neighborhoods. Through the development of new infrastructure and context sensitive solutions the VLMPO encourages local communities and neighborhoods to work together to invest in the health and safety of the region. Through projects like bike lanes, sidewalks, walking trails and public transit, the quality of life of the region can be raised as more residents utilize the amenities for work, shopping, and recreational activities.

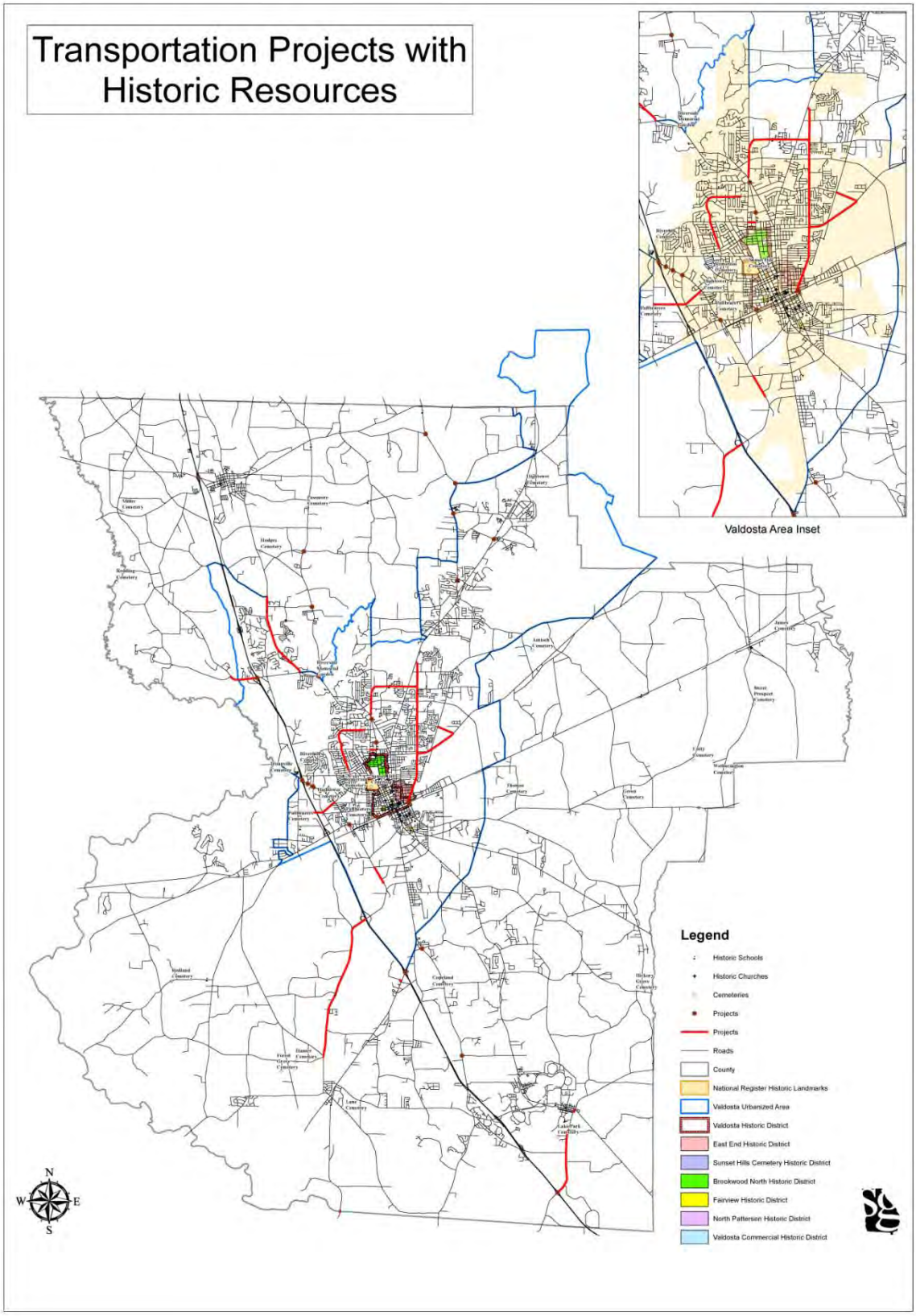
Environmental Mitigation Activities

As prescribed in the SAFETEA-LU legislation, the VLMPO "shall consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historical preservation concerning the development of the transportation plan."[xi]

The VLMPO used the web-based VALOR GIS (www.valorgis.com) and notifications to assist in consulting with State and local agencies responsible for environmental activities. During the public comment period for this Plan, VLMPO produced a website where the public and stakeholder organizations would be able to overlay data layers on the proposed highway projects to determine any impact these projects might have on environmentally sensitive sites in the region. Example maps of the process described above have been included at the end of this section.

In addition to providing a resource for State and local agencies to review the proposed Plan and environmentally sensitive sites during the public comment period, VLMPO is also required by SAFETEA-LU Metropolitan Planning regulations to outline ways in which the impacts at a policy/strategy level of the plan might be mitigated. The VLMPO staff, local highway agencies and GDOT will take into consideration the environmental impacts of each project on a case-by-case basis. However, as it relates to each project the following non-inclusive list of agencies and consultation partners will be contacted: Georgia Department of Natural Resources, Environmental Protection Division, Historic Preservation Division, Parks, Recreation and Historic Sites Division, the U.S. Fish and Wildlife Service, local land use planning agencies, local and state health departments, local parks departments, US Army Corp of Engineers, local housing agencies, etc.


Transportation Projects with Natural Resources
Legend
Projects
Projects
Roads
Valdosta Urbanized Area
NWI Wetlands
Banks Lake
Grand Bay Area
County
Parks
Water Bodies
Groundwater Recharge
N
W
E
S


Transportation Projects with Historic Resources
Valdosta Area Inset
Legend
Historic Schools
Historic Churches
Cemeteries
Projects
Projects
Roads
County
National Register Historic Landmarks
Valdosta Urbanized Area
Valdosta Historic District
East End Historic District
Sunset Hills Cemetery Historic District
Brookwood North Historic District
Fairview Historic District
North Patterson Historic District
Valdosta Commercial Historic District
N
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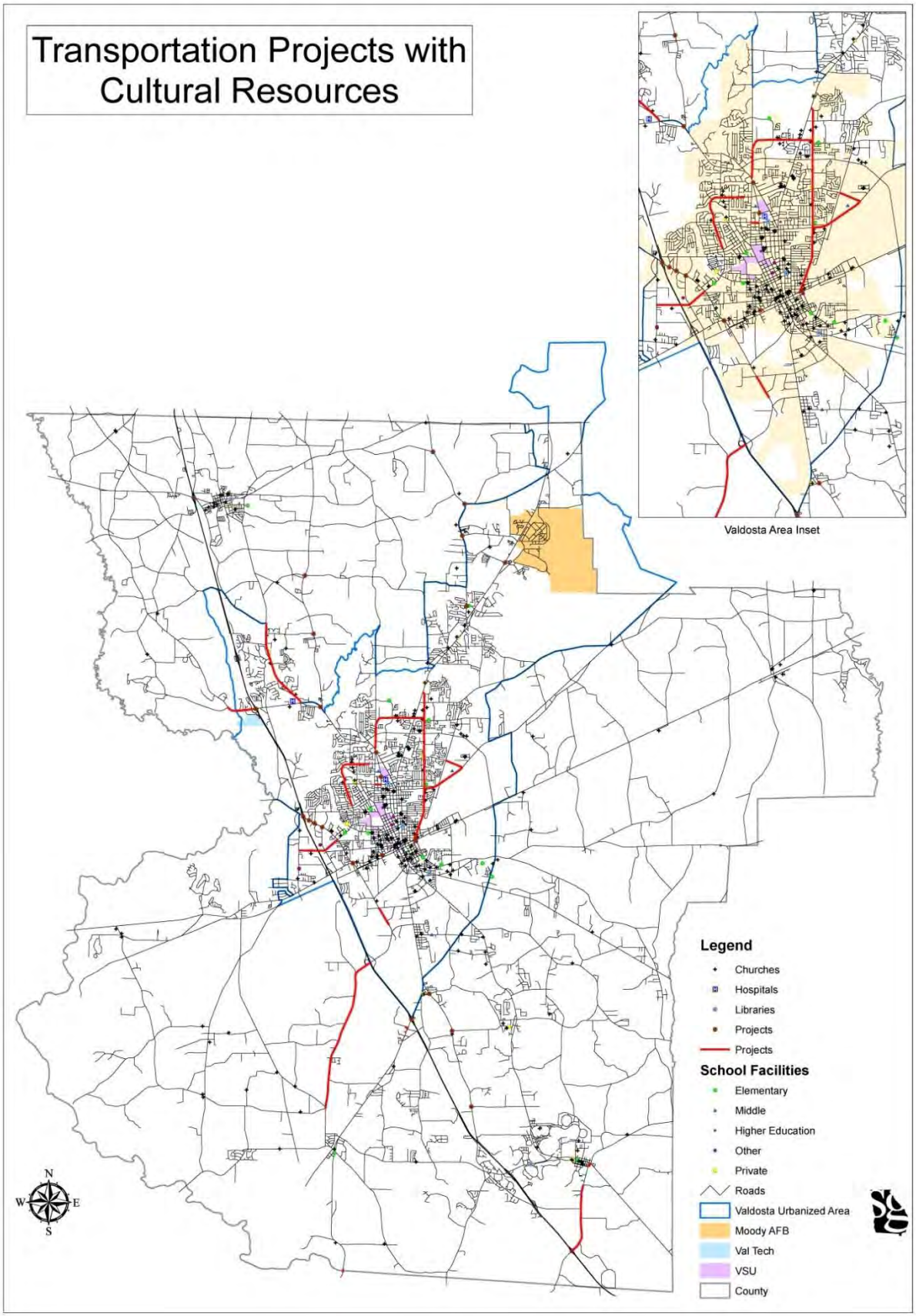
Transportation Projects with Cultural Resources
Valdosta Area Inset
Legend
Churches
Hospitals
Libraries
Projects
Projects
School Facilities
Elementary
Middle
Higher Education
Other
Private
Roads
Valdosta Urbanized Area
Moody AFB
Val Tech
VSU
County
N
W
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S

2035 TP Financial Plan

One of the requirements of SAFETEA-LU is that the metropolitan transportation plan must include a financial plan that demonstrates how the projects and policies can be implemented. The financial plan is a system-level estimate of costs and revenue sources that can be reasonably expected to be available over the next twenty-five years.

This financial plan shows a balanced budget using federal, state and local revenues for maintenance and new construction projects. Estimates for revenues were from several sources, including but not limited to GDOT, Lowndes County, and the City of Valdosta. The financial plan is presented with year-of-expenditure dollars using an annual inflation factor of 2.1% for both costs and revenue.

During the development of this Transportation Plan, GDOT asked the MPO's to use 4% annual inflation. VLMPO had already begun the planning process and was using the 2.1% (average inflation using the Consumer Price Index over the past three years). A discussion with the VLMPO Technical and Policy committees determined that the VLMPO should continue to use the 2.1% for this plan and consider adjusting the inflation rate when the plan is updated in five years.

For highways, the financial plan includes federal-aid revenue, state motor fuel tax revenue, local general fund revenue, Local Maintenance and Improvement Grants revenue (formerly called LARP and state-aid), and SPLOST (Special Purpose Local Option Sales Tax) revenue. Revenue estimates were provided by GDOT for federal and state sources. The MPO in cooperation with the City of Valdosta and Lowndes County produced estimates for local, LMIG, and SPLOST revenue sources, using recent actual expenditures.

All of these revenue sources listed above have been available for some time and are reasonable expected to continue to be available during the life of this Plan. The local SPLOST has been approved by voters on six previous occasions and helps the local community capitalize on its regional economic hub status brining in revenues from residents in surrounding communities who shop in Lowndes County.

It should be noted that during the development of this Plan the Georgia Legislature approved a regional SPLOST-like funding program that must be approved by the voters in designated regions in 2012. This funding source is not included here because it cannot reasonably be expected to be available in the future, since there is a referendum on it in the future. Although the local SPLOST also must go to a referendum, it is anticipated to continue since it has been approved six times in the past and therefore it is reasonable to expect it will be approved again in the future.

Cost estimates were developed for projects proposed in the plan by the VLMPO staff with consultation from GDOT and local engineers. Projects that are excluded from the balanced financial plan are included in the illustrative listing of projects. Projects are included in this listing for various reasons, including but not limited to: lack of funding, project is not ready for development, concept of project needs to be studied, project is anticipated to be completed beyond the horizon of the Plan, etc. In total the fiscally constrained 2035 TP has a total cost of $652,710,944.67 ($236,244,582.58 in maintenance costs, and $416,166,412.09 in new capital highway projects), leaving $530,231,276 (in current dollars) in the illustrative list.

The federal, state and local sources of revenue include money to be spent on maintenance as well as new construction projects. The estimated costs include costs for maintenance and new projects over the next twenty-five

years. In the end this financial plan is balanced per federal regulations. All costs in the financial plan include a 2.1% annual inflation rate.

Maintenance costs are developed through estimates provided by GDOT for state managed roadways, while estimates for local roadways were developed by the MPO. Using recent maintenance expenditures from local governments the financial plan first shows maintenance costs. The existing system must be preserved before any new capital projects can begin.

Costs for capital projects were estimated using current GDOT bid letting information in the Cost Estimation Software Tool, provided to MPO's. Preliminary Engineering/Environmental and Right-of-Way (includes utilities) were estimated using a percentage of construction cost for each project, based on its location and potential complexity. 10% of the cost of construction was used for Preliminary Engineering/Environmental and 5%, 10%, 20% or higher was used to estimate the cost of Right-of-Way acquisition depending on the location and surrounding land uses of each project. Costs are banded into five-year increments (2015 is 2011[1] through 2015; 2020 is 2016 through 2020). A 2.1% annual inflation factor was applied to each project in these cost bands (i.e. all projects in the 2020 cost band accounted for 10-years of inflation).

The table below demonstrates the system-level financial plan for highways.

For transit programs, the financial plan includes federal-aid revenue, state revenue and local revenue. Some of the local revenue is the fares collected by the transit operators.

Cost estimates for the proposed urban transit system are not included here as there is no timeline for the implementation of this service. Cost estimates have been prepared separately in other study reports available on the VLMPO website at www.sgrc.us/transportation.

Table 2 System Level Financial Plan for Highways

Federal/State	$378,300,000.00
Lowndes County	$184,003,021.34
City of Valdosta	$ 96,786,943.74
Lanier County	$ 0
Berrien County	$ 0
Total Revenue	**$659,089,965.08**
Maintenance Costs	$236,244,582.58
Federal/State	$66,300,000.00
Lowndes County	$140,746,286.70
City of Valdosta	$29,198,285.88
New Capital Costs	$416,466,412.09
Federal/State	$311,435,789.24
Lowndes County	$37,752,865.93
City of Valdosta	$67,277,756.92
Total Expenses	**$652,710,944.67**
Balance	**$6,378,970.41**

The cost estimates for the existing rural transit systems were developed through a review of the existing funding each system has received in the past few years, as well as interviews with the local transit operator on growth expectations and future funding concerns.

For federal transit funding each local community has an annual amount of aid they can receive, any costs above this federal aid and required match are paid for by the local government. In financial plan for public transit services, if the costs of the transit systems are more than the federal revenue and any state and local match, this overage is applied to the local government portion of the financial plan, giving them a larger share of the total revenue and costs of operating the transit systems.

The table below demonstrates the system-level financial plan for the two existing rural transit systems for this Plan. The federal, state and local sources of revenue include money to be spent on operations and maintenance, as well as new capital purchases. The estimated costs

[1] Includes remainder of 2010 as well.

include costs for maintenance and new projects over the next twenty-five years.

Table 3 System Level Financial Plan for Rural Public Transit

Federal/State	$ 6,205,569
Lowndes County	$ 11,395,118
Berrien County	$ 4,814,374
Total Revenue	**$ 22,415,063**
O/M Costs	$16,790,841
Federal/State	$1,706,192
Lowndes County	$10,591,794
Berrien County	$4,492,854
Capital Costs	$5,624,221
Federal/State	$4,499,377
Lowndes County	$803,324
Berrien County	$321,520
Total Expenses	**$22,415,063**
Balance	**$ 0**

These financial plans demonstrate that this transportation plan is financially constrained as outlined in federal regulations (23 CFR 450.322).

Appendix A – Public Involvement Documentation

Included in this section are several agendas and minutes from Citizen's Advisory Committee, Transportation Coordinating and Policy Committee meetings where the 2035 Transportation Plan was discussed. These meetings are open to the public.

Valdosta - Lowndes
Metropolitan Planning Organization

Technical Coordinating Committee
Meeting Agenda
March 10, 2009
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – 10/14/08

IV. Old Business

V. New Business
   A. FY2010 Unified Planning Work Program
      Action: Consider endorsing UPWP for PC action

VI. Staff Update
   A. Transit Implementation Plan Update
   B. ARRA/Economic Recovery Funds
   C. Regional Bike and Pedestrian Forum
   D. 2035 TP Update

VII. Presentation/Special Discussion

   A. FY10-13 TIP Update

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
   A. April 14, 2009; 10:30 AM at SGRDC Office (DRAFT TIP Approval)

X. Adjournment

South Georgia
Regional Development Center
P.O. Box 1223 • 327 W. Savannah Ave. • Valdosta, GA • 31603 • Phone: (229) 333-5277 • Fax (229) 333-5312

Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
TCC
March 10, 2009
10:30am

Members Present	**Organization**
Carlos Gonzalez	FHWA-GA
Mike Fletcher – Voting	Lowndes County Engineer
Brent Thomas – Voting	GDOT District 4 Engineer
Jabari Parker – Voting	GDOT Planning
Members Absent	
Roger Christie	Lowndes County Schools
Patrick Paige	Bike/Ped Advocate
Martin Roesche	Valdosta City Schools
Danny Weeks	Lowndes County Emergency Management
Others Present	
Corey Hull	SGRDC
Shane Pridgen	GDOT District 4
Tom McQueen	GDOT
David Morgan	SGRDC
Joe Sheffield	GDOT
Von Shipman	City of Valdosta

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:30 am.

Agenda Item #2 – Introductions/Roll Call
Mike Fletcher asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from October 14, 2008
Jabari Parker stated that he was present at the October 14, 2008 meeting. This was added to the minutes. Brent Thomas made a motion to approve the minutes and Mike Fletcher seconded the motion. It was called and carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business
A. FY2010 Unified Planning Work Program
   Corey gave an update on the 2010 UPWP mentioning a change on page 5 about the manager. Another change was made to conferences staff could attend and the costs associated with them. The computer system acquisition changed with the addition of modeling software. In

Valdosta - Lowndes
Metropolitan Planning Organization

section 301 on page 16 a change was made adding freight and goods planning was added as an element. An update for next year and census were added to section 402.
Brent Thomas asked if Corey would have a list of projects included in the UPWP. Corey said there would not be one.
Carlos Gonzalez asked if the freight and transit /special studies should be separated in the UPWP. Corey said they eventually would be.
Corey talked about the UPWP budget update and the different funding updates. Corey asked for approval for endorsement by the committee. A motion was made by Jabari Parker to endorse the UPWP. Brent Thomas seconded the motion and it was called and carried.

Agenda Item #6 – Staff Update

A. Transit Implementation Update –
Corey gave the staff update on the Transit Implementation Plan. Mike Fletcher asked if the county and city could cover the state's match. Corey stated that they could, but a new contract would have to be created to show there is no state match.

B. AARA/ Economic Recovery Funds-
Corey talked about the Recovery Act and how it will affect the VLMPO. He then asked Carlos Gonzalez to talk about the funds. Carlos gave a brief overview on the funds for Georgia and all of the state MPOs. Joe Sheffield asked who would be in the same group of MPOs drawing funds with Valdosta. Corey stated it would be all state MPOs except for Savannah, Columbus, Augusta, and Atlanta. Joe mentioned that there is another pot of funds for local projects available. Carlos stated there are for any area that has a population under 500,000. There were several questions about the funding and eligible projects, ect.

C. Regional Bike and Pedestrian Forum-
David Morgan told the TCC that SGRDC will be hosting a forum focused on making our community more bicycle and perlestrian friendly. Mr. Morgan stated that participants will be evaluating the South Georgia Regional Bicycle and Pedestrian Plan and other local plans and developing functional implementation strategies for the plans' goals and objectives. The forum will be held on March 20th at 9 a.m. at SGRDC. Mr. Morgan also stated that David Kenemer would be the guest speaker at the forum.

D. 2035 TP Update-
Corey talked briefly about the 2035 Transportation Plan Update.

Agenda Item #7 – Presentation/Special Discussion

A. FY 10-13 TIP Update
Corey handed out the Draft for the 2010-2013 TIP Update. He mentioned that the numbers will likely change. Corey also mentioned the removal of the Old 41 project from the UPWP and that this was the old list of projects; some of which may be completed and removed before the final. Tom McQueen mentioned that this is a draft and that if a project has been

Valdosta - Lowndes
Metropolitan Planning Organization

broken up since 2 years ago, this will be changed and improved. Brent Thomas stated that some of the projects are not included, but this is a document in work and it will be changed. Brent also mentioned that this update is without GDOT's numbers and is not a final. Corey went over a few individual projects in the plan. He talked about transit funding on the last page and how it has expanded. Corey mentioned that an updated TIP has to be approved in some form by next month because the other TIP is expiring.

Agenda Item #8 – Privilege of the Floor
There were no comments.

Agenda Item #9 – Public Comment
There was no public comment.

Agenda Item #10 - Next Meeting Date and Time
The next TCC meeting will be held on **April 14, 2009 at 10:30 a.m.**

Agenda Item #11 - Adjournment
There being no further business, the meeting adjourned.

Valdosta - Lowndes
Metropolitan Planning Organization

Policy Committee
Meeting Agenda
March 10, 2009
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – 12/16/08

IV. Quarterly UPWP Status Report

V. Old Business

VI. New Business
A. Citizen's Advisory Committee Appointment
Action: Appoint Brian Geary to CAC

B. FY2009 UPWP Budget Amendment
Action: None required.

C. FY2010 Unified Planning Work Program
Action: Consider Approving UPWP

VII. Staff Update
A. Transit Implementation Plan Update
B. ARRA/Economic Recovery Funds
C. Regional Bike and Pedestrian Forum
D. FY10-13 TIP Update
E. 2035 TP Update

VIII. Presentation/Special Discussion

IX. Privilege of the Floor/Public Comment

X. Next Meeting Date
A. April 14, 2009, 10:30 AM at SGRDC Office (DRAFT TIP Approval)

XI. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Policy Committee
March 10, 2009
1:30pm

Members Present	**Organization**
Carlos Gonzalez	FHWA-GA
Brent Thomas	GDOT District 4 Engineer
Tom McQueen	GDOT
John Leonard	SGRDC
Joe Pritchard	Lowndes County Manager
Jabari Parker	GDOT
John Fretti	City of Valdosta, Mayor
Larry Hanson	City of Valdosta, City Manager
Joe Sheffield	GDOT
Shane Pridgen	GDOT
Members Absent	
Cornelius Holsendolph	City of Remerton, Mayor
Ashley Paulk	Lowndes County Commissioner
Others Present	
Corey Hull	SGRDC
Whitney Biggers	SGRDC
David Morgan	SGRDC

Agenda Item #1 – Call to Order
John Leonard called the meeting to order at 1:30 p.m. and welcomed those present.

Agenda Item #2 – Introductions/Roll Call
John Leonard asked everyone to introduce themselves and give their affiliation with the Policy Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from December 16, 2008
John Fretti made a motion to approve the minutes. Jabari Parker seconded the motion and it was called and carried unanimously.

Agenda Item #4 – Quarterly UPWP Status Report
Corey Hull told the members that the Unified Planning Work Program Status Report is a report that he provides every quarter. He gave everyone a handout in their packets. Mr. Hull stated that this handout was for their information to look over. Mr. Hull stated that in FY2009 Quarter 2, the MPO had expended about 55% of its annual UPWP budget, meaning the MPO is on target for the year.

Valdosta - Lowndes
Metropolitan Planning Organization

Agenda Item #5 – Old Business
There was no Old Business to Discuss.

Agenda Item #6 – New Business

A. Citizen's Advisory Committee Appointment- Jabari Parker made a motion to appoint Brian Geary to the CAC. Larry Hanson seconded the motion and it was called and carried unanimously.
B. FY2009 UPWP Budget Amendment- Corey Hull went over the FY09 UPWP budget amendment briefly.
C. FY2010 Unified Planning Work Program- Joe Pritchard made a motion to approve the FY2010 UPWP. John Fretti seconded the motion and it was called and carried unanimously.
D. Resolution to authorize SGRDC to submit FY 2010 5303 Application- Joe Pritchard made a motion to authorize Resolution FY2009-2. John Fretti seconded the motion and it was called and carried unanimously.
E. Resolution to authorize SGRDC to submit FY2010 5307 Application- Larry Hanson made a motion for staff to apply for Resolution FY 2009-3. John Fretti seconded the motion which was called and carried unanimously.

Agenda Item #7 – Staff Update

A. Transit Implementation Plan Update
Corey Hull gave the staff update on the Transit Implementation Plan. He told the Policy Committee that the contract is still on hold. Mr. Hull stated that the local government could pay for the state's part, but a new contract would have to be created to show there is no state match.

B. AARA/Economic Recovery Funds
Corey talked about the Recovery Act and how it will affect the VLMPO. He then asked Carlos Gonzalez to talk about the funds. Carlos gave a brief overview on the funds for Georgia and all of the state MPOs. Carlos stated that $932 million was the final number for the amount Georgia will be receiving. He also stated that the funds are good until 2015. There were several questions about the funding and eligible projects, etc.

C. Regional Bike and Pedestrian Forum
David Morgan told the Policy Committee that SGRDC will be hosting a forum focused on making our community more bicycle and pedestrian friendly. Mr. Morgan stated that participants will be evaluating the South Georgia Regional Bicycle and Pedestrian Plan and other local plans and developing functional implementation strategies for the plans' goals and objectives. The forum will be held on March 20th at 9 a.m. at SGRDC. Mr. Morgan also stated that David Kenemer would be the guest speaker at the forum.

D. FY10-13 TIP Update
Corey handed out the Draft for the 2010-2013 TIP Update. He mentioned that the numbers will likely change. Corey also mentioned the removal of the Old 41 project from the

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Metropolitan Planning Organization

UPWP and that this was the old list of projects, some of which may be completed and removed before the final. Tom McQueen wanted to stress the fact that it is a draft only and projects will be changed and improved. Corey went over a few individual projects in the plan. He talked about transit funding on the last page and how it has expanded. Corey mentioned that an updated TIP has to be approved in some form by next month because the other TIP is expiring.

E. 2035 TP Update
Corey Hull talked briefly about the 2035 Transportation Plan Update and he told the Policy Committee that meetings might become more frequent due to the 2035 TP Update.

Agenda Item #8 – Presentation/ Special Discussion
There was no presentation.

Agenda Item #9– Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #10 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **April 14, 2009 at 1:30pm.**

Agenda Item #11 - Adjournment
There being no further business, the meeting adjourned at 2:35 p.m.

Valdosta - Lowndes
Metropolitan Planning Organization

Joint Citizen's Advisory and Transportation Coordinating Committee
Meeting Agenda

April 14, 2009
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes 3/10/09

IV. Old Business

V. New Business

A. Application for ARRA funds for Transit Capital Programs
Action: Recommend PC approval of Application for ARRA funds

B. DRAFT FY2010-2013 Transportation Improvement Program
Action: Recommend PC approval of DRAFT TIP for Public Comment Period

VI. Staff Update
A. 2035 LRTP Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
A. June 9, 2009 10:30 AM, Transportation Coordinating Committee
B. June 4, 2009 3:00 PM, Citizen's Advisory Committee

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Transportation Coordinating Committee
Meeting Agenda Addendum

April 14, 2009
10:30 AM

I. New Business
A. Amend FY2008-2011 and Fy2010-2013 Transportation Improvement Program to add the following projects.

Description	Sponsor	System	Fund Type	Amount
Replace Vehicles	Berrien County	BC Transit	ARRA	$42,100
AVL System	Berrien County	BC Transit	ARRA	$2,500
Upgrade RouteMatch/Server	Berrien County	BC Transit	ARRA	$13,500
Computer Software	Berrien County	BC Transit	ARRA	$3,800
			Total	$61,900
Replace Vehicles	Lowndes County	LC Transit	ARRA	$40,300
AVL System	Lowndes County	LC Transit	ARRA	$7,500
Upgrade RouteMatch/Server	Lowndes County	LC Transit	ARRA	$13,500
Computer Software	Lowndes County	LC Transit	ARRA	$3,800
			Total	$65,100

Action: Recommend TIP Amendment for PC Action

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Joint Citizen's Advisory and Transportation Coordinating Committee
April 14, 2009
10:30 a.m.

Members Present	**Organization**
Von Shipman	City of Valdosta (Engineer)
Mike Fletcher	Lowndes County (Engineer)
Shane Pridgen	GDOT
Jabari Parker	GDOT
CAC Members Present	
Earl Wetherington	Senior Representative
Ken Sherrill	City of Lake Park
Steve Barnes	Moody AFB
Bryan Almand	Almand & Company
Debbie Hobdy	MIDS, Inc.
Ray Sable	Valdosta State University
Leggett Lovan	Southeastern Freight Lines, Inc.
Ellen Hill	City of Valdosta (Main Street)
Others Present	
Brent Thomas	GDOT
Danny Weeks	Lowndes County Emergency Management
Tom McQueen	GDOT
Carlos Gonzales	FHWA-GA
Corey Hull	SGRDC
David Morgan	SGRDC

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:30 a.m.

Agenda Item #2 – Introduction/Roll Call
Mike Fletcher welcomed those present and asked everyone to introduce themselves.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 10, 2009
The minutes were not available and were put off to be approved at the next meeting.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business

A. Application for ARRA funds for Transit Capital Programs:
Corey Hull gave an overview of the ARRA funding and the chart handed out going over ARRA funding amounts being requested for the transit system. Corey described what each amount was for and why the items are being applied for through ARRA. Leggett Lovan asked why there was a difference in funding amounts between two items listed, and this was because the amount was for the entire system and not individual buses. Carlos then explained the differences in Rural Transit funding and Urban Transit funding through ARRA. Leggett moved that the application be approved and Von Shipman seconded the motion. The motion passed unanimously.

Corey then explained an amendment to the TIP that would include projects for the Berrien and Lowndes County Transit Systems so they can also apply for ARRA funds. In order for these projects to be eligible to receive funds, they must be in the TIP. Debbie Hobdy talked about the projects for addition to the TIP and why MIDS, Inc. was submitting these items and the amounts for each. Leggett Lovan asked if the amount listed for vehicle replacement would be sufficient, and Corey and Debbie explained the amount would be sufficient over the next 3 years. Earl Wetherington asked why Berrien County had to be included, and Corey explained that this was because a part of the county actually lies within the MPO's service area. Von Shipman then asked how the Lowndes Transit System operated, and Debbie explained that although these amounts are being requested to be approved and added to the TIP, they are not guaranteed, but this is a necessary step to apply for the funds. Mike Fletcher asked for a motion which was seconded by Von Shipman. The motion was unanimously approved.

B. DRAFT FY2010-2013 Transportation Improvement Plan:
Mike Fletcher introduced the Draft TIP for approval for the Public Comment Period, and Corey explained that a letter received from Carlos Gonzalez with FHWA states that the approval of the TIP is not necessary at this time and that no action was needed immediately on this matter.

Agenda Item #6 – Staff Update

A. 2035 LRTP Update
Corey gave an overview of the LRTP update that will be undertaken next year. He talked about meeting with GDOT to revise the TAZ's and how this would go into the update. He also talked about the updated website and how ARRA/economic recovery updates are posted weekly or more on the website. Von Shipman and Mike Fletcher each spoke briefly about projects the City and County will be pursuing in the future.

Agenda Item #7 – Privilege of the Floor/ Public Comment
No comments were made.

Agenda Item #8 - Next Meeting Date and Time
The next Citizen's Advisory Committee meeting will be held on **June 4th at 3:00 p.m**. The next Transportation Coordinating Committee meeting will be held on **June 9th at 10:30 a.m**.

Agenda Item #9 - Adjournment
There being no further business, the meeting adjourned at 11:30 a.m.

Valdosta - Lowndes
Metropolitan Planning Organization

Policy Committee
Meeting Agenda
April 14, 2009
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes: 3/10/09

IV. Quarterly UPWP Status Report

V. Old Business

VI. New Business
A. Appointment of Nominating Committee
Action: Chair Appoints Nominating Committee

B. Application for ARRA funds for Transit Capital Programs
Action: Approve Application for ARRA funds

C. DRAFT FY2010-2013 Transportation Improvement Program
Action: Approve DRAFT TIP for Public Comment Period

VII. Staff Update
A. 2035 LRTP Update

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
A. June 9, 2009 1:30 PM

X. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Policy Committee
Meeting Agenda Addendum
April 14, 2009
1:30 PM

I. New Business
A. Amend FY2008-2011 and Fy2010-2013 Transportation Improvement Program to add the following projects.

Description	Sponsor	System	Fund Type	Amount
Replace Vehicles	Berrien County	BC Transit	ARRA	$42,100
AVL System	Berrien County	BC Transit	ARRA	$2,500
Upgrade RouteMatch Server	Berrien County	BC Transit	ARRA	$13,500
Computer Software	Berrien County	BC Transit	ARRA	$3,800
			Total	$61,900
Replace Vehicles	Lowndes County	LC Transit	ARRA	$40,300
AVL System	Lowndes County	LC Transit	ARRA	$7,500
Upgrade RouteMatch Server	Lowndes County	LC Transit	ARRA	$13,500
Computer Software	Lowndes County	LC Transit	ARRA	$3,800
			Total	$65,100

Action: Approve TIP Amendment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Policy Committee
April 14, 2009
1:30 pm

Members Present	Organization
Carlos Gonzalez	FHWA-GA
Brent Thomas	GDOT District 4 Engineer
Tom McQueen (Phone)	GDOT
John Leonard	SGRDC
Joe Pritchard	Lowndes County Manager
Jabari Parker (Phone)	GDOT
John Fretti	City of Valdosta, Mayor
Larry Hanson	City of Valdosta, City Manager
Joe Sheffield	GDOT
Shane Pridgen	GDOT
Matthew Fowler (Phone)	GDOT
Members Absent	
Cornelius Holsendolph	City of Remerton, Mayor
Ashley Paulk	Lowndes County Commissioner
Others Present	
Corey Hull	SGRDC
Whitney Biggers	SGRDC
David Morgan	SGRDC

Agenda Item #1 – Call to Order
John Leonard called the meeting to order at 1:30 p.m.

Agenda Item #2 – Introduction/Roll Call
John Leonard welcomed those present and thanked them for attending.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 10, 2009
Joe Pritchard made a motion to approve the minutes. John Fretti seconded the motion and it was called and carried unanimously.

Agenda Item #4 – Quarterly UPWP Status Report
Corey Hull briefly told the Policy Committee that the Unified Planning Work Program Status Report is on target for the year.

Agenda Item #5 – Old Business
There was no Old Business to Discuss.

Valdosta - Lowndes
Metropolitan Planning Organization

Agenda Item #6 – New Business

A. Appointment of Nominating Committee- Chair John Leonard appointed Joe Pritchard, John Fretti, and himself to serve on the Nominating Committee.
B. Application for ARRA funds for Transit Capital Programs- Corey Hull gave an overview of the ARRA funding and the chart that was handed out going over ARRA funding amounts being requested for the transit system. Corey described what each amount was for and why the items are being applied for through ARRA. John Fretti made a motion to approve the application for ARRA funds and Joe Pritchard seconded the motion. Motion carried.
C. Resolution 2009-5 for Amendment to TIP- Corey Hull explained an amendment to the TIP that would include projects for the Berrien and Lowndes County Transit Systems so they can also apply for ARRA funds. In order for these projects to be eligible to receive funds, they must be in the TIP. A motion was made to add these projects to the Transportation Improvement Program, the motion was seconded. Motion carried.

Agenda Item #7 – Staff Update

A. 2035 LRTP Update
Corey gave a brief overview of the LRTP update that will be undertaken next year. He talked about meeting with GDOT to revise the TAZ's and how this would go into the update. He also talked about the updated website and how ARRA/economic recovery updates are posted weekly or more often on the website.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments

Agenda Item #9 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **June 9, 2009 at 1:30pm.**

Agenda Item #10 - Adjournment
There being no further business, the meeting adjourned at 1:50 pm.

Valdosta - Lowndes
Metropolitan Planning Organization

Citizen's Advisory Committee
Meeting Agenda
Thursday, July 23, 2009
3:00 PM – 5:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – March 5, 2009

IV. Old Business

V. New Business
   A. Election of CAC Officers (Chair, Vice-Chair, Secretary)
      Action: Nominate and elect officers for FY2010
   B. Guest Speaker – Scott James, Talk 92.1
      Topic: What does Regionalism mean?
   C. Special Discussion – 2035 Transportation Plan Goals and Objectives

VI. Staff Update
   A. Transit Implementation Update
   B. Freight Study and Annual Crash Report
   C. TIP Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
   A. September 3, 2009; 3:00 PM; SGRC Office

IX. Adjournment

Southern Georgia Regional Commission
327 W. Savannah Ave. ◆ Valdosta, GA 31601 ◆ Phone: 229 333-5277 ◆ Fax: 229 333-5311 ◆ www.sgrc.us
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Valdosta - Lowndes
Metropolitan Planning Organization

Policy Committee
Meeting Agenda
Tuesday, July 7, 2009
1:30 PM – 3:30 PM

June 30, 2009 Meeting is CANCELLED

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – April 14, 2009

IV. Quarterly UPWP Status Report
   A. FY2010 Budget Update

V. New Business
   A. Election of Officers as recommended by nominating committee
      Action: Elect FY2010 Officers
   B. Valdosta Urbanized Area Transit Implementation Service Plan Presentation and Approval
      Action: Approve Service Plan and Service Delivery Options (Resolution 2010-1)
   C. 5316 JARC Funds Application Authorization
      Action: Authorize Application Submission (Resolution 2010-2)

VI. Staff Update
   A. Transit Implementation
   B. Freight Study and Annual Crash Report
   C. 2035 TP Update, TIP Update
   D. USDOT and GDOT Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
   A. September 8, 2009; 1:30 PM; SGRDC Office

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Policy Committee
July 7, 2009
1:30 pm

Members Present	**Organization**
John Leonard	SGRDC
Joe Pritchard	Lowndes County Manager
Kenny Allen	City of Dasher, Mayor
Larry Hanson	City of Valdosta, City Manager
Tom McQueen	GDOT – Atlanta
Members Absent	
Ashley Paulk	Lowndes County Commissioner
John Fretti	City of Valdosta, Mayor
Others Present	
Corey Hull	SGRDC
Zee Osuigwe	SGRDC
Jabari Parker	GDOT - Atlanta
Joe Sheffield	GDOT – Tifton
Shane Pridgen	GDOT - Tifton

Agenda Item #1 – Call to Order
John Leonard called the meeting to order at 1:30 p.m.

Agenda Item #2 – Introductions/Roll Call
John Leonard welcomed those present and thanked them for attending.

Agenda Item #3 – Approval of Regular Meeting Minutes from April 14, 2009
Larry Hanson made a motion to approve the minutes. Tom McQueen seconded the motion and it was called and carried unanimously.

Agenda Item #4 – Quarterly UPWP Status Report
Corey Hull briefly told the Policy Committee that there was about a $10,000 balance left for FY2009 ending at the end of June 30, before any final calculations had been made to close out the fiscal year.

Agenda Item #5 – New Business

A. Election of Officers as recommended by nominating committee
Larry Hanson made a motion to keep the same officers (John Leonard as Chairman & Joe Pritchard as Vice-Chairman). Jabari Parker seconded the motion, and it was called and carried unanimously.

B. Valdosta Urbanized Area Transit Implementation Service Plan Presentation and Approval
Corey stated the city approved the plan, and the county delayed voting on the plan. Corey stated that the service plan included 5 bus routes, and a transfer center on the Pendleton Dr.

Valdosta - Lowndes
Metropolitan Planning Organization

area. Corey also stated that he was going to try to refine the budget to make it more affordable to the community without compromising routes. Larry Hanson asked if it would be better to wait on Lowndes County's approval before the Policy Committee approved the plan. Corey stated that it would be better to wait on the County. Item was tabled until next meeting.

C. 5316 JARC Funds Application Authorization
Corey explained that JARC funds were available up to $250,000. Corey stated that he needed authorization to apply for the new funding source. Larry Hanson made a motion to authorize application submission. Tom McQueen seconded the motion which was called and carried unanimously.

Agenda Item #6 – Staff Update

A. Transit Implementation
Corey stated that he hopes the transit system would be up and running by April 2010 if all goes well. He stated if it doesn't, we might be moving it back. Larry Hanson recommended moving the timeline back at the next transit steering committee meeting.

B. Freight Study and Annual Crash Report
Corey stated that the completed Freight Study produced with more questions than answers. He stated he would get it to the DOT for review by the end of next week. Corey stated that the Annual Crash Report would be finalized by the end of the month.

C. 2035 TP Update, TIP Update
Corey stated the MPO was going to start looking into how our region would grow in the next 25-30 years, and begin to plan for the 2035 transportation plan. He stated that VSU would be helping with the projections and putting together a travel demand model.

D. USDOT and GDOT Update
Corey stated that on Friday (7/9/09) all of the Georgia MPOs, GDOT, and USDOT would have a meeting. In pending federal legislation Corey stated that all new MPOs must have a population of at least 100,000. He stated that all other MPOs would be grandfathered in. Corey and Tom McQueen explained the reorganization of GDOT. Corey stated there is a new proposed US House bill that will regulate green house gases, and it may have to be added to the LRTP. John Leonard stated the MPO match is also going to be changing. Corey stated that beginning in FY2011 GDOT will no longer provide a 10% match to fund the MPO. Local governments must make up 20% of the funds to pay for the operations of the MPO.

Agenda Item #7– Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #8 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **September 8, 2009 at 1:30pm.**

Agenda Item #9 - Adjournment
There being no further business, the meeting adjourned.

Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Citizen's Advisory Committee
July 23, 2009
3:00 p.m.

Members Present	**Organization**
Earl Wetherington	Senior Representative
Ken Sherrill	City of Lake Park
Brian Geary	City of Valdosta
Steve Barnes	Moody AFB
Ray Sable	Valdosta State University
Leggett Lovan	Southeastern Freight Lines, Inc.
Robert Jefferson	Moody AFB
Debbie Hobdy	MIDS/ Lowndes Transit
Others Present	
Corey Hull	SGRDC
David Morgan	SGRDC
Whitney Biggers	SGRDC
Danny Saturday	MIDS, Inc.
Diandra Nichols	Moody AFB
Scott James	Small town Broadcasting

Agenda Item #1 – Call to Order
Ken Sherrill called the meeting to order at 3:00 p.m.

Agenda Item #2 – Introduction/Roll Call
Ken Sherrill welcomed those present and asked everyone to introduce themselves and give their affiliation with the Citizen's Advisory Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 5, 2009
The minutes from the March 5, 2009 meeting were unanimously approved.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business
A. Election of CAC Officers:
There was no quorum; therefore the CAC will elect new officers at the next meeting.

B. Guest Speaker: Scott James, Talk 92.1.
Corey Hull introduced Scott James to speak about Regionalism. He talked about planning on the regional scale. He stated that you can't look at the growth of just the city, or just the county, or

Valdosta - Lowndes
Metropolitan Planning Organization

just the city and county. He stated that growth should focus on a larger regional area and a larger regional scale. He stated that our region should start planning for 20 years down the road now.

C. Special Discussion- 2035 Transportation Plan Goals and Objectives:
Corey went over the SAFETEA-LU policy statements and the policies from the Georgia Transportation Investment Act.
Corey asked the CAC to describe the ideal image for the transportation system in 2035 for our region. The main ideas discussed were intermodal highways, connectability, sustainability, attraction, funding, adaptability, land use, and coordination.
Corey then asked the CAC to describe the current transportation system. Scott James stated that the city and the county are working separately; when they should be working together. Brian Geary commented that infrastructure is not in place to accommodate bicycling/pedestrians, therefore the roads are not safe, and people are forced to drive. Earl Wetherington stated that Valdosta is already behind on development due to rapid growth.
Corey asked the CAC how our region could get from the current state to the ideal state. Robert Jefferson stated that we have great plans, but the city's plans and the county's plans are not cohesive. He stated that the region should look at the big picture. It was suggested that a listing of goals and objective be created from the "ideals" list.

Ideal	**Current**
Intermodal (I-10 / I-75)	Rapid Growth
Connectability	Regional Attraction
Visually Pleasing	Behind the 8-ball
Sustainability	Local Politics
Coordination	Lifestyle (not safe for bikes/peds)
Attraction	Lack of alternate modal infrastructure
Anticipation	Sharing the Vision
Easibilty / Operations	Publicity
Funding Source	
Land Use	
Adaptable	
Publicize	

How can we get from the current to the ideal?

- Look at plans together
- No Handshakes
- Big Picture
- No Exceptions
- Regional
- Funding
- Planning Coordination
- Intermodal Representation
- Public Buy-in

Valdosta - Lowndes
Metropolitan Planning Organization

Agenda Item #6 – Staff Update

A. Transit Implementation Plan Update
Corey Hull told the CAC that the budget for the transit system was changed from the original $8 Million to $2.5 Million.

B. Freight Study and Annual Crash Report
Corey Hull stated that the Freight Study was complete, and the study left them with more questions than answers. Corey stated that follow-up on the study would be posted on the Transportation website. Corey stated the Annual Crash Report would be done by the end of this month.

C. FY 10-13 TIP Update
Corey Hull gave the CAC a brief update on the TIP.

Agenda Item #7 – Privilege of the Floor/ Public Comment
Leggett Lovan asked Corey about the vacant spots on the CAC. Corey stated they are working on filling the spots. Debbie Hobdy asked Corey some questions about local transit funding.

Agenda Item #10 - Next Meeting Date and Time
The next Citizen's Advisory Committee meeting will be held on **September 3rd at 3:00 p.m.**

Agenda Item #12 - Adjournment
There being no further business, the meeting adjourned at 4:45 p.m.

Valdosta-Lowndes MPO

Citizen's Advisory Committee
Meeting Agenda
Thursday, September 3, 2009
3:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – 3/5/09 and 7/23/09

IV. Old Business
A. Election of CAC Officers (Chair, Vice-Chair, Secretary)
Action: Nominate and elect officers for FY2010

V. New Business
A. FY2008-2011 TIP and FY2010-2015 Draft TIP, Resolution FY2010-3
M003998; I-75 Resurfacing, from FL line to SR 133; ARRA; 2009; $23,132,731
Action: Review and Recommend Policy Committee Action

B. CAC Membership and Attendance

C. Draft 2035 Transportation Plan Vision, Goals, Objectives, Evaluation Measures
Action: Review and discuss outcome from last meeting

D. Public Participation and the 2035 Transportation Plan
Action: Discuss public outreach opportunities and methods

VI. Staff Update
A. FY2009 MPO Annual Report
B. Transit Implementation Update
C. TIP Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
A. October 8, 2009; 3:00 PM; SGRC Office

IX. Adjournment

Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Citizen's Advisory Committee
September 3, 2009
3:00 p.m.

Members Present	**Organization**
Clarence S. Parker	Airport Authority
Ken Sherrill	City of Lake Park
Ellen Hill	Main Street
Steve Barnes	Moody AFB
Ray Sable	Valdosta State University
Leggett Lovan	Southeastern Freight Lines, Inc.
Robert Jefferson	Moody AFB
Debbie Hobdy	MIDS/ Lowndes Transit
Bryan Almand	Almand & Co.
Carroll Griffin	City of Remerton
Bert Chaney	City of Hahira
Others Present	
Corey Hull	SGRDC
David Morgan	SGRDC
Members Absent	
Earl Wetherington	
Jim Langdale	
Greg Hall	
Brian Childress	
Brian Geary	
W.G. Walker	
Steve Coleman	
Sam Allen	
Mary Culbreth	
Brad Lofton	

Agenda Item #1 – Call to Order
Bryan Almand called the meeting to order at 3:08 p.m.

Agenda Item #2 – Introductions/Roll Call
Bryan Almand welcomed those present and asked everyone to introduce themselves and give their affiliation with the Citizen's Advisory Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from 3/5/09 and 7/23/09

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Metropolitan Planning Organization

Leggett Lovan made a motion to approve the minutes. Robert Jefferson seconded the motion which was called and carried unanimously.

Agenda Item #4 – Old Business/ Election of CAC Officers
Leggett Lovan nominated Earl Wetherington for Chair. No one else was nominated. Earl Wetherington was elected Chair unanimously. Robert Jefferson nominated Leggett Lovan for Vice-Chair. No one else was nominated. Leggett Lovan was elected Vice-Chair unanimously. Ken Sherrill was asked if he would continue as secretary, and he agreed. Ken Sherrill was elected Secretary unanimously.

Agenda Item #5 – New Business

A. FY2008-2011 TIP and FY2010-2013 Draft TIP, Resolution FY2010-3 M003998; I-75 Resurfacing from FL line to SR 133; ARRA; 2009; $23,132,731:
Corey introduced the TIP amendment and explained the project. He mentioned the revised cost estimate at $16, 440,000 instead of the listed $23, 132, 731.Corey explained why the project is listed as maintenance. Ken Sherrill asked if the project affects exit 2. Corey stated it did not other than repaving I-75 at Exit 2. Leggett Lovan asked why the project does not continue to the Cook county line past 133. Corey explained that projects are chosen based on road ratings. Robert Jefferson asked if the amount includes all costs, including contingency. Corey stated it does. Mr. Jefferson asked who selected the project. Corey stated that since it is an interstate, GDOT was the sponsor and the responsible party for selecting the project. Mr. Jefferson asked whether the project could proceed without committee approval. Corey stated it could not. Corey also mentioned two future ARRA projects that will be brought up in the future. Corey explained how projects meet ARRA criteria. Clarence Parker mentioned there was no reason not to approve of the project. Clarence Parker made a motion to recommend the project, and Ken Sherrill seconded the motion which was approved.

B. CAC Membership and Attendance:
Corey explained that the CAC bylaws state that members who miss two meetings per year are to be removed from the committee. Corey asked the committee what could be done to help improve attendance. Clarence Parker recommended there be a phone call to each member several days prior to the meeting, so they could remember and schedule their time around it. Mr. Jefferson mentioned that an alternate member could be placed as a backup if someone could not attend. Clarence Parker recommended contacting the head of each organization that is not attending to encourage attendance from their representative.

C. Draft 2035 Transportation Plan Vision, Goals, Objectives, Evaluation Measures:
Corey talked about the goals and objectives for the 2035 Transportation Plan. He asked for input on what was discussed from the previous meeting, and whether the committee felt like they came up with a complete and accurate list. Mr. Jefferson stated that green facilities and the vitalization of recycled materials should be included also.

D. Public Participation and the 2035 Transportation Plan:
Corey gave an overview about the Public Participation Plan. He asked for input on how he should approach the plan, and what he could do to improve public participation. Leggett Lovan stated that cliff

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Metropolitan Planning Organization

notes about the Transportation Plan could help the committee better understand the plan itself. Corey mentioned the TIP open house to be held at SGRC on September 15th, and that it is the only current planned public outreach for the plan. Clarence Parker stated that the public meetings on the overall Transportation Plan will not have good attendance because it doesn't interest people. He recommended having meetings on specific projects that people will have interest in to encourage attendance.

Agenda Item #6 – Staff Update
Corey went over the staff updates, including the Traffic Impact Study involving Berrien, Lowndes, Lanier, and Moody AFB. He also discussed the Access Management Plan for Perimeter Road, Transit Implementation, and the Gateways committee.

Agenda Item #7 – Privilege of the Floor/ Public Comment
No comments were made.

Agenda Item #8 - Next Meeting Date and Time
The next Citizen's Advisory Committee meeting will be held on **October 8th at 3:00 p.m.**

Agenda Item #9 - Adjournment
There being no further business, Mr. Almand adjourned the meeting at 4:10 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee
Meeting Agenda
Tuesday, September 8, 2009
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – March 10, 2009 and April 14, 2009

IV. Old Business

V. New Business
   A. FY2008-2011 TIP and FY2010-2013 Draft TIP, Resolution FY2010-2
      M003998; I-75 Resurfacing, from FL line to SR 133; ARRA; 2009; $23,132,731
      Action: Review and Recommend Policy Committee Action
   B. Presentation on FY2009 Crash Report

VI. Staff Update
   A. FY2009 VLMPO Annual Report
   B. Transit Implementation Update
   C. 2035 LRTP and TIP Update
   D. Access Management Plan
   E. Moody AFB Traffic Impact Study
   F. VL Chamber Gateways Committee Appointment – Marshall Conner

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
   A. October 20, 2009; 10:30 AM; SGRC Office

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
TCC
September 8, 2009
10:30am

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Von Shipman	City of Valdosta Engineer
Brent Thomas	GDOT District 4 Engineer
Others Present	
Shane Pridgen	GDOT District 4
Joe Sheffield	GDOT
Cornelius Davis	FHWA-GA
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Whitney Biggers	SGRC

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:40 am.

Agenda Item #2 – Introductions/Roll Call
Corey Hull asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 10, 2009 and April 14, 2009
Von Shipman made a motion to approve the minutes and Shane Pridgen seconded the motion. It was called and carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business

A. FY2008-2011 TIP and FY2010-2013 Draft TIP, Resolution FY2010-2M003998: I-75 Resurfacing from FL line to SR133; ARRA FY10; $16,440,000
Mike Fletcher introduced the TIP amendment. Corey asked for a recommendation for the project from the TCC to be sent to the Policy Committee. Von Shipman made a motion, and Brent Thomas seconded the motion which was carried unanimously.

B. Presentation on FY2009 Crash Report:
Corey gave a presentation on the FY09 Crash Report. The presentation outlined the methodology used for the study and the results of the study. Von Shipman asked if all of the locations were within the Valdosta area. Corey said they were, but they were not all in the city limits. Mike Fletcher asked where the data came from. Corey stated the data came from the

Valdosta - Lowndes
Metropolitan Planning Organization

DOT and the CARE Software. Mike mentioned that some data may be missing from the study and there might be other ways of getting data from law enforcement. Mike also mentioned that it would be good for planners to have access to data sources to show where fatalities occur.

Agenda Item #6 – Staff Update

A. FY2009 VLMPO Annual Report –
Corey stated the report would released by the end of the week. He also mentioned that the annual report would be presented to the Policy Committee at 1:30 p.m.

B. Transit Implementation Update-
Corey told the TCC that the plan was voted down by the city council due to a lack of funds.

C. 2035 LRTP and TIP Update-
Corey stated that VSU would be making projections for future growth of the community to help with the Long Range Transportation Plan.

D. Access Management Plan-
Corey explained the Inner Perimeter project and the process for developing a plan.

E. Moody AFB Traffic Impact Study-
Corey explained the project that stemmed from a recommendation from the Moody JLUS study. Corey stated that the RC, not the MPO will be the lead organization, but the MPO will play an integral role.

F. VL Chamber Gateways Committee Appointment-
Corey stated he had been appointed to the Valdosta Lowndes Chamber Gateways Committee as a representative from MPO.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #8 - Next Meeting Date and Time
The next TCC meeting will be held on **October 20, 2009 at 10:30 a.m.**

Agenda Item #9 - Adjournment
There being no further business, the meeting adjourned at 11:25 a.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee
Meeting Agenda
Tuesday, September 8, 2009
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – July 7, 2009

IV. Quarterly UPWP Status Report
  A. FY2009 Annual Report

V. Old Business
  A. Transit Service Plan and Delivery Options, Transit Implementation Update

VI. New Business
  A. FY2008-2011 TIP and FY2010-2013 Draft TIP, Resolution FY2010-2
  M003998; I-75 Resurfacing, from FL line to SR 133; ARRA 2009; $23,132,731
  Action: Approve TIP Amendment

  B. Presentation on FY2009 Crash Report

VII. Staff Update
  A. 2035 LRTP and TIP Update
  B. Citizen's Advisory Committee
  C. Access Management Plan
  D. Moody AFB Traffic Impact Study
  E. VL Chamber Gateways Committee Appointment – Marshall Conner

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
  A. October 20, 2009; 1:30 PM; SGRC Office

X. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Policy Committee
September 8, 2009
1:30 pm

Members Present	**Organization**
John Leonard	SGRC
Larry Hanson	City of Valdosta, City Manager
Tom McQueen	GDOT – Atlanta
John Fretti	City of Valdosta, Mayor
Joe Pritchard	Lowndes County Manager
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Joe Sheffield	GDOT – Tifton
Shane Pridgen	GDOT - Tifton
Brent Thomas	GDOT
Marshall Conner	Georgia Power
J.G. Odom	Citizen
William Grow	Citizen
Jeanne Grow	Citizen
Susan Braun	Citizen
Carol Peibush	Citizen

Agenda Item #1 – Call to Order
John Leonard called the meeting to order at 1:30 p.m.

Agenda Item #2 – Introductions/Roll Call
John Leonard welcomed those present and asked everyone to introduce themselves and give their affiliation to the Policy Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from July 7, 2009
Larry Hanson made a motion to approve the minutes. Tom McQueen seconded the motion and it was carried unanimously.

Agenda Item #4 – Quarterly UPWP Status Report
Corey Hull briefly explained the FY2009 Annual Report.

Agenda Item #5 – Old Business (Transit Implementation Update)
Corey explained the no action was needed because of the status of the transit system.

Agenda Item #6 – New Business
A. FY2008-2011 TIP and FY2010-2013 Draft TIP, Resolution FY2010-2M003998; I-75 Resurfacing from FL line to SR133; ARRA FY10; $16,440,000;

Valdosta - Lowndes
Metropolitan Planning Organization

Corey explained the TIP amendment presented. Joe Pritchard made a motion to approve, and Larry Hanson seconded the motion which was carried unanimously.

B. Presentation on FY2009 Crash Report:
Corey gave a presentation on the FY09 Crash Report. The presentation outlined the methodology used for the study and the results of the study.

Agenda Item #7 – Staff Update

A. 2035 LRTP and TIP Update-
Corey stated that VSU would be making projections for future growth of the community to help with the Long Range Transportation Plan.
B. Citizen's Advisory Committee-
Corey mentioned there have been attendance issues. Corey stated that all members will be contacted to resolve these issues in an attempt to improve attendance.
C. Access Management Plan-
Corey explained the Inner Perimeter project and the process for developing a plan.
D. Moody AFB Traffic Impact Study-
Corey explained the project that stemmed from a recommendation from the Moody JLUS study. Corey stated that the RC, not the MPO will be the lead organization, but the MPO will play an integral role.
E. VL Chamber Gateways Committee Appointment-
Marshall Conner talked about the committee, it membership, and its purpose. He mentioned they have asked Corey to be the representative from the MPO.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments

Agenda Item #9 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **October 20, 2009 at 1:30pm.**

Agenda Item #10 - Adjournment
There being no further business, the meeting adjourned at 2:05 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Citizen's Advisory Committee
Meeting Agenda
Thursday, October 8, 2009
3:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – September 3, 2009

IV. Old Business

V. New Business
A. Review Draft FY2010-2013 Transportation Improvement Program
Action: Recommendation for Policy Committee Action
B. "Developing Support for Regional Transportation Planning" Special Discussion
C. Review of Draft 2035 Transportation Plan Vision, Goals and Objectives
Action: Recommendation for Policy Committee Action

VI. Staff Update
A. 2035 LRTP and TIP Update
B. 2035 LRTP Project Selection

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
A. December 3, 2009; 3:00 PM; SGRC Office

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Citizen's Advisory Committee
October 8, 2009
3:00 p.m.

Members Present	**Organization**
Clarence S. Parker	Airport Authority
Ken Sherrill	City of Lake Park
Ray Sable	Valdosta State University
Leggett Lovan	Southeastern Freight Lines, Inc.
Brian Childress	Valdosta Police Department
Bryan Almand	Almand & Co.
Carroll Griffin	City of Remerton
Earl Wetherington	Senior Representative
Steve Coleman	Lowndes County Schools
Danny Saturday	MIDS, Inc
Allan Ricketts	Industrial Authority
Bill Cason	Valdosta City Schools
Others Present	
Corey Hull	SGRC
Whitney Biggers	SGRC
John Fretti	City of Valdosta

Agenda Item #1 – Call to Order
Earl Wetherington called the meeting to order at 3:05 p.m.

Agenda Item #2 – Introductions/Roll Call
Earl Wetherington welcomed those present and asked everyone to introduce themselves and give their affiliation with the Citizen's Advisory Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from 9/3/09
Bryan Almand made a motion to approve the minutes. Leggett Lovan seconded the motion which was called and carried unanimously.

Agenda Item #4 – Old Business
There was no old business to discuss.

Agenda Item #5 – New Business

A. Review Draft FY2010-2013 Transportation Improvement Program:
Corey explained the TIP packet. Corey told the CAC that the TIP was under public review for comments until October 18. He discussed the comments received so far on the last page of the packet. John Fretti

Valdosta - Lowndes
Metropolitan Planning Organization

suggested using local funds for TIP, and he explained the Jerry Jones/Gornto project is to help relieve congestion. Leggett Lovan made a motion to approve the TIP. Bryan Almand seconded the motion which was carried unanimously.

B. Review of Draft 2035 Transportation Plan Vision, Goals and Objectives:
Corey discussed the Draft of the 2035 Transportation Plan Vision, Goals and Objectives. Corey stated that he wanted to gain more regional cooperation for the plan. Ken Sherrill asked Corey about the September Open House. Corey stated there was no attendance at the open house. Earl Wetherington asked why freight was a part of the plan. Corey explained that the plan involves all types of transportation. Ken Sherrill asked about truck traffic on Inner Perimeter Road. Corey stated that the City's Transportation Master Plan is still an ongoing project. John Fretti stated that Valdosta is the only city on Hwy. 84 without a truck route. He stated it is a federal issue, and they are still working on the issue. Bryan Almand made a motion to approve the Transportation Plan. Carroll Griffin seconded the motion which was carried unanimously.

Agenda Item #6 – Staff Update

A. 2035 LRTP and TIP Update:
Corey explained that he just received the socio-economic data from VSU for the LRTP. He stated the population was projected to be 135,000 residents in Lowndes County in 2035. John Fretti mentioned that there are a lot more people that come into Lowndes County everyday to work that are not residents.

B. Member Updates.
Brian Childress gave a brief update on the Valdosta Police Department. He stated that due to aggressive traffic enforcement, fatalities have decreased over the past few years. Danny Saturday gave an update on MIDS, Inc. and discussed federal stimulus funds. Carroll Griffin gave a brief update on the City of Remerton. He stated that Remerton has a new city manager, Remerton is going through the process of connecting to the City of Valdosta's water, and Remerton just passed a noise ordinance. John Fretti stated that he appreciates Remerton mirroring Valdosta's bar times because it saves lives.

Agenda Item #7 – Privilege of the Floor/ Public Comment
Earl Wetherington asked about the cost of VSU's busses and the costs of operating them. Corey stated that VSU bought 6 new busses at about $175,000 each, and the operating costs are around $650,000 for 12-15 busses each year. Earl stated this will help the committee think about the costs of a transit system. John Fretti stated the costs are dependent on what type of bus is bought.

Agenda Item #8 - Next Meeting Date and Time
The next Citizen's Advisory Committee meeting will be held on **December 3rd at 3:00 p.m.**

Agenda Item #9 - Adjournment
There being no further business, Earl Wetherington adjourned the meeting at 4:10 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Technical Coordinating Committee
Meeting Agenda

Tuesday, October 20, 2009
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – September 8, 2009

IV. Old Business

V. New Business
- A. Review Draft FY2010-2013 Transportation Improvement Program
  Action: Recommendation for Policy Committee Action
- B. Amend FY2010-2013 TIP to include the following projects
  0009509; Howell Road Improvements; Statenville Road to US 41; ARRA; 2010; $246,400
  0009510; Morven Road Improvements; SR 122 to Brooks Co. Line; ARRA; 2010; $456,500
  Action: Recommendation for Policy Committee Action
- C. Review Draft 2035 Transportation Plan Priorities, Implementation Strategies and Evaluation Measures

VI. Staff Update
- A. Transit Implementation
- B. 2035 LRTP and TIP
- C. Access Management
- D. GAMPO/AMPO Meetings (Reauthorization)

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
- A. November 10, 2009; 1:30 – 3 PM; SGRC Office – Joint Work Session with PC – Project Prioritization
- B. December 8, 2009; 1:30 – 3 PM; SGRC Office – Joint Work Session with PC – Cost Estimation

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
TCC
October 20, 2009
10:30am

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Brent Thomas	GDOT District 4 Engineer
Tom McQueen	GDOT
Others Present	
Martin Roesch	Valdosta City Schools
Shane Pridgen	GDOT District 4
Cindy Vandyke	GDOT
Marco Trigueros	GDOT
Tim Kassa	GDOT
Corey Hull	SGRC VLMPO
David Morgan	SGRC

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:30 am.

Agenda Item #2 – Introductions/Roll Call
Corey Hull asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from September 8, 2009
Brent Thomas made a motion to approve the minutes and Mike Fletcher seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business

A. Review Draft FY2010-2013 Transportation Improvement Plan:
Corey introduced the TIP and went over the financial plan. He explained that ARRA projects will be separated into their own categories. Corey also mentioned changing some wording in the bylaws. Mike Fletcher pointed out that on page 20 of the document the lump sum project should be Clay Road, not Clary Road. Corey asked the TCC to approve the TIP so it could be sent to the Policy Committee for approval. Brent Thomas made a motion to approve the TIP. Mike Fletcher seconded the motion which was carried unanimously.

B. Amend FY2010-2013 TIP:

Valdosta - Lowndes
Metropolitan Planning Organization

Mike Fletcher introduced the TIP amendments and made a motion to approve them. Brent Thomas seconded the motion which was carried unanimously.

C. Review Draft 2035 Transportation Plan:
Mike Fletcher introduced the Review Draft 2035 Transportation Plan Priorities, Implementation Strategies, and Evaluation Measures. Corey explained that no approval was needed for the plan; he was just introducing it for information purposes only right now.

Agenda Item #6 – Staff Update

A. Transit Implementation –
Corey gave an update on transit implementation and an overview of the continued transit planning process. Brent Thomas asked if the city and county have decided to fund by a certain year. Corey explained that they have not, but 2012 would be the year that funding would be needed to begin the system, but the money has not been obligated yet. 2012 was the year the Transit Steering Committee recommended to pursue.

B. 2035 LRTP and TIP-
Corey stated that the TIP would hopefully be approved this afternoon. He explained the TIP flyer that was produced and passed it out to the TCC. Corey also talked about the progress of the LRTP and that the socio-economic date should be ready by the end of the month. Corey said the next step would be to have the communities to have a project list complete.

C. Access Management-
Corey went over the Perimeter Road plan, and discussed possible public meetings in the near future. Tim Kassa asked whether access management was a study, a plan, or both. Corey explained that it was a little of both and that it possibly could be expanded in the future.

D. GAMPO/AMPO Meetings (Reauthorization)-
Corey told the TCC about the upcoming GAMPO/AMPO meetings he would be attending in Savannah.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments

Agenda Item #8 - Next Meeting Date and Time
The next TCC meeting will be a joint meeting with the Policy Committee held on **November 10, 2009 at 1:30 p.m.**

Valdosta - Lowndes
Metropolitan Planning Organization

Agenda Item #9 - Adjournment
There being no further business, the meeting adjourned at 11:03 a.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee
Meeting Agenda
Tuesday, October 20, 2009
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – September 8, 2009

IV. Quarterly UPWP Status Report

V. Old Business

VI. New Business
- A. Citizen Advisory Committee Appointment – Bert Chaney, City of Hahira
  Action: Approve Appointment
- B. Review Draft FY2010-2013 Transportation Improvement Program
  Action: Approve Final TIP (Resolution 2010-3)
- C. Amend FY2010-2013 TIP to include the following projects
  0009509; Howell Road Improvements; Statenville Road to US 41; ARRA; 2010; $246,400
  0009510; Morven Road Improvements; SR 122 to Brooks Co. Line; ARRA; 2010; $456,500
  Action: Approve TIP Amendment (Resolution (2010-4)
- D. Review Draft 2035 Transportation Plan Priorities, Implementation Strategies and Evaluation Measures

VII. Staff Update
- A. Transit Implementation
- B. 2035 LRTP and TIP
- C. Access Management
- D. GAMPO/AMPO Meetings (Reauthorization)

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
- A. November 10, 2009; 1:30 – 3 PM; SGRC Office – Joint Work Session with TCC – Project Prioritization
- B. December 8, 2009; 1:30 – 3 PM; SGRC Office – Joint Work Session with TCC – Cost Estimation

X. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Policy Committee
October 20, 2009
1:30 pm

Members Present	Organization
John Leonard	SGRC
Larry Hanson	City of Valdosta, City Manager
Tom McQueen	GDOT – Atlanta
John Fretti	City of Valdosta, Mayor
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Bill Grow	Citizen
Tim Kasso	GDOT
Cindy Vandyke	GDOT
Mateo Trigueros	

Agenda Item #1 – Call to Order
John Leonard called the meeting to order at 1:40 p.m.

Agenda Item #2 – Introductions/Roll Call
John Leonard welcomed those present and asked everyone to introduce themselves and give their affiliation to the Policy Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from September 8, 2009
John Fretti made a motion to approve the minutes. Larry Hanson seconded the motion and it was carried unanimously.

Agenda Item #4 – Quarterly UPWP Status Report
Corey Hull gave an update on the UPWP for the last quarter and explained that a software purchase at the beginning of the quarter added a little to the report, but it was otherwise normal.

Agenda Item #5 – Old Business
There was no old business to discuss.

Agenda Item #6 – New Business
- A. Citizen Advisory Committee Appointment:
  Corey talked about Bert Chaney, the new CAC appointee from the City of Hahira, and asked for approval from the Policy Committee. John Fretti made a motion to approve. Larry Hanson seconded the motion which was carried unanimously.
- B. Review Draft FY2010-2013 Transportation Improvement Plan:
  Corey talked about the Tier 1 projects and the removal of the US 41 North widening project. He explained lump sum projects and the removal of the I-75 ARRA project into its own

Valdosta - Lowndes
Metropolitan Planning Organization

category. This will be done by an administrative amendment. Tom McQueen pointed out that the lump sum projects listed as 2010-2015 would be changed to 2010-2013. John Fretti asked how the I-75 stimulus project effects local governments and the MPO. Cindy Vandyke said that this money does fall under congressional balancing. Corey mentioned changing the bylaws by replacing the GDOT Commissioner's name to the particular GDOT representative. Larry Hanson made a motion to approve the TIP. John Fretti seconded the motion which was carried unanimously.

C. Amend FY2010-2013 TIP:
Corey introduced the 2010-2013 TIP amendments. The projects were submitted and approved for ARRA funding and need to be amended into the TIP to be eligible. John Fretti made a motion to approve the amendments. Larry Hanson seconded the motion which was carried unanimously.

D. Review Draft 2035 Transportation Plan:
Corey went over the 2035 Draft Transportation Plan. He presented the recommendations from the CAC on the prioritization, implementation strategies, and evaluation measures for projects.

Agenda Item #7 – Staff Update

A. Transit Implementation-
Corey gave a transit update. He talked about the continuing planning efforts with Grice & Associates and GDOT. Corey stated the transit steering committee would remain intact and the plan would stay current.

B. 2035 LRTP and TIP-
Corey talked about the 2035 TP and timelines. Corey also talked about the progress of the LRTP and that the socio-economic date should be ready by the end of October.

C. Access Management Plan-
Corey explained the Inner Perimeter project and the process for developing a plan.

D. GAMPO/AMPO Meetings (Reauthorization)-
Corey talked about the upcoming GAMPO/AMPO meetings in Savannah.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #9 - Next Meeting Date and Time
The next Policy Committee meeting will be a joint meeting with the TCC on **November 10, 2009 at 1:30pm.**

Agenda Item #10 - Adjournment
There being no further business, the meeting adjourned at 2:22 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee

Meeting Agenda

Tuesday, February, 9, 2010
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – October 20, 2009

IV. Old Business

V. New Business
- A. Election of Officers; Chairman and Vice-Chairman
  Action: Elect Officers
- B. FY2011 FTA 5303 Metropolitan Planning Funding Application – Resolution FY2010-5
  Action: Approve Resolution for Application
- C. Draft FY2011 Unified Planning Work Program
- D. FY2010-2013 TIP Amendments
  - i. Administrative Amendment – ARRA 5311(f) section – Valdosta Greyhound Terminal
  - ii. Anticipated Jobs for Main Street Act Funding (See attached listing). Public comment period: 2/9/10 -2/23/10. Resolution FY2010-6

  Action: Review TIP Amendments
- E. 2035 LRTP Update
  - i. 2035 LRTP Revenue Forecast
  - ii. 2035 LRTP Project Listing
  - iii. 2035 LRTP Prioritization Criteria Review
  - iv. GDOT Modeling Update

VI. Staff Update
- A. Transit Implementation Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
- A. March 9, 2010; 10:30 AM; SGRC Office

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
TCC
February 9, 2010
10:30am

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Brent Thomas	GDOT District 4 Engineer
Tim Kassa	GDOT
Von Shipman	City of Valdosta
Others Present	
Rhonda Niles	GDOT
Shane Pridgen	GDOT District 4
Joe Sheffield	GDOT
Cindy Vandyke	GDOT
Corey Hull	SGRC VLMPO
David Morgan	SGRC

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:35 am.

Agenda Item #2 – Introductions/Roll Call
Corey Hull asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from October 20, 2009
Von Shipman made a motion to approve the minutes and Brent Thomas seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business

A. Election of Officers, Chairman and Vice-Chairman:
Mike Fletcher was elected Chairman and Von Shipman was elected Vice-Chairman.

B. FY2011 FTA 5303 Metropolitan Planning Funding Application – Resolution FY2010-5:
Corey Hull explained the Resolution and asked for approval by the committee for it to be sent to the Policy Committee. Von Shipman made a motion to approve the resolution, and Mike Fletcher seconded the motion which was carried unanimously.

C. Draft FY2011 Unified Planning Work Program:

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Metropolitan Planning Organization

Corey Hull explained that there is no state funding currently (which is subject to change) and this will be made up by the local governments. He also explained the future traffic study for Moody to be headed by the SGRC. Corey explained staff training and development and Computer Systems Acquisition and what plans are in place so far. He discussed the Public Involvement section and improving MPO public involvement. Tim Kassa made the comment that Draft UPWP's should not include carry over from contracts that have not been closed out. He explained that MPO's can only use immediate year numbers and cannot use numbers from further back.

D. FY2010-2013 TIP Amendments:
i. Administrative Amendment – ARRA 5311(f) section – Valdosta Greyhound Terminal
Mike Fletcher introduced the new amendments, and Corey Hull explained that stimulus funds would improve the station and facilities.
ii. Anticipated Jobs for Main Street Act Funding, Public Comment Period: 2/9/10-2/23-10, Resolution FY2010-6
Corey Hull introduced a funding list for the anticipated second round of funding. He explained that these will go up for public comment for 15 days in case the legislation is passed. Tim Kassa mentioned that the TCC might want to look at this further as a TIP Amendment because it is not a definite funding source. Cindy VanDyke also stated that all of these projects must be federally eligible and available within 90 days of the legislation if passed.

E. 2035 LRTP Update:
i. 2035 LRTP Revenue Forecast
Corey Hull explained that with current estimates we have $800 million in revenues, $1 billion in projects, and $275 million in preservation projects, leaving a deficit of $350 million. Tim Kassa asked about accounting for inflation, and Corey responded that all projects after the first 6 years have 2.1% included for inflation. Brent Thomas asked if any other communities in the county were included in the SPLOST figures, but they were not because only one, Lake Park, has a functionally classified road. Mike Fletcher and Von Shipman mentioned revenue cuts from SPLOST. Corey stated he used the reduced number, not the original. Corey gave an overview of the transit programs and the budget. He explained the $9 million deficit would automatically be added to the local revenue side.
ii. 2035 LRTP Project Listing
Corey explained the LRTP listings and how the costs were determined. He stated that $500 million in projects will need to be removed from the list.
iii. 2035 LRTP Prioritization Criteria Review
Corey explained how the project prioritization would be implemented. Mike Fletcher mentioned that he would like to see some of the projects moved up on the list, and Von Shipman agreed. Brent Thomas added that the 5 interchanges on the interstate may need to be included as one. Mike Fletcher asked where the cost estimates came from. Corey explained that the numbers may not be 100% accurate because of inflation.

Valdosta - Lowndes
Metropolitan Planning Organization

Agenda Item #6 – Staff Update

A. Transit Implementation Update–
Corey gave an update on transit implementation and an overview of the continued transit planning process with Grice and Associates.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #8 - Next Meeting Date and Time
The next TCC meeting will be held on **March 9, 2010 at 10:30 a.m. at the SGRC Office.**

Agenda Item #9 - Adjournment
There being no further business, Von Shipman made a motion to adjourn the meeting. Tim Kassa seconded the motion which was carried unanimously.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee
Meeting Agenda
Tuesday, February, 9, 2010
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – October 20, 2009

IV. Quarterly UPWP Status Report

V. Old Business

VI. New Business
- A. FY2011 FTA 5303 Metropolitan Planning Funding Application – Resolution FY2010-5
  Action: Approve Resolution for Application
- B. Draft FY2011 Unified Planning Work Program
- C. FY2010-2013 TIP Amendments
  - i. Administrative Amendment – ARRA 5311(f) section – Valdosta Greyhound Terminal
  - ii. Anticipated Jobs for Main Street Act Funding (See attached listing), Public comment period: 2/9/10 -2/23/10, Resolution FY2010-6
  Action: Review TIP Amendments
- D 2035 LRTP Update
  - i. 2035 LRTP Revenue Forecast
  - ii. 2035 LRTP Project Listing
  - iii. 2035 LRTP Prioritization Criteria Review
  - iv. GDOT Modeling Update

VII. Staff Update
- A. Transit Implementation Update

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
- A. March 9, 2010: 1:30 PM: SGRC Office

X. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Policy Committee
February 9, 2010
1:30 pm

Members Present	**Organization**
Joe Pritchard	Lowndes County, Manager
Larry Hanson	City of Valdosta, City Manager
Jason Davenport	Lowndes County Planner (Ashley Paulk Rep.)
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Shane Pridgen	GDOT
Joe Sheffield	GDOT
Brent Thomas	GDOT
Debbie Cannon	Office of Senator Saxby Chambliss
Merritt Myers	Office of Congressman Jack Kingston
Jody Redding	Office of Senator Johnny Isakson
Tim Kassa	GDOT
Cindy Van Dyke	GDOT
Rhonda Niles	GDOT

Agenda Item #1 – Call to Order
Joe Pritchard called the meeting to order at 1:30 p.m.

Agenda Item #2 – Introductions/Roll Call
Corey Hull welcomed those present and asked everyone to introduce themselves and give their affiliation to the Policy Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from October 20, 2009
Larry Hanson made a motion to approve the minutes. Jason Davenport seconded the motion which was carried unanimously.

Agenda Item #4 – Old Business
There was no old business to discuss.

Agenda Item #5 – New Business

A. FY2011 FTA 5303 Metropolitan Planning Funding Application – Resolution FY2010-5:
Corey explained the resolution and asked for its approval. Larry Hanson made a motion to approve the resolution. Jason Davenport seconded the motion which was carried unanimously.

B. Draft FY2011 Unified Planning Work Program:
Corey explained each section of the UPWP for 2011. He went over the summary report on the final page and explained that it is a draft number from last year that will be updated as soon as the new funding amount is determined. Larry Hanson asked what the local special study was for. Corey responded that it is for the transit implementation study.

C. FY2010-2013 TIP Amendments:
Corey introduced the 2010-2013 TIP amendments. He went over the administrative amendment for the Greyhound Terminal. Corey also introduced a funding list for the anticipated second round of funding. He explained that these will go up for public comment for 15 days in case the legislation is passed. If the funding does not occur, these projects will be removed from the TIP.

D. 2035 LRTP Update:
Corey explained the upcoming Public Open House at the RC. He then went over the revenue forecasts, project listings, and the criteria developed for project prioritization.

Valdosta - Lowndes
Metropolitan Planning Organization

Agenda Item #6 – Staff Update

A. Transit Implementation-
Corey talked about the continuing planning efforts with Grice & Associates to implement a transit system in the VLMPO area.

Agenda Item #7– Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #8 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **March 9, 2010 at 1:30pm at the SGRC Office.**

Agenda Item #9 – Adjournment
There being no further business, Jason Davenport made a motion to adjourn the meeting. Larry Hanson seconded the motion which was carried unanimously.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Citizen's Advisory Committee

Meeting Agenda

Thursday, March 4, 2010
3:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – October 8, 2009

IV. Old Business

V. New Business
- A. FY2010-2013 TIP Amendment, Resolution FY2010-6
  "Stimulus 2" Project List
  Action: Recommendation for PC Action
- B. FY2011 5307 Grant Application, Resolution FY2010-7
  Funding to complete implementation study for phase 1 transit system
  Action: Recommendation for PC Action
- C. FY2011 Unified Planning Work Program and Budget, Resolution FY2010-8
  Action: Recommendation for PC Action
- D. FY2010 Unified Planning Work Program and Budget Amendment, Resolution FY2010-9
  FY2009 Carryover funds $27,788.23 Total. $22,308.58 Federal; $2,778.82 State and Local
  Action: Recommendation for PC Action
- E. 2035 Transportation Plan Update
  Review of February 17th Public Meeting
  Review of Citizen Comments and Citizen's Advisory Committee Rankings

VI. Staff Update
- A. Crash Report

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
- A. June 3, 2010; 3:00 PM; SGRC Office

IX. Adjournment

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Valdosta - Lowndes
Metropolitan Planning Organization

Minutes
Citizen's Advisory Committee
March 4, 2010
3:00 p.m.

Members Present	**Organization**
Clarence S. Parker	Airport Authority
Ken Sherrill	City of Lake Park
Ray Sable	Valdosta State University
Leggett Lovan	Southeastern Freight Lines, Inc.
Rebecca Shirley	Valdosta Main Street
Steve Barnes	Moody AFB
Brad Lofton	Industrial Authority
Earl Wetherington	Senior Representative
Charlie Clark	Lowndes County (EMC Eng. Services)
Debbie Hobdy	MIDS, Inc.
Others Present	
Corey Hull	VLMPO
Todd Miller	SGRC

Agenda Item #1 – Call to Order
Leggett Lovan gave an invocation before the meeting started. Earl Wetherington called the meeting to order at 3:01 p.m.

Agenda Item #2 – Introductions/Roll Call
Earl Wetherington welcomed those present. Corey Hull introduced Todd Miller from the Southern Georgia Regional Commission who was filling in for David Morgan and Whitney Biggers.

Agenda Item #3 – Approval of Regular Meeting Minutes from October 8, 2009
Leggett Lovan made a motion to approve the minutes. Ray Sable seconded the motion which was called and carried unanimously.

Agenda Item #4 – Old Business
There was no old business to discuss.

Agenda Item #5 – New Business

A. FY 2010-2013 TIP Amendment, Resolution FY 2010-6: Stimulus 2 Project List
Corey Hull explained that the TIP should be amended to include new projects for the second round of stimulus funding now under consideration. Proactively including the projects in the TIP will help meet the 90 days from approval deadline to have the project under contract. Several members asked about the typical timing and process of a TIP project; and whether the process involves competitive bidding. Corey

Valdosta - Lowndes
Metropolitan Planning Organization

Corey Hull described the previous year's crash report and the extensive data which was involved. Corey explained that he would be looking for ways to reduce the amount of data included in the report, and asked the members to provide any suggestions they may have.

Agenda Item #7 – Privilege of the Floor/Public Comment

Colonel Clarence Parker asked how the national healthcare debate was impacting transportation issues. Corey Hull explained that it was pushing transportation issues to the backseat, but that transportation has always been its own issue. Corey also explained some of the ways the national economic crisis has impacted transportation funding. One member asked about the status of some of the legislative tax proposals. Corey explained several of the scenarios, including TSPLOST and a statewide tax, and the current discussions of the legislative proposals. Colonel Clarence Parker asked about high speed rail in Georgia. Corey explained that the discussions of high speed rail were focused in the Atlanta metro area, but nothing had moved beyond discussion at this point.

Agenda Item #8 – Next Meeting Date and Time
The next Citizen's Advisory Committee meeting will be held on June 3, 2010 at 3 p.m.

Agenda Item #9 – Adjournment
There being no further business, Earl Wetherington adjourned the meeting at 4:15 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee

Meeting Agenda

Tuesday, March 9, 2010
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – February 9, 2010

IV. Old Business

V. New Business
- A. FY2010-2013 TIP Amendment, Resolution FY2010-6
  "Stimulus 2" Project List
  Action: Recommendation for PC Action
- B. FY2011 5307 Grant Application, Resolution FY2010-7
  Funding to complete implementation study for phase 1 transit system
  Action: Recommendation for PC Action
- C. FY2011 Unified Planning Work Program and Budget, Resolution FY2010-8
  Action: Recommendation for PC Action
- D. FY2010 Unified Planning Work Program and Budget Amendment, Resolution FY2010-9
  FY2009 Carryover funds $27,788.23 Total. $22,308.58 Federal; $2,778.82 State and Local
  Action: Recommendation for PC Action
- E. 2035 Transportation Plan Update, Presentation from Habte Kassa, GDOT

VI. Staff Update
- A. Crash Report

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
- A. April 13, 2010; 10:30 AM; SGRC Office

IX. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
TCC
March 9, 2010
10:30am

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Brent Thomas	GDOT District 4 Engineer
Tim Kassa	GDOT
Von Shipman	City of Valdosta
Others Present	
Habte Kassa	GDOT
Shane Pridgen	GDOT District 4
Joe Sheffield	GDOT
Cindy Vandyke	GDOT
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Matt Martin	City of Valdosta Planning & Zoning
Ann-Marie Day	FHWA
Kelley Whitson	FHWA

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:30 am.

Agenda Item #2 – Introductions/Roll Call
Corey Hull asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from February 9, 2010
Mike Fletcher made a motion to approve the minutes and Brent Thomas seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business

A. FY2010-2013 TIP Amendment, Resolution FY2010-6:
Corey Hull introduced the stimulus 2 resolution and he explained the proposed projects. Corey explained the funding has not yet been approved, but these projects are being approved

Valdosta – Lowndes

Metropolitan Planning Organization

in anticipation of the bill's approval. Corey asked for approval of the project list. Mike Fletcher made a motion to approve the projects, and Von Shipman seconded the motion which was carried unanimously.

B. FY2011 5307 Grant Application, Resolution FY2010-7:
Corey Hull explained the new transit implementation plan and the grant being applied for to plan the phased implementation. Von Shipman asked where the hub would be located. Corey stated the original location for the hub in the Pendleton Drive area would still be the location of the future hub. Mike Fletcher suggested that Corey get back with the City Council and County Commission as soon as possible due to budget concerns and timing. Corey explained some of the funding options being researched. Mike Fletcher also asked what could be done in coordination with VSU to lower costs for the local governments. Corey explained that the VSU busses are maxed out and would not be able to be used, but the MPO is working with the college to determine any options. Corey asked for a motion to pass to the Policy Committee. Von Shipman motioned, and Brent Thomas seconded. The motion was carried unanimously.

C. FY2011 Unified Planning Work Program and Budget, Resolution FY2010-8:
Corey Hull went over the 2011 UPWP and budget. Corey explained the projects the MPO will be working on including the JLUS traffic study with Moody AFB and local communities. Corey asked for a recommendation to pass on to the Policy Committee. Von Shipman motioned, and Mike Fletcher seconded. The motion passed unanimously.

D. FY2010 Unified Planning Work Program and Budget Amendment, Resolution FY2010-9:
Corey Hull went over the UPWP budget amendment to include carryover from the FY09 budget to the FY10 budget. Corey explained that the funding was not expected to be expanded until the next year, but it must be carried over to the current FY or it will be lost. He asked for this to be recommended to the Policy Committee. Tim Kassa motioned, and Mike Fletcher seconded. The motion was carried unanimously.

E. 2035 Transportation Plan Update, Presentation from Habte Kassa, GDOT:
Corey introduced Habte Kassa to the TCC. Habte gave a presentation entitled "Update of the Regional Travel Demand Model for the VLMPO." He explained coordination between GDOT and the MPO to determine TAZs and socioeconomic data to produce the travel demand model. Habte explained what a TDM is and how it is developed and used. He went over the socioeconomic data and employment data as well as the overall highway network. Von Shipman asked Habte how our community compares to others of similar size with the daily peak hours of delay. Habte explained that the numbers are very similar to others of our size.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #6 – Staff Update

A. Inflation Rate–
Corey Hull went over the letter from GDOT regarding the inflation rate used in the LRTP. Currently the MPO uses a 2.1% inflation rate. GDOT suggested moving the number up to 4%. Corey asked for input from David Morgan. They decided to remain at 2.1% for now.

B. Crash Report–
Corey Hull went over the Crash Report and asked for input and comments to be submitted. Von Shipman talked about the city making improvements to a certain intersection based on the crash analysis. He stated that crash rates at this intersection decreased 100% since the improvements were made. He expressed how helpful the studies have been.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments

Agenda Item #8 - Next Meeting Date and Time
The next TCC meeting will be held on **April 13, 2010 at 10:30 a.m. at the SGRC Office.**

Agenda Item #9 - Adjournment
There being no further business, Von Shipman made a motion to adjourn the meeting. Mike Fletcher seconded the motion which was carried unanimously.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee

Meeting Agenda

Tuesday, March 9, 2010
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – February 9, 2010

IV. Quarterly UPWP Financial Report – None, unchanged from February

V. Old Business

VI. New Business
A. Appointment to Citizen's Advisory Committee – Charlie Clark, Lowndes County
Action: Approve Appointment

B. FY2010-2013 TIP Amendment, Resolution FY2010-6
"Stimulus 2" Project List
Action: Approve Amendment

C. FY2011 5307 Grant Application, Resolution FY2010-7
Funding to complete implementation study for phase 1 transit system
Action: Approve Application

D. FY2011 Unified Planning Work Program and Budget, Resolution FY2010-8
Action: Approve UPWP

E. FY2010 Unified Planning Work Program and Budget Amendment, Resolution FY2010-9
FY2009 Carryover funds $27,788.23 Total, $22,308.58 Federal, $2,778.82 State and Local
Action: Approve Amendment

F. 2035 Transportation Plan Update, Presentation from Habte Kassa, GDOT

VII. Staff Update
A. Crash Report

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
A. April 13, 2010, 1:30 PM, SGRC Office

X. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
Policy Committee
March 9, 2010
1:30 pm

Members Present	Organization
John Fretti	City of Valdosta, Mayor
Joe Pritchard	Lowndes County, Manager
Jason Davenport	Lowndes County Planner (Ashley Paulk Rep.)
Cindy Van Dyke	GDOT
John Leonard	SGRC, Director
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Shane Pridgen	GDOT
Joe Sheffield	GDOT
Brent Thomas	GDOT
Tim Kassa	GDOT
Habte Kassa	GDOT

Agenda Item #1 – Call to Order
Joe Leonard called the meeting to order at 1:30 p.m.

Agenda Item #2 – Introductions/Roll Call
Corey Hull welcomed those present and asked everyone to introduce themselves and give their affiliation to the Policy Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from February 9, 2010
Joe Pritchard made a motion to approve the minutes. Jason Davenport seconded the motion which was carried unanimously.

Agenda Item #4 – Quarterly UPWP Financial Report
Corey Hull gave a brief overview of the Unified Planning Work Program. Corey stated that it has remained unchanged since February (about $33,000).

Agenda Item #5– Old Business
There was no old business to discuss.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #6 – New Business

A. Appointment to Citizen's Advisory Committee:
Corey talked about Charlie Clark being appointed to the CAC by the county. Joe Pritchard motioned to approve the appointment. Jason Davenport seconded the motion which was carried unanimously.

B. FY2010-2013 TIP Amendment, Resolution FY2010-6:
Corey introduced the stimulus 2 resolution and he explained the proposed projects. Corey explained the funding has not yet been approved, but these projects are being approved in anticipation of the bill's approval. Corey asked for approval from the Policy Committee. Joe Pritchard motioned to approve. Jason Davenport seconded the motion which carried unanimously.

C. FY2011 5307 Grant Application, Resolution Fy2010-7:
Corey went over the application and explained that the funding is necessary to implement the study for phase I of the transit system. He explained the future plans for the system and the necessity for these funds to continue the planning and implementation of the transit system. Corey clarified that the funds would be to implement the first route, not just to continue planning of the system. Joe Pritchard asked whether this was new, and restated that the county may not be able to fund their portion of the match due to budgetary restraints. Corey stressed that this funding amount does not include operating expenses, which would be in addition to the funds needed. John Leonard asked for approval of the application for the 5307 funds for FY2011. John Fretti motioned, and Joe Pritchard seconded. The motion carried unanimously.

D. FY2011 Unified Planning Work Program and Budget, Resolution FY2010-8:
Corey explained the UPWP and budget. He also went over the crash study and JLUS traffic study as the major projects for FY2011. Corey asked for approval from the Policy Committee. John Fretti made a motion to approve the UPWP. Joe Pritchard seconded the motion which was carried unanimously.

E. FY2010 Unified Planning Work Program and Budget Amendment, Resolution FY2010-9:
Corey went over the necessity to include carryover funds in the budget or they will be lost. Joe Pritchard made a motion to approve the amendment. Jason Davenport seconded the motion which was carried unanimously.

F. 2035 Transportation Plan Update, Presentation from Habte Kassa, GDOT:
Corey explained the LRTP project listing and the process for project prioritization. He introduced Habte Kassa, who gave a presentation on the travel demand model for the LRTP. Habte provided a resolution for approval of the GDOT 2006 Base Year Model as the model for use. Joe Pritchard motioned to approve. John Fretti seconded the motion, which was carried unanimously.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #7 – Staff Update

A. Inflation Rate-
Corey went over the letter from GDOT regarding the inflation rate used in the LRTP. Currently the MPO uses a 2.1% inflation rate. GDOT suggested moving the number up to 4%. Corey talked about the effects of increasing the rate. Corey stated that the TCC recommended leaving the rate at 2.1%. No action was needed, but the Policy Committee agreed to leave the rate the same, but to consider the increase in the future.

B. Crash Report-
Corey went over the Crash Report and the plans of the MPO to create a new report to follow the Ga. GOHS Crash Report.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments

Agenda Item #9 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **April 13, 2010 at 1:30pm at the SGRC Office.**

Agenda Item #10 - Adjournment
There being no further business, John Leonard adjourned the meeting at 2:25 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee

Meeting Agenda

Tuesday, April 13, 2010
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – March 9, 2010

IV. Old Business

V. New Business
   A. FY2011 – 2014 Transportation Improvement Program (TIP)
      Action: Recommendation of draft for Public Comment (4/20-6/3)

   B. 2035 Transportation Plan Update
      i. Discuss Revised Financial Plan
      ii. Discuss Revised Draft Project Listing
      Action: None, Discussion Only

VI. Staff Update
   A. Transit Update
   B. Crash Report Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
   A. June 8, 2010; 10:30 AM; SGRC Office

IX. Adjournment

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Valdosta – Lowndes
Metropolitan Planning Organization

Minutes
TCC
April 12, 2010
2:00 p.m.

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Brent Thomas	GDOT District 4 Engineer
Tim Kassa	GDOT
Von Shipman	City of Valdosta
Others Present	
Shane Pridgen	GDOT District 4
Joe Sheffield	GDOT
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Ann-Marie Day	FHWA

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 2:05 p.m.

Agenda Item #2 – Introductions/Roll Call
Corey Hull asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 9, 2010
Tim Kassa made a motion to approve the minutes, and Brent Thomas seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business

A. FY2011-2014 TIP:
Corey Hull introduced the TIP and explained the amendment process. He explained that the process has changed. Corey then gave an overview of the project listing and explained a change to the Jerry Jones project. Corey explained the need for an accurate cost estimate, but until that point he suggested returning the cost to the original GDOT estimate. Corey talked about why no projects are listed as lump sum projects currently. He also mentioned the Hill Avenue at US 84 project is a lump sum project, but is not far enough along to be listed yet. Corey also talked about the upcoming public comment periods. Von Shipman mentioned that the Jerry Jones project from Gornto to Jadan Place will now be from Gornto to Oak Street, and the description of the project documents should be updated. Corey talked about the annual self-certification in the TIP. Von Shipman made a motion to recommend the draft for public comment. Mike Fletcher seconded the motion which carried unanimously.

B. 2035 Transportation Plan Update:
Corey gave an update on the 2035 LRTP. He went over the financial plan and explained the funding for the city, county, and GDOT. Corey explained that the current financial plan is over programmed with federal funding, and he discussed possible solutions to the problem. Corey asked for input on the project rankings. Mike Fletcher mentioned that the cost of US 41 to Union Street as listed is excessive, and it should be looked at for lowering the cost estimate. Von Shipman mentioned that Old Clyatville from Mud Creek to Industrial might be too high on the cost estimate as well. Anne-Marie Day asked why no projects were programmed for 2035 since this is a 2035 plan. Corey explained this is because the funds run out before then. She mentioned we might want to put some projects into a 2035 year program. Corey suggested moving some projects, that may be pushed further back anyway, back to 2035. Anne-Marie suggested that some projects be stretched with the understanding that they could be moved again in the update in 2015.

Valdosta – Lowndes
Metropolitan Planning Organization

Agenda Item #6 – Staff Update

A. Transit Update:
Corey Hull went over the transit planning efforts briefly.

B. Crash Report Update:
Corey talked about a survey he has created to be distributed to several groups concerned about crash reduction to get suggestions on what should be included in the report.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #8 - Next Meeting Date and Time
The next TCC meeting will be held on **June 8, 2010 at 10:30 a.m. at the SGRC Office.**

Agenda Item #9 - Adjournment
There being no further business, Mike Fletcher adjourned the meeting at 2:33 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee

Meeting Agenda

Tuesday, April 13, 2010

1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – March 9, 2010

IV. Quarterly UPWP Financial Report – None, unchanged from February

V. Old Business

VI. New Business
- A. FY2011 Election of Officers
  Action: Chairman Appoints Nominating Committee
- B. FY2011 – 2014 Transportation Improvement Program (TIP)
  Action: Approve draft for Public Comment (4/20-6/3)
- C. 2035 Transportation Plan Update
  - i. Discuss Revised Financial Plan
  - ii. Discuss Revised Draft Project Listing

  Action: None, Discussion Only

VII. Staff Update
- A. Transit Update
- B. Crash Report Update

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
- A. June 8, 2010; 1:30 PM; SGRC Office

X. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
Policy Committee
April 13, 2010
1:30 pm

Members Present	**Organization**
John Fretti	City of Valdosta, Mayor
Larry Hanson	City of Valdosta, Manager
Jason Davenport	Lowndes County Planner (Ashley Paulk Rep.)
Cindy Van Dyke	GDOT
John Leonard	SGRC, Director
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Brent Thomas	GDOT
Tim Kassa	GDOT
James R. Wright	City of Valdosta

Agenda Item #1 – Call to Order
Joe Leonard called the meeting to order at 1:40 p.m.

Agenda Item #2 – Introductions/Roll Call
Corey Hull welcomed those present and asked everyone to introduce themselves and give their affiliation to the Policy Committee.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 9, 2010
John Fretti made a motion to approve the minutes, Jason Davenport seconded the motion which was carried unanimously.

Agenda Item #4 – Quarterly UPWP Financial Report
Corey Hull gave a brief overview of the Unified Planning Work Program. Corey stated that it has remained unchanged since February, and no action was needed.

Agenda Item #5– Old Business
There was no old business to discuss.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #6 – New Business

A. FY2011 Election of Officers:
John Leonard named Joe Pritchard and Larry Hanson as the nominating committee for new officers. There were no objections.

B. FY2011-2014 Transportation Improvement Plan:
Corey introduced the TIP and talked about the amendment processes and how they have changed. Corey also went over the Financial Plan and explained the different project types and why some projects are listed as lump sum projects. Corey talked about Tier 1 projects and explained the new projects and new cost estimates for some Tier 1 projects from GDOT. There are currently no Tier II projects. Corey talked about lump sum projects and how the project on Hollywood Blvd. will need to be moved to this category. John Fretti asked about this project and stated that some information should be gained about truck movement in order to determine the most efficient improvements. Brent Thomas stated that these studies have been completed. Corey went over transit projects within the MPO area as listed, and he went over the MPO's project data sheets. Corey explained the public comment period following the Policy Committee's approval of submitting the TIP for Public Comment. Jason Davenport asked if any modifications were anticipated to the TIP. Corey mentioned one project on Jerry Jones, but he stated that there are no others anticipated before the public comment period. Larry Hanson asked how the dates for the projects are determined. Corey responded that GDOT sets the dates based on funding availability. Discussion ensued about several projects. John Leonard asked for a motion to approve the draft TIP for public comment as of April 20, 2010. John Fretti made the motion, and Jason Davenport seconded. The motion carried unanimously.

C. 2035 Transportation Plan Update:
Corey introduced the revised Financial Plan. He explained that the Financial Plan is only for highway funds and that there are others for transit. Corey went over the plan and explained funding amounts for each jurisdiction. He also mentioned there is currently a deficit because projects have been over programmed and some changes will have to be made to balance out the financial plan. Corey went over the project listing. He explained the chart and what each column represents. He talked about how there are no projects currently programmed past 2035 and that some projects will need to be moved back to stretch the LRTP to 2035, instead of programming out to only 2025. John Fretti asked about how the funding amounts were reached in the Financial Plan. Corey explained that the numbers include preservation projects in the general fund category, not just new projects. Corey explained this is an evolving process and the numbers will continue to change until the Financial Plan is balanced. Larry Hanson asked whether discussion could wait until the end of the current legislative session in case the legislature passes a new SPLOST of some sort.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #7 – Staff Update

A. Transit Update-
Corey gave an overview of the transit budget for a single-route implementation to begin by July 2012. Corey explained the funding amounts in the chart and gave a timeline for action. John Fretti explained that this route is more expensive because it is a conglomeration of several routes, making it a much longer and more inclusive route than what had been previously planned. John Fretti also mentioned that the budget as presented still has on-chassis busses and that it is imperative to look at off-chassis busses for the system to function better and look better. Corey stated that the next Transit Steering Committee meeting would be held on April 26th at noon at the SGRC.

B. Crash Report Update-
Corey gave a quick overview of the upcoming crash report and gave a timeline for completion of the report.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments

Agenda Item #9 - Next Meeting Date and Time
The next Policy Committee meeting will be held on **June 8, 2010 at 1:30pm at the SGRC Office.**

Agenda Item #10 - Adjournment
There being no further business, John Leonard adjourned the meeting at 2:42 p.m.

Southern Georgia Regional Commission — Valdosta-Lowndes MPO

Citizen's Advisory Committee
Meeting Agenda

Thursday, June 3, 2010
3:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – March 4, 2010

IV. Old Business

V. New Business
- A. Election of Officers: Chair, Vice-Chair, Secretary
  Action: Elect Officers to serve FY2011
- B. FY2011-2014 Transportation Improvement Program – Adoption
  Action: Recommendation for Policy Committee Action
- C. 2035 Transportation Plan – Draft Document Discussion
  Action: Possible Recommendation for Approval for Public Review
- D. Public Outreach: Websites and Social Media – Discussion
- E. Presentation on HB 277 Transportation Investment Act of 2010

VI. Staff Update
- A. Greater Lowndes Growth Advisory Comm. – June 18, 12-1:30pm, City Hall Annex, 2035 TP
- B. Transit Implementation Update
- C. Limited English Proficiency Plan
- D. GPA 2010 Fall Conference

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
- A. *Tentatively, another meeting may be called in June and/or August*
- B. September 2, 2010; 3:00 PM; SGRC Office

IX. Adjournment

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Southern Georgia Regional Commission — Valdosta-Lowndes MPO

Minutes
Citizen's Advisory Committee
June 3, 2010
3:00 p.m.

Members Present	**Organization**
Clarence S. Parker	Airport Authority
Ken Sherrill	City of Lake Park
Ray Sable	Valdosta State University
Carroll Griffin	City of Remerton
Rebecca Shirley	Valdosta Main Street
Steve Barnes	Moody AFB
Bert Chancy	City of Hahira
Earl Wetherington	Senior Representative
Charlie Clark	Lowndes County (EMC Eng. Services)
Brian Geary	City of Valdosta
WG Walker	City of Dasher
Alison Stolier	Chamber of Commerce
Paula Goff	Chamber of Commerce/Smith Northview
Robert Jefferson	Lowndes County
Tyra Howard	CVB
Others Present	
Corey Hull	VLMPO
Amanda Peacock	SGRC

Agenda Item #1 – Call to Order
Carroll Griffin gave an invocation before the meeting started. Earl Wetherington called the meeting to order at 3:05 p.m.

Agenda Item #2 – Introductions/Roll Call
Earl Wetherington welcomed those present. Corey Hull introduced Amanda Peacock from the Southern Georgia Regional Commission who was filling in for David Morgan and Whitney Biggers.

Agenda Item #3 – Approval of Regular Meeting Minutes from March 4, 2010
Ken Sherrill made a motion to approve the minutes. Robert Jefferson seconded the motion which was carried unanimously.

Agenda Item #4 – Old Business
There was no old business to discuss.

Southern Georgia Regional Commission — Valdosta-Lowndes MPO

Agenda Item #5 – New Business

A. Election of Officers
Robert Jefferson was elected as Chairman, Col. Clarence Parker was elected as Vice Chairman, and Ken Sherrill was elected as Secretary unanimously.

B. FY 2011-2014 Transportation Improvement Program
Corey discussed the FY2011-2014 TIP and explained all of the information that was included in everyone's packets. He went over the public comments and he stated that the staff at the RC noticed some errors which have since been corrected. Corey also mentioned an update to the project cost for Jerry Jones from the City of Valdosta. Corey asked for support of the TIP to be forwarded to the Policy Committee. Ken Sherrill made a motion, and Brian Geary seconded. The motioned was approved unanimously.

C. 2035 Transportation Plan
Corey talked about the 2035 TP and went over the new lists. He stated that he wants the plan to go to public comment before June 20. Corey stated the TCC could get a short list of the I-75 Projects prioritized. He also stated the Policy Committee could select the GDOT projects if a recommendation isn't made soon by GDOT. Discussion ensued about the different projects throughout the Valdosta and Lowndes County area. Corey asked that any comments on the plan be in by September.

D. Public Outreach: Websites and Social Media
Corey talked about the MPO possibly having a Facebook page. Other forms of outreach suggested were quarterly updates in the newspaper, the monthly RC newsletter, public meetings, and civic group meetings. Ken Sherrill stated that a Facebook page would be the best way to get the most people to vent. Robert Jefferson made a motion to pursue social networking (Facebook). Ken Sherrill seconded the motion which was approved unanimously.

E. Presentation on HB 277 Transportation Investment Act of 2010
Corey went over a presentation of HB 277 and gave everyone a copy of the PowerPoint presentation about the recently signed transportation bill. Corey answered questions the CAC had about the bill.

Agenda Item #6 – Staff Update

A. Greater Lowndes Growth Advisory Committe
Corey stated there would be a GLGAC meeting on June 18 at noon at the City Hall Annex. He stated the 2035 TP would be discussed at that meeting.

Southern Georgia Regional Commission — Valdosta-Lowndes MPO

B. Transit Implementation Update
Corey gave an update on transit implementation and stated that the MPO is waiting to hear something from the City of Valdosta.

C. Limited English Proficiency Plan
Corey stated that the Transportation website now has a translator.

D. GPA 2010 Fall Conference
Corey stated the GPA 2010 Fall Conference would be held in Valdosta September 29 thru October 1.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #8 – Next Meeting Date and Time
The next Citizen's Advisory Committee meeting will be held on September 2, 2010 at 3 p.m. at the SGRC.

Agenda Item #9 – Adjournment
There being no further business, Earl Wetherington adjourned the meeting at 4:32 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee
Meeting Agenda
Tuesday, June 8, 2010
10:30 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – April 12, 2010

IV. Old Business

V. New Business
- A. FY2011-2014 Transportation Improvement Program – Adoption
  Action: Recommendation for Policy Committee Action
- B. 2035 Transportation Plan Draft Document Discussion
  Action: Possible Recommendation for Approval for Public Review
- C. Q & A Session/Discussion on HB 277 Transportation Investment Act of 2010

VI. Staff Update
- A. Transit Implementation Update
- B. Limited English Proficiency Plan
- C. GPA 2010 Fall Conference

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
- A. *Tentatively: another meeting may be called in June and/or August*
- B. September 2, 2010; 10:30 AM; SGRC Office

IX. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
TCC
June 8, 2010
10:30am

Members Present	Organization
Mike Fletcher	Lowndes County Engineer
Brent Thomas	GDOT District 4 Engineer
Von Shipman	City of Valdosta Engineer
Tim Kassa	GDOT
Others Present	
Martin Roesch	Valdosta City Schools
Cindy Vandyke	GDOT
Ann-Marie Day	FHWA
Kelley Whitson	FHWA
Whitney Biggers	SGRC
Corey Hull	SGRC VLMPO
David Morgan	SGRC

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:30 am.

Agenda Item #2 – Introductions/Roll Call
Mike Fletcher asked everyone to introduce themselves and give their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from April 12, 2010
Brent Thomas made a motion to accept the minutes and Tim Kassa seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business
There was no Old Business to Discuss.

Agenda Item #5 – New Business
- A. FY2011-2014 Transportation Improvement Program - Adoption:
  Corey discussed the FY2011-2014 TIP and explained all of the information that was included in everyone's packets. He went over the public comments, the GDOT review meeting, and updates from those comments and meeting. Corey also mentioned an update to the project cost for Jerry Jones in the City of Valdosta. Corey asked for support of the TIP to be approved.

Valdosta – Lowndes

Metropolitan Planning Organization

by the Policy Committee. Tim Kassa made a motion, and Mike Fletcher seconded. The motioned was approved unanimously.

B. 2035 Transportation Plan Draft Document Discussion:
Corey talked about the 2035 TP and went over the new lists. Corey stated the Policy Committee needs to make a decision soon even if GDOT has not made a recommendation. Tim Kassa asked where the cost estimates came from, and Corey responded that they were disaggregated and included inflation. Tim also asked about some of the project names and suggested they be more specific.

Von Shipman mentioned the I-75 projects and commented that from the City's perspective Exit 18 should be #1 on the list because it is a major traffic generator where safety is an issue. Von went on to say that Exit 2 should be #2 on the list because it has a terrible line of sight issue, and Exit 11 should be #3 because it is a major truck destination.

Mike Fletcher stated that from the County's perspective Exit 2 should be #1 on the list because of the rapid growth and desperate need for upgrades. Mike went on to rank Exit 11 at #2 because of sight issues, Exit 22 at #3, Exit 29 at #4, and Exit 18 at #5.

Both Von and Mike agreed that Exit 5 and Loch Laurel Road were the lowest priorities. Von mentioned a letter from GDOT about the St. Augustine Road/Twin Street project that will add weight to the Exit 18 project. He mentioned congestion on the off ramp at Exit 18 that needs to be fixed. Von mentioned that dual turn lanes for the ramp could help but that James Road will be realigned completely soon which may mitigate some of the traffic.

Corey asked what criteria should be looked at in prioritizing the I-75 projects. Traffic counts, crash data, bridge age and width, companion projects, length of ramps, signalization, and sight distance were all suggested criteria. Corey mentioned that a follow-up meeting would be needed soon to prioritize the projects with the data that is collected. Mike suggested having a joint TCC and Policy meeting.

C. Q & A Session/Discussion on HB 277 Transportation Investment Act of 2010:
Corey discussed the highlights of HB 277 and gave everyone a copy of a PowerPoint presentation about the recently signed transportation bill.

Agenda Item #6 – Staff Update

A. Transit Implementation Update:

Valdosta – Lowndes

Metropolitan Planning Organization

Corey gave an update on transit implementation and stated that the MPO is waiting to hear something from the City of Valdosta.

B. Limited English Proficiency Plan:
Corey stated that the Transportation website now has a translator.

C. GPA 2010 Fall Conference:
Corey mentioned that the GPA 2010 Fall Conference would be held in Valdosta September 29 thru October 1.

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments

Agenda Item #8 – Next Meeting Date and Time
Corey stated that another meeting would be scheduled during the week of June 21st to prioritize the I-75 projects.

The next regularly scheduled TCC meeting will be held on **September 7, 2010 at 10:30 a.m.**

Agenda Item #9 – Adjournment
There being no further business, the meeting adjourned at 11:47 a.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee
Meeting Agenda
Tuesday, June 8, 2010
1:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – April, 13 2010

IV. Quarterly UPWP Status Report

V. Old Business

VI. New Business
- A. Election of Officers: Chair, Vice-Chair, Secretary
  Action: Elect Officers to serve FY2011
- B. FY2011-2014 Transportation Improvement Program: Resolution 2010-11
  Action: Adopt FY11-14 TIP
- C. Citizen's Advisory Committee Membership and Attendance Discussion
  Action: None
- D. 2035 Transportation Plan – Draft Document Discussion
  Action: Possible Approval for Public Review
- E. Q & A Session/Discussion on HB 277 Transportation Investment Act of 2010

VII. Staff Update
- A. Transit Implementation Update
- B. Limited English Proficiency Plan
- C. GPA 2010 Fall Conference

VIII. Privilege of the Floor/Public Comment

IX. Next Meeting Date
- A. *Tentatively: another meeting may be called in June and/or August*
- B. September 2, 2010; 1:30 PM; SGRC Office

X. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
Policy Committee
June 8, 2010
1:30 pm

Members Present	Organization
John Fretti	City of Valdosta, Mayor
Larry Hanson	City of Valdosta, Manager
Jason Davenport	Lowndes County Planner (Ashley Paulk Rep.)
Cindy Van Dyke	GDOT
Joe Pritchard	Lowndes County, Manager
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Whitney Biggers	SGRC
Brent Thomas	GDOT
Tim Kassa	GDOT

Agenda Item #1 – Call to Order
Joe Pritchard called the meeting to order at 1:32 p.m.

Agenda Item #2 – Introductions/Roll Call
Corey Hull welcomed those present and thanked everyone for attending.

Agenda Item #3 – Approval of Regular Meeting Minutes from April 13, 2010
John Fretti made a motion to approve the minutes. Cindy Van Dyke seconded the motion which was carried unanimously.

Agenda Item #4 – Quarterly UPWP Financial Report
Corey Hull gave a brief overview of the Unified Planning Work Program Quarterly Report. Corey stated that no action was needed at this time.

Agenda Item #5– Old Business
There was no old business to discuss.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #6 – New Business

A. Election of Officers:
Larry Hanson nominated John Fretti as Chairman and Jason Davenport (Rep. for Ashley Paulk) as Vice Chairman. Joe Pritchard seconded the nomination. The nominees were approved unanimously.

B. FY2011-2014 Transportation Improvement Plan:
Corey explained the Resolution 2010-11 and went over the public comments he received. Corey asked for approval of the FY11-14 TIP. Larry Hanson made a motion to adopt the TIP, and John Fretti seconded. The motion carried unanimously.

C. Citizen's Advisory Committee Membership and Attendance Discussion:
Corey discussed how attendance for CAC meetings have been historically low. He mentioned the committee's importance to the overall planning process. The CAC expressed time and dates of meetings as possible issues relating to attendance. Corey discussed possible ways to increase participation and make the meetings more engaging for members. Jason Davenport suggested possibly joining the CAC meetings with the Greater Lowndes Growth Advisory Committee meetings.

D. 2035 Transportation Plan- Draft Document Discussion:
Corey introduced the draft 2035 Transportation Plan and explained the draft project list and the illustrative project listing. Corey also mentioned the I-75 projects and recommended that the MPO go ahead and make a decision without GDOT's recommendation because of time restraints. Corey mentioned that the TCC recommended they have a joint meeting with the Policy Committee to discuss the prioritization of the projects. The Policy Committee voiced concerns about a joint meeting becoming too much involved with "politics" instead of being an objective meeting. There was a lot of discussion about the criteria that will be used to prioritize the projects. The conclusion was made that some methodology be developed to better prioritize the projects, hopefully keeping close to the criteria GDOT will use. John Fretti asked when each project would be complete if a priority list was developed. Corey explained that each project would be completed within the 5 year time slot in which they are placed. Mr. Pritchard asked that prior to any meeting the committee be informed of the criteria that will be used. Corey stated he would email everyone the criteria that will be used.

E. Q & A Session/ Discussion of HB 277 Transportation Investment Act of 2010:
Corey discussed the highlights of HB 277 and gave everyone a copy of a PowerPoint presentation about the recently signed transportation bill.

Valdosta – Lowndes

Metropolitan Planning Organization

Agenda Item #7 – Staff Update

A. Transit Implementation Update:
Corey went over the Transit Update. Both the County and City mentioned that the funding would not be provided in the upcoming budgets but both are still interested in continuing the planning process and trying to find funding sources to start the service. The possibility of the new regional tax being used was also discussed.

B. Limited English Proficiency Plan:
Corey stated that the VLMPO will be required to write a Limited English Proficiency Plan. He also stated that the Transportation website now has a translator.

C. GPA 2010 Fall Conference:
Corey reminded everyone that the GPA 2010 Fall Conference would be held in Valdosta September 29 thru October 1.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments

Agenda Item #9 - Next Meeting Date and Time
Corey stated that another meeting would be scheduled during the week of June 21st to prioritize the I-75 projects.

The next regularly scheduled Policy meeting will be held on **September 7, 2010 at 1:30 p.m.**

Agenda Item #10 - Adjournment
There being no further business, Joe Pritchard adjourned the meeting at 2:32 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee
Special Called Meeting Agenda

Monday, June 21, 2010
2:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – June 8, 2010

IV. Old Business
  A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects
  Action: Recommendation to Policy Committee for Approval for Public Review Period

V. New Business
  A. Discussion on SR 821 Constitutional Amendment for Multiyear Construction Agreements for GDOT

VI. Staff Update
  A. Transit Implementation Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
  A. *Tentatively, another meeting may be called in August*
  B. September 7, 2010; 10:30 AM; SGRC Office

IX. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
TCC Special Called Meeting
June 21, 2010
2:00 p.m.

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Brent Thomas	GDOT District 4 Engineer
Von Shipman	City of Valdosta Engineer
Cindy Vandyke (Phone)	GDOT
Others Present	
Whitney Biggers	SGRC
Corey Hull	SGRC VLMPO

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 2:02 p.m.

Agenda Item #2 – Introductions/Roll Call
Mike Fletcher introduced everyone and gave their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from June 8, 2010
Von Shipman made a motion to accept the minutes and Mike Fletcher seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business

A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects:
Corey explained the data that was collected in order to help the MPO make an informed decision about prioritizing the I-75 Projects.

Von asked if the existing traffic count was for traffic that goes across the bridges only. Corey stated it was, and that traffic that does not go over the bridges should be considered, but the data was unavailable at this time.

Mike asked Brent how Exit 29 going in 2020 and Exit 22 going in 2020 would affect the environmental document. Brent suggested that they be done as one project at the same time

Valdosta – Lowndes

Metropolitan Planning Organization

being that they both have environmental documents that are almost complete. Mike asked Brent if the Environmental Documents would have to be re-done being that the projects are long range. Brent stated the documents would have to be re-evaluated. Mike stated that his recommendation would be to move Exit 22 up to 2020 with Exit 29. Von asked how Exit 22 could be moved up to 2020 without affecting the financial plan. Corey explained that we do not look at the financial plan on a year by year basis, but rather over the entire period. Corey mentioned that moving Exit 22 up to 2020 would save money ($6.9M) because of the difference in 10 years worth of inflation. Cindy added that even though Exit 22 & 29 may be listed as one project now, as we get closer to the project year they may get individual project numbers as they move into the TIP.

Von asked about the Exit 18 Project. Corey stated that GDOT recommended that Exit 18 get operational improvements only (adding turn lanes). Von asked if Exit 18 would still be left in the Long Range Plan. Cindy stated that Exit 18 should definitely be left in the Long Range Plan because even with operational improvements the project would still be expensive due to right-of-way costs. Von asked who could get a cost estimate for the project. Cindy stated that she would follow up with the PM. Corey stated that he needs to get a cost estimate before the Policy meeting on Wednesday. Von stated that the city would probably be on board with the recommendations if Exit 18 could receive some immediate help to get people safely off of I-75.

Corey told Mike that for the projects he submitted, they could be 100% covered just by local money. Corey stated the county has $18M in available SPLOST funds, and the city has $25M in available SPLOST funds. Mike asked if they have to commit the SPLOST money to the 2035 Transportation Plan. Corey stated they can have a balance, but if the feds see the illustrative list, they might ask questions about the money that is left over. Mike said that he did not feel comfortable committing elected officials to projects, when they are going to get two new commissioners in January. Mike said that he did not want to commit money to projects that may never come to fruition. Von agreed with Mike. Von also mentioned that if they put certain projects down on paper, the public will get excited when the project may never materialize. Mike said that he would rather have a left over balance for the year than to tie up all his money in a financial plan for the next 25 years. Corey asked Cindy if she knew what FHWA might say about the left over funds. Cindy stated that if it is local money, it would be a local call. Corey mentioned that the new transportation tax that is coming up will look at the 2035 TP project lists when they go to the voters. Corey stated that it could be a political situation for the elected officials who ask for money when they are still showing a balance. Von stated that the Policy Committee will ultimately make the decision they feel the most comfortable with.

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Metropolitan Planning Organization

Mike had a question about the cost estimates of projects. Corey stated that he was using the GDOT inflation software which has some issues and is not correct all the time.

Mike made a motion to send the project list and financial plan to the Policy Committee for approval for Public Review Period. Mike added that he wanted to move Exit 22 up with Exit 29 in 2020. Von added that he wanted to clarify that Exit 18 was going to stay in the plan. Von seconded the motion which was carried unanimously.

Agenda Item #5 – New Business

A. Discussion on SR 821 Constitutional Amendment for Multiyear Construction Agreements for GDOT:
Corey stated that Senate Resolution 821 would be voted on in the fall. Cindy Van Dyke explained the resolution would allow GDOT to enter into multiyear construction agreements.

Agenda Item #6 – Staff Update

A. Transit Implementation Update:
Corey stated the MPO has signed letters to return all transit money back to the feds and GDOT, and all of the capital contracts have been closed out. He also stated that the consultants have been asked to finish the report they started a year ago, and they are under contract to do so until July 2010.

Agenda Item #7 – Privilege of the Floor/Public Comment

There were no comments.

Agenda Item #8 - Next Meeting Date and Time

The next regularly scheduled TCC meeting will be held on **September 7, 2010 at 10:30 a.m. at SGRC.**

Agenda Item #9 - Adjournment

There being no further business, the meeting adjourned at 2:45 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee

Special Called Meeting Agenda

Wednesday, June 23, 2010

2:30 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – June 8, 2010

IV. Old Business
A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects
Action: Approval for Public Review Period

V. New Business
A. Discussion on SR 821 Constitutional Amendment for Multiyear Construction Agreements for GDOT

VI. Staff Update
A. Transit Implementation Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
A. Tentatively: another meeting may be called in August
B. September 7, 2010, 1:30 PM, SGRC Office

IX. Adjournment

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Valdosta – Lowndes

Metropolitan Planning Organization

Minutes
Policy Committee
June 23, 2010
2:30 pm

Members Present	Organization
John Fretti	City of Valdosta, Mayor
Larry Hanson	City of Valdosta, Manager
Jason Davenport	Lowndes County Planner (Ashley Paulk Rep.)
Joe Pritchard	Lowndes County, Manager
John Leonard	SGRC
Others Present	
Corey Hull	SGRC VLMPO
David Morgan	SGRC
Whitney Biggers	SGRC
Brent Thomas	GDOT
Von Shipman	City of Valdosta, Engineer

Agenda Item #1 – Call to Order
John Leonard called the meeting to order at 2:30 p.m.

Agenda Item #2 – Introductions/Roll Call
John Leonard welcomed those present and thanked everyone for attending.

Agenda Item #3 – Approval of Regular Meeting Minutes from June 8, 2010
Larry Hanson made a motion to approve the minutes. John Fretti seconded the motion which was carried unanimously.

Agenda Item #4– Old Business

A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects:
Corey introduced the 2035 TP Draft Documents and went over the Financial Plan. He explained the amounts listed including balances for each entity involved. He also went over the list of illustrative projects and the project selection criteria used to prioritize the I-75 bridge projects. Corey mentioned that the traffic counts listed need to be doubled because they only reflect one direction traffic numbers. Corey explained that the sight distance numbers were not calculated using engineering techniques, but were calculated by planning staff using GIS technology. Corey went over the recommendations made by the Technical Committee which included: 1) Operational improvements (turn lanes) on the Exit 18 Southbound ramp by

Valdosta – Lowndes

Metropolitan Planning Organization

2015 2) Exit 2 by 2020 3) Leaving Exits 22 & 29 as one project 4) Exit 11, Exit 5, Loch Laurel and major Exit 18 improvements were recommended to be illustrative. The TCC also recommended leaving un-programmed funding on the table. Corey stated that several people commented that the cost estimate for Exit 18 improvements was too high. Corey stated that if they were high, it should not be a problem.

Larry Hanson asked for economic analysis for each project. Corey explained the figures were payroll estimates within one mile of the project location. He stated he believed the figures were off.

Corey talked about the un-programmed funding and recommended that the money be programmed.

John Leonard asked if the projects being added to the plan could later be amended. Corey stated they could.

Jason Davenport asked what would be done about the varying cost estimates for the operational improvements to Exit 18. Corey explained that a detailed engineering report was needed, but it is safer to go with a higher estimate.

Von Shipman and Brent Thomas both agreed that ROW may change depending on the project's needs, but estimates range from $400K to $1M for Exit 18 ramp improvements.

Joe Pritchard asked about the large discrepancy in the estimates for the Western Perimeter project. Corey stated the cost estimation software has been wrong before, and that the estimates can be changed if more accurate information is available.

Larry Hanson asked about the environmental documents for Exits 22 & 29 and whether they would have to be redone if the project was moved out a few years. Brent Thomas stated that if they are pushed back they will have to be re-evaluated if the regulations change. He added that the environmental documents will not be signed until a funding year is assigned to a project.

John Fretti stated that since they have new traffic counts and economic impact data, the projects should be re-prioritized based on the new information. John Leonard expressed concern about the re-prioritization of projects throwing timelines off. Brent explained that due to fiscal restraints the projects are chosen by funding availability rather than timelines generally. Larry Hanson expressed the need to step back and re-evaluate the projects based on the new data noting that the Exit 18 project should be moved up on the list due to safety issues and economic impact data. John Fretti agreed, and he told the county that the city would

Valdosta – Lowndes

Metropolitan Planning Organization

happily take the #2 spot, as long as the county would support them on strongly pursuing the Exit 18 project as a whole. Joe Pritchard stated that he felt compelled to follow the TCC's recommendation. John Fretti stated the TCC should re-prioritize the projects based on the new data. Corey explained that if the Exit 18 project was put on the list the total funding would have to be found somewhere in the plan from other projects or the funds would have to be moved around. Joe Pritchard expressed concern about other projects being removed from the plan.

John Fretti made a motion to have the TCC re-evaluate the projects based on the new data and provide new prioritizations based on the new information to the Policy Committee. Joe Pritchard seconded the motion which was carried unanimously.

Jason Davenport asked if Corey's recommendation to program the excess funds would be discussed further. Larry Hanson expressed that it should for several reasons. After much discussion, the Policy Committee agreed that the TCC should re-think programming the available funds as well.

Agenda Item #6 – New Business

A. Discussion on SR 821 Constitutional Amendment:
Corey explained SR 821 to allow GDOT to enter into multiyear construction agreements.

Agenda Item #7 – Staff Update

A. Transit Implementation Update:
Corey stated the MPO has signed letters to return all transit money back to the feds and GDOT, and all of the capital contracts have been closed out. He also stated that the consultants have been asked to finish the report they started a year ago, and they are under contract to do so until July 2010.

Agenda Item #8– Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #9 - Next Meeting Date and Time
Corey stated that another meeting would be scheduled the following week.

The next regularly scheduled Policy meeting will be held on **September 7, 2010 at 1:30 p.m.**

Agenda Item #10 - Adjournment
There being no further business, John Leonard adjourned the meeting at 3:55 p.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Transportation Coordinating Committee
Special Called Meeting Agenda
Thursday, July 1, 2010
10:00 AM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – June 21, 2010

IV. Old Business
A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects
Action: Recommendation to Policy Committee for Approval for Public Review Period

V. New Business

VI. Staff Update

VII. Privilege of the Floor/Public Comment

VIII. Next Meeting Date
A. September 7, 2010; 10:30 AM; SGRC Office

IX. Adjournment

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Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Minutes
TCC Special Called Meeting
July 1, 2010
10:00 a.m.

Members Present	**Organization**
Mike Fletcher	Lowndes County Engineer
Joe Sheffield	GDOT
Tim Kassa (Phone)	GDOT
Von Shipman	City of Valdosta Engineer
Others Present	
Whitney Biggers	SGRC
Corey Hull	SGRC VLMPO
Shane Pridgen	GDOT
Marco Trigueros (Phone)	GDOT

Agenda Item #1 – Call to Order
Mike Fletcher called the meeting to order at 10:02 a.m.

Agenda Item #2 – Introductions/Roll Call
Mike Fletcher introduced everyone and gave their affiliation with the TCC.

Agenda Item #3 – Approval of Regular Meeting Minutes from June 21, 2010
After a correction was made, Joe Sheffield made a motion to accept the minutes and Mike Fletcher seconded the motion. It was carried unanimously.

Agenda Item #4 – Old Business

A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects:
Corey stated that the Policy Committee asked the TCC to re-evaluate their recommendation based on the corrected traffic counts and the new economic data. Corey explained the MPO staff's recommendation. Corey recommended putting the Exit 18 operational improvements in the #1 spot in 2015. Exit 2 was put in the #2 spot in 2015. The full Exit 18 project was put in the #3 spot in 2020 with a 2016 inflation rate applied in order to balance the budget. Exits 22 & 29 were put in the #4 spot in 2020, and Exit 11 was in the #4 spot in 2025. Exit 5 and Loch Laurel Road would remain as Illustrative projects. Other projects included in the MPO staff recommendation are listed on the 2035 Transportation Plan spreadsheet (attached to minutes).

Mike Fletcher stated that he did not agree with MPO Staff's Recommendation of letting Exit 18 go ahead of Exit 11. Von Shipman stated that the full Exit 18 project was imperative due to

Southern Georgia Regional Commission — Valdosta-Lowndes MPO

safety issues. Von stated that Exit 18 is the most utilized exit in the area. Mike stated that the condition on Exit 11 is unacceptable and it should go before Exit 18.

Tim Kassa asked Corey what made the full Exit 18 project financially possible. Corey stated that some projects were knocked off of the project list.

Joe Sheffield stated that his recommendation would be Exit 2, 11, 22, 29, and then the Exit 18 operational improvements.

Tim Kassa agreed that Exit 2 should be the #1 priority. Tim stated that the Exit 18 problems could be solved with the dual left turn lanes.

Von Shipman stated that he wanted the full Exit 18 project to still be in the plan, not just on the illustrative list.

Mike Fletcher asked if Exit 2 could be ready by 2015. Joe Sheffield stated that it was possible, but not likely.

Tim Kassa explained that the prioritization of the projects was the most important part of the plan, not the exact year. Tim stated the year is mainly an administrative function used to calculate the inflation rate.

Von Shipman added that if some projects were pushed off of the plan in order to have the full Exit 18 project in the plan, it would be more of an incentive for citizens to vote for the Regional Transportation Tax.

Mike Fletcher made a motion that the Exit 18 operational improvements and Exit 2 go into 2015, Exit 11 and Exits 22 & 29 go into 2020, and that the full Exit 18 project, Exit 5, and Loch Laurel Road go into the Illustrative list. Mike's rationale for his motion was that in 5 years the plan can be revised if Exit 18 is still having problems after the operational improvements are made. Tim Kassa seconded the motion. The motion carried (3/1 with Von Shipman voting against).

Agenda Item #5 – New Business
Corey stated that if the full Exit 18 project went into the illustrative list it would free up local funds for other projects.

Agenda Item #6 – Staff Update
None

Agenda Item #7 – Privilege of the Floor/Public Comment
There were no comments.

Southern Georgia Regional Commission — Valdosta-Lowndes MPO

Agenda Item #8 - Next Meeting Date and Time
The next regularly scheduled TCC meeting will be held on **September 7, 2010 at 10:30 a.m. at SGRC.**

Agenda Item #9 - Adjournment
There being no further business, the meeting adjourned at 10:57 a.m.

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

Policy Committee

Special Called Meeting Agenda

Thursday, July 1, 2010

4:00 PM

I. Call to Order

II. Introductions/Roll Call

III. Approval of Minutes – July 7, 2009

IV. Old Business
   A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects
   Action: Approval for Public Review Period

V. Privilege of the Floor/Public Comment

VI. Next Meeting Date
   A. September 7, 2010; 1:30 PM; SGRC Office

VII. Adjournment

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Southern Georgia Regional Commission — Valdosta-Lowndes MPO

Minutes
Policy Committee
July 1, 2010
4:00 pm

Members Present	**Organization**
John Fretti	City of Valdosta, Mayor
Larry Hanson	City of Valdosta, Manager
Jason Davenport	Lowndes County Planner (Ashley Paulk Rep.)
Joe Pritchard	Lowndes County, Manager
John Leonard	SGRC
Wayne Bullard	City of Hahira, Mayor
Others Present	
Corey Hull	SGRC VLMPO
Whitney Biggers	SGRC
Von Shipman	City of Valdosta, Engineer
Mike Fletcher	Lowndes County, Engineer
Tim Kassa (Phone)	GDOT

Agenda Item #1 – Call to Order
John Fretti called the meeting to order at 4:01 p.m.

Agenda Item #2 – Introductions/Roll Call
John Fretti welcomed those present and thanked everyone for attending. John Fretti welcomed the Mayor of the City of Hahira, Wayne Bullard, to the committee. There was some discussion about the Policy Committee Bylaws, and whether Tim Kassa could vote via phone. John Leonard mentioned that the bylaws specifically state that a voting member must be present, so they decided not to let Tim vote via. It was also recommended that the staff look into changing the bylaws to clarify attendance and voting capabilities.

Agenda Item #3 – Approval of Regular Meeting Minutes
The June 23, 2010 minutes were approved unanimously by the members.

Agenda Item #4– Old Business

A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects:
Corey explained the MPO staff's recommendation. Corey recommended putting the Exit 18 operational improvements in the #1 spot in 2015. Exit 2 was put in the #2 spot in 2015. The full Exit 18 project was put in the #3 spot in 2020 with a 2016 inflation rate applied in order to balance the budget. Exits 22 & 29 were put in the #4 spot in 2020, and Exit 11 was in the #4 spot in 2025. Exit 5 and Loch Laurel Road would remain as Illustrative projects. Other

Southern Georgia Regional Commission — Valdosta-Lowndes MPO

projects included in the MPO staff recommendation are listed on the 2035 Transportation Plan spreadsheet (attached to minutes).

Corey then explained the TCC's recommendation. The TCC recommended that the Exit 18 operational improvements and Exit 2 go into 2015. Exit 11 and Exits 22 & 29 go into 2020. They also recommended that the full Exit 18 project, Exit 5, and Loch Laurel Road go into the Illustrative list. John Fretti asked about the money that would be left over by not including the full Exit 18 project. Corey stated we would go back to the original Financial Plan with the county having $18M and the city having $25M left over in available local funds. John Fretti stated the staff's recommendation has everything the TCC's recommendation has plus the full Exit 18 project which will use up the available local funds. John Fretti added that he was in favor of staff's recommendation because it results in more of a balanced budget.

John Fretti made a motion to accept the MPO staff recommendation. Larry Hanson seconded the motion. There was discussion on the motion. Joe Pritchard asked Tim Kassa why he voted for the TCC's recommendation earlier that day. Tim stated that he and GDOT felt that Exit 18 had a definite need, but only for the operational improvements (dual left turn lanes). Larry Hanson stated that he felt like the safety issues of Exit 18 could not be ignored. Tim Kassa added that GDOT's opinion was that the dual left turn lanes would solve the safety issue. John Fretti stated that the operation improvements would help, but they would not solve the entire issue because Exit 18 will continue to grow. Tim Kassa added that the plan could always be re-visited and changed later as well as having the possibility of other funding sources. Tim stated the most important part of the plan was the prioritizations of projects, not necessarily the year it goes in. Tim explained the time bands are basically an administrative function used to project inflation rates for projects. The motion carried (4/2 with Jason Davenport and Joe Pritchard voting against).

Corey briefly mentioned possible projects to be added to the Illustrative List.

Corey asked for a motion to allow the 2035 LRTP to go to public comment from July 19-September 1. Corey added that an Open House would be held on July 20 at the City Hall Annex. John Leonard made a motion, and Wayne Bullard seconded. The motion carried unanimously.

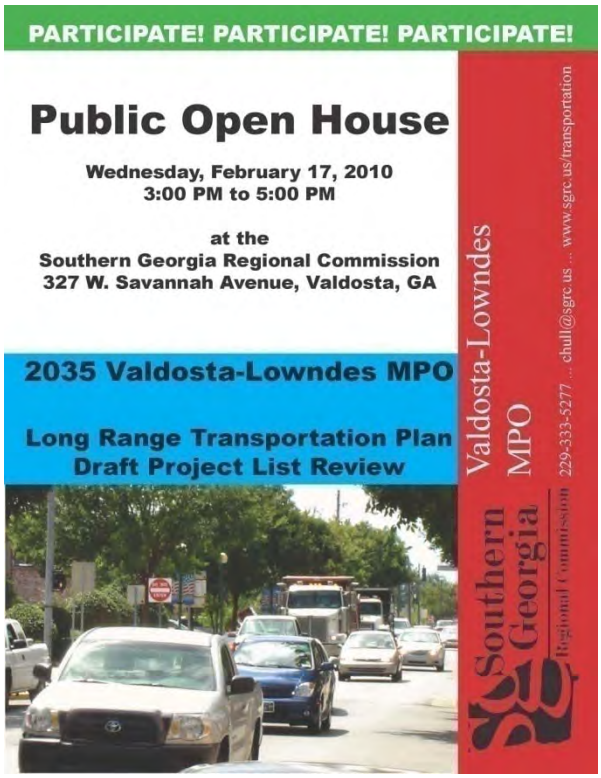
Agenda Item #5 – Privilege of the Floor/Public Comment
There were no comments.

Agenda Item #6 - Next Meeting Date and Time
The next regularly scheduled Policy meeting will be held on **September 7, 2010 at 1:30 p.m. at SGRC.**

Agenda Item #7 - Adjournment
There being no further business, John Fretti adjourned the meeting at 4:32 p.m.

Handout used to provide public with ways to access 2035 Transportation Plan information. This handout was mailed to the VLMPO mailing list and placed at several public meetings, at the Valdosta City Hall and the Lowndes County Administration Building.

Announcement flyer for Public Open House on February 17, 2010. This flyer was distributed to the VLMPO mailing list.



Example letter inviting various human service agencies, natural resource agencies, and other interested parties to the February 17, 2010 Public Open House:

Southern Georgia Regional Commission

Valdosta-Lowndes MPO

February 1, 2010

Mrs. Myrna Ballard
Valdosta-Lowndes Chamber of Commerce
416 North Ashley Street
Valdosta, GA 31601

RE: VLMPO 2035 Transportation Plan Draft Project List Open House

Dear Mrs. Ballard:

As you may be aware the Valdosta-Lowndes Metropolitan Planning Organization has been working with local governments this year to develop a new 25-year regional transportation plan as required by federal law. The Transportation Plan includes policies and projects intent on maintaining and developing the region's transportation network. Included are highway, transit, rail, bike and pedestrian, and airport projects that together create the multi-modal transportation network that drives our local economy every day.

A part of the development of this Transportation Plan is working with various different agencies and local interest groups to ensure that a well balanced multi-modal transportation system is being developed. This Public Open House is your opportunity to visit with local officials and ask questions about transportation project in your area and how they might impact your organizations mission, your neighborhood, the natural environment, etc. This is a Public Open House open to you, your staff, and clients and will be held at:

Public Open House for 2035 Transportation Plan
at the Southern Georgia Regional Commission
327 W Savannah Ave.
Valdosta, GA 31601
Wednesday, February 17, 2010
3:00 PM to 5:00 PM

The information at this meeting will be posted to our website in advance of the Open House at www.sgrc.us/transportation, and click on "2035 Transportation Plan." Enclosed please find a flyer to post in your office, or to share with others, if you would like more copies please contact the VLMPO staff at the numbers below.

If you are unable to make it to this meeting and would still like to talk to the VLMPO staff please call us at 229-333-5277 or email us at clull@sgrc.us. We are more than happy to present this information to you or your group at a separate meeting.

Thank you in advance for your time and input on this important matter to your community.

Sincerely,

Corey Hull
MPO Coordinator

Enclosures

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Valdosta - Lowndes Metropolitan Planning Organization

Committee: 2035 LRTP Open House
Location: SGRC
Date: 02-17-10

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	Marion Coombs	212 N St. Augustine	2429945	
2	George Garnett	Coward & Son	251-9942	
3	Earl Wetherington		244-1464	
4	MW Leng	Jerry Jones	249 9532	
5	Dan Paul	Valdosta Daily Times	244-3400	
6	Larry Harris	Valdosta Daily Times	" "	
7	ALBERT SLONE	ASA ENG & SURV.	244-0596	
8	Braden Jacobson	Boy scout	245-1901	
9	Michael Jacobson	Boy scout	245-1901	
10	JIMBO SCRUGGS	VALDOSTA MECHANICAL	242-5670	
11	Bo Miller	2124 Boone Rd.	229-425-1521	
12	LARRY KRAUS	922 Madison Ave	241 8474	
13	WILLIAM F. KILGORE	3021 WENDOVER RD	247-5258	

11/12/2009

Valdosta - Lowndes Metropolitan Planning Organization

Committee:
Location:
Date:

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	CLARENCE S. PARKER	CIT. ADVISORY CMTE	244-7212	
2	John + Gretchen Quarterman	3338 Country Club Rd #L336 Valdosta 31605	242-0102	
3	Eric Hahn	1901 N. Forrest St Valdosta 31601	251-3507	
4	K.C. Klanicki	2208 Jerry Jones Dr Valdosta 31602	244-3403	
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11/12/2009

Comments received from February 17, 2010 Public Open House: ***(VLMPO Responses included in bold-italics)***

Name: Gretchen Quarterman

Comments:

Hi Corey,

Thanks for answering many of our questions during the Open House on February 17th. During the open house, I jotted down several things and hope that they will be of help to you in prioritizing projects.

I am assuming (but I could well be wrong) that GDOT projects are funded entirely with GDOT and/or Federal funds and therefore do not necessarily needing prioritization. That is to say, the State will proceed with fixing the I75 over-passes as money is available.

Yes, GDOT is responsible for maintenance and improvements to I-75 using federal and/or state funds. However, the project is prioritized for funding by the MPO.

In general:

How will all of these paving projects (intersection improvements, additional lanes, new construction) address the ongoing storm water flow problems? The more of South Georgia that gets paved over, the less water can soak into the ground and therefore more water runs into the streams and rivers or just stands on top. Understanding and resolving the storm water problem is critical.

The environmental impacts of each project will be reviewed and mitigated on a case-by-case basis during the environmental review and engineering and design phases of the project. The VLMPO will provide a contextual review of environmental mitigation measures as a part of this Long Range Transportation Plan.

Regarding the prioritization of the Lowndes/Valdosta funded projects:

A) Intersection improvements.

1) I'm all for intersection improvements at places where they make sense. Some of the intersections along 84 and 133 are quite dangerous and I'm glad to see them on the list, however others don't make sense at all.

2) Cat Creek @ Pine Grove, (2015)
Given that the school is closing, and all the school traffic will be moved to the new complex, this seems to not be needed at all.

3) Cat Creek @ Radar Site (2020)
Will encourage people to continue to "cut through" rather than using better quality state roads (122/125) to get to the base [Moody ABF]

4) Cat Creek @ New Bethel (2025)
ditto #3.

5) Cat Creek @ Hambrick (2030)
Hambrick is not suited for the amount and kind of traffic that it gets since it has been paved. There is chronic speeding on that road. It had been a rural local, EA kind of road, but since paving, it has turned into a cut-through to the base. This traffic should be on (122/125).

I suggest instead that the intersection at 122/125 (Walkers Crossing) be improved to have better visibility and either a 4 way stop or a light and some sensible turn lanes. It is very hard to cross there (going to/from Hahira/Lakeland) or to make a left turn in any direction.

An improvement to Walkers Crossing would potentially remove the need for three improvements on Cat Creek. And 122/125 are more well suited for heavy traffic than Hambrick/Cat Creek/Radar Site, which are becoming rutted and filled with pot-holes because of inappropriate traffic loads.

Based on anticipated future residential, commercial, and institutional growth in areas served by these collector roadways and other connecting roadways, intersection improvements are anticipated to be a needed at these intersections. The recommendation of improvements at Walker's Crossing has been forwarded to GDOT.

6) Five points (2030)
Given the recent city acquisition of property at 5 points and the chronic daily congestion at the beginning and end of the day, I think that a reconfiguration of that area should happen before 2030!

This comment has been forwarded to the City of Valdosta for consideration.

B) Added Travel Lanes

1) Old US41N (2020)
Without re-hashing all of the issues of the last proposal to widen US41N, it seems to me that there are two issues here.

First, the planning and county commission recommended and approved zoning for development along this corridor, before the infrastructure was in place. Now, the load is at times heavier that appropriate. Second, the twice daily traffic at Valwood School would benefit from a turn lane.

If the MPO could encourage the planning and county commissions to recognize current *existing* infrastructure when approving developments and zoning changes, rather than depending upon some unknown future state of roads, it would lead to a better overall outcome.

This comment is noted, and the commenter is thanked for their participation.

C) New Road Construction

1) The Lowndes County Commissioners and staff have made it repeatedly clear that they do not, will not pay for ROW acquisition. Unless this attitude changes, the construction of the Western Perimeter and Orr Road extensions is unlikely to ever happen. As far as the Orr Road extensions, exactly what is that serving?

This comment has been forwarded to Lowndes County for consideration. Extensions to Orr Road will serve future areas of development on the north side of Valdosta.

2) Connell Drive from Ashley to Oak (2030)
Seems to go right through a shopping plaza. Is the city going to condemn that too?

The VLMPO does not take a position on how a jurisdiction might acquire needed right-of-way for a future improvement.

3) Forrest St Ext from Bemiss to Cherry Creek (2020)
This appears to go through a large piece of farmland. While I am all for development close in to existing services. Tax dollars spent to build a road so that this land can be developed goes against my better judgment.

The future alignment of this roadway is not currently known, the shortest distance between the logical termini is what is currently anticipated.

I think that taking good care of existing infrastructure and facilities is more important than building more. Sometimes it simply is not fiscally sensible to buy things that one cannot afford, no matter how much one might like to have it.

This comment is noted, and the commenter is thanked for their participation.

D) Bridge Rplcment

1) Bridge Rplcment on Cat Creek (at Beatty Branch) (2020)
Right now, this bridge Rplcment is long overdue. Given the on-going run off that comes down stream, the bridge is likely to be overtaken in a large rain. Additionally, with the ever increasing traffic on Cat Creek, it is only a matter of time until a truck that is too heavy crosses it and does damage, as has happened on Beatty Mill. Then, the county is faced with an emergency Rplcment, rather than a scheduled, planned one.

Personally, I think that bridge Rplcments should be prioritized over new road construction. Government should take care to maintain existing facilities before buying new ones.

This comment has been forwarded to Lowndes County for consideration.

E) Natural Resources

1) On the natural resources map, the ponds and wetlands in the Quarterman Road area are missing. These are of significant size, larger than some other ponds and wetlands noted on the map.

This comments is noted, the VLMPO will work to ensure that data resources which demonstrate the most accurate information are used in the future.

2) Additionally, encouraging the City and County to focus on the value of the natural beauty of the county could benefit in attracting business and people for the quality of life available here.

This comment is noted, and the commenter is thanked for their participation.

3) Mayor Fretti said at a recent city council meeting that Valdosta encourages Urban Forests and is designated as a Tree City. This is good but there are alot of places in the city (and county) that are void of trees. There needs to be even more action taken to preserve, protect and plant trees in Lowndes County.

This comment is noted, and the commenter is thanked for their participation.

F) Bike Paths

I love the idea of bike lanes. I don't always like the implementation of them. Sometimes bike lanes abruptly end, leaving the rider to negotiate ill maintained shoulders with rumble strips or stones.

I might like to see a bike lane on Quarterman Road in one direction. This would slightly narrow the lanes and permit the lowering of the speed limit. I would suggest a bike lane on Hambrick Road as an alternative to 122 but Hambrick is already deteriorating under the inappropriate load of traffic.

This comment is noted, and the commenter is thanked for their participation. The comment has been forwarded to Lowndes County for consideration.

G) Conclusion

I'd like to write more (and maybe I will another day) but this has taken long enough and I want to get you something rather than nothing.

Thanks for all you do, your attention to detail and your willingness to accept and consider citizen input.

Name: Unknown

Comments:

> Next time have someone to answer questions from average ordinary citizens who take the time to show up.

This comment is noted, and the commenter is thanked for their participation.

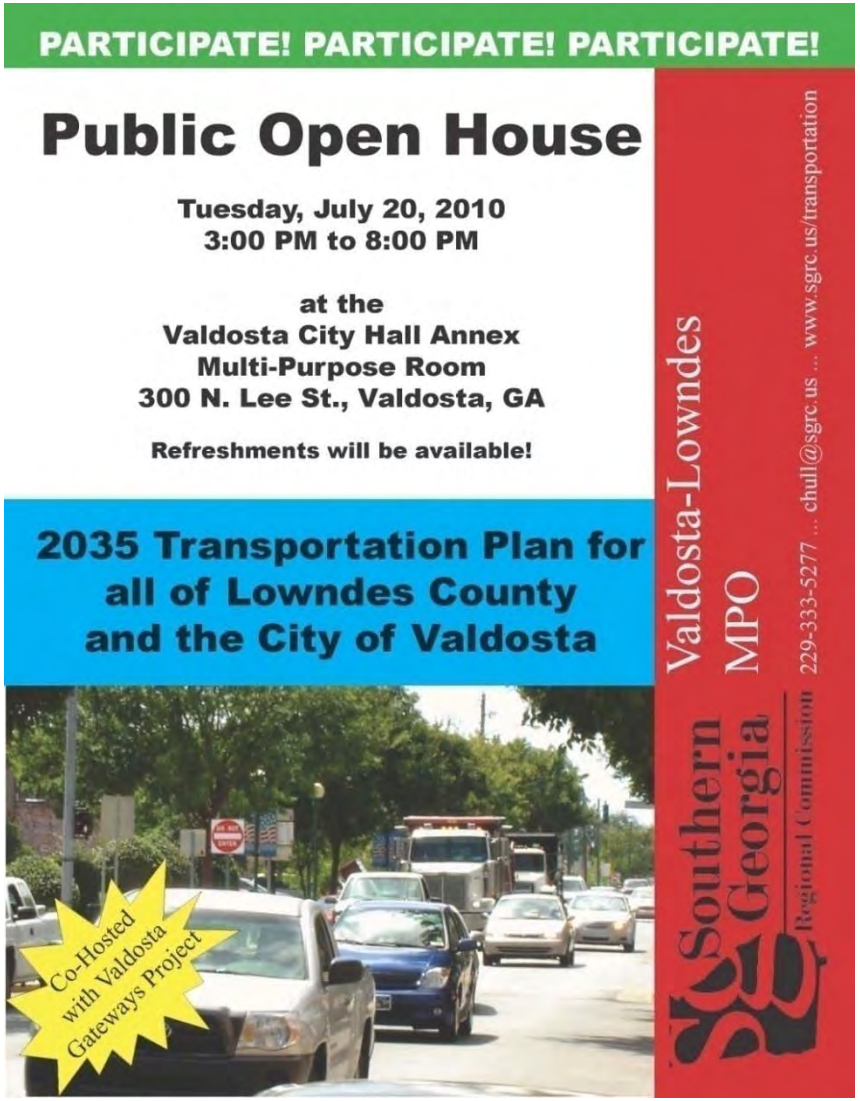
Name: Jimbo Scruggs
5264 Golf Drive
Lake Park, GA 31636

229-242-5670; jimbo@valdostamechanical.net

Comments:

Valdosta growth potential is almost stunted due to infrastructure. It is almost impossible to get from Park/Ashley area to the mall area or from the 5 points to MAFB area to the Mall. I think the focus should be on those routes first, adding lanes to Oak and Forrest to alleviate pressure on Ashley/Patterson (if Ashley & Patterson aren't going to one-way), and adding lanes to coming into town from Park, N Valdosta Rd, and S 41.

This comment is noted, and the commenter is thanked for their participation.


PARTICIPATE! PARTICIPATE! PARTICIPATE!
Public Open House
Tuesday, July 20, 2010
3:00 PM to 8:00 PM
at the
Valdosta City Hall Annex
Multi-Purpose Room
300 N. Lee St., Valdosta, GA
Refreshments will be available!
2035 Transportation Plan for all of Lowndes County and the City of Valdosta
Co-Hosted with Valdosta Gateways Project
Valdosta-Lowndes MPO
Southern Georgia Regional Commission
229-333-5277 ... chull@sgrc.us ... www.sgrc.us/transportation


Public Comment Period
July 19, 2010 thru September 1, 2010
www.sgrc.us/transportation
&
www.valorGIS.com
valdosta-lowndes 2035 transportation plan
Public Open House
July 20, 2010
3:00PM - 8:00PM
The Valdosta-Lowndes Metropolitan Planning Organization (MPO) has developed the Draft 2035 Transportation Plan (TP) for the Valdosta Urbanized Area which includes all of Lowndes County and portions of Berrien and Lanier Counties.
The TP is available for public review and comment from July 19, 2010 through September 1, 2010 at the Southern Georgia Regional Commission, 327 W. Savannah Ave.; the South Georgia Regional Library located at 300 Woodrow Wilson Dr.; the Valdosta City Hall located at 216 E. Central Ave.; the Lowndes County Administrative Offices located at 325 W. Savannah Ave.; or on the internet at www.sgrc.us/transportation; www.valdostacity.com; or www.lowndescounty.com. Projects can also be viewed in GIS format at www.valorgis.com.
Comments are being accepted by email at chull@sgrc.us by fax at 229-333-5312, or by mailing them to VLMPO, 327 W Savannah Ave., Valdosta, GA 31601.
For more information, please call Corey Hull, MPO Coordinator at 229-333-5277.
Southern Georgia Regional Commission
327 W. Savannah Ave.
Valdosta, GA 31601
229-333-5277
229-333-5312 (f)
1725 South Georgia Pkwy. West
Waycross, Georgia 31503
912-285-6097
912-285-6126(f)
www.sgrc.us/transportation

Valdosta - Lowndes Metropolitan Planning Organization

Committee: Open House
Location: City Hall Annex
Date: July 20, 2010

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	Fred Dunn	Roger Budd Co.	404-414-1853	fcdunn3@yahoo.com
2	Buddy + Jean Johnson	1612 N. Oak	229-244-2043	Buddy162@BellSouth.Net
3	Roger Budd	Roger Budd Co.	229-740-3099	rmbudd3@yahoo.com
4	Rhonda Ieracitano	Roger Budd Co.	229-251-2463	rhonda@ieracitano.com
5	Gerry Russo	Wendy's	229-561-2713	DE.WENDYS@yahoo.com
6	Emanuel Zanders	SGRC	229-333-5277	ezanders@sgrc.us
7	Von Shipman	City of Valdosta	229-259-3530	
8	[illegible]	[illegible]	229-563-7220	
9	Barbara Slocumb	Taylor/Slocumb Prop.	559-5771	
10	Clint Slocumb	"	"	
11	Joyce Evans	LCB of Commission	671-2400	jevans@lowndescounty.net
12	Wallace Sholar	Cong. Sanford Bishop	439-8067	wallace.sholar@mail.house.gov
13	Deidra A. White			deidrawhite@me.com

11/12/2009

Valdosta - Lowndes Metropolitan Planning Organization

Committee: Open House
Location: City Hall Annex
Date: July 20, 2010

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	Julie Shewchuk	SGRC	300-0924	jshewchuk@sgrc.us
2	Jeanne W. Grener	CVBA	242-8204	jwg-ethel5@yahoo.com
3	Michael Rivera	SGRC	333-5277	mrivera@sgrc.us
4	Frances Pride	Sparkles Weddings	229 632 6007	pridee_frances@hotmail.com
5	Donald Davis	Lo. Co. Hist. Museum		ddavis.lchs@gmail
6	Mike Williams	Williams Investment Co		
7	Guillian D. Peeler	City of Valdosta/Utilities		gpeeler@yahoo.com
8	Samantha Mathew	City of Valdosta	259-3548	smathews@valdostacity.com
9	Charlie Clark	EMC Eng.	257-0399	charlie_clark@emc-eng.com
10	Mason Caracciolo	Wingate Hotel	242-1225	mason.caracciolo@stafford hospitality
11	Dharmesh Patel	Guesthouse Inn	229-224-7585	Dhulmesh[illegible]@att.net
12	"	Big foot	"	"
13	"	Shell & Dairy[illegible]	"	"

11/12/2009

Valdosta - Lowndes Metropolitan Planning Organization

Committee: Open House
Location: City Hall Annex
Date: July 20, 2010

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	Dr. Richard Hooks	SROS AMERICA Inc	242-5605	
2	Tom Putnam			
3	Dave & Marilyn Beckler	2641 Bud Mickey Cir 31602	247-6448	
4	Amanda Peacock	SGRC		
5	HETAL PATEL	BOJANGLES	229-242-4202	Hetal.Patel@Bojangles.com
6	Mitesh Patel	Mitt's BP	229-740-2158	Mitt's Food Mart@gmail.com
7	Alex Morales	Bojangles	831 261 2204	
8	Ralph & Alicia Brown		244-9977	
9	Royce Coleman	EDWARD JONES	241-0001	
10	Marshall Conner	Ga. Power	241-2203	
11	Matt Martin	COV	259-3563	
12	Kirk Williams	Williams Investments	561-7203	Kirk@Williamshospitality.net
13	Shey Davidson	SGRC		

11/12/2009

Valdosta - Lowndes Metropolitan Planning Organization

Committee: Open House
Location: City Hall Annex
Date: July 20, 2010

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	Kay Harris	VDT		
2	Jonathan Chick	VDT		
3	Kevin Tolliver	Valdosta Dept of Eng		
4	ERIC HAHN	VAL-LOWNDES PARATR		
5	Frank [illegible]	WVGA radio	105.9	
6	[illegible]	2124 Bemiss Rd	Valdosta Ga	
7	Farrah D. Reed	2704 N. Oak St. Valdosta, GA 31602	800-845-8765 x 209	Farrahreed@gmail.com
8				
9				
10				
11				
12				
13				

11/12/2009

Comment received at July 20, 2010 Public Open House

Name: Dave Bechler

2841 Bud McKey Circle
Valdosta, GA 31602

229-247-6448; dbechler@valdosta.edu

Comments:

Cat Creek Rd in the area of the new and old Pine Grove Elementary Schools need to have sidewalks and bicycle lanes for the large number of k-8 students that live in the area and will be travelling to the school

More and more minorities and students are riding bike to work and school. Minority area and areas around VSU need as many bike lanes as possible.

This comment is noted, and the commenter is thanked for their participation.

PARTICIPATE! PARTICIPATE! PARTICIPATE!

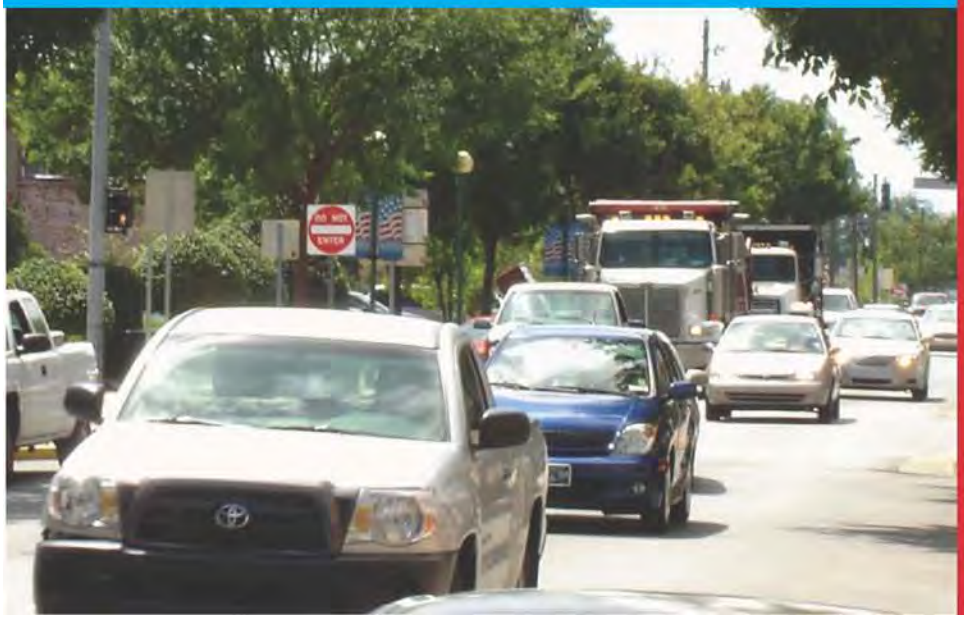
2nd Public Open House

New Date, Time and Location

Monday, August 23, 2010
3:00 PM to 8:00 PM

at the
Lowndes County
Administration Building
325 W. Savannah Ave., Valdosta, GA

2035 Transportation Plan for all of Lowndes County and the City of Valdosta



Valdosta-Lowndes MPO

Southern Georgia Regional Commission

229-333-5277 ... chull@sgrc.us ... www.sgrc.us/transportation

Valdosta - Lowndes Metropolitan Planning Organization

Committee: Open House
Location: Lowndes Co. Admin. Building
Date: August 23, 2010

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	Roger Budd III		(229) 740-3099	rmbudd3@yahoo.com
2	Amanda Peacock	SGRC		NolenC@Vwave.NET
3	Nolen Cof			
4	[illegible]	[illegible]	[illegible]	
5	Mike Fletcher	Lowndes County Eng.		
6	John [illegible]	COV	229-259-3500	
7	[illegible]	Cit Asv CHTF	(229) 244-7212	
8	Emanuel Zanders	SGRC		
9	Julia Shewchuk	SGRC	229-333-5277	
10				
11				
12				
13				

11/12/2009

Comment received during public comment period

Name: Marco Trigueros
GDOT – Atlanta

Comment via email

Comment:

On the project sheets, you need to show the break-out of funding (Fed/State/Local) for all of the projects which in turn will complement your financial plan – that also needs to provide the balance sheet for the expenditures in Fed/State/Local dollar terms. You provided the revenue but not the expenses broken out the same way. For example, on your project sheets you'd show the total for PE/ROW/CST but for some projects the funding is not broken out by funding source. I believe providing this information will help illustrate that the plan is fiscally constrained.

All project sheets have been updated to contain the amount of funding for each phase and funding source.

PI 0000684's CST costs – What is the source?

The funding source for this project is L110, a federal funding category.

PI 432100 ROW costs – What is the source?

The funding source for this project is L1C0, a federal funding category.

PI 450200 CST is in 2018. [Please clarify].

The funding amounts have been moved so this project is correctly listed in the 2016-2020 time period.

PI 003266 has been cancelled [by GDOT] at the request of the local government. It's no longer in our system. This project may have been constructed already.

The PI Number for this project has been removed. This is still an active project for Lowndes County, but not for GDOT.

Some of the PE/ROW phases for your projects are identical. Is this intentional?

Yes, in many cases the estimated costs for a project are the same.

Comments from VLMPO staff on technical corrections made during public comment period

Pg. 3: Remove the word 'Metro' from 2035 Long Range Transportation Plan; Remove 'early' from second paragraph, last sentence.

Pg. 4: Remove the word 'Metro' from 2035 Long Range Transportation Plan

Pg. 5: Remove the word 'Metro' from 2035 Long Range Transportation Plan; in Vision Statement add comma after 'regional'; ensure that priorities match on following page

Pg. 7: Remove 'and units of government"

Pg. 16: Include attendance record in appendix from February 17, 2010 meeting; under EJ change 'a venue' to 'an opportunity'

Pg. 17: Better clarify MPA boundary rules in Berrien and Lanier Counties

Pg. 21: Remove last sentence of introduction 'A technical review of this data and the methodologies used to put it into a useable format are described in a separate technical report.'

Pg. 24: Remove word 'respectively' in first paragraph

Pg. 34: Change 4 to 5 in seventh paragraph

Pg. 40: Change crash report years to 2006-2008 and 2010, respectively

Pg. 41: Included explanation of project data sheets and 2035 TP project listings

Pg. 50: Reviewed and corrected 2035 TP Financial Plan to ensure accuracy. Includes the removal of project #48 (Clay Road, from US 84/Hill Avenue to New Statenville Highway) to help ensure the federally required fiscal constraint of the financial plan.

On project data sheets updates were made to ensure all images, funding source, years, and other information was correct

All comments above have been corrected and/or updated as appropriate.

Appendix B – Project Selection Criteria and Project Prioritization

There are four main categories of evaluation criteria used for prioritizing projects for the 2035 TP; they are: Congestion Management, Safety and Security, Land use, Economic Development and Multi-Modal Development, Public Input and Community Impact. Indicators that measure the above subject areas are identified in this section of the report. The rating of each indicator is set to the lowest number (0) when the evaluation is least desirable, and the highest score (up to 5) is assigned for the most beneficial evaluations. Some evaluation measures have bonus points that can be earned as well. A matrix was subsequently developed containing all projects and indicators, and projects were then staged and prioritized according to the overall rating summation of individual indicators for each project.

Congestion Management

Traffic Count:
Roadways that serve more traffic generally require improvements before other roadways of a similar type or location. Proposed improvements on higher volume roadways in the 2035 No-build scenario will be given a higher priority than those with less volume. Data source: GDOT, Lowndes County, City of Valdosta.

AADT in 2035 No Build Scenario	
0-5,000	*0*
5,001-10,000	*1*
10,001-20,000	*2*
20,001 +	*3*

Level of Service (LOS):
The level of service that is present on a roadway often defines the level of congestion in a community. If the level of congestion (or level of service, LOS) has decreased on a roadway from the 2006 base year to the 2035 No-build scenario, a higher priority will be given to projects whose LOS has decreased the most. Data source: GDOT and VLMPO Travel Demand Model.

LOS in 2006 base year worsens by 2 or more intervals in the 2035 No-build scenario	
Example:	
from LOS A to B	*1*
from LOS A to C	*2*
from LOS A to D	*3*
From LOS A to E	*4*
from LOS A to F	*5*

Safety and Security

Security:
Integration of motorized and nonmotorized users of the transportation system must be accomplished with safety and security in mind. Enhancing safety and security for automotive and transit travelers and trucks are major factors in prioritizing roadway projects. Proposed improvements that promote intermodal access to the Strategic Highway Network (STRAHNET) and the National Highway System will receive a higher priority. Data source: FHWA.

Security	
Provides no connection to or enhancement of the STRAHNET or NHS systems	*0*

Provides adjacent connection for intermodal access to STRAHNET or NHS systems	*1*
Provides direct connection for intermodal access to STRAHNET or NHS systems	*2*

Bridge Ratings:
The maintenance and preservation of the existing highway system is paramount to adding capacity to the region's transportation network. Proposed improvements that Rplc bridges structurally insufficient bridges are given a higher priority. Data source: GDOT Annual Bridge Report.

Bridge Sufficiency Rating	
Bridge Rating 80.0 or above	*0*
Bridge Rating 50.1 – 79.9	*1*
Bridge Rating 0 – 49.9	*2*

Crash Rate:
The number of crashes at an intersection or in a segment of road can impede the flow of traffic, causing delays and costs to the victims and local jurisdiction. Proposed improvements that aim to reduce crashes at high crash frequency intersections or along corridors will be given a higher priority. High frequency crash locations identified in the most recent annual crash report published by VLMPO slated for improvement will also receive an additional point. Data source: GDOT crash data, CARE 8, VLMPO Crash Rate Table.

Total crashes over most recent 3-year period per 100 million entering vehicles	
Crash Rate equal to 0.0 – .99	*0*
Crash Rate equal to 1.0 – 1.50	*1*
Crash Rate equal to 1.51 +	*2*
Identified in Annual Crash Report	*1*

Land Use, Economic Development, Multi-Modal Development

Connectivity to Regional Economic Hubs:
The connection between economic development and transportation is important to a growing region. Transportation improvements bring many new job and business growth opportunities to the region. Proposed improvements that positively impact access to higher education, commercial and/or industrial areas will be given a higher priority. Data source: VLMPO 2035 Future Growth Maps.

Access to adjacent or nearby current or future land uses with potential for growth	
No direct access to higher education, commercial or industrial growth areas	*0*
Access to higher education, commercial OR industrial growth areas	*1*
Access to higher education, commercial AND industrial growth areas	*2*

Interrelationships of transportation and land use:
Proposed improvements were evaluated based on their ability to "promote sustainable development" by minimizing urban sprawl and supporting urban infill development. Transportation and land use interrelationships also were addressed by evaluating the consistency of projects with local government comprehensive plans. Proposed transportation improvements that lead to higher density land uses and transit oriented development receive a higher priority. Data source: Greater Lowndes Comprehensive Plan, VLMPO 2035 Future Growth Maps, other local plans.

Sustainable Development:	
Project could promote urban sprawl (outside urban service area)	*0*
Project connects growth areas and enhances existing growth corridors	*1*

Project could promote urban infill or transit-oriented development	*2*

Consistency with local government comprehensive plans

New project not consistent with existing plans	*0*
Project consistent with Metro 2030 LRTP	*1*
Project consistent with local comprehensive plans and Metro 2030 LRTP	*2*

Promote the use of transit and alternative modes of transportation:
An effective regional transportation system requires the integration of all modes for the efficient movement of goods and people. Proposed improvements that have the opportunity for infill or transit-orient development will be have a higher priority than those that promote sprawl. Proposed improvements that allow for individuals to utilize the healthy alternative of biking or walking will receive a higher priority than those improvements that do not consider these facilities in their concept. Projects listed in the Valdosta-Lowndes Bike/Ped Master Plan or other local plan will receive an additional point. Data source: Southern Georgia Regional Commission Bike/Ped Plan and VLMPO Bike/Ped Master Plan, VLMPO Proposed Transit Service Plan.

Support transit use

Project is outside the 2000 Urban Area Boundary	*0*
Project is inside 2000 Urban Area Boundary	*1*
Project supports higher density development with either more jobs or residences	*2*
Project is located on a route identified in Proposed Transit Service Plan	*3*

Promote Bike and Pedestrian Facilities

Project does not include and is not adjacent to any bike and/or pedestrian facilities	*0*
Project is located on or intersects a State Bike Route or Local Bike Trail or other facility	*1*
Project includes biking and walking facilities as part of its original design concept	*2*
Project is listed as part of a Valdosta-Lowndes Bike/Ped Master Plan or other local plan	*1*

Enhance Economic Development Opportunities:
Effective transportation improvements enhance a community's opportunity for economic development and job creation. Economic development projects and private investment is likely to occur near transportation improvements. Proposed improvements along corridors where job growth is estimated to be higher in 2035 will receive a higher priority than those with less job creation. Data source: VLMPO 2035 Future Growth Maps.

Number of jobs created within ½ mile

0 – 100 jobs created	*0*
101 – 250 jobs created	*1*
251 – 500 jobs created	*2*
500 + jobs created	*3*

Expand regional transportation system in an efficient manner:
An effective regional transportation system requires that the projects be developed cooperative and provide continuity for multi-modal movement of goods and people. Proposed improvements where the transportation system is continued and connected in an efficient manner have a higher priority than those that are disjointed or promote inefficient movement of goods and people. Data source: FHWA, GDOT.

System Connectivity

Project is independent of regional transportation network	*0*

Project connects to at least one roadway that is of same or greater functional classification	*1*
Project connects two roadways that are of the same or greater functional classification	*2*

Cooperative Development	
Project is not actively developed by more than one jurisdiction	*0*
Project is developed in cooperation by two or more jurisdictions	*1*

Public Input and Community Impact

Community and Cultural Impacts (Title VI):
Many times transportation improvements can have negative as well as positive impacts on a community, neighborhood or the natural environment. Title VI of the Civil Rights Act identifies some of the groups that might potentially be impacted positive or negatively by proposed transportation improvements. The National environmental Policy Act identifies asks project sponsors to mitigate impacts of a transportation improvement on the natural environment. Negative impacts will require additional mitigation efforts to reduce the impact on these populations and the environment. Proposed improvements with no significant socio-cultural or environmental impacts will be given a higher priority that those with a greater negative impact. Data source: US Census Bureau, VALOR GIS.

Title VI Impacts on identified residential, commercial or cultural features	
Project will have a significant negative impact	*0*
Project will have a moderate negative impact	*1*
Project will have a positive impact	*2*

Environmental Impacts	
Project will have a significant negative impact on natural environment	*0*
Project will have a moderate negative impact on natural environment	*1*
Project will have a positive impact natural environment	*2*

Citizen's Advisory Committee Input
When compiling any planning document it is important to consider the input of the public. The VLMPO Citizen's Advisory Committee are representative of the local community and provide input on the needs of the residents of Lowndes County. CAC members have ranked projects as they thought which served the needs of the community best. The scores as assigned by the CAC were averaged together to get a priority ranking system seen below. Proposed improvements with a higher score as determined by the needs and input of the community residents receive a higher priority than those ranked lower. Data source: CAC rankings.

Citizen Advisory Committee Score	
Average Priority Ranking Score 3.5 +	*0*
Average Priority Ranking Score 2.5 – 3.4	*1*
Average Priority Ranking Score 1.0 – 2.4	*2*

Benefit/Cost Analysis:
The benefits to a community for a transportation improvement many times outweigh the costs over the life of the project. In order to help identify projects that are more beneficial to a community than others based strictly on their costs the VLMPO has used the GDOT and benefit-cost equations to help prioritize projects in the 2035 LRTP. The benefit cost equations compares the time-delay savings and fuel savings of a project with the annualized costs. Proposed transportation improvements that have a higher benefit cost ratio will receive a higher priority.

Benefit/Cost Score	
Benefit/Cost ratio: 0.0 – 0.99	*0*
Benefit/Cost ratio: 1.0 – 1.49	*1*
Benefit/Cost ratio: 1.5 – 1.99	*2*
Benefit/Cost ratio: 2.0 +	*3*

Current Project Status:
Projects that are currently in a design/environmental, right-of-way acquisition, or construction phase have already had a great deal of time and money invested into them. These projects will automatically rank above all others, where projects in construction rank first, then right-of-way, second, and preliminary engineer third. Other projects not in these phases can rank higher at the discretion of the policy Committee. Proposed improvements that are already current project will receive a higher priority when they are further along in the development process. Data source: GDOT, VLMPO FY2010-13 TIP.

Project Status	
Project with no funding in TIP	*0*
Project with preliminary engineering or environmental documentation started	*1*
Project with right-of-way acquisition started	*2*
Project with construction started	*3*

Application of Evaluation Criteria
A matrix was created to apply the evaluation criteria scores (in columns) to individual projects (in rows). Projects included in the 2035 TP and the evaluation criteria discussed above were combined in this matrix and ranked according to the sum of all individual weights (i.e., the higher the total project score, and the better the project rating).

Because a project may not always score high using the data provided, the VLMPO Policy Committee does reserve the right to move a project in the final listing based on unquantifiable needs. These decisions are made on a case-by-case basis and are independent of this analysis.

Project Prioritization for 2035 Transportation Plan

Project Street Name	Project Begins Here	Project Ends Here	VLMPO ID	Traffic Count	Level of Service (LOS)	Safety and Security	Bridge Rating	Crash Rate	Annual Crash Report	Connectivity-Economic Hubs	Sustainable Development	Comprehensive Plans	Promotes Transit	Promotes Bike/Ped	Bike/Ped Master Plan	Jobs Created	System Connectivity	Cooperative Development	Title VI	Environmental Impact	CAC Input	B/C Analysis	Project Status	Total Score	Computer Rank	Staff Rank	TCC Rank	Final Rank
Tucker Road	Dukes Bay Canal	Dukes Bay Canal	G001	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA	4	1	1
Davidson Road	SR 125/Bemiss Road	SR 125/Bemiss Road	L026	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA	2	2	2
St. Augustine Road	Twin Street	Twin Street	V029	2	1	2	NA	0	0	0	2	2	2	2	1	1	1	1	2	2	1	3	0	25	10	14	3	3
Woodrow Wilson Drive	Patterson Street	Oak Street	V013	0	NA	0	NA	0	0	0	2	2	3	1	0	2	2	1	2	2	1	3	3	24	15	9	4	4
SR 31 Bridge	Withlacoochee River	Withlacoochee River	G002	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA	3	5	5
Patterson Street	Roosevelt Drive	Pendleton Drive	V002	1	2	0	NA	0	0	0	2	2	3	2	1	2	1	1	2	2	1	0	1	23	17	12	6	6
Jerry Jones Road	Gornto Road	Jaden Place	V001	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA	8	7	7
Lankford Drive	St. Augustine Road	Norman Drive	V010	0	NA	1	NA	0	0	2	1	2	2	2	1	2	2	1	2	2	2	0	0	22	22	1	8	8
St. Augustine Road	Norman Drive	Norman Drive	V025	1	1	2	NA	0	1	0	2	2	3	2	1	2	1	1	2	2	2	0	0	25	10	1	9	9
St. Augustine Road	Gornto Road	Gornto Road	V026	2	1	2	NA	0	1	0	2	2	2	2	1	1	1	1	2	2	0	0	0	22	22	1	10	10
Forrest Street	Park Avenue	US 84/Hill Avenue	V033	1	1	1	NA	2	0	0	2	2	3	2	1	2	2	1	2	2	2	3	0	29	3	1	11	11
US 84/Hill Avenue	Fry Street	Fry Street	V030	1	2	2	NA	0	0	0	2	2	3	2	0	2	1	1	2	2	2	0	0	24	15	1	12	12
Val Del Road	US 41/N Valdosta Road	US 41/N Valdosta Road	L014	3	3	0	NA	0	0	2	1	0	1	2	1	1	1	1	2	2	1	3	1	25	10	12	13	13
Cat Creek Road	Pine Grove Road	Pine Grove Road	L008	1	2	0	NA	0	0	0	1	0	1	0	0	1	1	0	2	2	1	0	0	12	56	69	14	14
SR 31/Madison Hwy.	Whitewater Road	Hart Road	L003	1	1	0	NA	0	0	0	1	0	0	0	0	2	1	1	2	2	2	2	0	15	45	15	15	15
I-75	Exit 18 SB Ramp	Exit 18 SB Ramp	G017	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	16	16
I-75	Exit 2	Exit 2	G014	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	17	17
I-75	Exit 18	Exit 18	G020	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	18
US 84/Hill Avenue	NS Railroad	NS Railroad	G003	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA	15	18	19
Cat Creek Road	Beatty Branch	Beatty Branch	L001	1	2	0	NA	0	0	0	0	1	1	0	0	2	0	0	2	2	2	0	1	14	51	11	19	20
Lake Park Bellville Road	Wisenbaker Road	I-75	L019	1	4	2	NA	0	0	2	1	0	2	0	0	3	1	1	2	2	2	0	0	23	17	7	20	21
Oak Street Extension	Five Points	Breckenridge Drive	G005	1	2	0	NA	2	1	0	2	2	3	2	1	2	2	1	2	2	1	1	1	28	6	17	21	22
Forrest Street	Park Avenue	SR 125/Bemiss Road	G007	2	4	0	NA	2	0	2	2	1	3	2	1	2	2	1	2	2	1	3	1	33	1	16	22	23
Five Points	Smithbriar Drive	Oak Street Extension	V003	3	3	0	NA	2	1	0	2	2	3	2	0	2	1	1	2	2	1	0	1	28	6	8	23	24
Park Avenue	Forrest Street	Northside Drive	V024	0	1	0	NA	0	0	0	1	2	2	2	1	2	2	0	2	2	2	0	0	19	29	1	24	25
Jerry Jones Road	Gornto Road	McRee Drive	V023	1	1	0	NA	2	1	0	1	2	2	2	1	0	2	0	2	2	2	1	0	22	22	11	25	26
US 84/Hill Avenue	St. Augustine Road	St. Augustine Road	V009	3	1	2	NA	2	1	0	2	2	1	2	1	2	1	1	2	2	1	3	0	29	3	10	26	27
Lake Park Bellville Road	SR 376	SR 376	L002	1	3	0	NA	0	0	0	1	0	0	2	1	2	1	1	2	2	1	3	0	20	27	13	27	28
Val Del Road	Clyattstone Road	Clyattstone Road	L013	1	3	0	NA	0	0	0	1	0	0	2	1	0	1	0	2	2	1	2	1	17	32	15	28	29
Loch Laurel Road	Carroll Ulmer Road	Carroll Ulmer Road	L015	0	2	0	NA	0	0	0	1	0	0	2	1	1	1	0	2	2	1	3	0	16	37	12	29	30
Val Del Road	McMillan Road	McMillan Road	L012	1	2	0	NA	0	0	0	0	0	0	2	1	0	1	0	2	2	1	3	1	16	37	11	30	31
Cat Creek Road	Radar Site Road	Radar Site Road	L009	0	0	0	NA	0	0	0	0	0	1	0	0	2	1	0	2	2	1	0	0	9	62	27	31	32
I-75	Exit 22 & Exit 29	Exit 22 & Exit 29	G015	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	32	33
Old Quitman Road Bridge	CSX Railroad	CSX Railroad	L022	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	0	9	62	5	34	34
Howell Road Bridge	Grand Bay Creek	Grand Bay Creek	L023	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	2	2	1	0	0	9	62	10	35	35
Cat Creek Road	New Bethel Road	New Bethel Road	L010	0	0	0	NA	0	0	0	0	0	0	0	0	2	1	0	2	2	2	0	0	9	62	10	36	36
Old 41 N	N Valdosta Road	Union Road	L018	1	3	0	NA	2	0	2	2	0	1	2	1	1	2	1	2	2	1	0	0	23	17	20	37	37
Oak Street Extension	Breckenridge Drive	Forrest Street	G004	0	1	0	NA	2	1	0	2	2	3	2	1	2	2	1	2	2	1	0	1	25	10	1	38	38
Old Clyattville Road	I-75	Ousley Road	L024	0	3	1	NA	2	0	2	1	0	0	0	1	2	1	0	2	2	0	0	0	17	32	10	39	39
Shiloh Road	I-75	Snake Nation Road	L020	1	4	1	0	1	0	0	1	0	0	0	0	2	1	1	2	2	2	0	0	18	31	1	40	40
Old Clyattville Road	Mud Creek	Industrial Boulevard	V006	1	0	0	NA	2	0	0	1	2	1	2	1	2	2	1	2	2	1	0	0	20	27	28	41	41
Northside Drive	Jaycee Shack Road	Park Avenue	V011	0	NA	0	NA	0	0	0	1	2	1	2	1	2	1	0	2	2	2	0	0	16	37	1	42	42
Loch Laurel Road	Dasher Road	Dasher Road	L016	0	2	0	NA	0	0	0	1	0	0	2	1	0	1	0	2	2	1	2	0	14	51	14	43	43
I-75	Exit 11	Exit 11	G016	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	33	44
Loch Laurel Road	Corinth Church Road	Corinth Church Road	L017	0	2	0	NA	0	0	0	1	0	0	2	1	0	1	0	2	2	1	0	0	12	56	16	44	45
Cat Creek Road	Hambrick Road	Hambrick Road	L011	0	0	0	NA	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	6	66	18	45	46
Lankford Drive	Norman Drive	James Road	V015	0	NA	0	NA	0	0	2	1	2	2	0	0	1	2	1	2	2	2	0	0	17	32	1	46	47

Project Street Name	Project Begins Here	Project Ends Here	VLMPO ID	Traffic Count	Level of Service (LOS)	Safety and Security	Bridge Rating	Crash Rate	Annual Crash Report	Connectivity-Economic Hubs	Sustainable Development	Comprehensive Plans	Promotes Transit	Promotes Bike/Ped	Bike/Ped Master Plan	Jobs Created	System Connectivity	Cooperative Development	Title VI	Environmental Impact	CAC Input	B/C Analysis	Project Status	Total Score	Computer Rank	Staff Rank	TCC Rank	Final Rank
Clay Road	US 84/Hill Avenue	New Statenville Highway	V022	0	2	1	NA	2	0	0	1	2	1	0	0	1	2	1	2	2	2	0	0	19	29	1	1	1
Gornto Road	Oak Street	Jerry Jones Drive	V036	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
Country Club Drive	Jerry Jones Delve	North Valdosta Road	V035	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
Skipper Bridge Road	Orr Road	Staten Road	L027	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
Studstill Road	Knights Academy Road	Bemiss-Knights Academy Road	L028	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
SR 376	Loch Laurel Road	SR 31/Madison Highway	G021	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
I-75	Exit 5	Exit 5	G018	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
I-75	Loch Laurel Road	Loch Laurel Road	G019	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	1	1
US 84	Valdosta City Limits	Lanier County Line	G008	1	0	2	NA	2	0	2	0	1	0	2	1	2	1	1	2	2	0	0	3	22	22	1	1	1
US 84	Quitman City Limits	Valdosta City Limits	G009	2	3	2	NA	2	0	2	0	1	0	2	1	2	1	1	2	2	0	2	3	28	6	1	1	1
Baytree Road	Sugar Creek	Oak Street	V008	2	1	1	NA	2	1	0	2	2	3	2	1	3	2	0	2	2	1	2	0	29	3	28	1	1
Park Avenue	Lee Street	Ashley Street	V031	1	1	0	NA	2	1	0	2	2	3	2	1	1	2	0	2	2	1	0	0	23	17	21	1	1
SR 376	SR 31/Madison Hwy.	Old Clyattville Road	L021	0	NA	0	NA	2	0	2	1	0	0	0	0	0	2	1	2	2	1	0	0	13	54	32	1	1
Loch Laurel Road	Bevel Creek	Bevel Creek	G013	0	2	0	1	0	0	0	0	0	0	2	1	0	0	1	2	2	1	0	0	12	56	28	1	1
Alden Drive	Patterson Street	Baytree Road	V034	0	1	0	NA	2	0	0	1	2	2	2	1	2	2	1	2	2	1	0	0	21	26	23	1	1
Connell Drive	Ashley Street	Oak Street	V018	0	NA	0	NA	0	0	0	2	2	2	0	0	2	2	1	2	2	1	0	0	16	37	33	1	1
Garden Drive	Ashley Street	Patterson Street	V019	0	NA	0	NA	0	0	0	2	2	2	0	0	2	2	1	2	2	1	0	0	16	37	31	1	1
North Valdosta Road	Five Points	Withlacoochee River	V012	3	3	0	NA	2	1	2	1	2	3	2	1	2	1	1	2	2	1	1	0	30	2	42	1	1
SR 122	Union Road	Main Street	G011	0	2	0	NA	0	0	0	2	0	0	2	1	1	1	1	2	2	1	0	0	15	45	1	1	1
SR 125/Bemiss Road	Lowndes County Line	Ray City Limits	G012	0	0	0	NA	0	0	0	1	0	1	0	1	0	1	1	2	2	1	0	0	10	61	1	1	1
"Western Perimeter"	SR 31/Madison Hwy.	Old Clyattville Road	L004	0	NA	1	NA	0	0	0	1	2	0	0	0	2	2	1	2	2	1	0	0	14	51	1	1	1
"Western Perimeter"	Old Clyattville Road	US 84	L005	0	NA	1	NA	0	0	2	1	2	0	0	0	2	2	1	2	2	1	0	0	16	37	1	1	1
Orr Road	Staten Road	North Valdosta Road	L006	0	NA	0	NA	0	0	2	1	2	1	0	0	1	2	1	2	2	1	0	0	15	45	1	1	1
Orr Road	Skipper Bridge	SR 125/Bemiss Road	L007	0	NA	0	NA	0	0	2	1	2	1	0	0	1	2	1	2	2	1	0	0	15	45	1	1	1
New Bethel Road	Lanier County Line	SR 125/Bemiss Road	L025	0	0	0	NA	2	0	0	0	0	1	0	0	0	2	0	2	2	2	0	0	11	60	1	1	1
Boyett Road	Lowndes County Line	SR 122/Lakeland Hahira Road	La001	0	1	0	NA	0	0	2	0	0	1	0	0	0	2	0	2	2	2	0	0	12	56	1	1	1
Baytree Road	Gornto Road	I-75	V004	0	NA	1	NA	0	1	0	2	2	2	0	0	1	1	1	2	2	2	0	0	17	32	1	1	1
Baytree Road	I-75	St. Augustine Road	V005	0	NA	1	NA	0	0	0	2	2	1	0	0	1	1	1	2	2	2	0	0	15	45	1	1	1
Forrest Street Extension	SR 125/Bemiss Road	Cherry Creek Road	V014	0	NA	0	NA	0	0	2	1	2	1	2	0	0	2	1	2	2	2	0	0	17	32	1	1	1
"South Bypass"	US 84/Hill Avenue	St. Augustine Road	V016	0	NA	1	NA	0	0	0	1	2	1	0	0	1	2	1	2	2	2	0	0	15	45	1	1	1
"South Bypass"	St. Augustine Road	Inner Perimeter Road	V017	1	NA	1	NA	2	0	2	1	2	1	2	1	1	2	1	2	2	2	0	0	23	17	1	1	1
Magnolia Street	Orange Street	Lamar Street	V020	0	NA	0	NA	0	0	0	2	2	1	0	1	0	1	0	2	2	2	0	0	13	54	1	1	1
"New Street"	Norman Drive	Gordon Street	V021	0	NA	0	NA	0	0	0	2	2	2	0	0	2	2	0	2	2	2	0	0	16	37	1	1	1
Val Del Road	North Valdosta Road	McMillan Road	L029	2	1	2	NA	0	1	0	2	2	2	2	1	1	1	1	2	2	2	0	0	24	15	1	1	1
Clay Road	Statenville Road	Patterson Street	V028	0	NA	0	NA	0	0	2	1	2	1	0	0	1	2	1	2	2	2	0	0	16	37	1	1	1
US 84/Hill Avenue	Boone Dairy Road	Boone Dairy Road	V037	2	1	2	NA	2	1	0	1	2	1	0	0	2	1	1	2	2	2	3	0	25	10	1	1	1
I-75 Bridges (5)	Florida State Line	SR 133/St. Augustine Road	G010	2	2	2	1	2	0	2	1	2	0	0	0	3	1	1	2	2	1	0	1	25	10	18	1	NA
I-75 Bridges (2)	SR 133/St. Augustine Road	Cook County Line	G006	2	3	2	1	2	0	0	1	2	0	2	1	2	1	1	2	2	1	0	1	26	9	1	1	NA
Total Points Possible				3	4	2	2	2	1	2	2	2	3	2	1	3	2	1	2	2	2	3	3	44				

Appendix C – Transit Projects

Year	Lowndes County Transit		Berrien County Transit	
2010	Ops./Maint.	$278,000	Ops./Maint.	$113,000
2011	Ops./Maint.	$283,838	Ops./Maint.	$115,373
2012	Ops./Maint.	$289,798	Ops./Maint.	$117,795
2013	Ops./Maint.	$295,883	Ops./Maint.	$120,269
2014	Rplc 2 Veh..	$293,404	Ops./Maint.	$122,795
	Ops./Maint.	$302,097	Rplc 2 Veh.	$91,801
2015	Ops./Maint.	$308,442	Ops./Maint.	$125,373
2016	Ops./Maint.	$314,919	Ops./Maint.	$128,006
2017	Rplc 6/Exp 1 Veh.	$364,326	Rplc 2 Veh.	$104,093
	Ops./Maint.	$367,532	Ops./Maint.	$130,694
2018	Ops./Maint.	$375,250	Ops./Maint.	$133,439
2019	Ops./Maint.	$383,131	Ops./Maint.	$136,241
2020	Ops./Maint.	$391,176	Rplc 2 Veh.	$110,789
	Rplc 7 Veh.	$391,176	Ops./Maint.	$139,102
2021	Ops./Maint.	$399,391	Ops./Maint.	$142,023
2022	Ops./Maint.	$407,778	Ops./Maint.	$145,006
2023	Ops./Maint.	$462,342	Rplc 2/Exp 1 Veh.	$176,875
	Rplc 7/Exp 1 Veh.	$471,668	Ops./Maint.	$204,851
2024	Ops./Maint.	$472,051	Ops./Maint.	$209,153
2025	Ops./Maint.	$481,964	Ops./Maint.	$213,545
2026	Rplc 8 Veh.	$502,012	Rplc 3 Veh.	$188,254
	Ops./Maint.	$492,085	Ops./Maint.	$218,030
2027	Ops./Maint.	$502,419	Ops./Maint.	$222,608
2028	Ops./Maint.	$512,970	Ops./Maint.	$227,283
2029	Ops./Maint.	$569,742	Rplc 3/Exp 1 Veh	$267,153
	Rplc 8/Exp 1 Veh	$601,096	Ops./Maint.	$288,856
2030	Ops./Maint.	$581,707	Ops./Maint.	$294,922
2031	Ops./Maint.	$593,923	Ops./Maint.	$301,115
2032	Ops./Maint.	$606,395	Rplc 4 Veh.	$284,340
	Rplc 9 Veh.	$639,766	Ops./Maint.	$307,439
2033	Ops./Maint.	$619,129	Ops./Maint.	$313,895
2034	Ops./Maint.	$632,131	Ops./Maint.	$320,487
2035	Ops./Maint.	$691,406	Rplc 4/Expand 1 Vehicle	$378,291
	Rplc 9/Exp 1 Veh.	$756,582	Ops./Maint.	$384,017

Appendix D – Bike/Pedestrian Projects

2035 VLMPO Transportation Plan Bike and Pedestrian Project List

Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	VLMPO ID	PI #	Supporting Plans*
Valdosta	Gornto Road	St. Augustine Road	Oak Street	4 Ft. Bike Lane/Sidewalk			SGRC, BPMP
Valdosta	Baytree Road	Gornto Road	Gordon Street	4 Ft. Bike Lane/Sidewalk			SGRC, BPMP
Valdosta	Norman Drive	St. Augustine Road	US 84/Hill Avenue	4 Ft. Bike Lane			SGRC
Valdosta	Jerry Jones Drive	Baytree Road	Oak Street	4 Ft. Bike Lane/Sidewalk	V001, V023	000837	SGRC, VTMP, BPMP
Valdosta	Oak Street	Madison Highway	Forrest Street	4 Ft. Bike Lane/Sidewalk	G005, G004	0008604, 450510	SGRC, VTMP, BPMP
Valdosta	Dampier Street	Madison Highway	Patterson Street	4 Ft. Bike Lane			SGRC
Valdosta	Patterson Street	Griffin Avenue	Five Points	4 Ft. Bike Lane			SGRC
Valdosta	Park Avenue	Georgia Avenue	US 41/Perimeter Road	4 Ft. Bike Lane/Sidewalk	V024		SGRC, VTMP, BPMP
Valdosta	Georgia Avenue	Alden Avenue	Park Avenue	4 Ft. Bike Lane			SGRC
Valdosta	Forrest Street	Lake Park Road	SR 125/Bemiss Road	4 Ft. Bike Lane/Sidewalk	G007, V033	450200	SGRC, VTMP, BPMP
Valdosta	Alden Avenue	Baytree Road	Ashley Street	4 Ft. Bike Lane/Sidewalk			SGRC, VTMP
Valdosta	Gordon Street	Baytree Road	Forrest Street	4 Ft. Bike Lane/Sidewalk			SGRC, VTMP, BPMP
Valdosta	Hightower Street	Gordon Street	River Street	4 Ft. Bike Lane			SGRC
Valdosta	River Street	Norman Drive	Oak Street	4 Ft. Bike Lane/Sidewalk			SGRC, VTMP
Lowndes	SR 135	Lanier County Line	Echols County Line	2 Ft. Paved Shoulder			SGRC
Lowndes	Skipper Bridge Road	Berrien County Line	SR 122	2 Ft. Paved Shoulder			SGRC
Lowndes	SR 31	US 41/Perimeter Road	Lanier County Line	2 Ft. Paved Shoulder			SGRC
Lowndes	US 84	Lanier County Line	Brooks County Line	2 Ft. Paved Shoulder			SGRC
Lowndes	Lodi Laurel Road	SR 31/Madison Highway	Florida State Line	Bike Lanes/2 Ft. Paved Shoulder	L015, L016, L017		SGRC, BPMP
Lowndes	Rocky Ford Road	US 84	Clyattville Nankin Road	2 Ft. Paved Shoulder			SGRC
Lowndes	SR 376	SR 31/Madison Highway	Echols County Line	2 Ft. Paved Shoulder	L002		SGRC
Lowndes	Val Del Road	US 41/North Valdosta Road	Cook County Line	2 Ft. Paved Shoulder	L012, L013, L014		SGRC
Lowndes	SR 122	Church Street	Skipper Bridge Road	2 Ft. Paved Shoulder			SGRC
Lowndes	SR 94/New Statenville Highway	Patterson Street	Echols County Line	2 Ft. Paved Shoulder			SGRC
Lowndes	Howell Road	Patterson Street	Echols County Line	2 Ft. Paved Shoulder			SGRC
Valdosta	St. John's Greenway			Greenway			SGRC
Lanier	SR 125	Lowndes County Line	SR 122	2 Ft. Paved Shoulder			SGRC
Valdosta	St. Augustine Road	I-75	Hemlock Street	Bike Lane/Sidewalk	V029, V025, V026		VTMP, BPMP
Valdosta	Mary Street	Williams Street	Oak Street	Sidewalks			VTMP
Valdosta	Ann Street	Patterson Street	Williams Street	Sidewalks			VTMP
Valdosta	Jane Street	Patterson Street	Oak Street	Sidewalks			VTMP
Valdosta	Troup Street	Gordon Street	Mary Street	Sidewalks			VTMP
Valdosta	Troup Street	Central Avenue	Griffin Avenue	Sidewalks			VTMP
Valdosta	Magnolia Street	Oak Street	St. Augustine Road	Sidewalks			VTMP
Valdosta	Lamar Street	Magnolia Street	Mary Street	Sidewalks			VTMP
Valdosta	Williams Street	Brookwood Drive	Park Avenue	Sidewalks			VTMP
Valdosta	Slater Street	Brookwood Place	Park Avenue	Sidewalks			VTMP
Valdosta	Lee Street	Gordon Street	Mary Street	Sidewalks			VTMP
Valdosta	Sustella Avenue	Baytree Road	Mary Street	Sidewalks			VTMP
Valdosta	West Street	Gordon Street	Pear Street	Sidewalks			VTMP
Valdosta	Lee Street	US 84/Hill Avenue	MLK Jr. Drive	Sidewalks			VTMP
Valdosta	Toombs Street	US 84/Hill Avenue	MLK Jr. Drive	Sidewalks			VTMP
Valdosta	Lake Park Road	MLK Jr. Drive	Fry Street	Sidewalks			VTMP
Valdosta	Lee Street	Mary Street	Valloton Drive	Sidewalks			VTMP, BPMP
Valdosta	Eastwind Road	Forrest Street	Tryndall Drive	Sidewalks			VTMP
Hahira	SR 122	I-75 Overpass	I-75 Overpass	Bike Lanes			BPMP
Lowndes County	Old US 41 North	North Valdosta Road	Main Street Hahira	Bike Lanes	L018		BPMP
Valdosta	North Valdosta Road	Country Club Drive	North Oak Street Ext.	Bike Lanes/ Sidewalk			BPMP
Valdosta	Lankford Drive Ext.	Norman Drive	St. Augustine Road	Bike Lanes/ Sidewalk	V010		BPMP
Lowndes County	Old Clyattville Road	Wild Adventures	Gil Harbin Industrial Blvd.	Bike Lanes	V006, L024		BPMP
Valdosta	Mary Street	North Ashley Street	North Lee Street	Sidewalk (north side)			BPMP
Valdosta	South Patterson Street	Savannah Avenue	Ulmer Avenue	Sidewalk (east side)			BPMP
Valdosta	Ashley Street	Magnolia Street	Northside Drive	Design Standards			BPMP

Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	VLMPO ID	PI #	Supporting Plans*
Hahira	South Nelson Street	East Park Street	East Lawson Street	Sidewalk			BPMP
Valdosta	North Patterson Street	Magnolia Street	Park Avenue	Design Standards			BPMP
Valdosta	North Patterson Street	East Park Avenue	Eager Road	Design Standards & Sidewalk (west side)			BPMP
Valdosta	Northside Drive	North Oak Street	Ashley Street	Bike Lanes/ Sidewalk			BPMP
Hahira	GA HWY 122 W	Sonny Rogers Memorial Drive	Newsome Street	Bike Lanes			BPMP
Lake Park	US 41 South (E Marion Ave)	Lakes Blvd	Clayton Street	Sidewalk			BPMP
Lake Park	Lakes Blvd	David Drive	US 41 S (E Marion Ave)	Sidewalk			BPMP
Hahira	Sonny Rogers Memorial Drive	GA HWY 122 W	North Lowndes Rec Complex	Bike Lanes			BPMP
Valdosta	Baytree Road	Gordon Street	North Oak Street	Bike Lanes			BPMP
Valdosta	Cherry Creek Road	North Valdosta Road	Noth Oak Street Ext.	Bike Lanes/ Sidewalk			BPMP
Valdosta	East Park Avenue	Ashley Street	North Forrest Street	Bike Lanes/ Sidewalk			BPMP
Valdosta	Bemiss Road	Ashley Street	Northside Drive	Bike Lanes/ Sidewalk			BPMP
Valdosta	West Alden Avenue	North Patterson Street	Williams Street	Design Standards			BPMP
Valdosta	Williams Street	Brookwood Place	West Alden Avenue	Design Standards			BPMP
Hahira	East Lawson Street	South Nelson Street	North College Street	Sidewalk			BPMP
Valdosta	West Martin Luther King Drive	South Oak Street	South Patterson Street	Sidewalk			BPMP
Valdosta	Bemiss Road	Northside Drive	Inner Perimeter Road	Bike Lanes/ Sidewalk			BPMP
Lowndes County	Bemiss Road	Inner Perimeter Road	Forrest Street Ext.	Bike Lanes/ Sidewalk			BPMP
Valdosta	Azalea Drive	West Alden Avenue	Gornto Road	Sidewalk			BPMP
Valdosta	East College Street	Iola Street	Ashley Street	Sidewalk (south side)			BPMP
Valdosta	Inner Perimeter Road	Cherry Creek Road	Forrest Street	Sidewalk			BPMP
Valdsota	North Patterson Street	Northside Drive	North Oak Street Ext.	Design Standards & Sidewalk			BPMP
Valdosta	Ashley Street	Northside Drive	5-Points	Design Standards & Sidewalk			BPMP
Valdosta	Berkley Drive	Gornto Road	Eager Road	Sidewalk			BPMP
Valdosta	Northside Drive	Bemiss Road	East Park Avenue	Sidewalk			BPMP
Valdosta	Lake Laurie Drive	Cherry Creek Road	North Oak Street Ext.	Sidewalk			BPMP
Lake Park	South Main Street	South Lowndes Rec. Complex	Marion Avenue	Bike Lanes			BPMP
Valdosta	Northside Drive	Ashley Street	Bemiss Road	Bike Lanes/ Sidewalk			BPMP
Lowndes County	South Patterson St. (US 41 S)	Lake Park City Limits	Ulmer Road	Bike Lanes			BPMP
Lowndes County	St. Augustine Road	Gil Harbin Industrial Blvd.	US 84 W	Bike Lanes			BPMP
Lowndes County	North Valdosta Road	Old US 41 N	Country Club Drive	Bike Lanes/ Sidewalk			BPMP
Lowndes County	Bemiss Road	Forrest Street Ext.	Moody AFB	Bike Lanes			BPMP
Valdosta	Country Club Drive	Eager Road	North Valdosta Road	Bike Lanes/ Sidewalk			BPMP

* Supporting Plan Documents: SGRC=Southern Georgia Regional Commission Bike and Pedestrian Plan; BPMP=Valdosta-Lowndes Bike and Pedestrian Master Plan; VTMP=Valdosta Transportation Master Plan; LCTP=Lowndes County Thoroughfare Plan.

Appendix E – Highway Projects

2035 Transportation Plan for the Valdosta Urbanized Area and the Valdosta-Lowndes Metropolitan Planning Organization

Open to Traffic Year	PI #	VLMPO ID	Priority	Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	PE	ROW	UTIL/CST	RR/CST	Total Costs	B/P	Freight	Miles	Travel Lanes
2010-2015	0006684	G001	1	GDOT	Tucker Road	Dukes Bay Canal	Dukes Bay Canal	Bridge Replacement	$ -	$ -	$ 735,385	$ 735,385	$ 735,385	N	N	0.01	2
2010-2015	0008437	L026	2	Lowndes	Davidson Road	SR 125/Bemiss Road	SR 125/Bemiss Road	Intersection Improvement	$ -	$ -	$ 2,000,000	$ 2,000,000	$ 2,000,000	Y	Y	0.20	4
2010-2015		V023	3	Valdosta	St. Augustine Road	Twin Street	Twin Street	Intersection Improvement	$ 100,878	$ 302,633	$ 600,000	$ 1,008,778	$ 1,412,287	Y	Y	0.15	NA
2010-2015		V013	4	Valdosta	Woodrow Wilson Drive	Patterson Street	Oak Street	New Road CST	$ 700,076	$ 1,400,151	$ 6,309,810	$ 7,000,757	$ 9,100,984	N	Y	0.21	5
2010-2015	432100	G002	5	GDOT	SR 31 Bridge	Withlacoochee River	Withlacoochee River	Bridge Replacement	$ -	$ 62,049	$ 6,236,434	$ 6,236,434	$ 8,236,482	N	Y	0.11	2
2010-2015		V002	6	Valdosta	Patterson Street	Roosevelt Drive	Pendleton Drive	Intersection Improvement	$ 107,114	$ 400,552	$ 1,805,094	$ 2,002,758	$ 2,510,424	Y	N	0.20	NA
2010-2015	0000837	V003	7	Valdosta	Jerry Jones Road	Gornto Road	Jadon Place	Added Travel Lanes	$ -	$ -	$ 10,432,023	$ 10,432,023	$ 10,432,023	Y	N	1.46	4
2010-2015		V010	8	Valdosta	Lankford Drive	St. Augustine Road	Norman Drive	New Road CST	$ 304,001	$ 808,001	$ 2,739,970	$ 3,040,007	$ 3,952,009	Y	N	0.53	2
2010-2015		V025	9	Valdosta	St. Augustine Road	Norman Drive	Norman Drive	Intersection Improvement	$ 66,570	$ 199,711	$ 600,000	$ 665,702	$ 931,983	Y	Y	0.20	NA
2010-2015		V026	10	Valdosta	St. Augustine Road	Gornto Road	Gornto Road	Intersection Improvement	$ 66,570	$ 199,711	$ 600,000	$ 665,702	$ 931,983	Y	Y	0.20	NA
2010-2015		V032	11	Valdosta	Forrest Street	Park Avenue	US 84/Hill Avenue	Center Turn Lane	$ 47,709	$ 141,629	$ 425,500	$ 472,084	$ 660,331	Y	N	1.72	3
2010-2015		V030	12	Valdosta	US 84/Hill Avenue	Fry Street	Fry Street	Intersection Improvement	$ 66,570	$ 199,711	$ 600,000	$ 665,702	$ 931,983	Y	N	0.20	NA
2010-2015		L014	13	Lowndes	Val Del Road	US 41/N Valdosta Road	US 41/N Valdosta Road	Intersection Improvement	$ 66,570	$ 133,140	$ 600,000	$ 665,702	$ 865,413	Y	N	0.26	NA
2010-2015		L008	14	Lowndes	Cat Creek Road	Pine Grove Road	Pine Grove Road	Intersection Improvement	$ 66,570	$ 66,570	$ 600,000	$ 665,702	$ 798,843	N	N	0.15	NA
2010-2015		L003	15	Lowndes	SR 31/Madison Hwy.	Whitewater Road	Hart Road	Intersection Improvement	$ 35,000	$ 50,000		$ 350,000	$ 435,000	N	N	0.15	NA
2010-2015		G017	16	GDOT	I-75	Exit 18 SB Ramp	Exit 18 SB Ramp	Intersection Improvement	$ 86,300	$ 199,500	685,000.00	$ 737,820	$ 1,003,820	N	Y	0.10	NA
2010-2015		G014	17	GDOT	I-75	Exit 2	Exit 2	Interchange Improvement	$ 2,000,000	$ 6,000,000	$ 20,000,000	$ 26,000,000	$ 31,066,101	N	Y	0.25	5
													$ 74,007,650	2010-2015 Sub Total			
2016-2020		G020	18	GDOT	I-75	Exit 18	Exit 18	Interchange Improvement	$ 2,400,000	$ 30,000,000	$ 24,000,000	$ 24,000,000	$ 62,890,099	N	Y	0.25	5
2016-2020	422710	G003	19	GDOT	US 84/Hill Avenue	NS Railroad	NS Railroad	Grade Separation		$ 8,476,618	$ 14,381,361	$ 14,381,361	$ 22,957,979	Y	Y	0.25	4
2016-2020		L001	20	Lowndes	Cat Creek Road	Beatty Branch	Beatty Branch	Bridge Replacement	$ 35,585	$ 19,109.0	$ 776,160	$ 955,452	$ 1,070,106	N	N	0.02	2
2016-2020		L019	21	Lowndes	Lake Park Bellville Road	Wisenbaker Road	I-75	Added Travel Lanes	$ 1,015,574	$ 1,015,574	$ 8,250,000	$ 10,155,735	$ 12,166,882	N	Y	3.74	4
2016-2020	450510	G005	22	GDOT	Oak Street Extension	Five Points	Breckenridge Drive	Added Travel Lanes	$ 744,712	$ 1,489,424	$ 6,045,598	$ 7,447,170	$ 9,674,756	Y	N	0.71	5
2016-2020	450200	G007	23	GDOT	Forrest Street	Park Avenue	SR 125/Bemiss Road	Added Travel Lanes	$ 2,119,914	$ 4,239,828	$ 17,221,098	$ 21,199,141	$ 27,558,883	Y	N	3.97	4
2016-2020	0007910	V009	24	Valdosta	Five Points	Smithbriar Drive	Oak Street Extension	Intersection Improvement	$ 412,252	$ 1,236,755	$ 3,348,923	$ 4,122,518	$ 5,771,525	Y	Y	0.25	NA
2016-2020		V024	25	Valdosta	Park Avenue	Forrest Street	Northside Drive	Center Turn Lane	$ 493,077	$ 998,154	$ 4,054,246	$ 4,930,770	$ 6,488,000	Y	N	1.42	3
2016-2020		V027	26	Valdosta	Jerry Jones Road	Gornto Road	McRae Drive	Center Turn Lane	$ 293,975	$ 981,326	$ 2,388,104	$ 2,939,752	$ 4,115,652	Y	N	0.71	3
2016-2020		V005	27	Valdosta	US 84/Hill Avenue	St. Augustine Road	St. Augustine Road	Intersection Improvement	$ 73,860	$ 147,720	$ 600,000	$ 738,539	$ 980,179	Y	Y	0.20	NA
2016-2020		L002	28	Lowndes	Lake Park Bellville Road	SR 376	SR 376	Intersection Improvement	$ 50,000	$ 100,000		$ 500,000	$ 650,000	Y	Y	0.13	NA
2016-2020		L013	29	Lowndes	Val Del Road	Clyattstone Road	Clyattstone Road	Intersection Improvement	$ 32,243	$ 32,243	$ 261,928	$ 322,433	$ 386,919	Y	N	0.15	NA
2016-2020		L015	30	Lowndes	Loch Laurel Road	Carroll Ulmer Road	Carroll Ulmer Road	Intersection Improvement	$ 32,243	$ 32,243	$ 261,928	$ 322,433	$ 386,919	Y	N	0.15	NA
2016-2020		L012	31	Lowndes	Val Del Road	McMillan Road	McMillan Road	Intersection Improvement	$ 32,243	$ 32,243	$ 261,928	$ 322,433	$ 386,919	Y	N	0.15	NA
2016-2020		L009	32	Lowndes	Cat Creek Road	Radar Site Road	Radar Site Road	Intersection Improvement	$ 32,243	$ 32,243	$ 261,928	$ 322,433	$ 386,919	N	N	0.15	NA
2016-2020		G015	33	GDOT	I-75	Exit 29 and Exit 22	Exit 29 and Exit 22	Interchange Improvement	$ 3,650,000	$ 5,450,000	$ 36,500,000	$ 42,500,000	$ 52,217,424	Y	Y	0.25	5
													$ 209,088,163	2016-2020 Sub Total			
2021-2025		L022	34	Lowndes	Old Quitman Road Bridge	CSX Railroad	CSX Railroad	Bridge Replacement	$ 176,675	$ 35,335.9	$ 1,293,600	$ 1,766,735	$ 1,978,810	N	N	0.01	2
2021-2025		L023	35	Lowndes	Howell Road Bridge	Grand Bay Creek	Grand Bay Creek	Bridge Replacement	$ 212,015	$ 42,403.1	$ 1,552,320	$ 2,120,154	$ 2,374,572	Y	N	0.07	2
2021-2025		L010	36	Lowndes	Cat Creek Road	New Bethel Road	New Bethel Road	Intersection Improvement	$ 35,774	$ 35,774	$ 261,928	$ 357,740	$ 429,288	N	N	0.15	NA
2021-2025		L018	37	Lowndes	Old 41 N	N Valdosta Road	Union Road	Added Travel Lanes	$ 921,313	$ 1,843,826	$ 6,750,000	$ 9,213,129	$ 11,984,868	Y	N	2.41	4
2021-2025	0008604	G004	38	GDOT	Oak Street Extension	Breckenridge Drive	Forrest Street	Added Travel Lanes	$ 921,313	$ 1,843,826	$ 6,750,000	$ 9,213,129	$ 11,984,868	Y	N	1.67	4
2021-2025		L024	39	Lowndes	Old Clyattville Road	I-75	Ousley Road	Added Travel Lanes	$ 1,126,782	$ 1,126,782	$ 8,250,000	$ 11,267,825	$ 13,521,390	N	Y	5.03	4
2021-2025		L020	40	Lowndes	Shiloh Road	I-75	Snake Nation Road	Added Travel Lanes	$ 1,303,550	$ 1,303,550	$ 9,544,243	$ 13,035,498	$ 15,642,597	N	N	0.90	4
2021-2025		V006	41	Valdosta	Old Clyattville Road	Mud Creek	Industrial Boulevard	Added Travel Lanes	$ 637,653	$ 637,653	$ 5,747,191	$ 6,376,529	$ 7,651,835	Y	Y	0.53	5
2021-2025		V011	42	Valdosta	Northside Drive	Jaycee Shack Road	Park Avenue	New Road CST	$ 436,207	$ 436,207	$ 3,193,791	$ 4,362,070	$ 5,234,484	Y	N	0.57	2
2021-2025		L016	43	Lowndes	Loch Laurel Road	Dasher Road	Dasher Road	Intersection Improvement	$ 35,774	$ 35,774	$ 261,928	$ 357,740	$ 429,288	Y	N	0.15	NA
2021-2025		G016	44	GDOT	I-75	Exit 11	Exit 11	Interchange Improvement	$ 1,912,680	$ 10,137,704	$ 19,126,800	$ 19,126,800	$ 42,581,019	N	Y	0.25	5
													$ 113,813,020	2021-2025 Sub Total			
2026-2030		L017	45	Lowndes	Loch Laurel Road	Corinth Church Road	Corinth Church Road	Intersection Improvement	$ 33,691	$ 33,691	$ 261,928	$ 336,914	$ 476,297	Y	N	0.15	NA
2026-2030		L011	46	Lowndes	Cat Creek Road	Hambrick Road	Hambrick Road	Intersection Improvement	$ 33,691	$ 33,691	$ 261,928	$ 336,914	$ 476,297	N	N	0.20	NA
													$ 952,593	2026-2030 Sub Total			
2031-2035		V015	47	Valdosta	Lankford Drive	Norman Drive	James Road	New Road CST	$ 1,426,451	$ 2,852,921	$ 8,484,304	$ 14,264,606	$ 18,543,987	N	N	0.84	2
													$ 18,543,987	2031-2035 Sub Total			
													$ 416,406,413	2035 TIP Total			

VLMPO Project Data Sheet

Project Information

Project Name:	Tucker Road Bridge over Dukes Bay Canal			PI Number:	0000684	City:	Valdosta
Local Name/#:	CS1191	State/US #:	NA	Local ID:	VL09	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Rebuild bridge on Tucker Road in south Valdosta over Dukes Bay Canal. Replace with a double 10x11 box culvert.							
Purpose and Need:	This project is the replacement of the narrow and structurally deficient bridge on Tucker Road @ Dukes Bay Canal.							
Termini:	From:	Bridge Only	To:	Bridge Only			Length (mi):	0.21

Current AADT:	590	Year:		# of Lanes:	2	Truck %:	NA	
Future AADT:	1680	Year:	2035	# of Lanes:	2	85% Speed:	NA	Func. Class.: U - Collector

Crash Year:	2005	2006	2007
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	NA	/Mill Ent Veh	

Value Engineering Analysis:	NA
Benfit/Cost Ratio:	NA - in TIP
Financial Plan:	
Local Priority:	
Priority Selection Score:	
Env. Mitigation Anlys:	

Base Yr LOS:	C or Better
Build LOS:	C or Better
No Build LOS:	C or Better
Bridge Suff.	27.26

Bike and Pedestrian:	No
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars 2011	2012	2013	2014	2015	Total	TIP Tier
Preliminary Engineering:	Q10						$ 70,000	Authorized
Right-of-Way Acquisition:	LOC						$ 97,000	Authorized
Construction:	L110	$ 735,385.00					$ 735,385	Tier I
Total Project Cost:		$ 735,385.00	$ -	$ -	$ -	$ -	$ 902,385	
Federal Amount:		$ 588,308.00					$ 588,308	
State Amount:		$ 147,077.00					$ 147,077	
Local Amount:							$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	1/31/2007
Value Engineering Study	NA
Public Information Open House	NA
Environmental Approval	2/11/2008
Preliminary Plans	Est. 11/5/09
R/W Plans Approved	Est. 1/29/10
Final Design	Est. 9/14/10
Let Date	Est. 1/26/11
Project Manager:	Sandy Griffin
Design Consultant:	GDOT In-House

Project Location Map

8/16/2010

VLMPO Project Data Sheet

Project Information

Project Name:	SR 125 @ Davidson Road, New Moody Entrance			PI Number:	0008437	City:	
Local Name/#:	Bemiss Road	State/US #:	NA	Local ID:	L026	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	In order to provide access to Moody AFB, use funds efficiently, and to provide benefit for both the commercial gate and housing projects, Moody desires to construct a curb and gutter, raised median, paved road that will serve the new commercial gate and area housing
Purpose and Need:	This project is intersection improvements at SR 125 and Davidson Road to connect with the new Moody AFB entry point at the southwest corner of the base.
Termini:	From: Bemiss Road To: Moody AFB Gate Length (mi): 0.15

Current AADT:	15000	Year:	2007	# of Lanes:	4/2	Truck %:	NA		
Future AADT:	23879	Year:	2027	# of Lanes:	4/2	85% Speed:	NA	Func. Class.:	U - Minor Arterial

Crash Year:	2005	2006	2007
PDO Crashes:	0	1	1
Injury Only:	2	1	0
Fatal/Injury:	0	0	0
Total Crashes:	2	2	1
Crash Rate:	0.61	/Mill Ent Veh	

Value Engineering Analysis:	NA
Benfit/Cost Ratio:	NA - in TIP
Financial Plan:	NA - in TIP
Local Priority:	NA - in TIP
Priority Selection Score:	NA - in TIP
Env. Mitigation Anlys:	NA - in TIP

Base Yr LOS:	C or Better
Build LOS:	E
No Build LOS:	C or Better
Bridge Suff.	NA

Bike and Pedestrian:	Sidewalks on both sides of Davidson Road
Intelligent Transportation:	NA
Land Use/Access Mgmt:	SR 125 - L & R Turn Lanes, Davidson - R Turn Lane
Safety/Security Elements:	Meets Dept. of Defence safety and security standards
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2011	2012	2013	2014	2015		
Preliminary Engineering:							$ -	
Right-of-Way Acquisition:							$ -	
Construction:	LY20S	$ 2,000,000					$ 2,000,000	Tier I
Total Project Cost:		$ 2,000,000	$ -	$ -	$ -	$ -	$ 2,000,000	
Federal Amount:		$ 1,600,000					$ 1,600,000	
State Amount:		$ 400,000					$ 400,000	
Local Amount:							$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	8/11/2009
Value Engineering Study	NA
Public Information Open House	NA
Environmental Approval	NA
Preliminary Plans	NA
R/W Plans Approved	NA
Final Design	NA
Let Date	NA
Project Manager:	Sandy Griffin
Design Consultant:	ASA

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	St. Augustine at Twin Intersection			PI Number:		City:	Valdosta
Local Name/#:	522	State/US #:	SR 133	Local ID:	V029	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Realign existing intersection and include drainage and traffic signal								
Purpose and Need:	The St. Augustine corridor has traffic issues that can be solved by the proposed improvement project. The city is able to coordinate the signals to create safe conditions for motorists who need to access side streets and businesses.								
Termini:	From:	Twin Street	To:	Twin Street				Length (mi):	NA

Current AADT:	11638	Year:	2006	# of Lanes:	NA	Truck %:	NA		
Future AADT:	15000	Year:	2035	# of Lanes:	NA	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008				
PDO Crashes:	0	0	0	Value Engineering Analysis:	NA	Base Yr LOS:	C
Injury Only:	0	0	0	Benfit/Cost Ratio:	2.08	Build LOS:	
Fatal/Injury:	0	0	0	Financial Plan:	Yes	No Build LOS:	D
Total Crashes:	0	0	0	Local Priority:	High	Bridge Sufficieny:	NA
Crash Rate:	0	/Mill Ent Veh		Priority Selection Score:	25		
				Env. Mitigation Anlys:	Local		

Bike and Pedestrian:	Yes
Intelligent Transportation:	Yes, coordination with signal system.
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Provide for better access and to reduce crashes along the St. Augustine Corridor
Companion Projects:	None.

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 100,878.00					$ 100,878.00	
Right-of-Way Acquisition:		$ 302,633.00					$ 302,633.00	
Construction:		$ 1,008,776.00					$ 1,008,776.00	
Total Project Cost:		$ 1,412,287.00	$ -	$ -	$ -	$ -	$ 1,412,287.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 1,412,287.00					$ 1,412,287	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	2015
Project Manager:	
Design Consultant:	

Project Location Map

9/20/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Woodrow Wilson Extension			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V013	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Construct a new road to connect Woodrow Wilson at Patterson to Gornto at Oak. Right drop lanes are to be constructed at each end with a center turn lane the length of the project.
Purpose and Need:	The construction of this road will create a new east/west corridor to help relieve congestion on nearby streets and allow people to reach the hospital area.

Termini: From: Patterson Street To: Oak Street Length (mi): 0.27

Current AADT:	3800	Year:	2006	# of Lanes:	0	Truck %:	0		
Future AADT:	4,500	Year:	2035	# of Lanes:	3	85% Speed:	35	Func. Class.:	R - Minor Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	1
Total Crashes:	0	0	1
Crash Rate:	0.48	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	
Benfit/Cost Ratio:	4.45	Build LOS:	
Financial Plan:	NA	No Build LOS:	
Local Priority:	High	Bridge Sufficieny:	NA
Priority Selection Score:	24		
Env. Mitigation Anlys:	Local		

Bike and Pedestrian:	Yes, sidewalks are included.
Intelligent Transportation:	Signals at project termini will continue to be integrated with citywide signal system.
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	None.

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars 2010-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total	TIP Tier
Preliminary Engineering:		$ 700,076.00					$ 700,076.00	
Right-of-Way Acquisition:		$ 1,400,151.00					$ 1,400,151.00	
Construction:		$ 7,000,757.00					$ 7,000,757.00	
Total Project Cost:		$ 9,100,984.00	$ -	$ -	$ -	$ -	$ 9,100,984.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 9,100,984.00					$ 9,100,984	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	2011
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	SR 31 Bridge over Withlacoochee River			PI Number:	432100	City:	
Local Name/#:	Madison Hwy.	State/US #:	SR 31/SR 145	Local ID:	VL02	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	2 - Bishop	RC:	SGRC

Project Details

Project Description:	Replace bridge on SR 31 over Withlacoochee River at the Georgia Florida Line. FDOT is contributing funding to this project.
Purpose and Need:	This bridge is structurally deficient and has been posted as load limited. The bridge ranks very high on the statewide bridge replacement list. The purpose is to replace the existing bridge with a new 2-lane bridge.

Termini: From: Bridge Only To: Bridge Only Length (mi): 0.33

Current AADT:	5000	Year:	2008	# of Lanes:	2	Truck %:	10		
Future AADT:	7500	Year:	2028	# of Lanes:	2	85% Speed:	55	Func. Class.:	R - Minor Arterial

Crash Year:	2005	2006	2007	Value Engineering Analysis:	NA	Base Yr LOS:	C or Better
PDO Crashes:	0	0	0	Benfit/Cost Ratio:	NA - in TIP	Build LOS:	C or Better
Injury Only:	0	0	0	Financial Plan:	NA - in TIP	No Build LOS:	C or Better
Fatal/Injury:	0	0	0	Local Priority:	NA - in TIP	Bridge Suff.	34.04
Total Crashes:	0	0	0	Priority Selection Score:	NA - in TIP		
Crash Rate:	NA	/Mill Ent Veh		Env. Mitigation Anlys:	NA - in TIP		

Bike and Pedestrian:	No
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2011	2012	2013	2014	2015		
Preliminary Engineering:	Q10						$ 479,559	Authorized
Right-of-Way Acquisition:	L1C0	$ 62,049					$ 62,049	Tier I
Construction:	L1C0			$ 6,236,434			$ 6,236,434	Tier I
Total Project Cost:		$ 62,049	$ -	$ 6,236,434	$ -	$ -	$ 6,778,042	
Federal Amount:		$ 49,639		$ 4,989,147			$ 5,038,786	
State Amount:		$ 12,410		$ 1,247,287			$ 1,259,697	
Local Amount:							$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	8/23/2001
Value Engineering Study	NA
Public Information Open House	Est. 8/29/09
Environmental Approval	4/9/2008
Preliminary Plans	Est. 11/5/09
R/W Plans Approved	Est. 2/2/11
Final Design	Est. 11/11/11
Let Date	est. 5/28/12
Project Manager:	Ted Cashin
Design Consultant:	HNTB

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Patterson Street at Roosevelt and Pendleton			PI Number:	0007909	City:	Valdosta
Local Name/#:	678/677	State/US #:	SR 7 ALT	Local ID:	V002	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Realign Roosevelt and Pendleton Drives At Patterson Street to form a four-way intersection.
Purpose and Need:	Anticipated growth around VSU North Campus, SGMC and other areas of this neighborhood call for the better alignment of these roads to improve traffic flow and to help reduce future crashes
Termini:	From: Pendleton Drive To: Roosevelt Drive Length (mi): 0.25

Current AADT:	6249	Year:	2006	# of Lanes:	4	Truck %:	NA		
Future AADT:	8755	Year:	2035	# of Lanes:	4	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	C
Benfit/Cost Ratio:	0.25	Build LOS:	C
Financial Plan:	NA	No Build LOS:	D
Local Priority:	High	Bridge Sufficieny:	NA
Priority Selection Score:	23		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes, bike lanes and/or sidewalks will be included.
Intelligent Transportation:	Any future signals will be coordinated with the esisiting citywide signal system.
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Provide for safer intersection to reduce future crash potential
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 107,114.00				$ 107,114.00	
Right-of-Way Acquisition:			$ 400,552.00				$ 400,552.00	
Construction:			$ 2,002,758.00				$ 2,002,758.00	
Total Project Cost:		$ -	$ 2,510,424.00	$ -	$ -	$ -	$ 2,510,424.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 2,510,424.00				$ 2,510,424	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	2020
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Jerry Jones, from Gornto to Jadan Place			PI Number:	0000837	City:	Valdosta
Local Name/#:	CR 784	State/US #:	N/A	Local ID:	VL10	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Widen and various intersection improvements on Jerry Jones Road, from Gornto Road to Oak Street (to match Eager Drive/Northside Drive)
Purpose and Need:	Relieve traffic congestion along Jerry Jones from Gornto to Oak, road widening project.
Termini:	From: Gornto Road To: Jaden Place

Length (mi): 1.66

Current AADT:	20740	Year:		# of Lanes:	2	Truck %:	NA	
Future AADT:	30990	Year:	2035	# of Lanes:	4	85% Speed:	NA	Func. Class.: U - Minor Arterial

Crash Year:	2005	2006	2007
PDO Crashes:	43	51	41
Injury Only:	12	12	9
Fatal/Injury:	1	0	0
Total Crashes:	56	63	50
Crash Rate:	14.9	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	F
Benfit/Cost Ratio:	NA - in TIP	Build LOS:	D
Financial Plan:	NA	No Build LOS:	F
Local Priority:	NA - in TIP	Bridge Suff.	NA
Priority Selection Score:	NA - in TIP		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes, see VL Bike/Ped Materplan, Valdosta TMP, SGRDC Regional Bike/Ped Plan
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars 2011	2012	2013	2014	2015	Total	TIP Tier
Preliminary Engineering:	Q20						$ -	Authorized
Right-of-Way Acquisition:	LOC						$ -	Authorized
Construction:	L200				$ 10,432,023		$ 10,432,023	Tier I
Total Project Cost:		$ -	$ -	$ -	$ 10,432,023	$ -	$ 10,432,023	
Federal Amount:					$ 8,345,618		$ 8,345,618	
State Amount:					$ 350,000		$ 350,000	
Local Amount:					$ 1,736,405		$ 1,736,405	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	Est. 8/27/09
Value Engineering Study	NA
Public Information Open House	Est. 9/11/09
Environmental Approval	Est. 4/22/10
Preliminary Plans	Est. 1/18/11
R/W Plans Approved	Est. 9/12/11
Final Design	Est. 6/26/12
Let Date	Est. 9/17/13
Project Manager:	Sandy Griffin
Design Consultant:	JE & A

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Lankford Drive, St. Augustine to Norman			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V010	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Construct new road, from current Lankford Drive termini at St. Augustine Road to Norman Drive.								
Purpose and Need:	Releive congestion on parallell routes and provide better access to current and future economic development areas.								
Termini:	From:	St. Augustine Drive	To:	Norman Drive				Length (mi):	0.53

Current AADT:		Year:		# of Lanes:	0	Truck %:			
Future AADT:		Year:		# of Lanes:	2	85% Speed:		Func. Class.:	

Crash Year:	2006	2007	2008				
PDO Crashes:	0	0	0	Value Engineering Analysis:	NA	Base Yr LOS:	
Injury Only:	0	0	0	Benfit/Cost Ratio:	NA	Build LOS:	
Fatal/Injury:	0	0	0	Financial Plan:	NA	No Build LOS:	
Total Crashes:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	
Crash Rate:	0	/Mill Ent Veh		Priority Selection Score:	23		
				Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	V015

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 304,001.00					$ 304,001.00	
Right-of-Way Acquisition:		$ 608,001.00					$ 608,001.00	
Construction:		$ 3,040,007.00					$ 3,040,007.00	
Total Project Cost:		$ 3,952,009.00	$ -	$ -	$ -	$ -	$ 3,952,009.00	
Federal Amount:		$ 3,161,607.20					$ 3,161,607	
State Amount:		$ -					$ -	
Local Amount:		$ 790,401.80					$ 790,402	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	St. Augustine at Norman Intersection			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	SR 133	Local ID:	V025	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Create dual left turn lanes on all approaches to accommodate heavy left turning traffic.								
Purpose and Need:	This is the most traveled intersection in the city of Valdosta. Dual left turn lanes are needed in all directions to improve safety and the efficiency of the intersection. A total of 60,000 vehilces travel through this intersection daily. Left turns are high in all								
Termini:	From:	Norman Drive	To:	Norman Drive			Length (mi):	NA	
Current AADT:	9500	Year:	2006	# of Lanes:	5	Truck %:	NA		
Future AADT:	11000	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008	Value Engineering Analysis:	NA	Base Yr LOS:	
PDO Crashes:	0	0	0	Benfit/Cost Ratio:	0.48	Build LOS:	
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	NA
Total Crashes:	0	0	0	Priority Selection Score:	10		
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes
Intelligent Transportation:	Yes
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 66,570.00					$ 66,570.00	
Right-of-Way Acquisition:		$ 199,711.00					$ 199,711.00	
Construction:		$ 665,702.00					$ 665,702.00	
Total Project Cost:		$ 931,983.00	$ -	$ -	$ -	$ -	$ 931,983.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 931,983.00					$ 931,983	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	St. Augustine at Gornto Road			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	SR 133	Local ID:	V026	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Improve intersection of St. Augustine Road and Gornto Road
Purpose and Need:	Improve intersection to increase safety and make operation improvements to reduce congestion at this busy intersection.

Termini: From: Gornto Road To: Gornto Road Length (mi): 0.2

Current AADT:		Year:		# of Lanes:	5	Truck %:	NA		
Future AADT:		Year:		# of Lanes:	5	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA
Benefit/Cost Ratio:	NA
Financial Plan:	NA
Local Priority:	NA
Priority Selection Score:	22
Env. Mitigation Anlys:	NA

Base Yr LOS:	
Build LOS:	
No Build LOS:	
Bridge Sufficiency:	NA

Bike and Pedestrian:	Yes.
Intelligent Transportation:	Yes.
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	Yes.
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 66,570.00					$ 66,570.00	
Right-of-Way Acquisition:		$ 199,711.00					$ 199,711.00	
Construction:		$ 665,702.00					$ 665,702.00	
Total Project Cost:		$ 931,983.00	$ -	$ -	$ -	$ -	$ 931,983.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 931,983.00					$ 931,983	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Forrest Street, Hill to Park			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V033	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Add center turn lane to releive congestion caused by turning vehicles.								
Purpose and Need:	This project along with G007 will help aleviate congestion on the Forrest Street Corridor and in other location on the east side of Valdosta								
Termini:	From:	US84/Hill Ave.	To:	Park Avenue				Length (mi):	1.72
Current AADT:	6391	Year:	2006	# of Lanes:	2	Truck %:	NA		
Future AADT:	7123	Year:	2035	# of Lanes:	3	85% Speed:	NA	Func. Class.:	R - Minor Collector

Crash Year:	2006	2007	2008	Value Engineering Analysis:	NA	Base Yr LOS:	E
PDO Crashes:	10	0	16	Benfit/Cost Ratio:	14.16	Build LOS:	E
Injury Only:	6	0	9	Financial Plan:	NA	No Build LOS:	E
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	NA
Total Crashes:	16	0	25	Priority Selection Score:	3		
Crash Rate:	11.7	/Mill Ent Veh		Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes
Companion Projects:	G007

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 47,209.00					$ 47,209.00	
Right-of-Way Acquisition:		$ 141,628.00					$ 141,628.00	
Construction:		$ 472,094.00					$ 472,094.00	
Total Project Cost:		$ 660,931.00	$ -	$ -	$ -	$ -	$ 660,931.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 660,931.00					$ 660,931	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	E. Hill at Fry Intersection			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	US 84	Local ID:	V030	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Create turn lanes on Fry Street								
Purpose and Need:	This is a major north/south route on the east side of Valdosta. The creation of left turn lanes on Fry will improve safety while reducing congestion.								
Termini:	From:	Fry Street	To:	Fry Street			Length (mi):	NA	
Current AADT:	6500	Year:	2006	# of Lanes:	4	Truck %:	NA		
Future AADT:	9000	Year:	2035	# of Lanes:	4	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008	Value Engineering Analysis:	NA	Base Yr LOS:	
PDO Crashes:	0	0	1	Benfit/Cost Ratio:	0.41	Build LOS:	
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	NA
Total Crashes:	0	0	1	Priority Selection Score:	16		
Crash Rate:	0.28	/Mill Ent Veh		Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes
Intelligent Transportation:	Yes
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 66,570.00					$ 66,570.00	
Right-of-Way Acquisition:		$ 199,711.00					$ 199,711.00	
Construction:		$ 665,702.00					$ 665,702.00	
Total Project Cost:		$ 931,983.00	$ -	$ -	$ -	$ -	$ 931,983.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 931,983.00					$ 931,983	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Val Del Road at US41/North Valdosta Road			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L014	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Val Del Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.								
Purpose and Need:	This project along with others in the Val Del Road Corridor will help alleviate congestion in this residential growth area and delay future added travel lanes projects.								
Termini:	From:	US 41/N Valdosta Road	To:	US 41/N Valdosta Road				Length (mi):	0.2
Current AADT:	12438	Year:	2006	# of Lanes:	2	Truck %:	0.65		
Future AADT:	43147	Year:	2035	# of Lanes:	2	85% Speed:	67.46	Func. Class.:	R - Minor Collector

Crash Year:	2006	2007	2008		
PDO Crashes:	1	0	1		
Injury Only:	1	0	0		
Fatal/Injury:	0	0	0		
Total Crashes:	2	0	1		
Crash Rate:	0.44	/Mill Ent Veh			

Value Engineering Analysis:	NA	Base Yr LOS:	C
Benfit/Cost Ratio:	3.96	Build LOS:	F
Financial Plan:	NA	No Build LOS:	F
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	10		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	Yes, Val Del Road Corridor Intersection Improvements - L012, L013

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 66,570.00					$ 66,570.00	
Right-of-Way Acquisition:		$ 133,140.00					$ 133,140.00	
Construction:		$ 665,702.00					$ 665,702.00	
Total Project Cost:		$ 865,412.00	$ -	$ -	$ -	$ -	$ 865,412.00	
Federal Amount:							$ -	
State Amount:							$ -	
Local Amount:		$ 865,413.00					$ 865,413	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Cat Creek Road at Pine Grove Road			PI Number:		City:	
Local Name/#:	777	State/US #:	NA	Local ID:	L008	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Cat Creek Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.						
Purpose and Need:	This project along with others in the Cat Creek Corridor will help improve traffic flow along this growing residential area. This improvement should help delay future added travel lanes projects along this corridor.						
Termini:	From:	Pine Grove Road	To:	Pine Grove Road		Length (mi):	0

Current AADT:	4663	Year:	2007	# of Lanes:	2	Truck %:	0.2		
Future AADT:	5892	Year:	2035	# of Lanes:	2	85% Speed:	36.05	Func. Class.:	R - Minor Arterial

Crash Year:	2006	2007	2008	Value Engineering Analysis:	NA	Base Yr LOS:	D
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	D
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	E
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficiency:	NA
Total Crashes:	0	0	0	Priority Selection Score:	56		
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	Yes, Cat Creek Road Corridor Intersection Improvements - L009, L010, L011

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 66,570.00				$ 66,570.00	
Right-of-Way Acquisition:			$ 66,570.00				$ 66,570.00	
Construction:			$ 665,702.00				$ 665,702.00	
Total Project Cost:		$ -	$ 798,842.00	$ -	$ -	$ -	$ 798,842.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 798,842.00				$ 798,842.00	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	SR 31/Madison Hwy at Whitewater and Hart Rds.			PI Number:		City:	
Local Name/#:	Madison Hwy.	State/US #:	SR 31	Local ID:	L003	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	2 - Bishop	RC:	SGRC

Project Details

Project Description:	Realign the intersection of SR 31/Madison Hwy., Whitewater Road and Hart Road.								
Purpose and Need:	To improve safety and help improve traffic flow this improvement si needed to realign the intersection of US31/Madison Highway and Whitewater and hart Roads.								
Termini:	From:	Whitewater Road	To:	Hart Road				Length (mi):	0.25
Current AADT:	7349	Year:	2007	# of Lanes:	2	Truck %:	0.35		
Future AADT:	8000	Year:	2035	# of Lanes:	2	85% Speed:		Func. Class.:	R - Minor Arterial

Crash Year:	2006	2007	2008	Value Engineering Analysis:	No.	Base Yr LOS:	C
PDO Crashes:	0	0	0	Benfit/Cost Ratio:	3.15	Build LOS:	D
Injury Only:	0	0	1	Financial Plan:	NA	No Build LOS:	D
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	NA
Total Crashes:	0	0	1	Priority Selection Score:	45		
Crash Rate:	0.25	/Mill Ent Veh		Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	No.
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	No.

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:		$ 35,000.00					$ 35,000.00	
Right-of-Way Acquisition:		$ 50,000.00					$ 50,000.00	
Construction:		$ 350,000.00					$ 350,000.00	
Total Project Cost:		$ 435,000.00	$ -	$ -	$ -	$ -	$ 435,000.00	
Federal Amount:		$ -					$ -	
State Amount:		$ -					$ -	
Local Amount:		$ 435,000.00					$ 435,000	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	i75 Bridges Exit 18 Southbound Ramp			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	G016	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC

Project Details

Project Description:	The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future.clear zones remaining
Purpose and Need:	The principal reasons for reconstructing the various Interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes.

Termini: From: Exit 18 To: Exit 18 Length (mi): NA

Current AADT:		Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:		Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Interstate

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	Complete	Base Yr LOS:	
Benfit/Cost Ratio:	NA	Build LOS:	
Financial Plan:	NA	No Build LOS:	
Local Priority:	NA	Bridge Sufficieny:	Varies
Priority Selection Score:	NA		
Env. Mitigation Anlys:	Ongoing		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes
Safety/Security Elements:	Yes
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars 2010-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total	TIP Tier
Preliminary Engineering:		$ 66,500.00					$ 66,500.00	
Right-of-Way Acquisition:		$ 199,500.00					$ 199,500.00	
Construction:		$ 737,820.00					$ 737,820.00	
Total Project Cost:		$ 1,003,820.00	$ -	$ -	$ -	$ -	$ 1,003,820.00	
Federal Amount:		$ 803,056.00					$ 803,056.00	
State Amount:		$ 200,764.00					$ 200,764.00	
Local Amount:		$ -					$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

VLMPO Project Data Sheet

Project Information

Project Name:	I-75 Bridges Exit 2			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	G016	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	2 - Bishop	RC:	SGRC

Project Details

Project Description:	The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future clear zones remaining
Purpose and Need:	The principal reasons for reconstructing the various Interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes.

Termini: From: Exit 11 To: Exit 11 Length (mi): NA

Current AADT:	2852	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	9724	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Interstate

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	Complete	Base Yr LOS:	A
Benfit/Cost Ratio:	NA	Build LOS:	C
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	Varies
Priority Selection Score:	NA		
Env. Mitigation Anlys:	Ongoing		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes
Safety/Security Elements:	Yes
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars 2010-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total	TIP Tier
Preliminary Engineering:		$ 2,219,007.00					$ 2,219,007.00	
Right-of-Way Acquisition:		$ 6,657,021.00					$ 6,657,021.00	
Construction:		$ 22,190,071.00					$ 22,190,071.00	
Total Project Cost:		$ 31,066,099.00	$ -	$ -	$ -	$ -	$ 31,066,099.00	
Federal Amount:		$ 24,852,881.00					$ 24,852,881.00	
State Amount:		$ 6,213,220.00					$ 6,213,220.00	
Local Amount:		$ -					$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	I-75 Bridges Exit 18			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	G016	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC

Project Details

Project Description:	The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future.clear zones remaining
Purpose and Need:	The principal reasons for reconstructing the various Interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes.
Termini:	From: Exit 18 To: Exit 18 Length (mi): NA

Current AADT:	18386	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	25804	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Interstate

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	Complete	Base Yr LOS:	B
Benfit/Cost Ratio:	NA	Build LOS:	D
Financial Plan:	NA	No Build LOS:	D
Local Priority:	NA	Bridge Sufficieny:	Varies
Priority Selection Score:	NA		
Env. Mitigation Anlys:	Ongoing		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes
Safety/Security Elements:	Yes
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars 2010-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total	TIP Tier
Preliminary Engineering:			$ 2,718,727.00				$ 2,718,727.00	
Right-of-Way Acquisition:			$ 33,984,094.00				$ 33,984,094.00	
Construction:			$ 27,187,275.00				$ 27,187,275.00	
Total Project Cost:		$ -	$ 63,890,096.00	$ -	$ -	$ -	$ 63,890,096.00	
Federal Amount:			$ 51,112,079.00				$ 51,112,079.00	
State Amount:			$ 12,778,020.00				$ 12,778,020.00	
Local Amount:			$ -				$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

VLMPO Project Data Sheet

Project Information

Project Name:	US 84 Grade Separation at Norfolk Southern RR			PI Number:	422710	City:	Valdosta
Local Name/#:	Hill Ave.	State/US #:	US 84/SR 38	Local ID:	VL07	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Construct overpass Grade Separation on US 84 over several Norfolk Southern railroad tracks. Estimated 2033 traffic is 28600.								
Purpose and Need:	Minimize turning conflicts on US84 and side street intersections between Third Street and West Ave. Reduce delays at the NS RR crossing. Reduce delay for emergency services. Provide safe pedestrian access over RR crossing.								
Termini:	From:	West St.	To:	Central Ave.				Length (mi):	0.62
Current AADT:	16700	Year:	2008	# of Lanes:	4	Truck %:	11.5		
Future AADT:	20100	Year:	2013	# of Lanes:	4	85% Speed:	NA	Func. Class.:	U - Principal Arterial

Crash Year:	2005	2006	2007
PDO Crashes:	3	3	0
Injury Only:	1	1	3
Fatal/Injury:	0	0	0
Total Crashes:	4	4	3
Crash Rate:	1.12	/Mill Ent Veh	

Value Engineering Analysis:	Yes - Complete
Benfit/Cost Ratio:	NA - in TIP
Financial Plan:	NA
Local Priority:	NA - in TIP
Priority Selection Score:	NA - in TIP
Env. Mitigation Anlys:	NA

Base Yr LOS:	B
Build LOS:	B
No Build LOS:	B
Bridge Suff.	NA

Bike and Pedestrian:	Yes, six foot sidewalks
Intelligent Transportation:	NA
Land Use/Access Mgmt:	No change in access control.
Safety/Security Elements:	Grade Separation of RR will help iith crossing safety.
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2011	2012	2013	2014	2015		
Preliminary Engineering:	Q20		$ -				$ 1,500,000	Authorized
Right-of-Way Acquisition:	L050		$ 8,476,618				$ 8,476,618	Tier I
Construction:	L050		$ -		$ 14,381,361		$ 14,381,361	Tier I
Total Project Cost:		$ -	$ 8,476,618	$ -	$ 14,381,361	$ -	$ 24,357,979	
Federal Amount:			$ 6,781,294		$ 11,505,089		$ 18,286,383	
State Amount:			$ 1,695,324		$ 2,876,272		$ 4,571,596	
Local Amount:			$ -				$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	5/19/2005
Value Engineering Study	4/16/2009
Public Information Open House	9/16/2004
Environmental Approval	Est. 3/31/10
Preliminary Plans	Est. 3/31/10
R/W Plans Approved	Est. 8/15/10
Final Design	Est. 4/15/12
Let Date	12/12/2012
Project Manager:	Tim Matthews
Design Consultant:	GDOT In-House

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Cat Creek Road Bridge over Beatty Branch			PI Number:		City:	
Local Name/#:	777	State/US #:	NA	Local ID:	L001	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Replace bridge on Cat Creek Road over Beatty Branch
Purpose and Need:	Due to increased use and future growth in the area, this bridge needs to be replaced to maintain the corridor.

Termini: From: Beatty Branch To: Beatty Branch Length (mi): NA

Current AADT:	4663	Year:	2007	# of Lanes:	2	Truck %:	NA	
Future AADT:	5677	Year:	2035	# of Lanes:	2	85% Speed:	NA	Func. Class.: R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	A
Benfit/Cost Ratio:	-0.08	Build LOS:	B
Financial Plan:	Yes	No Build LOS:	B
Local Priority:	High	Bridge Sufficieny:	NA
Priority Selection Score:	14		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	No.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	No.
Safety/Security Elements:	Replace bridge.
Companion Projects:	No.

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 95,545.00				$ 95,545.00	
Right-of-Way Acquisition:			$ 19,109.00				$ 19,109.00	
Construction:			$ 955,452.00				$ 955,452.00	
Total Project Cost:		$ -	$ 1,070,106.00	$ -	$ -	$ -	$ 1,070,106.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 1,070,106.00				$ 1,070,106.00	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Lake Park - Bellville Rd, Wisenbaker Rd to I-75			PI Number:		City:	
Local Name/#:	274	State/US #:	NA	Local ID:	L019	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Widen Lake Park - Bellville Road, from Wisenbaker Road to I-75.
Purpose and Need:	Due to increased industrial and residential growth along this corridor, this road is to be widened to 5 lanes.

Termini: From: Wisenbaker Road To: I-75 Length (mi): 3.74

Current AADT:	2100	Year:	2005	# of Lanes:	2	Truck %:	25.65		
Future AADT:	9912	Year:	2035	# of Lanes:	4	85% Speed:	63.88	Func. Class.:	R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	1
Fatal/Injury:	0	0	0
Total Crashes:	0	0	1
Crash Rate:	0.87	/Mill Ent Veh	

Value Engineering Analysis:	Required	Base Yr LOS:	B
Benfit/Cost Ratio:	0.43	Build LOS:	C
Financial Plan:	NA	No Build LOS:	F
Local Priority:	High	Bridge Sufficieny:	NA
Priority Selection Score:	23		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Not determined at this time.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Not determined at this time.
Safety/Security Elements:	Not determined at this time.
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 1,015,574.00				$ 1,015,574.00	
Right-of-Way Acquisition:			$ 1,015,574.00				$ 1,015,574.00	
Construction:			$ 10,155,735.00				$ 10,155,735.00	
Total Project Cost:		$ -	$ 12,186,883.00	$ -	$ -	$ -	$ 12,186,883.00	
Federal Amount:			$ 9,749,505.60				$ 9,749,505.60	
State Amount:							$ -	
Local Amount:			$ 2,437,376.40				$ 2,437,376.40	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	N. Oak Ext., from Five points to Breckenridge Dr.			PI Number:	450510	City:	Valdosta
Local Name/#:	188	State/US #:	NA	Local ID:	G005	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Widening N. Oak Extension from a two or three lane section into a five lane section with bike lanes and sidewalks.
Purpose and Need:	Due to projected growth this project is needed to decrease congestion along this corridor. This project along with its two companion projects will facilitate the flow of traffic in north Valdosta.

Termini: From: N. Valdosta Road To: Breckenridge Drive Length (mi): 1.3

Current AADT:	6209	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	9143	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Principal Arterial

Crash Year:	2006	2007	2008				
PDO Crashes:	11	0	15	Value Engineering Analysis:	Not Required	Base Yr LOS:	D
Injury Only:	4	0	5	Benfit/Cost Ratio:	1.1	Build LOS:	C
Fatal/Injury:	0	0	0	Financial Plan:	NA	No Build LOS:	F
Total Crashes:	15	0	20	Local Priority:	High	Bridge Sufficieny:	NA
Crash Rate:	10.3	/Mill Ent Veh		Priority Selection Score:	28		
				Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes, bike lanes and/or sidewalks.
Intelligent Transportation:	Signals will be coordinated with exisiting citywide system.
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	Intersections will be modified to reduce crashes.
Companion Projects:	0007910, 0008604

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 744,212.00				$ 744,212.00	
Right-of-Way Acquisition:			$ 1,488,424.00				$ 1,488,424.00	
Construction:			$ 7,442,120.00				$ 7,442,120.00	
Total Project Cost:		$ -	$ 9,674,756.00	$ -	$ -	$ -	$ 9,674,756.00	
Federal Amount:			$ 7,739,804.80				$ 7,739,805	
State Amount:			$ 1,934,951.20				$ 1,934,951	
Local Amount:			$ 1,341,523.00				$ 1,341,523	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Forrest Street from Park to Bemiss			PI Number:	450200	City:	Valdosta
Local Name/#:	138	State/US #:	NA	Local ID:	G007	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Widen Forrest Street from a two lane road into a four or five lane road with bike lanes and sidewalks						
Purpose and Need:	The projected traffic warrants this project. The presence of both Valdosta High, W.G. Nunn Elementary, Dewar Elementary and Geogia Military College makes this a worthy project.						
Termini:	From:	Park	To:	Bemiss		Length (mi):	3.1

Current AADT:	11640	Year:	2008	# of Lanes:	2	Truck %:	NA	
Future AADT:	16392	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Minor Arterial

Crash Year:	2006	2007	2008				
PDO Crashes:	15	0	12	Value Engineering Analysis:	NA	Base Yr LOS:	C
Injury Only:	7	0	4	Benfit/Cost Ratio:	15.8	Build LOS:	C
Fatal/Injury:	0	0	0	Financial Plan:	NA	No Build LOS:	F
Total Crashes:	22	0	16	Local Priority:	NA	Bridge Sufficieny:	NA
Crash Rate:	5.96	/Mill Ent Veh		Priority Selection Score:	33		
				Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes, bike lanes and/or sidewalks are included.
Intelligent Transportation:	The signals will be coordinated with the existing citywide signal system.
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	Improvements will be made at intersections to reduce potential crash locations.
Companion Projects:	None.

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 2,119,914.00				$ 2,119,914.00	
Right-of-Way Acquisition:			$ 4,239,828.00				$ 4,239,828.00	
Construction:			$ 21,199,414.00				$ 21,199,414.00	
Total Project Cost:		$ -	$ 27,559,156.00	$ -	$ -	$ -	$ 27,559,156.00	
Federal Amount:			$ 22,047,106.40				$ 22,047,106	
State Amount:			$ 5,511,776.60				$ 5,511,777	
Local Amount:			$ 3,821,373.00				$ 3,821,373	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Five Points Intersection Improvements			PI Number:	0007910	City:	Valdosta
Local Name/#:	NA	State/US #:	US 41/SR 7 ALT	Local ID:	V003	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Reconfigure Five Points Intersection to accommodate future traffic projections and to address storm water runoff.						
Purpose and Need:	Approximately 55,000 vehicles per day travel through the Five Points Intersection. Improvements are needed to move more traffic while providing ingress/egress control to area properties, anticipating major future redevelopment.						
Termini:	From: Smithbriar Drive	To: Oak Street Extension				Length (mi):	0.25

Current AADT:	16350	Year: 2006	# of Lanes: 4	Truck %:	NA		
Future AADT:	21447	Year: 2035	# of Lanes: 4	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	6	0	9
Injury Only:	1	0	1
Fatal/Injury:	0	0	0
Total Crashes:	7	0	10
Crash Rate:	1.9	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	D
Benfit/Cost Ratio:	0.49	Build LOS:	E
Financial Plan:	NA	No Build LOS:	F
Local Priority:	Medium	Bridge Sufficieny:	NA
Priority Selection Score:	28		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes, sidewalks.
Intelligent Transportation:	Signals will be coordinated with the extisting citywide signal system.
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Intersections will be redesigned to improve safety and reduce crashes.
Companion Projects:	450510

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 412,252.00				$ 412,252.00	
Right-of-Way Acquisition:			$ 1,236,755.00				$ 1,236,755.00	
Construction:			$ 4,122,518.00				$ 4,122,518.00	
Total Project Cost:		$ -	$ 5,771,525.00	$ -	$ -	$ -	$ 5,771,525.00	
Federal Amount:			$ 4,617,220.00				$ 4,617,220	
State Amount:			$ 1,154,305.00				$ 1,154,305	
Local Amount:			$ -				$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/27/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Park Avenue, Forrest o Northside			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V024	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Add a center turn lane to Park Avenue from Forrest Street to the new proposed location of Northside Drive near J.L. Newburn Middle School.								
Purpose and Need:	Due to increased traffic congestion related to devlopment and the location of the J.L. Newburn Middle School, a center turn lane is reuqired to ease congestion related to left-turning vehicles.								
Termini:	From:	Forrest Street	To:	Northside Drive				Length (mi):	1.42
Current AADT:	3250	Year:	2006	# of Lanes:	2	Truck %:	NA		
Future AADT:	4477	Year:	2035	# of Lanes:	3	85% Speed:	NA	Func. Class.:	R - Minor Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	B
Benfit/Cost Ratio:	0.09	Build LOS:	A
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	19		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	NA
Companion Projects:	Yes, V011, V033, G007

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2030-2035		
Preliminary Engineering:			$ 499,077.00				$ 499,077.00	
Right-of-Way Acquisition:			$ 998,154.00				$ 998,154.00	
Construction:			$ 4,990,770.00				$ 4,990,770.00	
Total Project Cost:		$ -	$ 6,488,001.00	$ -	$ -	$ -	$ 6,488,001.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 6,488,001.00				$ 6,488,001	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Jerry Jones, Gornto to McRee Drive			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V023	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Add a center turn lane to Jerry Jones Drive, from Gornto Road to McRee Drive
Purpose and Need:	Add a center turn lane to releive congestion on this corridor from increased residential development and to ease the movement of through traffic on this busy cross-city corridor.
Termini:	From: Gornto Road To: McRee Drive Length (mi): 0.71

Current AADT:	4777	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	5901	Year:	2035	# of Lanes:	3	85% Speed:	NA	Func. Class.: U - Minor Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	14	0	15
Injury Only:	4	0	5
Fatal/Injury:	0	0	0
Total Crashes:	18	0	20
Crash Rate:	14.5	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	C
Benfit/Cost Ratio:	NA	Build LOS:	D
Financial Plan:	NA	No Build LOS:	D
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	22		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	Yes.
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	Yes.
Companion Projects:	Yes, V001

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 293,975.00				$ 293,975.00	
Right-of-Way Acquisition:			$ 881,926.00				$ 881,926.00	
Construction:			$ 2,939,752.00				$ 2,939,752.00	
Total Project Cost:		$ -	$ 4,115,653.00	$ -	$ -	$ -	$ 4,115,653.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 4,115,652.00				$ 4,115,652	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	W. Hill Ave. at St. Augustine Road			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	SR 133/US 84	Local ID:	V009	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	A westbound right drop lane is needed to improve traffic safety and reduce congestion.
Purpose and Need:	A right drop turn lane for westbound motorists trying to reach the mall area is needed to improve the operation of the existing intersection.
Termini:	From: St. Augustine Road To: St. Augustine Road
Length (mi):	0.15

Current AADT:	16683	Year:	2006	# of Lanes:	5	Truck %:	NA	
Future AADT:	21576	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	12	0	0
Injury Only:	5	0	0
Fatal/Injury:	0	0	0
Total Crashes:	17	0	0
Crash Rate:	1.86	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	B
Benfit/Cost Ratio:	3.82	Build LOS:	C
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	29		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes
Intelligent Transportation:	Yes
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 73,860.00				$ 73,860.00	
Right-of-Way Acquisition:			$ 147,720.00				$ 147,720.00	
Construction:			$ 738,599.00				$ 738,599.00	
Total Project Cost:		$ -	$ 960,179.00	$ -	$ -	$ -	$ 960,179.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 960,179.00				$ 960,179	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Lake Park - Bellville Road at SR 376			PI Number:		City:	Lake Park
Local Name/#:	NA	State/US #:	SR 376	Local ID:	L002	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Realignment of the intersection of Lake Park - Bellville Road and SR 376 in Lake Park.						
Purpose and Need:	Realign the intersection to improve safety and accessibility of future truck traffic anticipated along this corrdir due to heaving industrial growth.						
Termini:	From: New Intersection	To: New Intersection				Length (mi):	NA

Current AADT:	1950	Year: 2008	# of Lanes: 2	Truck %:	NA		
Future AADT:	8570	Year: 2035	# of Lanes: 2	85% Speed:	NA	Func. Class.:	R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	A
Benfit/Cost Ratio:	8.3	Build LOS:	F
Financial Plan:	Yes	No Build LOS:	D
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	20		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	No.
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	Yes.
Companion Projects:	No.

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 50,000.00				$ 50,000.00	
Right-of-Way Acquisition:			$ 100,000.00				$ 100,000.00	
Construction:			$ 500,000.00				$ 500,000.00	
Total Project Cost:		$ -	$ 650,000.00	$ -	$ -	$ -	$ 650,000.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 650,000.00				$ 650,000	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Val Del Road at Clyattstone Road			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L013	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Val Del Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.
Purpose and Need:	Improve safety and congestion along this corridor for future planned development.
Termini:	From: Clyattstone Road To: Clyattstone Road Length (mi): NA

Current AADT:	5108	Year:	2006	# of Lanes:	2	Truck %:	0.65		
Future AADT:	5521	Year:	2035	# of Lanes:	2	85% Speed:	67.46	Func. Class.:	R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0.00	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	C
Benfit/Cost Ratio:	1.78	Build LOS:	D
Financial Plan:	NA	No Build LOS:	D
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	17		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes.
Companion Projects:	Yes, Val Del Road Corridor Intersection Improvements - L0012, L014

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 32,243.00				$ 32,243.00	
Right-of-Way Acquisition:			$ 32,243.00				$ 32,243.00	
Construction:			$ 322,433.00				$ 322,433.00	
Total Project Cost:		$ -	$ 386,919.00	$ -	$ -	$ -	$ 386,919.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 386,919.00				$ 386,919	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Loch Laurel Road at Carroll Ulmer Road			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L015	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Loch Laurel Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.								
Purpose and Need:	Improve intersection for anticipated future growth along this and adjoinign corrdiros to reeleive congestion and improve safety.								
Termini:	From:	Carroll Ulmer Road	To:	Carroll Ulmer Road			Length (mi):	NA	
Current AADT:	2520	Year:	2006	# of Lanes:	2	Truck %:	0.3		
Future AADT:	4498	Year:	2035	# of Lanes:	2	85% Speed:	59.23	Func. Class.:	R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0.00	/Mill Ent Veh	

Value Engineering Analysis:	NA
Benfit/Cost Ratio:	3.09
Financial Plan:	NA
Local Priority:	NA
Priority Selection Score:	16
Env. Mitigation Anlys:	NA

Base Yr LOS:	B
Build LOS:	D
No Build LOS:	D
Bridge Sufficieny:	NA

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	Yes, Loch Laurel Road Corridor Intersection Improvements - L0016, L017

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 32,243.00				$ 32,243.00	
Right-of-Way Acquisition:			$ 32,243.00				$ 32,243.00	
Construction:			$ 322,433.00				$ 322,433.00	
Total Project Cost:		$ -	$ 386,919.00	$ -	$ -	$ -	$ 386,919.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 386,919.00				$ 386,919	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Val Del Road at McMillan Road			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L012	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Val Del Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.
Purpose and Need:	Improve intersection for anticipated future growth along this and adjoinign corrdiros to reeleive congestion and improve safety.

Termini: From: McMillan Road To: McMillan Road Length (mi): NA

Current AADT:	6510	Year:	2008	# of Lanes:	2	Truck %:	NA	
Future AADT:	7678	Year:	2035	# of Lanes:	2	85% Speed:	NA	Func. Class.: R - Minor Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	3	0	0
Fatal/Injury:	0	0	0
Total Crashes:	3	0	0
Crash Rate:	0.84	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	B
Benfit/Cost Ratio:	6.12	Build LOS:	C
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	16		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	Yes, Val Del Road Corridor Intersection Improvements - L0013, L014

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2015	2020	2025	2030	2035		
Preliminary Engineering:			$ 32,243.00				$ 32,243.00	
Right-of-Way Acquisition:			$ 32,243.00				$ 32,243.00	
Construction:			$ 322,433.00				$ 322,433.00	
Total Project Cost:		$ -	$ -	$ -	$ -	$ -	$ 386,919.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 386,919.00				$ 386,919	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Cat Creek Road at Radar Site Road			PI Number:		City:	
Local Name/#:	777	State/US #:		Local ID:	L009	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Cat Creek Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.								
Purpose and Need:	Improve intersection for anticipated future growth along this and adjoinign corrdiros to reeleive congestion and improve safety.								
Termini:	From:	Radar Site Road	To:	Radar Site Road			Length (mi):	0.15	
Current AADT:	5624	Year:	2007	# of Lanes:	2	Truck %:	NA		
Future AADT:	3100	Year:	2035	# of Lanes:	2	85% Speed:	NA	Func. Class.:	R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0.00	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	C
Benfit/Cost Ratio:	NA	Build LOS:	C
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	9		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	Yes, Cat Creek Road Corridor Intersection Improvements - L008, L010, L011

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 32,243.00				$ 32,243.00	
Right-of-Way Acquisition:			$ 32,243.00				$ 32,243.00	
Construction:			$ 322,433.00				$ 322,433.00	
Total Project Cost:		$ -	$ 386,919.00	$ -	$ -	$ -	$ 386,919.00	
Federal Amount:			$ -				$ -	
State Amount:			$ -				$ -	
Local Amount:			$ 386,919.00				$ 386,919	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	I-75 Bridges, Exit 22 and Exit 29			PI Number:	0000762	City:	Hahira
Local Name/#:	NA	State/US #:	SR 401	Local ID:	G015	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC

Project Details

Project Description:	The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future.clear zones remaining
Purpose and Need:	The principal reasons for reconstructing the various Interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes.

Termini: From: Exit 22 To: Exit 29 Length (mi): 1.42

Current AADT:	8254	Year:	2006	# of Lanes:	2	Truck %:	NA
Future AADT:	10611	Year:	2035	# of Lanes:	4	85% Speed:	NA

Func. Class.: R - Interstate

Crash Year:	2006	2007	2008
PDO Crashes:	1	0	7
Injury Only:	1	0	3
Fatal/Injury:	0	0	0
Total Crashes:	2	0	10
Crash Rate:	2.66 /Mill Ent Veh		

Value Engineering Analysis:	Complete
Benfit/Cost Ratio:	0.05
Financial Plan:	NA
Local Priority:	Medium
Priority Selection Score:	NA
Env. Mitigation Anlys:	Ongoing

Base Yr LOS:	B
Build LOS:	D
No Build LOS:	C
Bridge Sufficieny:	Varies

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes
Safety/Security Elements:	Yes
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:			$ 4,185,393.91				$ 4,185,393.91	
Right-of-Way Acquisition:			$ 6,278,090.86				$ 6,278,090.86	
Construction:			$ 41,853,939.09				$ 41,853,939.09	
Total Project Cost:		$ -	$ 52,317,423.86	$ -	$ -	$ -	$ 52,317,423.86	
Federal Amount:			$ 41,853,939.20				$ 41,853,939.20	
State Amount:			$ 10,463,484.80				$ 10,463,484.80	
Local Amount:			$ -				$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Old Quitman Road Bridge Replacement			PI Number:		City:	
Local Name/#:		State/US #:		Local ID:	L022	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	2 - Bishop	RC:	SGRC

Project Details

Project Description:	Replace the bridge over the CSX Railroad on Old Quitman Road
Purpose and Need:	This needs to be made a functionally classified road, to be eligible for federal funds.
Termini:	From: CSX Railroad To: CSX Railroad Length (mi): 0.25

Current AADT:	180	Year:	2008	# of Lanes:	2	Truck %:	0.8		
Future AADT:		Year:		# of Lanes:	2	85% Speed:	53.94	Func. Class.:	R - Local

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0.00	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	
Benfit/Cost Ratio:	NA	Build LOS:	
Financial Plan:	NA	No Build LOS:	
Local Priority:	NA	Bridge Sufficieny:	
Priority Selection Score:	9		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes, increase bridge safety through reconstruction
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 176,679.00			$ 176,679.00	
Right-of-Way Acquisition:				$ 35,339.00			$ 35,339.00	
Construction:				$ 1,766,795.00			$ 1,766,795.00	
Total Project Cost:		$ -	$ -	$ 1,978,813.00	$ -	$ -	$ 1,978,813.00	
Federal Amount:				$ -			$ -	
State Amount:				$ -			$ -	
Local Amount:				$ 1,978,810.00			$ 1,978,810	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Howell Road Bridge Replacement			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L023	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Replace the bridge over Grand Bay Creek on Howell Road
Purpose and Need:	This bridge is deteriorating and is in need of replacement due to futre safety concerns.
Termini:	From: Grand Bay Creek To: Grand Bay Creek Length (mi): 0.07

Current AADT:	690	Year:	2007	# of Lanes:	2	Truck %:	2.5		
Future AADT:		Year:		# of Lanes:	2	85% Speed:	69.98	Func. Class.:	R - Minor Collector

Crash Year:	2006	2007	2008				
PDO Crashes:	0	0	0	Value Engineering Analysis:	NA	Base Yr LOS:	B
Injury Only:	0	0	0	Benfit/Cost Ratio:	NA	Build LOS:	B
Fatal/Injury:	0	0	0	Financial Plan:	NA	No Build LOS:	B
Total Crashes:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	60.33
Crash Rate:	0.00	/Mill Ent Veh		Priority Selection Score:	9		
				Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 212,015.00			$ 212,015.00	
Right-of-Way Acquisition:				$ 42,403.00			$ 42,403.00	
Construction:				$ 2,120,154.00			$ 2,120,154.00	
Total Project Cost:		$ -	$ -	$ 2,374,572.00	$ -	$ -	$ 2,374,572.00	
Federal Amount:				$ -			$ -	
State Amount:				$ -			$ -	
Local Amount:				$ 2,374,572.00			$ 2,374,572	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Cat Creek Road at New Bethel Road			PI Number:		City:	
Local Name/#:	777	State/US #:	NA	Local ID:	L010	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Cat Creek Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.
Purpose and Need:	This project is needed to increase safety and capacity, along with other intersections along this corridor. This project will help aleviate future congestion as this area continues to grow, delaying the need for additional roadway capacity.

Termini: From: New Bethel Road To: New Bethel Road Length (mi): 0

Current AADT:	6193	Year:	2007	# of Lanes:	2	Truck %:	0.35		
Future AADT:	4750	Year:	2035	# of Lanes:	2	85% Speed:	62.91	Func. Class.:	R - Major Collector

Crash Year:	2006	2007	2008		
PDO Crashes:	1	0	0		
Injury Only:	0	0	0		
Fatal/Injury:	0	0	0		
Total Crashes:	1	0	0		
Crash Rate:	0.29	/Mill Ent Veh			

Value Engineering Analysis:	NA
Benfit/Cost Ratio:	0.76
Financial Plan:	NA
Local Priority:	NA
Priority Selection Score:	9
Env. Mitigation Anlys:	NA

Base Yr LOS:	B
Build LOS:	C
No Build LOS:	C
Bridge Sufficieny:	NA

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	NA
Companion Projects:	Yes, Cat Creek Road Corridor Intersection Improvements - L008, L009, L011

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 35,774.00			$ 35,774.00	
Right-of-Way Acquisition:				$ 35,774.00			$ 35,774.00	
Construction:				$ 357,740.00			$ 357,740.00	
Total Project Cost:		$ -	$ -	$ 429,288.00	$ -	$ -	$ 429,288.00	
Federal Amount:				$ -			$ -	
State Amount:				$ -			$ -	
Local Amount:				$ 429,288.00			$ 429,288	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Old 41 N, from US 41/N Valdosta Road to Union Rd.			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L018	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Widen Old 41 North, from US 41/North Valdosta Road to Union Road								
Purpose and Need:	Due to increased growth and development along this corridor, this road needs to be widened to increase capacity and safety.								
Termini:	From:	US 41/N Valdosta Road	To:	Union Road				Length (mi):	2.91
Current AADT:	3840	Year:	2006	# of Lanes:	2	Truck %:	NA		
Future AADT:	6880	Year:	2035	# of Lanes:	4	85% Speed:	NA	Func. Class.:	U - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	6	0	1
Injury Only:	1	0	1
Fatal/Injury:	0	0	0
Total Crashes:	7	0	2
Crash Rate:	4.28	/Mill Ent Veh	

Value Engineering Analysis:	Required
Benfit/Cost Ratio:	0.66
Financial Plan:	NA
Local Priority:	Medium
Priority Selection Score:	23
Env. Mitigation Anlys:	NA

Base Yr LOS:	C
Build LOS:	D
No Build LOS:	E
Bridge Sufficieny:	NA

Bike and Pedestrian:	Yes
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Undetermined at this time
Safety/Security Elements:	Undetermined at this time
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 921,913.00			$ 921,913.00	
Right-of-Way Acquisition:				$ 1,843,826.00			$ 1,843,826.00	
Construction:				$ 9,219,129.00			$ 9,219,129.00	
Total Project Cost:		$ -	$ -	$ 11,984,868.00	$ -	$ -	$ 11,984,868.00	
Federal Amount:				$ 9,587,894.40			$ 9,587,894	
State Amount:				$ -			$ -	
Local Amount:				$ 2,396,973.60			$ 2,396,974	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/18/2010

VLMPO Project Data Sheet

Project Information

Project Name:	N. Oak Ext., from Five points to Breckenridge Dr.			PI Number:	0008604	City:	Valdosta
Local Name/#:		State/US #:	NA	Local ID:	G004	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Widening N. Oak Extension from a two or three lane section into a five lane section with bike lanes and sidewalks.								
Purpose and Need:	Due to projected growth this project is needed.								
Termini:	From:	Breckenridge Drive	To:	Forrest Street				Length (mi):	1.67
Current AADT:	3083	Year:	2006	# of Lanes:	2	Truck %:	NA		
Future AADT:	3854	Year:	2035	# of Lanes:	4	85% Speed:	NA	Func. Class.:	R - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	6	0	4
Injury Only:	5	0	2
Fatal/Injury:	0	0	0
Total Crashes:	11	0	6
Crash Rate:	10.1	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	B
Benfit/Cost Ratio:	0.32	Build LOS:	B
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	25		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	Yes.
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	Yes.
Companion Projects:	Yes, G005

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 921,913.00			$ 921,913.00	
Right-of-Way Acquisition:				$ 1,843,826.00			$ 1,843,826.00	
Construction:				$ 9,219,129.00			$ 9,219,129.00	
Total Project Cost:		$ -	$ -	$ 11,984,868.00	$ -	$ -	$ 11,984,868.00	
Federal Amount:				$ 9,587,894.40			$ 9,587,894	
State Amount:				$ 2,396,973.60			$ 2,396,974	
Local Amount:				$ 1,833,981.00			$ 1,833,981	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/18/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Old Clyattville Road, I-75 to Ousley Road			PI Number:		City:	
Local Name/#:	785	State/US #:	NA	Local ID:	L024	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	2 - Bishop	RC:	SGRC

Project Details

Project Description:	Widen Old Clyattville Road, from I-75 to Ousley Road								
Purpose and Need:	Increased traffic from industrial and receational users as well as general increased growth will push this roadway to capacity by 2035.								
Termini:	From:	I-75	To:	Ousley Road				Length (mi):	5.04
Current AADT:	1609	Year:	2006	# of Lanes:	2	Truck %:	8.7		
Future AADT:	2979	Year:	2035	# of Lanes:	4	85% Speed:	64.81	Func. Class.:	R - Minor Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	2	0	6
Injury Only:	2	0	2
Fatal/Injury:	0	0	0
Total Crashes:	4	0	8
Crash Rate:	13.62	/Mill Ent Veh	

Value Engineering Analysis:	Required	Base Yr LOS:	B
Benfit/Cost Ratio:	0.06	Build LOS:	B
Financial Plan:		No Build LOS:	E
Local Priority:	Medium	Bridge Sufficieny:	NA
Priority Selection Score:	17		
Env. Mitigation Anlys:			

Bike and Pedestrian:	Not determined at this time
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Not determined at this time
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 1,126,782.00			$ 1,126,782.00	
Right-of-Way Acquisition:				$ 1,126,782.00			$ 1,126,782.00	
Construction:				$ 11,267,825.00			$ 11,267,825.00	
Total Project Cost:		$ -	$ -	$ 13,521,389.00	$ -	$ -	$ 13,521,389.00	
Federal Amount:				$ 10,817,111.20			$ 10,817,111	
State Amount:				$ -			$ -	
Local Amount:				$ 2,704,277.80			$ 2,704,278	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

8/18/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Old Clyattville Road, Mud Creek to Industrial Blvd			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V006	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Create a five lane section to serve the Azalea and Azalea West Industrial Parks (Cost: $1.5 million)						
Purpose and Need:	There is an existing four lane divided highway on either end of the section in question. Due to right-of-way issues a five lane section is proposed.						
Termini:	From:	Mud Creek	To:	Gil Harbin Industrial Boulevard		Length (mi):	0.61

Current AADT:	3,500	Year:	2007	# of Lanes:	2	Truck %:	35
Future AADT:	6,391	Year:	2035	# of Lanes:	5	85% Speed:	45

Func. Class.: R - Principal Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	5
Injury Only:	0	0	1
Fatal/Injury:	0	0	0
Total Crashes:	0	0	6
Crash Rate:	3.13	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	B
Benfit/Cost Ratio:	0.06	Build LOS:	C
Financial Plan:	NA	No Build LOS:	C
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	20		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	NA
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 637,653.00			$ 637,653.00	
Right-of-Way Acquisition:				$ 637,653.00			$ 637,653.00	
Construction:				$ 6,376,529.00			$ 6,376,529.00	
Total Project Cost:		$ -	$ -	$ 7,651,835.00	$ -	$ -	$ 7,651,835.00	
Federal Amount:				$ -			$ -	
State Amount:				$ -			$ -	
Local Amount:				$ 7,651,853.00			$ 7,651,853	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Northside Dr. from Jaycee Shack Rd. to Park Ave.			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V011	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Extend Northside Drive from Jaycee Shack Road to Park Avenue, new road construction								
Purpose and Need:	Connect potential future development areas to the regional transportation network.								
Termini:	From:	Jaycee Shack Road	To:	Park Avenue				Length (mi):	0.57
Current AADT:	NA	Year:		# of Lanes:	0	Truck %:	NA		
Future AADT:	NA	Year:		# of Lanes:	2	85% Speed:	NA	Func. Class.:	

Crash Year:	2006	2007	2008				
PDO Crashes:	0	0	0	Value Engineering Analysis:	NA	Base Yr LOS:	
Injury Only:	0	0	0	Benfit/Cost Ratio:	NA	Build LOS:	C
Fatal/Injury:	0	0	0	Financial Plan:	NA	No Build LOS:	
Total Crashes:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	NA
Crash Rate:	0	/Mill Ent Veh		Priority Selection Score:	16		
				Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	Yes.
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	NA
Companion Projects:	Yes, V024

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 436,207.00			$ 436,207.00	
Right-of-Way Acquisition:				$ 436,207.00			$ 436,207.00	
Construction:				$ 4,362,070.00			$ 4,362,070.00	
Total Project Cost:		$ -	$ -	$ 5,234,484.00	$ -	$ -	$ 5,234,484.00	
Federal Amount:				$ -			$ -	
State Amount:				$ -			$ -	
Local Amount:				$ 5,234,484.00			$ 5,234,484	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Loch Laurel Road at Dasher Road			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L016	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Loch Laurel Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.								
Purpose and Need:	Construct intersection imporvements to reduce crashes and provide for more capacity at the intersection.								
Termini:	From:	Dasher Road	To:	Dasher Road			Length (mi):	0.15	
Current AADT:	2980	Year:	2009	# of Lanes:	2	Truck %:	NA		
Future AADT:	3849	Year:	2035	# of Lanes:	2	85% Speed:	NA	Func. Class.:	R - Minor Arterial

Crash Year:	2006	2007	2008	Value Engineering Analysis:	NA	Base Yr LOS:	A
PDO Crashes:	0	0	1	Benfit/Cost Ratio:	1.68	Build LOS:	C
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficieny:	NA
Total Crashes:	0	0	1	Priority Selection Score:	14		
Crash Rate:	0.61	/Mill Ent Veh		Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes.
Companion Projects:	Yes, Loch Laurel Road Corridor Intersection Improvements - L0015, L017

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 35,774.00			$ 35,774.00	
Right-of-Way Acquisition:				$ 35,774.00			$ 35,774.00	
Construction:				$ 357,740.00			$ 357,740.00	
Total Project Cost:		$ -	$ -	$ 429,288.00	$ -	$ -	$ 429,288.00	
Federal Amount:				$ -			$ -	
State Amount:				$ -			$ -	
Local Amount:				$ 429,288.00			$ 429,288	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	I-75 Bridges, Exit 11			PI Number:		City:	
Local Name/#:	NA	State/US #:	SR 401	Local ID:	G016	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC

Project Details

Project Description:	The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future.clear zones remaining
Purpose and Need:	The principal reasons for reconstructing the various Interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes.
Termini:	From: Exit 11 To: Exit 11 Length (mi): NA

Current AADT:	10668	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	15718	Year:	2035	# of Lanes:	5	85% Speed:	NA	Func. Class.: R - Interstate

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	Complete	Base Yr LOS:	A
Benfit/Cost Ratio:	NA	Build LOS:	B
Financial Plan:	NA	No Build LOS:	C
Local Priority:	Low	Bridge Sufficieny:	Varies
Priority Selection Score:	NA		
Env. Mitigation Anlys:	Ongoing		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes
Safety/Security Elements:	Yes
Companion Projects:	NA

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:				$ 2,612,332.47			$ 2,612,332.47	
Right-of-Way Acquisition:				$ 13,845,362.07			$ 13,845,362.07	
Construction:				$ 26,123,324.67			$ 26,123,324.67	
Total Project Cost:		$ -	$ -	$ 42,581,019.21	$ -	$ -	$ 42,581,019.21	
Federal Amount:				$ 34,064,815.95			$ 34,064,815.95	
State Amount:				$ 8,516,203.99			$ 8,516,203.99	
Local Amount:				$ -			$ -	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Loch Laurel Road at Corinth Church Road			PI Number:		City:	
Local Name/#:	NA	State/US #:	NA	Local ID:	L017	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Loch Laurel Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.
Purpose and Need:	Improve safety and gongestion along this major collecotr road that will attract traffic from adjacent future growth areas.
Termini:	From: Corinth Church Road To: Corinth Church Road Length (mi): 0.15

Current AADT:	3222	Year:	2009	# of Lanes:	2	Truck %:	NA
Future AADT:	2752	Year:	2035	# of Lanes:	2	85% Speed:	NA

Func. Class.: R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0.00	/Mill Ent Veh	

Value Engineering Analysis:	NA
Benfit/Cost Ratio:	0.52
Financial Plan:	NA
Local Priority:	NA
Priority Selection Score:	12
Env. Mitigation Anlys:	NA

Base Yr LOS:	A
Build LOS:	B
No Build LOS:	B
Bridge Sufficieny:	NA

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes
Companion Projects:	Yes, Loch Laurel Road Corridor Intersection Improvements - L0015, L016

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:					$ 39,691.00		$ 39,691.00	
Right-of-Way Acquisition:					$ 39,691.00		$ 39,691.00	
Construction:					$ 396,914.00		$ 396,914.00	
Total Project Cost:		$ -	$ -	$ -	$ 476,296.00	$ -	$ 476,296.00	
Federal Amount:					$ -		$ -	
State Amount:					$ -		$ -	
Local Amount:					$ 476,296.00		$ 476,296	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Cat Creek Road at Hambrick Road			PI Number:		City:	
Local Name/#:	777	State/US #:	NA	Local ID:	L011	County:	Lowndes
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC

Project Details

Project Description:	Along with other projects along Cat Creek Road Corridor, construct intersection improvements includeing lane widening and add turn lanes where appropriate.
Purpose and Need:	Inprove safety and congestion along this future growth corridor.

Termini: From: Hambrick Road To: Hambrick Road Length (mi): 0.2

Current AADT:	5820	Year:	2007	# of Lanes:	2	Truck %:	0.5	
Future AADT:	1881	Year:	2035	# of Lanes:	2	85% Speed:	58.82	Func. Class.: R - Major Collector

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	A
Benfit/Cost Ratio:	0.22	Build LOS:	B
Financial Plan:	NA	No Build LOS:	B
Local Priority:	NA	Bridge Sufficieny:	NA
Priority Selection Score:	6		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	NA
Safety/Security Elements:	Yes.
Companion Projects:	Yes, Cat Creek Road Corridor Intersection Improvements - L008, L009, L010

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:					$ 39,691.00		$ 39,691.00	
Right-of-Way Acquisition:					$ 39,691.00		$ 39,691.00	
Construction:					$ 396,914.00		$ 396,914.00	
Total Project Cost:		$ -	$ -	$ -	$ 476,296.00	$ -	$ 476,296.00	
Federal Amount:					$ -		$ -	
State Amount:					$ -		$ -	
Local Amount:					$ 476,296.00		$ 476,296	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/2/2010

VLMPO Project Data Sheet

Project Information

Project Name:	Lankford Drive, from Norman Drive to James Road			PI Number:		City:	Valdosta
Local Name/#:	NA	State/US #:	NA	Local ID:	V015	County:	Lowndes
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC

Project Details

Project Description:	Extend Lankford Drive from Norman Drive to James Road, over I-75 with no interchange.						
Purpose and Need:	To increase access to future developmenton the west side of I-75.						
Termini:	From:	Norman Drive	To:	James Road		Length (mi):	0.84

Current AADT:		Year:		# of Lanes:		Truck %:	
Future AADT:		Year:		# of Lanes:	2	85% Speed:	

Func. Class.: U - Minor Arterial

Crash Year:	2006	2007	2008
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0
Crash Rate:	0	/Mill Ent Veh	

Value Engineering Analysis:	NA	Base Yr LOS:	
Benfit/Cost Ratio:	NA	Build LOS:	D
Financial Plan:	NA	No Build LOS:	
Local Priority:	NA	Bridge Sufficieny:	
Priority Selection Score:	17		
Env. Mitigation Anlys:	NA		

Bike and Pedestrian:	NA
Intelligent Transportation:	NA
Land Use/Access Mgmt:	Yes.
Safety/Security Elements:	NA
Companion Projects:	Yes, V010

Project Funding

Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2010-2015	2016-2020	2021-2025	2026-2030	2031-2035		
Preliminary Engineering:						$ 1,426,461.00	$ 1,426,461.00	
Right-of-Way Acquisition:						$ 2,852,921.00	$ 2,852,921.00	
Construction:						$ 14,264,606.00	$ 14,264,606.00	
Total Project Cost:		$ -	$ -	$ -	$ -	$ 18,543,988.00	$ 18,543,988.00	
Federal Amount:						$ -	$ -	
State Amount:						$ -	$ -	
Local Amount:						$ 18,543,987.00	$ 18,543,987	

Project Timeline

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	

Project Location Map

9/20/2010

Appendix F – Illustrative Project Listing

2035 Valdosta-Lowndes MPO Transportation Plan Illustrative Project List

PI #	VLMPO ID	Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	Total Costs	B/P	Freight	Miles	Total Lanes
	V022	Valdosta	Clay Road	US 84/Hill Avenue	New Statenville Highway	Center Turn Lane	$ 7,204,352	N	Y	1.710018388	3
0001566	G008	GDOT	US 84	Valdosta City Limits	Lanier County Line	Median Turn Lanes	$ 7,921,582	N	Y	12.28	4
0001559	G009	GDOT	US 84	Quitman City Limits	Valdosta City Limits	Median Turn Lanes	$ 8,475,964	N	Y	8.22	4
	G011	GDOT	SR 122	Union Road	Main Street	Added Travel Lanes	$ 5,279,874	Y	Y	0.51	4
	G012	GDOT	SR 125/Bemiss Road	Lowndes County Line	Ray City Limits	Added Travel Lanes	$ 30,225,972	N	Y	2.95	4
	L004	Lowndes	"Western Perimeter"	SR 31/Madison Hwy.	Old Clyattville Road	New Road CST	$ 22,040,610	N	Y	2.42	4
	L005	Lowndes	"Western Perimeter"	Old Clyattville Road	US 84	New Road CST	$ 28,346,481	N	Y	3.53	4
	L006	Lowndes	Orr Road	Staten Road	North Valdosta Road	New Road CST	$ 20,872,930	N	N	2.96	2
	L007	Lowndes	Orr Road	Skipper Bridge	SR 125/Bemiss Road	New Road CST	$ 6,125,790	N	N	0.76	2
	L025	Lowndes	New Bethel Road	Lanier County Line	SR 125/Bemiss Road	Added Travel Lanes	$ 15,422,673	N	N	2.47	4
	La001	Lanier	Boyett Road	Lowndes County Line	SR 122/Lakeland Hahira Road	Added Travel Lanes	$ 6,754,329	N	N	0.60	4
	V004	Valdosta	Baytree Road	Gornto Road	I-75	Added Travel Lanes	$ 6,854,776	N	N	0.40	5
	V005	Valdosta	Baytree Road	I-75	St. Augustine Road	New Road CST	$ 15,994,953	N	N	0.17	4
	V014	Valdosta	Forrest Street Extension	SR 125/Bemiss Road	Cherry Creek Road	New Road CST	$ 9,522,981	Y	N	1.50	2
	V016	Valdosta	"South Bypass"	US 84/Hill Avenue	St. Augustine Road	New Road CST	$ 45,907,530	N	Y	2.51	4
	V017	Valdosta	"South Bypass"	St. Augustine Road	Inner Perimeter Road	New Road CST	$ 60,532,403	Y	Y	4.08	4
	V020	Valdosta	Magnolia Street	Orange Street	Lamar Street	New Road CST	$ 2,236,675	N	N	0.05	2
	V021	Valdosta	"New Street"	Norman Drive	Gordon Street	New Road CST	$ 4,502,412	N	N	0.48	2
	V028	Valdosta	Clay Road	Statenville Road	Patterson Street	New Road CST	$ 4,908,722	N	Y	0.73	2
	V032	Valdosta	US 84/Hill Avenue	Boone Dairy Road	Boone Dairy Road	Intersection Improvement	$ 866,281	N	N	0.15	NA
	L021	Lowndes	SR 376	SR 31/Madison Hwy.	Old Clyattville Road	New Road CST	$ 4,035,600	N	Y	0.68	2
	V008	Valdosta	Baytree Road	Sugar Creek	Oak Street	Center Turn Lane	$ 6,814,971	Y	N	1.37	5
	V031	Valdosta	Park Avenue	Lee Street	Ashley Street	Added Travel Lanes	$ 970,541	Y	N	0.14	5
	G013	GDOT	Loch Laurel Road	Bevel Creek	Bevel Creek	Bridge Replacement	$ 3,457,475	Y	N	0.01	NA
	V034	Valdosta	Alden Drive	Patterson Street	Baytree Road	Center Turn Lane	$ 5,891,300	Y	N	1.52	3
	V018	Valdosta	Connell Drive	Ashley Street	Oak Street	New Road CST	$ 2,054,062	N	Y	0.18	2
	V019	Valdosta	Garden Drive	Ashley Street	Patterson Street	New Road CST	$ 873,056	N	Y	0.06	2
	V012	Valdosta	North Valdosta Road	Five Points	Withlacoochee River	Added Travel Lanes	$ 23,768,596	Y	Y	2.09	6
	G018	GDOT	I-75	Exit 5	Exit 5	Interhange Improvement	$ 45,000,000	Y	Y	0.25	5
	G019	GDOT	I-75	Loch Laurel Road	Loch Laurel Road	Bridge Replacement	$ 9,945,936	N	N	0.25	2
	V036	Valdosta	Gornto Road	Oak Street	Jerry Jones Drive	Added Travel Lanes	$ 10,850,970	Y	N	0.94	4
	V035	Valdosta	Country Club Drive	Jerry Jones Deive	North Valdosta Road	Added Travel Lanes	$ 8,523,438	Y	N	0.75	4
	L027	Lowndes	Skipper Bridge Road	Orr Road	Staten Road	Added Travel Lanes	$ 23,984,136	Y	N	3.5	4
	L028	Lowndes	Studstill Road	Knoghts Academy Road	Bemiss-Knights Academy Road	Added Travel Lanes	$ 13,669,712	Y	N	1.8	4
	G021	GDOT	SR 376	Loch Laurel Road	SR 31/Madison Highway	Added Travel Lanes	$ 31,748,058	N	Y	4.86	4
	L029	Lowndes	Val Del Road	North Valdosta Road	McMillan Road	Added Travel Lanes	$ 28,646,135	Y	N	4.31	4

Dollar amounts shown are in 2010 dollars and not adjusted for inflation.

$ 530,231,276

Appendix G – References Cited

[i] Retail Pull Factor and Explanation, City of Valdosta, 2009.

[ii] Pg, 11; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[iii] Pg. 11; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[iv] Pg. 18; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[v] Pg. 20; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[vi] Pg. 23; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[vii] Pg. 25; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[viii] Pg. 29; Economic Projections through 2035 for Lowndes, Lanier and Berrien Counties; Dr. Cliff Lipscomb and Dr. Attila Cseh; Valdosta State University, Center for Business and Economic Research; October, 2009.

[ix] http://www.industrialauthority.com/index.php/awards.html

[x] http://www.fhwa.dot.gov/context/what.cfm

[xi] CFR 450.322g

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Adopted – September 14, 2010

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