

2040 Transportation Vision Plan



**Valdosta-Lowndes
Metropolitan Planning
Organization**

2040 Transportation Vision Plan

Valdosta-Lowndes Metropolitan Planning Organization

Adoption Date: September 2, 2015



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This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

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Adoption Resolutions

RESOLUTION FY2015-4

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

RESOLUTION TO Accept & Endorse the Base Year (2010) Travel Demand Model for the 2040 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 updated November 1, 2012; 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 Valdosta-Lowndes MPO is required to develop a Long Range Transportation Plan as required by Title 23 (USC 134 Section 450.322); and

WHEREAS, it is necessary to project the long term population growth patterns and resulting traffic volumes using existing traffic counts for 2010 for the purpose of calibrating with findings for the traffic model for the year 2040; and

Now, BE IT RESLOVED that the VLMPO Policy Committee accepts and endorses the base year traffic model for the Valdosta-Lowndes MPO region as developed by the VLMPO and Georgia Department of Transportation as it was presented before the VLMPO Policy Committee on this date, March 4, 2015.

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 March 4, 2015.



Jason Davenport, Lowndes County Planner
Chair, Valdosta-Lowndes Metropolitan Planning Organization

RESOLUTION FY2016-1
VALDOSTA-LOWNDES
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION TO Adopt the 2040 Transportation Vision Plan

WHEREAS, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established May 1, 2002 and updated on November 1, 2012; 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 2040 Transportation Vision Plan as required by Title 23 (USC 134 Section 450.308) and pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21).

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 2, 2015.



John Gayle, Mayor, City of Valdosta
Chair, Valdosta-Lowndes Metropolitan Planning Organization Policy Committee

Introduction

This 2040 Transportation Vision Plan serves as the federally required metropolitan transportation plan for the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) for the Valdosta Urbanized Area. This plan is a culmination of over twenty-four months of work by VLMPO staff, consultants, the Georgia Department of Transportation (GDOT) and local planning partners. This Plan is a vision for transportation infrastructure investment for the movement of people and goods in the Valdosta Metropolitan Region for the next 25 years. It includes multi-modal infrastructure investments and new policies that will shape growth and development in the region. It also bridges transportation investments with other community services to provide a better quality of life for all residents and encourages economic development.



Figure 1 New sidewalk along Park Avenue, a federal aid Safe Routes to School Project near J.L. Newbern Middle School in Valdosta, 2015

The 2040 Transportation Vision Plan is laid out in four sections. First, the Introduction section provides an overview of the transportation planning requirements in federal and state law as well as an overview of the transportation planning process and VLMPO structure.

The Transportation Challenges section reviews the existing multi-modal transportation infrastructure in the region and presents

challenges identified through stakeholder involvement and public input that the Transportation Vision Plan should try to overcome.

The Transportation Strategies section is anchored by the Common Community Vision, an effort that kicked off the development of the 2040 Transportation Vision Plan in 2013 and brings together a Common Community Vision for various local stakeholder agencies to work to achieve. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that metropolitan transportation plans include performance measures. This section was developed in a manner to be performance-ready, which will allow performance measures to be included once federal regulations and state performance measures are identified. This section also contains additional policies and strategies adopted by the VLMPO that will aid in the implementation of the Transportation Vision Plan.

The final section of this document is the Transportation Vision Plan. This section describes how the Plan is developed, including the development of socioeconomic data, the creation of a travel demand forecasting model, and a financial plan, each of which lead to a multi-modal, fiscally constrained project lists that address challenges to affordable, accessible transportation infrastructure in the community that encourages private economic investment.

Appendices to this plan include detailed multi-modal project lists, environmental mitigation analysis and techniques, public involvement and Environmental Justice documentation, and Plan amendment procedures.

Other documents and reports have been produced by the VLMPO that provide data and information for the 2040 Transportation Vision Plan. These documents include:

- 2040 Socioeconomic Data Study
- Greater Lowndes County Common Community Vision

- GDOT Travel Demand Model Technical Report (to be provided upon adoption of Plan)
- Environmental Justice in Transportation Planning in Lowndes County
- Other planning documents and studies produced by the VLMPO in the past

These and other plans, reports and documents can be found on the Southern Georgia Regional Commission website at www.sgrc.us.

Federal and State Requirements

MAP-21 requires Metropolitan Planning Organizations (MPOs) that are currently in air quality attainment (the Valdosta Urbanized Area is in attainment) to update transportation plans every five years. These long range metropolitan transportation plans “shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods”¹. This 2040 Transportation Vision Plan is the continuation of transportation planning efforts in Valdosta and Lowndes County that date back to before the creation of the VLMPO in 2003. In cooperation with federal, state and local planning partners, the VLMPO is developing this new transportation plan with a twenty-five year horizon to improve our communities’ movement of people and goods and foster economic development throughout the region that produces a better quality of life for the residents.

This transportation plan uses the assumption that MAP-21 will be reauthorized for an indefinite time period and that no significant changes will occur that will change the financial or planning assumptions made in this Plan. If and when a new federal transportation law is passed, this transportation plan will be updated accordingly.



Figure 2 US 84 Overpass under construction near downtown Valdosta, project completed 2014.

Eight Planning Factors

MAP-21 carried on the tradition of previous federal transportation laws by including Eight Planning Factors that MPOs are required to consider as transportation plans and other documents are developed. This Plan works to address each of these planning factors through projects, programs and policies recommended in the Plan.

“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 of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life,

¹ 23 CFR 450.322(b)

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."²



Figure 3 New SR 31 bridge over Withlacoochee River at Florida state line

Georgia Strategic Transportation Plan

In 2009, the Georgia Legislature passed the Transforming Transportation Investment Act. Among other things, this Act outlined several investment policies for the state. This Plan works to address each of these investment policies through projects, programs and policies recommended in the Plan.

"[A 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."³

Later in this transportation plan, these Eight Planning Factors and investment policies will be reviewed in terms of how the Plan addresses each of them.

² Public Law 112-141 §134(h)(1)

³ O.C.G.A. § 32-2-41.1(a)

VLMPO Organization

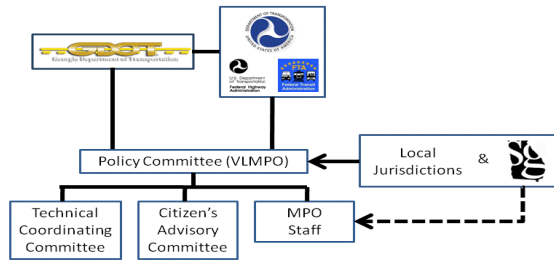


Figure 4 VLMPO Organization Chart showing Federal, State and Local Partnerships

The Southern Georgia Regional Commission (SGRC) is the designated Metropolitan Planning Organization for the Valdosta Urbanized Area. The Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) is mandated by the Federal Highway Act of 1962 (and subsequent federal laws and regulations) to perform the transportation planning activities within the urbanized area. The legislation ensures that the MPO will develop and implement a transportation planning process that is continuing, cooperative and comprehensive (referred to as the 3-C planning process). This planning process involves federal, state and local planning partners and stakeholders as well as citizens. The local planning process is carried out under federal and state laws and regulations as well as through the VLMPO Participation Plan, which guides how the MPO solicits input on various planning programs and projects.



Figure 5 The Transportation Planning Process

The VLMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA) (see Figure 6). This is an area that includes all of the Valdosta urbanized area, all of our central county (Lowndes County), and the current or former urbanized portions of surrounding counties, plus areas that are likely to become urbanized within the next 20 years, i.e., the former urban portions of Berrien and Lanier Counties (near Moody Air Force Base) and the Troupeville area in Brooks County.

Policy Committee

The VLMPO Policy Committee is a forum for cooperative decision making about transportation and related issues facing the region. The Policy Committee membership of local elected and appointed officials is responsible for the overall direction of transportation policy in the region and directs staff to carry out adopted policies and programs. The Policy Committee considers input and recommendations from the Technical Advisory Committee (TAC) and Citizen's Advisory Committee (CAC) as well as other comments from stakeholders when adopting plans or setting a transportation policy. The Policy Committee has final authority in the matters of

policy and the adoption of plans in the VLMPO Metropolitan Planning Area.

Technical Advisory Committee

The Technical Advisory Committee or TAC consists of individuals with technical expertise who advise the Policy Committee on programs and projects from a technical, data-driven perspective. TAC membership includes local (Valdosta and Lowndes) and Georgia Department of Transportation (GDOT) engineers, representatives from local school systems, bicycling organizations, and emergency response agencies. Many of the members of the TAC are also those responsible for implementing a project once it moves through the planning phases and into the design, right-of-way and construction phases.

Citizen's Advisory Committee

The Citizen's Advisory Committee or CAC consists of individuals who are appointed to represent community organizations or local governments. Members on this committee make recommendations to the Policy Committee based on community input and their individual involvement in the community. The CAC is also tasked with assisting the VLMPO staff in identifying public outreach and engagement opportunities throughout the region in order to inform the public of the transportation planning process and gather input from the public on various programs and projects. The VLMPO committee membership rosters change regularly. Current membership is listed on the SGRC website at www.sgrc.us, as are meeting agendas and minutes.

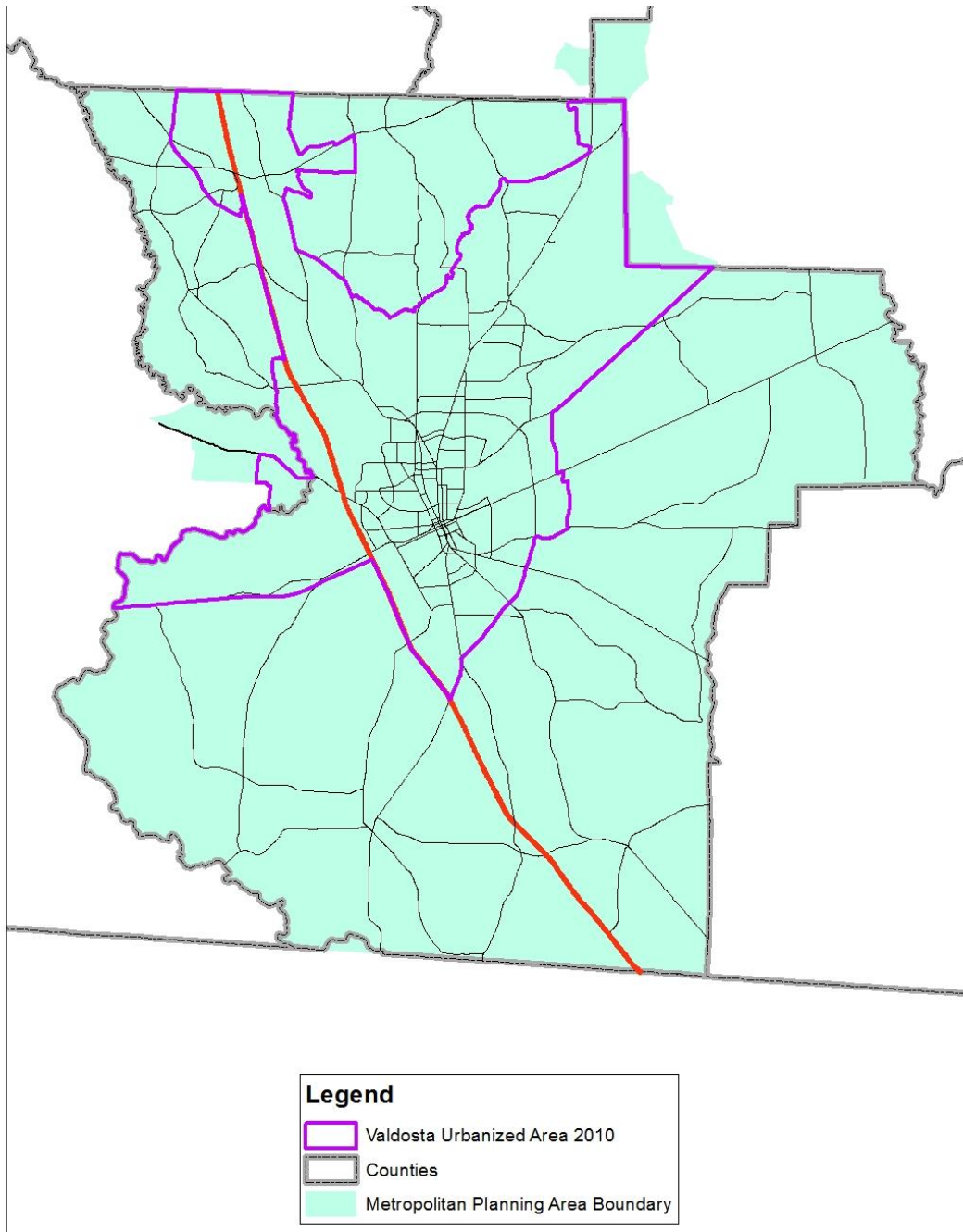


Figure 6 Metropolitan Planning Area Boundary

Tracking Progress – 2035 LRTP Update

In September 2010, the Policy Committee of the VLMPO adopted a 20-year transportation plan for its Metropolitan Planning Area. This report is an examination of accomplishments of this existing transportation plan since its adoption nearly five years ago. A full, detailed version of this report is available on the SGRC website (www.sgrc.us). This report, along with an INVEST (FHWA's Infrastructure Voluntary Evaluation Sustainability Tool), was used to benchmark the VLMPO transportation planning efforts as the development of the 2040 Transportation Vision Plan began. Below are the Priorities from the 2035 Transportation Plan and a brief discussion of how the VLMPO has addressed those priorities over the past five years.

The intersection improvement on the Southbound Ramp at Exit 18 on I-75 was completed and allows dual left turn lanes, which has anecdotally improved the operation of this intersection. The City of Valdosta has continued to add approximately one mile of sidewalks and/or bike lanes per year, increasing the overall walkability and bikeability of the community. Jobs in freight-intensive industries have decreased in the past five years in this region, indicating economic challenges for the area after the Great Recession (2007-2009). Overall job growth has occurred near proposed transportation improvements, indicating improvement in some areas of the local economy.

The VLMPO has updated its current Participation Plan twice since it was originally adopted (in 2010), keeping our public involvement efforts fresh and timely for the community. The VLMPO has produced several reports and analysis on various topics related to transportation safety and infrastructure investment and has distributed them widely to local officials and the public. The VLMPO has used data to help local decision makers prioritize projects and make

better informed decisions. For example, the VLMPO's transportation plan prioritization process. The VLMPO regularly works with local jurisdictions to monitor land use growth and its impacts on the regional transportation infrastructure.



The VLMPO has been a local leader in promoting environmental mitigation and context-sensitive solutions for transportation projects. The VLMPO staff regularly speaks to community groups about transportation projects and programs to help ensure that the public is aware of the transportation planning process.

Overall, the 2035 LRTP put the VLMPO into an excellent position to improve local transportation planning efforts for our 2040 Transportation Vision Plan.



Figure 7 SR 31 Bridge Replacement Project

Transportation Challenges

There are many transportation challenges facing the Valdosta Region, including but not limited to: relative levels of congestion, maintenance and operations priorities, mobility needs, and quality of life and accessibility needs. Typically, the paramount need facing any community's transportation system is the need for additional funding sources to address existing challenges. This section will explore the existing transportation system in the Valdosta Metropolitan Planning Area (MPA) and the challenges users of the system encounter every day. The remaining portions of this Plan will discuss proposed projects and programs to address these challenges.

Existing Transportation System

The existing transportation system in the Valdosta MPA consists primarily of highways to move people and goods. A rural demand-response transit system exists in Berrien, Brooks and Lowndes Counties, providing more than 59,000 trips per year (2013) to residents. The Valdosta Regional Airport, with more than 36,000 annual enplanements (2013), provides a direct connection via Hartsfield-Jackson Atlanta International Airport to hundreds of destinations around the world. Rail service is provided by two Class 1 railroads, Norfolk Southern and CSX (each with about 25 trains a day), as well as two short line railroads (Cater Parrot Railnet and Valdosta Railway), that provide direct service to our largest industries. Many major thoroughfares have sidewalks and street trees, and there is an existing multi-use trail as well as some bike lanes,

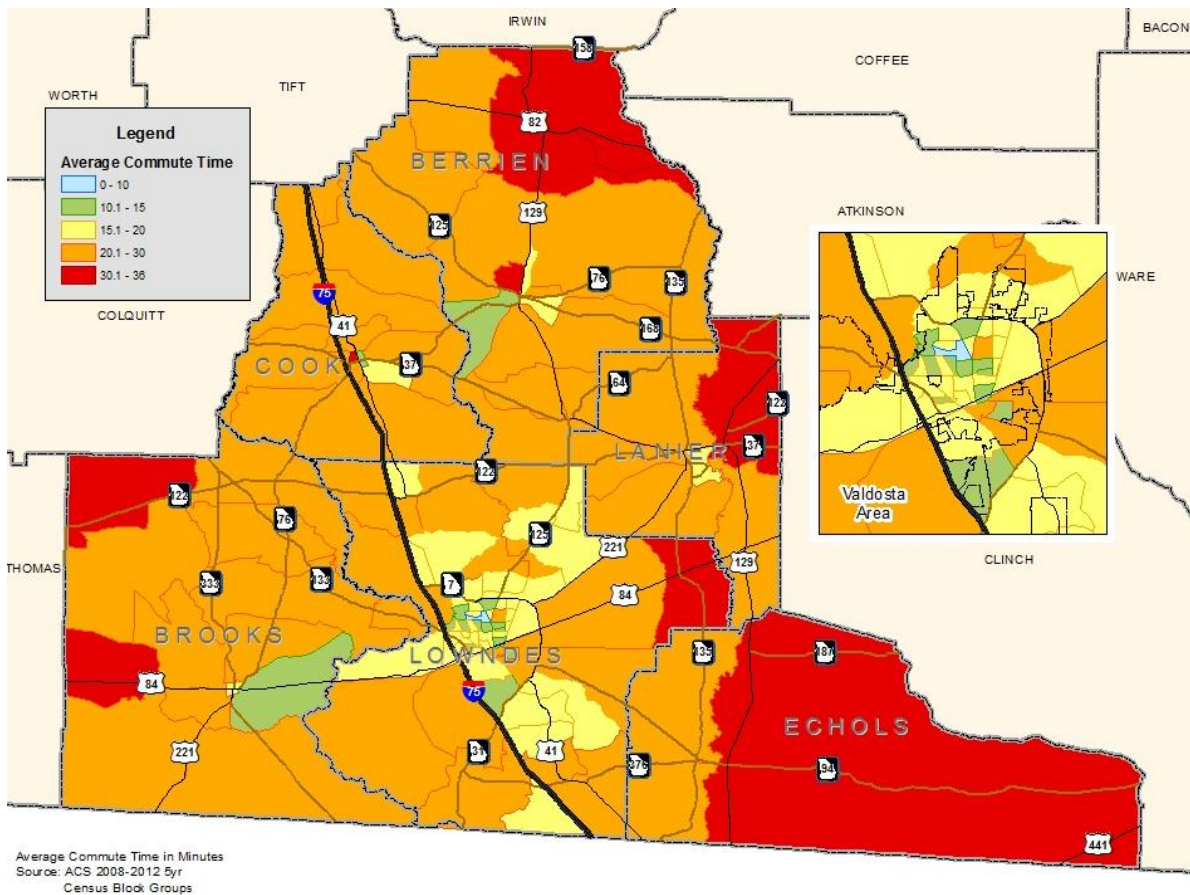


Figure 8 Average Commute Time by Block Group

but many areas lack infrastructure for safe bicycling and walking and sufficient stormwater drainage.

The VLMPO sought input from the public, transportation stakeholders, past planning reports, local governments and the Georgia Department of Transportation regarding challenges the community has in its transportation system and what projects can resolve those challenges. The public input started with input from the Common Community Vision process and the transportation-specific public input process that kicked off the 2040 Transportation Vision Plan development process in August 2014. During these public input sessions, comments were received that identified challenges and potential projects that are included in the plan and that have been forwarded to the appropriate jurisdictions to implement (these are typically operational and maintenance improvement projects that are not specifically included in the Transportation Plan). During the public input process the VLMPO staff continued to meet with local governments and stakeholders to discuss what types of transportation challenges the community is facing and what projects might be implemented to address those challenges.

The final piece of input that identifies transportation challenges and projects are the planning and research reports the VLMPO completes in the years leading up to the Transportation Plan. The VLMPO has completed national award winning Freight Movement Studies and Reports that identified crash locations and projects that are important to economic development of industries that are heavy transportation users. The VLMPO annually prepares crash reports and analyzes crashes that lead to recommended improvements and projects in the Transportation Plan. The annual crash reports identify the specific safety challenges that contribute to these crashes which lead to both project and educational program recommendations.

Infrastructure Challenges

The transportation infrastructure is the backbone of the movement of people and goods throughout the region. A well-maintained multi-modal infrastructure network that is improved with changing land use patterns is important to the economic prosperity of any metropolitan region.

The Valdosta MPA is serviced by many regional highways that provide connectivity to the surrounding areas. The most significant of the roadways is Interstate 75, Running north to south through the region. This route is integral to the community's role as a regional economic center. Other major roadways in the area include: US Highways 41, 84, and 221; Georgia State Highways, 7, 31, 38, 122, 133, 94, and 376.

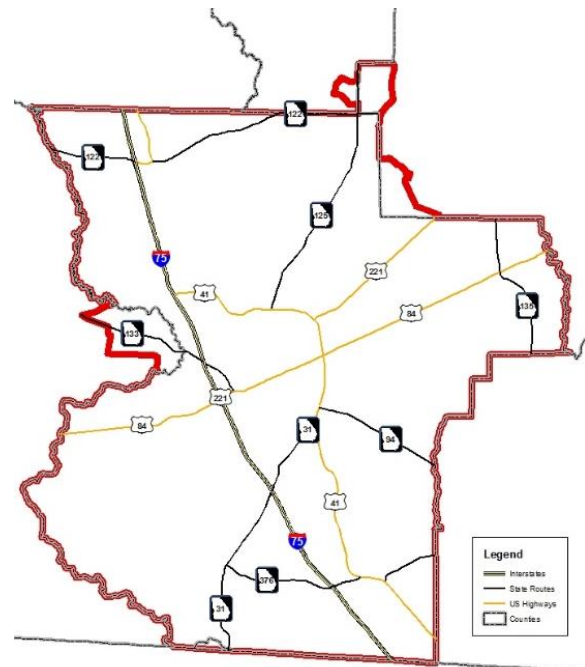


Figure 9 Major Highways in the VLMPO Metropolitan Planning Area

The local street and road network generally provide good connectivity to residential, commercial and industrial areas throughout the community, allowing people and goods to move about. Some challenges on the local roadway network include isolated areas of congestion,

east-to-west connectivity, lack of sidewalks and bike accommodations, insufficient stormwater infrastructure, and safety concerns at certain intersections.

Valdosta and Lowndes County are fortunate to be served by two Class 1 railroads (Norfolk Southern and CSX) and two short line railroads (Valdosta Railway and Cater Parrot Railnet). All of these entities provide daily freight services to many regional industries and are vital to local economic development.

Challenges facing the railroads in the region include increased traffic, deferred maintenance, and conflict points with motor vehicles. The local communities must work together with these private companies to address these challenges and promote the use of railroads for economic development.

The Valdosta area is served by the Valdosta Regional Airport (VLD), located 2.5 miles south of downtown Valdosta. VLD is a commercial airport has three daily, non-stop flights to Hartsfield Jackson Atlanta International Airport provided by Delta Airlines (or airline partner). In 2013, 36,814 enplanements occurred at VLD, a decrease of 0.58% from 2012. VLD has an active general aviation section that provides flight lessons, air ambulance services and hangar spaces for private and corporate planes.

VLD is a strong community partner, with its facilities being used by Moody Air Force Base for training purposes and future air traffic controllers from Wiregrass Georgia Technical College get real hands-on experience in the control tower before they graduate.

VLD has recently built a new fire station for the airport, and is currently working on several upgrades to various facilities. Construction of a new general aviation terminal is planned for the near future. Challenges at VLD include providing passengers with affordable options for

destinations and maximizing the use of airport facilities to encourage investment and economic development.

Nearly 50% of the funding in this Plan (more than \$580 million over 25 years) will go to operating and maintaining the existing transportation infrastructure in the region. Highway maintenance involves the day-to-day operations of many local road departments, including paving, mowing of right-of-way, patching roads, signage, lighting, maintenance of bridges, and administrative and capital costs associated with these tasks. The Federal Highway Administration (FHWA) identifies system preservation as one of its Eight Planning Factors, ensuring that the Plan takes into consideration the maintenance of the existing transportation system as a top priority.

In order to find the appropriate balance between operation/maintenance and new capital projects when distributing funds, jurisdictions must have a thorough understanding of their existing assets. This is something lacking in the region; local jurisdictions have not taken formal steps to develop comprehensive asset management tracking tools and plans that outline future maintenance projects and costs. This presents a challenge to local communities, which must balance needs and costs against the political desires of local elected officials who may wish to prioritize the interests of their own jurisdictions over those of others. Another challenge is the overall scarcity of funds; jurisdictions must make tough decisions on what projects they will support based on available funding and what projects they will set aside or delay until a future date.

Safety and Crash Analysis

From 2012 to 2014, there were 10,180 crashes in Lowndes County, which resulted in 32 fatalities and 4,329 injuries⁴. The VLMPO produces an annual crash report and analysis that evaluates crashes county-wide from the past three years

⁴ Source: GDOT Georgia Electronic Accident Reporting System

and highlights trends in crash statistics. All of these past reports can be found on the SGRC website at www.sgrc.us. One of the features of the crash report has been the development of a list of the Top 20 locations where the most crashes occur. These crashes are then added to the potential listing of projects that the VLMP0 evaluates for the Plan. In the Project Selection Appendix, these crash locations are listed along with the methods by which they have been evaluated, some have been included as projects in this Plan.

In efforts to reduce crashes, injuries and fatalities, it is a challenge to address the contributing factors that lead to crashes. The single largest contributing factor to crashes over the past three years in Lowndes County has been “following too closely.” This factor can be difficult to “engineer” a solution for, and is better addressed through education and changes in driver behavior. However, education is also difficult in today’s fast-paced, get-there-quickly culture.

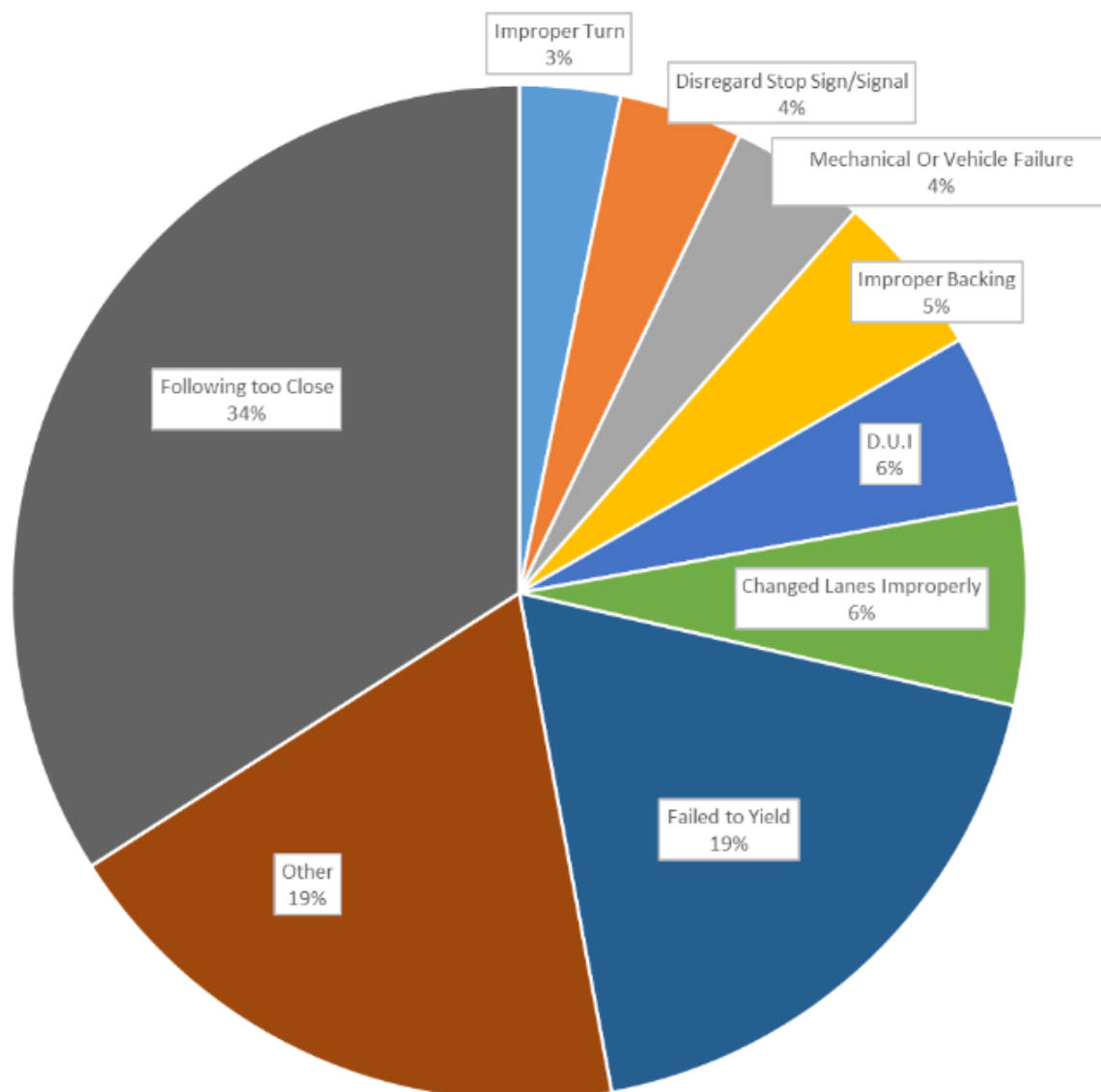


Figure 10 Crashes in Lowndes County 2012-2014, Contributing Factors

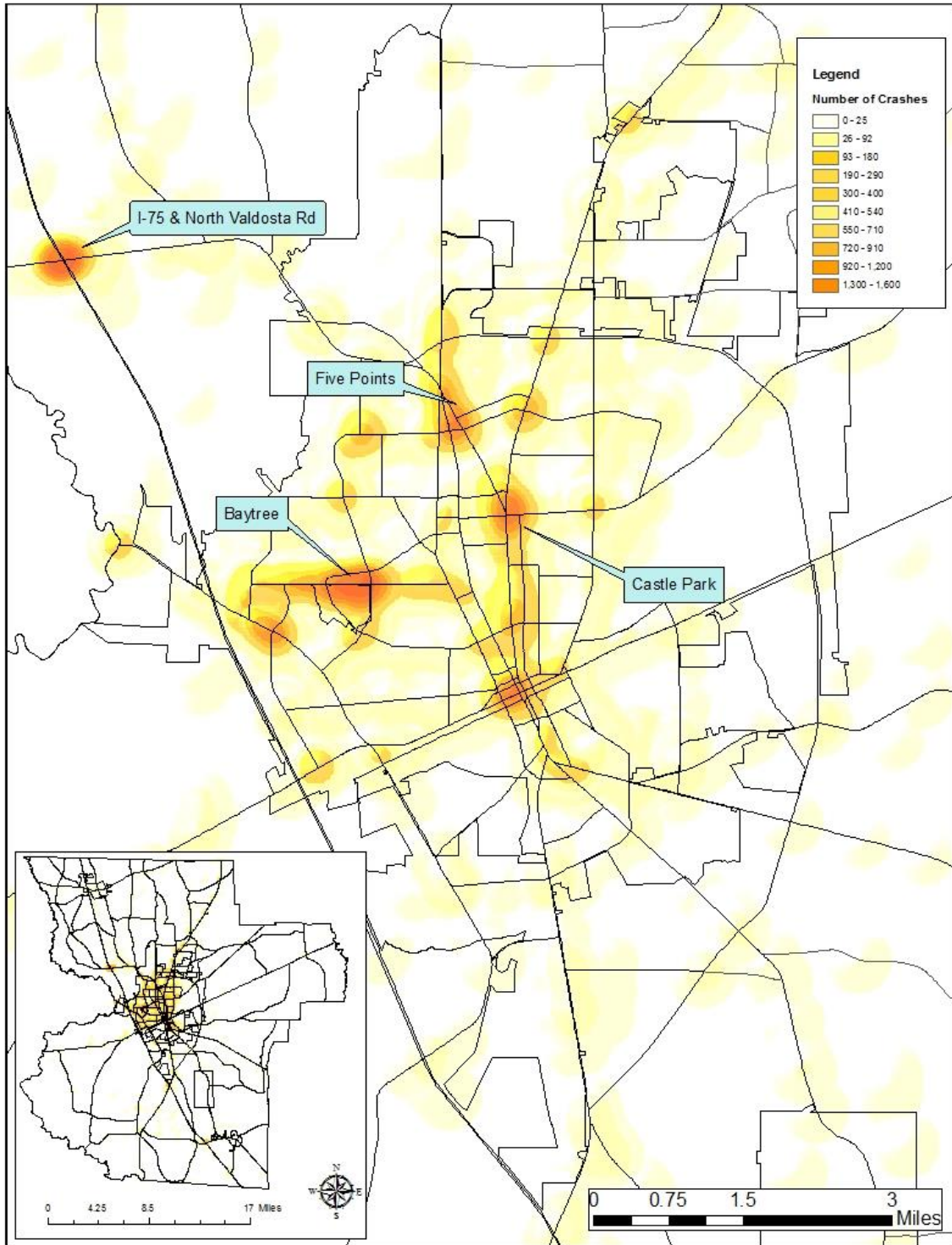


Figure 11 High Crash Locations 2012-2014. Source: GDOT, GEARS Portal

Traffic Operations

While perceived levels of congestion are relative to the unique characteristics of a community and its transportation system, every metropolitan area experiences some level of congestion. Transportation Demand Management is the use of strategies and policies to reduce and/or redistribute the demand (or congestion), particularly of single-occupancy vehicles, in a transportation network over space and time.⁵ In Valdosta, long-term recurring congestion does not have as great an impact as it does in larger cities like Atlanta. However, here just as elsewhere, congestion can cause, among other things: driver frustration, ripple effects in traffic flow, increased emissions, increased crashes, and reduced capacity of the roadway system.



Figure 12 Valdosta's Traffic Management Center

The City of Valdosta currently uses cameras and loop detection devices to monitor the flow of traffic throughout the city and has the ability to change traffic signal timing based current traffic demands. This type of system management is present in many cities throughout the world, utilizing technology to better move people and goods through dense urban areas. The City of Valdosta has continued to improve this system as new traffic signals are added or upgraded. Expanding this system and other traffic management technologies will help to address some of the other operational challenges

relating to congestion and safety of the regions' roadways.

Changing technologies also have an impact on the demand for transportation. In the future, self-driving cars will change the way in which the transportation system is constructed and serves the travelling public. Vehicles that get better fuel mileage will continue to pose a challenge for lawmakers as fuel-based user fees no longer support the growing cost of maintaining and constructing new transportation infrastructure.

Movement of People Challenges

There are several options for public transit in the rural areas of the Valdosta MPA. Berrien, Brooks and Lowndes Counties each operate a rural demand-response (taxi-like) public transit system for their residents. These services are partially funded by the Federal Transit Administration 5311 Rural Public Transit Program and provide rides for any reason to any resident (with a \$3 fare charge), scheduled 24 hours in advance. These systems are complemented by a Coordinated Human Service Transit System, administered locally by the Southern Georgia Regional Commission (SGRC). The SGRC purchases trips on each of the county 5311 vehicles and provides eligible trips to clients of the Georgia Department of Human Services and other agencies. Each of these counties and the SGRC currently contract with the same company, MIDS, Inc., to provide these transit services. MIDS has worked to streamline these services for the maximum benefit of the riders and the communities to deliver the best transit services for the lowest possible cost. In fact, at this time the only-out-of pocket cost for the counties is a 10% match for capital purchases, such as vehicles and other equipment.

5

http://en.wikipedia.org/wiki/Transportation_demand_management



Figure 13 Brook's County Rural Transit Vehicle Operated by MIDS, Inc.

This region-wide 18-county transit service, which complements the county public transit systems, is administered by the Georgia Department of Human Services (DHS) and uses of service contracts with the region to buy trips on the public vehicles, reducing the overall local match needed to operate the public transit systems. The service provides trips for eligible clients of DHS services (Aging, Behavioral Health and Developmental Disabilities, Division of Family and Children's Services, etc.) The SGRC currently has no out-of-pocket costs for the operations of the Coordinated Human Service Transit System.

In 2009, the VLMPO began an effort to implement an urban fixed route transit system in the Valdosta Urban Area. After evaluation by local officials a decision was made not to pursue the transit system. However, the community continues to discuss the need for public transit in the urban area and how to fund it. The community's greatest transit challenge is not so much the identification of need for public transit services, but rather the identification of a local source of funding for transit services.

Valdosta State University operates a campus shuttle system consisting of two routes that circulate from parking areas to the academic, athletic and residence areas throughout the campus. While the shuttles are open to the public, the service commitment to the campus areas makes it an illogical choice for most potential users not affiliated with the university.

In 2014, the VSU shuttle began providing real-time information to the riders on the location and estimated arrival time of the vehicles at various stops via a mobile phone app. With its current service, VSU provides about 700,000 trips per year.

Bicycle and pedestrian traffic is increasing in the community for recreation and non-recreation trip purposes. In a recent evaluation of bicycle commuting trends in Valdosta from 2008-2012, there was an increase of 14.7%⁶ of persons using the bicycle as their means of commuting to and from work daily. Alternative modes of transportation are being used more every year as more people seek to live active, healthy lifestyles and move away from using automobiles for every trip they make.



Figure 14 Bicycle lanes on Gornto Road in Valdosta

The VLMPO Bicycle and Pedestrian Master Plan, originally adopted in 2007, is still an appropriate plan, outlining projects to be completed throughout the community that make bicycle and pedestrian transportation safer and more reliable through an identified bicycle lane network and pedestrian improvements. Included later in this Plan is a project listing from the Bicycle and Pedestrian Master Plan that indicates whether the project may be completed along with an adjoining highway project.

The City of Valdosta, Valdosta State University, and local businesses have made a commitment to improving bicycling infrastructure. Currently bicycle infrastructure (bike racks/lanes) are centered near VSU and downtown Valdosta.

⁶ <http://vlmpo.tumblr.com/post/97888924950/bicycle-commuting-in-valdosta-2008-2012>

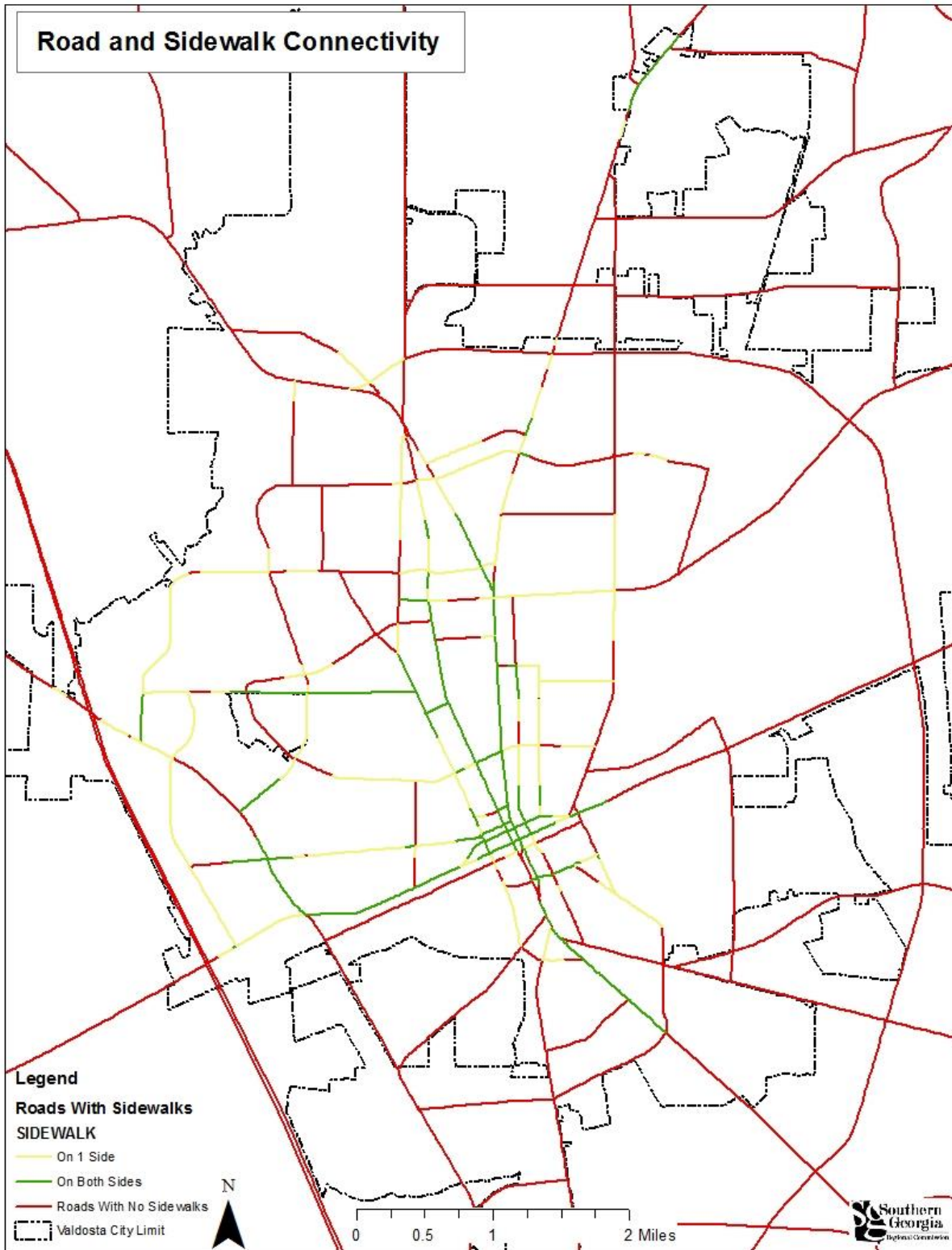


Figure 15 Road and Sidewalk Connectivity in Valdosta

Challenges for bicycle and pedestrian infrastructure in the community revolve around balancing safety through education and enforcement versus the construction of new facilities for a relatively small number of users (compared to the vast majority of road users who are motorists).



Figure 16 Source: Ed Yourdon

Public health and transportation planning are growing ever more closely interrelated as more attention is given to the ways in which the human relationship with the built and natural environments affects the tendency toward healthy lifestyles. In transportation, this is evident in that the available infrastructure tends to influence people's level of physical activity, and consequently, in many instances, their state of health. Local governments can have an impact on this relationship as well, by providing infrastructure and programs that promotes active, healthy lifestyles. Community facilities such as parks can provide opportunities for recreational physical activity, while transportation facilities such as sidewalks and bike lanes/paths can provide opportunities for active transportation (as opposed to sedentary transportation in motor vehicles). The challenge for local governments is allocating funding and resources to this type of infrastructure when there are so many other needs in a community.

For sound transportation planning, it is essential to take land use into consideration. Land use and the transportation modes used to access destinations are clearly linked. In general, new

development results in increased traffic, and the more dense or intensive the development is, the heavier the traffic will be.

A challenge facing the VLMPO region is the balance of personal choice in living conditions (typically suburban, single-family, large footprint development) with the costs associated with delivering public services (utilities, transportation, etc.) to these mostly greenfield (formerly rural/agricultural land uses developed into residential or commercial/industrial uses) areas. The local Comprehensive Plans and land development regulations address this development challenge in several ways. The challenge for the VLMPO is to continue to ensure that transportation infrastructure is provided in a cost-effective manner that efficiently moves goods and people to and from both existing and new development areas.

Movement of Freight Challenges

One way in which some local leaders are currently looking at railroads to spur economic development is the location of an intermodal transfer facility in the community that would transfer ocean shipping containers from trains to trucks and vice versa for further inland shipping. Valdosta's location on I-75, near the Florida state line, makes this an ideal location for intermodal transfer facilities.



Figure 17 Cargo Ship near Jekyll Island, GA entering Port of Brunswick

The VLMPO has been national nationally recognized for its freight planning efforts, but

planning alone does not solve issues for local governments and businesses trying to create economic growth and ship and receive goods. The role of planning in freight movement is to identify and develop projects that improve the movement of freight into, out of and through the region, while also giving the local decision makers information on what freight movement means to the local transportation systems and economy. Local communities have been successful in recent years in supporting projects that will positively impact freight movement in the region. Some of these projects include the widening of SR 133 in Brooks County, construction of the US 84/W Hill Avenue Overpass in Valdosta, and the widening of US 84 from Homerville to Waycross, among other projects.



Figure 18 Truck Traffic in Downtown Valdosta. Source: Ariel Godwin

Challenges continue to face the community. The expansions of the Panama Canal and the Savannah Harbor Expansion Project will increase the number of ocean freight containers needing to be transported on land via truck and rail. It is estimated that by 2040 freight traffic in the United States will increase by 45%⁷. Challenges associated with this increase in freight traffic include impacts to buildings and quality of life in Downtown Valdosta and the continuing need for measures to prevent vehicle-train conflicts. At

the same time, opportunities include economic development for transportation-intensive industries and the potential for new intermodal facilities.

Challenges Overview

Overall the challenges for transportation in the VLMPO MPA over the next twenty-five years are focused on providing affordable, accessible transportation through a connected, multi-modal, environmentally responsible transportation network. The safety and security of the transportation network are important to ensure that roadways are designed to mitigate hazards, both natural and human. Security of the public transit systems and freight is taken very seriously by local operators and will continue to be a priority in this region. The challenge of balancing funding of ongoing transportation system maintenance and operations with funding investments in new and expanded roadways, bicycle facilities, sidewalks, and public transit is recognized to as something that exerts an influence on all future transportation improvements. This Transportation Plan lays out several goals, policies and strategies that will help the community overcome these challenges and make a place where private investment and economic development flourishes.

⁷ Source: FHWA, Freight Facts and Figures 2013.

Transportation Review: Areas Outside Lowndes County

Under Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, of the Rule of the Georgia Department of Community Affairs (DCA), all portions of a local government that are included within a Metropolitan Planning Organization must include a Transportation Element in their local Comprehensive Plan. The element must evaluate the adequacy of the following components: the road networks; alternative modes of transportation; parking facilities; railroads, trucking, port facilities and airports; and transportation and land use connections within the jurisdiction. Therefore, in coordination with DCA rules and local comprehensive planning efforts, a brief analysis of each of the identified components is provided below for the counties adjacent to Lowndes County, of which a portion is included in the VLMPO boundaries.

VLMPO staff met with each county administrator in each of these smaller counties to determine what their transportation needs were and identify any deficiencies they might have. The challenges these communities face and the proposed projects to meet these challenges are included in this Transportation Plan. Many of the challenges and needs these communities face are maintenance related and are not included as specific projects in this plan (as is also the case for the larger communities). In these smaller communities many of their transportation funds are not spent on new roadways but rather on maintaining the existing transportation system in their communities.

Berrien County

Berrien County is not experiencing any deficiencies in its road network. The County continues to work to maintain the existing road network in good condition through ongoing maintenance and repair funded with assistance from the state DOT through the Local

Maintenance and Improvement Grant Program (LMIG).



Figure 19 Intersection in Downtown Nashville, GA, before improvements were made by GDOT. Source: Google Earth

The County does have a public transit system, and provides rural public transit through the 5311 Program. The SGRC coordinated human services transportation system purchases trips on the Berrien County Transit System supplementing transit services in this community. A Transit Development Plan completed by the SGRC in 2014 recommended that the Berrien County Transit System should market its service more to area social service agencies and explore more options for increasing ridership based on a demand study included in the Transit Development Plan. No parking deficiencies were identified in Berrien County.

While alternative modes of transportation within this predominantly rural county are limited, the County does support bicycle and pedestrian recreation and agri-tourism projects such as the Highway 37 Georgia Grown Trail and is participating with nearby Cook and Lanier Counties to develop a bicycle route network around these agritourism trails.



The County Square in downtown Nashville has a unique layout and traffic pattern. As a result, freight traffic through the downtown area can be problematic. The GDOT continues to work on design modifications to improve the situation.

The Cater Parrot Railnet railroad in the County has several crossings in poor condition, and repairs are needed. The County will continue to work with the rail line operator to identify and address issues.

The Berrien County airport has already been improved with a runway extension to 5,000 feet. Additional planned improvements include fuel islands and a terminal lounge area that will improve access to local business using this facility.

Overall, the major components of the Berrien County Transportation network are good and can adequately serve the needs of the community throughout the planning period with regular maintenance and minor improvements.

Brooks County

Brooks County is experiencing only minor deficiencies in its road network. Bridges are of particular concern, as older bridges are deteriorating due to poor building materials and practices. These small bridges on local roads provide crossings over minor creeks and often washout during floods caused by heavy rain events. During severe rain events, flooding occurs, causing washouts. The County continues to redesign and reconstruct the bridges as problems are identified.

Other improvements in the roadway network include improvements north of US Highway 84 near Pisgola Creek where flooding is an issue. The new road will address issues that have occurred in the area due to the flooding of the creek.

Like Berrien County, Brooks County does have public transit, and operates a rural transit system through the 5311 program. A Transit

Development Plan completed by the SGRC in 2014 recommended that the Brooks County



Figure 20 Downtown Quitman, GA

Service consider offering weekly trips to larger cities for planned appointments by residents and generally improving the marketing of the transit service to increase ridership and awareness of the program. The SGRC coordinated human services transportation system purchases trips on the Brooks County Transit System supplementing transit services in this community. Therefore, there are no deficiencies in the transit system. There are no parking deficiencies in the community other than during festivals and events in the downtown Quitman area.

Deficiencies with the local rail lines in Brooks County are occurring mostly along the OmniTrax (Georgia/Florida) rail lines. Several crossings are in poor condition and/or unsignalized. In addition, a realignment is needed at Washington Street. This entire corridor from Perry, Florida to Adel, Georgia is in need of repair and upgrades

to improve usage of this rail line for local businesses.

Freight within Brooks County is non-problematic along state routes. Along non-state routes freight traffic is causing some increased road deterioration and safety issues. Within the industrial park south of the City of Quitman, the County included a truck route around the park in its Comprehensive Plan.

The Brooks County Airport is operating well. No new extensions or runways are needed at this time. However, hangars and an airline fueling station are needed to improve usage of the airport for local businesses.

Traffic and land use issues have centered on the Highway 133 corridor throughout Brooks County. However, these issues are being addressed with the widening of 133 by the Georgia DOT.

Overall the major components of the Brooks County transportation network are in good working order, and can adequately serve the needs of the community throughout the planning period with regular maintenance and minor improvements in partnership with GDOT through the LMIG Program.

Lanier County

Lanier County is not experiencing any deficiencies in its road network. The County continues to work to keep the existing road network in good condition through ongoing maintenance and repair funded with assistance from the state.



Figure 21 Banks Lake National Wildlife Refuge

Lanier County does not have a public transit, however the SGRC does provide coordinated human service trips in the community for eligible clients of the service.

There are no major deficiencies with the local rail lines in Lanier County. A minor issue with flooding at the railroad bridge over the Alapaha River has occurred periodically during major storm events.

Freight continues to flow through Lanier County with few problems. The intersection of SR 37, SR 31 and US 221 in downtown Lakeland is problematic, particularly for larger logging and freight trucks travelling south. Difficulties with the alignments of the state routes continue to challenge state transportation planners.

Overall, the major components of the Lanier County Transportation network are in good working order, and can adequately serve the needs of the community throughout the planning period with regular maintenance and minor improvements.

VISION PLAN

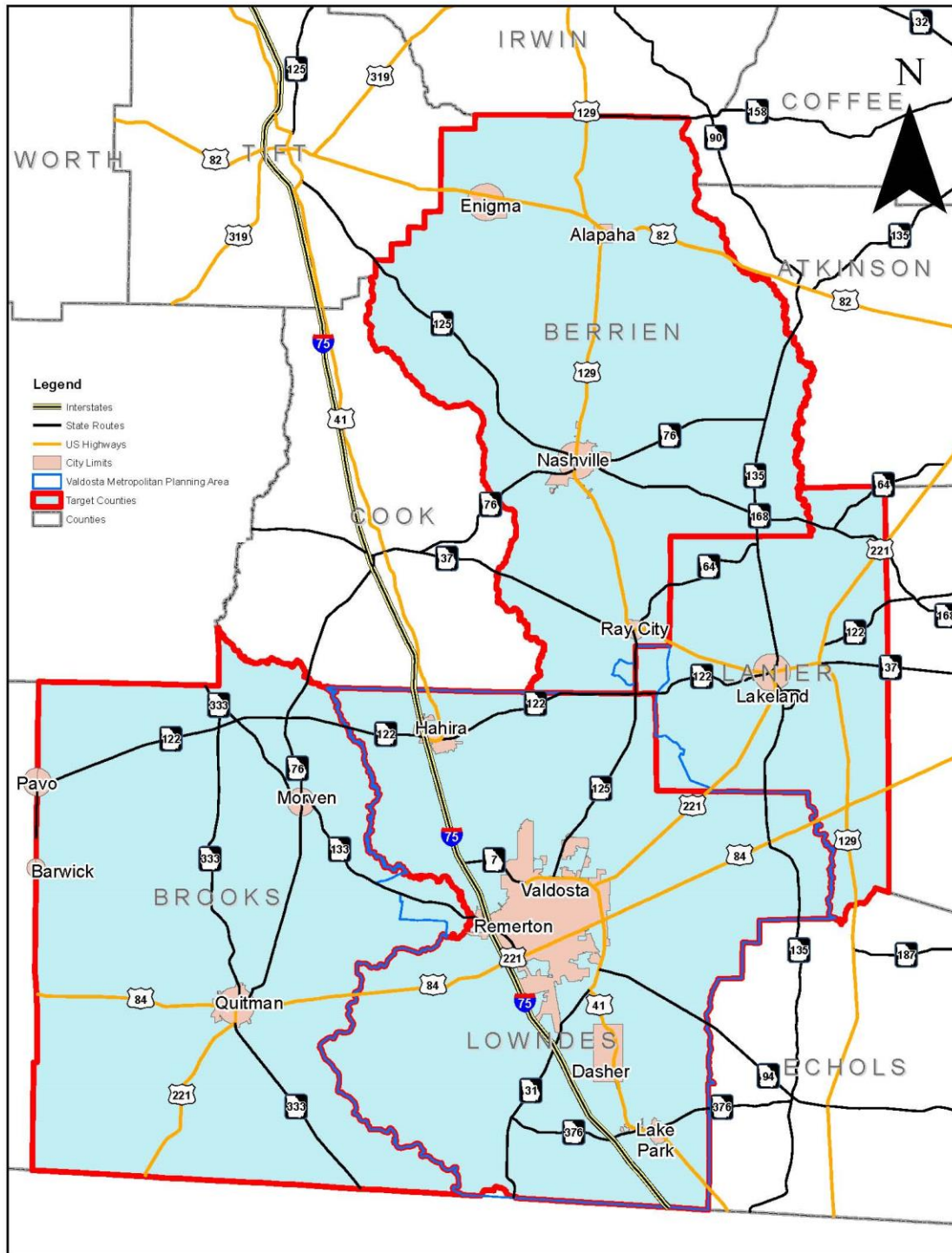


Figure 22 Urban and Rural Counties in the Valdosta MPO Metropolitan Planning Area

Transportation Strategies

Common Community Vision

The VLMPO led an initiative in 2013 to develop a Common Community Vision for all of Valdosta and Lowndes County, part of a comprehensive and cooperative local planning process. The Common Community Vision, or CCV, is a partnership of local governments, the VLMPO and other agencies to cooperatively work to achieve a common vision, using a common set of aspirational goals. The VLMPO, adopted *A Common Community Vision for Greater Lowndes County* in January 2014 to be the guide for various community organizations and local governments to use in developing future planning efforts. The entire CCV document can be found on the SGRC website (www.sgrc.us).

In 2016, Lowndes County and its cities are required by Georgia law to update their joint Comprehensive Land Use Plan. This will require developing a vision for the community and identifying an agenda for realizing that vision. Other local planning efforts such as a new housing plan and economic development strategies are also underway in the community. The CCV is intended to serve as the common thread that ties all of these planning efforts together.

The VLMPO has made a commitment to identify how transportation impacts all of the aspirational goals identified in the CCV, and has included transportation strategies that will be implemented through this plan to improve the overall community.

MAP-21

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires states and MPOs to develop performance measures for their long range transportation plans. While the law provides broad national goals for performance

“A resilient [transportation system and] community where partnerships and coordination promote regional success in economic development, education, infrastructure, and a high quality of life.” – Common Community Vision

measures, the states and MPOs are required to jointly develop measures and targets for transportation plans based on yet to be released federal regulations. Therefore the VLMPO has developed a “performance-ready” 2040 Transportation Vision Plan with the basic framework in place for including performance measures and targets once they are developed.

To begin the process of developing a “performance-ready” 2040 Transportation Vision Plan, the VLMPO established the following mission statement to ensure all of the transportation strategies are working together to achieve the Common Community Vision.

It is the Mission of the Valdosta-Lowndes Metropolitan Planning Organization to encourage reliable funding of a safe and efficient, regional transportation system that includes public transit, bicycle and pedestrian facilities, highways, railroads, and airports for the movement of goods and people.

In order to build the framework for the yet to be released federal regulations and jointly developed performance measures, the VLMPO has constructed an outline of how performance measures will be included in the 2040 Transportation Vision Plan when finalized (illustrated on the following page).

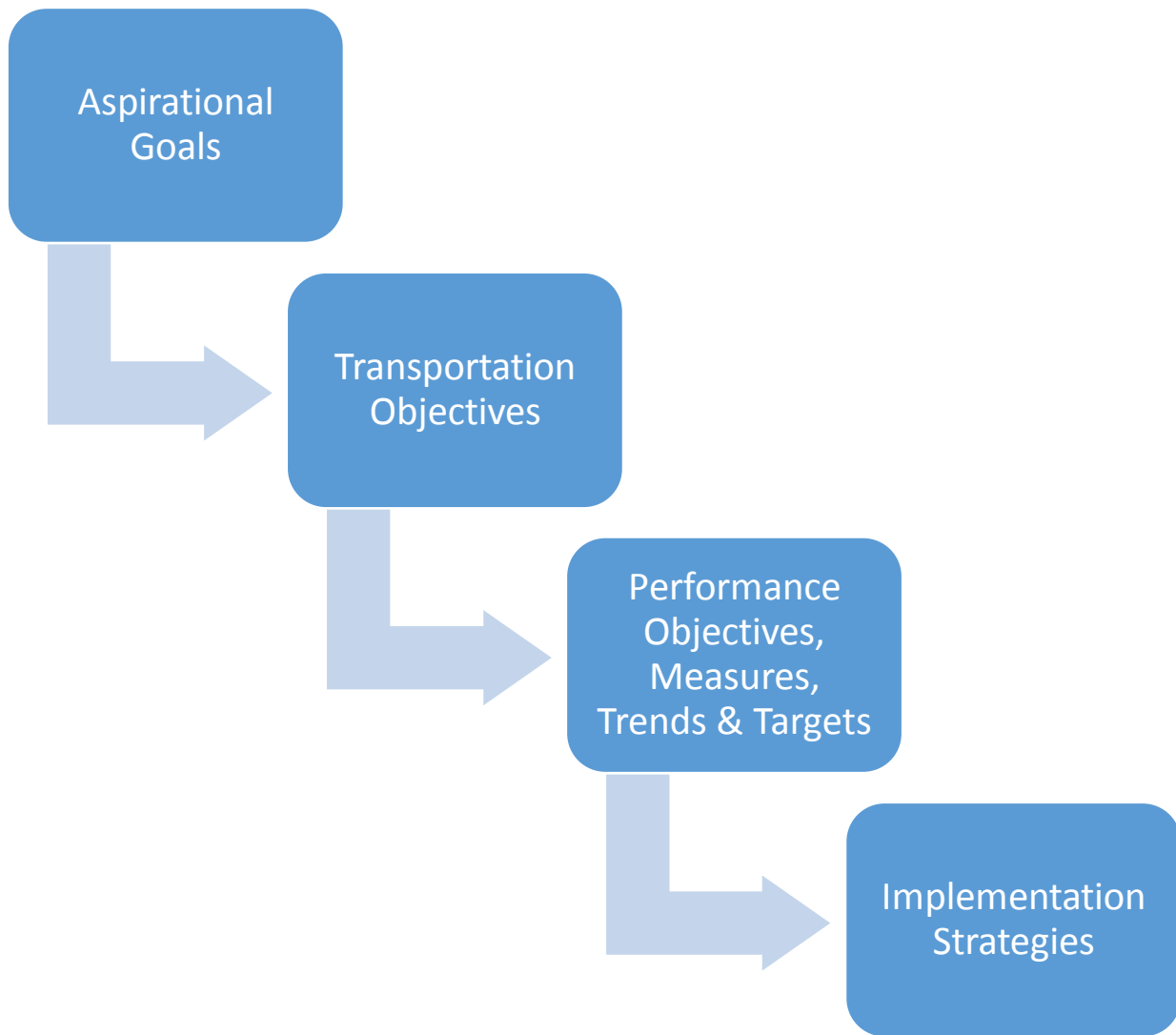


Figure 23 Goals, Strategies and Implementation Framework in 2040 Transportation Vision Plan

The framework for performance measures in the 2040 Transportation Vision Plan includes the identification of themes around what transportation strategies may be measured.

On the following pages are the eighteen aspirational goals identified in the CCV (which have been summarized), a transportation strategy associated with achieving each goal, planning factors and performance themes (some of which are MAP-21 national performance goal themes) that may be considered in the future.

Implementation strategies are also identified as the key way in which the VLMPO will implement these goals over the life of the 2040 Transportation Vision Plan. It will be the responsibility of the VLMPO staff to carry out these implementation strategies through the annual Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and other planning documents and reports.

Objectives, Performance Themes & Objectives, and Implementation Strategies

	CCV Aspirational Goals and Transportation Objectives	Planning Factors & Performance Themes	Performance Objectives	Implementation Strategies
1	Support Regional Economic Engines and Public/Private Collaboration through Accessible, Multi-Modal Transportation Systems^ for the Movement of People and Goods.	Freight Movement and Economic Vitality ^{§§}	Reduce in truck related crashes	The VLMPO Should Study Options to Mitigate Impacts from Truck Traffic throughout the Region
2	Coordinate Workforce Training Opportunities Through Public/Private Partnerships that are Available Through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality ^{§§}	Increase in transit ridership for jobs	The VLMPO Will Work with Private Transportation Providers to Improve Workforce Mobility
3	Develop Basic Transportation and Utility Infrastructure that Promotes Economic Investment through Accessible, Multi-Modal Transportation Projects for the Movement of People and Goods	Infrastructure Condition ^{§§} , Congestion Reduction ^{§§} , System Reliability ^{§§}	Reduction in intersection crash severity	The VLMPO Will Research, Analyze and Propose Intersection Improvement Project that Increase Safety
4	Support Communitywide Partnerships that Encourage Entrepreneurship and Small Business Development and Educate the Public on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality ^{§§}	Increase projects completed on time	The VLMPO Will Provide Information and Bidding Opportunities for Local Businesses
5	Maintain a Fully Funded and Coordinated Regional Economic Development Strategy Promoting Public/Private Partnerships and Educate Elected Officials on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality ^{§§}	Increase number of workers that can reach employment by auto in 20 minutes	The VLMPO Will Analyze and Report on Transportation Investment Impacts on Economic Development
6	Support Education Programs that Ensure Students are Ready to Meet the Needs of a 21st Century Workforce through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality ^{§§}	Increase mileage of bicycle/pedestrian infrastructure	The VLMPO Shall Prioritize Projects that Improve Access to Schools
7	Promote Healthy Eating and Active Lifestyles Throughout the Community by Implementing Transportation Strategies of Livable Communities that Promote an Active, Healthy Lifestyle.	Multi-modal Infrastructure, Community Quality of Life	Increase in County Health Ranking ^{***}	The VLMPO Will be a Community Leader in Supporting Infrastructure for Healthy, Active Lifestyles
8	Provide Affordable, Accessible Healthcare to a Growing Regional Population by Implementing Bicycle and Pedestrian Transportation Projects that Promote an Active, Healthy Lifestyle.	Multi-modal Infrastructure, Community Quality of Life	Increase in road mileage identified as complete	The VLMPO Will Develop a Report on All Roadways According to Complete Street Standards
9	Coordinate Emergency Response to Disasters for a Resilient Community that has Well-Maintained Transportation Infrastructure.	Safety ^{§§} , Security, and Infrastructure Condition ^{§§}	Increase number of bridges/roadways meeting standards	The VLMPO Will Encourage Local Asset Management Plans

^{§§} MAP-21 National Performance Goal

^{***} www.countyhealthranking.com

^ Multi-modal Transportation System is defined to include all of the following (but is not limited to, and each are mutually exclusive of one another): roadways (and it right-of-way for utility infrastructure), airports, railroads, public transit, bicycle infrastructure, pedestrian infrastructure, etc.

Objectives, Performance Themes & Objectives, and Implementation Strategies

	CCV Aspirational Goals and Transportation Objectives	Planning Factors & Performance Themes	Performance Measure	Implementation Strategies
10	Implement Land Use Techniques that Promote Environmental Conservation and Mitigation through Transportation Projects that are Context-Sensitive to the Natural and Built Environments.	Environmental Sustainability§§	To Be Determined (Improve Air Quality, Minimize Wetland Impacts, Limit Footprint)	The VLMPO Will Develop and Support Transportation Investments that Minimize and Mitigate Environmental Impacts
11	Provide Housing that is Safe, Affordable and Accessible to All Income Levels and has Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction§§, Reduced Project Delivery Delays§§	To Be Determined (Average Commute Time, Environmental Justice Areas)	The VLMPO Will Work with Local Governments to Implement a Multi-modal Transportation System that is Affordable and Accessible
12	Develop Regional Leadership that Promotes Transparency, Citizen Engagement, and Coordinated Delivery of Government Services in Multi-Modal Transportation Planning to the Public and Stakeholders.	Public Participation	See Measures in Participation Plan	The VLMPO Will Implement Performance Measures in its UPWP, Participation Plan, TIP and LRTP (once available from state and feds)
13	Develop Land Use Policies that Promote Aesthetic Urban Design and Access to Community Infrastructure and Amenities via Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction§§, Reduced Project Delivery Delays§§	To Be Determined (Distance to Amenities, Changes in Land Use)	The VLMPO Staff Will Actively Participate in Local Land Use Planning Discussions
14	Promote Conservation, Recycling and Renewable Energy Efforts that Support Programs for Alternative Transportation and Fuel Technologies.	Environmental Sustainability§§	To Be Determined (Improve Air Quality, Minimize Wetland Impacts, Limit Footprint)	The VLMPO Will Develop a Model Ordinance to Require Alternative Fuel/Energy Infrastructure
15	Develop Recreational Facilities and Programs to Improve Quality of Life, the Conservation of Natural Resources by Fully Funding and Implement the VLMPO Bicycle and Pedestrian Master Plan.	Environmental Sustainability§§	Increase in Bicycling Commuters	The VLMPO Will Promote Active, Healthy Lifestyles and Encourage Investment in Bicycle and Pedestrian Infrastructure
16	Provide Maintained, Efficient Public Utility Infrastructure that Meets the Needs of a Growing Community through Transportation Projects that Support the Needs of a Growing Community.	System Preservation, and Infrastructure Condition§§	Decrease Average Work Commute Time	The VLMPO Will Encourage Growth in Areas Currently Within the Urban Service Area
17	Develop Public/Private Partnerships to Preserve and Promote Historic and Cultural Resources through Developing Transportation Projects that are Context Sensitive to Historic Resources.	Environmental Sustainability§§	Increase number of Gateway and Beautification Projects Completed	The VLMPO Will Prioritize Gateway Projects that are Sensitive to the Context of the Community
18	Provide Regional Connectivity through an Efficient, Safe, Accessible, and Affordable Multi-Modal Transportation System that is Developed through a Fully Funded Transportation Plan that Identifies Multi-Modal Transportation Options.	Safety§§ & Security, System Reliability§§	Increase number of projects completed on budget	The VLMPO Should Consider New Funding Sources for Funding a Multi-Modal Transportation System

Transportation Priorities

This Transportation Plan attempts to be broad enough in its goals to help the community achieve all of the CCV Aspirational Goals. The question was asked by staff planners for each goal area: “What is the role of transportation in achieving this goal?” In other words, what is the role of transportation in supporting economic development, education, affordable housing, etc. Since transportation impacts many parts of a community, it can also help improve many parts of a community depending on what form that transportation project or policy takes. From that question, the Transportation Objectives on the previous pages were identified. The objectives were carefully selected and reviewed by staff to be sure they addressed the Eight Planning Factors from MAP-21. These Strategies were then tied to the MAP-21 national goal areas as well as others created for this Plan. Performance Measures were then matched from the Georgia Department of Transportation’s Strategic Statewide Transportation Plan in order for this plan to be “performance-ready.” Further Implementation Strategies were also identified for each goal in order to better guide staff, local governments and GDOT in implementing the 2040 Transportation Vision Plan.

The priorities and performance goals for a regional, multi-modal transportation system in the Valdosta Metropolitan Planning Area have been described previously. It is the purpose of the 2040 Transportation Vision Plan to fulfill these goals, and to implement the priorities and policies identified here through transportation projects and programs funded by federal, state, local and sometimes private revenues.

In August/September 2014 the VLMPMO held several open houses and met with several civic groups to obtain input about transportation needs in Valdosta and Lowndes County. Through the public participation process, the community expressed their desire to continue to fund the construction of roads and bridges and the maintenance of the current highway system

utilizing about 61% of anticipated revenues. During the same interactive public



Figure 24 'Money' used at Open Houses to Vote on Spending Categories

participation process, the public allocated the remaining 39% of revenue to alternative transportation modes (bicycle and pedestrian projects and public transportation). Historically, 92% of transportation funds have been spent on highways, bridges and road maintenance, (although this figure does include a small amount of associated bicycle/pedestrian infrastructure) with the remaining 8% going to transit programs. The public input reveals a significant level of interest in a multi-modal transportation system in Valdosta and Lowndes County. While the final allocation (38% new roads, 53% road maintenance, 9% transit) of funding in the Plan does not match the consensus of the public, it does show a broad allocation of funds across multiple modes.

The public also identified several projects for inclusion in the 2040 Transportation Vision Plan. The project receiving the most support was to make improvements to the Five Points intersection in Valdosta. At least two projects in the Plan currently include improvements to this intersection.

Other areas of concern for the public included a truck bypass or “Outer Perimeter Road” for Valdosta, and overpasses of the railroad tracks on Baytree and Gornto Roads. These project ideas need further research before being

included in the financially constrained project list. Thus, staff will continue to review these ideas for further development in the future.

Although not in the Valdosta Metropolitan Planning Area, a project that generates considerable interest is the widening of US 84 from Homerville to Waycross. This important link to the Ports of Savannah and Brunswick is supported by the VLMPO and its completion is a top priority for the Valdosta Region. This highway, along with others in the region that convey goods and people into and out of the community, are priorities for the VLMPO as a regional economic center.

The transportation priorities identified through the public participation process in 2014 clearly placed the movement of people as a higher priority than that of freight (with one significant exception: the US 84 widening from Homerville to Waycross). Alternative modes of transportation like bicycles, walking and public transit are receiving growing support from the public in the Valdosta Urban Area and are seen as being important to providing an affordable, accessible and safe transportation network in the community. The goals of the CCV and transportation strategies of the Plan address these challenges by identifying areas in which transportation can be improved to assist the community partners in achieving the goals. Each of the goals and transportation strategies can be matched back to a challenge that was identified. For example, this strategy “Implement Principles of Livable Communities that Promote an Active, Healthy Lifestyle” related to the challenges regarding bicycle and pedestrian infrastructure and identifying funding for bicycle and pedestrian infrastructure improvements.

The goals, objectives, priorities and performance objectives discussed here show the commitment of the VLMPO to a regional multi-modal transportation system that encourages economic development and promotes a high quality of life for the residents and visitors of this community.

MPOs are required to consider the Eight Planning Factors in transportation plans, the Aspirational Goals of the CCV fit these Planning Factors very well, even though they cover more aspects of the community than just transportation. Discussed here are how each of the planning factors is addressed by the Aspirational Goals.

The Goals and Plan support the economic vitality and global competitiveness of the metropolitan area by supporting access to regional economy engines and making sure that an educated, highly-skilled workforce can affordably access jobs and educational opportunities throughout the region through developing a multi-modal transportation system.

Affordability, mobility and accessibility are important factors for both the movement of people and goods, the Goals and Plan address this in several elements like, access to freight corridors, access to jobs and educational opportunities, through multi-modal transportation options like roadways for all users, bicycle and pedestrian infrastructure and public transit.

Through the implementation of a multi-modal transportation system that promotes various affordable and accessible methods of transportation for motorized and nonmotorized users the Goals and Plan increase the safety and security of various transportation users. An Active, Healthy Lifestyles Strategy promotes overall community health and safety, while an Intersection Improvement Strategy promotes vehicle safety at intersections.

Protection of the environment, infrastructure resiliency and a higher quality of life are found in the Aspirational Goals that promote the development of land uses that promote environmental conservation and mitigation and renewable energy efforts. Improved quality of life can also be found in the promotion of affordable, accessible, multi-modal

transportation infrastructure programs that can improve unhealthy lifestyles, be more affordable for families and develop land uses that make housing more accessible to jobs.

The management and operations of an efficient, well-maintained multi-modal transportation system is important to provide continuous, accessible, and affordable transportation for all roadway users. The Goals and Plan address this through the funding more than \$500 million in roadway and bridge maintenance and promoting a resilient transportation system that can respond to both natural and economic outside influences.

Overall the Aspirational Goals address the Eight Planning Factors in a variety of ways that promote an efficient, environmentally, safe, secure, well-maintained, affordable, accessible transportation system for all users to achieve a higher quality of life and economic vitality for the community.

Complete Streets Strategy

A Complete Street is a roadway designed to safely and comfortably accommodate all users and all transportation modes (regardless of age and ability), including, but not limited to, motorists, cyclists, pedestrians, transit riders, delivery and freight vehicles, and also including provisions for utility easements/access (includes power, water, sewer, gas, telecommunications including broadband internet, etc., whether publicly or privately owned and/or operated), stormwater runoff, through an environmentally sustainable infrastructure design. Furthermore, Complete Streets principles contribute to the safety, health, economy, and quality of life in a community by providing options for all people to travel efficiently and enjoyably between destinations.

Moreover, Complete Streets principles are in line with elements of the CCV, such as: promoting active/healthy lifestyles; developing policies that

promote access to community infrastructure and amenities; and providing an efficient, safe, accessible, and affordable multi-modal transportation system. The Complete Streets Strategy will help the community achieve the identified performance measures related to bicycling and walking by promoting the installation of infrastructure that supports these modes of transportation.

The Valdosta-Lowndes MPO will promote the complete streets concept through the region and recommends that all local jurisdictions adopt a comprehensive complete streets strategy.

The VLMPO requires that all local projects receiving federal funding listed in the 2040 Transportation Vision Plan shall incorporate the complete streets concept into all projects. Projects utilizing any other funding sources are encouraged to adhere to this strategy.

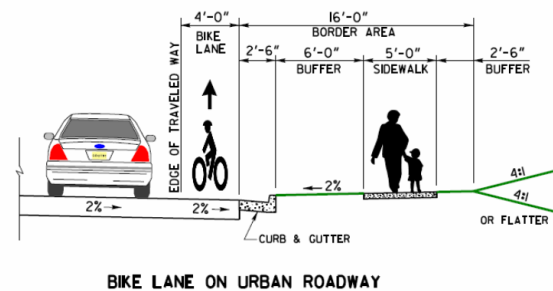


Figure 25 Example of Urban Complete Street. Source: GDOT Complete Street Policy

Strategy Requirements

The VLMPO requires that all local projects receiving federal funding through the MPO shall be designed, constructed, operated, and maintained, to the greatest extent possible, so that all users and all modes, of all ages and abilities, can travel safely and independently with the following exceptions:

- Where cost or impacts of accommodation is excessively disproportionate to the need or probable use.
- Documentation of an absence of current and future need.
- Where the Policy Committee of the VLMPO grants an exception.

Project sponsors shall strive to create a comprehensive, interconnected network of transportation options for all modes; and to incorporate context-sensitivity into project designs, keeping in mind the individual needs and objectives of the community.

Project sponsors and jurisdictions shall follow the GDOT Design Policy Manual Chapter 9 (Complete Streets Policy) and other design standards as appropriate.

Within two-years the VLMPO shall prepare a Complete Streets Suitability Report that identifies a list of streets for future projects that promote sustainable safety and accessible infrastructure.

Intersection Improvement Strategy

Crashes at intersections are one of the top safety concerns for transportation in Valdosta and Lowndes County. As the community addresses safety concerns, and develops new roadways or improves a roadway's capacity safety at intersections should be a priority in the design of that roadway.

The VLMPO requires that roundabouts shall be considered for all intersection improvements included in the 2040 Transportation Vision Plan.

Roundabouts have proven themselves to be safer than traditional intersections. For example at a four-way intersection there are 32 conflict points, while in a roundabout there are just

eight. Roundabouts can improve safety in many situations where they meet the engineering and safety requirements.

The Intersection Improvement Strategy helps to address the identified safety challenges by proposing infrastructure design solutions that can improve safety at existing and new intersections throughout the community. Safer intersections help to meet the CCV and performance measures by designing intersections that result in fewer and less severe crashes.

Strategy Requirements

In accordance with the GDOT Design Policy Manual Chapter 8, sponsors of projects shall consider roundabouts for all new intersection locations and those being reconstructed.

Roundabouts shall be considered where a major safety or operational improvements have been identified and where a traffic signal has been requested.

Sponsors shall follow the GDOT Design Policy Manual Chapter 8 for procedures on when to include a roundabout.

Each project design shall use the most appropriate standards, however each sponsor and jurisdiction retain the engineering design decision authority over its projects.

Every project design shall document how it will accommodate all users safely, or for what reasons an accommodation is not made.

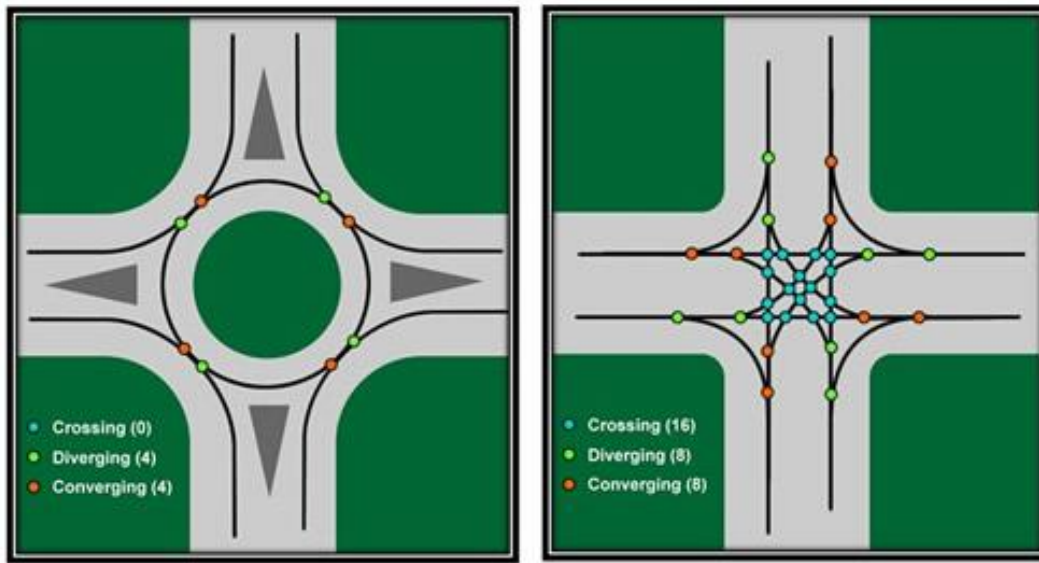


Figure 26 Crash Conflict Points of a Traditional Intersection versus a Modern Roundabout. Source: FHWA.

Active, Healthy Lifestyles Strategy

Lowndes County is currently ranked 54th in Georgia for health factors and 83rd for health outcomes by Countyhealthrankings.org. While individual health choices are primarily the decision of the individual, local governments can provide infrastructure opportunities to allow individuals to make healthier choices.

The VLMPO shall encourage each local jurisdiction to implement at least \$500,000 annually in bicycle and pedestrian infrastructure and/or promote active, healthy lifestyles in the Valdosta Metropolitan Planning Area.

The implementation of the Valdosta-Lowndes Bicycle and Pedestrian Master Plan, through investment in bicycle lanes, sidewalks, trails, sharrows, etc., will provide residents and visitors with options for lifestyle changes that can reduce or mitigate factors such as: obesity, physical inactivity, lack of access to exercise opportunities, etc. Investments in active transportation infrastructure, combined with policies that encourage an active lifestyle, can

save a community money in other areas, such as healthcare for indigent persons, medical expense write-offs at local hospitals, and generally improve the quality of life for residents and the opportunities for economic development.

An Active, Healthy Lifestyles Strategy supports the CCV and performance measures by promoting a healthy community with a high quality of life. Infrastructure that provides an opportunity for residents to lead a more active lifestyle improves the health of the community and reduces healthcare costs. The infrastructure and educational programs that can be supported by this strategy can be measured by several performance measures, but can also be measured by the ranking of the community in outside health rankings, like the one quoted above.

Strategy Requirements

Project sponsors shall consider at least the following bicycle and pedestrian infrastructure improvements to meet the minimum investment criteria:

- Bicycle Sharrows (also known as “shared lane markings”)

- Bicycle Lane striping
- Multi-use Trails
- Paved shoulders in accordance with GDOT Complete Streets Policy
- Sidewalk construction (new and repair)
- Bicycle and pedestrian signage on roadways
- Bicycle Route signage for state and local bicycle routes
- Bicycle and Pedestrian projects implemented in association with roadway projects
- Bicycle and Pedestrian safety and educational and enforcement programs for children and adults
- Others as proposed by the project sponsor



Figure 27 Bicycle Sharrow in Tifton, GA

Jurisdictions are encouraged to partner with federal, state and local programs and non-profit organizations to implement projects and programs (example: Safe Routes to School, Safe Kids, SGMC and Kohl's Cares, school systems, etc.)

Smaller jurisdictions (under 50,000) are encouraged to implement programs relative to their population and resources, with priority placed on education programs and partnerships rather than infrastructure investments.

The VLMPO shall report annually each jurisdiction's implementation of this strategy.

Transportation Planning Strategies

Transportation investments and land use and development decisions feed off one another to spur private investment and promote economic development in every community. While this Transportation Plan attempts to address every issue that is raised from the public input, some issues require further research and planning before a project or program can be recommended. This section describes some recommendations for the VLMPO to undertake over the next few years to improve land use and transportation coordination and complete other transportation studies. These studies will help identified projects and programs that will address challenges identified from public input and help achieve the goals of the CCV through identifying new transportation projects and programs through further research.

Accessible transportation is a broad term that can be used to define many different forms of investment in transportation infrastructure. Accessible transportation is more than providing options for individuals with mobility impairments. Accessible transportation can mean traditional fixed-route or demand-response public transportation that provides affordable transportation to those in the community without other means, or it can mean providing access to alternative modes of transportation infrastructure like bicycle lanes and sidewalks. It can include managing access to transportation corridors in ways that promote safety, allow for the efficient movement of vehicular traffic, and support quality economic

development. Accessible transportation can also mean making sure development policies are favorable to accessible transportation options and infrastructure.

The VLMPO shall develop model ordinances within four years for local governments that either require or encourage private investment in transportation infrastructure, such as: electric vehicle charging stations, bicycle racks and parking, access management for curb cuts, and cross-property access via connected parking lots or frontage roads.

- The VLMPO shall be required to cooperatively work with the local business community and advocates for accessible transportation to develop model ordinances.

The VLMPO staff shall actively participate in local planning initiatives (including, but not limited to: land use, housing, economic development, workforce, education and health). VLMPO staff will ensure that the VLMPO Common Community Vision and priorities are supported by local implementing agencies through an annual report.

The VLMPO shall continue to advocate for investments in affordable, accessible public transit infrastructure through continuing research of urban transit systems as well as support of existing rural transit systems. An urban transit system shall provide affordable and accessible transportation to various activity centers and land uses.



The VLMPO shall research local truck access issues (especially those related to commercial truck traffic in downtown Valdosta) and the

completion of the ‘perimeter’ road around the Valdosta Urban Area that serves the needs of the local freight intensive businesses and through truck traffic.



Figure 28 Transportation Demand Management. Source: FHWA Office of Operations

The VLMPO shall evaluate on- and off-street parking requirements in the urban area to better promote complete streets policies, pedestrian and bicycle safety, and public transit use. A report shall be prepared within three years and presented to local jurisdictions. This report should be used to implement reforms to local land use and development regulations.



Figure 29 Valdosta State University Shuttle Fleet, Transportation Demand Management. Source: VSU

“Transportation [or Travel] Demand Management...is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles, or to redistribute this demand in space

or in time.”¹⁰ The VLMPO shall research and report on, within three years, the use of and implementation of policies and programs that relate to transportation demand management and how the below tools might be effectively used to provide a safe, more efficient multi-modal transportation system for the Valdosta Metropolitan Planning Area.

- Ridesharing (includes carpools, vanpools, ride-matching service, etc.)
- Bicycle and Pedestrian Infrastructure (includes bicycle parking and shower facilities to facilitate commuting)
- Flexible work schedules (examples: allow workers to commute in off-peak hours or four-day work weeks)
- Telecommuting or work from home options to avoid unnecessary travel
- Public transit options that are accessible and affordable
- Emergency ride services for commuters who carpool or take transit (example: reduced cost taxi)
- Active traffic management (ATM) and traffic management centers (TMCs), which utilize technology to reduce congestion and improve travel time reliability using variable speed limits, synchronized signals, etc.
- Traffic incident management programs to improve emergency response to traffic crashes
- Work zone management to reduce delays in work zones through the use of temporary traffic controls
- Special event planning to mitigate and manage traffic impacts of large-scale events such as sporting events
- Road weather management, which involves coordinated weather monitoring, road clearing operations, road closures, and dissemination of

relevant weather-related information to road users

- Multi-agency operations planning, involving the coordination of two or more agencies

This Plan can only look so far into the future based on the existing assumptions that planners have at the time of its adoption. However, as technology advances transportation planners will have to continue to conduct research and recommend projects and programs based on new technologies and assumptions that are not known at this time. The VLMPO pledges to continue to look at how the future of the movement of people and goods will impact the region and how the transportation planning efforts must respond to new technologies and assumptions in future transportation plans, reports and studies.

¹⁰

http://en.wikipedia.org/wiki/Transportation_demand_management

Transportation Vision Plan

2040 Socioeconomic Data

In 2013, the VLMPO obtained the consulting services of Transport Studio, LLC to prepare socioeconomic data for use in the 2040 Transportation Vision Plan Travel Demand Model and for other purposes. This full report is found on the SGRC website as a supplemental report to this Plan. While it goes into great detail discussing various socioeconomic characteristics of the region, only a summary is provided here. The 2040 Socioeconomic Data Study was also completed for use by the entire community and complements the Common Community Vision report as well. The data included in the 2040 Socioeconomic Data Study will be used to support the next Lowndes County Comprehensive Plan update (due in 2016) and other local planning efforts relating to education, housing and economic development.

The VLMPO provided to the consultant growth area maps that were updated from the 2030 Transportation Plan to include updated growth areas (residential, commercial, industrial, schools), development densities, and development timeframes. These growth area maps received input and were reviewed by local land use planners and engineers to ensure the data were the best assumptions of future development at the time.

The consultant then took this base level data, combined it with their own methodologies for allocating future growth and completed the following socioeconomic data projections: population, employment in the manufacturing, retail, service and wholesale industries, school enrollment, and number of households. This data was provided in five-year increments for the years 2010 through 2040 and at the geographies of county, city (Valdosta only), tract, TAZ, and block group, each where appropriate. As noted previously, this data was intended to be used in other planning efforts, so appropriate data was also compiled for housing characteristics and for racial and ethnic characteristics.

Some of the highlights of the 2040 Socioeconomic Study are described below, along with discussion of what impacts they may have on the future of transportation of people and goods in the region.

- Single-family housing units will decrease to 61% by 2040 (70% in 1980), indicating an increase in more dense, multi-family housing units in the future. "It is broadly accepted that fairly dense urban development is an essential

2010 TDM Base Year Data	Lowndes County	Berrien County	Brooks County	Lanier County	Total	Percent of Total
Manufacturing	3,608	0	3	0	3,611	7%
Service	35,684	1	44	1	35,730	66%
Retail	14,009	0	2	4	14,015	26%
Wholesale	970	0	16	0	986	2%
Jobs in TDM Region	54,271	1	65	5	54,342	100%

Figure 30 2010 Base Year Socioeconomic Employment Data. Source: 2040 Socioeconomic Data Study, Transport Studio, 2014.

feature of a successful public transit system”¹¹ and other non-vehicular transportation options like bike lanes, multi-use paths and sidewalks.

- By 2040, the population of Lowndes County will be 149,288, and the day-time population will be more than 171,000. As a regional economic hub, the regional transportation network must be able to handle this additional capacity of residents and commuters as well as through traffic by making strategic transportation investments now. This includes reducing or minimizing congestion and improving roadway safety and efficiency.
- Residential growth areas of the region will tend to be north of Valdosta, and current residential areas will become more densely populated. This population growth will cause rural roadways to become congested, requiring capacity improvements to be programmed in these high growth areas. Areas already developed will continue to require investment in terms of ongoing maintenance and other improvements to transportation infrastructure like the development of bike lanes, sidewalks and other affordable, accessible, multi-modal transportation options.
- Employment centers are not anticipated to change significantly in the next 25 years. Congestion around these areas will continue to be a challenge for local governments as roadways in developed areas cannot be widened as easily as those in developing areas. High density employment will continue to encourage public transit and ridesharing as an alternative for transportation access by

employees and customers of businesses throughout the community.

Overall, the 2040 Socioeconomic Data Study shows that the Valdosta and Lowndes County area is growing more dense and will require improved and expanded multi-modal transportation systems and networks in order to move people and goods efficiently throughout the region.

Environmental Justice

As a federally funded program, the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) is required to make sure transportation plans and programs meet the Environmental Justice (EJ) requirements of Title VI of the Civil Rights Act and Executive Order 12898. The three major principles of EJ are:

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

To identify the location where EJ populations reside in Valdosta and Lowndes County, the VLMPO staff worked with Dr. Anne Price and her Sociology Graduate Students at Valdosta State University who developed the report titled *A Report on Key Indicators for Establishing Environmental Justice in Transportation Planning in Lowndes County, 2015*. This report identified the location of various EJ populations including: racial and ethnic minorities, low-income populations, the elderly, vehicular access, limited-English proficiency, and educational attainment. The students evaluated the above EJ

¹¹ Cervero and Guerra, *Urban Densities and Transit: A Multi-dimensional Perspective*. UC Berkley Center for Future Urban Transport, 9/2011

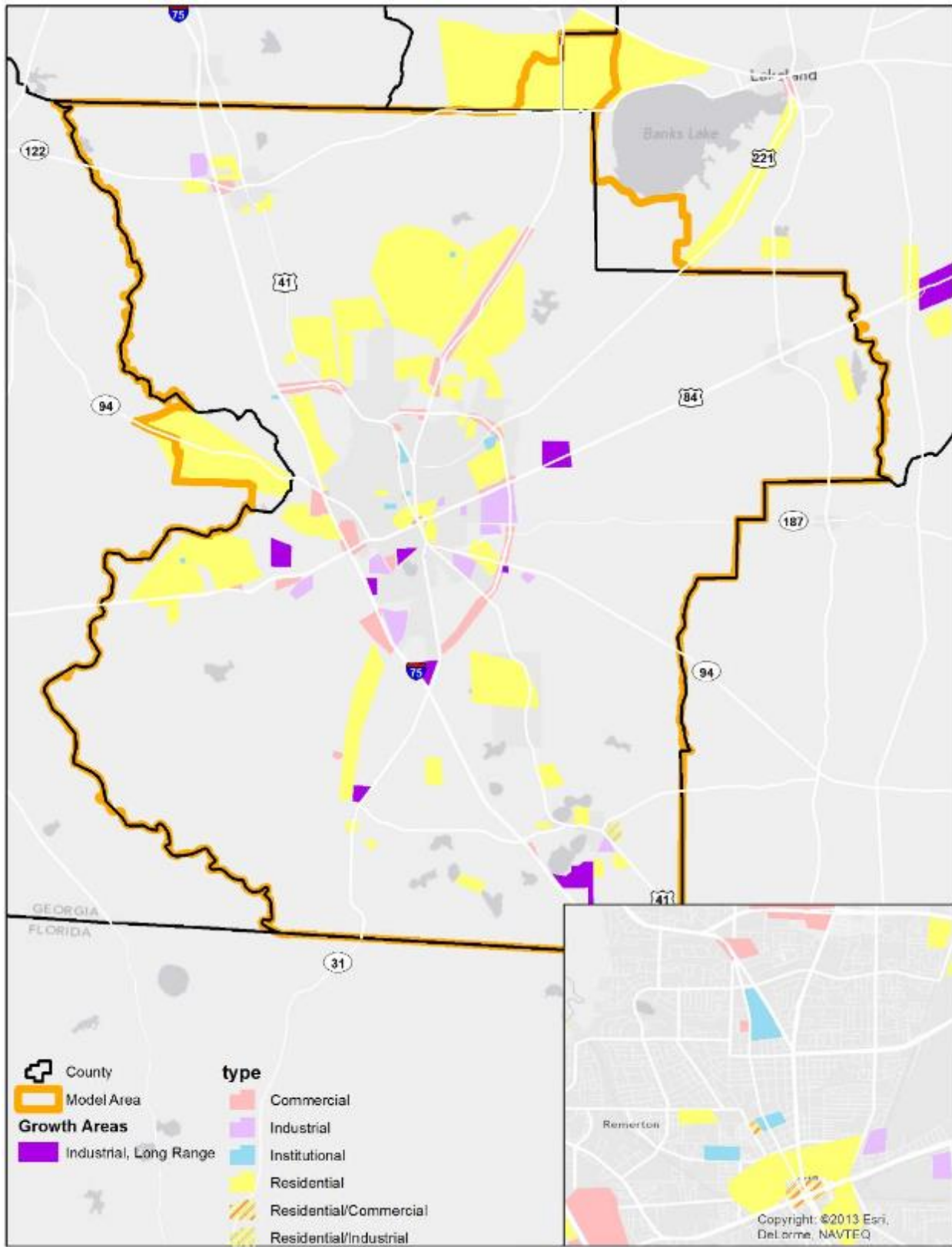


Figure 31 2040 Land Use Growth Areas. Source: 2040 Socioeconomic Data Study, Transport Studio, 2014

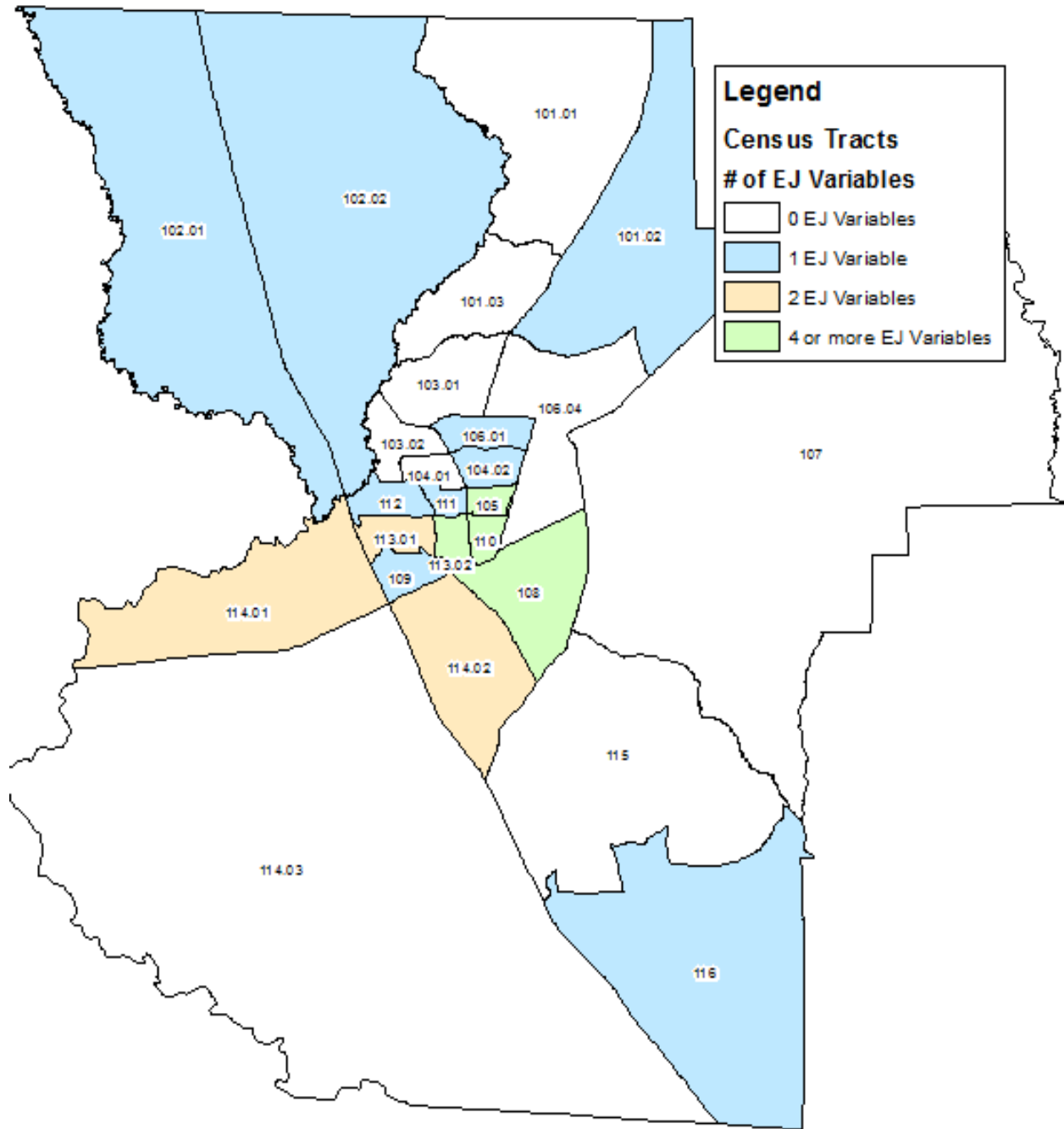


Figure 32 Census Tracts Identified with Environmental Justice Populations by Number of Variables

populations using the most current available Census data, typically from the American Community Survey and identified the census tracts in which these populations are the most prevalent. The students also used their analysis to cross-reference some of the data to provide additional insight on the locations of EJ populations.

The student analysis (full report is available on the SGRC website) showed that EJ populations in Valdosta and Lowndes County are “Most prominently located in census tracts 108, 110, and 105...[and] these areas will need to be most vigorously sought out for inclusion in the public involvement process to ensure fair participation and inclusion, as well as equitable access to all benefits, and minimal negative impacts of new projects.”

Through this analysis the VLMPO staff is able to analyze the location of projects and programs and their impact on EJ populations. While providing physical access to transportation infrastructure is important to all populations, we need to also consider what mode of access is the most affordable, while also remaining sensitive to the context of these communities. Reviewing the location of projects and the location of these identified EJ populations, we need to note that not all transportation projects are shown on the map or in the 2040 Transportation Vision Plan at all. One transportation project that received many comments during the Plan public outreach meetings was for improvements to be made to South Troup Street in Valdosta. These improvements involve paving, the installation of stormwater infrastructure, and sidewalks, to be implemented by the City using non-federal funds. These funds are accounted for in the Plan’s financial plan as maintenance funds, because they will be used for improving an existing street rather than adding capacity to it. Another form of transportation that is already considered in this Plan is the development of an urban public transit system for the Valdosta Urbanized Area. This mode of transportation, along with existing rural public transit services

would provide affordable access to jobs, education and other opportunities for many residents of the community.

As noted previously, transportation challenges tend to follow new growth in a community. It is anticipated that much of the new residential growth in the region will occur north of Valdosta, leading to congested roadways, as can be seen on the Travel Demand Model output maps (found later in the Plan). The challenge of weighing growth and economic development to the transportation needs of a community is the basis for any transportation plan.

While this new residential growth tends to be concentrated in the northern portion of Lowndes County, many other areas of the community will continue to face their own unique transportation challenges. In particular, those areas identified as Environmental Justice populations (typically low-income, racial minorities, lower educational attainment areas, etc.) face mobility challenges that cannot be solved by building new roads or widening existing ones. These areas typically are in need of mobility options that include public transportation and access to multi-modal infrastructure like bicycle lanes and sidewalks.

By providing context-sensitive transportation options to the entire community this Plan can help various neighborhoods access economic opportunities throughout the area via safe, affordable transportation option.

2040 Network Model

The 2040 Transportation Plan Network Model refers to the region's major roads and highways, as they are included in the travel demand forecasting model. The model is just one of the many tools the VLMPO can use in transportation decision making. It is best used at the corridor or macro-level (regional, i.e., city or county level) and does not give as accurate a picture of traffic conditions at the micro-level (example: intersections and interchanges). This should be kept in mind as the outputs of the model are reviewed. Currently the model software that VLMPO and GDOT use is called Cube 6. The Model was updated for the 2040 Transportation Vision Plan to take advantage of new data sources and planning assumptions.

VLMPO staff, working with staff from GDOT using base maps for Lowndes County and the entire Metropolitan Planning Area, revised Traffic Analysis Zones (TAZs) to include all of the Metropolitan Planning Area for this Plan update.

TAZs are geographies used by the Model that contain homogeneous land uses and socioeconomic characteristics as discussed previously. The model contains the Interstate highway system as well as roadways functionally classified as arterials and collectors. As a generally accepted modeling practice, locally classified roadways are not included.

The baseline data for the 2040 Plan was collected to represent calendar year 2010. In order to look into the future the base year model must be calibrated to adequately simulate these existing conditions. The model is used to predict travel behavior and resulting demand within an urbanized area, so calibration to existing, known conditions is key to usable model outputs in future year forecasts.

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 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 be accurately 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 model 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 TAZs.

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 within the study area. The modeling process for trip distribution utilizes the gravity model, 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 impedance (travel time) between the TAZ pairs. The process produces trip tables that display the trips between each TAZ pair for 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.).

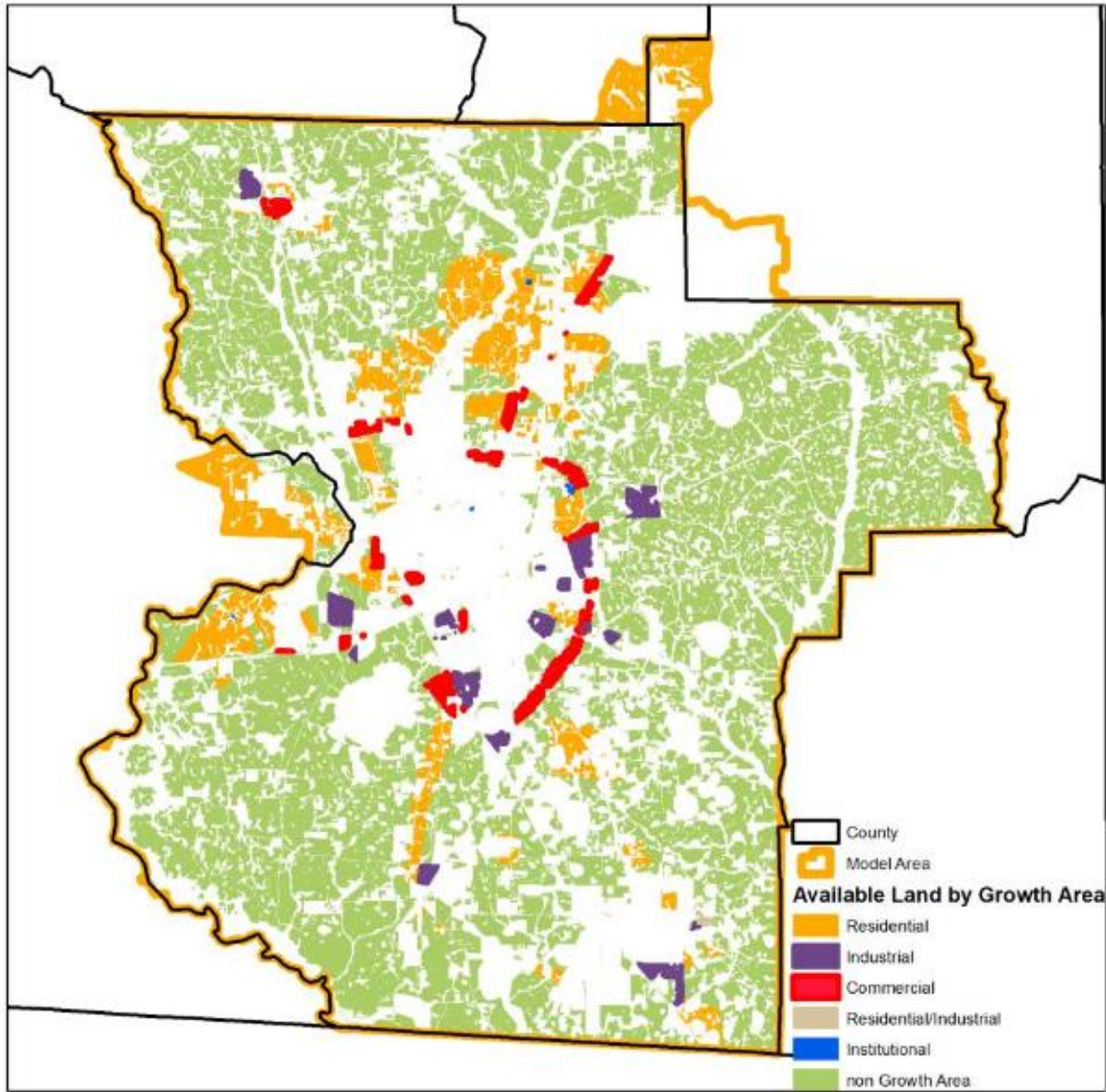


Figure 33 Potential Growth Areas and Land Uses. Source: 2040 Socioeconomic Data Study, Transport Studio, 2014

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Year	County	County-wide Population	Travel Demand Model (TDM) Area Variables						
			TDM Population	TDM Employment	Manufacturing Employment	Service Employment	Retail Employment	Wholesale Employment	TDM Households
2040	Lowndes	149,288	146,302	76,082	5,057	50,025	19,634	1,366	59,472
2040	Berrien	24,514	841	1	0	1	0	0	342
2040	Brooks	17,644	3,720	65	3	44	2	16	1,512
2040	Lanier	13,868	3,959	5	0	1	4	0	1,609
2040	Total	205,314	154,822	76,153	5,060	50,071	19,640	1,382	62,935
2035	Lowndes	142,292	139,053	72,635	4,942	47,511	18,854	1,328	54,943
2035	Berrien	23,546	441	1	0	1	0	0	226
2035	Brooks	17,443	3,767	65	3	44	2	16	1,596
2035	Lanier	13,119	3,495	5	0	1	4	0	1,311
2035	Total	196,400	146,756	72,706	4,945	47,557	18,860	1,344	58,076
2030	Lowndes	135,296	132,590	68,632	4,562	45,126	17,713	1,231	53,898
2030	Berrien	22,578	574	1	0	1	0	0	233
2030	Brooks	17,242	3,387	65	3	44	2	16	1,377
2030	Lanier	12,370	3,126	5	0	1	4	0	1,271
2030	Total	187,486	139,677	68,703	4,565	45,172	17,719	1,247	56,779
2025	Lowndes	128,301	125,693	65,993	4,504	43,139	17,164	1,186	50,043
2025	Berrien	21,610	41	1	0	1	0	0	21
2025	Brooks	17,042	3,266	65	3	44	2	16	1,382
2025	Lanier	11,621	3,030	5	0	1	4	0	1,310
2025	Total	178,573	132,030	66,064	4,507	43,185	17,170	1,202	52,756
2020	Lowndes	121,305	118,879	61,183	4,067	40,229	15,792	1,095	48,325
2020	Berrien	20,641	308	1	0	1	0	0	125
2020	Brooks	16,841	3,053	65	3	44	2	16	1,241
2020	Lanier	10,872	2,292	5	0	1	4	0	932
2020	Total	169,659	124,532	61,254	4,070	40,275	15,798	1,111	50,623
2015	Lowndes	115,269	113,077	58,609	3,901	38,534	15,146	1,028	45,600
2015	Berrien	19,964	41	1	0	1	0	0	21
2015	Brooks	16,542	2,720	65	3	44	2	16	1,166
2015	Lanier	10,475	2,245	5	0	1	4	0	897
2015	Total	162,250	118,083	58,680	3,904	38,580	15,152	1,044	47,684
2010	Lowndes	109,233	106,561	54,264	3,610	35,673	14,009	972	43,370
2010	Berrien	19,286	41	1	0	1	0	0	21
2010	Brooks	16,243	2,720	65	3	44	2	16	1,166
2010	Lanier	10,078	1,459	5	0	1	4	0	483
2010	Total	154,840	110,781	54,335	3,613	35,719	14,015	988	45,040

Figure 34 2040 Socioeconomic Data Study Projections, 5-year Increments. Source: 2040 Socioeconomic Data Study, Transport Studio, 2014

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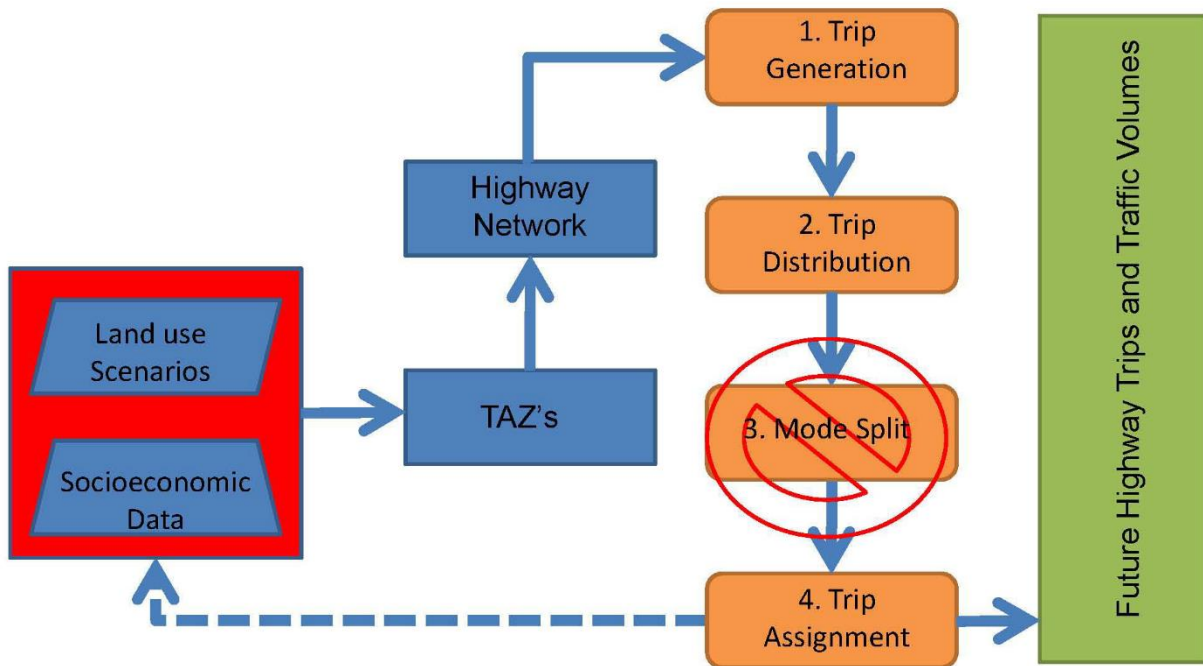


Figure 35 The VLMPPO Travel Demand Forecast Model Workflow

Since transit use and other alternative modes of transportation represent such a small mode share in the VLMPPO area, the mode split process is not necessary.

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 (2010) conditions, and then it is utilized for forecasting future demand by superimposing the projected growth (households, employment school enrollment) for 2040 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.

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) at the regional, macro-level. 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 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.

The model development, socioeconomic methodology and other technical items are available in a separate technical report that will be made available on the SGRC website (www.sgrc.us) upon its completion by GDOT.

2010 LEVEL OF SERVICE - BASE
GREATER LOWNDES COUNTY

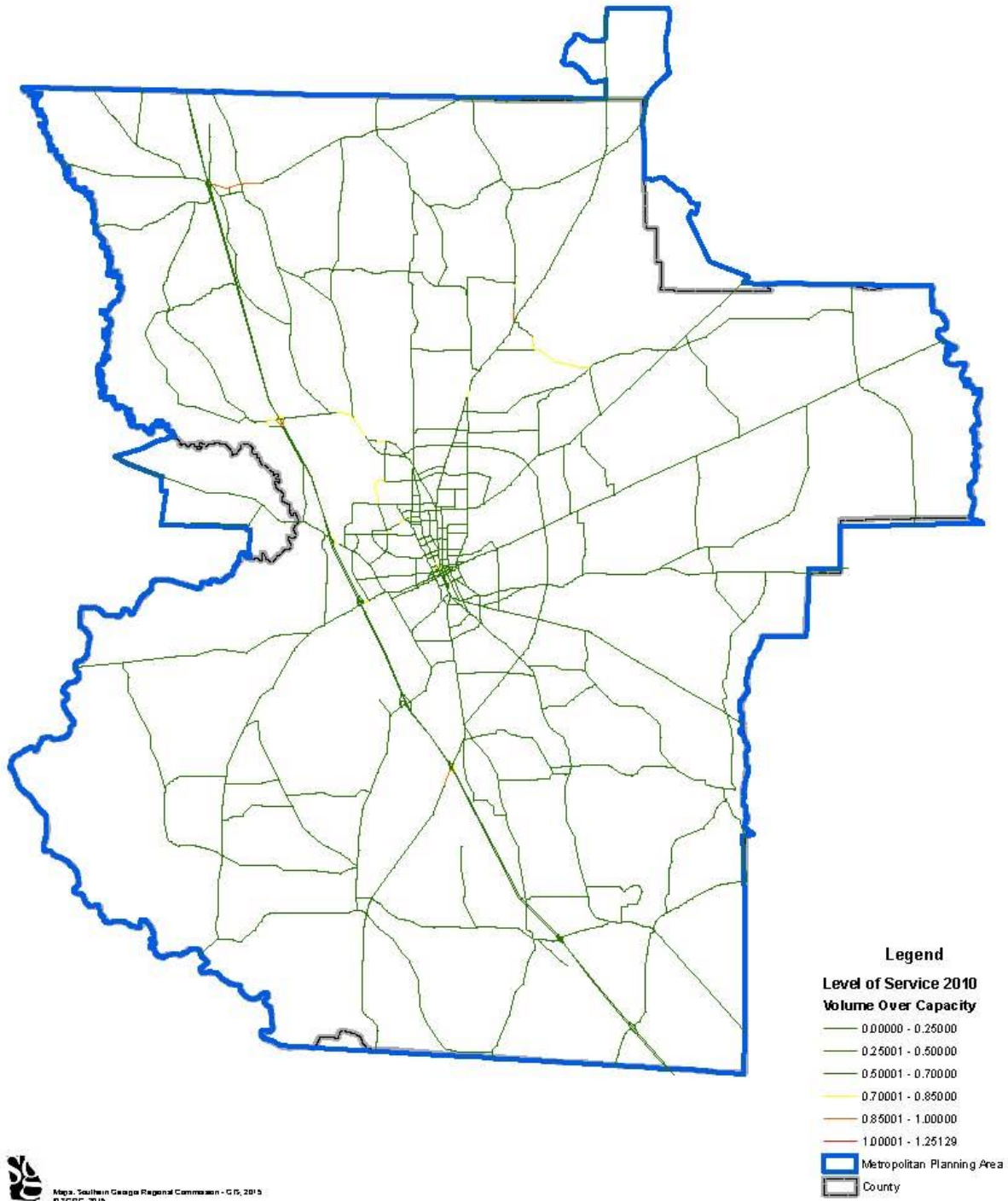
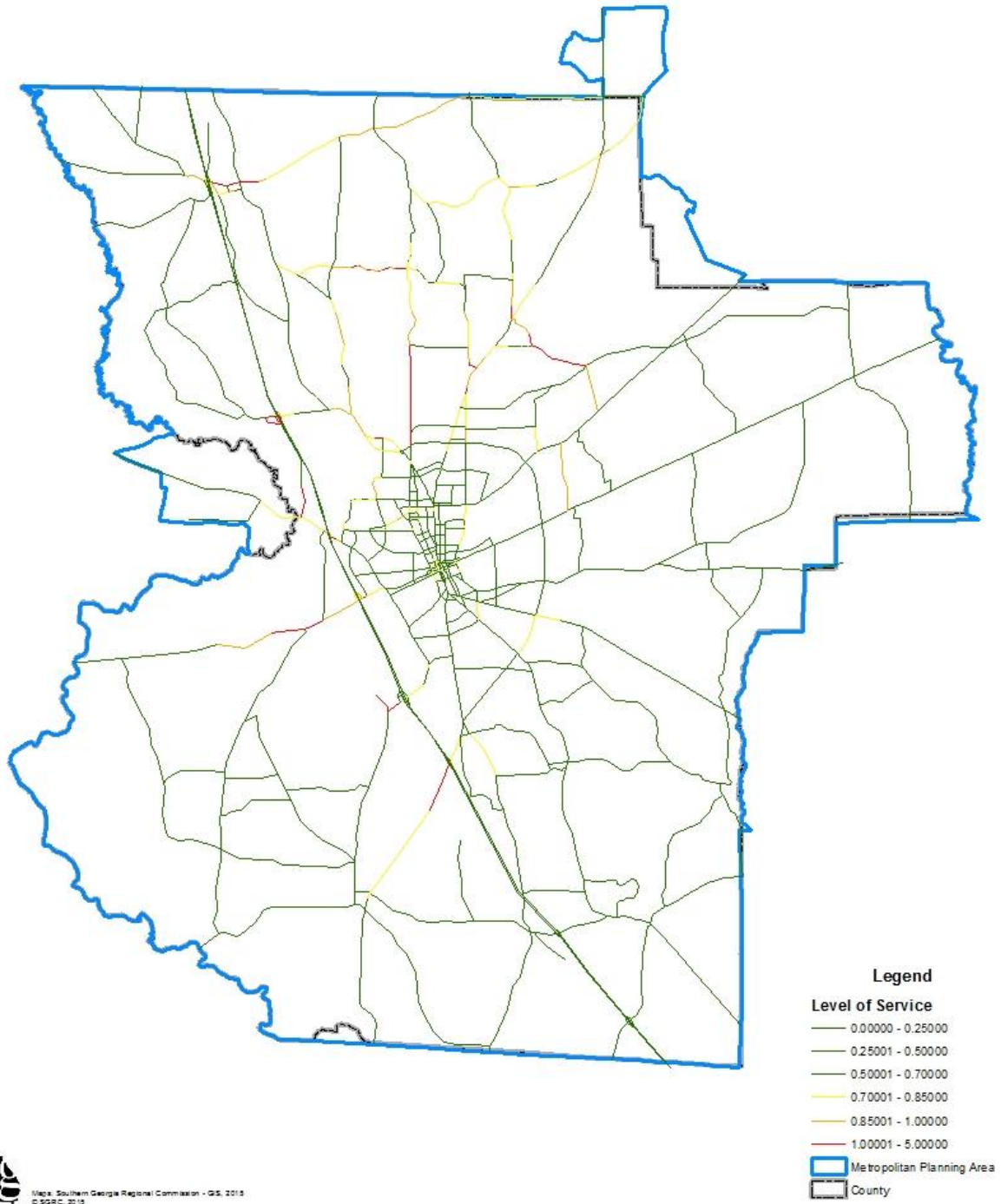


Figure 36 2010 Base Year Travel Demand Model Level of Service

2040 LEVEL OF SERVICE - NO BUILD
GREATER LOWNDES COUNTY



 Map: Southern Georgia Regional Commission - GS, 2018
© SGRAC, 2018

Figure 37 2040 No Build Travel Demand Model Level of Service

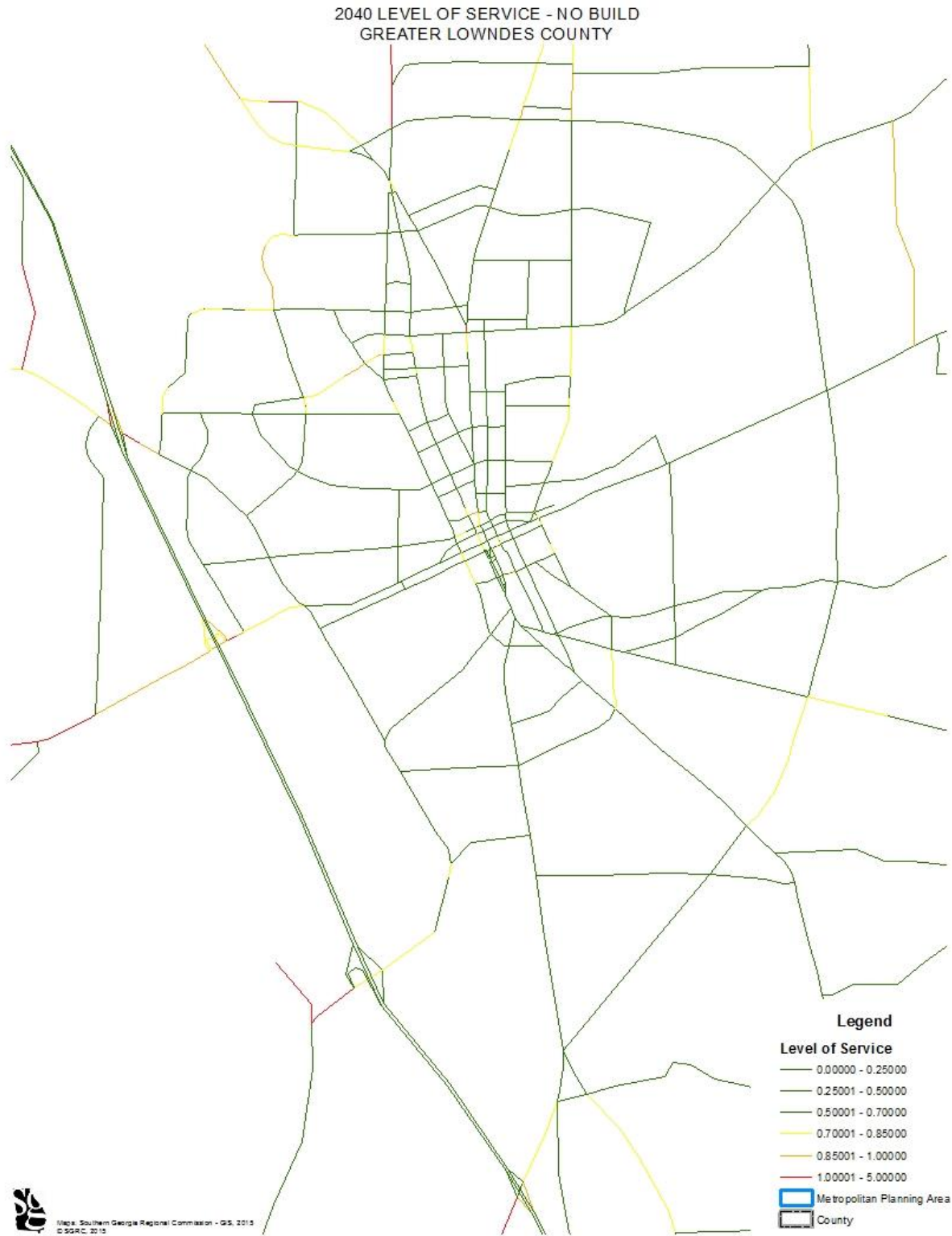


Figure 38 2040 No Build Travel Demand Model Level of Service, Valdosta Detail

2040 LEVEL OF SERVICE - FINANCIALLY CONSTRAINED
GREATER LOWNDES COUNTY

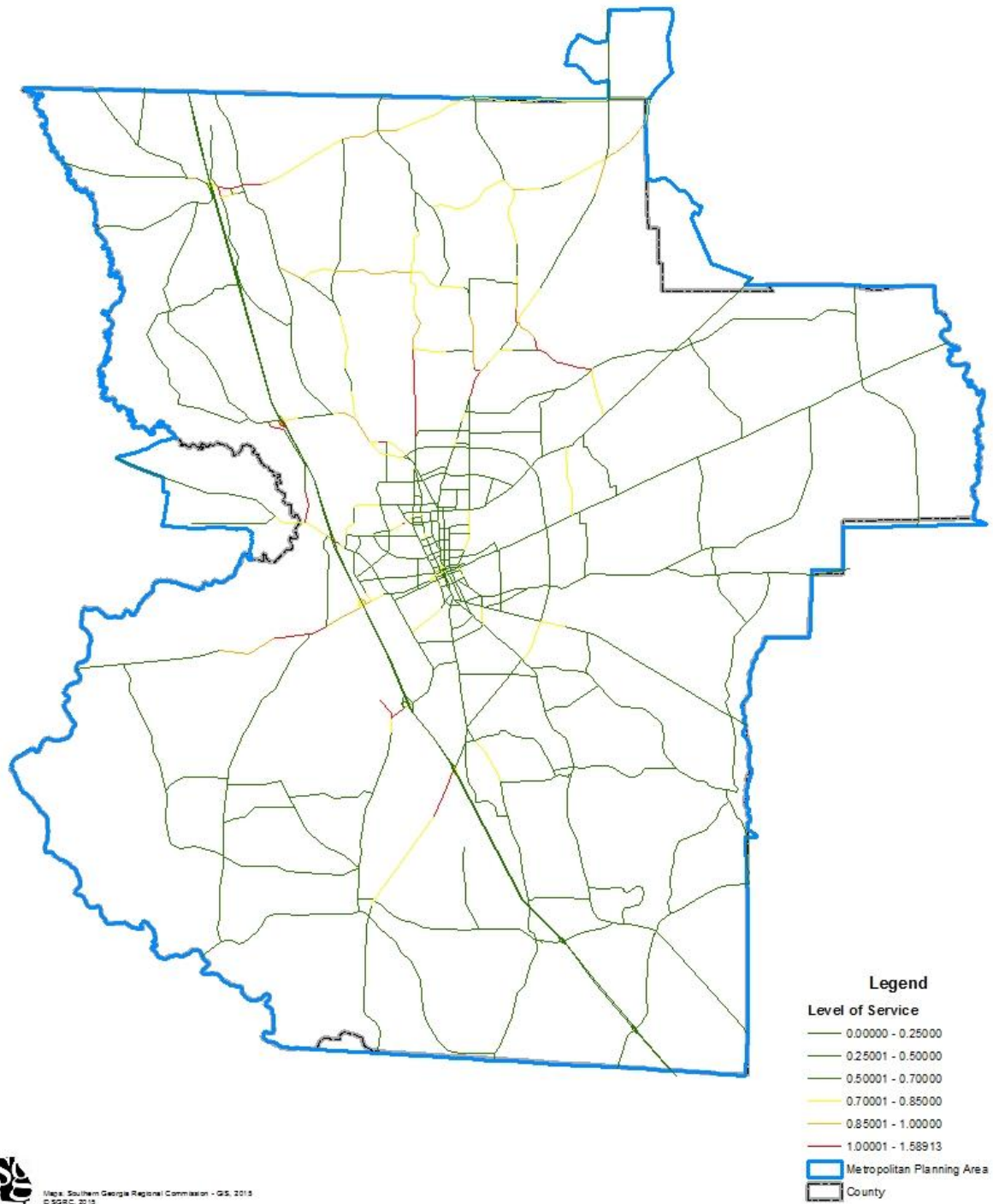


Figure 39 2040 Build DRAFT Travel Demand Model Level of Service

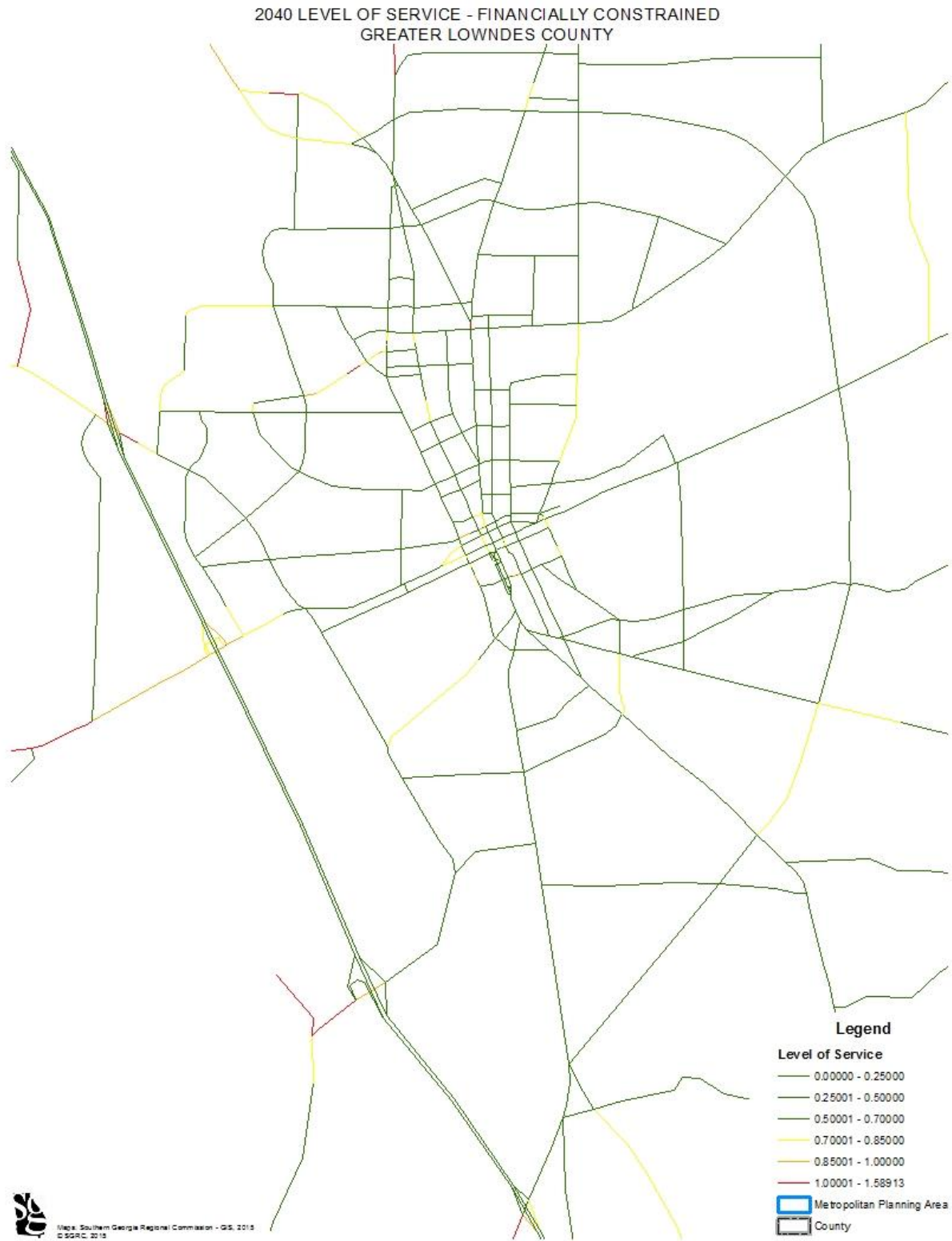


Figure 40 2040 Build DRAFT Travel Demand Model Level of Service, Valdosta Detail

2040 Transportation Vision Plan

MAP-21 provides Eight Planning Factors that MPOs must address in their transportation planning process. Earlier in this Plan, several challenges related to the transportation system of the region were presented. The 2040 Transportation Vision Plan lays out the projects and strategies that will be implemented to address these Planning Factors and the challenges presented earlier. This section of the Plan describes in further detail how the local communities and GDOT will address transportation challenges in this region, how the goals and transportation strategies will be met and outlines the roadway, bridge, bicycle and pedestrian, and transit projects that will be implemented over the next twenty-five years.

MAP-21 Planning Factors¹²

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

Implementation of the 2040 Transportation Vision Plan promotes economic development in many ways. The Plan promotes workforce mobility, access to markets for businesses, and resilient communities with sustainable and complete infrastructure.

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

The safety of the transportation system is of utmost importance to the VLMPO. Safety improvements are implemented through the VLMPO's project selection process and through policies that encourage safer streets and intersections and improved accommodation of all travel modes. The Complete Streets Strategy and Intersection Improvement Strategy both help to improve safety for all roadway users. Currently two transportation projects are under development in the region that will expand accessibility for pedestrians in Hahira and areas

along Martin Luther King Jr. Drive in Valdosta. No other federally funded enhancement activities are proposed at this time; however, the Complete Streets Strategy and Active, Healthy Lifestyles Strategy will help to expand these types of projects in the community.

The VLMPO will continue to analyze crash records in accordance with the goals of the Georgia Governor's Office of Highway Safety Strategic Highway Safety Plan to identify intersection improvements and education and enforcement programs throughout the region.

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

The VLMPO and local jurisdictions are mindful of the security of transportation infrastructure that is required in the world today. The region's public transit systems, airports, rail carriers and trucking companies take this matter seriously and continue to make improvements to ensure the community's safety and security. The VLMPO continues to be in communication with the local Emergency 911 Center, who currently has a representative on the VLMPO Technical Advisory Committee.

(D) increase the accessibility and mobility of people and for freight;

While an urban public transit system is not presently in place in the Valdosta Urbanized Area, the three local rural transit systems, along with the SGRC's Regional Human Service Coordinated Transit System, offer accessibility to jobs, medical appointments, and other destinations for the population of the region. However, as the urban population continues to grow, additional financial resources should be studied before consideration of an urban transit system.

The mobility of freight and goods is the backbone of economic development and private investment in the community. The Plan includes

¹² Public Law 112-141 §134(h)(1)

several projects that will support increased mobility for freight-related industries and future private investment.



Figure 41 Norfolk Southern Railroad at Clay Road in Valdosta

(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;

A resilient community is not just prepared for impacts from outside, but it also uses its own resources in a sustainable manner that promotes the protection of the environment and improves the community's quality of life. This Plan does that in many ways: for example, by promoting complete streets, and by identifying in advance environmental mitigation techniques that may be utilized by project sponsors as they build new transportation infrastructure.

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

The development of a Complete Streets Strategy in this Plan is the first step in ensuring that all modes of transportation have the necessary infrastructure they need. Other projects have been proposed in various modes to improve connectivity and accessibility of the transportation system.

(G) promote efficient system management and operation; and

The VLMPO supports the use of technologies in the management and operation of regional transportation systems, like the Valdosta Traffic Management Center. The use of technologies and the development of projects through the transportation planning process will help this community build a resilient and efficient transportation system.

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

The financial plan of the 2040 Transportation Vision Plan first allocates approximately 50% of the revenue (based on historical expenditures) to the preservation and maintenance of the existing transportation system.

Addressing Challenges

Earlier in this Plan, several challenges were discussed that the transportation systems of the Metropolitan Planning Area will face over the next 25 years. The 2040 Transportation Plan proposes several projects, programs and policies to address these challenges.

The highway program of this Plan aims to address some of the most visible challenges facing an efficient and accessible transportation system in the region. This program contains several intersection improvements that can improve recurring congestion and safety at specific, busy locations (example: several locations along Baytree Road) in the urban area.

East-to-west connectivity is a challenge in the region, and while there are projects that address some of these issues (Jerry Jones and Gornto Road improvements), significant congestion is still expected to develop in the north end of the county along McMillan Road. Truck traffic is another growing concern, specifically in downtown Valdosta. These challenges do not have a specific project tied to them in the financially constrained project list, however several ideas appear in the illustrative, unfunded project list. The VLMPO recommends that the most cost-effective and appropriate solutions

for these challenges should be studied more extensively before a project is proposed and funding allocated.

Growth in northern Lowndes County is projected to cause levels of service (LOS) on several north-south roadways in this area to reach an LOS of at least E (forecasted volume is at least 85% of designed capacity) by 2040. While no specific project is recommended at this time to resolve this issue, it is recommended that the VLMPO review some alternatives that might lead to a project for consideration in future transportation plans.

The Appendix contains detailed information as to the roadway and bridge project selection process that was used for this Plan. The VLMPO staff used nearly 30 measurement criteria, grouped and categorized by the MAP-21 national goal areas to analyze data and rank the projects. The projects were first ranked by a weighted computer-generated score, then ranked by staff in multiple iterations. The VLMPO Technical Committee then ranked the projects and presented the final ranking to the Policy Committee where a final determination of the priority of the projects was made based on the data presented and public input received.



Figure 42 Truck Traffic in Downtown Valdosta

A Complete Streets Strategy is included in this Plan to address bicycle and pedestrian accessibility and lack of safe infrastructure for

these transportation modes. Other programs in this Plan will encourage local governments spend a minimum amount of funds annually on improving bicycle and pedestrian infrastructure and implementing safety and awareness education campaigns for the public.

Railroads are an important part of the Valdosta regional economy. A 2012 report¹³ found that companies in Lowndes County with access to rail had more than \$700 million in annual sales. While this is important to the Valdosta regional economy, challenges are present in the form of conflicts between trains and motor vehicles, pedestrians, and bicyclists. The draft Georgia State Rail Plan¹⁴ notes that \$1.7 billion dollars are needed for the state of Georgia to develop and maintain a rail system over the next 25 years, not including private investment from CSX, Norfolk Southern and other private railroads. In this area the biggest concern is the ongoing maintenance and upkeep of railroad infrastructure; of particular concern is the maintenance of GDOT owned railroad property that is leased to the Cater-Parrot Railnet. Additionally, further study of railroad grade separations is recommended for corridors throughout the community to increase safety, reduce train/vehicle conflict points and improve travel time reliability on several busy corridors.

Inland ports are a way for industries to take advantage of exporting opportunities without having the additional costs of transporting goods to a seaport. Local elected officials in Lowndes County¹⁵ have been supportive of the idea of developing local infrastructure for an inland port in Valdosta. The VLMPO is supportive of this proposal for the potential positive economic impact it could have on the entire region.

¹³ Impact of Freight Rail in Valdosta and Lowndes County, SGRC, 2012.

¹⁴ GDOT State Rail Plan, Draft, Executive Summary, page 7, 2015.

¹⁵ 'Lowndes wants Valdosta to be inland port', Valdosta Daily Times, 11/20/14

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Open to Traffic	PI #	VLMPO ID	Sponsor	Project Description	Type of Work	Future Lanes	Miles	YOE PE \$	YOE ROW \$	YOE UTIL \$	YOE CST \$	Total	Computer Rank	Staff Rank ver. 2	TAC Rank	Final PC Priority - 2040 LRTP	
2015-2020	0000762	G015	GDOT	I-75 FM N of SR 133 to Cook County Line - Phase II	Interchange Improvement	NA	NA	AUTH	AUTH	\$ 2,722,380	\$ 33,156,661	\$ 35,879,041	16	1	1		
2015-2020	0007386	G014	GDOT	I-75 @ CR274/Lake Park Bellville Road - Phase II	Interchange Improvement	NA	NA	AUTH	\$ 6,044,520	\$ 1,017,884	\$ 15,008,306	\$ 22,070,710	5	2	2		
2015-2020	0010297	G016	GDOT	I-75 @ SR 31 - Phase II	Interchange Improvement	NA	NA	AUTH	\$ 2,552,040	\$ 507,965	\$ 15,329,149	\$ 18,389,154	7	3	3		
2015-2020	0007910	V003	Valdosta	SR 7 @ OAK ST & @ PATTERSON ST & @ ASHLEY ST - FIVE POINTS	Intersection Improvement	NA	NA	\$ 345,238	\$ 411,351	\$ 1,127,044	\$ 4,622,859	\$ 6,506,493	87	12	4		
2015-2020		L022	Lowndes	Old Quitman Road Bridge over CSX RR	Bridge Replacement	NA	NA	\$ 151,585	\$ -	\$ -	\$ 2,029,777	\$ 2,181,363	52	5	5		
2015-2020		L023	Lowndes	Howell Road Bridge over Grand Bay Creek	Bridge Replacement	NA	NA	\$ 83,372	\$ -	\$ -	\$ 1,091,065	\$ 1,174,437	89	6	6		
2021-2025	450200-	G007	GDOT	CR 138/NORTH FORREST STREET FROM CS 1428/PARK AVE TO SR 125	Added Travel Lanes	4	3.07	AUTH	\$ 7,805,040	\$ 5,115,441	\$ 29,078,440	\$ 41,998,921	6	4	7		
2021-2025		V026	Valdosta	SR 133 @ Gornto Road - Intersection Improvement	Intersection Improvement	NA	NA	\$ 38,480	\$ 1,068,244	\$ 851,442	\$ 551,962	\$ 2,510,129	15	7	8		
2021-2025		V068	Valdosta	CR 784/Eager Rd FM Country Club Dr. to Oak St. (Jadan Pl.)	Center Turn Lane	3	0.72	\$ 410,251	\$ 44,079	\$ 2,262,827	\$ 5,620,845	\$ 8,338,003	58	8	9		
2026-2030		V069	Valdosta	CR 784/Jerry Jones Dr FM Gornto Rd to Country Club Dr	Added Travel Lanes	4	0.84	\$ 1,367,551	\$ 168,226	\$ 2,208,690	\$ 15,433,612	\$ 19,178,079	52	9	10		
2026-2030		V006	Valdosta	Old Clyattville Road FM Mud Creek to Gil Harbin Industrial Blvd.	Added Travel Lanes	4	0.63	\$ 362,536	\$ -	\$ 242,155	\$ 4,967,100	\$ 5,571,791	80	10	11		
2031-2035	450510-	G005	GDOT	CR 188/NORTH OAK ST EXT FM SR 7BU TO CS 1093/BRECKENRIDGE DR	Added Travel Lanes	4	0.71	AUTH	\$ 3,848,864.92	\$ 1,487,868.91	\$ 15,247,356.73	\$ 20,584,091	23	11	12		
2031-2035	0013556	G008	GDOT	SR 38/US 84 MEDIAN TURN LANES FM QUITMAN TO VALDOSTA	Median Turn Lanes	NA	8.73	\$ 574,500	\$ -	\$ -	\$ 16,139,370	\$ 16,713,869	64	13	13		
2031-2035		L019	Lowndes	Lake Park Bellville Road FM SR 7 to I-75	Added Travel Lanes	4	3.74	\$ 1,547,975	\$ 314,063	\$ 729,989	\$ 27,294,935	\$ 29,886,963	1	14	14		
2031-2035		V023	Valdosta	CR 784/Jerry Jones Dr FM Gornto Rd to McRee Dr.	Center Turn Lane	3	0.74	\$ 495,077	\$ 2,425,322	\$ 2,173,796	\$ 7,434,756	\$ 12,528,951	55	15	15		
2031-2035		G036	GDOT	I-75 @ Exit 16 SB Exit Ramp	Intersection Improvement	NA	NA	\$ 48,400	\$ 201,543	\$ 3,323	\$ 678,507	\$ 931,772	79	16	16		
2031-2035		L003	Lowndes	SR 31 @ Whitewater Road & @ Hart Road	Intersection Improvement	NA	NA	\$ 30,946	\$ 3,665,293	\$ 620,224	\$ 414,374	\$ 4,730,836	63	17	17		
2031-2035		V010	Valdosta	Lankford Drive FM SR 133 to Norman Drive	New Road CST	2	0.53	\$ 264,659	\$ 2,664,088	\$ -	\$ 3,974,493	\$ 6,903,240	39	18	18		
2031-2035	0010298	G020	GDOT	I-75 @ SR 133 PHASE II	Interchange Improvement	NA	NA	\$ 2,646,968	\$ 29,536,500	\$ 1,346,537	\$ 23,730,227	\$ 57,260,232	17	19	19		
2036-2040		V036	Valdosta	Gornto Road FM Oak Street to Jerry Jones Drive	Center Turn Lane	3	0.95	\$ 680,841	\$ 73,153	\$ 4,405,564	\$ 10,952,715	\$ 16,112,273	50	20	20		
2036-2040		V042	Valdosta	SR 7 Bus @ Griffin Avenue	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 104,345	\$ 760,952	\$ 922,125	75	21	21		
2036-2040		L018	Lowndes	Old 41 N FM US 41/North Valdosta Road to Union Road	Added Travel Lanes	4	2.91	\$ 1,778,748	\$ 4,274,446	\$ 2,920,008	\$ 25,514,537	\$ 34,487,740	2	22	22		
2036-2040		L014	Lowndes	Val Del Road at US 41/North Valdosta Rd	Intersection Improvement	NA	NA	\$ 54,281	\$ 287,864	\$ 1,376,230	\$ 726,835	\$ 2,445,210	60	23	23		
2036-2040		V035	Valdosta	Country Club Drive FM Jerry Jones Dr to SR 7	Added Travel Lanes	4	0.77	\$ 326,269	\$ 375,726	\$ 2,560,550	\$ 4,470,211	\$ 7,732,756	65	24	24		
2036-2040	0013559	G009	GDOT	SR 38/US 84 MEDIAN TURN LANES FROM VALDOSTA TO LANIER CO	Median Turn Lanes	NA	11.7	\$ 598,873	\$ -	\$ -	\$ 12,224,988	\$ 12,823,860	37	25	25		
2036-2040		V058	Valdosta	Baytree Road @ Jerry Jones Drive	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 1,837,849	\$ 796,669	\$ 2,691,346	23	26	26		
2036-2040		V011	Valdosta	Northside Drive FM Jaycee Shack Rd to Park Avenue	New Road CST	2	0.57	\$ 331,141	\$ 3,269,883	\$ 409,346	\$ 4,434,094	\$ 8,444,465	89	27	27		
2036-2040		V067	Valdosta	Baytree Road @ Norman Drive	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 1,127,176	\$ 796,669	\$ 1,980,674	35	28	28		
2036-2040		V061	Valdosta	Baytree Road @ Gornto Road	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 1,880,487	\$ 796,669	\$ 2,733,984	60	29	29		
YOE = Year of Expenditure			ROW = Right of Way		CST = Construction						\$ 403,712,507		Projects Total				
PE = Preliminary Engineering			UTIL = Utilities								\$ 412,508,978		Estimated Revenue				
												\$ 8,796,471		Difference			

Figure 43 Roadway and Bridge Project List, Prioritized

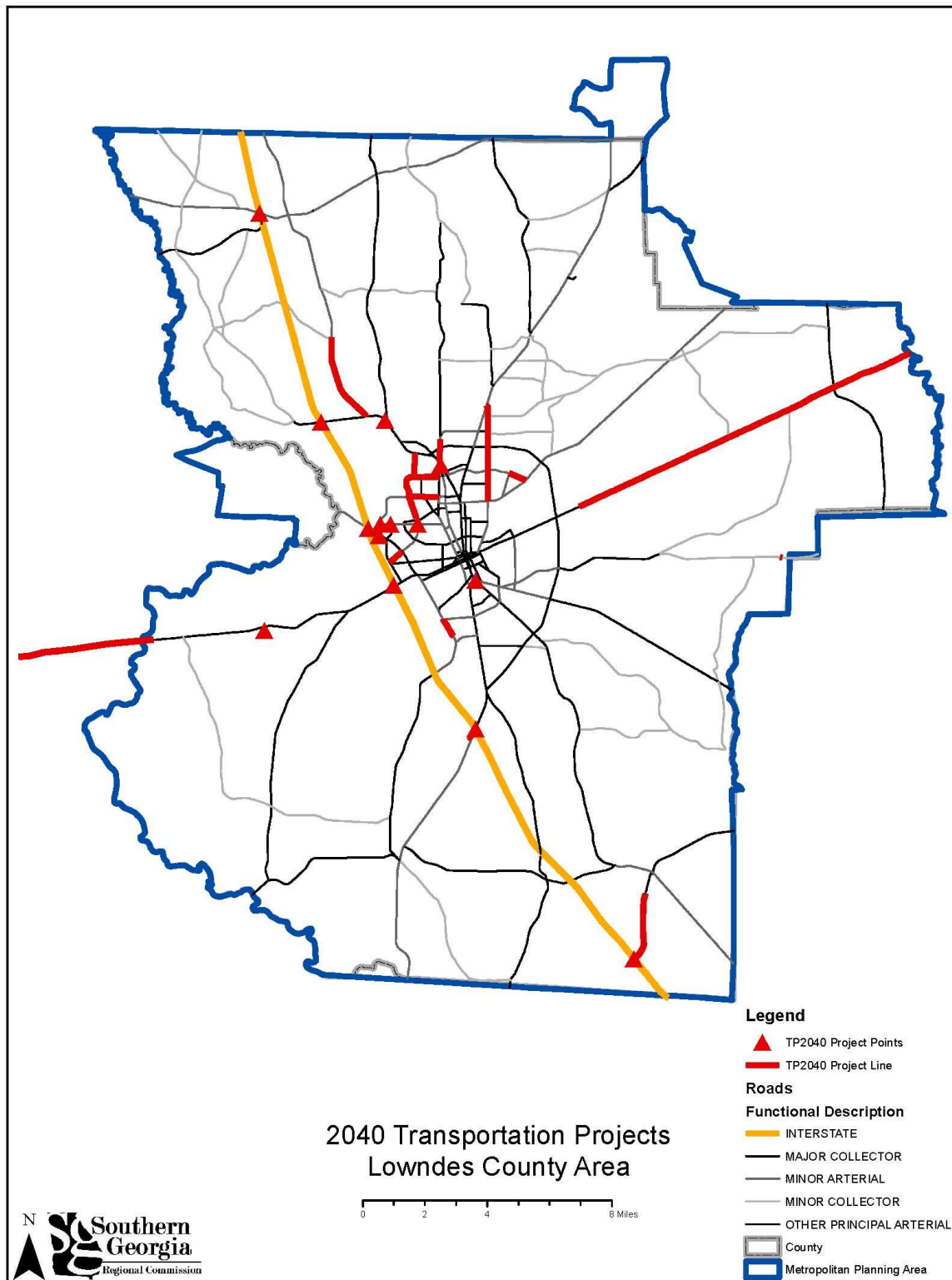


Figure 44 2040 Transportation Vision Plan Roadway and Bridge Projects. For more detailed information on each project visit www.valorgis.com.

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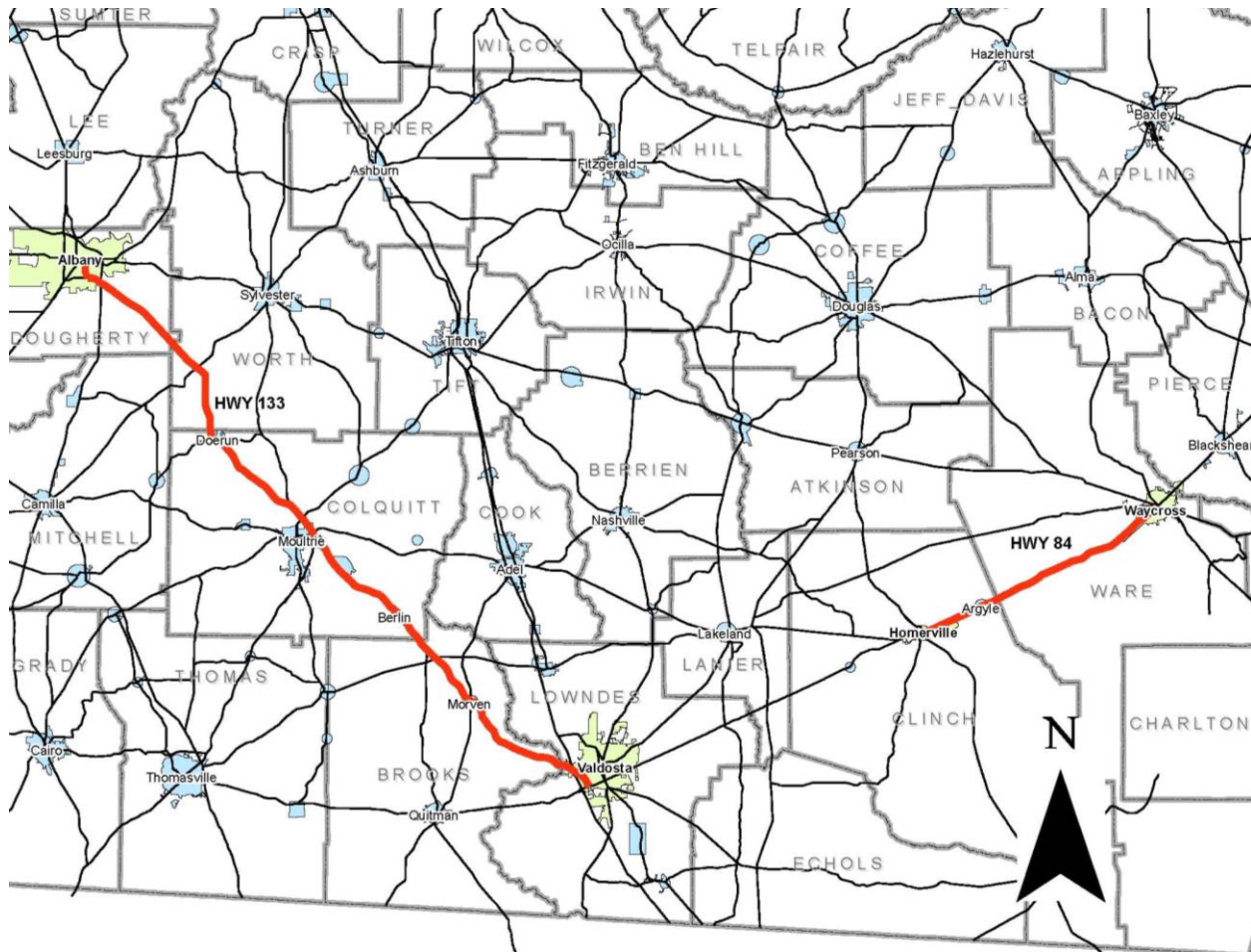


Figure 45 Projects along US 84 (east to Homerville and Waycross) and SR 133 (northwest to Albany) in relation to Valdosta

Freight and seaport access is very important to Lowndes County and the City of Valdosta; this is why the VLMPO supports the widening of US 84 from Homerville to Waycross (included in GDOT State Transportation Improvement Program (STIP) 15-18¹⁶), which is needed for safety and for anticipated growth in truck traffic to and from the ports of Savannah and Brunswick in the next 25 years. Local officials and the VLMPO are also supportive of the widening of the SR 133 corridor from Valdosta to Albany, GA. This project is included in the Dougherty Area Regional Transportation Study (DARTS; Albany, GA MPO) 2040 Transportation Plan¹⁷ to connect

the two largest south Georgia cities with a four-lane divided highway that will improve access to rural communities and promote access for freight oriented economic development in these communities. Both of these regional projects are adopted into this 2040 Transportation Vision Plan by reference.

When it comes to roadway and transportation safety and security, there are limits to what an engineered solution can achieve. Human nature and mistakes can only be controlled so much by infrastructure improvements. Educational

¹⁶ GDOT STIP 15-18, pages 163, 356.

¹⁷ <http://dartsmo.org/wp-content/uploads/Part-1.pdf>, Table ES1.

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Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	VLMPD ID	Supporting Plans*	Open to Traffic**
Hahira	SR 122	I-75 Overpass	I-75 Overpass	Bike Lanes	G015	BPMP	2015-2020
Valdosta	Forrest Street	Lake Park Road	SR 125/Bemiss Road	4 Ft. Bike Lane/Sidewalk	G007	VTMP, BPMP	2021-2025
Valdosta	SR 133/St. Augustine Road	I-75	Hemlock Street	Bike Lane/Sidewalk	V026	VTMP, BPMP	2021-2025
Valdosta	Jerry Jones Drive	Baytree Road	Oak Street	4 Ft. Bike Lane/Sidewalk	V068, V069, V023	VTMP, BPMP	2021-2035
Lowndes County	Old Clayville Road	Wild Adventures	Gil Harbin Industrial Boulevard	Bike Lanes	V006	BPMP	2026-2030
Valdosta	Oak Street	Madison Highway	Forrest Street	4 Ft. Bike Lane/Sidewalk	G005	VTMP, BPMP	2031-2035
Valdosta	Lankford Drive Extension	Norman Drive	SR 133/St. Augustine Road	Bike Lanes/ Sidewalk	V010	BPMP	2031-2035
Lake Park	Main Street	Ocean Pond Avenue	US 41/Marion Avenue	Bike Lanes	L019	BPMP	2031-2035
Lowndes County	Old US 41 North	US 41/North Valdosta Road	SR 122/Main Street	Bike Lanes	L018	BPMP	2036-2040
Valdosta	Country Club Drive	Eager Road	US 41/North Valdosta Road	Bike Lanes/ Sidewalk	V035	BPMP	2036-2040
Valdosta	Baytree Road	Gornito Road	Gordon Street	4 Ft. Bike Lane/Sidewalk	V061, V058	BPMP	2036-2040
Valdosta	US 41 A/Patterson Street	Griffin Avenue	US 41 B/Five Points	4 Ft. Bike Lane	V042	BPMP	2036-2040
Valdosta	Gornito Road	SR 133/St. Augustine Road	Oak Street	4 Ft. Bike Lane/Sidewalk	V036	BPMP	2036-2040
Lowndes County	US 41/North Valdosta Road	Old US 41 N	Country Club Drive	Bike Lanes/ Sidewalk	L014	BPMP	2036-2040
Valdosta	Park Avenue	Georgia Avenue	US 41/Perimeter Road	4 Ft. Bike Lane/Sidewalk		VTMP, BPMP	
Valdosta	Gordon Street	Baytree Road	Forrest Street	4 Ft. Bike Lane/Sidewalk		VTMP, BPMP	
Valdosta	US 41/North Valdosta Road	Country Club Drive	Oak Street Extension	Bike Lanes/ Sidewalk		BPMP	
Valdosta	US 41 B/Ashley Street	Magnolia Street	Northside Drive	Design Standards		BPMP	
Hahira	Nelson Street	East Park Street	Lawson Street	Sidewalk		BPMP	
Valdosta	US 41 A/Patterson Street	Magnolia Street	Park Avenue	Design Standards		BPMP	
Valdosta	US 41 A/Patterson Street	Park Avenue	Eager Road	Design Standards & Sidewalk (west side)		BPMP	
Valdosta	Northside Drive	Oak Street	US 41 B/Ashley Street	Bike Lanes/ Sidewalk		BPMP	
Hahira	SR 122	Sonny Rogers Memorial Drive	Newsome Street	Bike Lanes		BPMP	
Lake Park	US 41/Marion Avenue	SR 376/Lakes Boulevard	Clayton Street	Sidewalk		BPMP	
Lake Park	SR 376/Lakes Boulevard	David Drive	US 41/Marion Avenue	Sidewalk		BPMP	
Hahira	Sonny Rogers Memorial Drive	SR 122	North Lowndes Rec Complex	Bike Lanes		BPMP	
Valdosta	Baytree Road	Gordon Street	Oak Street	Bike Lanes		BPMP	
Valdosta	Cherry Creek Road	US 41/North Valdosta Road	Oak Street Extension	Bike Lanes/ Sidewalk		BPMP	
Valdosta	Park Avenue	US 41 B/Ashley Street	Forrest Street	Bike Lanes/ Sidewalk		BPMP	
Valdosta	Bemiss Road	US 41 B/Ashley Street	Northside Drive	Bike Lanes/ Sidewalk		BPMP	
Valdosta	Alden Avenue	US 41 A/Patterson Street	Williams Street	Design Standards		BPMP	
Hahira	Lawson Street	Nelson Street	College Street	Sidewalk		BPMP	
Valdosta	MLK Jr. Drive	Oak Street	US 41 B/Patterson Street	Sidewalk		BPMP	
Valdosta	Bemiss Road	Northside Drive	US 41/Inner Perimeter Road	Bike Lanes/ Sidewalk		BPMP	
Lowndes County	SR 125/Bemiss Road	US 41/Inner Perimeter Road	Forrest Street Extension	Bike Lanes/ Sidewalk		BPMP	
Valdosta	Azalea Drive	Alden Avenue	Gornito Road	Sidewalk		BPMP	
Valdosta	College Street	Iola Street	US 41 B/Ashley Street	Sidewalk (south side)		BPMP	
Valdosta	US 41/Inner Perimeter Road	Cherry Creek Road	Forrest Street	Sidewalk		BPMP	
Valdosta	US 41 A/Patterson Street	Northside Drive	Oak Street Extension	Design Standards & Sidewalk		BPMP	
Valdosta	US 41 B/Ashley Street	Northside Drive	US 41/Five Points	Design Standards & Sidewalk		BPMP	
Valdosta	Berkley Drive	Gornito Road	Eager Road	Sidewalk		BPMP	
Valdosta	Northside Drive	SR 125/Bemiss Road	Park Avenue	Sidewalk		BPMP	
Valdosta	Lake Laurie Drive	Cherry Creek Road	Oak Street Extension	Sidewalk		BPMP	
Valdosta	Northside Drive	US 41 B/Ashley Street	SR 125/Bemiss Road	Bike Lanes/ Sidewalk		BPMP	
Lowndes County	US 41/Patterson Street	Lake Park City Limits	Ulmer Road	Bike Lanes		BPMP	
Lowndes County	St. Augustine Road	Gil Harbin Industrial Boulevard	US 41/Hill Avenue	Bike Lanes		BPMP	
Lowndes County	SR 125/Bemiss Road	Forrest Street Extension	Moody AFB	Bike Lanes		BPMP	
Lowndes	Loch Laurel Road	SR 31/Madison Highway	Florida State Line	Bike Lanes/2 Ft. Paved Shoulder		BPMP	
Valdosta	Alden Avenue	Baytree Road	US 41 B/Ashley Street	4 Ft. Bike Lane/Sidewalk		VTMP	
Valdosta	River Street	Norman Drive	Oak Street	4 Ft. Bike Lane/Sidewalk		VTMP	
Valdosta	Jane Street	US 41 A/Patterson Street	Oak Street	Sidewalks		VTMP	
Valdosta	Troup Street	US 84/Central Avenue	Griffin Avenue	Sidewalks		VTMP	
Valdosta	Magnolia Street	Oak Street	SR 133/St. Augustine Road	Sidewalks		VTMP	
Valdosta	Lamar Street	Magnolia Street	Mary Street	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	Norman Drive	SR 133/St. Augustine Road	US 84/Hill Avenue	4 Ft. Bike Lane			
Valdosta	Dampier Street	Madison Highway	US 41 B/Patterson Street	4 Ft. Bike Lane			
Valdosta	Georgia Avenue	Alden Avenue	Park Avenue	4 Ft. Bike Lane			
Valdosta	Hightower Street	Gordon Street	River Street	4 Ft. Bike Lane			
Lowndes	SR 135	Lanier County Line	Echols County Line	2 Ft. Paved Shoulder			
Lowndes	Skipper Bridge Road	Berrien County Line	SR 122	2 Ft. Paved Shoulder			
Lowndes	US 84	Lanier County Line	Brooks County Line	2 Ft. Paved Shoulder			
Lowndes	Rocky Ford Road	US 84	Clayville Nankin Road	2 Ft. Paved Shoulder			
Lowndes	Val Del Road	US 41/North Valdosta Road	Cook County Line	2 Ft. Paved Shoulder			
Lowndes	SR 94/New Statenville Highway	US 41 B/Patterson Street	Echols County Line	2 Ft. Paved Shoulder/Sidewalks			
Lowndes	Howell Road	US 41 B/Patterson Street	Echols County Line	2 Ft. Paved Shoulder			
Lanier	SR 125/Bemiss Road	Lowndes County Line	SR 122	2 Ft. Paved Shoulder			
Valdosta	St. John's Greenway			Greenway			
L RTP 2040 Public Input	Withlatchoochee River Blueway			Blueway/Pedestrian Trail			
L RTP 2040 Public Input	Woodrow Wilson	Bemiss Road	US 41 A/Patterson Street	Bike Lanes			

* Supporting Plan Documents: BPMP=Valdosta-Lowndes Bike and Pedestrian Master Plan; VTMP=Valdosta Transportation Master Plan
 ** See Roadway and Bridge Project for corresponding project ID

Figure 46 Bicycle and Pedestrian Project from the Valdosta-Lowndes Bike/Ped Master Plan

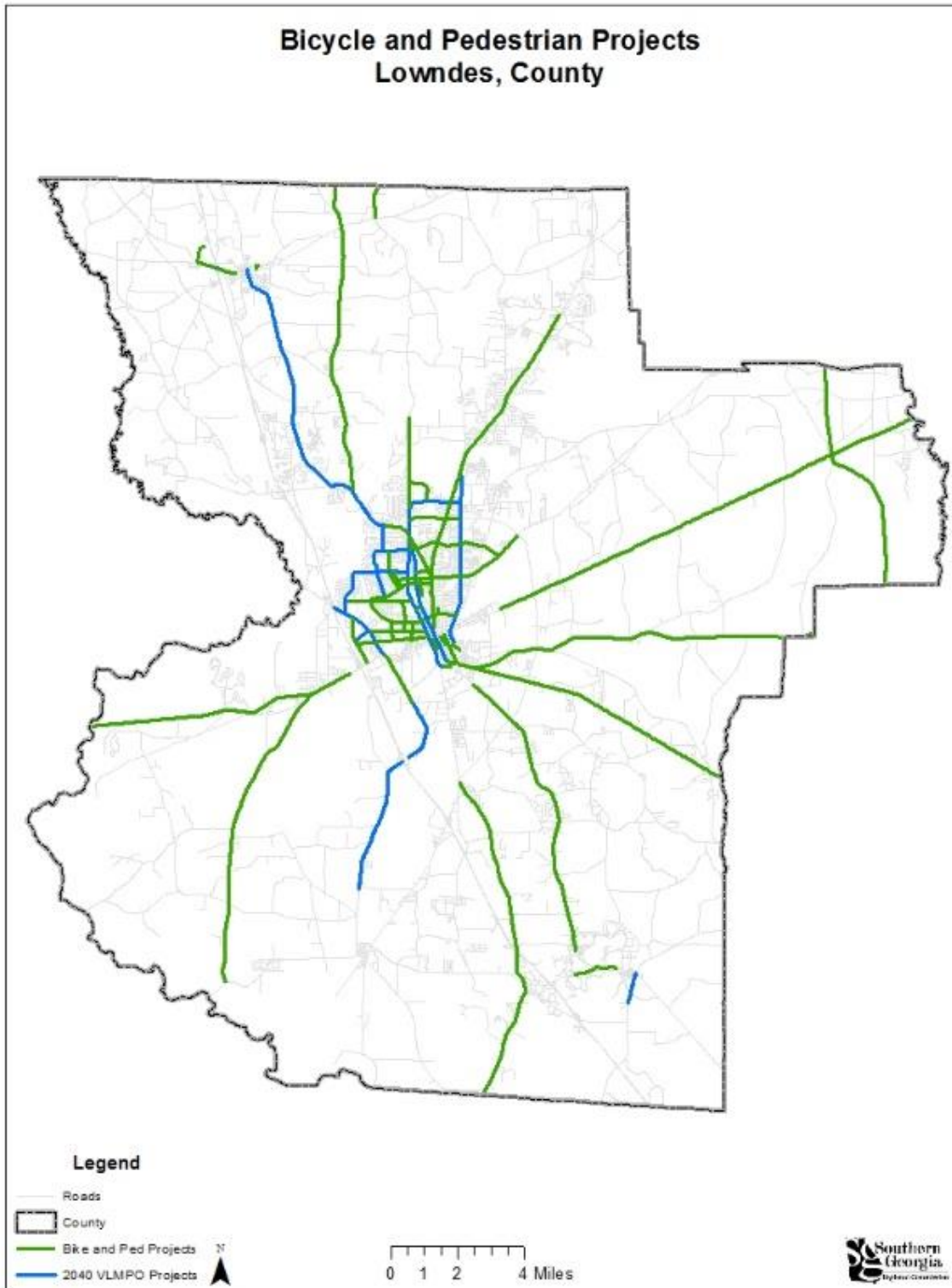


Figure 47 Bicycle and Pedestrian Projects in relation to 2040 Roadway and Bridge Projects

programs for all roadway users (motorists, freight haulers, bicyclists, pedestrians, etc.), promoting a culture of roadway and transportation safety throughout the region, are a vital part of any effort to improve safety. The VLMPO is a leader in promoting safety through many activities, for example: identifying problem areas in the annual crash reports; partnering with other organizations like the Georgia Safe Routes to School Partnership to educate parents and children; and partnering with the Governor's Office of Highway Safety to educate college students on pedestrian safety issues. The VLMPO and its partners should continue to implement infrastructure safety improvements as well as supporting education campaigns aimed at all users of the transportation system.

Public transit is a growing concern for the affordable and accessible delivery of transportation services to the entire community in the Valdosta Urbanized Area. Economic development in the community is dependent upon employees being able to get to work, or students being able to get to classes where they can improve their skills for better jobs. For several years the community has debated how to fund public transit, and no solution has been favored over another at this point. For this reason, in this Plan, the local source of revenue for an urban public transit system has not been identified at this time, however more than \$35 million is needed in local funds over the next 25 years to build and operate an urban transit system. The Valdosta Consolidated Housing Plan has identified the lack of accessible public transit as a barrier to affordable housing in the community, leading to reduced access to jobs and other services in relation to where people can afford to live. A goal of the present Plan is to create a multi-modal transportation system (highways, public transit, bicycle, pedestrian, freight, rail, air, etc.) that is affordable and accessible to the community and promotes economic prosperity for all residents.

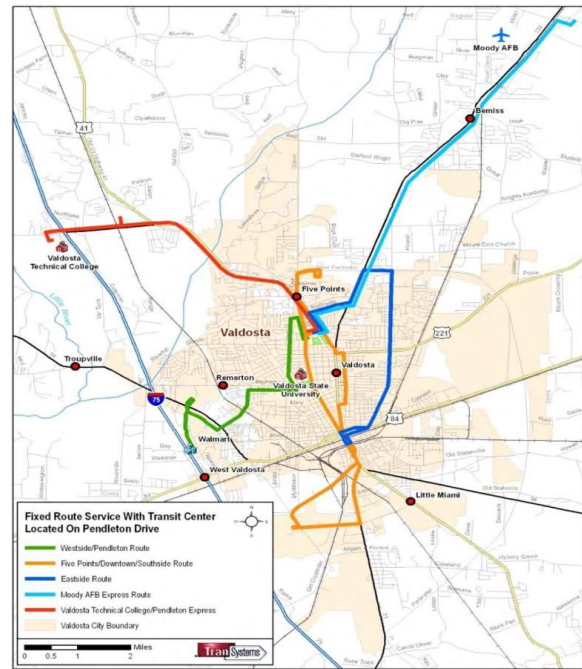


Figure 48 Public Transit Routes as proposed in 2009 Transit Study, Source: Transit Briefing Notebook, Grice and Associates/TranSystems

Currently, rural public transit systems serve all of the counties in the Metropolitan Planning Area, except Lanier County. Federal regulations prohibit rural transit systems from operating (origin and destination both in urban area; if either origin/destination in rural area, then okay) in an urban area. As of July 1, 2016, Lowndes County Transit will no longer be able to provide urban-to-urban services in the Valdosta Urbanized Area. Continued population growth is expected to continue to drive up demand for public transit services in both the rural and urban areas. Urban transit would be able to fill the anticipated gap of urban-to-urban trips and continues to be a challenge discussed among local officials.

In 2013, Valdosta Regional Airport saw over 36,000 enplanements, down about 0.58% from the year before. Valdosta Regional Airport, the fifth largest airport in Georgia by enplanements, is a general and commercial aviation airport served by ExpressJet, a Delta-affiliated carrier.



Figure 49 Delta Jet at Valdosta Regional Airport, Source: Valdosta Regional Airport

The Airport Master Plan estimates that by 2025, passenger operations (enplanements and deplanements) will be about 186,000 annually. This increase in passenger operations will need

to be supplemented by increased infrastructure improvements at the airport as well as additional commercial carriers. The Airport Master Plan (found at www.flyvaldosta.com) 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 ten years.

The operations and management of the region’s transportation system is just as much about technology today as it is about regular maintenance and new capital improvements. The City of Valdosta Traffic Management Center utilizes technology to provide a more efficient travel experience for users of certain corridors in the City. Traffic Management Center technologies should be jointly explored on certain corridors to increase the efficiency of traffic movement during peak hours throughout the region.

	Capital				Operating			
	Total	Berrien	Brooks	Lowndes	Total	Berrien	Brooks	Lowndes
2015	\$ 170,884	\$ 56,961	\$ 56,961	\$ 56,961	\$ 481,860	\$ 113,334	\$ 122,160	\$ 246,366
2016	\$ 174,849	\$ 58,283	\$ 58,283	\$ 58,283	\$ 493,040	\$ 115,964	\$ 124,994	\$ 252,082
2017	\$ 178,905	\$ 59,635	\$ 59,635	\$ 59,635	\$ 504,478	\$ 118,654	\$ 127,894	\$ 257,930
2018	\$ 183,056	\$ 61,019	\$ 61,019	\$ 61,019	\$ 516,182	\$ 154,855	\$ 154,855	\$ 154,855
2019	\$ -				\$ 528,157	\$ 158,447	\$ 158,447	\$ 158,447
2020	\$ -				\$ 540,411	\$ 162,123	\$ 162,123	\$ 162,123
2021	\$ 181,028	\$ 56,961	\$ 56,961	\$ 56,961	\$ 552,948	\$ 165,884	\$ 165,884	\$ 165,884
2022	\$ 185,228	\$ 61,743	\$ 61,743	\$ 61,743	\$ 565,777	\$ 169,733	\$ 169,733	\$ 169,733
2023	\$ 189,525	\$ 63,175	\$ 63,175	\$ 63,175	\$ 578,903	\$ 173,671	\$ 173,671	\$ 173,671
2024	\$ 193,922	\$ 64,641	\$ 64,641	\$ 64,641	\$ 592,333	\$ 177,700	\$ 177,700	\$ 177,700
2025	\$ -	\$ -	\$ -	\$ -	\$ 606,075	\$ 181,823	\$ 181,823	\$ 181,823
2026	\$ -	\$ -	\$ -	\$ -	\$ 620,136	\$ 186,041	\$ 186,041	\$ 186,041
2027	\$ 191,774	\$ 56,961	\$ 56,961	\$ 56,961	\$ 634,523	\$ 190,357	\$ 190,357	\$ 190,357
2028	\$ 196,224	\$ 65,408	\$ 65,408	\$ 65,408	\$ 649,244	\$ 194,773	\$ 194,773	\$ 194,773
2029	\$ 200,776	\$ 66,925	\$ 66,925	\$ 66,925	\$ 664,307	\$ 199,292	\$ 199,292	\$ 199,292
2030	\$ 205,434	\$ 68,478	\$ 68,478	\$ 68,478	\$ 679,719	\$ 203,916	\$ 203,916	\$ 203,916
2031	\$ -	\$ -	\$ -	\$ -	\$ 695,488	\$ 208,646	\$ 208,646	\$ 208,646
2032	\$ -	\$ -	\$ -	\$ -	\$ 711,624	\$ 213,487	\$ 213,487	\$ 213,487
2033	\$ 203,158	\$ 56,961	\$ 56,961	\$ 56,961	\$ 728,133	\$ 218,440	\$ 218,440	\$ 218,440
2034	\$ 207,872	\$ 69,291	\$ 69,291	\$ 69,291	\$ 745,026	\$ 223,508	\$ 223,508	\$ 223,508
2035	\$ 212,694	\$ 70,898	\$ 70,898	\$ 70,898	\$ 762,311	\$ 228,693	\$ 228,693	\$ 228,693
2036	\$ 217,629	\$ 72,543	\$ 72,543	\$ 72,543	\$ 779,996	\$ 233,999	\$ 233,999	\$ 233,999
2037	\$ -	\$ -	\$ -	\$ -	\$ 798,092	\$ 239,428	\$ 239,428	\$ 239,428
2038	\$ -	\$ -	\$ -	\$ -	\$ 816,608	\$ 244,982	\$ 244,982	\$ 244,982
2039	\$ 215,218	\$ 71,739	\$ 71,739	\$ 71,739	\$ 835,553	\$ 250,666	\$ 250,666	\$ 250,666
2040	\$ 220,211	\$ 73,404	\$ 73,404	\$ 73,404	\$ 854,938	\$ 256,481	\$ 256,481	\$ 256,481

Figure 50 2040 Transportation Vision Plan Rural Transit Project



Figure 51 Maintaining unpaved roads is a challenge for many Southern Georgia communities.

The maintenance of what is already in place in a community is the first challenge this Plan addresses. More than \$580 million (over 50% of available funding) is allocated to the maintenance of the existing highway system throughout the region for the next 25 years. Future performance measures for asset management will help this region develop plans for road and transportation system maintenance as well as managing the risk of not maintaining any portion of the transportation system. Local and state jurisdictions should discuss cost sharing options and develop ways of maintaining roadways and managing their transportation assets to better allocate scarce funding resources.

The health of the community is being considered more and more by planners and local officials as they weigh investments in medical facilities or other infrastructure to treat chronic illnesses that can be mitigated by active healthy lifestyles. This Plan encourages the building of infrastructure that promotes an active, healthy lifestyle rather than making investments in healthcare to treat preventable diseases. A Complete Streets Strategy and an Active, Healthy Lifestyles Strategy, as adopted in this Plan, encourage investment in infrastructure that promotes safe, healthy, affordable

transportation alternatives like bicycling and walking in this region. This infrastructure, when implemented correctly, can have a tremendous positive impact on the quality of life and economic prosperity of the community.

Overall, the 2040 Transportation Vision Plan first addresses the maintenance of the region's transportation systems as well as proposing new infrastructure to address the future mobility challenges of this growing community. As this community continues to grow, transportation access and affordability will have to be balanced with land use decisions, utility and other public infrastructure needs, and aesthetic enhancements such as gateways. Together, these components of a well-developed transportation system will contribute to a high quality of life that will encourage businesses to locate and expand in this community.

Environmental Mitigation Report

Federal laws and regulations¹⁸ require that a metropolitan transportation plan discuss potential environmental mitigation activities and opportunities with federal, state and local environmental partners and regulatory agencies. While it is recognized that all projects have their own unique environmental concerns, this discussion is generalized at a systems level in terms of where mitigation strategies may take place and how they might be implemented. The VLMPO maintains a listing of environmental resource agencies who are regularly asked to provide input on transportation planning activities in accordance with the Participation Plan.

¹⁸ 23 CFR 450.322(f)(7) and (g)

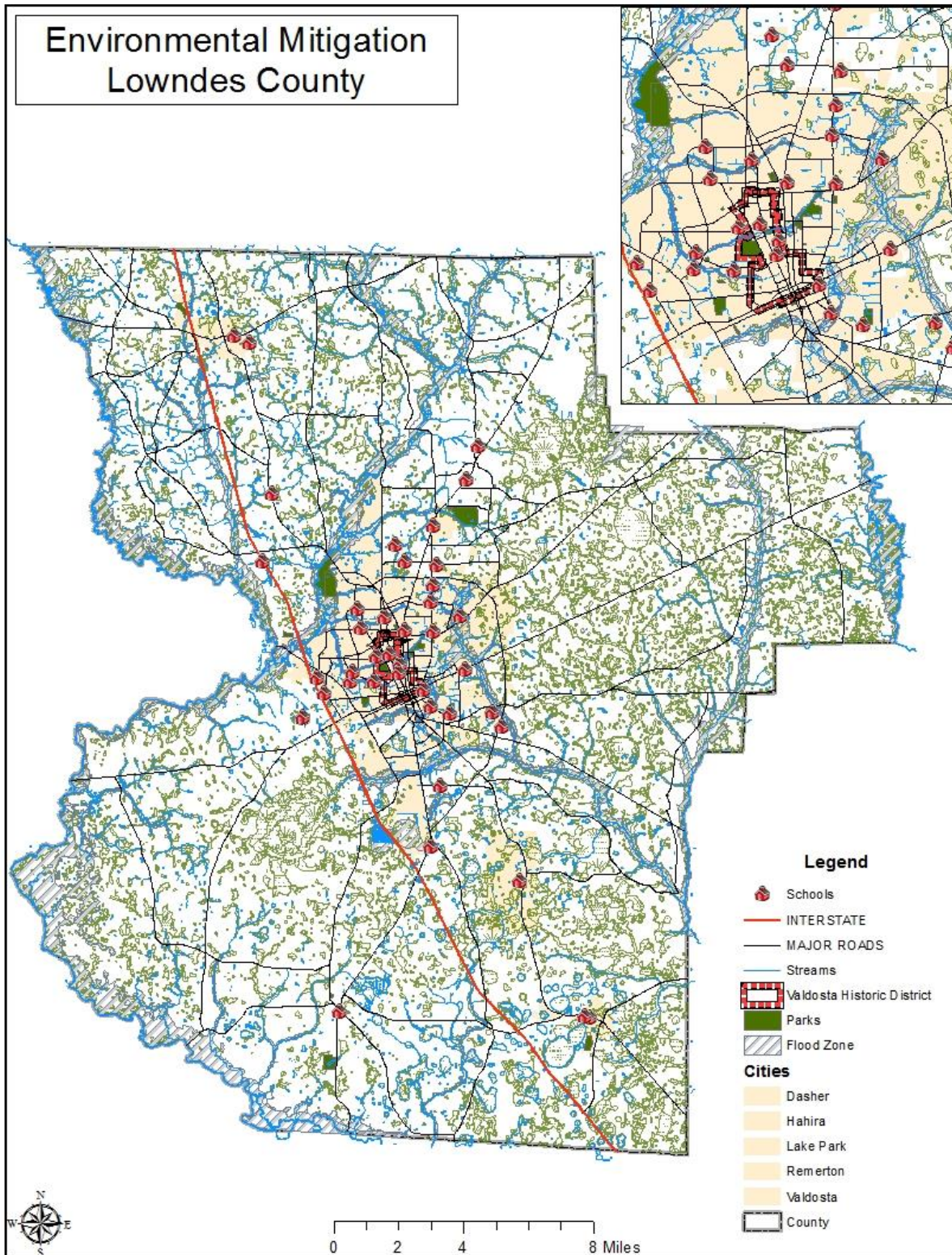


Figure 52 Map showing the Environmental Mitigation areas as described previously. More detailed information about these areas is available at www.valorgis.com

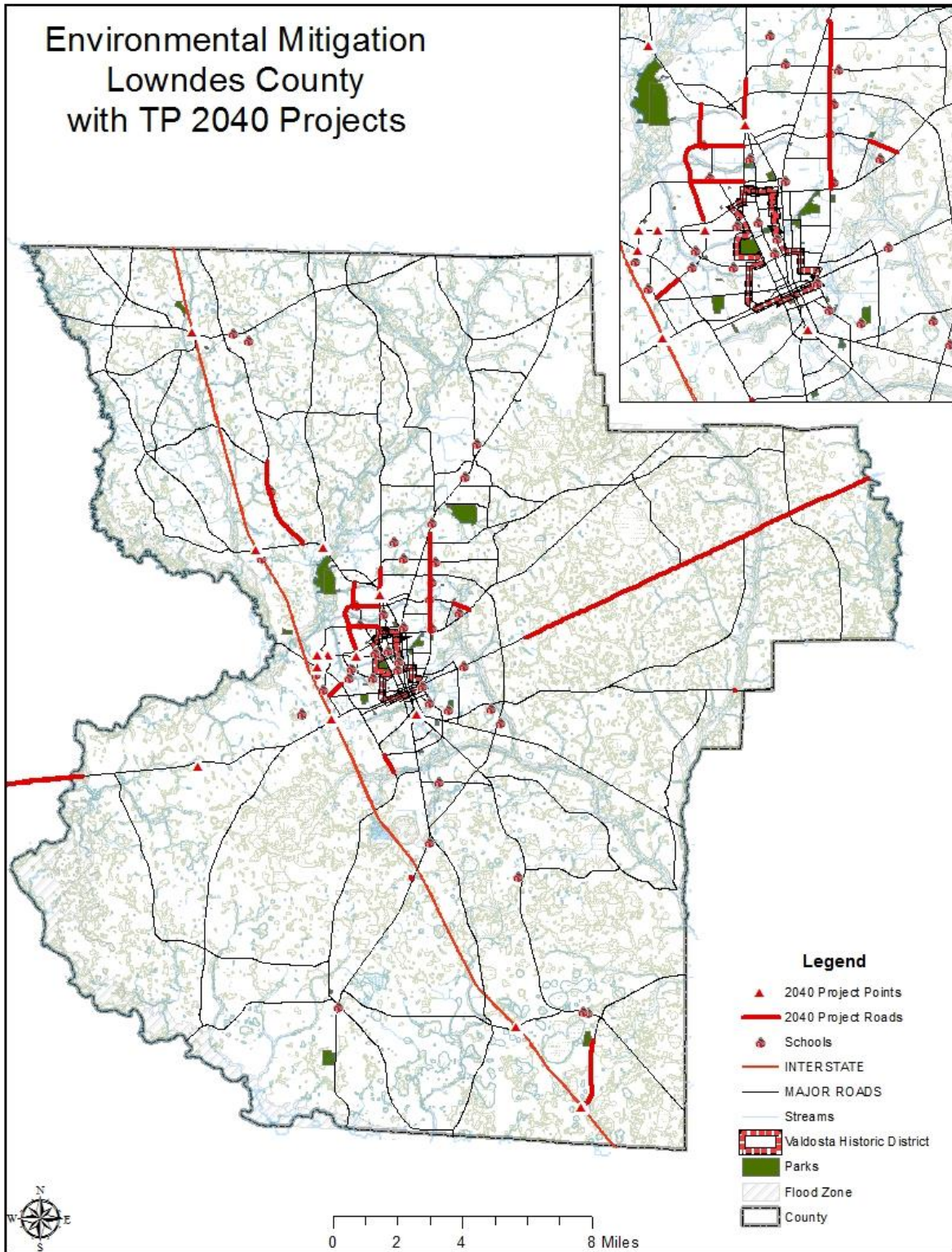


Figure 53 Environmental Mitigation areas with 2040 Transportation Vision Plan Roadway and Bridge projects included. More analysis capabilities and details are available at www.valorgis.com.

During the public comment period for this Plan, the resource agencies were provided access to a GIS (Geographic Information System) website (www.valorgis.com) where they could overlay the proposed projects in the 2040 Transportation Plan with the following layers (among others):

- Wetlands/Water/Groundwater Resources
- Historic/Archaeological/Cultural Resources
- Schools (public and private)
- Parks/Natural Resources
- Flood Plain Zones

Table 1 shows whether there is a potential environmental impact for each of these categories above for each project in the 2040 Transportation Vision Plan. These mapping resources can be used by project engineers for a starting discussion on the potential environmental impacts and mitigation techniques that may be developed for any project as it is designed. Below is a short list of potential mitigation strategies that engineers are encouraged to use as a starting point for avoiding, minimizing or mitigating an environmental impact a project might have. Many of these strategies are consistent with the Common Community Vision.

Mitigation Strategies

- Use/Preserve permeable land area
- Restore ecosystems whenever possible
- Avoid sensitive areas: streams, riparian areas, wetlands, groundwater recharge areas, etc.
- Control runoff from construction sites and developed land
- Minimize sediment runoff
- Use catch basins to allow water absorption
- Reduce the use of environmentally impactful materials

- Increase road sweeping to remove debris before it enters stormwater drains
- Follow permit requirements
- Implement stormwater best practices
- Implement environmental management best practices
- Involve resources agencies early
- Reduce habitat fragmentation (for wildlife)
- Reduce noise impacts through land use decisions, barrier walls, and/or building construction techniques
- Preserve historic and cultural resources

VLMPO ID	Potential Environmental Impacts				
	Flood Plain	Wetland	Schools	Parks	Streams
G005		1			1
G007	1	1	1		1
G008	1	1			1
G009	1	1		1	1
G014					
G015					
G015					
G022		1			
G036					
L003		1			1
L014	1				1
L018		1	1		1
L019		1		1	
L022					
L023	1	1			1
V003					1
V006	1	1			1
V010		1			1
V011	1	1		1	1
V023					
V026					1
V035	1	1	1		1
V036			1	1	1
V042	1				1
V058				1	
V061					1
V067					
V068			1		1
V069	1	1	1		1
* No projects in the historic district					

Table 1 Potential Environmental Impacts of 2040 Transportation Vision Plan Projects, VLMPO ID can be

matched with the previous Roadway and Bridge project listing.

These techniques, along with those identified in the Environmental Justice section, can be used to reduce project delivery delays and to reduce the environmental impact of projects.

2040 Financial Plan

Current federal regulations require that a metropolitan transportation plan be fiscally constrained, demonstrating that projects in the plan use revenue sources that can reasonably be expected to be available.¹⁹

In order to achieve this fiscal constraint and forecast the expected revenues for the 2040 Transportation Vision Plan, the VLMPO developed a financial plan that reviewed past expenditures to anticipate future revenues in accordance with 23 CFR 450.322.

To begin with, the financial plan uses the average annual increase in the Consumer Price Index from 2002 through 2013 to determine an inflation rate of 2.32% for use in all of the revenue and expenditure estimates.

Cost of Doing Business ²⁰	
\$1 million	Interstate resurface/lane/mile
\$278,000	State Route resurface/lane/mile
\$5.3 million	New road (urban)/lane/mile

The revenue estimates were calculated from several sources. First, the VLMPO staff used data from the Transportation Improvement Programs (TIPs) from 2009 thru 2017 and the listing of obligated projects contained therein to determine the past expenditures on highway and rural transit projects and programs. This data was further analyzed to provide breakdowns of the sources of funds (federal,

state, local) and the phase (preliminary engineering, right-of-way acquisition, construction, maintenance, etc.) for each project in the TIPs. Through this analysis it was determined that about 49% of the funding from the past was utilized for maintenance-type activities or for lump sum (a funding mechanism used by GDOT in the TIP and STIP) projects. The remaining 51% of past expenditures was used on new capital projects for all phases of a project. This split of maintenance and new capital projects is carried through to the financial plan. About 49% of the revenue is reserved for maintenance-type activities and 51% is made available for new capital projects.

Revenues from local governments were tallied from the budgets and/or annual reports from the past five years. This budget analysis included determining the amount of funds allocated to maintenance and new capital projects, because the data was listed in different ways than the TIP analysis. In this way, the actual dollar amount each local government spent on maintenance and new capital projects was determined. This percentage amount was carried through the next 25 years of the financial plan.

As the financial plan was being developed, further review and information about the current collection of SPLOST (special purpose local option sales taxes) resulted in the reduction of revenues from this source of funding by about 15% for local revenue sources. This resulted in an overall reduced amount of local funding available for highway projects in the Plan.

Table 2 shows the amount of funding available for the highway portion of the Plan by revenue source and by system-level revenue expenditures. The fiscally constrained transportation plan balances to these available revenue amounts. All project expenditure estimates have been inflated to “year of

¹⁹ 23 CFR 104

²⁰ Source: GDOT, presentation to 2014 Joint Critical Transportation Infrastructure Funding Committee, GA Legislature

expenditure” amounts using the 2.32% annual inflation rate.

Highway Capital	
Federal	\$ 195,566,416.77
GDOT	\$ 48,891,604.19
Lowndes	\$ 76,321,212.69
Valdosta	\$ 91,729,744.62
Sub Total	\$ 412,508,978.28
Less Current TIP (15-18) Projects	\$ 87,499,744.91
Available for new projects Sub Total	\$ 325,009,233.37
Highway Maintenance	
Federal	\$ 190,579,552.90
GDOT	\$ 47,644,888.23
Lowndes	\$ 176,319,578.50
Valdosta	\$ 147,259,002.77
Other Jurisdictions	\$ 20,360,327.68
Sub Total	\$ 582,163,350.08
Total (Highway)	\$ 994,672,328.35

Table 2 Financial Plan for Highway Projects

The transit portions of the Plan also require a financially constrained financial plan. While an urban transit system is not operating in the Valdosta Urbanized Area at this time, it continues to be a discussion topic among local leaders and the community. This financial plan, using the same inflation rates (2.32%) as the highway revenue estimates, provides for consideration the following system-level revenue and operating costs for an urban transit system, loosely based on the 2009 and 2011 Transit Implementation Studies for the Valdosta area.

As of 2015, the Valdosta Urbanized Area receives an appropriated amount of just over \$1 million from Congress. This funding is reserved for future use for a Valdosta area urban transit system. Based on this current appropriation and the past transit implementation studies, Table 3 shows the revenue and expenditures that would be needed to start and operate an urban transit system for about 20 years. The local source of funds has not been identified for this transit system at this time, and therefore no formal project list for an urban transit system appears in this Plan.

Urban Public Transit Capital	
Federal	\$ 7,466,366.14
GDOT	\$ 933,295.77
VLD UA	\$ 933,295.77
Sub Total	\$ 9,332,957.67
Urban Public Transit Operating	
Federal	\$ 27,213,143.92
VLD UA	\$ 35,765,134.70
Sub Total	\$ 62,978,278.62
Total (Urban Transit)	\$ 72,311,236.29

Table 3 Financial Plan for Urban Transit (proposed)

Currently, three rural transit systems operate in Berrien, Brooks and Lowndes Counties. These rural transit systems are each operated by the counties and their third party operators (all three currently use MIDS, Inc.). Currently, the counties must apply each year to GDOT and the Federal Transit Administration (FTA) to continue receiving funds for these services. Based on past funding allocations from the TIP and using the 2.32% inflation rate adjustment, year of expenditure cost estimates have been prepared for the three rural transit systems as well.

Rural Public Transit Capital	
Federal	\$ 3,232,401.73
GDOT	\$ 158,250.62
Local (Lowndes/Berrien/Brooks)	\$ 137,736.45
Sub Total	\$ 3,528,388.80
Rural Public Transit Operating	
Federal	\$ 5,371,432.74
Local (Lowndes/Berrien/Brooks)	\$ 11,564,431.13
Sub Total	\$ 16,935,863.87
Total (Rural Transit)	\$ 20,464,252.67

Table 4 Financial Plan for Rural Transit

Several funding sources and funding mechanisms are available to the local and state jurisdictions when contemplating a transportation project or program. For this transportation plan the following revenue sources were included: federal funds under Title 23 and 49, state motor fuel and general revenue funds, local general funds and special purpose local option sales tax funds. In order to construct a large project in a timely and cost-efficient manner, sponsors often seek to bond a project and pay that debt with future anticipated revenues, from any number of appropriate funding sources.

Lowndes County and Valdosta have traditionally not used debt service to pay for any transportation projects; rather, in the past, each local government has saved revenues and constructed the project once enough revenue has been collected. In order to also show consideration for available funding, the Plan also shows GDOT saving federal and state funds in order to pay for longer-range projects in the Plan.

Other options for funding that are available to the state and local governments include the regional special district transportation sales tax, or TSPLOST, which was not approved in this region in 2012, however its enabling legislation could still be utilized at any time by the region. The state and federal governments offer several loan and grant programs that may be utilized in the completion of projects in this Plan. However, many of these funding programs are discretionary and use the same source of funds as those already shown in the Plan, so they are not discussed in further detail at this time.

During the 2015 Georgia Legislative session, a new transportation funding structure (HB 170) for the state was passed. Overall, the funding proposed by the Georgia Legislature is not expected to alter the anticipated revenues significantly enough to require us to change the financial plan at this time. However, this law did provide enabling legislation for local transportation sales tax referendums that could be put in place after July 2017. While this source of funds may be considered in the future by local governments, it is not reasonably expected to be available at this time and is not included in the financial plan.

Cost estimates for the highway projects that appear in this Plan were derived in three different ways, depending on the project.

1. For most of the projects, the VLMPO utilized the GDOT Right-of-Way and Utility Cost Estimation Tool (RUCEST) to

determine the cost estimates for those phases. For the construction cost estimates, the GDOT CES tool was used. For engineering and design, a flat 8% of the construction amount was used for all projects.

2. For some projects for which a local cost estimate was available, that estimate was used instead. In other cases, a planning-level cost estimate was determined based on planning-level data available at the time.
3. Typically, locally funded projects can be completed for a lower cost than those funded with federal funds. For some of these projects, the default contingency was either reduced or removed to lower those cost estimates.

As required by federal regulations, all cost estimates must be in “year of expenditure dollars.”²¹ The financially constrained project cost estimate is prepared for each project based on its priority selection score and staff ranking, and on input from the Technical Advisory and Policy Committees. For projects that are beyond the financial constraint of the Plan, an illustrative, un-funded project list was also developed to show the public and decision makers other possible projects that could be considered if more funding were available.

Overall, the 2040 Transportation Vision Plan makes available for the next 25 years more than \$412 million for new highway construction projects and over \$582 million for maintaining the existing highway infrastructure for all jurisdictions. It is estimated that an urban transit system would cost about \$72 million to capitalize and operate for the next two decades, while the existing rural transit systems will cost \$20 million for ongoing capital and operational expenses. The total cost of the 2040 Transportation Vision Plan is \$1,087,447,817.32.

²¹ 23 CFR 322.10(iv)

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Highway Capital	
Federal	\$ 195,566,416.77
GDOT	\$ 48,891,604.19
Lowndes	\$ 76,321,212.69
Valdosta	\$ 91,729,744.62
Sub Total	\$ 412,508,978.28
Less Current TIP (15-18) Projects	\$ 87,499,744.91
Available for new projects Sub Total	\$ 325,009,233.37
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Sub Total	\$ 9,332,957.67
Urban Public Transit Operating	
Federal	\$ 27,213,143.92
VLD UA	\$ 35,765,134.70
Sub Total	\$ 62,978,278.62
Total (Urban Transit)	\$ 72,311,236.29
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GDOT	\$ 158,250.62
Local (Lowndes/Berrien/Brooks)	\$ 137,736.45
Sub Total	\$ 3,528,388.80
Rural Public Transit Operating	
Federal	\$ 5,371,432.74
Local (Lowndes/Berrien/Brooks)	\$ 11,564,431.13
Sub Total	\$ 16,935,863.87
Total (Rural Transit)	\$ 20,464,252.67
Grand Total	\$ 1,087,447,817.32

Table 5 2040 Transportation Vision Plan Financial Plan

Appendix A – Public Participation Process and Documentation

The VLMPO Participation Plan (PP)²² gives the staff many tools to use for community engagement and outreach. The VLMPO staff utilized several of the methods available in the PP during the development of the Common Community Vision and Transportation Vision Plan. The various methods used include: open houses, presentations to civic organizations, student open houses, social media posts, newsletters, press releases, media interviews, and one-on-one engagement with elected officials, among others. The public involvement efforts of the Common Community Vision are contained within that document and are not repeated here.



Figure 54 Public Voting with 'Dollars' on Transportation Categories

To kick off the efforts of the Transportation Vision Plan, the VLMPO asked for input at three

public open houses (including in Environmental Justice areas), held in August and September 2014, including one held on the Valdosta State University Campus. More than 45 people attended. These events featured three “stations” where people could provide input. The first station provided star-shaped stickers to stick on a poster for voting on the 18 goals of the Common Community Vision. At the second station, there were four fish bowls identified with categories of money where participants could vote on how to allocate the estimated \$1 billion the VLMPO would have available over the next 25 years. The third station was a map where people could draw their own ideas for projects that would be submitted for review.

Subsequently, the VLMPO staff met with various civic groups (5 in all) and provided a table-top version of the “stations” described above at the meetings, enabling staff to get input from over 100 additional individuals.

In order to be sure that even larger groups of the public had their voice heard, the VLMPO staff offered to set-up meetings with elected officials from the City of Valdosta and Lowndes County. In total, four elected officials met with the VLMPO staff and shared their concerns about transportation challenges they have heard from their constituents and some ideas they had about improving transportation in the community. The Small Counties section previously describes the outreach in these areas with staff and elected officials.

Below is a breakdown of the input received during all of the events held in August and September 2014:

- The consensus of the input was that the \$1 billion in funding should be allocated as follows:
 - 31% - Roads and Bridges

²² VLMPO Participation Plan can be found at www.sgrc.us

- 30% - Road Maintenance
- 17% - Bicycle and Pedestrian
- 22% - Public Transit

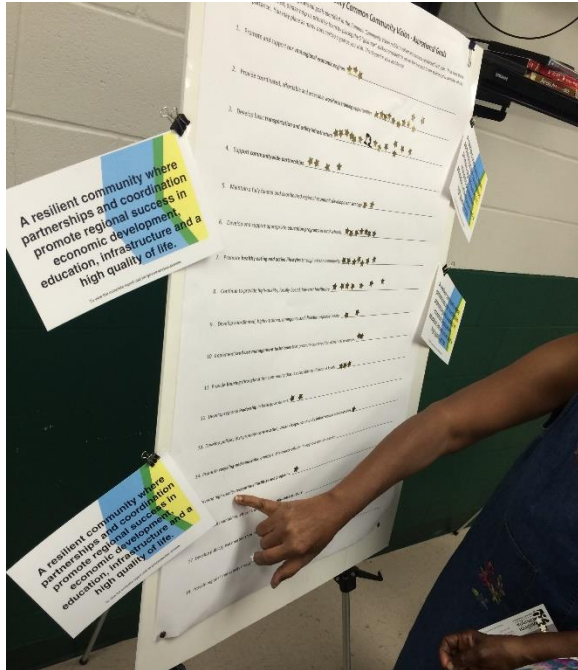


Figure 55 Public Voting on Priorities and Goals during Public Meetings

- Of the top 3 Common Community Vision Ranked goals, 2 included transportation. Others receiving high support were economic/workforce development and education.
- Other project ideas were received that included improvements more related to maintenance and operations, which would not be appropriate for the transportation plan. These comments have been forwarded on to the appropriate jurisdictions.

After the staff developed the draft 2040 Transportation Vision Plan, a public comment period was held from July 7 to August 7, 2015. During this time, the VLMPO took the following steps to gather public input about the Plan:

- Billboards were purchased strategically throughout the city to offer as much advertising about the Plan as possible.

- Staff met with the organizations represented on the VLMPO committees and presented a brief presentation on the Plan and then responded to questions.



Figure 56 During public meetings, project ideas were solicited on maps.

- The VLMPO hosted two public open houses for public input and review of the draft Plan.
- The VLMPO prepared a press release for publication in the local media.
- The VLMPO posted snapshots of the proposed transportation projects and policies to the VLMPO social media pages.
- The VLMPO staff prepared a guest column in the local newspaper further explaining the 2040 Transportation Vision Plan and why it is important for the community to support.
- The VLMPO staff met with members of the media for a briefing session prior to the release of the plan.



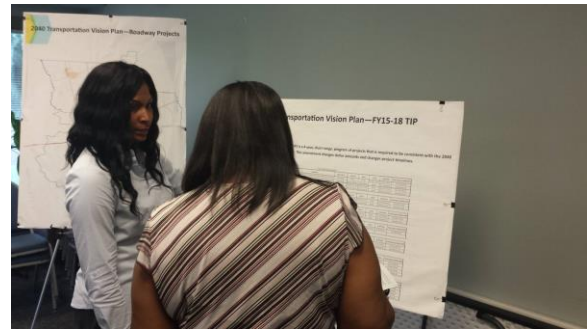
Figure 57 Public comment was also sought at local civic groups, using a tabletop version of the same public meeting input methods.

From July 7, 2015 to August 7, 2015 the SGRC held a public comment period for the 2040 Transportation Vision Plan. This comment period included three public open houses where more than 40 people attended to learn more about transportation in the community and proposed projects.

Online engagement through Facebook was robust with more than 100 comments and responses to posts about the 2040 Transportation Vision Plan. In some cases these online comments led to a discussion among users and not just a comment and response from the user and VLMPO.

The formal comments the VLMPO received are included later in this section.

Below are a few pictures from the open houses.



The media played a key role in getting information out about the 2040 Transportation Vision Plan public comment period. Below are a few of the headlines from the comment period.

The Valdosta Daily Times | On the largest 4G LTE network

Home | News | Local News

No tax hike for transportation plan

Controversy surrounds public transit proposal

Posted: Sunday, July 12, 2015 6:45 am

By Joe Adgie, joe.adgie@valnews.com

VALDOSTA — The Valdosta-Lowndes Metropolitan Planning Organization and the Southern Georgia Regional Commission have approved a \$1.08 billion transportation plan for the Valdosta-Lowndes County area over the next 25 years.

However, according to Corey Hull, transportation planner and MPO coordinator for the Valdosta-Lowndes MPO, the plan would not require a tax increase.

Residents sound off on transit plan

Posted: Friday, July 17, 2015 6:00 am

By Joe Adgie, joe.adgie@valnews.com

VALDOSTA — Lowndes County residents had the chance to share their thoughts about a countywide long-range transportation plan Wednesday.

The South Georgia Regional Commission hosted a 2040 Transportation Plan Open House at the South Georgia Regional Library with SGRC officials Corey Hull and J.D. Olsard explaining the plan while getting input from both residents and public officials.

Some residents, such as Inez McGowan, were excited about the possibility of a public transit system.

"I must say I'm elated to see they're thinking of putting a transit system here for the elderly and young ladies that

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Southern Georgia Regional Commission

Committee: 2040 LRTP

Location: SGRL

Date: 7/15/15

--Please Print--

Name	Organization/Address	Phone #	Email	Gender	Race	Ethnicity	Do you have a Disability?	Newsletter Sign-Up
Corey Hull	SGRL	733-5277	chull@sgrc.us	M	F	W	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Thomas Hochschild	Lowndes County Democratic Party	229 588 5193	trhochschild@aol.com	M	W	W	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Tim Carroll	City of Vald.						<input type="radio"/> Yes <input checked="" type="radio"/> No	
Vivian Miller-Cody	Lowndes County Democratic Party	229-630-0098	vcody597@gmail.com	F	B		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Inez M. Sowder	Valdosta, GA	229 467-6102		F	B		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Michael Williams	1012 Bowditch Dr Valdosta GA 31602	229-247-0150	mykol221@bellsouth.net	M	B		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Anthony Tag	607 E. Moore St Valdosta, GA	229-242-7914	atag@valdosta.edu	M	O		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Art Ayden	Quitman GA	229-305-1136		M	W		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Dennis Marks	314 W. Alden Ave. Valdosta GA 31602	229-630-8486	dwmarks@bellsouth.net				<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="checkbox"/>
Patricia Marks	Ditto ↑	229-244-5159	spmarks@bellsouth.net	F	C	C	<input type="radio"/> Yes <input checked="" type="radio"/> No	

Southern Georgia Regional Commission

Committee: _____

Location: _____

Date: _____

--Please Print--

Name	Organization/Address	Phone #	Email	Gender	Race	Ethnicity	Do you have a Disability?	Newsletter Sign-Up
Harry Hamm	1646 E. Park Hwy 31602	229 244 8240	harryh@hotmail.com	M	C		<input type="radio"/> Yes <input checked="" type="radio"/> No	
J. Edward Wilk	2518 Windings Way 31602	229-242-7706		M	W		<input type="radio"/> Yes <input checked="" type="radio"/> No	
Sony Vicker	City of Vald	834 6666		M	B		<input type="radio"/> Yes <input checked="" type="radio"/> No	
Ben Norton	City of Valdosta	229-247-1189 292-	bnorton@valdosta-city.com	M	W		<input type="radio"/> Yes <input checked="" type="radio"/> No	
Dorriet Gordon	City of Valdosta	229-5755					<input type="radio"/> Yes <input checked="" type="radio"/> No	
Farah Reed	Valdosta, GA	229-242-1006	Farah Reed@gmail.com	F	O		<input type="radio"/> Yes <input checked="" type="radio"/> No	
Semantha Matthews	Valdosta, GA	229-259-3548	Smathews@valdosta-city.com	F	C		<input type="radio"/> Yes <input checked="" type="radio"/> No	
							<input type="radio"/> Yes <input checked="" type="radio"/> No	
							<input type="radio"/> Yes <input checked="" type="radio"/> No	
							<input type="radio"/> Yes <input checked="" type="radio"/> No	
							<input type="radio"/> Yes <input checked="" type="radio"/> No	

VISION PLAN

Committee: 2040 Open House Southern Georgia Regional Commission
 Location: SGRC
 Date: 7/22/15 10a-6p

--Please Print--

Name	Organization/Address	Phone #	Email	Gender	Race	Ethnicity	Do you have a Disability?	Newsletter Sign-Up
Corey Hull	SGRC	333-527	chull@sgrc.us	M	W	—	Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
J.D. Rice	Retired		jd1957rice@yahoo.com	M	Blk		Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
V. Miller-Cody	Retired		elsweddate@yahoo.com	F	Blk		Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
H. Ann Strickland	KLUB	676-3698	astickland@valdostacity.com	M	W		Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
Michael Rivera	SGRC	333-527	mrivera@sgrc.us	M	W		Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
Gretchen Quinterina	LAKE	834-1945	democrat@gjkr.com	F	W	—	Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
Paul Sherman	N/A	232-8672	N/A	M	WH.		Yes <input type="radio"/> No	<input checked="" type="checkbox"/>
	1214 McREE DR. VALDOSTA 31602						Yes <input type="radio"/> No	

Committee: SGRC Southern Georgia Regional Commission
 Location: Hamuken Library
 Date: July 30, 2015

--Please Print--

Name	Organization/Address	Phone #	Email	Gender	Race	Ethnicity	Do you have a Disability?	Newsletter Sign-Up
Robert Jefferson		229 247-7507	v.jeff.jefferson@gmail.com	M			Yes <input type="radio"/> No	
Barbara Boyd	313 E. M. L. K Dr	229 244-0340		F			Yes <input type="radio"/> No	
Sandra Tudy	305 S. St	229- 834-0974	-	F			Yes <input type="radio"/> No	
Joyce G...	408 Milhant St	229 242-124	jeanne@hunder.com	F			Yes <input type="radio"/> No	
Alynn Taylor	305 South St	229 251 4079		M			Yes <input type="radio"/> No	
Elaine Bell	2. Westey Ln.	229 244-8877	elainebell42@gmail.com	F			Yes <input type="radio"/> No	
Ronnie Price		444 1757					Yes <input type="radio"/> No	
Bill Douglas	B. 11w Don 2	404 487 5454	BT.NET				Yes <input type="radio"/> No	
Mary Sherman	John Street	229 249-9450		F	Human		Yes <input type="radio"/> No	

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sgre mchullen Library
30 July 2015

Name	Organization/Address	Phone	Email	Gender	Race	Ethnicity	Disability YES or NO	Newsletter signature
Linda Battle	River Street Valdosta, Ga.	229-292-9900		F	Human			
Tippy Tooley	713 Cypress ST	779-269-0104		F	B			
Phyllis S. Jackson	703 E. Cummins City	229-506-1705	Phyllis Jackson, 1917 E B. Moore Corn	F	Blk			
Jill Winters	2518 Windings, Wb Valdosta							
E Rucker	1008 Clefton Rd	253 8273	N/A	F	B			
M Ramosky	605 Menlo St	229-300-3634		M	Blk		No	

2040 Transportation Vision Plan

Public Notice of a Comment Period and Open House

In accordance with requirements set forth in 23 CFR 450 and other laws and regulations; the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) has developed its 2040 Transportation Vision Plan for the Valdosta Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien, Brooks and Lanier Counties.

This 2040 Transportation Vision Plan is available for public review and comment from July 7, 2015 to August 7, 2015 at the Southern Georgia Regional Commission, 327 W Savannah Ave.; all public libraries in Berrien, Brooks, Lanier and Lowndes Counties; on the VLMPO website (www.sgrc.us); all county government administration offices in Berrien, Brooks, Lanier and Lowndes Counties; and all city government administration offices in Lowndes County.

The VLMPO staff will host an Open House on July 15, 2015 from 4:00 pm to 7:00 pm at the South Georgia Regional Library at 300 Woodrow Wilson Dr., on July 22, 2015 from 10:00 am to 6:00 pm at the Southern Georgia Regional Commission; and on July 30, 2015 from 4:00 pm to 6:30 pm at the McMullen Southside Library, at 527 Griffin Ave. Accessibility aids (interpreter, large print, etc.) will be made available at the open house if a written request is made at least one week prior to the event. Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la SGRC al teléfono 229-333-5277, cuando menos 1 semana antes de la junta.

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.

2040 Transportation Vision Plan Comments and Responses

Comment #1

Name: Lindsey Mobley

Address:

Phone:

Email: lindsey_esi@yahoo.com

Date: 7/7/2015

VSU Study advise of areas noted the greatest need for public transportation as noted by the Valdosta University Socioeconomic Study. VSU Summary suggested:

Areas in the Downtown Area and Just East of Valdosta State University

Are these the areas that VLMPO are going to recommend to have PUBLIC TRANSPORTATION ROUTES FOR THE CITY OF VALDOSTA?

Response: Thank you for your comment, the VLMPO would evaluate public transit options for the entire Valdosta Urbanized Area, not just those recommended in this report.

Comment #2

Name: Dennis Marks

Address:

Phone:

Email: dwmarks@bellsouth.net

Date: 7/19/15

Public transit more than pays for itself in terms of economic development. Its direct costs should be subsidized, in the same way that we pay for bridges and roads without expecting them to pay for themselves through tolls. We would be willing to pay increased taxes to pay for public transit to benefit others in the community, just as we willingly pay school taxes to educate other people's children. Transportation and education both improve the community by producing a more mobile, educated, and affluent work force. These foundational investments in our future are well worthwhile.

Response: These are all valid points for local decision makers to consider when implementing a public transit system. The commenter is thanked for their participation.

Comment #3

Name: Anonymous

Address:

Phone:

Email:

Date: 7/20/15

S. GA Regional Comm.
Sirs, Your Transport Vision Plan is very
great ~
but everything you do is going to be blighted by
the noise pollution that yells through the city
15-25 times every day as described on the
enclosed sheets.
Your "Healthy Lifestyles Policy" will be
enhanced if you distribute these sheets
and do everything you can to get rid
of the ugly train horns.
You can do this immediately with very
little cost.

It starts at a distance—away off, low, soft, then in a few moments it's louder—a train moving along to roar by loud now, its horn sound amplified off a thousand points of its metal casing, a train sometimes passing by with horn yelling on and on, a constant loud never-breaking yell, but sometimes a train passing with horn yelling two-tone—a high tone followed fast by a lower tone, then high tone followed instantly by the lower; but sometimes horn yells constantly, each sound lasting several seconds, then ceases a couple of seconds, then another continuing yell of many seconds; in one way or another the horns blare, the train passing with that horn louding through a mile of space on its north side, another mile space on its south side, so train louds its horn for a distance of two miles through the city, every ear along that route forced to listen.

You have to hear a weather report on your radio or TV, vital for leaving your home on a trip—you are not allowed to hear one minute of it!! You have to listen instead to that train horn.

You must listen to your child's urgent phone call to let you know of her illness at school or in the hospital—forget it!! You shall not hear one word from her; you shall listen instead to a train horn louding its way past your house through that two miles of the city.

Every day or night train horns demand attention—between 15 and 25 times every day and night after dark, everyone inside that 2-mile band of space 6 blocks wide through the middle of your city—everyone must listen to those train horns.

Some trains move through slowly, yelling their noise pollution over, over, over again; other trains speed through fast, that noise pollution shrieking so loud it overpowers all other sounds, its vibrations pushing their way into your inner ears 'till you'd better lift your hands to cover them.

All that never should have become any problem at all!! The one and only reason the train horns are noise pollution problem is that back yonder when they say a court ordered the use of horns, everybody ignored some facts of Reality.

In the past, people could ignore warning signs and red lights to enter a railroad crossing, then claim they did not hear any warning sounds, even when a train was approaching, so Court ordered the railroad to have its trains sound loud horns, thereby providing residents all along the tracks with loud horn noise pollution instead of punishing the violators of railroad crossings. That can be changed as soon as police and courts enforce railroad crossings the same way stop signs and traffic lights are enforced. The following facts of Reality need to be considered for action.

City contains an impressive number of street intersections through all of which cars and other vehicles pass and sometimes collide so that injuries and even deaths are possible and may occur now and then. The same injuries, even deaths, traffic interruptions, etc. occur at street intersections as those that can occur at railroad crossings—the same basic misfortunes as those that occur at railroad crossings, though on a larger scale at crossings—yet no one ever at all sounds any horns at all when approaching street intersections to warn motorists of impending danger!! Why? Obviously that's because everyone at street crossings unanimously expects those who cause such misfortunes to assume and totally bear responsibility for such accidents. Why is the same not done at railroad crossings?

The railroad crossings are equipped to warn all who enter there. Warning is done with (1) signs, (2) a 2-by-4 lowered in front of approaching motorists, (3) three flashing red lights atop the 2-by-4, (4)

two flashing red lights atop the signs. All this means that Reality demands that anyone at all who at any time enters a railroad crossing assumes and bears total responsibility for that entry. The responsibility for whatever happens to anyone entering a railroad crossing is not supposed to rest with the railroad company because (1) that company employs at least four warnings, listed above, and (2) that company is not doing anything at all to threaten life or limb.

Never at any time should children be allowed to enter railroad crossings alone. The responsibility for their entry is not supposed to rest with the railroad company but totally with the children's parents or guardians for failing to keep them at all times away from railroad crossings.

Reality demands that judges never blame crossing misfortunes on railroad companies or their personnel but hold crossing entrants responsible and liable to consequences for their own illegal crossing entries and punishable by both jail time as well as fines for doing the crossing entry thing while ignoring crossing warnings when trains are approaching, thereby threatening lives and injuries.

If all the above are done, steps could be taken to repeal the law requiring the train horns which could be used only in emergencies or impending danger situations. As it is, train operators, required to sound horns, went to an extreme, using horns so often and so loudly that now people believe the horns mean very little.

It is essential to eliminate this train horn noise pollution that has become a curse on every city's image as a peaceful city of beauty; the law requiring horn use must be repealed or court order rescinded and all crossing entrants acting against crossing warnings must be held guilty of illegal entry and liable to stiff fine as well as jail; cities must make the crossings more difficult for illegal drivers and pedestrians to cross in peace.

Only then can a city get rid of the train horns to become the peaceful city of beauty it used to be.

When all other transportation forms can pass through intersections with no warning horns at all, and do that day after day for many years, the train transports have to sound horns heard many blocks to create noise pollution to destroy the people's right to quiet on their streets???

Response: The commenter is thanked for their participation. The VLMPO will further discuss railroad quiet zones in the future.

Comment #4

Name: Inez McGowan
Address: 810 Ward St.
Date: 7/15/15

Phone: 229-469-6102

Email:

I believe this is a good venture for Valdosta. Many people would benefit from this. Also roundabouts might be efficient as it will do away with stop signs and signal lights.

Response: The commenter is thanked for their participation.

Comment #5

Name: Michael Rivera
Address:
Date: 7/23/15

Phone:

Email: mrivera@sgrc.us

There is a misspelling on the project data sheet for project G015, 'outside houlders' should be changed to 'outside shoulders'.

Response: This correction has been made.

Comment #6

Name: H. Aaron Strickland
Address: 4906 Tracewood Circle
Date: 7/23/15

Phone: (229) 563-4596 Email: astrickland@valdostacity.com

Per our conversation yesterday, I am sending my comments regarding the 2040 Plan in the form of an email.

-As a Lowndes County resident, I believe that an emphasis should be put on maintaining existing roads and highways. Too often governments spend money on new projects but do not budget money for future maintenance. Recently, I voiced my concern for some damage on Shiloh Road on the east bound lane in between Franks Creek bridge and Val Tech Rd. A number of "ridges" have appeared on the road. I was told that the County would not repair those areas. In addition, the emergency repair that was done to a culvert on the other side of the bridge by a local contractor appears to have settled. If you're traveling east bound on Shiloh, you will notice the significant bump that you encounter when you cross the repaired area. The two levels of pavement are not even. This does not seem to be as severe in the west bound side of the road, which leads me to believe that a portion of the east bound repair has settled.

Thank you for your time.

Response: the 2040 Transportation Vision Plan includes more than \$500 million to maintain existing infrastructure. These specific comments will be forwarded to Lowndes County for further review.

Comment #7

Name: Garnell Frazier

Address:

Phone:

Email: frazierga_31602@hotmail.com

Date: 7/29/15

I think public transportation will be an awesome for Valdosta/Lowndes Co. but it seems like we're not any closer now than we were five or seven year ago we went out to different sites to give our input and the response were good people hopes were high, now you asking for the public input again, it's disappointing and frustrating to have had great responders back then and nothing happen what's going to change this time? many of us are beginning to think it won't happen during our life time. I saw a disturbing online article a few weeks ago that read that Valdosta was the fastest shrinking metropolitan City in the United States, it's very hard for some people to survive in a City where the necessary amenities aren't available public transportation is one of them but I am for public transportation and hope we have it in the not too distant future.

Response: The commenter is thanked for their participation.

Comment #8

Name: James Paul Brooks

Address:

Phone:

Email: jpb3434@centurylink.net

Date: 8/1/15

I will mention six items that I consider important as we look at future transportation needs in Valdosta-Lowndes County. (1) An (overpass Interchange) at Inner Perimeter Road and East U.S. 84. As Valdosta expands to the east with industrial, commercial and residential growth this project would better carry traffic safely at the crossing of these two divided four-lane highways.

Response: This project has not been considered at this time, but it will be forwarded to the Georgia Department of Transportation, and local officials for further consideration.

(2) When Inner Perimeter Road was created by Lowndes County they also identified a network of existing two lane roads (and some new connectors) that would serve as the (Outer Perimeter) road. This expansion will be important to the future.

Response: The VLMPO is aware of this proposal and other proposals put forth by local governments and continues to consider these improvements for future development and to ease truck traffic in the urban area.

(3) Developers and others in recent years have talked about an extension of (West) Baytree Road with a (flyover) which would span I-75 and come to ground somewhere in the vicinity of James Road and St. Augustine Road. This project would ease traffic congestion over exit 18 and would merely serve as an extended city street. It would open up commercial lands on James Road and also lands to the north along Val Tech Road. And, I have heard local developers say that a resurrection of the original town of Troupville, between the Rivers, into a (residential community) would provide a unique challenge for the future.

Response: This roadway is no longer being considered by the City of Valdosta in the 2040 Transportation Vision Plan.

(4) The Hahira Highway from North Valdosta Road to Hahira will eventually need to be widened. Concerned property owners are reluctant to give up right of way, so it may be necessary to do this project "piece meal" over future years as people and times change.

Response: This project is included in the 2040 Transportation Vision Plan from North Valdosta Road to Union Road.

(5) Future intersection upgrades should follow the excellent design done at Patterson Street and Woodrow Wilson Drive. We need to plan for more (roundabouts) , where possible, to do away with signalized intersections.

Response: The Complete Streets and Intersection Improvement Policies included in the 2040 Transportation Vision Plan should allow for more roadway improvements like this throughout the region.

(6) I was glad to see plans to extend Northside Drive from J.C. Shack Road onto East park Avenue where it will tie into the area of the three new schools. This is excellent planning! ** I thought the 2040 Vision Plan was alright, but seemed to lack the foresight of larger transportation projects that are going to be needed in 25 years.

Response: The commenter is thanked for their participation.

Comment #9

Name: John Joiner

Address:

Phone:

Email: jpjoiner2000@yahoo.com

Date: 8/4/15

I live in Valdosta and do not drive. I am forced to either get a ride with friends or use MIDS . MIDS is a poor excuse for a company when it comes to trying to get a ride somewhere. You have to call them a week in advance & hope that they have an available slot for you. I have had to wait two weeks to get a ride using MIDS. With MIDS you are limited to certain hours & can't get a ride on weekends. We do have the option of using a cab but they charge so much that those of us can't afford to use them. I have had several people tell me that they too wish we had a more reliable form of public transportation that we could use on a more flexible basis. I have done a lot of walking but with the recent extreme heat I can't do that. I believe that if we had a more flexible form of public transportation like a bus where we don't have to schedule a ride a week or two in advance it could be a big draw to our area. We just need to publicize it more businesses and people who are thinking about moving to the area. Plus buses need to stay in operation longer than just a year so that people can become familiar with having the option. We also need more sidewalks & bike lanes. It is becoming dangerous to ride a bicycle or walk along side the road.

Response: Concerns raised in this comment have been forwarded to MIDS and Lowndes County. The commenter is thanked for their participation.

Comment #10

Name: VLMPO Staff

Address:

Phone:

Email:

Date: 8/5/15

Based on informal comments received at public open houses and presentations to local governments. The VLMPO should consider issuing guidance on the implementation of the Complete Streets, Intersection Improvement and Active, Healthy Lifestyles Policies in the 2040 Transportation Vision Plan.

Response: This comment will be forwarded to the VLMPO Technical and Policy Committees for review and suggested action. The Active, Healthy Lifestyles Policy has been revised to include enforcement as a measure to improve safety as well.

Comment #11

Name: Don Altman

Address:

Phone:

Email: donaltman3@hotmail.com

Date: 8/5/15

I like all that I see. The use of roundabouts might really help some of our busy intersections. I also like that we are trying to promote pedestrian travel. I would ask though that some enforcement be added along with the new lanes. Currently I see a lot of people walking, riding mobility scooters and bicycle riders in traffic only feet from roads with bike lanes or sidewalks. This is very unsafe and counter productive. If they aren't going to be used or enforced then we probably don't need to waste money and effort on them (I am not suggesting this I merely asking that the lanes be enforced and an education campaign be used to urge in the use.)

Response: The Active, Healthy Lifestyles Policy in the 2040 Transportation Vision Plan includes education as an element. Enforcement will be added to this section as an option for local governments as well.

I also wanted to say that I am happy to see the widening project of Forrest street still on the list. The intersection at my Zion and Forrest street ext is horrible. Especially now that school is back in. A couple of turn lanes would really help and free up two lowndes officer each morning that are required to direct traffic in and out of the area. I've been waiting for years for this to actually happen. There are a lot of county and city residents that will benefit from this project.

Response: The details of the Forrest Street Extension project have not been determined at this time. This comment will be forwarded to GDOT, Lowndes County and the City of Valdosta for further consideration.

I don't see any mention of mass transportation (buss routes) is this something going to be looked into as well? Thanks for your time and for the hard work.

Response: The 2040 Transportation Vision Plan does not include bus routes, only an estimated amount of funding needed for an urban transit system. Further study will be required to determine what a transit system might look like in the future.

Comment #12

Name: Aries Little, GDOT

Address:

Phone:

Email: arlittle@dot.ga.gov

Date: 8/7/15

Per Planning's comments provided in May 2015 and the discussion held in June 2015 with FHWA, we discussed the plan's goals and content. Based on our review during the public participation review period, there were a few pending recommendations observed. However, I would like to highlight the section titled Transportation Strategies (pages 25-26) which discusses the goals, possibly the objectives, and implementation strategies. Below, I have listed some of the previously discussed concerns as it relate to the Transportation Strategies Section.

- The MPO has not clearly illustrated the relationship between the aspirational goals and the eight planning factors.

Response: The following paragraphs have been added to page 28 to better illustrate the relationship between the Aspirational Goals and the Eight Planning Factors. The table on pages 25-26 was also updated to reflect this information more clearly.

MPOs are required to consider the Eight Planning Factors in transportation plans, the Aspirational Goals of the CCV fit these Planning Factors very well, even though they cover more aspects of the community than just transportation. Discussed here are how each of the planning factors is addressed by the Aspirational Goals.

The Goals and Plan support the economic vitality and global competitiveness of the metropolitan area by supporting access to regional economy engines and making sure that an educated, highly-skilled workforce can affordably access jobs and educational opportunities throughout the region through developing a multi-modal transportation system.

Affordability, mobility and accessibility are important factors for both the movement of people and goods, the Goals and Plan address this in several elements like, access to freight corridors, access to jobs and educational opportunities, through multi-modal transportation options like roadways for all users, bicycle and pedestrian infrastructure and public transit.

Through the implementation of a multi-modal transportation system that promotes various affordable and accessible methods of transportation for motorized and nonmotorized users the Goals and Plan increase the safety and security of various transportation users. An Active, Healthy Lifestyles Policy promotes overall community health and safety, while an Intersection Improvement Policy promotes vehicle safety at intersections.

Protection of the environment, infrastructure resiliency and a higher quality of life are found in the Aspirational Goals that promote the development of land uses that promote environmental conservation and mitigation and renewable energy efforts. Improved quality of life can also be found in the promotion of affordable, accessible, multi-modal transportation infrastructure programs that can improve unhealthy lifestyles, be more affordable for families and develop land uses that make housing more accessible to jobs.

The management and operations of an efficient, well-maintained multi-modal transportation system is important to provide continuous, accessible, and affordable transportation for all roadway users. The Goals and Plan address this through the funding more than \$500 million in roadway and bridge maintenance and promoting a resilient transportation system that can respond to both natural and economic outside influences.

Overall the Aspirational Goals address the Eight Planning Factors in a variety of ways that promote an efficient, environmentally, safe, secure, well-maintained, affordable, accessible transportation system for all users to achieve a higher quality of life and economic vitality for the community.

- For the Implementation Strategies /Transportation Planning Strategies, how has the TCC and PC members of the VLMPO participated in the development and approval of these strategies? The use of the term “shall” obligates the PC members which the term could possibly be softened with the term “consider”. The first implementation strategy listed on page 25 is concerning due to some of the recent events between the County and City.

Response: The TAC and PC members as well as members of the public provided input into the CCV development process and transportation plan input process. The proposed policies are recommendations by staff to the PC. Since these policies are part of the 2040 Transportation Vision Plan and would be approved with the Plans’ approval, there has been no other approval. Based on this and other comments the language of the Implementation Strategies have been softened to be less specific and less obligatory to PC members.

Comment #13

Name: Jason Davenport, Lowndes County

Address:

Phone:

Email: jdavenport@lowndescounty.com

Date: 8/7/15

Lowndes County Recommendations to the 2040 TVP:

1. In reference to the Downtown Truck Traffic study on document page 25:
 - a. Change shall complete to shall consider in Goal 1

Response: Based on this and other comments the language of the Implementation Strategies have been softened to be less specific and less obligatory to PC members.

2. In reference to the references to the Multi-modal Transportation System on document page 26 and 50: We believe that Multi-modal Transportation System includes Transit.

Response: The following definition has been added to these pages: “Multi-modal Transportation System is defined to include all of the following (but is not limited to, and each are mutually exclusive of one another): roadways (and it right-of-way for utility infrastructure), airports, railroads, public transit, bicycle infrastructure, pedestrian infrastructure, etc.”

- a. Change implement to consider in Goal 11
- b. Change support to consider in Goal 18

Response: Based on this and other comments the language of the Implementation Strategies have been softened to be less specific and less obligatory to PC members.

- c. Change resources will have to be to identified to implement to resources should be investigated before consideration of

Response: This statement will be changed as follows: "However, as the urban population continues to grow, additional financial resources should be studied before consideration of an urban transit system."

- 3. Document Page 58 – 2nd Column. There needs to be better communication and understanding about the potential Urban Transit system and the currently operating Rural Transit system. Different and incorrect opinions currently exist between the major parties involved in disseminating information about the currently operating Rural Transit system i.e. GDOT, Lowndes County, MIDS, the City of Valdosta, and the MPO.

Response: The first paragraph in this column has been modified to the following to be clearer in communicating the understanding of the existing rural and potential urban transit systems. "Currently, rural public transit systems serve all of the counties in the Metropolitan Planning Area, except Lanier County. Federal regulations prohibit rural transit systems from operating (origin and destination both in urban area; if either origin/destination in rural area, then okay) in an urban area. As of July 1, 2016, Lowndes County Transit will no longer be able to provide urban-to-urban services in the Valdosta Urbanized Area. Continued population growth is expected to continue to drive up demand for public transit services in both the rural and urban areas. Urban transit would be able to fill the anticipated gap of urban-to-urban trips and continues to be a challenge discussed among local officials."

- 4. The County Engineer is:
 - a. Not in support of round about analysis for intersection improvements in unincorporated areas.

Response: The GDOT Design Policy Manual will require a roundabout alternative to be considered for all intersection improvement projects in the 2040 Transportation Vision Plan. This Policy does not require any local government to consider roundabouts, on projects not in the Plan.

- b. Not convinced that complete streets need to be considered in unincorporated areas.

Response: This Policy is applicable only to the projects that are subject to the GDOT Complete Streets Policy. This policy is not required for locally funded projects. Under this Policy local jurisdictions are encouraged to implement these improvements, but not required to do so, and a mechanism is in place in the policy to waive the requirements where appropriate. Local governments are encouraged to implement the Complete Street principles in the context of the project, the SGRC has produced a guidebook on this specifically for rural communities.

- c. Not in favor of Valdosta's Traffic Management center controlling signals in unincorporated areas.

Response: The Plan will be changed to say that "Traffic Management Center technologies should be jointly explored on certain corridors to increase the efficiency of traffic movement during peak hours throughout the region."

- d. Not in favor of the existing Project List in Appendix C. Forrest St, Lake Park Bellville Rd, Old 41, and Exit 18 should be reconsidered.

Response:

For Forrest St., it is anticipated this project will be required to be rescope by GDOT and FHWA, at this time the project is still going through its due diligence for preliminary engineering. VLMPO staff believes this project will need to be amended in the Plan to reflect a new scope, however until that scope is identified and all parties agree to that new scope for this project, the VLMPO staff recommends it remain as it is. Local governments and the VLMPO staff should make identifying this new scope a priority.

For Lake Park Bellville Road: While this project ranked high on the project selection scoring, VLMPO staff recommend a lower priority ranking for this project due to the following reasons among others: availability of funding, and need as observed by the 2040 Travel Demand Model.

Fore Old 41: While this project ranked high on the project selection scoring, VLMPO staff recommend a lower priority ranking for this project due to the following reasons among others: availability of funding, and need as observed by the 2040 Travel Demand Model.

For Exit 18, this project is supported by GDOT to be completed later rather than sooner due to a lack of immediate need at this interchange for full reconstruction improvements. GDOT and the City of Valdosta have completed operational improvements at this location already and may consider others in the future.

- e. Stating that for the record, the County Planner and the County Engineer still do not understand the level of service results for McMillan Rd (Document p 46 and 48).

Response: Based on consensus developed growth areas and information provided by Lowndes County to the VLMPO's consultant who prepared the socioeconomic data study for this Plan, significant residential growth (2010 to 2040 population increase by more than 7,000 persons) is expected to occur in this area (adjacent TAZs) over the next 25 years. McMillan Road is the only option for east-west travel in this part of the county, forcing much of the traffic to this roadway as development continues in this area. The VLMPO staff recommends further study in this area to improve east-west connectivity.

- f. Concerned about the construction of bike/ped projects along 41 or Old Clyattville unless they are widened.

Response: These bicycle and pedestrian projects from the Valdosta-Lowndes Bicycle and Pedestrian Master Plan are included here because a portion of the identified corridor matches with an existing project.

Comment #14

Name: Ann-Marie Day, FHWA

Address:

Phone:

Email: ann-maire.day@dot.gov

Date: 8/10/15 (SGRC email delivery was delayed for unknown reasons)

Adding to GDOT's comments on the Valdosta MPO's draft 2040 Plan, FHWA is also asking for clarity and further development of the following:

- What are the roadway and multimodal transportation issues/challenges facing this region? These are still not laid out in a clear and concise manner;

Response: The Plan specifically discusses the roadway and multi-modal challenges facing the region on pages 10-23 of the document. This section mentions specific transportation challenges facing the region.

- Because the issues/challenges are not clearly documented, it is hard to determine what the outlined strategies/policies/programs are addressing or if they are appropriate;

Response: The VLMPO will propose to change the table on pages 25-26 to better identify the planning factors, transportation objectives and performance objectives.

- the MPO's Aspirational Goal are not all transportation related. The Plan's goals need to be transportation focus. You can address this comment by focusing more on the eight planning factors and national performance goals;

Response: The Common Community Vision that was developed by the VLMPO outlines goals that are not all transportation focused. The Transportation Vision Plan however addresses each of those goals with a Transportation Strategy (see pages 25-26) that are based on the identified challenges and planning factors. The table and the goals have been modified to better illustrate the transportation connection to each goal.

- Where are the Plan's objectives? If they are already identified, label accordingly;

Response: The table on pages 25-26 has been modified to better reflect the connection between the goals and transportation strategies which have been renamed as transportation objectives.

- 18 goals are a lot. There are opportunities to focus the goals and objectives of this Plan by combining some of these transportation goals. In the current state, a lot of the goals overlap;

Response: In order to keep with the Common Community Vision, the same 18 goals are used here. While there is some overlap, VLMPO staff believes this is an appropriate way to address the goals of the community.

- the resolution on page 2 has the MPO PC chairperson signing off on Complete Streets, Intersection Improvement, and Active, Healthy lifestyle Policies. Has the MPO PC already endorsed these policies to be incorporated into the LRTP? If so, provide documentation.

Response: Since the policies are a part of the 2040 Transportation Vision Plan, the adoption resolution will be modified to remove the language of those policies.

Going forward, FHWA feels that another conference with the MPO staff, GDOT, and FHWA is necessary to incorporate these comments into the final Plan. FHWA is available to discuss and provide further guidance upon request.

Response: The VLMPO staff has sent an invitation to FHWA to have a conference with them about these comments. A conference call was held on 8/27/15 with GDOT and FHWA representatives to review these comments, subsequent changes were made, primarily to the table on pages 25-26 that clarified the relationship of the goals to the planning factors and performance objectives and led to better connection between the CCV goals and transportation objectives.

Comment #15

During the VLMPO Technical Committee meeting on September 7, 2015. It was recommended by Ann-Marie Day with the Federal Highway Administration to change the word 'Policy' to 'Strategy' in reference to the Complete Streets Policy, Intersection Improvement Policy and Active, Healthy Lifestyles Policy. After discussion at this meeting it was voted on unanimously to change this language in the Plan. This recommendation was also supported by the Policy Committee when the 2040 Transportation Vision Plan was adopted later that day.

Appendix B – Project Selection Criteria and Project Prioritization

Selecting projects for a transportation plan can be difficult without a defined, data-driven method. The 2040 Transportation Vision Plan utilizes some of the same techniques as the VLMPO 2035 Transportation Plan, and some new techniques were added to better evaluate projects as it relates to developing a “performance-ready” plan in accordance with federal law. While the data-driven process is an effective tool for decision-making, there is still a subjective, human knowledge element to projects that cannot always be measured by the data available. The final project selection process uses the subjective element of local knowledge to refine the project selection process in order to produce the final project list. It should be noted that this process is only for roadway projects. Projects that are exclusively for bicycle and pedestrian paths, transit, airports, rail, and other modes are selected by other methods.

The 2040 Transportation Vision Plan project selection process uses six categories to better refine the data collected for the selection and ranking process. The six categories, which are defined as national goal areas by the MAP-21 legislation, are: Safety, Infrastructure Condition, Congestion Reduction, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduction in Project Delivery Delays. By utilizing these categories, the future development of performance measures for the Plan will be easier to evaluate on a project-by-project basis.

Once the data was collected and the scores were summed by category, a weighting was applied to each category based on the goal categories (the same six categories listed above) and weighted to the number of goals each category was identified with. The resulting score is the final data-driven score given to each project. The project scores were then ranked to provide a computer-generated ranking. The computer-generated ranking was then used as the basis for developing the staff, Technical Committee, and Policy Committee rankings. However, as discussed above, subjectivity was applied by the staff and committee members to produce the final rankings.

Safety Category

Projects were evaluated across a variety of safety and security measures. The enhancement of safety and security for automotive, freight, transit and non-motorized users is a major factor in prioritizing roadway projects. Below, each project is awarded points based on the criteria identified.

Measure	Definition	Points
High Crash Location	Corridor or intersection project where sum of 2012-2014 crashes is higher than the average of all crashes for all projects	1
Crash Report Project	Project is identified as a location for further study in the 2011-2014 Crash Reports	1
Improves Access to STRAHNET or NHS Routes	Project is connected to or part of STRAHNET – Strategic Highway Network (Defense) or NHS – National Highway System	1 – No Direct Connection 2 – Adjacent Connection 3 – Part of STRAHNET and/or NHS

Infrastructure Condition

The condition of the existing infrastructure is an effective metric for identifying risk and need for repair and maintenance in the existing transportation system. Data collected by GDOT and other planning partners is used to rank projects based on the criteria identified.

Measure	Points	Comments
Project Improves Existing Route	1	
Project Improves an Intersection	1	
Project Addresses Major Maintenance	1	Bridge maintenance, general aging, etc.
Bridge Sufficiency Rating	1 – 80.0 or above 2 – 50.1-79.9 3 – 0-49.9	Source: GDOT
Project Includes Multi-Modal Features	1	Sidewalks, Bike Lanes, Transit, etc.

Congestion Reduction

Congestion is relative to each community, but it is often the most noticeable reason why people want to see transportation improvements in a community. The level of congestion is a good metric to identify worthwhile projects to be completed in a transportation plan.

Measure	Points	Comments
% Change in LOS, 2010-2040 No Build	1 – if % is lower than average of all projects 2 – if % is higher than average of all projects	LOS – Level of Service
2040 No Build LOS	1 – 2040 No Build LOS = E 2 – 2040 No Build LOS = F	
Improves Turning Movements	1	
Improves Parallel Facility	1	Project Reduces Congestion on Parallel Facility
Access to Functional Class Same or Greater	1	FHWA Functional Classification (Arterial, Collector, etc.)

Freight Movement & Economic Vitality

Improvements to freight movement and economic development are the result of a well-planned transportation network that moves both people and goods efficiently through a community. This category evaluates growth near residential and employment centers as well as freight-specific measures that will improve access for the movement of people and goods.

Measure	Points	Comments
Project within Urban Service Area	1	Urban Service Area defined by Comprehensive Plan
Access to Existing Residential Areas	1	TAZs where population is greater than total employment and students combined
Access to Future Employment Centers	1 – In-direct, within ½ mile 2 – Direct, connected	10 highest-employment TAZs in 2040
High Volume Truck Route	1	Where GDOT Traffic Count has more than 10% Truck Traffic
Freight Report Project	1	Project Identified for Improvement in Freight Report
Access to Future Manufacturing/Wholesale Employment	1	Project within ½ mile of any manufacturing or wholesale employment
Freight/Passenger Separation of Modes	1	Example: Grade Separation, Inter-modal facility, etc.

Environmental Sustainability

Federal regulations require that transportation project investments minimize and mitigate their impacts on the natural and built environments. These measures identify potential environmental conflict areas that should be considered for each projects. While points are awarded for these projects, each project should improve that environmental measure in some way.

Measure	Points	Comments
Historic Resources	1	As identified in Regionally Important Resources Plan
Multi-modal options near Schools	1	Within ½ mile of Schools
% of Title VI Pop. Greater than County Average	1 for Each	Racial Minorities, Ethnic Minorities, Low-Income by 2010 Census Tract

Reduces Project Delivery Delays

Transportation projects are regularly delayed for various reasons. The FHWA, GDOT and local partners use programs like Every Day Counts to reduce those delays. However, delays can also be reduced by identifying potential areas of delay early in the process.

Measure	Points	Comments
TIP Priority	1	
Local Priority	1 – Low, Long-Range Project 2 – Medium, Mid-Range Project 3 – High, Short-Range Project	As identified by Technical Advisory Committee members
Programmed in 2035 LRTP	1 – Illustrative List 2 – Financially Constrained List	
Consistency with 2030 Comp Plan	1	
Multi-jurisdictional Project	1	One or more local or state jurisdictions involved
Citizen's Advisory Committee Rank	Average Score	

Appendix C Highway Project Data Sheets

Open to Traffic	PI #	VLMO ID	Sponsor	Project Description	Type of Work	Future Lanes	Miles	YOE PE \$	YOE ROW \$	YOE UTIL \$	YOE CST \$	Total	Computer Rank	Staff Rank ver. 2	TAC Rank	Final PC Priority - 2040 LRTP		
2015-2020	0000762	G015	GDOT	I-75 FM N of SR 133 to Cook County Line - Phase II	Interchange Improvement	NA	NA	AUTH	AUTH	\$ 2,722,380	\$ 33,156,661	\$ 35,879,041	16	1	1			
2015-2020	0007386	G014	GDOT	I-75 @ CR274/Lake Park Bellville Road - Phase II	Interchange Improvement	NA	NA	AUTH	\$ 6,044,520	\$ 1,017,884	\$ 15,008,306	\$ 22,070,710	5	2	2			
2015-2020	0010297	G016	GDOT	I-75 @ SR 31 - Phase II	Interchange Improvement	NA	NA	AUTH	\$ 2,552,040	\$ 507,965	\$ 15,329,149	\$ 18,389,154	7	3	3			
2015-2020	0007910	V003	Valdosta	SR 7 @ OAK ST & @ PATTERSON ST & @ ASHLEY ST - FIVE POINTS	Intersection Improvement	NA	NA	\$ 345,238	\$ 411,351	\$ 1,127,044	\$ 4,622,859	\$ 6,506,493	87	12	4			
2015-2020		L022	Lowndes	Old Quitman Road Bridge over CSX RR	Bridge Replacement	NA	NA	\$ 151,585	\$ -	\$ -	\$ 2,029,777	\$ 2,181,363	52	5	5			
2015-2020		L023	Lowndes	Howell Road Bridge over Grand Bay Creek	Bridge Replacement	NA	NA	\$ 83,372	\$ -	\$ -	\$ 1,091,065	\$ 1,174,437	89	6	6			
2021-2025	450200-	G007	GDOT	CR 138/NORTH FORREST STREET FROM CS 1428/PARK AVE TO SR 125	Added Travel Lanes	4	3.07	AUTH	\$ 7,805,040	\$ 5,115,441	\$ 29,078,440	\$ 41,998,921	6	4	7			
2021-2025		V026	Valdosta	SR 133 @ Gornito Road - Intersection Improvement	Intersection Improvement	NA	NA	\$ 38,480	\$ 1,068,244	\$ 851,442	\$ 551,962	\$ 2,510,129	15	7	8			
2021-2025		V068	Valdosta	CR 784/Eager Rd FM Country Club Dr. to Oak St. (Jadan Pl.)	Center Turn Lane	3	0.72	\$ 410,251	\$ 44,079	\$ 2,262,827	\$ 5,620,845	\$ 8,338,003	58	8	9			
2026-2030		V069	Valdosta	CR 784/Jerry Jones Dr FM Gornito Rd to Country Club Dr	Added Travel Lanes	4	0.84	\$ 1,367,551	\$ 168,226	\$ 2,208,690	\$ 15,433,612	\$ 19,178,079	52	9	10			
2026-2030		V006	Valdosta	Old Clyattville Road FM Mud Creek to Gil Harbin Industrial Blvd.	Added Travel Lanes	4	0.63	\$ 362,536	\$ -	\$ 242,155	\$ 4,967,100	\$ 5,571,791	80	10	11			
2031-2035	450510-	G005	GDOT	CR 188/NORTH OAK ST EXT FM SR 7BU TO CS 1093/BRECKENRIDGE DR	Added Travel Lanes	4	0.71	AUTH	\$ 3,848,864.92	\$ 1,487,868.91	\$ 15,247,356.73	\$ 20,584,091	23	11	12			
2031-2035	0013556	G008	GDOT	SR 38/US 84 MEDIAN TURN LANES FM QUITMAN TO VALDOSTA	Median Turn Lanes	NA	8.73	\$ 574,500	\$ -	\$ -	\$ 16,139,370	\$ 16,713,869	64	13	13			
2031-2035		L019	Lowndes	Lake Park Bellville Road FM SR 7 to I-75	Added Travel Lanes	4	3.74	\$ 1,547,975	\$ 314,063	\$ 729,989	\$ 27,294,935	\$ 29,886,963	1	14	14			
2031-2035		V023	Valdosta	CR 784/Jerry Jones Dr FM Gornito Rd to McRee Dr.	Center Turn Lane	3	0.74	\$ 495,077	\$ 2,425,322	\$ 2,173,796	\$ 7,434,756	\$ 12,528,951	55	15	15			
2031-2035		G036	GDOT	I-75 @ Exit 16 SB Exit Ramp	Intersection Improvement	NA	NA	\$ 48,400	\$ 201,543	\$ 3,323	\$ 678,507	\$ 931,772	79	16	16			
2031-2035		L003	Lowndes	SR 31 @ Whitewater Road & @ Hart Road	Intersection Improvement	NA	NA	\$ 30,946	\$ 3,665,293	\$ 620,224	\$ 414,374	\$ 4,730,836	63	17	17			
2031-2035		V010	Valdosta	Lankford Drive FM SR 133 to Norman Drive	New Road CST	2	0.53	\$ 264,659	\$ 2,664,088	\$ -	\$ 3,974,493	\$ 6,903,240	39	18	18			
2031-2035	0010298	G020	GDOT	I-75 @ SR 133 PHASE II	Interchange Improvement	NA	NA	\$ 2,646,968	\$ 29,536,500	\$ 1,346,537	\$ 23,730,227	\$ 57,260,232	17	19	19			
2036-2040		V036	Valdosta	Gornito Road FM Oak Street to Jerry Jones Drive	Center Turn Lane	3	0.95	\$ 680,841	\$ 73,153	\$ 4,405,564	\$ 10,952,715	\$ 16,112,273	50	20	20			
2036-2040		V042	Valdosta	SR 7 Bus @ Griffin Avenue	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 104,345	\$ 760,952	\$ 922,125	75	21	21			
2036-2040		L018	Lowndes	Old 41 N FM US 41/North Valdosta Road to Union Road	Added Travel Lanes	4	2.91	\$ 1,778,748	\$ 4,274,446	\$ 2,920,008	\$ 25,514,537	\$ 34,487,740	2	22	22			
2036-2040		L014	Lowndes	Val Del Road at US 41/North Valdosta Rd	Intersection Improvement	NA	NA	\$ 54,281	\$ 287,864	\$ 1,376,230	\$ 726,835	\$ 2,445,210	60	23	23			
2036-2040		V035	Valdosta	Country Club Drive FM Jerry Jones Dr to SR 7	Added Travel Lanes	4	0.77	\$ 326,269	\$ 375,726	\$ 2,560,550	\$ 4,470,211	\$ 7,732,756	65	24	24			
2036-2040	0013559	G009	GDOT	SR 38/US 84 MEDIAN TURN LANES FROM VALDOSTA TO LANIER CO	Median Turn Lanes	NA	11.7	\$ 598,873	\$ -	\$ -	\$ 12,224,988	\$ 12,823,860	37	25	25			
2036-2040		V058	Valdosta	Baytree Road @ Jerry Jones Drive	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 1,837,849	\$ 796,669	\$ 2,691,346	23	26	26			
2036-2040		V011	Valdosta	Northside Drive FM Jaycee Shack Rd to Park Avenue	New Road CST	2	0.57	\$ 331,141	\$ 3,269,883	\$ 409,346	\$ 4,434,094	\$ 8,444,465	89	27	27			
2036-2040		V067	Valdosta	Baytree Road @ Norman Drive	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 1,127,176	\$ 796,669	\$ 1,980,674	35	28	28			
2036-2040		V061	Valdosta	Baytree Road @ Gornito Road	Intersection Improvement	NA	NA	\$ 56,828	\$ -	\$ 1,880,487	\$ 796,669	\$ 2,733,984	60	29	29			
YOE = Year of Expenditure												ROW = Right of Way		CST = Construction		\$ 403,712,507		Projects Total
PE = Preliminary Engineering												UTIL = Utilities				\$ 412,508,978		Estimated Revenue
																\$ 8,796,471		Difference

VISION PLAN

VLMO Project Data Sheet

Project Name: I-75 FM N of SR 133 to Cook County Line - **PI Number:** 0000762 **City:** Hahira
Phase II
Local Name/#: **State/US #:** US 41, SR 7 **Local ID:** G015 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

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 Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future clear zones remaining.

Purpose and Need: The principle reason 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: Length(mi): NA

Current AADT: 40200 **Year:** 40200 **# of Lanes:** Varies **Truck %:** 26

Future AADT: 61777 **Year:** 2040 **# of Lanes:** Varies **85% Speed:** NA **Func. Class:** R-Interstate

Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	Complete	Base Yr LOS:	C
PDO Crashes:	20	15	20	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	11	10	5	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficiency:	VARIABLES
Total Crashes:	31	25	25	Priority Selection Score:	16		
Crash Rate:	4 /Mill Ent Veh			Env. Mitigation Analysis:	Complete		

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: Yes
Safety/Security Elements: Yes
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2015-2020	M001	2040 TP	T1	\$0.00	\$0.00	\$33,156,661.00	\$2,722,380.00	\$35,879,041.00	\$7,175,808.00	\$28,703,233.00	\$0.00	\$35,879,041.00



VISION PLAN

VLMPO Project Data Sheet

Project Name: I-75 @ CR274/Lake Park Bellville Road - Phase II PI Number: 0007386 City: ----
 Local Name/ #: CR274 State/US #: Local ID: G014 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

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 principle 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 "managed" lanes.

Termini:	From:	Exit 2	To:	Length(mi):	NA
Current AADT:	36000	Year:	36000	# of Lanes:	6
Future AADT:	48952	Year:	2040	# of Lanes:	6
Crash Year:	2012	2013	2014	Value Engineering Analysis:	Complete
PDO Crashes:	2	6	4	Benefit/Cost Ratio:	NA
Injury Only:	1	0	0	Financial Plan:	NA
Fatal/Injury:	0	0	0	Local Priority:	NA
Total Crashes:	3	6	4	Priority Selection Score:	5
Crash Rate:	1	/Mill Ent Veh		Env. Mitigation Analysis:	Ongoing

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2015-2020	M001	2040 TP	T1	\$0.00	\$6,044,520.00	\$15,008,306.00	\$1,017,884.00	\$22,070,710.00	\$4,414,142.00	\$17,656,568.00	\$0.00	\$22,070,710.00



VISION PLAN

VLMPO Project Data Sheet

Project Name: I-75 @ SR 31 - Phase II PI Number: 0010297 City: ----
 Local Name/ #: Madison Hwy State/US #: Local ID: G016 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: The previous widening of I-75 resulted in substandard outside shoulders/clear zones remaining at this Interchange location. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the Overpass location to allow for future traffic growth.

Purpose and Need: The principal reasons for reconstructing this Interchange is to eliminate the substandard shoulder/clear zones and widen the cross road bridges to accommodate the future traffic volumes.

Termini:	From:	Exit 11	To:	Length(mi):	NA
Current AADT:	39800	Year:	39800	# of Lanes:	Varies
Future AADT:	54639	Year:	2040	# of Lanes:	Varies
Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	Complete
PDO Crashes:	9	7	13	Benefit/Cost Ratio:	NA
Injury Only:	2	6	5	Financial Plan:	NA
Fatal/Injury:	0	0	0	Local Priority:	NA
Total Crashes:	11	13	18	Priority Selection Score:	7
Crash Rate:	2	/Mill Ent Veh	Env. Mitigation Analysis:	Ongoing	

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: Yes
 Safety/Security Elements: Yes
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2015-2020	M001	2040 TP	T1	\$0.00	\$2,552,040.00	\$15,329,149.00	\$507,965.00	\$18,389,154.00	\$3,677,831.00	\$14,711,323.00	\$0.00	\$18,389,154.00



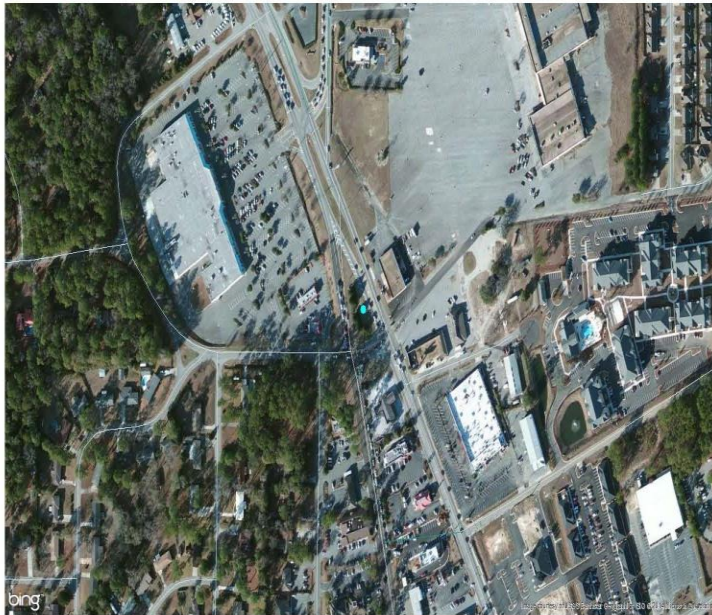
VISION PLAN

VLMPO Project Data Sheet

Project Name: SR 7 @ OAK ST & @ PATTERSON ST & @ ASHLEY ST - FIVE POINTS PI Number: 0007910 City: Valdosta
 Local Name/#: Five Points State/US #: US 41 B/SR 7 Local ID: V003 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Reconfigure Five Points Intersection to accommodate future traffic projections and to address storm water runoff.
Purpose and Need: Reconfigure Five Points Intersection to accommodate existing and future traffic flows while providing pedestrian and bike access and allowing easier access to area businesses.
Termini: From: Five Points To: Length(mi): .15
Current AADT: 19050 Year: 19050 # of Lanes: Varies Truck %: NA
Future AADT: 13285 Year: 2040 # of Lanes: Varies 85% Speed: NA Func. Class: R-Principal Arterial
Crash Year: 2012 2013 2014 Value Engineering Analysis: NA Base Yr LOS: C
PDO Crashes: 21 18 11 Benefit/Cost Ratio: NA Build LOS: C
Injury Only: 5 16 6 Financial Plan: NA No Build LOS: D
Fatal/Injury: 0 0 0 Local Priority: High Bridge Sufficiency: NA
Total Crashes: 26 34 17 Priority Selection Score: 87
Crash Rate: 7 /Mill Ent Veh Env. Mitigation Analysis: NA
 Bike and Pedestrian: Yes
 Intelligent Transportation: Yes
 Land Use/Access Mgmt: Yes
 Safety/Security Elements: Yes
 Companion Projects: Yes, potential companion to G005

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2015-2020	TBD	2040 TP	T4	\$345,238.00	\$411,351.00	\$4,622,859.00	\$1,127,044.00	\$6,506,492.00	\$1,301,299.00	\$5,205,194.00	\$0.00	\$6,506,493.00



VISION PLAN

VLMPO Project Data Sheet

Project Name: Old Quitman Road Bridge over CSX RR PI Number: ---
 Local Name#: State/US #: Local ID: L022 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Old Quitman Road is a local road that connects SR 38 and Ousley Road in western Lowndes County. At the SR 38 end of the Old Quitman Road, Georgia DOT bridge number 185-5021 is located over the CSX Railroad. The structural length of the bridge is 133 feet and the bridge roadway width is 18.6 feet. This prohibits the use of this bridge from school buses and fire trucks. In the latest Georgia DOT bridge inspection report, the following recommendation was made. "This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required." The current sufficiency rating as set forth by Georgia DOT in the 2010 bridge inspection report was 23.18. The current structure is on a 30 degree skew.

Purpose and Need: The bridge was originally constructed in 1918 and since that time numerous repairs have been made to the bridge. The bridge is currently posted for a 5 ton weight limit.

Termini:	From:	CSX Railroad	To:	Length(mi):	.1				
Current AADT:	Year:		# of Lanes:	2	Truck %:	NA			
Future AADT:	NA	Year:	NA	# of Lanes:	2	85% Speed:	NA	Func. Class:	R-Local
Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	NA	Base Yr LOS:	C		
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	C		
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	C		
Fatal/Injury:	0	0	0	Local Priority:	High	Bridge Sufficiency:	23.4		
Total Crashes:	0	0	0	Priority Selection Score:	52				
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Analysis:	NA				

- Bike and Pedestrian: NA
- Intelligent Transportation: NA
- Land Use/Access Mgmt: NA
- Safety/Security Elements: NA
- Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2015-2020	Local	2040 TP	T1	\$151,585.00	\$0.00	\$0.00	\$2,029,777.00	\$2,181,362.00	\$0.00	\$0.00	\$2,181,363.00	\$2,181,363.00



VISION PLAN

VLMPO Project Data Sheet

Project Name: Howell Road Bridge Over Grand Bay Creek PI Number: City: ----
 Local Name#: State/US #: Local ID: L023 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Replace the bridge over Grand Bay Creek on Howell Road. Howell Road is a minor collector that connects Echols County and Lowndes County. At the Echols and Lowndes County line, Georgia DOT bridge number 185-0063 is located over Grand Bay Creek. The structural length of the bridge is 270 feet and the bridge roadway width is 26 feet. In Echols County, there are numerous sand mines that have to detour trucks around this bridge approximately 20 miles to avoid the weight limitations on the bridge. Also, timber contractors that are harvesting timber in Echols County, are having to detour around the bridge as well. The purpose of this project will be to replace the existing structure with a new bridge to eliminate the weight restrictions.

Purpose and Need: The bridge was originally constructed in 1958 and since that time repairs have been made to the bridge to include pile encasement. The bridge is currently posted for 18 Ton H-Trucks, 18 Ton Type 3 Trucks and 26 Ton Timber Trucks. In the latest Georgia DOT bridge inspection report, the following recommendation was made. "This structure requires posting due to insufficient shear capacity of the concrete superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required."

Termini: From: Grand Bay Creek To: Length(mi): .1

Current AADT: Year: # of Lanes: 2 Truck %: NA
Future AADT: NA Year: NA # of Lanes: 2 85% Speed: NA Func. Class: R-Minor Collector

Crash Year:	0	0	0	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	Hlgh	Bridge Sufficiency:	60.3
Total Crashes:	0	0	0	Priority Selection Score:	89		
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2015-2020	Local	2040 TP	0	\$63,372.00	\$0.00	\$1,091,065.00	\$0.00	\$1,174,437.00	\$0.00	\$0.00	\$1,174,437.00	\$1,174,437.00



VLMPD Project Data Sheet

Project Name: CR 138/NORTH FORREST ST FROM CS1428/Park Ave to SR 125 **PI Number:** 450200- **City:** Valdosta
Local Name/#: 138 **State/US #:** **Local ID:** G007 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

Project Description: Roadway Capital; Safety and Traffic Operations; Bicycle and Pedestrian This project is part of both the Valdosta-Lowndes MPO 2035 Transportation Master Plan and the City of Valdosta. Widen Forrest Street from a two lane road into a four or five lane road with bike lanes and sidewalks
 Comprehensive Transportation Master Plan. It will add travel lanes and increase capacity along a vital north-south route, as well as provide pedestrian and bike accommodations. Enhance Safety; Congestion Relief; Increase Modal Options Relieve congestion and provide for adequate pedestrian and bike travel
 Provide additional travel lanes and turn lanes
 Provide bike and pedestrian options between residential areas and several schools Widen Forrest Street from a two lane road into a four or five lane road with bike lanes and sidewalks.

Purpose and Need: Widen Forrest St. from a two lane section to a 5 lane section with sidewalk and bike lanes. The projected traffic warrants this project. The presence of both Valdosta High, W.G. Nunn Elementary, Dewar Elementary and Georgia Military College makes this a worthy project.

Termini: From: Park Ave. To: Length(mi): 3.1

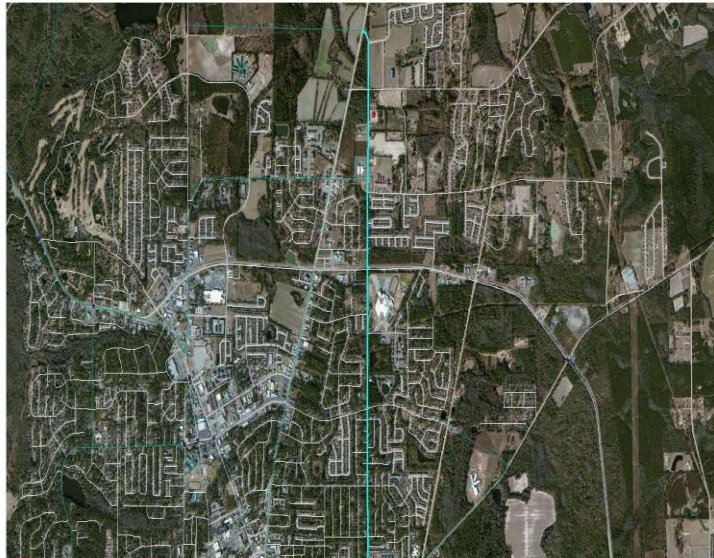
Current AADT: 8120 **Year:** 8120 **# of Lanes:** 2 **Truck %:** NA

Future AADT: 16392 **Year:** 2040 **# of Lanes:** 5 **85% Speed:** NA **Func. Class:** R-Minor Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	48	36	33	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	22	19	18	Financial Plan:	NA	No Build LOS:	E
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	NA
Total Crashes:	70	55	51	Priority Selection Score:	6		
Crash Rate:	40	/Mill Ent Veh		Env. Mitigation Analysis:	Required		

Bike and Pedestrian: Yes, bike lanes and/or sidewalks are included.
Intelligent Transportation: The signals will be coordinated with the existing
Land Use/Access Mgmt: Yes.
Safety/Security Elements: Improvements will be made at intersections.
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
0-0		----	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMP0 Project Data Sheet

Project Name: SR 133 @ Gornto Road - Intersection Improvement PI Number: City: Valdosta
 Local Name/ #: State/US #: SR 133 Local ID: V026 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Improvements at the intersection of St. Augustine Road (SR133) at Gornto Road. Create dual eastbound left turn lanes on St. Augustine at Gornto. Create improvements on south leg to eliminate side streets split-phased signal operation

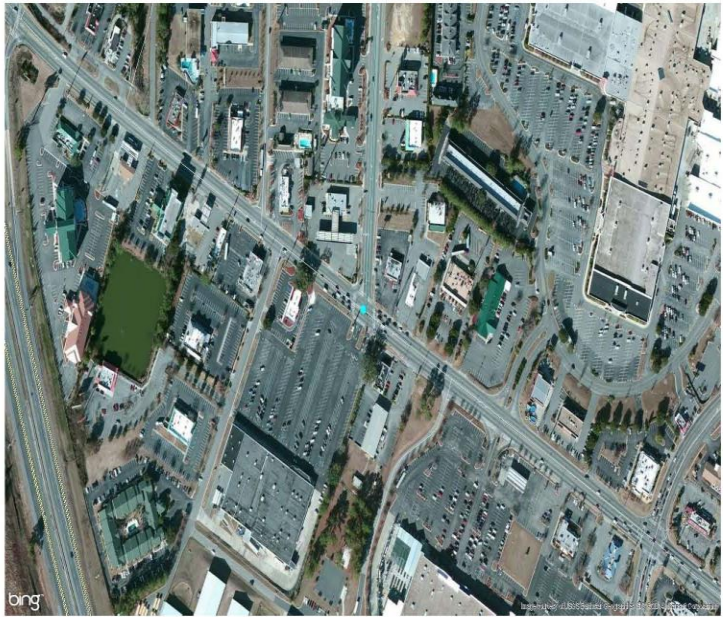
Purpose and Need: Major congestion is experienced at this intersection to the high number of left turning motorist and the side stree split-phased signal operation. High number of left turning motorist and the side stree split-phased signal operation. High crash location. COST: \$400,000

Termini: From: Gornto Road To: Length(mi): .1
 Current AADT: 14560 Year: 14560 # of Lanes: 5 Truck %: NA
 Future AADT: 17100 Year: 2040 # of Lanes: 5 85% Speed: NA Func. Class: R-Principal Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	7	13	11	Benefit/Cost Ratio:	NA	Build LOS:	D
Injury Only:	4	2	1	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	High	Bridge Sufficiency:	NA
Total Crashes:	11	15	12	Priority Selection Score:	15		
Crash Rate:	5 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

- Bike and Pedestrian: Yes
- Intelligent Transportation: Yes
- Land Use/Access Mgmt: NA
- Safety/Security Elements: NA
- Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2021-2025	Local	2040 TP	T4	\$38,480.00	\$1,068,244.00	\$551,962.00	\$851,442.00	\$2,510,128.00	\$0.00	\$0.00	\$2,510,129.00	\$2,510,129.00



VLMO Project Data Sheet

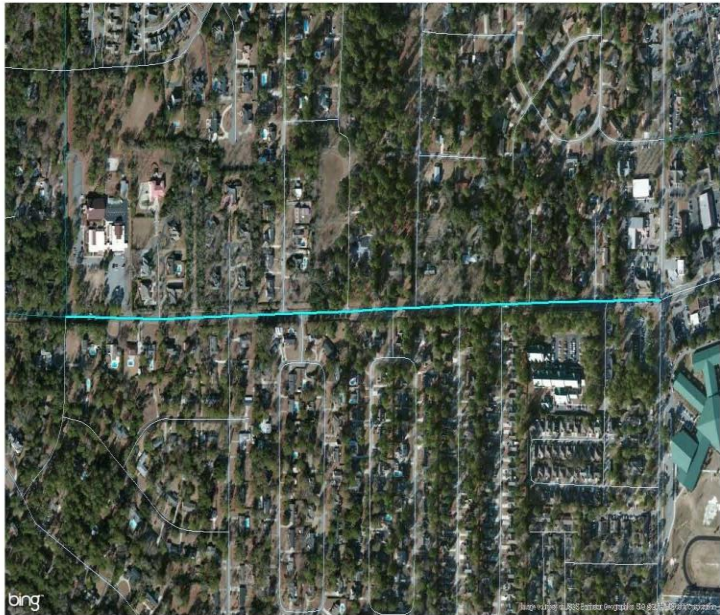
Project Name: CR 784/Eager Road FM Country Club Drive to Oak St. (Jadan Pl.) PI Number: City: Valdosta
 Local Name/ #: Jery Jones Dr. State/US #: Local ID: V068 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description:
Purpose and Need:
 Termini: From: Country Club Drive To: Oak St. (Jadan Pl.) Length(mi):
 Current AADT: 10800 Year: 10800 # of Lanes: 2 Truck %: 2
 Future AADT: 3768 Year: 2040 # of Lanes: 3 85% Speed: Func. Class: R-Minor Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	44	23	18	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	13	12	15	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	High	Bridge Sufficiency:	NA
Total Crashes:	57	35	33	Priority Selection Score:	58		
Crash Rate:	21	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: Yes, V069 & V023

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2021-2025	Local	2040 TP	T4	\$410,251.00	\$44,079.00	\$5,620,745.00	\$2,262,827.00	\$8,337,902.00	\$0.00	\$0.00	\$8,338,003.00	\$8,338,003.00



VLMO Project Data Sheet

Project Name: CR 784/Jerry Jones Dr FM Gornto Road to Country Club Drive PI Number: City: Valdosta
 Local Name#: State/US #: Local ID: V069 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description:
Purpose and Need:
 Termini: From: Gornto Road To: Country Club Drive Length(mi): .84
 Current AADT: 17340 Year: 17340 # of Lanes: 2 Truck %: 3
 Future AADT: Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Minor Arterial
 Crash Year: 2012 2013 2014 Value Engineering Analysis: NA Base Yr LOS: D
 PDO Crashes: 38 29 19 Benefit/Cost Ratio: NA Build LOS: C
 Injury Only: 10 8 13 Financial Plan: NA No Build LOS: E
 Fatal/Injury: 0 0 0 Local Priority: High Bridge Sufficiency: 97.4
 Total Crashes: 48 37 32 Priority Selection Score: 52
 Crash Rate: 12 /Mill Ent Veh Env. Mitigation Analysis: Required
 Bike and Pedestrian: Yes
 Intelligent Transportation: Yes
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: Yes, V068, V023

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2026-2030	TBD	2040 TP	T4	\$1,367,551.00	\$168,226.00	\$15,433,612.00	\$2,208,690.00	\$19,178,079.00	\$3,086,722.00	\$12,346,888.00	\$3,744,468.00	\$19,178,079.00



VLMO Project Data Sheet

Project Name: Old Clyattville Road FM Mud Creek to Industrial Blvd PI Number: City: Valdosta
 Local Name#: State/US #: Local ID: V006 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: The Old Clyattville Road Widening Project will begin at the current corporate limits of the City of Valdosta at Mud Creek and end at Gil Harbin Industrial Boulevard. The project will include the design, right of way acquisition and construction of a 0.62 mile five lane section replacing an existing two lane section. The project will include an upgrade of the Industrial Boulevard intersection. Existing turn lanes will be lengthened and new turn lanes will be constructed, as well as signal improvements and upgrades. It will include associated drainage upgrades and some utility relocation to accommodate the widened roadway.

Purpose and Need: To create a five lane section to better serve an industrial park. This project will connect two existing four lane sections of this corridor.

Termini: From: Mud Creek To: Length(mi): .62
 Current AADT: 3590 Year: 3590 # of Lanes: 2 Truck %: NA
 Future AADT: 5078 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Minor Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	5	7	5	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	0	2	2	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	NA
Total Crashes:	5	9	7	Priority Selection Score:	80		
Crash Rate:	11	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

- Bike and Pedestrian: NA
- Intelligent Transportation: NA
- Land Use/Access Mgmt: NA
- Safety/Security Elements: NA
- Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2026-2030	Local	2040 TP	T4	\$362,536.00	\$0.00	\$4,967,100.00	\$242,155.00	\$5,571,791.00	\$0.00	\$0.00	\$5,571,791.00	\$5,571,791.00



VLMO Project Data Sheet

Project Name: CR 188/NORTH OAK ST EXT FM ST7BU TO CS 1093/BRECKENRIDGE DR PI Number: 450510- City: Valdosta
 Local Name/ #: CR 188 State/US #: Local ID: G005 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Project STP-4905(6) is the widening and reconstruction of the north-south alignment of North Oak St. Extension/CR 188 from North Ashley St./US 41 to Breckenridge Drive. The existing roadway from North Ashley to Inner Perimeter Road is three lane roadway with flush median and curb and gutter on the west side and open ditches on the east side on 70 of Right of Way. The existing roadway from Inner Perimeter to North Forest Street is a two lane rural roadway with open ditches on 70 & 100 ft. of Right of Way. The proposed Typical Section is a five-lane urban roadway with flush median and sidewalks on a 134 ft. Right of Way.

Purpose and Need: The proposed project is needed to address current and future traffic volumes therefore improving the LOS by adding needed capacity. The project's need is also predicated on improving safety at the previously identified intersections along the North Oak St./Mt. Zion Chr.rrch Rd. corridor. The project's purpose is to improve the LOS as well as the safety for travelers headed east for access to the northern and southern portions of Valdosta.

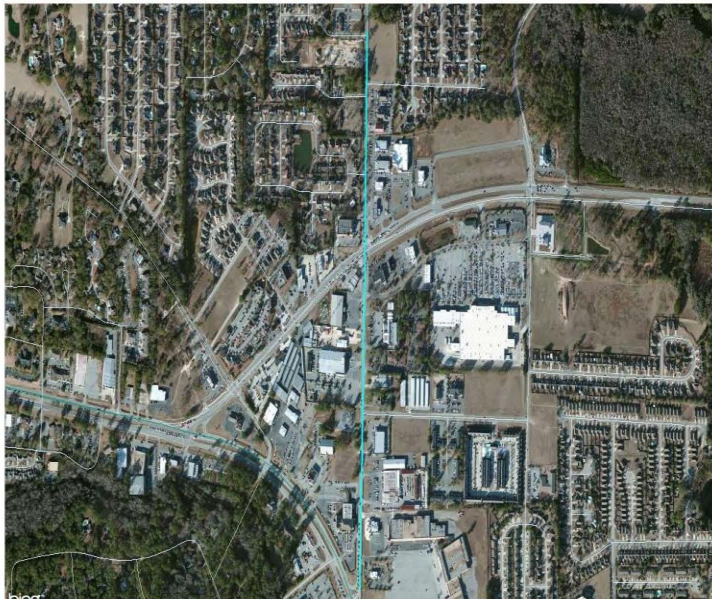
Termini: From: Five Points To: Length(mi): .94

Current AADT: 8092 Year: 8092 # of Lanes: 2 Truck %: NA
Future AADT: 9397 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Minor Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	36	39	14	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	17	22	14	Financial Plan:	NA	No Build LOS:	F
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficiency:	NA
Total Crashes:	53	61	28	Priority Selection Score:	80		
Crash Rate:	32	/Mill Ent Veh		Env. Mitigation Analysis:	Required		

Bike and Pedestrian: Yes
Intelligent Transportation: Yes
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: Yes, possible V003 and G004

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	TBD	2040 TP	0	\$0.00	\$3,848,864.00	\$15,247,356.00	\$1,467,868.00	\$20,584,088.00	\$3,347,045.00	\$13,388,181.00	\$3,848,865.00	\$20,584,091.00



VLMO Project Data Sheet

Project Name: SR 38/US 84 MEDIAN TURN LANES FM QUITMAN TO VALDOSTA PI Number: 0013556 City: Valdosta
 Local Name/ #: State/US #: US84, SR 38 Local ID: G008 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: At the various locations located on this corridor the existing median cross over will be reconstructed to provide Type "B" Median Cross Overs - Offset left turn lanes for S.R. 38. The existing Type "A" Median Cross Overs - Adjacent Left turn Lanes will be reconstructed as Type "B" Median Cross Overs. Right turn lanes will also be constructed and/or extended to meet speed design deceleration distances at various locations. Right turn lanes will only be constructed if they can be done within the existing RW.

Purpose and Need: Accident history for the years of '95 - 98 shows 53% of the accidents are struck object, 17% are rear end 12% are side s-wipe and 8% are angle intersecting. The proposed improvements would decrease these numbers considerably. The offset left turn lanes will improve sight distance to on coming traffic. The construction of these turn lanes would allow vehicles to move out of the flow of traffic to decelerate, decreasing rear end and side swipe accidents. To improve the safety and orderly progression of traffic through the corridor and help eliminate angle intersecting, rear end and side swipe accidents, these improvements are recommended.

Termini: From: Valdosta City Limits To: Quitman City Limits Length(mi): 8.22

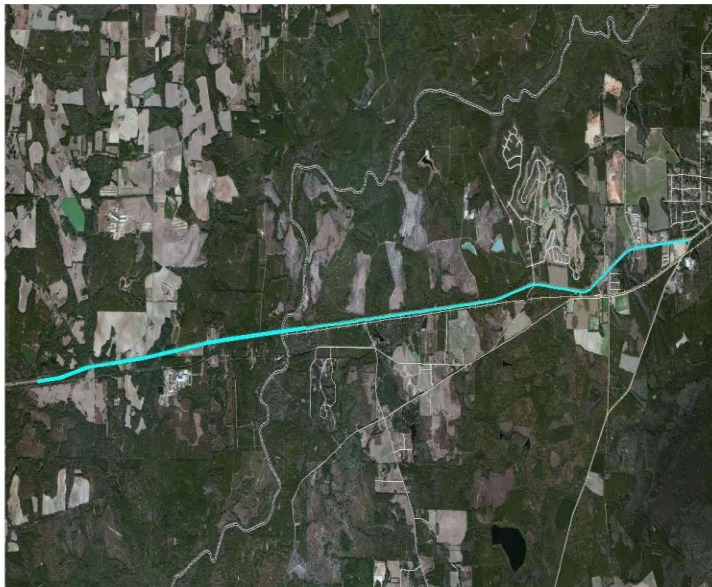
Current AADT: 8470 Year: 8470 # of Lanes: 4 Truck %: 27

Future AADT: 7563 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Principal Arterial

Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	NA	Base Yr LOS:	---
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	---
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	---
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficiency:	NA
Total Crashes:	0	0	0	Priority Selection Score:	64		
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: NA
Safety/Security Elements: Yes
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	TBD	2040 TP	T4	\$574,500.00	\$0.00	\$16,139,370.00	\$0.00	\$16,713,870.00	\$3,342,774.00	\$13,371,095.00	\$0.00	\$16,713,869.00



VLMO Project Data Sheet

Project Name: Lake Park - Bellville Rd, FM SR 7 to I-75 PI Number: City: Lake Park
 Local Name#: State/US #: Local ID: L019 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Widening and Realignment of Lake Park Bellville Road to accommodate for the semi truck traffic from the Yellow Freight/Roadway Terminal and the Home Depot Distribution Center as well as produce trucks from Echols County. This project will consist of widening the existing 2 lane road to a 5 lane road with designated turn lanes, deceleration and acceleration lanes. It is also proposed as a part of this project to realign Lake Park Bellville Road with SR 376 in Lake Park at its intersection with SR 7.

Purpose and Need: Lake Park Bellville Road is a major collector that extends from SR 7 in Lake Park to Interstate 75 at Exit 2 in southern Lowndes County. Located along Lake Park Bellville Road are the Lake Park Industrial Park, Yellow Freight/Roadway truck terminal, and the Home Depot Distribution Center. From these three locations, over 800 semi-truck trips per day are made along this two lane rural road. Finally, Lake Park Bellville Road is a major artery for fruit and vegetables to either be delivered to or shipped out of the fruit and vegetable packing sheds in Echols County. This will provide for a safer road for motorists and semi-trucks to travel. Currently, semi-trucks traveling to and from the packing sheds have to maneuver through an offset intersection at SR 7. There have been numerous accidents with semi-trucks and passenger vehicles as a result of the offset intersection. The realignment will also enable a stop and go traffic signal to be installed if warrants are met.

Termini: From: I-75 To: Length(mi): 2.9
 Current AADT: 2380 Year: 2380 # of Lanes: 2 Truck %: 26
 Future AADT: 2641 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Major Collector

Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	7	5	10	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	0	2	0	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	High	Bridge Sufficiency:	NA
Total Crashes:	7	7	10	Priority Selection Score:	1		
Crash Rate:	18	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: Yes, G014

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	Local	2040 TP	0	\$1,547,975.00	\$314,063.00	\$27,294,935.00	\$729,989.00	\$29,886,962.00	\$0.00	\$0.00	\$29,886,963.00	\$29,886,963.00



VLMO Project Data Sheet

Project Name: CR 784/JERRY JONES DR FM GORNTO RD TO MCREE DR PI Number: City: Valdosta
 Local Name#: State/US #: Local ID: V023 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Add a center turn lane and side walks to this section of the Jerry Jones corridor

Description:

Purpose and Need: The Jerry Jones Widening Project will begin at Gornto Road and end at Mcree Drive. It will include design, necessary right of way acquisition and construction. The 0.71 mile project to add a center turn lane to an existing two lane section will match the three lane section at Mcree Drive and complement the four lane widening of Jerry Jones to Gornto Road as part of a separate project. To accommodate pedestrian traffic from adjacent residential neighborhoods, 5 foot wide sidewalks with all necessary curb ramps will be included in the widening project. Relocation of conflicting overhead utilities will be completed, as well as significant drainage improvements, including ditch piping, to allow for the widening. The existing traffic signal at Gornto Road will be upgraded.

Termini: From: Gornto Road To: Length(mi): .71

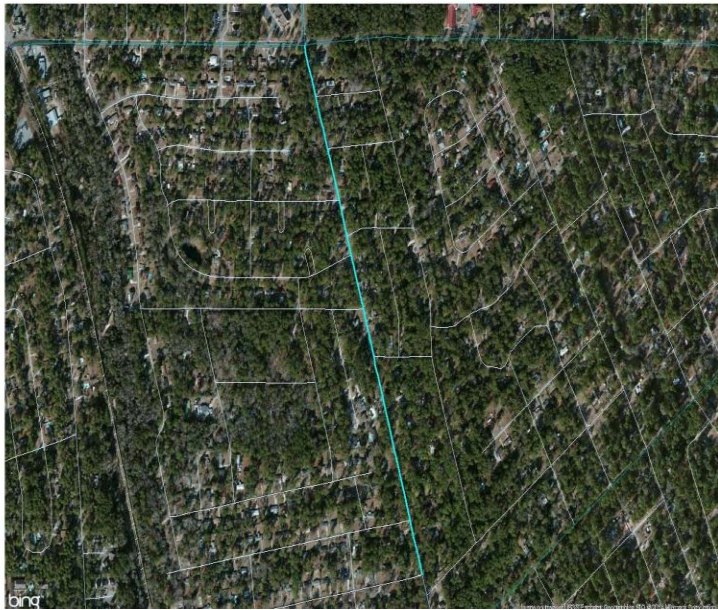
Current AADT: 10110 Year: 10110 # of Lanes: 2 Truck %: 14

Future AADT: 13449 Year: 2040 # of Lanes: 3 85% Speed: NA Func. Class: R-Major Collector

Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	NA	Base Yr LOS:	D
PDO Crashes:	41	34	37	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	8	13	20	Financial Plan:	NA	No Build LOS:	D
Fatal/Injury:	0	0	0	Local Priority:	Low	Bridge Sufficiency:	NA
Total Crashes:	49	47	57	Priority Selection Score:	55		
Crash Rate:	28 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

Bike and Pedestrian: Yes, sidewalks
Intelligent Transportation: upgraded signals
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: Yes, V068, V069, V058

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	Local	2040 TP	T4	\$495,077.00	\$2,425,322.00	\$7,434,756.00	\$2,173,796.00	\$12,528,951.00	\$0.00	\$0.00	\$12,528,951.00	\$12,528,951.00



VLMPO Project Data Sheet

Project Name: I-75 Exit 16 SB Exit Ramp PI Number: Valdosta
 Local Name/ #: State/US #: I-75 Local ID: G036 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Improve the turn lanes and other operational improvements at the south-bound exit ramp from I-75 at Exit 16 (US 84/SR 38, W Hill Ave.)

Purpose and Need: Improve the operations of this intersection to better delineate turn lanes and increase safety for motorists and pedestrians.

Termini: From: SB Exit Ramp To: Exit Ramp Length(mi): .1

Current AADT: 3400 Year: 3400 # of Lanes: 1 Truck %: NA
 Future AADT: 5262 Year: 2040 # of Lanes: 2 85% Speed: NA Func. Class: R-Interstate

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	0	1	2	Benefit/Cost Ratio:	NA	Build LOS:	D
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	D
Fatal/Injury:	0	0	0	Local Priority:	NA	Bridge Sufficiency:	NA
Total Crashes:	0	1	2	Priority Selection Score:	79		
Crash Rate:	2 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
 Intelligent Transportation: Yes
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	TBD	2040 TP	T4	\$48,400.00	\$201,543.00	\$678,507.00	\$3,323.00	\$931,773.00	\$188,354.00	\$745,418.00	\$0.00	\$931,772.00



VLMPO Project Data Sheet

Project Name: SR 31 @ Whitewater Road & @ Hart Road PI Number: City: ----
 Local Name/ #: Madison Hwy State/US #: Local ID: L003 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Realign the intersection of SR 31/Madison Hwy., Whitewater Road and Hart Road.
Description:
Purpose and Need:
Termini: From: Whitewater Road To: Length(mi): .25
Current AADT: 4500 Year: 4500 # of Lanes: 2 Truck %: 18
Future AADT: 11730 Year: 2040 # of Lanes: 2 85% Speed: NA Func. Class: R-Minor Arterial
Crash Year: 2012 2013 2014 Value Engineering Analysis: NA Base Yr LOS: ---
PDO Crashes: 4 1 0 Benefit/Cost Ratio: NA Build LOS: ---
Injury Only: 2 1 1 Financial Plan: NA No Build LOS: ---
Fatal/Injury: 0 0 0 Local Priority: High Bridge Sufficiency: NA
Total Crashes: 6 2 1 Priority Selection Score: 63
Crash Rate: 4 /Mill Ent Veh Env. Mitigation Analysis: NA
 Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	Local	2040 TP	T4	\$30,946.00	\$3,665,293.00	\$414,374.00	\$620,224.00	\$4,730,837.00	\$0.00	\$0.00	\$4,730,836.00	\$4,730,836.00



VLMO Project Data Sheet

Project Name: Lankford Drive FM SR 133 to Norman Drive PI Number: Valdosta
 Local Name/ #: State/US #: Local ID: V010 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: To extend an existing minor arterial urban street by constructing a three lane section with sidewalks and bike lanes from its current termini at St. Augustine Rd to Norman Dr.

Purpose and Need: The Lankford Drive Extension Project will begin at Saint Augustine Road and end at Norman Drive. It will include design, right of way acquisition and construction. The project will consist of constructing approximately 0.5 miles of a three lane section with 5 foot wide sidewalks. Associated drainage and utility upgrades and improvements will be needed. The project includes necessary environmental assessments and permits associated with a new stream crossing. Environmental impacts are unknown at this time, but wetland mitigation, if necessary, will be included in the project.

Termini: From: Sr 133/St. Augustine Road To: Length(mi): .5

Current AADT: Year: # of Lanes: NA Truck %: NA
Future AADT: 5621 Year: 2040 # of Lanes: 2 85% Speed: NA Func. Class: R-Major Collector

Crash Year: 0 0 0 Value Engineering Analysis: NA Base Yr LOS: ---
PDO Crashes: 0 0 0 Benefit/Cost Ratio: NA Build LOS: C
Injury Only: 0 0 0 Financial Plan: NA No Build LOS: ---
Fatal/Injury: 0 0 0 Local Priority: Medium Bridge Sufficiency: NA
Total Crashes: 0 0 0 Priority Selection Score: 39
Crash Rate: 0 /Mill Ent Veh Env. Mitigation Analysis: NA

Bike and Pedestrian: Bike lanes and sidewalks
Intelligent Transportation: NA
Land Use/Access Mgmt: Yes
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	Local	2040 TP	0	\$264,659.00	\$2,664,088.00	\$3,974,493.00	\$0.00	\$6,903,240.00	\$0.00	\$0.00	\$6,903,240.00	\$6,903,240.00



VLMPD Project Data Sheet

Project Name: I-75 @ SR 133 PHASE II PI Number: City: Valdosta
 Local Name/#: St. Augustine Rd State/US #: Local ID: G020 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 1-Kingston RC: SGRC

Project Description: The previous widening of I-75 resulted in substandard outside shoulders/clear zones at several Interchange locations. The proposed project would eliminate the substandard outside shoulder/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.

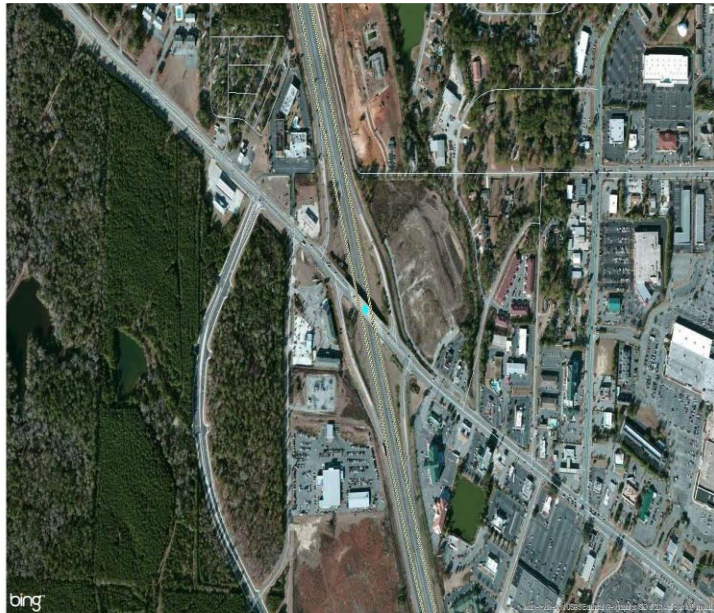
Purpose and Need: The principal reasons for reconstructing the various interchanges is to eliminate the Interstate substandard shoulder/clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes

Termini: From: Exit 18 To: Exit 18 Length(mi): NA
 Current AADT: 16100 Year: 16100 # of Lanes: 4 Truck %: NA
 Future AADT: 20893 Year: 2040 # of Lanes: 6 85% Speed: NA Func. Class: R-Interstate

Crash Year:	2012	2013	2014	Value Engineering Analysis:	Required	Base Yr LOS:	D
PDO Crashes:	6	4	11	Benefit/Cost Ratio:	NA	Build LOS:	D
Injury Only:	2	4	3	Financial Plan:	NA	No Build LOS:	E
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	VARIABLES
Total Crashes:	8	8	14	Priority Selection Score:	17		
Crash Rate:	3 /Mill Ent Veh			Env. Mitigation Analysis:	Required		

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: Yes
 Safety/Security Elements: Yes
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2031-2035	TBD	2040 TP	0	\$2,646,968.00	\$29,536,500.00	\$23,730,227.00	\$1,346,537.00	\$57,260,232.00	\$11,452,046.00	\$45,808,186.00	\$0.00	\$57,260,232.00



VLMP0 Project Data Sheet

Project Name: Gornto Road FM Oak Street to Jerry Jones Drive PI Number: City: Valdosta
 Local Name/ #: State/US #: Local ID: V036 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: center turn lane - widening, drainage system, sidewalk, bike lane and various intersection improvements.
Purpose and Need: Safety, transportation enhancement and road widening project to relieve traffic congestion and safety issues along Gornto Road from Oak Street to Jerry Jones.
Termini: From: Oak Street To: Jerry Jones Drive Length(mi): .95'
Current AADT: 5922 Year: 5922 # of Lanes: 2 Truck %: NA
Future AADT: 7063 Year: 2040 # of Lanes: 3 85% Speed: NA Func. Class: R-Major Collector
Crash Year: 2012 2013 2014 Value Engineering Analysis: NA Base Yr LOS: C
PDO Crashes: 11 12 9 Benefit/Cost Ratio: NA Build LOS: C
Injury Only: 5 7 11 Financial Plan: NA No Build LOS: C
Fatal/Injury: 0 0 0 Local Priority: Medium Bridge Sufficiency: NA
Total Crashes: 16 19 20 Priority Selection Score: 50
Crash Rate: 17 /Mill Ent Veh Env. Mitigation Analysis: NA
Bike and Pedestrian: sidewalk and bike lanes
Intelligent Transportation: NA
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	0	\$680,841.00	\$73,153.00	\$10,952,715.00	\$4,405,564.00	\$16,112,273.00	\$0.00	\$0.00	\$16,112,273.00	\$16,112,273.00



VLMO Project Data Sheet

Project Name: SR 7 Bus @ Griffin Avenue PI Number: City: Valdosta
 Local Name/ #: Patterson St. State/US #: US 41 B Local ID: V042 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Intersection re-alignment, traffic and pedestrian signal upgrades, with camera detection, mast arm, flashing yellow and crosswalk improvements.

Purpose and Need: Safety, enhancement, re-alignment, and capacity improvements at the intersection.

Termini: From: Griffin Avenue To: Griffin Avenue Length(mi): .1

Current AADT: 9203 Year: 9203 # of Lanes: 5 Truck %: NA

Future AADT: 11189 Year: 2040 # of Lanes: 5 85% Speed: NA Func. Class: R-Principal Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	1	0	2	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	0	1	1	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	NA
Total Crashes:	1	1	3	Priority Selection Score:	75		
Crash Rate:	1 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

Bike and Pedestrian: pedestrian signal and crosswalk upgrades

Intelligent Transportation: camera detection

Land Use/Access Mgmt: Intersection realignment

Safety/Security Elements: NA

Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	T4	\$56,828.00	\$0.00	\$760,952.00	\$104,345.00	\$922,125.00	\$0.00	\$0.00	\$922,125.00	\$922,125.00



VLMPD Project Data Sheet

Project Name: Old 41 N FM US 41/North Valdosta Road to Union Road PI Number: City: ----
 Local Name/State/US #: NA Local ID: L018 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Future traffic counts for this area are in excess of 20,000 vpd. There are currently 9 residential subdivisions, multiple commercial businesses and a private K-12 school all which gain access by using Old US 41. This is also the major arterial road from Hahira, North Lowndes County, and Cook County into Valdosta. Road widening will add additional capacity, turning lanes, bike lanes & accel/decel lanes.

Purpose and Need: Due to increased growth and development along this corridor, this road needs to be widened to increase capacity and safety. Widen Old US 41 from SR 7 to Union Road to accommodate for the increased traffic from subdivisions, schools, and commercial development in this area.

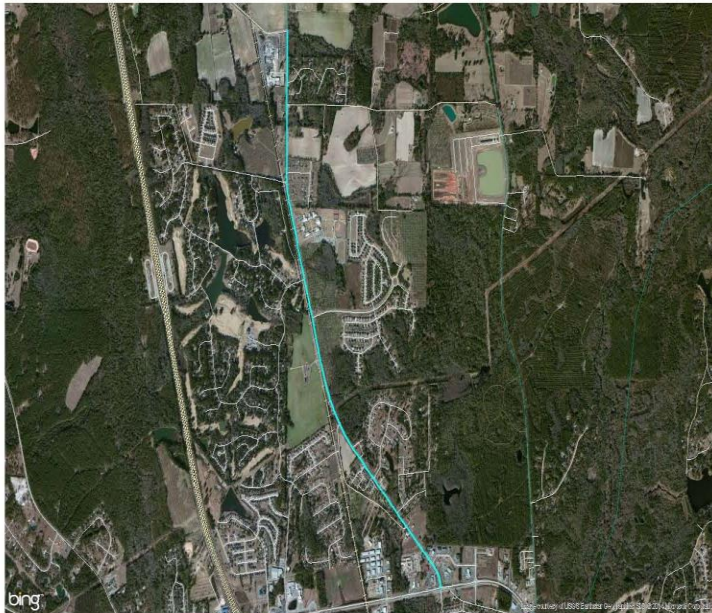
Termini: From: US 41/N Valdost Rd To: Union Road Length(mi): 2.91

Current AADT: 9292 Year: 9292 # of Lanes: 2 Truck %: NA
Future AADT: 12551 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Minor Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	Required	Base Yr LOS:	C
PDO Crashes:	17	21	20	Benefit/Cost Ratio:	0.66	Build LOS:	D
Injury Only:	10	15	7	Financial Plan:	NA	No Build LOS:	E
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	NA
Total Crashes:	27	36	27	Priority Selection Score:	23		
Crash Rate:	18 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	0	\$1,778,748.00	\$4,274,446.00	\$25,514,537.00	\$2,920,008.00	\$34,487,739.00	\$0.00	\$0.00	\$34,487,740.00	\$34,487,740.00



VLMP0 Project Data Sheet

Project Name: Val Del Road at US41/North Valdosta Road PI Number: City: ----
 Local Name/ #: State/US #: Local ID: L014 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Along with other projects along Val Del Road Corridor, construct intersection improvements including lane widening and add turn lanes where appropriate.

Purpose and Need:
 Termini: From: US 41/N Valdosta Road To: Length(mi): .1
 Current AADT: 26610 Year: 26610 # of Lanes: 2 Truck %: NA
 Future AADT: 38249 Year: 2040 # of Lanes: 2 85% Speed: NA Func. Class: R-Principal Arterial

Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	NA	Base Yr LOS:	---
PDO Crashes:	15	11	12	Benefit/Cost Ratio:	NA	Build LOS:	---
Injury Only:	9	9	9	Financial Plan:	NA	No Build LOS:	---
Fatal/Injury:	0	0	0	Local Priority:	High	Bridge Sufficiency:	NA
Total Crashes:	24	20	21	Priority Selection Score:	60		
Crash Rate:	4	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
0-0		---	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMO Project Data Sheet

Project Name: Country Club Drive FM Jerry Jones Dr to SR 7 PI Number: City: Valdosta
 Local Name#: State/US #: Local ID: V035 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: The Country Club Widening Project will begin at Jerry Jones Road and end at North Valdosta Road. The project will include design, right of way acquisition and construction. The project will consist of expanding 0.54 miles of an existing two-lane section and 0.23 miles of an existing three-lane section to a four or five-lane section and the construction of sidewalks. If a four-lane section is determined to be sufficient, the construction of turn lanes at the Jerry Jones, Green Meadow, Williamsburg|Northwood Park and North Valdosta Road intersections will be included. Significant drainage improvements will be completed as there are large road-side ditches and a major creek crossing associated with this project. Existing traffic signals at Jerry Jones, Green Meadow and North Valdosta Road will be upgraded. The project will include the relocation of existing overhead utilities.

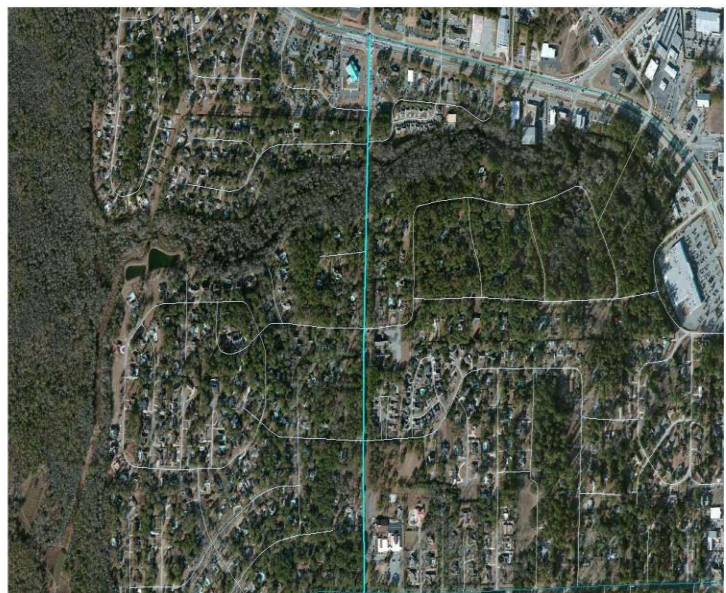
Purpose and Need: Safety, transportation enhancement and road widening project to relieve traffic congestion and safety issues along Country Club Road from Jerry Jones Road to North Valdosta Road.

Termini: From: Jerry Jones Drive To: Length(mi): .75
 Current AADT: 8085 Year: 8085 # of Lanes: 2 Truck %: NA
 Future AADT: 14724 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Major Collector

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	C
PDO Crashes:	33	24	18	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	13	11	6	Financial Plan:	NA	No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	NA
Total Crashes:	46	35	24	Priority Selection Score:	65		
Crash Rate:	24	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

- Bike and Pedestrian: sidewalks
- Intelligent Transportation: NA
- Land Use/Access Mgmt: NA
- Safety/Security Elements: NA
- Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	T4	\$326,269.00	\$375,726.00	\$4,470,211.00	\$2,560,550.00	\$7,732,756.00	\$0.00	\$0.00	\$7,732,756.00	\$7,732,756.00



VLMPD Project Data Sheet

Project Name: SR 38/US 84 MEDIAN TURN LANES FROM VALDOSTA TO LANIER CO. PI Number: 0013559 City: Valdosta
 Local Name#: State/US #: Local ID: G009 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: At the various locations located on this corridor the existing median cross over will be reconstructed to provide Type "B" Median Cross Overs - Offset left turn lanes for S.R. 38. The existing Type "A" Median Cross Overs - Adjacent Left turn Lanes will be reconstructed as Type "B" Median Cross Overs. Right turn lanes will also be constructed and/or extended to meet speed design deceleration distances at various locations. Right turn lanes will only be constructed if they can be done within the existing RW.

Purpose and Need: Accident history for the years of '95 - 98 shows 53% of the accidents are struck object, 17% are rear end 12% are side s-wipe and 8% are angle intersecting. The proposed improvements would decrease these numbers considerably. The offset left turn lanes will improve sight distance to on coming traffic. The construction of these turn lanes would allow vehicles to move out of the flow of traffic to decelerate, decreasing rear end and side swipe accidents. To improve the safety and orderly progression of traffic through the corridor and help eliminate angle intersecting, rear end and side swipe accidents, these improvements are recommended.

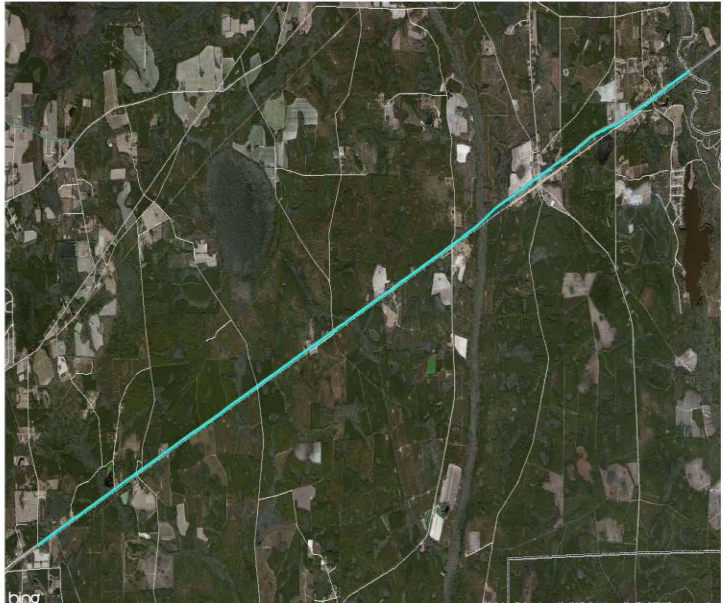
Termini: From: Valdosta City Limits To: Lanier County Line Length(mi): 12.28

Current AADT: 10575 Year: 10575 # of Lanes: 4 Truck %: NA
Future AADT: 13873 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Principal Arterial

Crash Year:	<u>2012</u>	<u>2013</u>	<u>2014</u>	Value Engineering Analysis:	NA	Base Yr LOS:	---
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	---
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	---
Fatal/Injury:	0	0	0	Local Priority:	Low	Bridge Sufficiency:	NA
Total Crashes:	0	0	0	Priority Selection Score:	37		
Crash Rate:	0 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	TBD	2040 TP	0	\$598,873.00	\$0.00	\$12,224,988.00	\$0.00	\$12,823,861.00	\$2,564,772.00	\$10,259,089.00	\$0.00	\$12,823,860.00



VLMP0 Project Data Sheet

Project Name: Baytree Road at Jerry Jones Drive PI Number: City: Valdosta
 Local Name/ #: State/US #: Local ID: V058 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description:	Intersection capacity, traffic and pedestrian signal upgrades, with camera detection, mast arm, flashing yellow and crosswalk improvements.								
Purpose and Need:	Safety, enhancement and capacity improvements at the intersection based on VLMP0 crash reports.								
Termini:	From:	Jerry Jones Dr.	To:	Melody Lane	Length(mi):	.1			
Current AADT:	20820	Year:	20820	# of Lanes:	4	Truck %:	NA		
Future AADT:	22263	Year:	2040	# of Lanes:	4	85% Speed:	NA	Func. Class:	R-Minor Arterial
Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	---		
PDO Crashes:	14	12	20	Benefit/Cost Ratio:	NA	Build LOS:	---		
Injury Only:	3	5	7	Financial Plan:	NA	No Build LOS:	---		
Fatal/Injury:	0	0	0	Local Priority:	Low	Bridge Sufficiency:	NA		
Total Crashes:	17	17	27	Priority Selection Score:	23				
Crash Rate:	5 /Mill Ent Veh			Env. Mitigation Analysis:	NA				

Bike and Pedestrian: signal upgrades, crosswalks
 Intelligent Transportation: camera detection
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	0	\$56,828.00	\$0.00	\$796,869.00	\$1,837,849.00	\$2,691,346.00	\$0.00	\$0.00	\$2,691,346.00	\$2,691,346.00



VLMO Project Data Sheet

Project Name: Northside Drive FM Jaycee Shack Rd to Park Avenue PI Number: City: Valdosta
 Local Name/ #: State/US #: Local ID: County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: The Northside Drive Extension Project will begin at Jaycee Shack Road and end at E Park Avenue. It will include design, permitting, right of way acquisition and construction. The project will extend Northside Drive 0.57 miles to intersect East Park Avenue just north of JL Newbern Middle School. Bike lanes and sidewalks will be included. The project will include a crossing of Knights Creek and all associated drainage improvements and environmental assessments. The railroad crossing just west of Jaycee Shack will be upgraded and new traffic signals will be installed at each end of the project. The project will include the purchase and demolition of at least one building. Environmental impacts are unknown at this time, but wetland mitigation, if necessary, will be included in the project.

Purpose and Need: Safety, transportation enhancement and road extension project to improve the citywide roadway network, access to new schools, and pedestrian safety.

Termini: From: Park Avenue To: Length(mi): .57

Current AADT: Year: # of Lanes: NA Truck %: NA

Future AADT: 5686 Year: 2040 # of Lanes: 2 85% Speed: NA Func. Class: R-Minor Collector

Crash Year:	0	0	0	Value Engineering Analysis:	NA	Base Yr LOS:	---
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	C
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	---
Fatal/Injury:	0	0	0	Local Priority:	Medium	Bridge Sufficiency:	NA
Total Crashes:	0	0	0	Priority Selection Score:	89		
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: sidewalk, bike lane
Intelligent Transportation: NA
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	0	\$331,141.00	\$3,269,883.00	\$4,434,094.00	\$409,346.00	\$8,444,464.00	\$0.00	\$0.00	\$8,444,465.00	\$8,444,465.00



VLMPO Project Data Sheet

Project Name: Baytree Road at Norman Drive PI Number: City: Valdosta
 Local Name/ #: State/US #: Local ID: V067 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Intersection capacity, traffic and pedestrian signal upgrades, with camera detection, mast arm, flashing yellow and crosswalk improvements.

Purpose and Need: Safety, enhancement and capacity improvements at the intersection based on VLMPO crash reports.

Termini: From: Norman Drive To: Norman Drive Length(mi): .1

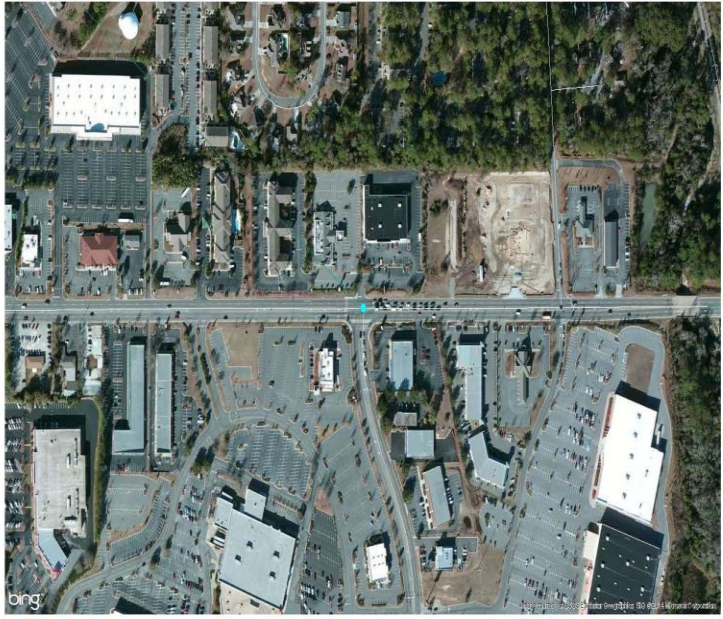
Current AADT: 12917 Year: 12917 # of Lanes: 5 Truck %: NA

Future AADT: 16166 Year: 2040 # of Lanes: 5 85% Speed: NA Func. Class: R-Minor Arterial

Crash Year:	2012	2013	2014	Value Engineering Analysis:	NA	Base Yr LOS:	---
PDO Crashes:	14	14	19	Benefit/Cost Ratio:	NA	Build LOS:	---
Injury Only:	2	6	4	Financial Plan:	NA	No Build LOS:	---
Fatal/Injury:	0	0	0	Local Priority:	Low	Bridge Sufficiency:	NA
Total Crashes:	16	20	23	Priority Selection Score:	35		
Crash Rate:	8 /Mill Ent Veh			Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: NA
 Safety/Security Elements: NA
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	0	\$56,828.00	\$0.00	\$796,869.00	\$1,127,176.00	\$1,980,673.00	\$0.00	\$0.00	\$1,980,674.00	\$1,980,674.00



VLMPO Project Data Sheet

Project Name: Baytree Road at Gornto Road PI Number: City: Valdosta
 Local Name/ #: State/US #: Local ID: V061 County: Lowndes
 Sponsor: GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Intersection capacity, traffic and pedestrian signal upgrades, with camera detection, mast arm, flashing yellow and crosswalk improvements.
Purpose and Need: Safety, enhancement and capacity improvements at the intersection based on VLMPO crash reports.
Termini: From: Gornto Road To: Gornto Road Length(mi): .1
Current AADT: 17561 Year: 17561 # of Lanes: 4 Truck %: NA
Future AADT: 20882 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: R-Minor Arterial
Crash Year: 2012 2013 2014 Value Engineering Analysis: NA Base Yr LOS: ---
PDO Crashes: 22 10 14 Benefit/Cost Ratio: NA Build LOS: ---
Injury Only: 5 2 2 Financial Plan: NA No Build LOS: ---
Fatal/Injury: 0 0 0 Local Priority: Low Bridge Sufficiency: NA
Total Crashes: 27 12 16 Priority Selection Score: 60
Crash Rate: 6 /Mill Ent Veh Env. Mitigation Analysis: NA

Bike and Pedestrian: pedestrian signal and crosswalk improvements
Intelligent Transportation: camera detection
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2036-2040	Local	2040 TP	0	\$56,828.00	\$0.00	\$796,869.00	\$1,880,487.00	\$2,733,984.00	\$0.00	\$0.00	\$2,733,984.00	\$2,733,984.00



VISION PLAN

Appendix D – Illustrative Highway Project Listing

The roadway and bridge projects on the below table were considered for the 2040 Transportation Vision Plan, but for various reasons they were not selected for the prioritized listing in Appendix C. The projects here are unfunded and are presented for informational purposes only.

PI #	VLMPO ID	Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	YOE PE \$	YOE ROW \$	YOE UTIL \$	YOE CST \$	Total	Computer Rank	Staff Rank Ver. 2	TAC Rank	Final PC Priority - 2040 RTP
	V022	Valdosta	Clay Road	US 84/Hill Avenue	New Statenville Highway	Center Turn Lane	\$ 279,255	\$ 143,267	\$ 3,321,408	\$ 3,490,683	\$ 7,234,612	9	I	I	
	V050	Valdosta	Gormto Road	SR 133/St. Augustine Road	Jerry Jones Drive	Added Travel Lanes	\$ 1,027,885.57	\$ 260,654.55	\$ 3,618,600.00	\$ 12,848,569.64	\$ 17,755,710	4	I	I	
	L029	Lowndes	Val Del Road	US 41/North Valdosta Road	McMillan Road	Added Travel Lanes	\$ 2,215,093	\$ 1,121,055	\$ 3,344,700	\$ 27,688,667	\$ 34,369,515	7	I	I	
0008604	G004	GDOT	Oak Street Extension	Breckenridge Drive	Forrest Street	Added Travel Lanes	\$ 733,777.20	\$ 1,843,826.00	\$ 440,000.00	\$ 9,172,215.00	\$ 12,189,818	9	I	I	
	V008	Valdosta	Baytree Road	Sugar Creek	Oak Street	Center Turn Lane	\$ 226,996	\$ 4,401,455	\$ 2,822,423	\$ 2,837,455	\$ 10,288,329	10	I	I	
	V012	Valdosta	US 41/North Valdosta Road	US 41 B/Five Points	Withlacochee River	Added Travel Lanes	\$ 1,460,282	\$ 1,536,000	\$ 2,819,250	\$ 18,253,520	\$ 24,069,052	10	I	I	
	V016	Valdosta	"South Bypass"	US 84/Hill Avenue	St. Augustine Road	New Road CST	\$ 609,630	\$ -	\$ -	\$ 7,620,371	\$ 8,230,001	13	I	I	
	V025	Valdosta	SR 133/St. Augustine Road	Norman Drive	Norman Drive	Intersection Improvement	\$ 35,922	\$ 930,909	\$ 621,510	\$ 449,019	\$ 2,037,360	14	I	I	
	V004	Valdosta	Baytree Road	Gormto Road	I-75	Added Travel Lanes	\$ 324,522	\$ 74,473	\$ 639,432	\$ 4,056,526	\$ 5,094,952	18	I	I	
	L020	Lowndes	Shiloh Road	I-75	Snake Nation Road	Added Travel Lanes	\$ 1,693,008	\$ 209,455	\$ 486,762	\$ 21,162,598	\$ 23,551,822	19	I	I	
	V024	Valdosta	Park Avenue	Forrest Street	Northside Drive	Center Turn Lane	\$ 231,896	\$ 55,855	\$ 3,352,920	\$ 2,898,696	\$ 6,539,366	19	I	I	
	V041	Valdosta	Bemiss Road	Woodrow Wilson Drive	US 41/Inner Perimeter Road	Road Diet	\$ 17,106	\$ -	\$ -	\$ 213,822	\$ 230,928	21	I	I	
	G028	GDOT	US 84/Hill Avenue	Forrest Street	Forrest Street	Intersection Improvement	\$ 35,922	\$ 1,259,636	\$ 855,300	\$ 449,019	\$ 2,599,877	22	I	I	
	L024	Lowndes	Old Ciyattville Road	I-75	Ousley Road	Added Travel Lanes	\$ 2,585,132	\$ 2,781,091	\$ 7,784,400	\$ 32,314,153	\$ 45,464,776	23	I	I	
	V033	Valdosta	Forrest Street	Park Avenue	US 84/Hill Avenue	Center Turn Lane	\$ 280,888	\$ 72,052	\$ 6,816,448	\$ 3,511,096	\$ 10,680,484	23	I	I	
	V063	Valdosta	Baytree Road	Sherwood Drive	Sherwood Drive	Intersection Improvement	\$ 35,922	\$ -	\$ 1,084,470	\$ 449,019	\$ 1,569,411	23	I	I	
	G021	GDOT	SR 376	Loch Laurel Road	SR 31/Madison Highway	Added Travel Lanes	\$ 2,224,815	\$ 1,924,189	\$ 9,049,500	\$ 27,810,182	\$ 41,008,686	29	I	I	
	G031	GDOT	US 84/Hill Avenue	Troup Street	Troup Street	Intersection Improvement	\$ 35,922	\$ -	\$ 304,425	\$ 449,019	\$ 789,366	29	I	I	
	V037	Valdosta	Park Avenue	Lee Street	Forrest Street	Road Diet	\$ 7,969	\$ -	\$ -	\$ 99,607	\$ 107,576	29	I	I	
	L004	Lowndes	"Western Perimeter"	SR 31/Madison Hwy.	Old Ciyattville Road	New Road CST	\$ 1,356,808.96	\$ 1,196,218.18	\$ -	\$ 16,960,112.04	\$ 19,513,139	33	I	I	
	L005	Lowndes	"Western Perimeter"	Old Ciyattville Road	US 84	New Road CST	\$ 1,629,198.63	\$ 1,554,618.18	\$ -	\$ 20,364,982.91	\$ 23,548,800	33	I	I	
	L031	Lowndes	Old US 41	Union Road	SR 122	Added Travel Lanes	\$ 2,225,372	\$ 3,001,483	\$ 2,789,574	\$ 27,817,153	\$ 35,833,582	36	I	I	
	V043	Valdosta	Coleman	US 41/North Valdosta Road	Gormto Road	New Road CST	\$ 1,612,300	\$ 196,887	\$ -	\$ 20,153,749	\$ 21,962,936	40	I	I	
	G027	GDOT	US 84/Hill Avenue	Norman Drive	Norman Drive	Intersection Improvement	\$ 35,922	\$ 1,211,345	\$ 828,390	\$ 449,019	\$ 2,524,676	41	I	I	
	G011	GDOT	SR 122	Union Road	US 41/B/Ashley Street	Added Travel Lanes	\$ 322,421	\$ 474,763	\$ 390,522	\$ 4,030,261	\$ 5,217,967	42	I	I	
	L027	Lowndes	Skipper Bridge Road	Orr Road	Main Street	Added Travel Lanes	\$ 1,793,660	\$ 324,887	\$ 1,102,920	\$ 22,420,754	\$ 25,642,222	43	I	I	
	V034	Valdosta	Alden Drive	US 41 A/Patterson Street	Baytree Road	Center Turn Lane	\$ 248,226	\$ 84,899	\$ 4,998,413	\$ 3,102,829	\$ 8,434,367	43	I	I	
	V040	Valdosta	US 84/Hill Avenue	Fry Street	Blanchard Street	Road Diet	\$ 16,893	\$ -	\$ -	\$ 211,166	\$ 228,060	45	I	I	
	V048	Valdosta	Baytree Road	NS Railroad	NS Railroad	Grade Separation	\$ 34,061	\$ 2,016,000	\$ 356,250	\$ 425,760	\$ 2,832,071	46	I	I	
	L021	Lowndes	SR 376	SR 31/Madison Hwy.	Old Ciyattville Road	New Road CST	\$ 206,466	\$ 69,818	\$ -	\$ 2,580,826	\$ 2,857,111	47	I	I	
	V017	Valdosta	"South Bypass"	St. Augustine Street	US 41/Inner Perimeter Road	New Road CST	\$ 2,132,963	\$ -	\$ -	\$ 26,662,037	\$ 28,795,000	48	I	I	
	V031	Valdosta	Park Avenue	Lee Street	US 41 B/Ashley Street	Added Travel Lanes	\$ 38,367	\$ 2,137,018	\$ 236,250	\$ 479,593	\$ 2,891,229	49	I	I	
0010295	G022	GDOT	I-75	Exit 5	Exit 5	Interchange Improvement	\$ 1,522,000	\$ 20,652,000	\$ 258,843	\$ 13,638,037	\$ 36,070,880	51	I	I	
	V038	Valdosta	US 41 B/Patterson Street	Madison Highway	Gil Harbin Industrial Boulevard	Road Diet	\$ 12,006	\$ -	\$ -	\$ 150,074	\$ 162,080	54	I	I	
	G024	GDOT	I-75 Exit 16 NB Ramp	Exit 16	Exit 16	Acceleration Lane	\$ 32,069	\$ -	\$ -	\$ 400,861	\$ 432,930	56	I	I	
	V057	Valdosta	US 41 B/Ashley Street	Northside Drive	Northside Drive	Intersection Improvement	\$ 35,922	\$ -	\$ 1,084,470	\$ 449,019	\$ 1,569,411	56	I	I	
	V047	Valdosta	US 41 B/Ashley Street	Park Avenue	Bemiss Road	Intersection Improvement	\$ 53,050	\$ 863,592	\$ 2,146,352	\$ 778,066	\$ 3,841,599	59	I	I	
	V030	Valdosta	US 84/Hill Avenue	Fry Street	Fry Street	Intersection Improvement	\$ 35,922	\$ 930,909	\$ 1,045,860	\$ 449,019	\$ 2,461,710	65	I	I	
	V009	Valdosta	US 84/Hill Avenue	SR 133/St. Augustine Road	SR 133/St. Augustine Road	Intersection Improvement	\$ 35,922	\$ -	\$ -	\$ 449,019	\$ 484,941	67	I	I	
	V039	Valdosta	US 84/Hill Avenue	West Street	I-75	Road Diet	\$ 16,787	\$ -	\$ -	\$ 209,838	\$ 226,625	67	I	I	
	V064	Valdosta	Gordon Street	Baytree Road	Baytree Road	Intersection Improvement	\$ 35,922	\$ -	\$ 1,084,470	\$ 449,019	\$ 1,569,411	69	I	I	
0010296	G023	GDOT	I-75	Loch Laurel Road	Loch Laurel Road	Bridge Replacement	\$ 1,522,000	\$ 283,000	\$ 35,000	\$ 3,011,073	\$ 4,851,073	71	I	I	
	V066	Valdosta	US 41 A/Patterson Street	Northside Drive	Northside Drive	Intersection Improvement	\$ 35,922	\$ -	\$ 1,084,470	\$ 449,019	\$ 1,569,411	72	I	I	
	G030	GDOT	US 41/Inner Perimeter Road	Park Avenue	Park Avenue	Intersection Improvement	\$ 35,922	\$ 837,818	\$ 65,250	\$ 449,019	\$ 1,388,009	73	I	I	
	L006	Lowndes	Orr Road	Staten Road	US 41/North Valdosta Road	New Road CST	\$ 1,845,093	\$ 451,025	\$ -	\$ 23,063,668	\$ 25,359,787	74	I	I	
	V056	Valdosta	US 41 B/Downtown Figure 8	James Beck Overpass	James Beck Overpass	Intersection Improvement	\$ -	\$ -	\$ -	\$ 449,019	\$ 449,019	77	I	I	
	V020	Valdosta	Magnolia Street	Orange Street	Lamar Street	New Road CST	\$ 27,040	\$ 34,909	\$ 258,750	\$ 338,000	\$ 658,699	78	I	I	
	G033	GDOT	US 84/Hill Avenue	US 41/Inner Perimeter Road	US 41/Inner Perimeter Road	Intersection Improvement	\$ 35,922	\$ 372,364	\$ 497,250	\$ 449,019	\$ 1,354,554	80	I	I	
	G035	GDOT	US 41 B/Patterson Street	US 41/Inner Perimeter Road	US 41/Inner Perimeter Road	Intersection Improvement	\$ 35,922	\$ -	\$ 54,750	\$ 449,019	\$ 539,691	80	I	I	
	V059	Valdosta	US 84/Hill Avenue	Oak Street	Oak Street	Intersection Improvement	\$ 35,922	\$ -	\$ 1,084,470	\$ 449,019	\$ 1,569,411	80	I	I	
	L028	Lowndes	Studstill Road	Knights Academy Road	Bemiss-Knights Academy Road	Added Travel Lanes	\$ 930,236	\$ 168,495	\$ 367,500	\$ 11,627,955	\$ 13,094,186	84	I	I	
	L025	Lowndes	New Bethel Road	Lanier County Line	SR 125/Bemiss Road	Added Travel Lanes	\$ 801,751	\$ 44,125	\$ 704,052	\$ 10,021,884	\$ 11,571,812	85	I	I	
	V049	Valdosta	Gormto Road	NS Railroad	NS Railroad	Grade Separation	\$ 24,837	\$ 1,026,909	\$ 1,142,790	\$ 310,464	\$ 2,505,000	86	I	I	
	V032	Valdosta	US 84/Hill Avenue	Boone Dairy Road	Boone Dairy Road	Intersection Improvement	\$ 35,922	\$ 698,182	\$ 771,900	\$ 449,019	\$ 1,955,022	88	I	I	
	L007	Lowndes	Orr Road	Skipper Bridge	SR 125/Bemiss Road	New Road CST	\$ 294,913	\$ 2,058,240	\$ -	\$ 3,686,409	\$ 6,039,562	91	I	I	
	La001	Lanier	Boyett Road	Lowndes County Line	SR 122/Lakeland Hahira Road	Added Travel Lanes	\$ 373,260	\$ 27,927	\$ 105,000	\$ 4,665,748	\$ 5,171,935	91	I	I	
	V062	Valdosta	Oak Street	Northside Drive	Northside Drive	Intersection Improvement	\$ 35,922	\$ -	\$ 1,084,470	\$ 449,019	\$ 1,569,411	93	I	I	
	L040	Lowndes	Hightower Road	SR 125/Bemiss Road	Barretts Road	Realignment/Lane Width	\$ 149,644	\$ -	\$ -	\$ 1,870,554	\$ 2,020,199	94	I	I	
	L008	Lowndes	Cat Creek Road	Pine Grove Road	Pine Grove Road	Intersection Improvement	\$ 20,954	\$ 16,756	\$ 329,880	\$ 261,928	\$ 629,518	95	I	I	
	L013	Lowndes	Val Del Road	Ciyattstone Road	Ciyattstone Road	Intersection Improvement	\$ 20,954	\$ 8,378	\$ 21,000	\$ 261,928	\$ 312,260	95	I	I	
	L015	Lowndes	Loch Laurel Road	Carroll Ulmer Road	Carroll Ulmer Road	Intersection Improvement	\$ 20,954	\$ 340,945	\$ 290,480	\$ 261,928	\$ 914,307	97	I	I	
	L016	Lowndes	Loch Laurel Road	Dasher Road	Dasher Road	Intersection Improvement	\$ 20,954	\$ 55,855	\$ 31,500	\$ 261,928	\$ 914,307	97	I	I	
	G012	GDOT	SR 125/Bemiss Road	Lowndes County Line	Ray City Limits	Added Travel Lanes	\$ 1,560,555	\$ 918,807	\$ 1,559,334	\$ 19,506,937	\$ 370,236	99	I	I	
431112-	G013	GDOT	Loch Laurel Road	Bevel Creek	Bevel Creek	Bridge Replacement	\$ 24,837	\$ 29,697	\$ 234,660	\$ 310,464	\$ 599,658	100	I	I	
	V045	Valdosta	St. Augustine Road	CSX Railroad	CSX Railroad	Grade Separation	\$ 34,061	\$ 1,163,636	\$ 1,572,780	\$ 5,675,760	\$ 8,446,237	100	I	I	
	L009	Lowndes	Cat Creek Road	Radar Site Road	Radar Site Road	Intersection Improvement	\$ 20,954	\$ 8,378	\$ 150,480	\$ 261,928	\$ 441,740	102	I	I	
	L010	Lowndes	Cat Creek Road	New Bethel Road	New Bethel Road	Intersection Improvement	\$ 20,954	\$ 8,378	\$ 257,220	\$ 261,928	\$ 548,480	102	I	I	
	L017	Lowndes	Loch Laurel Road	Corinth Church Road	Corinth Church Road	Intersection Improvement	\$ 20,954	\$ 55,855	\$ 21,000	\$ 261,928	\$ 359,736	104	I	I	
	L011	Lowndes	Cat Creek Road	Hambrick Road	Hambrick Road	Intersection Improvement	\$ 20,954	\$ 8,378	\$ 21,000	\$ 261,928	\$ 312,260	105	I	I	
	L012	Lowndes	Val Del Road	McMillan Road	McMillan Road	Intersection Improvement	\$ 20,954	\$ 13,964	\$ 21,000	\$ 261,928	\$ 317,846	106	I	I	

Appendix E – System Performance Report Template

The following information is included here as a requirement of federal law (23 USC 134 (i)(2)(C)). This System Performance Report (SPR) will be updated and analyzed at least as often as subsequent long range transportation plan cycles. However, the VLMPO will strive to annually report on the transportation system and any progress made towards achieving the targets identified below.

As noted previously, this SPR sets up a framework for targets which have not yet been identified at this time as the VLMPO continues to wait for further federal regulations and coordination from GDOT to occur. This report is presented in a manner that identifies the national performance goal (as identified in 23 USC 150(b)), and where baseline data, and the performance target would be based on a trend analysis.

Safety

- “To achieve a significant reduction in traffic fatalities and serious injuries”
- Baseline:
- Trend:
- Target:

Infrastructure Condition

- “To maintain the highway infrastructure asset system in a state of good repair.”
- Baseline:
- Trend:
- Target:

Congestion Reduction

- “To achieve a significant reduction in congestion on the National Highway System.”
- Baseline:
- Trend:
- Target:

System Reliability

- “To improve the efficiency of the surface transportation system.”
- Baseline:
- Trend:
- Target:

Freight Movement and Economic Vitality

- “To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.”
- Baseline:
- Trend:
- Target:

Environmental Sustainability

- “To enhance the performance of the transportation system while protecting and enhancing the natural environment.”
- Baseline:
- Trend:
- Target:

Reduced Project Delivery Delays

- “To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.”
- Baseline:
- Trend:
- Target:

Appendix F – LRTP and TIP Amendment Procedures

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) with an effective date of July 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan or TIP that involves a major change to a project included in a metropolitan transportation plan or TIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the Metropolitan Planning Organizations (MPOs) TIPs and Long Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorizations

The following actions are eligible as Administrative Modifications to the TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT. The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations

The following actions are eligible as Amendments to the TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the TIP will be balanced during the TIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the State Transportation Improvement Program (STIP) becomes effective is when FHWA and FTA approve it.
3. The STIP/TIP is developed on the state fiscal year which is July 1-June 30.

Funds for cost increases will come from those set aside in the STIP/TIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP/TIP at all times.