

Valdosta-Lowndes Metropolitan Planning Organization

2035 Transportation Plan

Report of Activities

In September 2010, the Policy Committee of the Valdosta-Lowndes Metropolitan Planning Organization adopted a 20-year transportation plan for its Metropolitan Planning Area, including Valdosta and Lowndes Counties in Georgia.

This report is an examination of accomplishments of this transportation plan since its adoption nearly three years ago. This report is meant to serve as an examination of what has been accomplished in transportation policy and projects since the 2035 Plan adoption and serve as a review as the community begins to embark on a new planning effort for transportation and comprehensive planning in the coming months.

Since its adoption, the VLMPO annual report includes a summary of activities completed by the staff and local planning partners to further the priorities of the 2035 Transportation Plan. Included here are excerpts of these annual reports.

Following the report of activities is a report from the INVEST self-evaluation tool developed by the Federal Highway Administration. This tool uses best-practice criteria that is meant to help transportation agencies identify and recognize efforts that go above and beyond federal requirements in their planning efforts. This report will be used by the VLMPO and local planning partners as a starting point for further policy discussion and project development as a new transportation planning effort begins in the coming months.

Also included at the end of this report is the current status and progress of transportation projects in this region. This report is accurate as of March 2013 and is subject to change frequently.

Priority 1: Develop a sustainable and safe regional transportation system that includes all modes for the transport of people and goods that promotes economic development.

1.1 Evaluate the level of service on roadways to and from activity centers, especially east-west routes.

The level of service (LOS) of a roadway is a rather static measure of the overall transportation system. It slowly changes over time, unless there is a major capital investment that either improves or declines the LOS. There have been no major improvements from the 2035 TP that have altered the LOS completed at this time.

The intersection improvement on the Southbound Ramp at Exit 18 was completed and allows dual left turn lanes, which has anecdotally improved the operation of this intersection. No formal analysis has been completed however.

1.2 Evaluate number of jobs in freight intensive industries and conduct travel time studies to evaluate wait times at at-grade crossings.

In order to develop a baseline for job growth in freight intensive industries the 2009 US Census Bureau County Business patterns were used. In 2009, the employment in freight intensive industries was as follows:

Industry	2009	2010
Forestry/Ag	105	118
Utilities	100-249 (u)	192
Construction	2,694	2,325
Manufacturing	3,243	2,791
Wholesale Trade	1,600	1,080
Retail Trade	7,107	6,300
Transportation	1,989	2,222
Total	16,838	15,028

No travel time studies have been conducted at this time.

1.3 Implementation of a coordinated public transit system in the Valdosta Urbanized Area.

In FY2011 the VLMPO through its consultants completed the implementation and financing studies for a fixed-route transit system in the Valdosta Urbanized Area. At this time however no local funding is available to proceed to fully implement the system. The VLMPO is committed to continuing to keep this issue on the minds of local officials and is continuing to research other funding and implementation options.

1.4 Work with local land use agencies to analyze future improvements to ensure they will accommodate planned multimodal improvements.

The VLMPO staff regularly works with local land use planners and other agencies to review development plans. The VLMPO completed a model ordinance for access management along the busy Inner Perimeter Road Corridor that was reviewed by the Technical Coordinating Committee. After feedback was received VLMPO staff is now revisiting the ordinance to examine how more land-use measures

can be included rather than roadway specific measures.

1.5 Number of bike and pedestrian facilities implemented and/or interconnected.

In FY 2011 the City of Valdosta had nearly 95 miles of sidewalks, 2.6 miles of bike lanes, and 2.8 miles of multi-use trails. The City continues to expand their sidewalk network annually through road construction projects and as required for new developments. The City also has a sidewalk repair program where in 2011 nearly a ½ mile of sidewalk was repaired. By FY2012, the City of Valdosta had added nearly 750 linear feet of sidewalks.

1.6 Evaluate net number of jobs gained near transportation improvements.

In FY2012, over 3,700 jobs were created (from the baseline of 54,539) near transportation projects in the 2035 Transportation Plan. This information, which is available on our website, will be used to continually evaluate projects as they are developed and what economic development efforts are produced by these improvements.

Transportation improvements can be one of many catalysts to increasing economic development in a community, it should be noted that other efforts are underway that may also promote jobs and economic development.

Priority 2: Encourage the MPO, SGRC and their member communities to cooperatively consider land use decisions by encouraging public participation and involvement in the transportation planning process.

2.1 Annually evaluate public involvement effectiveness through number of persons contacted and events held.

In FY2011, the VLMPO developed a new Public Participation Plan that included several new strategies for public involvement and engagement. The strategies that are evaluated annually include:

Strategy 1: Raise public awareness and understanding of the transportation planning process including the functions, responsibilities and programs of the MPO and identify how interested citizens can become involved.

Strategy 2: Provide the public and others with early, ongoing and meaningful opportunities for involvement in the transportation planning process.

Strategy 3: Maintain timely contact with key stakeholders and the public throughout the transportation planning process.

Strategy 4: Identify, involve and mitigate impacts on traditionally underserved communities (those communities with high concentrations of minority, low-income, elderly or disabled populations) in the transportation planning process.

2.2 Produce documents for education and public information, including annual crash reports and intersection safety audits.

The VLMPO annually produces a Crash Report that highlights crash statistics in Lowndes County. More detail is available earlier in this report on the specific research done this year.

The VLMPO has worked to promote transparency and public education in the transportation planning process through frequent website update, beginning a Facebook page and other outreach efforts.

2.3 Develop criteria for implementing transportation investments.

A project selection criteria was developed for the 2035 TP, where it is described in detail. It includes evaluating projects in five primary categories: Congestion Management, Safety and Security, Land use, Economic and Multimodal Development, and Public Input and Community Impact.

2.4 Evaluate number of public/private partnerships accomplished.

To date there have been no locally implemented public/private partnerships in this region. GDOT has however begun the process for a public/private partnership for rest areas and welcome centers throughout the state; this includes the one near Lake Park in Lowndes County on I-75.

2.5 Evaluate land development outside of urban service areas.

In order to start the development of land outside of the urban service area in Lowndes County a baseline for data collection was determined to be the year 2009, after Lowndes County had adopted its new Unified Land Development Code (ULDC). Using the zoning classifications in the ULDC, it was determined that between June 2009 and June 2012 129 acres of land changed zoning classifications from less dense land uses to more dense land uses. Most of this development was in

the form of low- to medium-density single family residential development.

2.6 Number of multi-jurisdictional or coordinated transportation improvement projects/policies

In the several Transportation Improvement Programs that the VLMPO has adopted since the 2035 TP came into effect most projects involve some coordination between local governments and the Georgia Department of Transportation. However, one project in particular is a true coordination of two jurisdictions; the replacement of the SR 31/Madison Highway Bridge at the Florida State Line over the Withlacoochee River is a multijurisdictional project with the Georgia and Florida Departments of Transportation.

Priority 3: Promote an aesthetically pleasing, sustainable, transportation system that respects the needs of, and mitigates and/or enhances the impacts on disadvantaged populations and the context of the nearby built and natural environments.

3.1 Evaluate context sensitive solutions implemented in transportation projects and policies.

The VLMPO regularly works with local and state jurisdictions and project managers to ensure that transportation projects and policies mitigate their impacts on surrounding communities and the environment. 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.

3.2 Report use of alternative fuels and infrastructure projects for alternative \modes of transportation

The only known public, retail alternative fuel station (E85) in Lowndes County is a Flash Foods in the 4100 block of Bemiss Road. It was announced in June 2012 by Atlanta Gas Light that a potential CNG fueling station would be locating at The Langdale Company on James P. Rogers Drive in Valdosta.

See the description of improved bike and pedestrian facilities listed previously.

3.3 Report on signs installed and public acceptance of new signage.

At this time no new way-finding signs have been installed.



2035 Transportation Plan - Mar 25, 2013

Module: System Planning

Points: 126

Achievement Level: Gold

Criteria

Points

SP-01 Integrated Planning: Economic Development and Land Use

15/15

Integrate statewide and metropolitan Long Range Transportation Plans (LRTP) with statewide, regional, and/or local land use plans and economic development forecasts and goals. Proactively encourage...

Has the agency developed goals and objectives for the integration of metropolitan and/or statewide transportation planning with economic development and land use planning above and beyond current requirements?

Yes

Are the goals and objectives consistent with applicable economic development and land use plans above and beyond current requirements?

Yes

Scoring Notes

Next Actions

current evaluation of land use and transportation development, evaluatyion of zoning changes and sprawl need to be reevaluated during the next Irtp update

Does the agency regularly engage land use and economic development agencies in its jurisdiction throughout the transportation planning process?

Yes

Does the agency utilize institutional mechanisms to facilitate the engagement?

Yes

Does the agency use best practice quantitative methods to analyze and evaluate the performance of alternative land use/ transportation scenarios?

Yes

Does the agency provide institutional leadership in encouraging transportation planning that is consistent with land use and economic development plans and that supports sustainability

principles?

Yes

Can the agency demonstrate sustainable outcomes?

Both of the above-mentioned requirements are met

Does the agency monitor progress against the performance measures and can the agency demonstrate the achievement of its goals and objectives?

Yes

SP-02 Integrated Planning: Natural Environment

2/15

Integrate ecological considerations into the transportation planning process, including the development of the long range transportation plan (LRTP) and TIP/STIP. Proactively support and enhance...

Has the agency developed goals and objectives that meet the requirement for the integration of metropolitan and/or statewide transportation planning with applicable environmental plans, policies, and goals?

No

Scoring Notes**Next Actions**

further engage resources and regularotry agencies in the planning and consultation process. Include evaluation of other environmental plans and consider thier goals in the goals of the lrtip consult and review the regionally important resources plan review the regional water plan better include evaluation of environmental plans in the lrtip

Does the agency go above and beyond current consultation requirements by regularly engaging natural resource and regulatory agencies?

No

Does the agency have applied system or landscape-scale evaluation techniques using natural resource data?

The agency applies system or landscape-scale evaluation techniques using natural resource data during the transportation planning process and has completed the first two required items

Can the agency demonstrate sustainable outcomes?

No

SP-03 Integrated Planning: Social

15/15

The agency's Long Range Transportation Plan (LRTP) is consistent with and supportive of the community's vision and goals. When considered in an integrated fashion, these plans, goals and visions...

Do the metropolitan and/or statewide transportation planning agencies share the community's

vision for overall sustainability efforts; are transportation-related goals and objectives are consistent with that vision?

Yes

Scoring Notes

see the vImpo public participation plan for additional information and performance measures

Next Actions

evaluate goals and objective and performance meaures to ensure inclusion of all parties. ensure that community vision is shared in Irtp and that it is sustainable.

Does the agency successfully identify a diverse range of stakeholders and public participants?

Yes

Does the agency give special consideration and attention to the engagement of low-income, minority, disabled, and linguistically isolated populations, and use a diverse and innovative range of public involvement techniques to ensure the engagement process is inclusive?

Yes

Does the agency include an education component so that stakeholders understand the transportation planning process and are able to better provide informed and meaningful input?

Yes

Does the agency identify a diverse range of stakeholders and public participants, which include, at a minimum, all interested parties (as defined by current regulations), in addition to all other parties potentially affected by changes to the transportation system?

Yes

Does the agency include an education component?

Yes

Does the agency use a transparent process to inform stakeholders how their input will be used and then follow through accordingly.

Yes

Can the agency demonstrate sustainable outcomes?

Yes

Does the agency implement transportation investments that support the community's vision and goals and help achieve sustainability outcomes?

Yes

Does the LRTP include sustainability-related performance measures to assess the effectiveness of its public involvement process?

Yes

Does the agency monitor the effectiveness of its public involvement process against the performance measures, make changes to improve the process as needed, and demonstrate sustainable outcomes?

Yes

Does the agency demonstrate to stakeholders how their input was used to inform and affect transportation planning decisions?

Yes

SP-04 Integrated Planning: Bonus

0/10

The agency has a continuing, cooperative, and comprehensive (3-C) transportation planning process. Planners and professionals from multiple disciplines and agencies (e.g., land use, transportation,...

Does the agency's transportation planning occur within an integrated and collaborative planning process?

Next Actions

Scoring Notes

SP-05 Access and Affordability

8/15

Enhance accessibility and affordability of the transportation system to all users and by multiple modes.

Does the LRTP include an analysis of the three dimensions of accessibility and identify specific population groups or areas where this is an issue?

No

Scoring Notes

Next Actions

include the three dimensions of accessibility in the lrtp to go above and beyond requirements include recommenodations from the valdosta housing plan

Does the agency use travel model, census, geospatial, and other data to quantitatively evaluate the nature and distribution of accessibility and affordability concerns in its jurisdiction?

Yes

Does the agency analyze how its transportation planning documents address or improves issues?

No

Does the LRTP include sustainability-related performance measures that can be used to monitor

the effects of plan implementation on transportation accessibility and affordability?

Yes

Is the agency monitoring progress against the performance measures and adjusting its efforts as necessary to meet its goals?

Yes

SP-06 Safety Planning

15/15

Agency integrates quantitative measures of safety into the transportation planning process, across all modes and jurisdictions.

Does the agency create, maintain, and use GIS-based data for safety analysis and for use in the consideration of safety as part of the long-range transportation planning process?

Yes

Does the agency develop, maintain, and use GIS-based data files for the entire public roadway system, crash* and non-crash information?

Yes

Does the agency routinely join roadway, operation, asset management, medical, and other datasets spatially with crash data in the analysis?

Yes

Scoring Notes**Next Actions**

look at PlanSafe nchrp project to project crash rates look at other GIS data layers for better crash analysis

Does the agency Develop a Plan that Incorporates Safety into Short- and Long-Range Transportation Planning?

The agency has developed a system-wide approach to identify expenditures on programs, projects, and activities that target a reduction in fatal and serious injuries in the region

Has the agency incorporated the Toward Zero Death (TZD) vision and implementing TZD as part of its transportation planning activities?

Yes

Does the agency integrate quantitative safety performance measures into the transportation planning process?

The agency has integrated quantitative safety performance measures into the transportation planning process.

Does the agency integrate quantitative safety considerations in the selection and evaluation of strategies during the transportation planning process?

The agency does both.

Does the agency integrate statistically sound approaches to determine projected safety

performance into the long-range transportation planning process?

Yes

Does the agency actively participate and support the state Traffic Records Coordinating Committee (TRCC) and jointly fund initiatives related to improvement of data management and linkage initiatives?

Yes

Does the agency collaborate and participate in the development and implementation of the state strategic highway safety plan?

Yes, the agency actively collaborates in the creation of the SHSP and implements the SHSP in agency-specific planning and programming activities.

SP-07 Multimodal Transportation and Public Health

12/15

Expand travel choices and modal options by enhancing the extent and connectivity of multimodal infrastructure. Support and enhance public health by investing in active transportation modes.

Has the agency developed goals and objectives for enhancing the extent and connectivity of multimodal infrastructure within its jurisdiction?

Yes

Has the agency developed goals and objectives related to active transportation and the improvement of public health?

Yes

Scoring Notes**Next Actions**

include public health and active mode stakeholders in the Lrtp development process consider conducting a health impact assessment before completion of the Lrtp build on and improve the efforts for healthy mode choices. include health impacts in the common community vision that we will undertake in fall 2013

Does the agency regularly engage public health and active mode stakeholders?

Yes

Does the agency's planning process include and prioritize active, non-motorized transportation projects and programs as a component of the LRTP?

Yes

Does the agency's LRTP integrate transit, pedestrian, bicycle, and roadway networks so that intermodal connections are safe and convenient?

Yes

Has the agency evaluated the health impacts of the LRTP to determine whether the planned transportation investments will help the agency to meet its public health and active

transportation goals?

No

Does the agency evaluate its progress toward meeting its multimodal and public health goals and makes adjustments as necessary?

Yes

Can the agency document that it has met its multimodal transportation and public health goals and objectives?

Yes

Is the agency implementing transportation investments that expand travel choices and modal options and support and enhance public health?

Yes

Has the agency incorporated multimodal and public health-related performance measures into its LRTP and can demonstrate ongoing monitoring of its progress toward meeting its goals?

Yes

SP-08 Freight and Goods Movement

9/15

Implement a transportation system plan that meets freight access and mobility needs while also supporting triple bottom line sustainability principles.

Does the agency regularly engage freight service providers, stakeholders, workers, and representative in developing transportation planning documents?

Yes

Does the agency utilize institutional mechanisms to facilitate the engagement of freight stakeholders?

Yes

Does the agency consider freight mobility needs?

Yes

Does the agency include and monitor sustainability-related freight mobility performance measures in planning documents?

No

Does the agency consider multimodal freight mobility needs in the transportation planning process?

Yes

Does the agency consider freight reliability?

Yes

Does the agency include in the LRTP, or other appropriate transportation planning document, specific provisions for maintaining and improving freight reliability and interconnectedness between freight modes for both inter- and intra- city freight, in ways that enhance sustainability?

Yes

Does the agency include and monitor sustainability-related freight reliability performance measures in the appropriate transportation planning document(s)?

No

Scoring Notes

Next Actions

look at nchrp 708 for performance measures related to freight mobility review intermodal connectors in association with new national highway system

Does the agency consider intermodal freight connectors?

Yes

Does the agency include and monitor sustainability-related performance measures for intermodal freight connectors in the appropriate transportation planning document(s)?

No

Does the agency provide for planning, evaluating, maintaining, and improving intermodal freight connectors at all levels?

Yes

SP-09 Travel Demand Management

0/15

Reduce vehicle travel demand throughout the system.

Has the agency developed quantifiable TDM goals and objectives for reducing travel demand for the transportation network within its jurisdiction?

No

Scoring Notes

Next Actions

consider TDM policies and strategies in our lrtp, that are practicable in valdosta

Is the agency implementing a comprehensive TDM program that includes several of the various types of TDM strategies described?

The agency is implementing less than two of the TDM strategies.

Does the agency have quantifiable TDM performance measures and can the agency demonstrate ongoing monitoring of its TDM program?

The agency does not have TDM performance measures and is not conducting ongoing monitoring of its TDM program.

Can the agency demonstrate sustainable outcomes?

The agency cannot document that they have met or are making measurable progress toward meeting their TDM goals and objectives.

SP-10 Air Quality

8/15

To plan, implement, and monitor multimodal strategies to reduce emissions and to establish a process to document emissions reductions.

Is the agency implementing multimodal strategies as part of a transportation plan to reduce emissions?

Yes

Are transportation demand management strategies implemented?

No

Are transportation system management strategies implemented?

Yes

Are vehicle technologies implemented?

Yes

Are fuel technologies implemented?

Yes

Are dust control strategies implemented?

Yes

Scoring Notes**Next Actions**

consider multi-modal strategies, operations strategies, renewable sources, electric recharging stations

Was an emissions analysis performed?

No

SP-11 Energy and Fuels

2/15

Reduce the energy and fossil fuel consumption from the transportation sector and document it in the transportation planning process.

Has the agency developed energy and/or fossil fuel reduction goals and objectives for the transportation system within its jurisdiction?

Yes

Are the goals and objectives consistent with relevant state and/or metropolitan goals and objectives for reducing energy and fossil fuel consumption?

Yes

Scoring Notes

Next Actions

we need to have quantifiable goals for fossil fuel decreases.

Has the agency developed and does the agency maintain a baseline inventory of current energy and/or fossil-fuel consumption from transportation?

None

Is the agency developing a plan and implementing strategies to reduce transportation-related energy and/or fossil fuel usage?

No

Is the agency measuring progress and demonstrating sustainable outcomes?

Yes

Can the agency document that they have met its energy and fossil-fuel consumption goals?

No

Does the agency demonstrate ongoing monitoring of its progress toward reducing energy and fossil-fuel consumption?

No

Had the agency incorporated energy and fossil fuel reduction performance measures into the transportation planning process?

No

SP-12 Financial Sustainability

15/15

Evaluate and document that financial commitments made in transportation planning documents are reasonable and affordable.

Is an inter-agency, cooperative approach for advanced project estimating practices used?

Yes

Does the agency keep accurate records of all changes to the project scope and document their impact on costs?

Yes

Does the agency avoid formula-driven cost estimating procedures in favor of project-

specific methods?

Yes

Does the agency complete systematic cost updates regularly?

Yes

Scoring Notes**Next Actions**

move away from formula driven cost estimates to ones that are more project based.

Is an inter-agency, cooperative approach for advanced revenue forecasting practices used?

Yes

Does the agency engage in regular and comprehensive coordination and information sharing among affected agencies during the development of revenue forecasts?

Yes

Does the agency undertake systematic forecast updates?

Yes

Does the agency have established processes for engaging stakeholders in a dialogue about the implications of any changes in revenue forecasts?

Yes

SP-13 Analysis Methods

10/15

Agencies adopt and incentivize best practices in land use, socioeconomic, and transportation systems analysis methods.

Does the agency demonstrate that the analysis has a strong foundation in observed data suitable for developing tools which model the land use, socioeconomic, transport, and environmental systems?

Yes

Does the agency demonstrate that the data used in planning analysis are evaluated and updated on a regular basis?

Yes

Scoring Notes

we do not have a formal strategic plan for data analysis, everything is included in the annual upwp

Next Actions**Does the agency's organizational structure include a technical committee to review data**

collection/ quality, planning assumptions, and forecasting methods?

Yes

Does the agency have a current strategic plan, program, or equivalent?

Yes, however only some of the areas described in the criterion are addressed.

Has the agency convened a peer review of its analysis methods?

Yes, a peer review of at least one of the agency's major analytical tools, such as the travel demand model, has been conducted

SP-14 Transportation Systems Management and Operations

6/15

Optimize the efficiency of the existing transportation system.

Has the agency developed clearly defined TSM&O policies, goals, and objectives for improving the efficiency of the transportation system within its jurisdiction?

No

Scoring Notes**Next Actions**

implement tsm&o performance measures and goals and objectives.

Are TSM&O strategies included in the LRTP, or other planning documents, as appropriate?

Yes

Does the LRTP, or equivalent, include a discussion of the impacts of including TSM&O strategies?

Yes

Are the TSM&O strategies considered and prioritized in the LRTP, or other planning documents?

Yes

Has the agency implemented or is the agency financially supporting TSM&O strategies?

Some, but not all, TSM&O strategies identified as priorities are being implemented by the agency or financially supported through inclusion in the transportation improvement program (TIP and/or STIP) for which the agency has responsibility.

Has the agency developed TSM&O performance measures?

No, the agency has not developed TSM&O performance measures.

SP-15 Linking Asset Management and Planning

7/15

Leverage transportation asset management data and methods within the transportation planning process to make informed, cost-effective program decisions and better use existing transportation assets.

Does the agency incorporate asset management data and economic analysis to prioritize investments?

Yes

Does the agency leverage BCA to compare projects and prioritize investments?

Yes

The the agency leverage LCCA to evaluate project alternatives and prioritize investments?

No

Does the agency leverage performance-based planning and programming components of asset management to analyze and evaluate tradeoffs in long-range transportation planning processes?

Yes

Scoring Notes**Next Actions**

look at asset management techniques and develop Irtp goals and performance measrues related to those.
contact gdot to get their bca formula, tom mcqueen

Does the agency prioritize transportation decisions that support the maintenance and good repair of existing transportation assets?

Yes

SP-16 Infrastructure Resiliency

0/15

Anticipate, assess, and plan to respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure multi-modal transportation...

Has the agency conducted a GIS-based system-level assessment of potential hazards?

No

Scoring Notes**Next Actions**

look at the hazard mitigation plan completed by lowndes county emergency management look at the shrp2 website for implmenting ecological grants anne marie sent me the link in an email.

Has the agency conducted a vulnerability assessment of its assets?

No, the agency has not conducted a vulnerability assessment of its assets.

Has the agency developed and implemented adaptation strategies?

No, the agency has not developed adaptation strategies.

Has the agency conducted a risk assessment of its assets?

No, the agency has not conducted a risk assessment of its assets.

SP-17 Linking Planning and NEPA

2/15

Integrate transportation system planning process information, analysis, and decisions with the project-level environmental review process, and reference it in NEPA documentation.

Does the agency have documented procedures that link system-level planning analyses to project-level NEPA analysis?

Undocumented procedures exist that cover all requirements, or documented procedures exist that cover one or two requirements.

Scoring Notes

Next Actions

look at ways to link nepa at the systems planning level. consultation and coordination at the sytems level.

Are NEPA practitioners consulted during system-level planning?

NEPA practitioners are not consulted during system-level planning.

Does the agency successfully incorporate information into project-level NEPA documents?

System-level information is not included in project-level NEPAs.

VLMPO - GDOT, Valdosta, Lowndes County Project Status Report									
Informational purposes only, is subject to error and change without notice, official data can be found in the TIP									
Project Description	PI #	PE	ROW	UTL	CST	Environmental Activities	Preliminary Plans	Final Plans	Comments
SR 133, Troupeville Rd. to Pauline Church Rd.	0000543	Auth	Auth	2014	2014	100%	100%	47%	ROW in progress, budget for PE for Wetland Mitigation Credits
I-75 Phase II, Exits 22 and 29	0000762	Auth	2014	2017	2016	80%	88%	0%	New PE phase anticipated, ROW 2014, CST 2016, 5/13 Env. Comp.
I-75 Exit 11	0010297	Auth	2014	2017	2017	25%	28%	0%	Behind, waiver for PFPR, ROW on sched, MS4 Req, budget at risk, 5/13 env expected
I-75 Exit 18 Full Interchange	0010298	2012	LR		LR	0%	0%	0%	Project is inactive
Jerry Jones, Gornto to Oak	0000837	Local	Local			0%	0%	0%	GDOT moving to inactive status
I-75 Phase II, Exit 2	0007386	Auth	2014	2016	2016	23%	15%	0%	New PE Phase anticipated, Env. behind schd-FWS pending, New ROW/CST
Forrest St. Park to Bemiss	450200	Auth	Local	2015	2016	50%	57%	0%	pending FHWA termini decision
Oak St. Ext., 5 Pts to Breckenridge	450510	Auth	Local	2017	2017	0%	27%	0%	pending FHWA termini decision
Pendleton Dr. at Roosevelt Dr.	NA								No work on this project
Remerton TE Project	0008171	Auth	Local		Lump	Complete	Complete	Complete	Local re-bid
MLK Corridor TE Project	0008172	Auth	Local		Lump	Complete	100%	0%	ROW delayed, Nov. 2014 Let
Hahira TE; Main, College to Hagan	0010592		Local		Lump	0%	0%	0%	Concept under review
Valdosta TE; Patterson, Magnolia to Gordon	0010593		Local		Lump	0%	0%	0%	Concept under review
I-75 Truck Weigh Station	M003504				Lump	0%	0%	0%	Design Build, Identify Funding
US 84/Clay Road Intersection	0008420	Auth	Lump	Lump	Lump	25%	50%	0%	Env. Sec 7 waiting, ROW 14, CST 16, \$ Increase likely
JL Newbern SRTS	0010379	Auth	NA		Lump	0%	37%	0%	
SR 7 (& Alt.) 12 Locations Signals	0010116	Auth	Lump		Lump	87%	50%	0%	On Schd, PFPR 4/13, let 7/2014
SR 125/Davidson Rd at MAFB	0008437	Auth	Local		2012	Complete	Complete	Complete	Complete
SR 31 Bridge at FL Line	432100	Auth	Auth	Auth	Auth	Complete	Complete	Complete	Let, awaiting award
St. Augustine at Twin St.	NA	Local	Local		2012	Complete	Complete	Complete	Complete
US 84 Grade Separation	422710	Auth	Auth	Auth	Auth	Complete	Complete	Complete	Under Construction
Woodrow Wilson Extension	NA	Local	Local		2012	Complete	Complete	Complete	Under Construction
Tucker Road Bridge						Complete	Complete	Complete	Complete
I-75 Exit 18 Operational		Lump	Lump		Lump	Complete	Complete	Complete	Complete

Auth: Phase has been Authorized

LR: Phase is in GDOT Long Range Funding

Lump: Project is a Lump Sum Project

Blue text are updates

4/15/2013