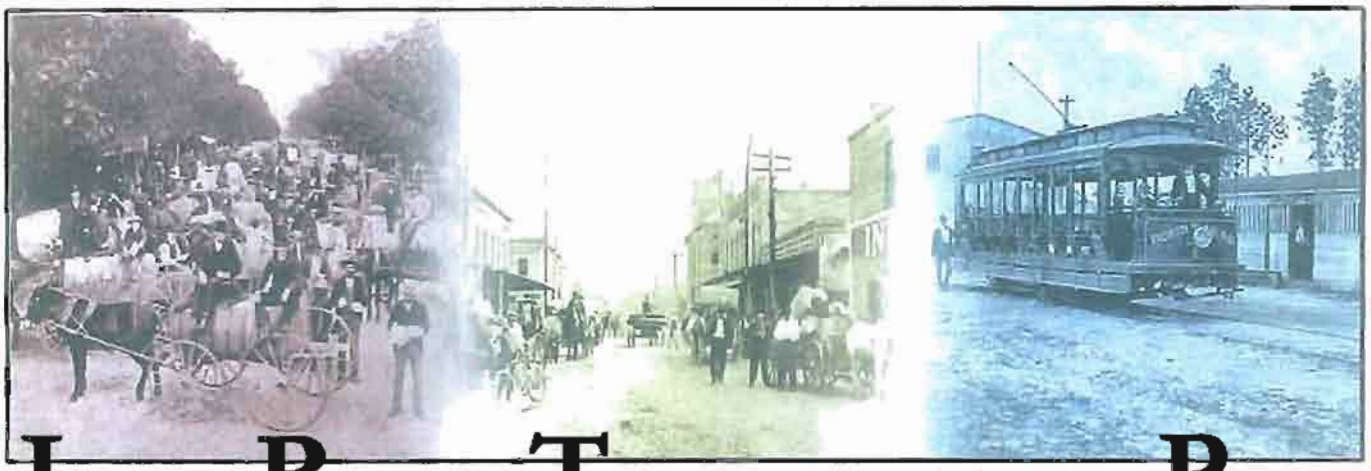
VALDOSTA - LOWNDES COUNTY



LONG RANGE TRANSPORTATION PLAN

METRO 2030

South Georgia
REGIONAL DEVELOPMENT CENTER
[illegible]

ADOPTION RESOLUTION

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

ADOPTING THE
METRO 2030 LONG RANGE
TRANSPORTATION PLAN

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

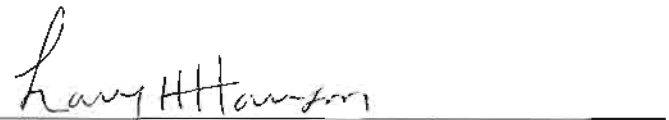
WHEREAS, the South Georgia Regional Development Center has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Valdosta-Lowndes Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative,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

WHEREAS, the MPO will conduct 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 Final Metro 2030 Long Range Transportation Plan as required by Title 23 (U.S.C. 134 Section 450.322).

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Urban Transportation Study Policy Committee at a meeting held on September 20, 2005.



Larry Hanson, Policy Committee Chairman
Valdosta-Lowndes MPO Policy Committee

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INTRODUCTION

The South Georgia Regional Development Center (SGRDC) is the designated Metropolitan Planning Organization (MPO) for the Valdosta – Lowndes Urbanized Area. This designation was due to the tremendous growth that occurred during the past decade during which time the core population of Valdosta exceeded the 50,000 person threshold. This growth requires the formation of an MPO to develop transportation planning within the urban area boundaries as depicted in Figure 1: Valdosta – Lowndes Urbanized Area.

The transportation planning process, often referred to as the "*3-C*" (cooperative, continuous, and comprehensive) planning process is mandated by the Federal Highway Act of 1962, and amended by subsequent legislation, i.e., the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act of the 21st Century of 1998 (TEA-21). The MPO receives planning funds through the Federal Highway Administration (FHWA) which are allocated to the Georgia Department of Transportation (GDOT) and then to the SGRDC.

Organizationally, the MPO structure consists of three (3) committees: the Policy Committee (PC); the Transportation Coordinating Committee (TCC); and the Citizen's Advisory Committee (CAC). Figure 2: Transportation Planning Structure displays the overall transportation planning hierarchy. The PC is the MPO forum for cooperative decision-making by the principal elected officials, FHWA representative, GDOT Planning Administrator, and SGRDC Director. The TCC is comprised of the city/county engineers, GDOT District 4 Engineer, GDOT Transportation Planner, local school boards bus system representatives, bike/pedestrian advocate, and Emergency Response Director. These individuals provide the technical and professional expertise regarding transportation plans and related programs. The CAC serves as a public information and involvement committee that represents a cross section of the community and other stakeholders affected by the transportation planning process. The membership listing for the three committees is provided in the Appendix.

The transportation planning process involves assessing transportation problems, examining the long-term goals of an area, studying the demographic characteristics and travel patterns, as well as understanding how all of these items interrelate. Transportation planning is a dynamic process driven by past trends and future forecasts (demographic & employment) to determine conceptual alternatives for current and future transportation needs. The *Metro 2030 Plan* is the result of a collaborative process through which planners, stakeholders, and the public looked at proposed projects in terms of their potential impacts on the community, the environment, and the health and welfare of our region.

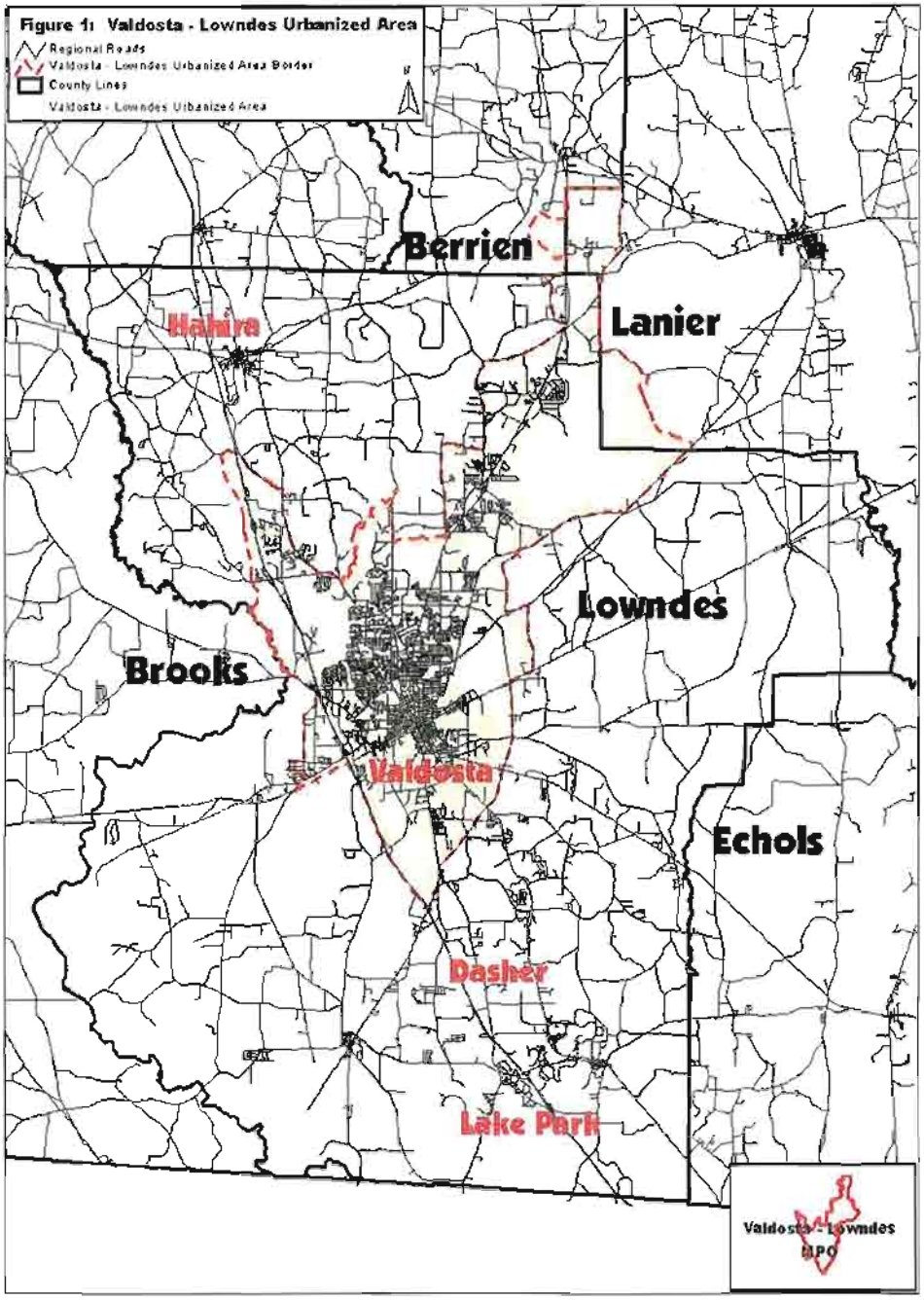


Figure 1: Valdosta - Lowndes Urbanized Area
Regional Roads
Valdosta - Lowndes Urbanized Area Border
County Lines
Valdosta - Lowndes Urbanized Area
Berrien
Lanier
Lowndes
Brooks
Echols
Valdosta
Dasher
Lake Park
Valdosta - Lowndes MPO

Figure 2: Transportation Planning Structure

GOALS & OBJECTIVES

The *Metro 2030 Plan* was developed to update the Transportation Plan for the Greater Lowndes Transportation Study which was initiated in late 1999-2000. This study occurred just after the Valdosta-Lowndes area had been designated as one of four new urbanized areas in the State of Georgia. With the passage of Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) eight (8) planning factors were identified for transportation planning (both statewide and metropolitan areas) to promote consistency between plans and growth patterns as well as economic development within the state and urbanized areas. These Planning factors are listed below.

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

The *Metro 2030 Plan* was developed in accordance with Federal Highway Administration requirements (23 CFR, Sec. 134(f)) and the Federal Transit Administration requirements (49 CFR, Sec. 8 (f)) found in the Code of Federal Regulations. Furthermore, during the initial development stages of the *Plan* a vision statement was drafted and adopted by the Policy Committee as stated:

"To coordinate the development of projects or plans and other transportation strategies in order to meet the needs of our region to provide a transportation system that is efficient, safe, and

provides impetus for economic development, environmental sensitivity as well as a greater quality of life!"

The vision statement was developed within a framework of goals and objectives that were established early in the plan update process. These nine (9) goals and objectives were developed to expand upon the TEA-21 planning factors and provide Measures of Effectiveness (MOE's) from which alternatives could be evaluated and subsequently prioritized. Table 1 outlines these goals.

Table 1: LRTP Goals & Objectives

Goal	Goal Statement	Objectives
Economic Vitality	Ensure the economic growth and competitiveness of this metropolitan area by providing a safe, reliable, and efficient transportation system.	• Improve the operating efficiency of the existing infrastructure. • Reduce travel time and delay. • Reduce Vehicle Miles of Travel (VMT). • Collaborate with other agencies to foster business development.
Regionalism and Tourism	Support local and regional transportation needs as well as promote tourism efforts.	• Promote the efficient movement of people and goods by linking the various modes of transportation. • Promote connections between transportation modes that support the effective shipment of freight. • Preserve corridors for future transportation system development. • Ensure compatibility with the transportation facilities of adjacent municipalities and counties. • Support statewide transportation initiatives that affect transportation in the Valdosta-Lowndes Metropolitan area. • Develop strategies that link freight planning and operations within the context of the transportation planning process. • Focus transportation system improvements to support and promote tourism.
Accessibility & Mobility	Promote alternative transportation options for area residents and employers that are reliable and accessible to all citizens.	• Enhance existing transit services by providing reliable service, passenger information and additional routes to communities outside the city core. • Encourage communities to incorporate bicycle and pedestrian facilities/amenities in the development review process and in general roadway design. • Place a high priority on serving the needs of the transportation disadvantaged.
Funding Mechanisms	Develop innovative funding sources and strategies for transportation improvements.	• Ensure adequate funding to preserve and maintain the integrity of the existing transportation infrastructure. • Develop transportation investment decisions that maximize the full benefits of the system while considering the full costs. • Promote public/private partnerships.
Land-Use Compatibility	Proactively integrate land-use and development to assure compatibility with LRTP.	• Strengthen the connection between land use and transportation planning. • Encourage the development of strategies regarding the spatial distribution of land use and density of the development.
Environmental Protection	Protect the environment, promote energy conservation and improve the quality of life.	• Avoid disproportionate or adverse impact on low income and minority (EJ) populations. • Support alternative fuels and technologies in motor vehicle,

		fleet and transit operations. • Preserve and enhance scenic views and access to historic, cultural and other attractions in our region. • Mitigate affects to the natural environment.
Public Involvement	Encourage public participation in the planning process.	• Inform public about transportation issues in a clear and concise manner. • Create opportunities for public involvement in the planning process. • Ensure plans respond to the diversity of the communities needs.
System Management	Preserve the existing transportation system and promote TDM strategies.	• Encourage new programs designed to better preserve and maintain the regional infrastructure. • Continually monitor traffic flow to systematically make operational improvements. • Continue to educate the public regarding plans and traffic issues. • Collaborate with various stakeholders to evaluate planning needs and integrate engineering, enforcement and education within our urbanized area. • Incorporate ITS architecture and strategies.
Traffic Safety & Emergency Management	Incorporate safety conscious planning and responsiveness to natural as well as other disasters.	• Encourage lighting and clear signs to promote safer roadways. • Develop prioritization framework that identifies projects that reduce crashes resulting in personal injury or fatalities. • Sponsor workshops and conferences for public information and education regarding traffic safety issues. • Collaborate with local agencies to handle emergency response and disaster evacuation needs of the region.

VALDOSTA-LOWNDES URBANIZED AREA DESCRIPTION

Historical Overview

On December 23, 1825, Lowndes County was created by the Georgia General Assembly from the southern half of Irwin County. It originally encompassed an area of 2,080 square miles. Lowndes County is named for William J. Lowndes, a South Carolina statesman who died shortly after being nominated for Vice President of the United States. The first county seat, Franklinville, was established in 1828.

In 1837, Troupville became the county seat until the railroad surveyors came to the area. Troupville was named in honor of George M. Troup, governor of Georgia from 1823-1827. The citizens of Troupville decided to pick up the town and move it four miles south to reap the economic benefits in 1860 envisioned from the Atlantic and Gulf Railroad. In that year the town was renamed Valdosta after Governor Troup's plantations which were named for an Italian alpine valley called Val D'Osta. The railroad played a vital role in the transporting of agricultural and forestry products creating the impetus for growth and prosperity.

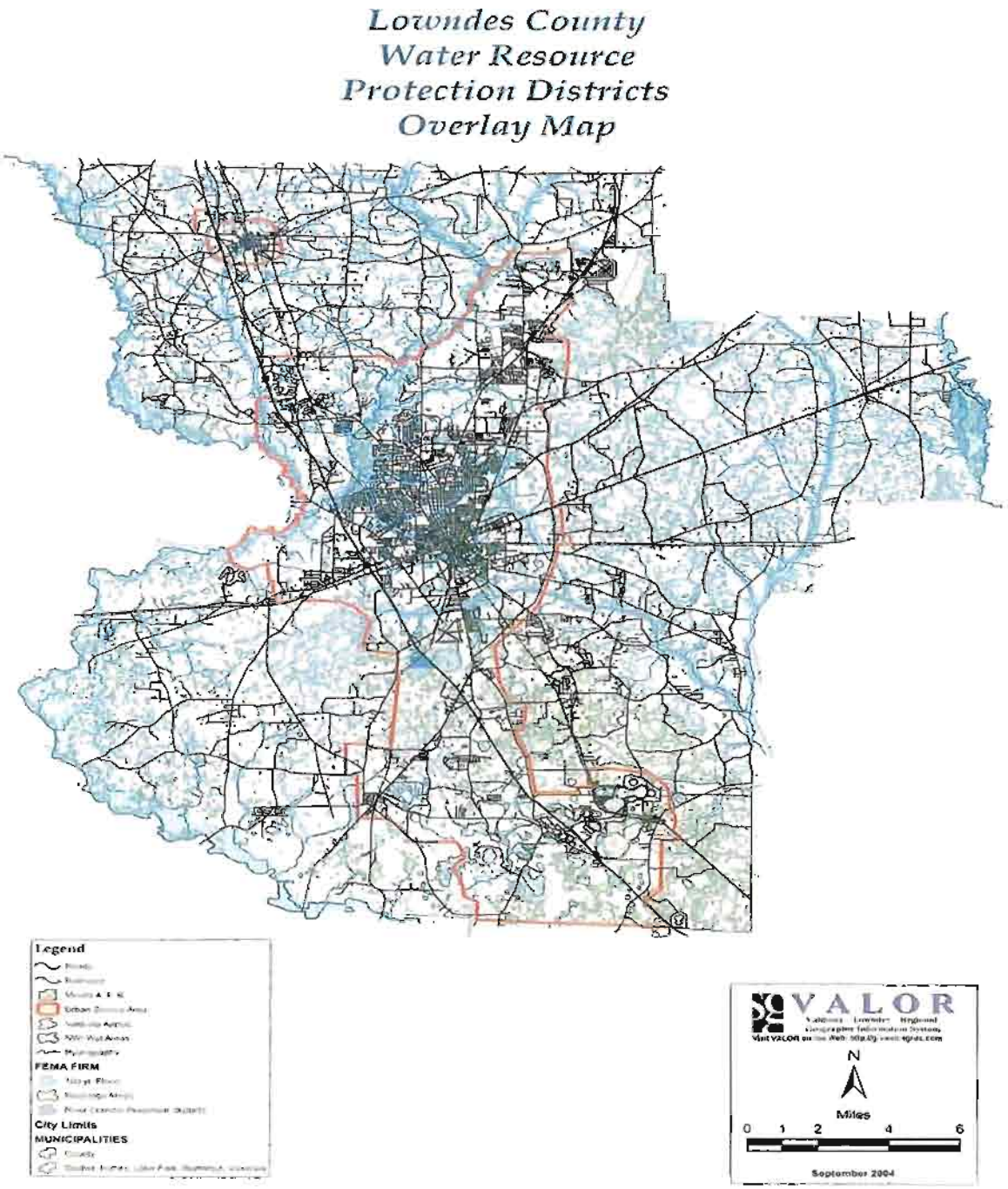
Topography and Natural Resources

Lowndes County is located in the south central region of Georgia, adjacent to the Florida border. Most of the county has a gentle sloping karst topography although the Tifton Uplands (the physiographic district in which Lowndes resides) have elevations that range from 50 – 250 feet above sea level. Lowndes County has a land mass of 504.3 square miles. Lowndes County's natural resources consist primarily of forests, agricultural lands, wetlands, and groundwater recharge areas.

Lowndes County is traversed by many streams and rivers. The county is bounded on the western border by the Little River and the Withlacoochee River. The Suwannee River carries off much of the County's watershed which flows south to the Gulf of Mexico. The eastern border is defined for the large part by the Alapaha River and Grand Bay Creek. Other natural resources include Grand Bay Wildlife Management Area, as well as Banks Lake National Wildlife Refuge in the northeast corner of the county. The southern region of the county consists of small ponds and lakes such as Ponce De Leon and Balboa (a.k.a. Twin Lakes), Grassy Pond, Long Pond, Schoolhouse Pond, and Dykes Pond. Figure 3 displays the hydrology of the county.

This map is taken from the Lowndes County Water Resource Protection Districts Ordinance which was adopted in June of 1984 which was adopted July of 2004. The intent of this ordinance is to establish minimum development standards and criteria, which will afford reasonable protection of environmentally sensitive natural resources found throughout Lowndes County. These standards are based on the Department of Natural Resources Part V Environmental Planning Standards, the Mountain and River Corridor Protection Act of 1991, and findings of the 2010 Greater Lowndes Country Comprehensive Plan.

Figure 3: Lowndes County Hydrology Map



EXISTING TRANSPORTATION INFRASTRUCTURE

Roadway System

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

The type of roadway or "Functional Classification" is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that was intended. There are typically four functional classifications: Interstate; Arterial; Collector; and Local. There are two systems: Urban and Rural. The Functional Classification System for the Valdosta-Lowndes area is displayed in Figure 4.

Lowndes County is traversed north and south by Interstate 75, providing direct intra/interstate access stretching from Michigan to Florida. This Interstate was built 40 years age and carries an average of 40,000 vehicles per day (VPD). At present, I-75 is under construction in southern Georgia to increase capacity. The segment between milepost 18 (Georgia 133) northward to the Crisp/Dooly County line near milepost 106 is being expanded from 4 to 6 lanes of travel. The installation of a concrete barrier within the median raising of several overpasses to increase overall clearance is planned to coincide with construction. Recently GDOT completed an Interstate Systems Plan which identified deficiencies and needs along I-75 and recommended improvements at exits 2, 11 and 13.

Prior to the construction of the interstate system, U.S. 41 was the north/south highway stretching from Sault Sainte Marie, (Michigan) to Miami (Florida). Coined the "Dixie" Highway, U.S. 41 was the first national highway to link the then rural south to the urban north. This arterial varies between 2 to 4 lanes and carries traffic volumes that are as low as a few thousand vehicles to over 33,000 VPD at the northern termini (N. Valdosta Rd). Current plans call for expanding Old U.S. 41 from 2 to 4 lanes starting at North Valdosta Road. (SR 7) and ending at SR 122.

US 84, an east/west arterial, provides access from Dothan, Alabama to Midway, Georgia. These early highways provided intercity connectivity. In many cases, the routes would follow the railroad alignment. This was the case with US 84 as it parallels the CSX railroad toward the Brunswick area, providing access to the ports and recreational areas along coastal Georgia. US 84 is 2 to 4 lanes (with urban five lane sections) and traffic volumes varying from 4,500 VPD at the eastern edge of the county to 24,000 near the interchange at I-75. The Statewide Transportation Plan (STIP) outlines plans with preliminary engineering underway to construct a median turn lane from Valdosta to Lanier County. Various state routes provide the "spokes" to the roadway network including: GA 122; GA 125 (Bemiss Rd.); GA 94 (Statenville Hwy.); GA 376; GA 133 (St. Augustine Rd.); GA 135; and GA 31 (US 221/Lakeland Hwy.) Table 2 depicts the break down of mileage and associated Vehicle Miles of Travel (VMT) for the MPO study area.

Figure 4: Valdosta-Lowndes Functional Classification System Map

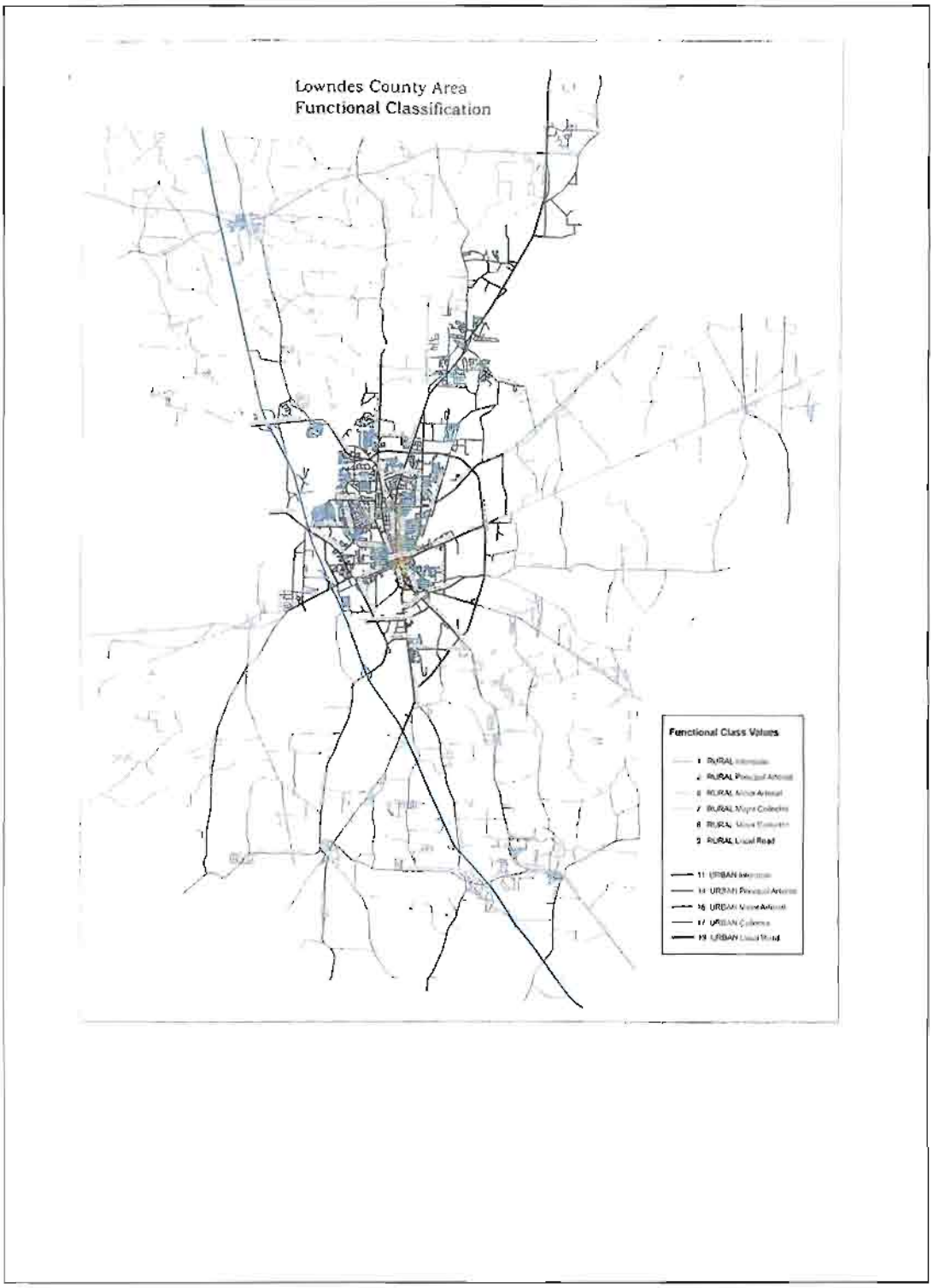


Table 2: Lowndes County Roadway Mileage by Functional Classification

Functional Classification	State Facilities		County Road		City Street		Totals	
Rural System	Mileage	VMT	Mileage	VMT	Mileage	VMT	Mileage	VMT
Interstate	28.72	1,141,220.58	-	-	-	-	28.72	1,141,220.58
Principal Arterial	19.48	146,769.40	-	-	-	-	19.48	146,769.40
Minor Arterial	56.51	402,689.41	-	-	-	-	56.51	402,689.41
Major Collector	36.08	104,903.30	62.33	106,560.90	.10	255	98.51	211,719.21
Minor Collector	-	-	60.23	156,923.70	-	-	60.23	156,923.70
Local	-	-	590.52	211,768.80	20.29	14,893	610.81	226,661.80
Urban System	Mileage	VMT	Mileage	VMT	Mileage	VMT	Mileage	VMT
Interstate	2.93	127,330.11	-	-	-	-	2.93	127,330.11
Principal Arterial	36.41	484,721.39	-	-	-	-	36.41	484,721.39
Minor Arterial	14.36	191,192.20	24.23	219,689.70	9.80	115,473.70	48.39	526,355.61
Collector	-	-	12.34	57,466.80	21.78	94,230.90	34.12	151,697.70
Local	-	-	75.08	62,316.12	165.12	138,622.90	240.20	200,939.30
TOTALS	194.49	2,598,826.40	824.73	814,726.31	217.09	363,475.50	1236.31	3,777,028.21

Note: Excludes ramps, private and public roads. Daily (24 hr) Vehicle Miles of Travel (VMT) is calculated by multiplying Annual Average Daily Traffic (AADT) times the section length. Source: GDOT Road Characteristics Data base 2003.

This information is collected as part of the Highway Performance Monitoring System (HPMS) which is mandated under Title 23 U.S.C 315 and is compiled by the state DOT's and sent to the FHWA. The overall data is used for assessing the highway system performance and for apportioning Federal-aid funds back to the states under TEA-21.

Furthermore, the HPMS data forms the basis of the analysis that support the biennial Condition and Performance Report given to Congress to support the development of the Administration's legislative, program, and budget options regarding the transportation decision making process. By June 1 of each year, the GDOT must provide an annual Certification of Public Road Miles signed by the Governor.

Public Transportation

Presently the Valdosta-Lowndes area has no fixed route transit service, however Lowndes County participates in the 5311 program administered by the GDOT through the Federal Transit Authority. Lowndes applied for $140,000 for the 5311 Capital Contract to purchase vehicles, and computer hardware to administer this demand response system. MIDS Incorporated is the third party operator providing transportation to rural portions of Lowndes. MIDS has 4 buses and operated 245 days in 2004 with an operating budget of $159,507. They served 28,815 passengers and drove 140,764 miles in 2004. MIDS operates Monday through Friday from 7:30 a.m. to 5:30 p.m. with a fare of $3.00. A majority of the clientele are due to the Purchase Service Contracts with the Department of Human Services (DHR). These contracts provide access to Department of Family & Children (DFCS), mental health agencies, and job training programs. Valdosta also has a private bus service provided by GreyHound Inc. In Fiscal Year 2006 the MPO will initiate a Transit Feasibility Study to assess its need.

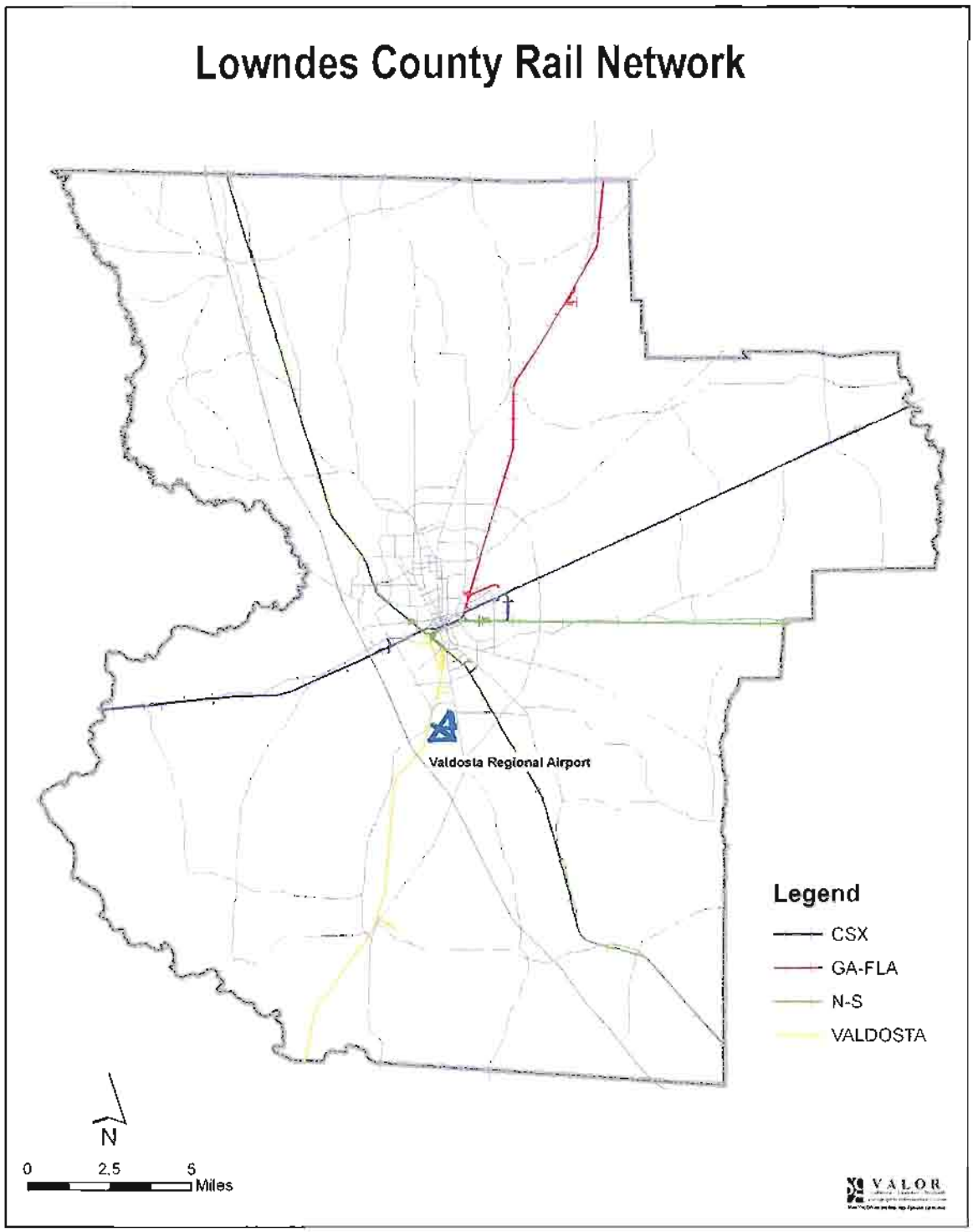
Rail Transportation

Valdosta and Lowndes County owe much of their growth and economic development to the early days of the rail roads as discussed previously. Opportunities brought about with a global economy, rolling warehousing, and distribution warehouse facilities provide new horizons for intermodal transportation. Rail freight service is provided by CSX Transportation and Norfolk Southern Railroads.

CSX have an average of 25 trains per day that operate in the Thomasville District (which includes the Valdosta-Lowndes area). The CSX railroad basically traverse in an east/west direction parallel to US 84 between Waycross and Thomasville. These trains have mixed traffic providing transport of approximately 30 million tons (2000) annually including chemicals, fertilizer, machinery, food products, grain, coal, stone, paper/pulp, and automobiles. CSX serves local industries such as Lang Board (Brooks County), ADM, Union Tank, and Arizona Chemical. CSX has a switching yard at St. Augustine Road near Savannah Avenue. This grade crossing receives the most complaints regarding delays to motorists of the 42 grade crossings in the City of Valdosta. Recently CSX installed concrete panels to replace the railroad ties at the grade crossings on St. Augustine Road and those adjacent to or along Savannah Avenue.

The Norfolk Southern railroad averages 28 trains per day and carries 29.5 million tons annually in the Valdosta-Lowndes area. The railroad has a north/south alignment is parallel to I-75 and US 41. A switching yard is located near Fry Street and ties in with short lines operated by Georgia-Florida and Valdosta Railroads. There are also a number of short spurs serving the local industrial parks (Azalea City, Azalea east/west, Perimeter east/west) serving; Letica Corporation, Sterling, Erco, Trus Joist, PCA, and Langdale Industries. Figure 5 displays the railroad network in Valdosta-Lowndes County.

Figure 5: Valdosta-Lowndes Railroad Network



Bike and Pedestrian Facilities

Currently only two statewide bike routes transect the Valdosta-Lowndes area. Route 15 (Central) which aligns US 41 (GA 7) traversing north/south and Route 10 (Southern Crossing) which runs east/west following GA 122 out of Thomasville, through Quitman on Troupville Road and ties into GA 133 (St. Augustine Rd.) It follows Gornto Road to Baytree, then through the VSU campus to Brookwood Drive, north on Patterson to the Five Points area. The route continues along the Oak Street Extension from Cheery Creek to Orr Road and then to Skipper Bridge up to GA 122 in Hahira.

The South Georgia RDC has prepared and adopted a Regional Bike and Pedestrian Plan which has examined existing conditions and goals to promote bicycle and pedestrian needs, and provides an integrated system of proposed routes. Figure 6 displays the proposed routes within the Valdosta Metropolitan area. This map also depicts the Azalea City Trail which will be a multi-use trail linking some off campus housing with alternative means of mobility which can reduce congestion around VSU. The trail will be 12' in width (concrete) extending for 2.7 miles. The MPO will incorporate these amenities into the design of projects as warranted.

Aviation

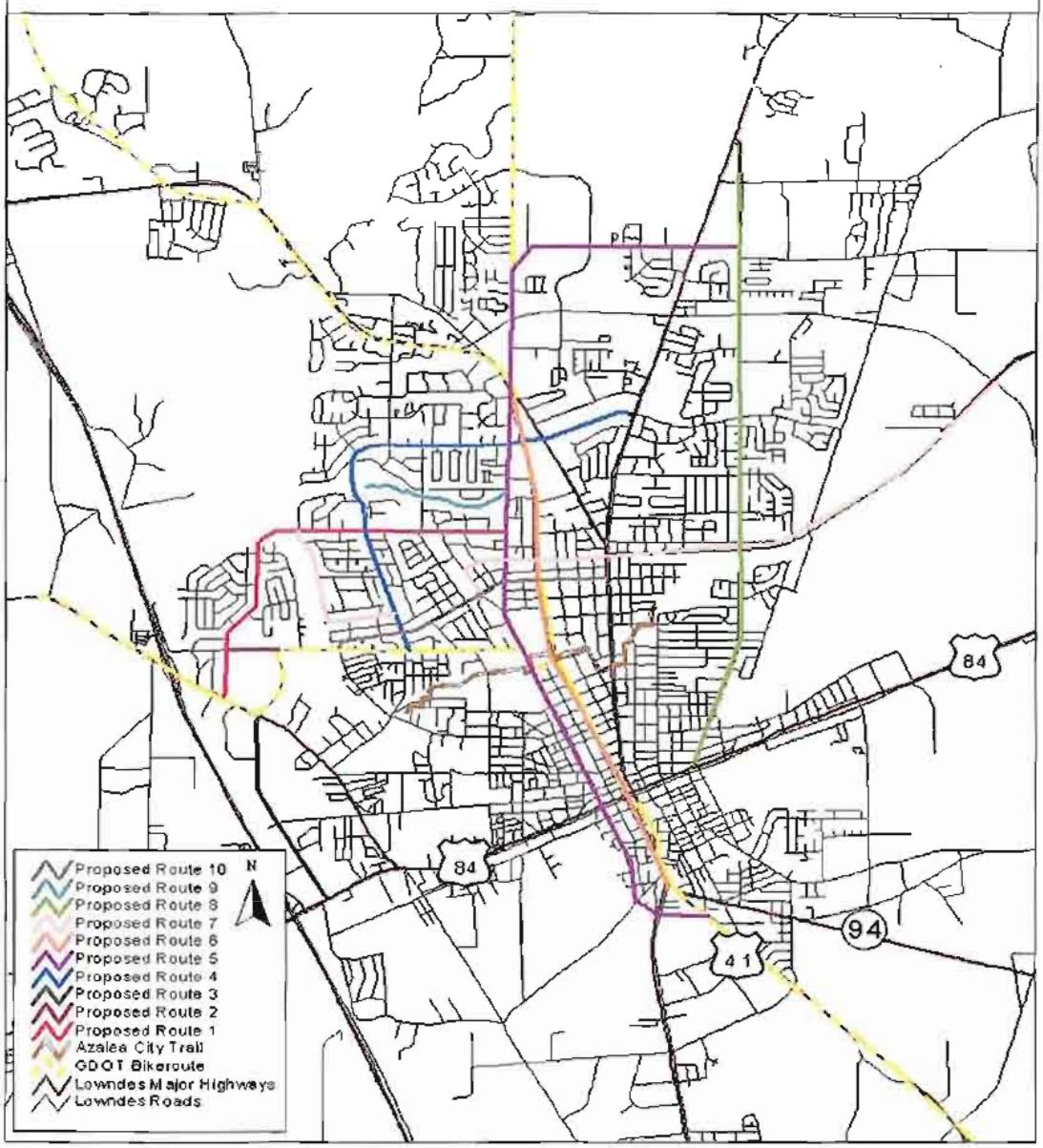
The Valdosta Regional Airport offers commercial flights with Atlantic Southeast Airlines. The airport has rebounded from the 9-11 tragedy and has increased their passenger service by 46% in 2004 (46,301 enplanements; 45,879 deplanements) over the previous year. The airport has three runways: 17/35 which is 6,302 ft. by 150' 04/32 which is 5,598 ft. by 100'; and 13/31 which is 3,636 ft. by 75'. Current plans are to extend 17/35 to 8000' to accommodate larger jetliners and provide an alternative for military flights (T-38's) when there is congestion at Moody Air Force Base. Table 3 displays the Five Year Capital Improvement Plan for the Valdosta Regional Airport.

Table 3: Valdosta Regional Airport's Capital Improvement Program

FY	Program Description	Total Cost	Federal	State	Local
2006	Runway 17/35 Extension from 6300' to 8000'.	3,663,691	2,435,506	64,093 (DOT) 500,000 (1GA)	64,093 (PFC) 600,000 (City/Co.)
2007	Overlay Taxi way and stubs.	550,000	522,500	13,750	13,750
	Aviation Easement.	15,000	14,250	-	750
	Mark 4/22 Non-Precision.	20,000	19,000	500	500
	Expand commercial Ramp.	380,000	380,000	10,000	10,000
	Extend T/W M 2000'x 50'.	319,000	319,000	8,400	8,400
2008	Replace tower comm.	100,000	95,000	2,500	2,500
	Enhance airfield fencing.	300,000	285,000	7,500	7,500
	Crack seal, mark pavements.	150,000	-	112,500	37,500
	Construct hanger	500,000	-	-	500,000
2009	Land Acquisition	1,000,000	950,000	-	50,000
2010	Build new Traffic Control Tower.	1,500,000	1,425,000	37,500	37,500

Source: Valdosta Regional Airport Authority.

Figure 6: Proposed Bicycle and Pedestrian Routes



Source: *Regional Bike & Pedestrian Plan*; South Georgia RDC 2005.

Waterways

Although there are no navigable rivers or waterways in the Valdosta-Lowndes area these natural features attracted the early settlers to the area for fresh water supply as well as means to transport agricultural and forestry products. Grist Mills provided a means to process grain into meal, cut timber into lumber, and even provide electric power. The Strickland Cotton Mill and the adjoining Mill Village (Located in Remerton) was developed around 1899, and was in part responsible for Valdosta becoming the worlds largest inland market for sea island cotton in the early twentieth century. These rivers and creeks now provide recreational activities such as fishing and boating for attracting tourism and other leisure pursuits. Still with the emerging global economy and the proximity to the ports in Brunswick and Savannah, Valdosta- Lowndes could benefit from these intermodal opportunities.

SOCIO-ECONOMIC BASE YEAR DATA

Model Development

In order to build a travel demand model that accurately depicts current and future traffic conditions, it is necessary to collect demographic data including: population, housing units (or households), household income, registered vehicles, employment, and school enrollment. Most of this information can be found in U.S. Census information. The process is then simple to take the block level data and aggregate it to the Traffic Analysis Zones (TAZ's are homogeneous clusters of land uses in which the socioeconomic data is grouped). The study area is comprised of 435 TAZ's. In non-census years it is necessary to collect building permit and demolitions information, as was the case for the development of our model's base year 2003 network. This information, as well as historic census data, can be used to assess and identify areas of growth or decline.

Population

Over the previous decade Valdosta-Lowndes had experienced tremendous growth in population which amounted to a 21% net increase between 1990 and 2000. In 2000 Lowndes County had a population of 92,115 although in terms of our study area (which includes small portions of Berrien & Lanier Counties) there is a *total* population of 92,820. Comparatively, the State of Georgia grew by 26% while the nation only grew by 13% during the past decade. This magnitude of growth has only been experienced proceeding WWII (baby boom generation) and during the 1970's with the nationwide trend of suburbanization. In most areas, suburban development was directly related to the evolution of the transportation system. This was in part due to the development of the National Defense Highway System introduced in 1956 by President Eisenhower. The construction of over 41,000 miles of roadway would become the backbone of today's Interstate System.

Table 4 provides the historic population data from the census, while Figure 7 graphically represents the population growth (national/state/local) since 1900. The population density derived from the 2000 census, is displayed in Figure 8, which was calculated to be 182.7 persons per square mile. The base year 2003 estimated population for Lowndes County is 95,024 representing a 2.3% increase from 2000.

Table 4: Historic Census Population Data 1970-2000

Year	1970	1980	1990	2000
Lowndes County	55,112	67,972	75,981	92,115
Georgia	4,589,575	5,463,105	6,478,216	8,186,453
United States	203,211,926	226,545,805	248,709,873	281,421,906

Source: US Census

Figure 7: Population Growth from 1900-2000

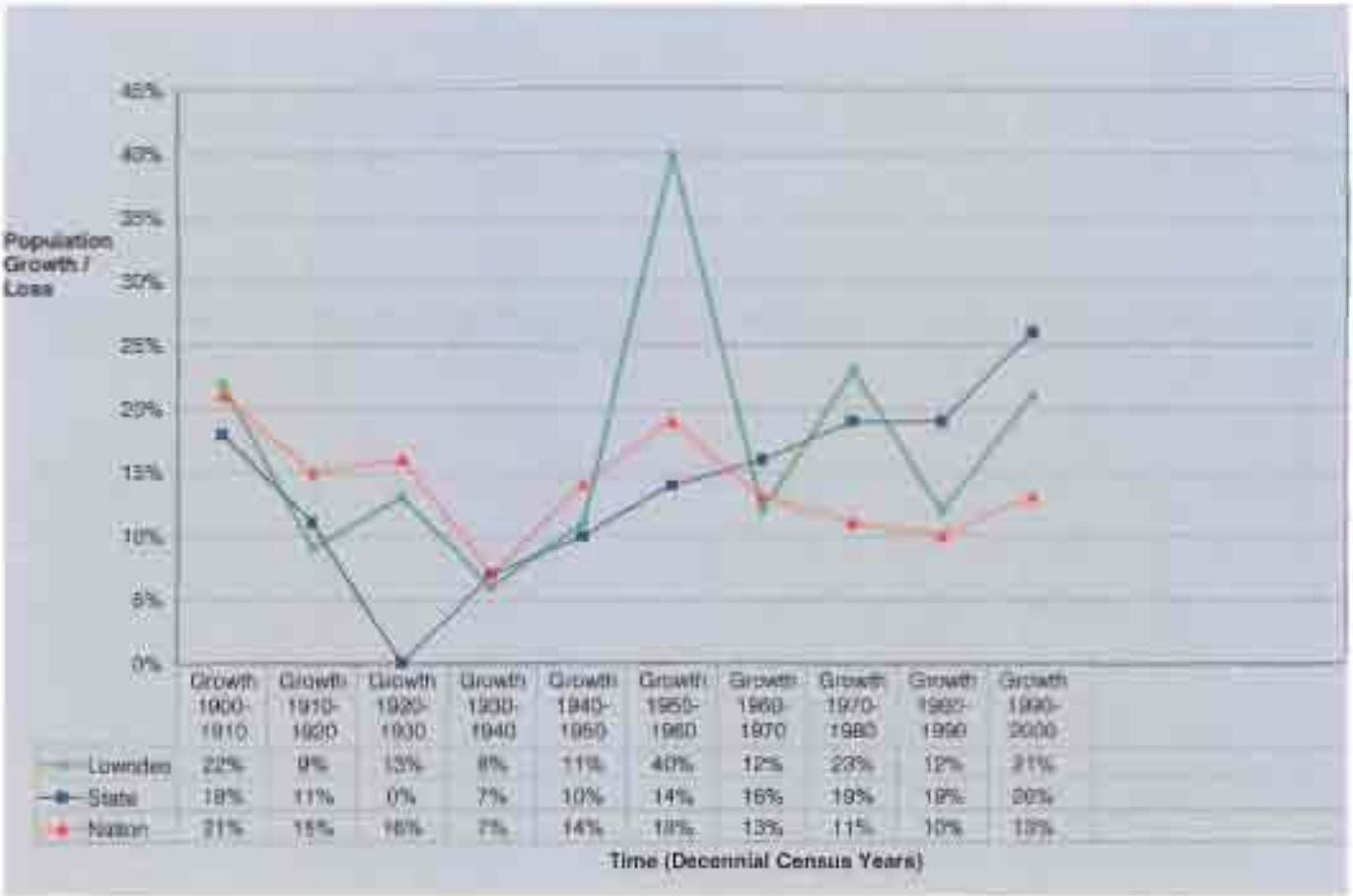
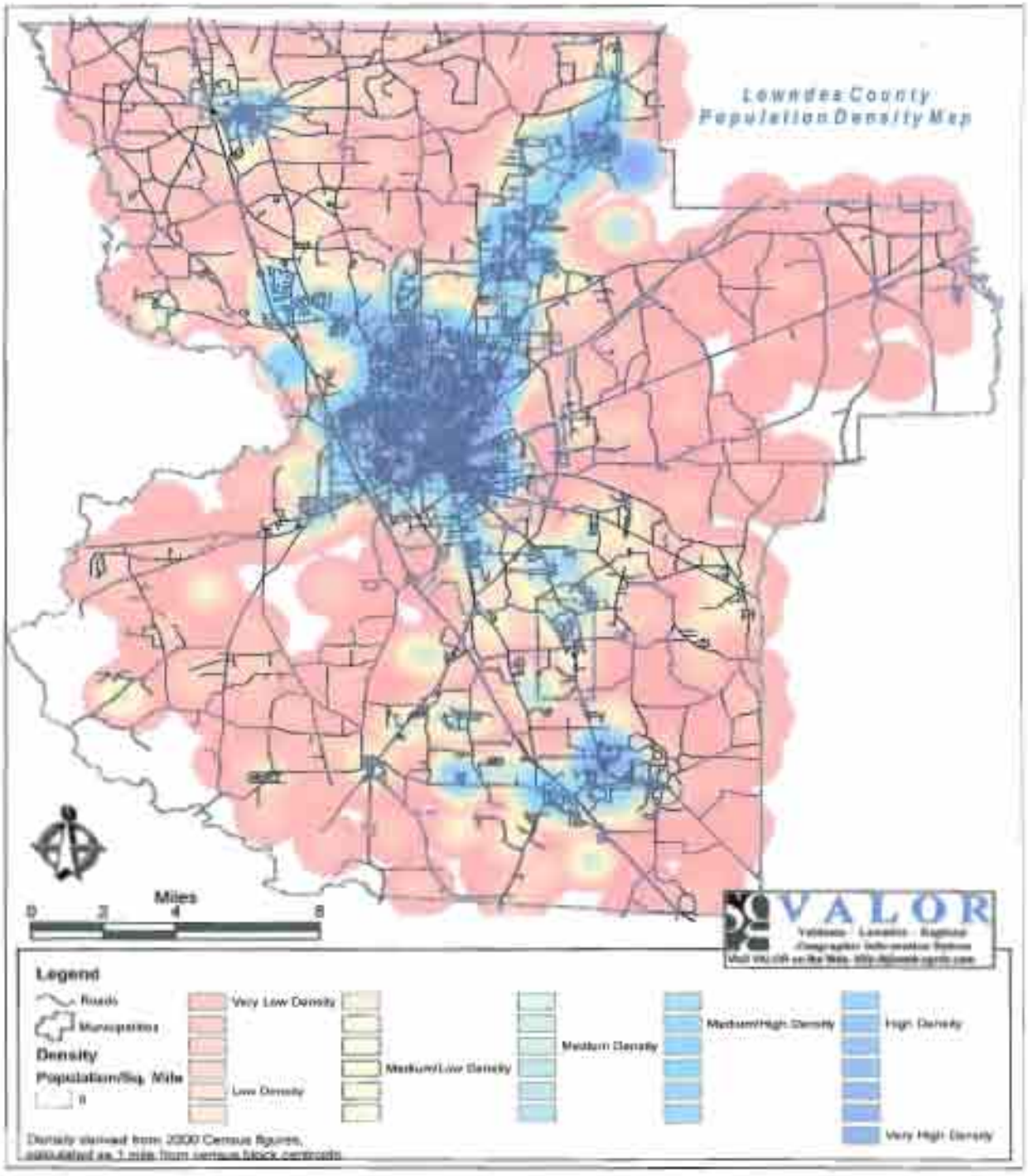


Figure 8: Lowndes County Population Density



Housing

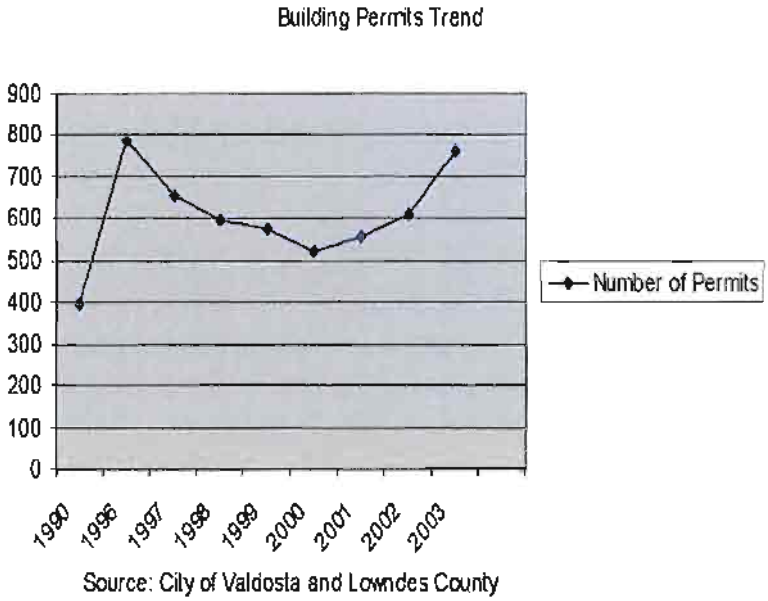
Lowndes County had 36,551 housing units and 32,654 households (or occupied housing units) in 2000, with an average of 2.61 persons per household. Decennial Census data is revealed in Table 5. In order to get the 2003 base year households, the SGRDC mapped the permits issued over the past three years to supplement the census data. Permit issuance had surged from 1990-1996, it then levels off until 2000 at which time new construction accelerated once again as displayed in Figure 9: Valdosta-Lowndes Building Permits 1990-2003. In 2003 there were 692 residential and 72 commercial permits issued. Figure 10 graphically displays the new commercial and residential permits issued from 2000-2003, which makes tracking and identifying development trends much easier. The 2003 total population was calculated by taking the new residential permits (2000-2003) and converting them to population (by applying an occupancy rate and average person per household). There were some adjustments with regard to group quarter population that resulted in the 35,503 households in 2003.

Table 5: Lowndes County Household & Persons/Household 1970-2000

Year	1970	1980	1990	2000	2003
Households	16,170	22,789	26,469	32,654	35,503
Persons per HH	3.28	2.88	2.72	2.61	2.69

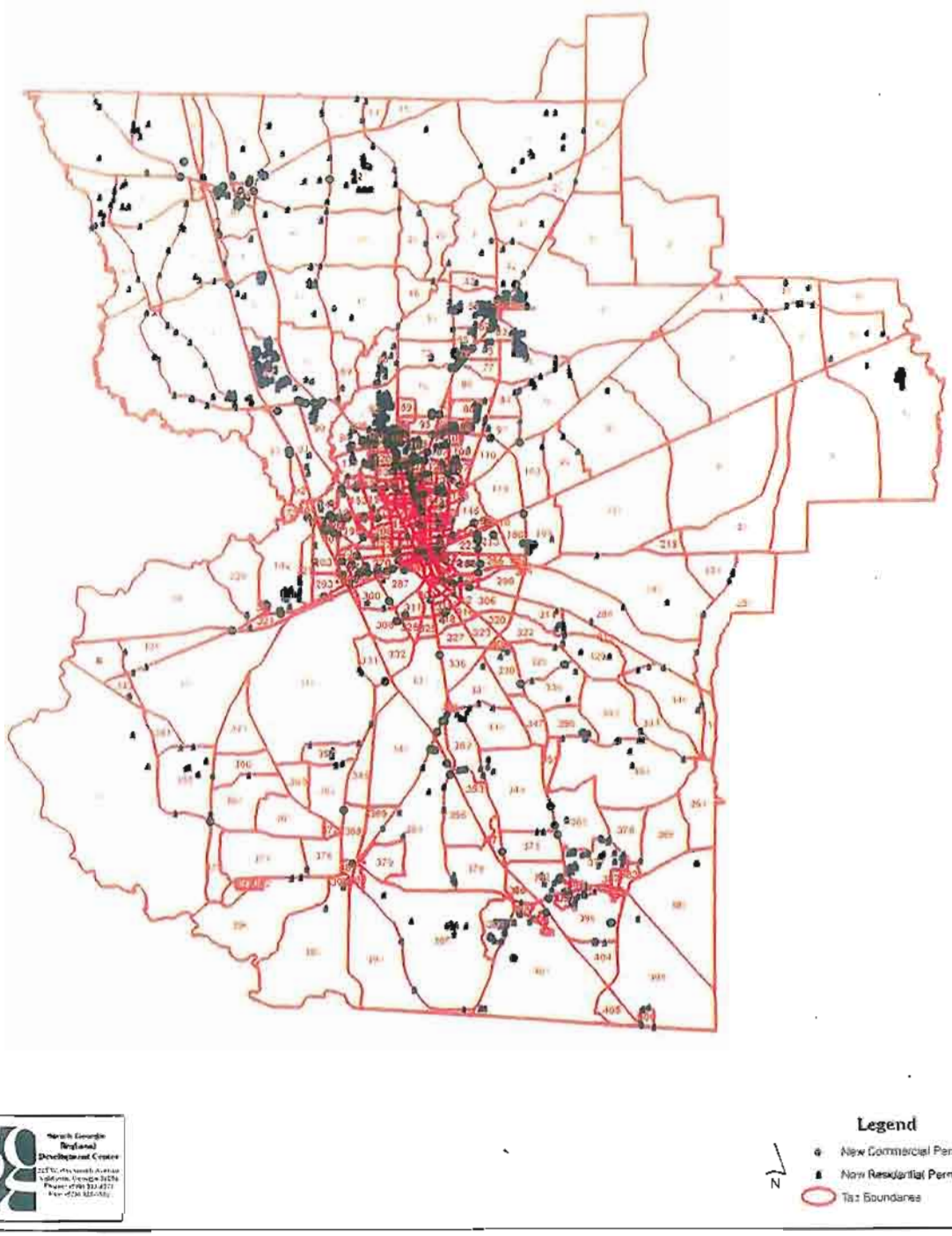
Source: US Census Bureau

Figure 9: Valdosta – Lowndes Building Permits 1990-2003



Source: City of Valdosta and Lowndes County

FIGURE 10:
New Residential and Commercial Permits between 2000 and 2003



Income

As discussed earlier most trip generation models are dependant on total population, number of housing units (occupied), vehicles per household, and the median household income. These variables have been found to be statistically correlated and affect the number and types of trips a household makes. For instance, a household with one car and $25,000 income will generally make lesser trips than a household with three vehicles and a $75,000 income. Trip generation equations were developed to determine the number of trips ends (productions or attractions) for each TAZ by various trip purposes. Historical household income information can be observed in Table 6. The biggest set back with the income variable is that it is only an average assigned to the whole TAZ. In years between the Censuses it is important to examine the areas of decline and growth to ensure that adjustments are made to reflect land use changes. The most daunting problem concerning income in Lowndes County is the fact that over 18.3% of the population have low/moderate incomes, as well as the fact that this county has one of the lowest weekly wages in the state ($428).

Table 6: Median Household Income 1970-2000

Year	1969	1979	1989	1999
Median Income	$7,077	$14,862	$23,295	$32,132

Source: Bureau of the Census

School Enrollment

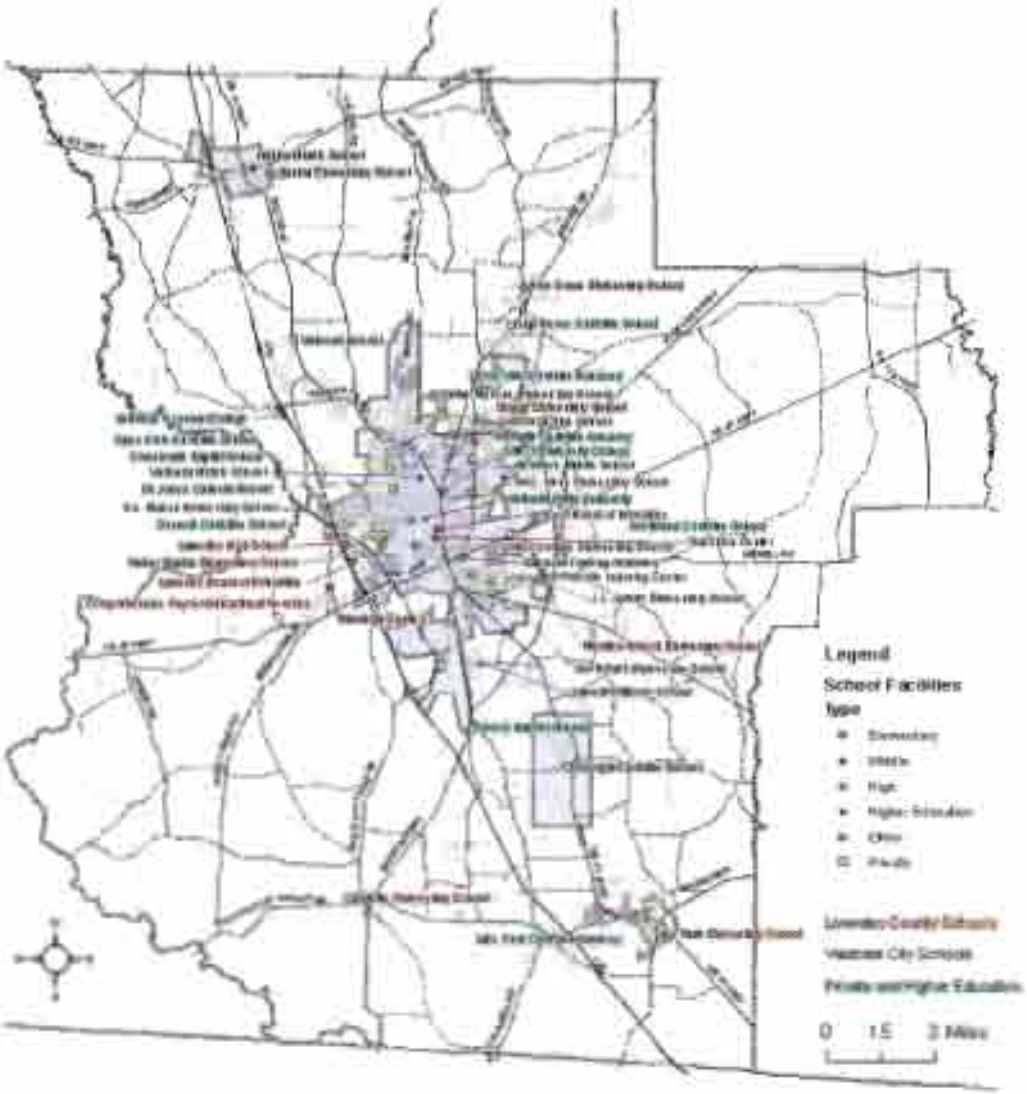
Another part of the demographic data needed for the model is school enrollment. Enrollment at the listed schools are trips to the TAZ's that the schools are located as well as the employment associated with that facility. In the case of college or university settings, (such as VSU, Val-Tech, etc.) these can be treated as *special generators* because trips to and from these zones are different than those of the indigenous population. The Lowndes County Board of Education reported 9,425 students enrolled in 2003. The City Valdosta City Schools had 6,890 enrolled in 2003. Table 7 displays the 2003 enrollment numbers for the city and county school systems as well as the other schools, universities, and colleges. Figure 11 provides a location map for the educational facilities in our community.

Table 7: 2003 School Enrollments

School	Enrollment
Valdosta City School System	6,890
Lowndes County School System	9,425
Eastside Training Academy	145
Georgia Christian	236
St. John's Catholic School	283
Valwood	343
Genesis Christian	38
Crossroads Baptist	140
Georgia Military College	800
Valdosta Technical College	4,414
Valdosta State University	10,547
Total Enrollment 33,517	

Source: SGRDC-2004. Note: Total enrollment reflects other schools not listed above.

Figure 11: Educational Facilities in Valdosta – Lowndes County



Source: SGRDC 2005

Employment

Lowndes County had a civilian labor force of 47,300 of which 45,853 were employed and 1,447 were unemployed (3.1%) in 2003. In preparation of the 2003 base year model all employers were geo-coded to their associated TAZ. The South Georgia RDC was supplied data from the Georgia Department of Labor (DOL). Additional data from the Valdosta-Lowndes Chamber of Commerce and business license data was used to supplement the DOL information. The DOL data didn't include the military employment at Moody AFB which brings the 2003 *total employment* to 49,372. This data was geo-coded based upon the address and reviewed to ascertain the location of the business (as well as number of employees) within the TAZ's. Table 8 lists the largest employers in the area. The travel demand model requires disaggregating the total employment into four sectors (for trip generation). Figure 12 is a pie chart representing employment by all 10 employment sectors of the economy.

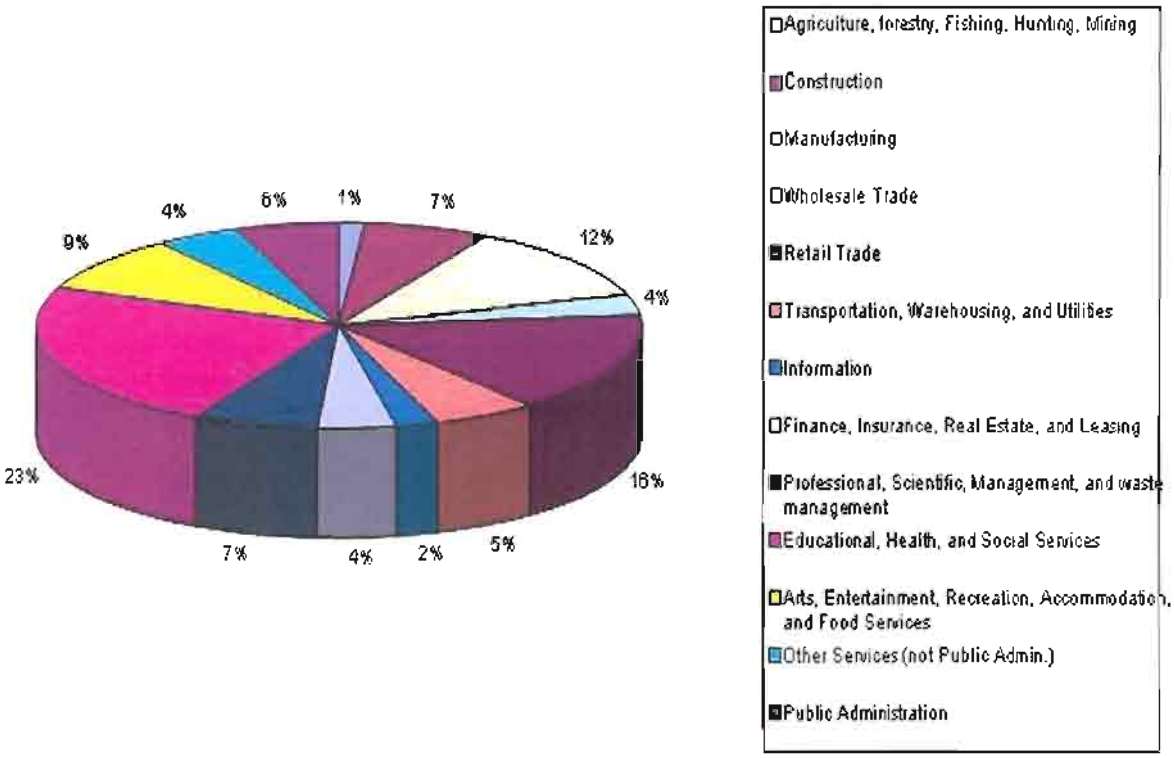
Table 8: Major Employers

Company Name	Type of Business	Number of Employees
Moody Air Force Base	Military	3,500
South Georgia Medical Center	Hospital	2,300
Valdosta State University	Education	2,280
Lowndes County School System	Education	1,279
Valdosta School System	Education	950
Convergys Corporation	Customer Service	733
City of Valdosta	Government	659
Crackin' Good Bakers Inc	Cookies	555
Wild Adventures	Amusement Park	422
Lowndes County	Government	540
Roadway Express	Transportation	450
Lowe's Distribution Center	Distribution/Warehouse	450
Langdale	Forest Products	390
Packaging Corporation of America	Kraft Paper	350
Southern Bag	Textile Bags	300
Dillard' Distribution Center	Clothing/retail	275
SAFT Corporation	Batteries	232
Eller Industries	Fiberglass Tubs	200
Griffin Corporation	Agricultural Chemicals	200
Georgia Power	Utility	150
Regal Marine	Yachts	120

Source: Valdosta – Lowndes Chamber of Commerce 2003.

Valdosta was also designated a Metropolitan Statistical Area (MSA) subsequent to the Decennial Census along with six other areas within Georgia which reflects the tremendous growth incurred during the last decade. The MSA includes Lowndes County as well as Brooks, Echols and Lanier Counties where 35 to 70 percent of residents commute to Valdosta for work. Valdosta-Lowndes is also a regional retail shopping hub for a twelve county area in South Georgia and North Florida. With this metropolitan status come entitlement funds and increased opportunities for economic development.

Figure 12: 2000 Lowndes County Employment by Sector of Economy



Registered Vehicles

Another item important to travel demand modeling process is vehicle ownership. This information is available annually from the Department of Motor Vehicles (DMV) and is a variable in the *trip generation* component of the model. Decennial data from the census also can be evaluated to assist in calculating the average vehicles per household within the TAZ's. Furthermore, the journey to work data can assist in developing the external-internal and internal-external trip tables. In 2005 the U.S. Census Bureau began nationwide mailing of the American Community Survey (ACS). This will provide communities an opportunity to track annual changes in a range of social, economic, housing and demographic issues and characteristics of their area. Table 9 compares the total vehicle registration history in Lowndes County from 2000-2004.

Table 9: Total Registered Vehicles in Lowndes County 2000-2004

2000	2001	2002	2003	2004
72,980	78,358	85,177	82,240	84,391

Source: Georgia Department of Motor Vehicles

The 2000 Census reported that in Lowndes County there were 2,641 households without a vehicle; 11,107 had one vehicle; 12,767 had two vehicles; while 6,139 had three (or greater). The County-to-County Worker Flow map is displayed in Figure 13. This additional 10,000 vehicles coming into Lowndes County bring the daytime population to approximately 100,000 people. Table 10 graphically depicts the daily commuting patterns between the counties in 2000.

Table 10: Daily Commuting Patterns in Lowndes County 2000

Journeys To and From LOWNDES GA (Threshold = 50)

County A	County B	Journeys from A to B	Journeys from B to A
BERRIEN GA	LOWNDES GA	992	296
BROOKS GA	LOWNDES GA	2,490	481
CLINCH GA	LOWNDES GA	96	104
COLQUITT GA	LOWNDES GA	222	190
COLUMBIA FL	LOWNDES GA	99	3
COOK GA	LOWNDES GA	1,004	539
DOUGHERTY GA	LOWNDES GA	38	59
DUVAL FL	LOWNDES GA	14	65
ECHOLS GA	LOWNDES GA	1,203	47
FULTON GA	LOWNDES GA	--	66
HAMILTON FL	LOWNDES GA	667	153
LANIER GA	LOWNDES GA	1,257	255
MADISON FL	LOWNDES GA	627	80

SUWANNEE FL	LOWNDES GA	55	--
THOMAS GA	LOWNDES GA	148	128
TIFT GA	LOWNDES GA	104	310

Source: 2000 Census Journey-To-Work data.

Figure 13: County –To – County Commuting

Source: http://chardonnay.caliper.com/TransCAD/JourneyToWork/map.asp

Traffic Crash History

The unfortunate result of population growth is the increased volumes of traffic causing congestion, delay, and traffic accidents. The circumstances that involve a crash can be attributed to three variables: environment; vehicle; or driver. However, the probability of traffic crashes, and the severity thereof can be reduced by effective driver education/enforcement programs, proper traffic control devices, and design features of the facility. Still, unlike the many data sets transportation planner's work with these numbers represents a loss, either to property and/or persons. This data captures only crashes that occur on public roadways (rights-of-Way or ROW) and incur at least $500 in damages.

The tremendous growth of our area has occurred during the decade has had a profound effects upon traffic volumes, travel patterns, and crash frequencies. From 1996-2003 Lowndes County had 27,358 crashes, of which resulted in 12,741 personal injuries and 151 fatalities as reported in the *Crash Analysis, Statistics & Information (CASI) Report-1996-2003* from the Georgia Department of Motor Vehicle Safety (November 2004). The top ten locations (intersections) for these crashes from 2000-2004 are listed in Table 11. The majority of these are classified as Rear-End or Angle collisions which exemplify the capacity and geometric issues at these intersections. Figure 14 depicts the densities for intersection and mid-block crashes for 2004 in Valdosta.

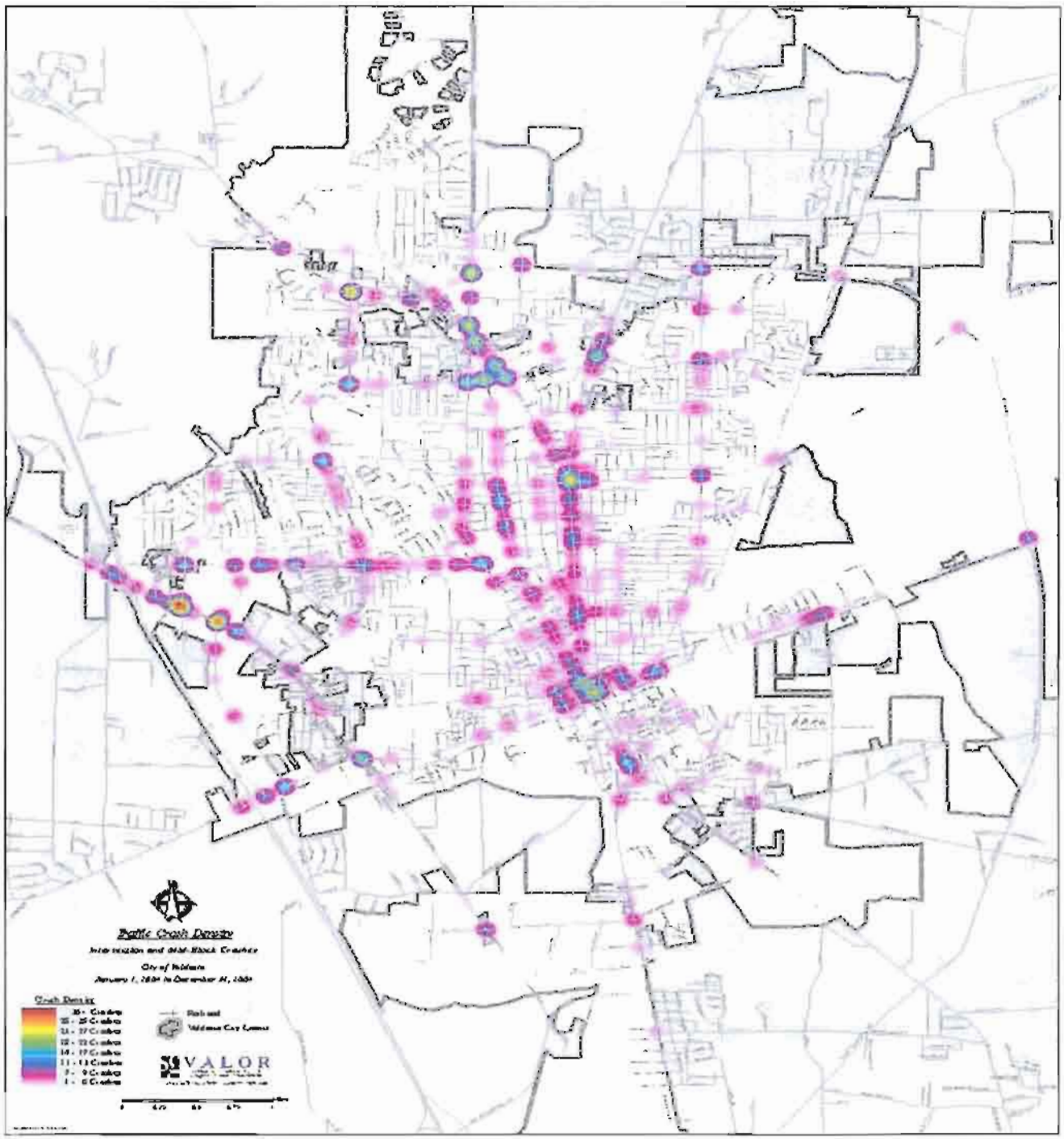
Table 11: Top Ten Crash Locations 2000-2004

Intersection	2000	2001	2002	2003	2004
N. Valdosta Rd. & Country Club Dr.	27	23	32	35	36
Ashley Street & Northside Drive	27	28	35	25	18
St. Augustine Rd. & Norman Drive	28	20	23	23	35
St. Augustine Rd. & Gornto Rd.	24	11	31	24	36
Hill Avenue & St. Augustine Rd.	35	20	24	20	20
Perimeter Rd. & Oak St. Ext.	18	17	15	27	28
Ashley St. & Park Avenue	20	15	13	23	18
Hill Avenue & I-75 Ramps	19	18	15	16	18
Bemiss Road & Northside Drive	17	11	17	19	21
Patterson St. & Northside Dr.	14	10	16	17	21

Source: City of Valdosta Engineering Department.

During the past two years the City of Valdosta has invested in creation of a Traffic Management Center that will assist in the surveillance of traffic at over 30 intersections throughout the city. At present approximately 14 intersections have fiber and camera's to feed video to the center. This will become a powerful tool to assess traffic flows, operational efficiency and safety needs of these intersections.

Figure14: 2004 Crash Density Map

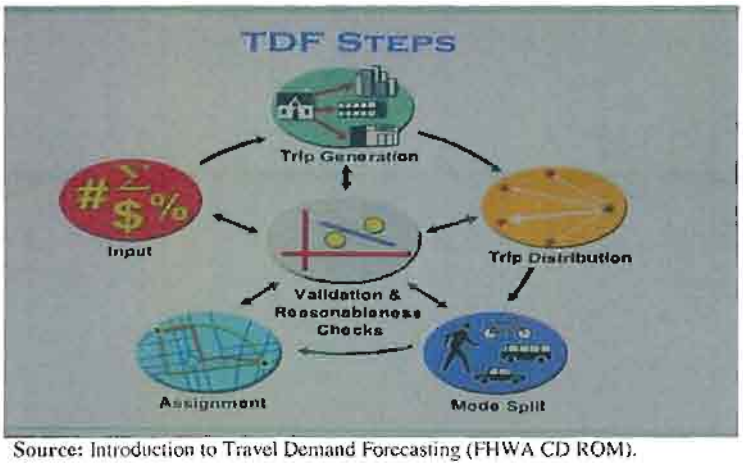


TRAVEL DEMAND FORECASTING

Travel Demand Model

The baseline data was collected to represent calendar year 2003. In order to look into the future deficiencies the base year model must be calibrated to adequately simulate these existing conditions. Travel demand forecasting (TDF) is used to predict travel behavior and resulting demand within an urbanized area. As discussed earlier the collection of demographic information was compiled at the TAZ level. This as well as network data (e.g. roadway classifications, # of lanes, lane width, speed limits, Average Daily Traffic or ADT, etc.) is coded into the model to accurately depict the transportation system and land-use characteristics. A traditional four step process is used for TDF: Trip Generation; Trip Distribution; Mode Split; and Assignment. Figure 15 depicts the Travel Demand Forecasting process.

Figure 15: Travel Demand Forecasting Process



Source: Introduction to Travel Demand Forecasting (FHWA CD ROM).

The first step in the process is to determine the number of daily trips that will take place in the study area. Trips are either produced or attracted to a TAZ and this process develops the relationship between the trips and socio-economic variables. Trip Generation is the initial step in the TDF process that estimated the number of person-trips *generated* by each TAZ by there respective trip purpose (Home Base Work, Home Base 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 435 TAZ's. The demographic data collected at the TAZ level includes: population; households; school enrollment; employment (by sector); median income; and land area. The 2003 base year data covered in Part I of this plan are the *input* components in development of the model. This requires a good deal of review to ensure accuracy and correctness.

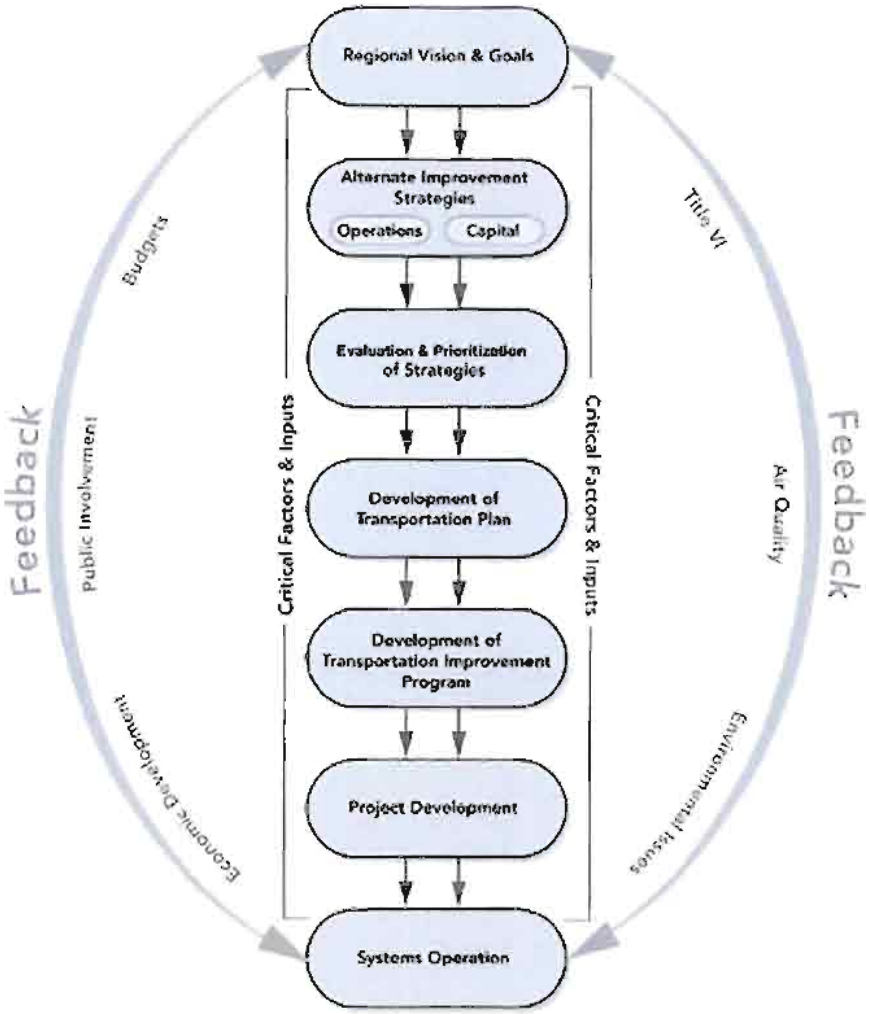
The next step is *Trip Distribution* which is used to determine the number of trips that occur between the TAZ's. This procedure takes the total trips *produced* or *attracted* and links them geographically within the study area. The modeling process for trip distribution utilizes the *gravity model* (related to Newton's law of gravity) which assumes that trips emanating from a zone are attracted to another zone, in proportion to the sizes of the two population groups (employment and households) and in inverse proportion to some power of travel impedance (travel time) between the zone pairs. The process produces trip tables that display the trips between each zone pair for the study area. These tables are created for internal/internal trips (those starting and ending within the study area), external/internal – internal/external (those from outside of the study area into the area and visa-versa) and external/external trips (which represent trips that pass through the study area).

Generally the next step in the TDF process is mode split which determines the amount of travel that uses alternative modes of transportation (e.g. transit or light rail). Since the City of Valdosta doesn't currently have a fixed route transit the mode split process isn't necessary. Although Lowndes County currently provides a demand response system in the rural portions of the county it accounts for less than 0.5% of the estimated daily trips. Because the transit portion of trips is significantly smaller then the +/-5% margin of error for the calibration of the model, the mode split step was not used.

Assignment is the final step of the TDF process. The objective of the traffic assignment process is to simulate the traffic flows on every roadway section in the modeled network. The assignment process is first calibrated for base year (existing) conditions, and then it is used for forecasting future demand by superimposing the projected growth (e.g. households, employment and enrollment) for 2030. The process is done iteratively until assigned volumes of traffic are reflective (within a small margin 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 ADT of those facilities. During the whole process a variety of accuracy checks are made to assure the outputs from one step provide reasonable inputs for the next step. The TDF process involves a great deal of data that is imbedded within the travel demand model. Therefore, it is essential that the data sets be carefully examined to avoid errors.

Finally the calibrated model can be used to identify existing deficiencies in terms of calculated Measures of Effectiveness (MOE's) such as Level of Service (LOS), Vehicle Miles of Travel (VMT), and Vehicle Hours of Delay (VHD). Furthermore, the model is used to test alternatives (conceptual projects) to assess the affects on the roadway in terms of shifts in travel demand. These improvements can be ranked based on the calculated MOE's. The prioritization of the projects can be established by tying the goals and objectives of the study area into ranking criteria for each project. These alternatives can then be weighed in terms of benefits and costs to develop the *preferred* alternatives that are endorsed in the long range plan. Figure 16 depicts the overall transportation planning process. The model development, methodology and technical review is provided in Appendix B.

Figure 16: Transportation Planning Process



Source: The Metropolitan Transportation Planning Process: Key Issues. U.S. DOT; November 2001.

SOCIO-ECONOMIC PROJECTIONS

Forecasting Methodologies

The estimating techniques widely used in transportation studies have been based on established methodologies from the field of demography. The success of a long range plan depends in part on the reasonableness and credibility of the forecasts on which the plan is based. As discussed earlier the four components of socio-economic (SE) data needed for transportation modeling are: Population; Households; Employment; and Enrollment. These SE variables eventually become input to the trip generation models as discussed earlier. The following sections will describe the process of developing the *control totals* that were then allocated to the TAZ level.

In the past long range transportation plans were updated every ten years. In many cases the projections were either shortsighted or pie in the sky. With the advances of the micro-computer (and associated software packages) the transportation planning process has become even more dynamic requiring planners to provide timely answers to assist elected officials regarding decisions regarding public policies and plans directed at our transportation infrastructure.

The MPO formed a Long Range Plan Advisory Sub-Committee which was responsible for overseeing the development of these forecasts. The sub-committee consisted of representatives from: the Georgia Department of Labor; Valdosta State University; Valdosta-Lowndes Industrial Authority; Valdosta-Lowndes Chamber of Commerce; local planning consultant; and the South Georgia RDC Executive Director. Also, since the transportation system directly affects land-use, it was decided that the RDC land use Planners would work cooperatively in this process so that forecasts could be used in the update to the Lowndes County Comprehensive Plan. During the first meeting of the LRTP Advisory Sub-Committee It was recognized that Valdosta State University had an Associate Professor with the technical experience and past background in developing population projections. Subsequently VSU provided this portion of the SE projections.

Population

The development of population projections can be derived through a variety of sources; U.S. Census; Woods & Poole Inc.; State of Georgia Office of Planning & Budget; University of Georgia Terry College of Business-(Selig Center);Georgia Department of Community Affairs, or in-house. The reality of any forecasts is that assumptions must be made. Most mass produced forecasts simplify the process by making the same assumptions for all areas within the forecasted area. For example, they may make the assumption that fertility rates in all counties will eventually converge with nationally projected rates; whereas in reality there may be numerous counties where there is no historical evidence of convergence.

The three basic components of population change are: Births; Deaths; and Migration. Most methods of population forecasting begin with these three components of change. These components are treated independently and each is projected and a control total is calculated as follows:

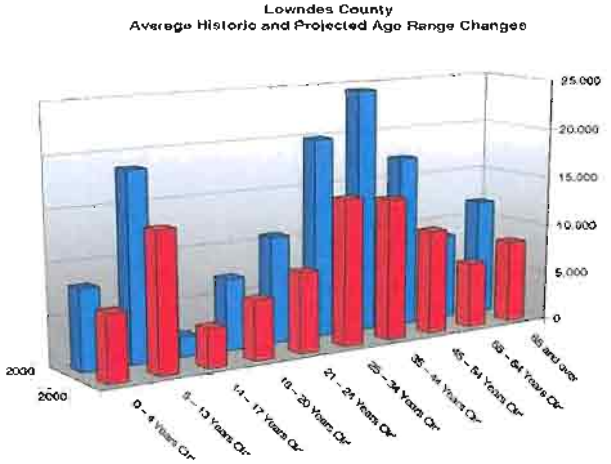
Projected Population = Base Year Population + [(Births – *Deaths) + Net Migration]*

The fertility and mortality rates can are be extrapolated and reasonable projections can be made based on their historical performance. Since these vital rates vary among age groups, sexes and races, the data can be broken down into age, sex, and race specific rates. These groupings by age, sex, and race are referred to as "*cohorts*". The most standard technique used to project population is called the Cohort Survival methodology. The most volatile component is net migration which can fluctuate due to its erratic nature and to assume it will remain constant over a twenty year period can skew projections.

Moreover, many demographers have moved away from this traditional approach and adopted methodologies that relate future population to expected labor force and labor force participation rates. Indigenous labor force is a much easier variable to project than migration rates. One reason is that labor force is estimated annually at the county level for many years using consistent estimation methods developed by the U.S. Department of Labor. Secondly, historical patterns in local labor force growth can be statistically related to labor force growth patterns at the state and/or national level resulting in a mathematical model for forecasting these local trends into the future as a function of projected state and/or national labor force. Labor force participation rates also can be projected based on local historic trends and linked with the traditional cohort survival technique to calculate series of projections (e.g. High or Low) based on growth assumptions.

The two scenarios developed by Valdosta State represent a "bullish" estimate which has an underlying premise based on verifiable and strong statistical foundation assuming continued favorable environment for growth into the year 2030. This resulted in a high estimate of 137,595 in 2030. The "restrained" growth scenario is based on the premise that assumes that favorable growth conditions will at some point becomes saturated (or stagnant) and this resulted in a low estimate of 119,256 in 2030. Invariably neither of these would hold true due the probabilistic nature of projections and forecasts. Therefore, it was assumed that the "bullish" growth would occur seventy percent (70%) of the time and "restrained" growth would prevail thirty percent (30%) of the time. This gives us a population of 132,150 in 2030 or approximately 37,000 more people than existed in 2003. Figure 17 graphically displays the break out of population by age cohort for 2000 & 2030.

Figure 17: Age Cohort of total Population 2000 & 2030



Housing

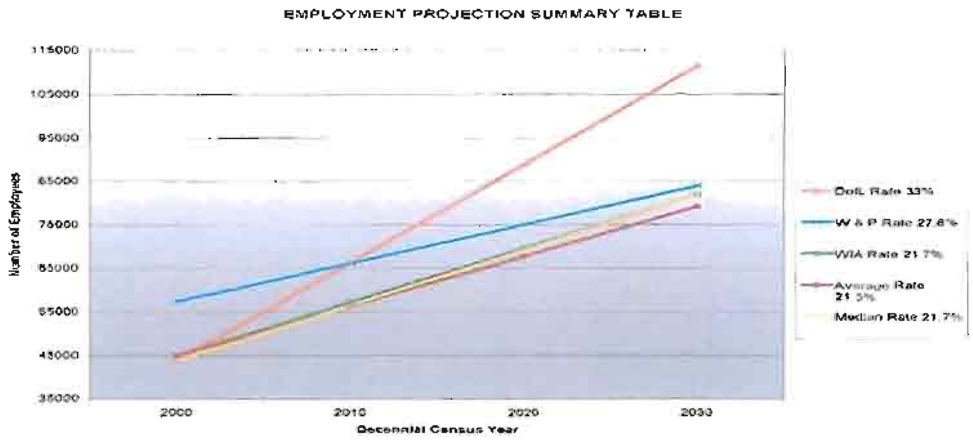
The next step of the forecasting process is to determine the number of housing units that would exist in 2030. It was estimated there would be a total of 55,300 housing units in 2030 (based on exiting units, additional population and the projected ratio of persons per household). A vacancy rate of 9.5% was also applied to these housing units to determine occupied housing based on historical observations. Housing Units are converted to households by taking out the percentage of group quarters (which was approximately 8% from the 2000 Census) which translates to 50,600 total households in 2030 or approximately 15,000 additional households over the base year.

Employment

The employment projection was derived by comparing a number of sources (e.g. Census, Department of Labor, Woods & Poole, Work Force Development Programs-WIA Region 18, and UGA -Selig Center for Economic Development), historical observations, and input from the Chamber of Commerce and Industrial Authority. A good foundation to forecasting should also utilize a "step down" econometric approach which examines the national – state (or region) – and local trends within sectors of the economy. Unlike population counts that are only enumerated every ten years very reliable and consistent estimates of employment are generated annually for counties, states, and nationally.

After careful review and analysis of the various data sets staff recommended the Woods & Poole forecast because it fell between the census and DOL projections. A comparison table and chart plotting the various projections is summarized below in Figure 18. The LRTP Sub-Committee approved this projection and it (as with population) was sent on to the GDOT which concurred with these forecasts.

Figure 18: Employment Projections Summary



The travel demand model breaks out employment by four sectors: Wholesale; Manufacturing; Retail and Service. The 2030 Employment forecast is as follows:

2030 employment = 82,868
- Wholesale- 1,676
- Manufacturing- 6,706
- Retail – 18,917
- Service – 55,629

ALLOCATION OF GROWTH PROJECTIONS

The process used to determine which areas of Lowndes are suitable for growth was developed by establishing a criterion that would rate from worst – to – best those *undeveloped* parcels within the county based on five factors: Flood Hazard Areas; NWI Designated Wetlands status; Ground Water Recharge Areas; Accessibility to the Transportation System; Existing & Future Urban Service Areas (e.g. water & sewer). The GIS layers were superimposed upon this weighting mechanism to display these areas rank in terms of its suitability to develop. Figure 19 depicts the methodology used to determine the suitability for development, while Figure 20 overviews the results of the ranking displaying the *most* suitable parcels in green, *moderate* suitability in yellow, and finally *least* suitable in red.

Figure 19: Suitability Criterion for Future Development in Lowndes County

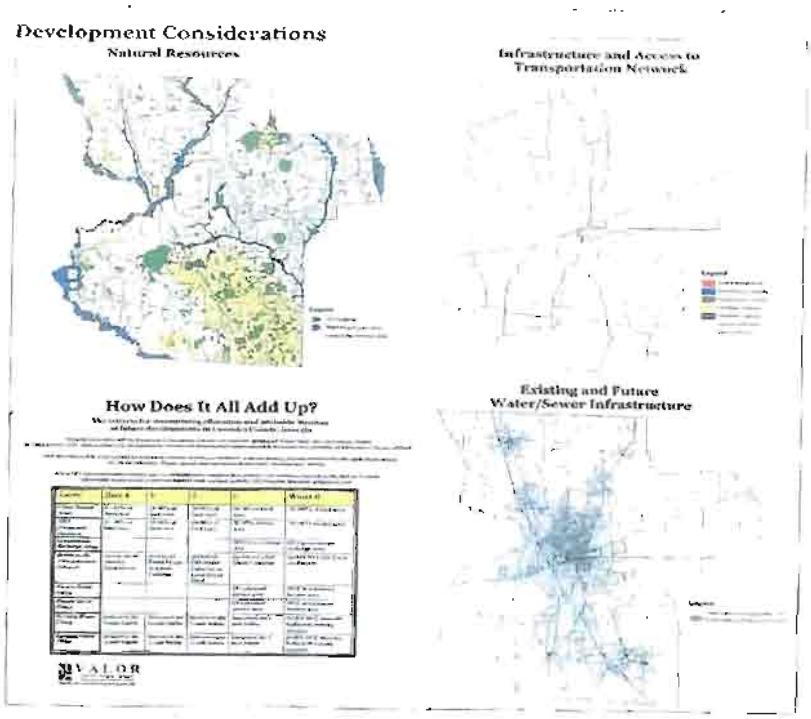
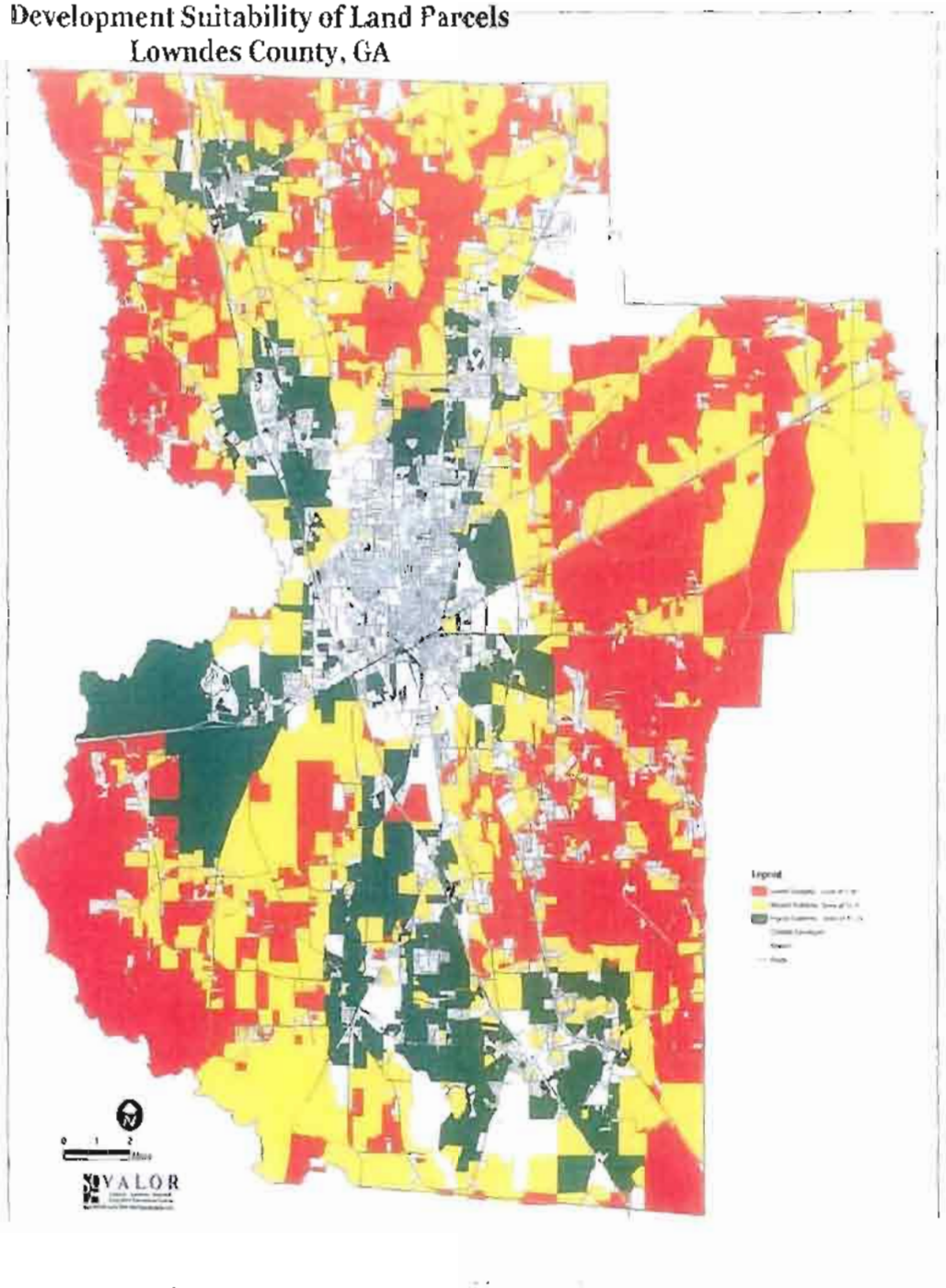


Figure 20: Lowndes County Future Development Suitability



Once these areas had been identified we reviewed the suitability depicted for these parcels to our future land use and current zoning maps as a means of validating the process. Furthermore, the RDC land use planners assisted by reviewing these maps in the context to their local knowledge of development trends. These future projections will also be carried into the Lowndes County Comprehensive Plan Update which is currently being drafted. This will provide more effective planning because land use policies developed in the Comprehensive Plan can compliment the types of projects being advanced in the long range transportation Plan.

Population/Households Allocation

As discussed earlier the total population had to be converted into housing units and then to households for the travel demand model. As noted there would be an increase of approximately 15,000 households over the base year (2003). In some of the larger current residential developments it was decide to build those subdivisions out. In other areas that are currently undeveloped but depicted as highly desirable households were allocated households based on the existing proportion of households to population and/or an average density based on the development suitability score of each parcel within the TAZ.

Employment Allocation

The employment growth recognizes the fact that this area is a regional hub for shopping and employment serving South Georgia and northern Florida. The Woods & Poole forecasts delineates the employment forecasts into ten Standard Industrial Classifications (SIC which was recently replaced with the North American Industrial Code System or NAICS). The ten categories were segregated into the four sectors for the travel demand model as indicated earlier.

The planning staff started with wholesale sector employment and identified those zones with employment. A total of nine TAZ's were identified in which the 130 new jobs were allocated based on the existing proportion. The additional manufacturing employment was allocated to the existing industrial parks based on current percentage. Furthermore, staff planners worked closely with the Valdosta-Lowndes Industrial Authority to identify their future plans to expand. There were an additional 1,787 manufacturing jobs allocated.

Moreover, in the retail sector our staff identified the TAZ's with existing retail employment increased the employment proportionally. In addition the large shopping generators were identified (e.g. outlet center, Colonial Mall, Five Points, etc.) The future land use map provided information to detail the amount of available land for these projected uses especially along the I-75 corridor. There were approximately an additional 11,500 retail employees allocated. The service sector basically is a compilation of all the other employee classifications (SIC). The existing proportions within each TAZ were identified to allocate additional employment. The location of new residential areas were identified and allocated new service employees based on the number of households within the TAZ. Recently the release of findings from the Base Realignment and Closure Commission (BRAC) report which depicts an addition of 845 military personnel in the future which were allocated to the base. The forecasted growth in the service sector added over 20,000 employees in 2030.

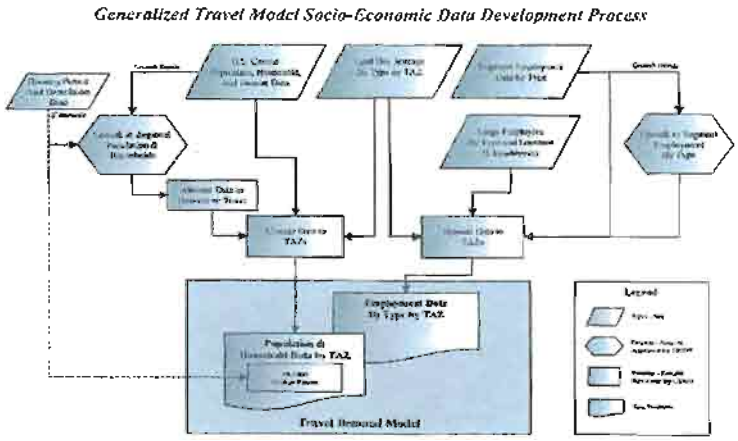
Enrollment

The projections for school enrollment were of course reflective of the forecasted population growth. When we extract the school age cohorts from the future population it yielded over 10,000 more students over the base year. The staff was provided enrollment projections from Valdosta State University from their Master Plan that depicts their expected growth. Initially enrollment was allocated based on the current proportion of enrollment within the appropriate TAZ's. Based on the preponderance of enrollment it was determined that *at least* two new schools would be needed to accommodate the projected growth.

Household Income

Since the base year model was calibrated using median income reported from the 2000 Census the future (2030) income will remain in "2000 constant dollars". Therefore, the 2030 median incomes do not need to be adjusted for inflation or factored with the consumer price indices. To reflect incomes in areas that have developed post-census (e.g. Kinderlou, portions of Stone Creek, etc.) it is necessary to derive a median income reflective of those households. In summary, Figure 21 provides an over view of the SE data development process relative to travel demand models.

Figure 21: SE Development Process with Travel Demand Models



Source: GDOT Guide for Preparing Socio-Economic Data for Travel Demand Models

MODELED NETWORKS

As depicted in the Figure 21 the end result is a table that displays each TAZ's population/household and employment for the forecast year (2030). This is carefully examined against the base year TAZ-SE data to determine *soundness* of growth and subsequent allocations. There were a number of modifications made to the future TAZ data due to geo-spatial projection errors attributable to GIS platforms, and other idiosyncrasies with the data sets. The final TAZ SE data for both base/future years is located in Appendix B. These demographic data sets were also reviewed and approved by GDOT.

There are essentially seven (7) *networks* that were modeled to develop the base and future year conditions based on different modifications and assumptions: Network 1 represents the base year (2003); Network 2 represents the future (2030) or "do-nothing" scenario; Network 3 represents the future with existing or committed (E+C) or Tier 1 projects built-in; Network 4 represents additional projects in Tier 2 (last three years of TIP/STIP) and construction work program for the state; Network 5 which includes long range projects (identified in previous LRTP); Network 6 represents un-programmed *potential* alternatives; and finally Network 7 represents the *preferred* alternatives that are being endorsed for inclusion in the Final Metro 2030 Adopted Plan. This is referred as the *financially constrained* plan which means the project costs fall within the *estimated* revenues expected over the life of the plan. The next section will show the various deficiencies identified in the base and future networks.

The Base year model (2003) is the foundation from which network deficiencies can be identified. The model can generate measures of effectiveness (MOE's) that quantify the demand (e.g. Vehicle Hours of Delay, Vehicle Miles of Travel, and Vehicle Hours of Travel) on the roadway system and divide by the capacity of a particular roadway to calculate a volume to capacity (V/C) ratio. For example, a roadway can typically handle 2,200 vehicles per lane per hour, if the roadway experiences traffic volumes' exceeding this threshold then this roadway is over capacity and significant delay and congestion is resultant. In this example the V/C is greater than 1.0 and each roadway (based on its functional classification) that is experiencing capacity problems.

These V/C ratios can be divided into ranges that reflect the Level-Of-Service (LOS) of the roadway network. Roadway level of service (LOS) is a stratification of travelers' perceptions of the quality of service provided by a facility. Much like a student's report card, LOS is represented by the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable. This data can be plotted out to display the associated LOS for the roadway network depicting colors reflecting overall LOS. Figure 22 displays the Base Year LOS from the travel demand model.

Figure 22: Base Year (2003) Level-of-Service

Level of Service Definitions
- LOS C or Better: V/C < 0.70
- LOS D: V/C between 0.70 & 0.85
- LOS E: V/C between 0.85 & 1.00
- LOS F: V/C >1.00

Source: Valdosta/Lowndes travel demand model/ Loaded Network 1 6/16/2005.

The base (2003) network reveals some areas with significant congestion as displayed in the LOS map. A number of roadways experience a LOS D (represented by green line) during the *peak periods* of traffic. The more seriously congested roadways are located near the downtown area, north-central areas, and various routes that serve as access to our retail/commercial areas. In general the transportation system (base conditions) provides reasonable LOS. Table 12 provides more detail regarding the specific roadway segments that have LOS "E" or "F".

Table 12: 2003 Locations with Deficient LOS

2003 Main Level of Service Deficiencies (Base Year)		
Facility	**From**	**To**
N. Valdosta Rd	Country Club Dr	Five Points
Jerry Jones Rd/Eager Rd	Gornto Rd	Country Club Dr
Gornto Rd	Jerry Jones Dr	Baytree Rd
N. Oak Extension	Five Points	Staten Rd
Ashley St and Patterson St	Magnolia St	Savannah Ave

Source: VLMPO Travel Demand Model Note: The purpose of this list is to provide an overview of major facilities that are experiencing "E" or "F" LOS- not an exhaustive listing of LOS Deficiencies.

With these base year deficiencies identified the base year network can be inundated with the forecasted population and employment growth identified for the future. This network *assumes* that no changes (projects) will occur (hence "Do-Nothing" scenario) from the base year to the future. The resultant modeled network (# 2) depicts the continued depreciation of LOS that would occur in 2030. Table 13 summarizes major deficiencies on specific corridors as detailed in this 2030 network run.

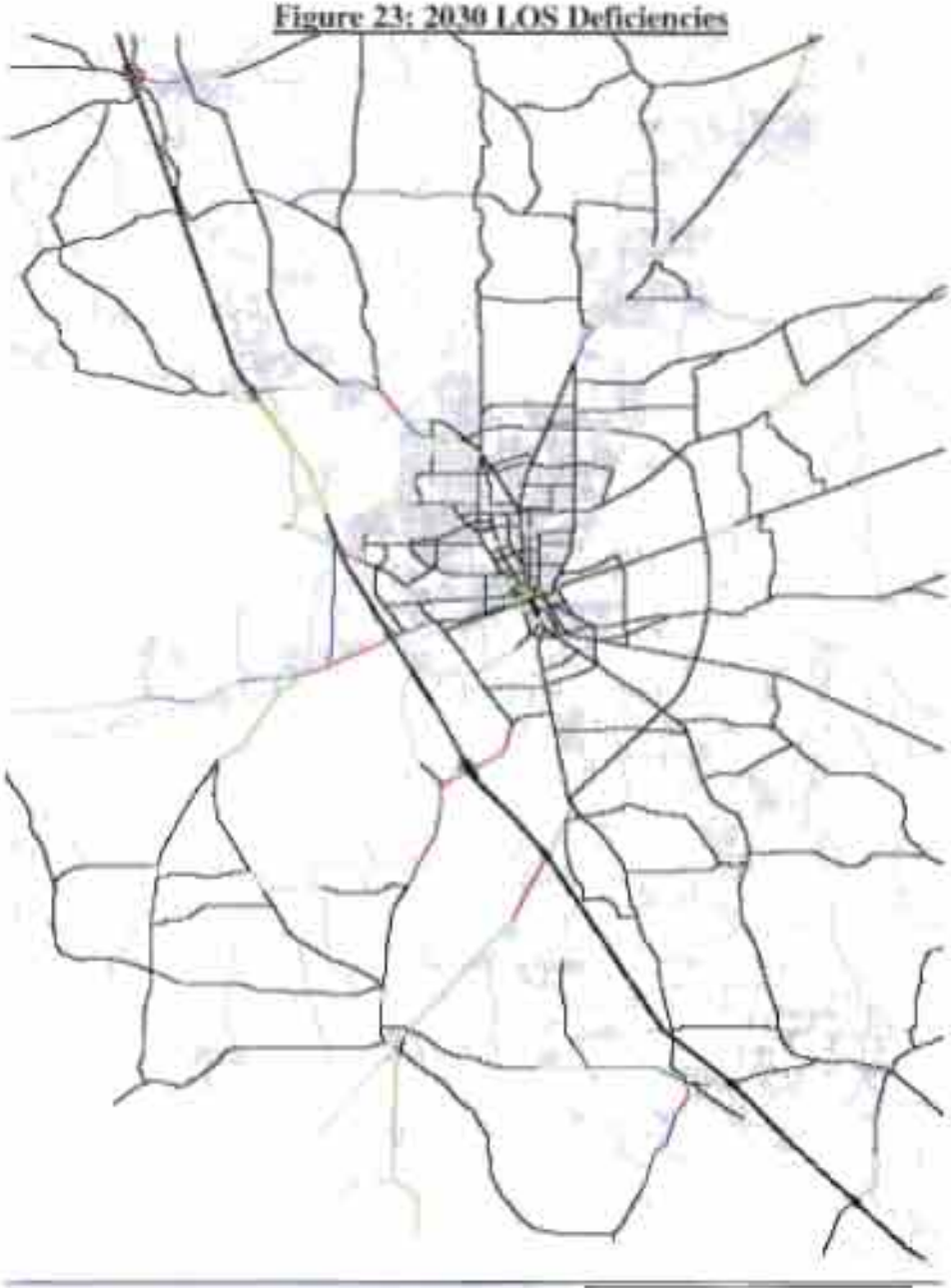
Table 13: 2030 Locations with LOS Deficiencies

2030 Main Level of Service Deficiencies (with No Projects/Do-Nothing – Network 2)		
Facility	**From**	**To**
N. Valdosta Rd	I-75	Five Points
Jerry Jones Rd/Eager Rd	Gornto Rd	Oak St
Gornto Rd	Jerry Jones Dr	Baytree Rd
Old Clyatteville Road	Seckinger Rd	St Augustine Rd
US 84/SR 38 (Hill Rd)	Rocky Ford Rd	SR 133 (St. Augustine Rd)

Source: VLMPO Travel Demand Model.

There are a number of projects scheduled within the short range Transportation Improvement Program that are programmed over the next six years 2006-2011 (Tier I & II projects listed in project sheets). These improvements are coded into the network (e.g. for instance if there is a widening project going from 2 – 4 lanes or other expansion projects) to account for these improvements within the future network. Figure 23 displays the associated LOS of the 2030 network with these existing plus committed (E+C) projects built in.

Figure 23: 2030 LOS Deficiencies



Source: VLMPO Network 3- 4 (Tier I & II projects built).

As depicted in Figure 23, even with these projects being implemented a number of roadways still continue to deteriorate in LOS while other roadways that weren't experiencing deficient LOS in the base year reflect poor LOS based on *assumed* growth in 2030; such as: SR38/US 84, Clyattville Road corridor, SR 31 (Madison Hwy.), SR 133, a portion of I-75, and SR 125 (Bemiss Rd.) as well as others. These various networks and associated MOE's were presented to our MPO Committees to overview current/future conditions. The Technical Coordinating Committee members formed a sub-committee to review projects and develop some alternate scenarios.

Due to past efforts of our municipal leaders there were a number of projects that were identified in the previous plan and placed in the hopper for implementation. These projects were assigned project ID numbers and were either programmed for a particular fiscal year (such as the Tier I & II projects) while others were placed in the Long Range (LR) program. These projects were reviewed to ascertain their status and applicability. Once the TCC identified what projects were still on the "table" committee members formulated some *potential new projects* that could be "tested" within the model to improve the transportation system in the future. There were over sixty (60) projects (candidates for potential inclusion in plan) of which thirty-five (35) were modeled within networks 5 and 6. The results were brought back to the TCC to reflect these improvements. The TCC then calculated estimated costs associated with these projects and weighed those costs to projected revenue expected over the life of the plan. These various networks and the calculated MOE's by facility type (e.g. Interstate, Principal/Minor Arterials, and Collectors) are shown in Table 14.

The data presented in Table 14 reveals that currently there is 13,409 Vehicle Hours of Delay (VHD) system-wide. Under the Do-Nothing (2nd Network) we will increase the daily VHD to 135,158 (or + 908% increase) over the base to future conditions. Network 3 (adds in the projects within Tier I) only decreases the VHD by 9%, Network 4 (includes projects within Tier II) further reduces the VHD by 3%, and Network 5 (adds in LR projects) marginally decreases VHD by 2%. Network 6 (that include *all* of the other network projects as well as *newly* identified projects) yields a total of 63,883 VHD in the year 2030 reducing the overall system delay (daily) by 47% as compared to Network 2 (Do-Nothing). Furthermore, compared to base year conditions (system-wide) VHD will increase by 50,474 in 2030 regardless of the projects that were proposed within all of these networks.

The next section will describe the funding projections and estimated costs associated with the projects that are currently programmed, those slated for LR, and those newly identified projects. The selection of *preferred* projects must take into account expected revenues available and must be financially *restrained* for inclusion in the Plan.

Table 14: VLMPO Travel Demand Model Networks & Associated Measures of Effectiveness

Valdosta - Lowndes MPO (VLMPO) LRTP
Travel Demand Model Measures of Effectiveness Summary for Lowndes County
Draft Financially Constrained LRTP

Model Network	Facilities [1]	Route Miles	Percent Change [2]	Lane Miles	Percent Change [2]	VHT	Percent Change [2]	VDT	Percent Change [2]	Speed (mph)	Percent Change [2]	VMT	Percent Change [2]	Route Miles by LOS: LOS C or Better	% of Total Route Miles	Route Miles by LOS: LOS D	% of Total Route Miles	Route Miles by LOS: LOS E	% of Total Route Miles	Route Miles by LOS: LOS F	% of Total Route Miles
2005 Base Network	All																				
(1a Network)																					
2030 with No Projects	All		8%		8%		18%		19%		-47%		508%								
(2a--Nothing Network)																					
(2nd Network)																					
2030 with Network 3 = Draft List of Financially	All																				
Constrained Long Range Projects																					
(3b Network - Draft as of 9-28-05)																					

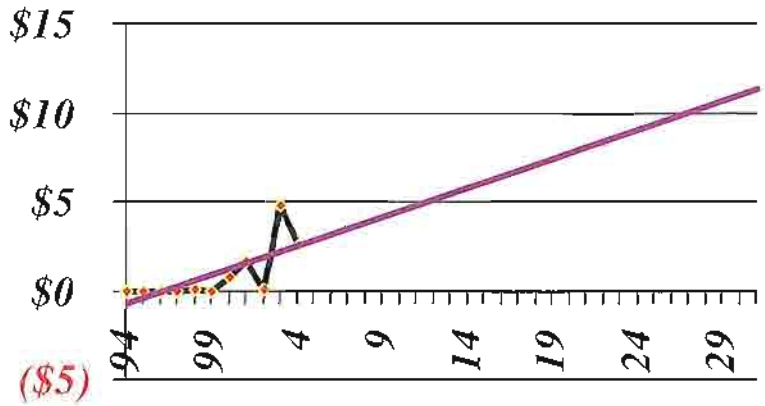
[1] [illegible]

[2] [illegible]

FUTURE FUNDING & PROGRAMMED COSTS

The federal funding sources for transportation infrastructure improvement projects are financed through an appropriation bill that amends the federal highway act under Title 23 and 49 of the United States Code. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) authorizes the expenditure of $286.5 billion dollars over the next five years. This legislation is the result of a compromise bill that has stalled in Congress requiring a continual resolution of the previous spending bill (TEA-21). The financial estimates prepared for this plan were generated based on the past few years of funding and developing a "best fit line" to extrapolate future projected funding over the life of the plan. Based on this trend we expect approximately $180 million dollars out to the year 2030. Figure 24 displays the projected funding as prepared by GDOT-Office of Financial Management for the Valdosta-Lowndes area.

Figure 24: Expected Programming Funding for Valdosta-Lowndes MPO



The chart above depicts funding for programming of projects to be identified with the *Metro 2030 Plan*. There is also $102 million estimated for maintenance needs for our existing transportation system. Maintenance funds are *not* added to the estimated monies for programming of existing and future projects which must be *fiscally constrained* over the plans life. This simply means that the costs associated with the potential projects being advanced in the plan cannot be greater than the expected revenues. There is also Federal Transit Administration funds apportioned to our urbanized area based on Section 5307 (operating/capital monies for transit systems) amounting to $586,059 in FY 2005 as detailed in the *Federal Register* as published December 29, 2004.

As discussed earlier, there were a number of projects currently programmed within the *Transportation Improvement Program (TIP)* which covers Fiscal Years 2006-2011. There were also some projects slated for LR that must be added to the TIP project costs. Based on the latest estimated costs associated with *all* of these projects the total expenditures will be $131,890,220. Therefore, after subtracting this from the $178,680,000 leaves $46,789,780 for *newly* identified potential projects.

POTENTIAL ALTERNATIVES & PREFERRED PROJECTS

The TCC had identified a number of potential projects (which were modeled in Network 6) which had total estimated costs of approximately $76 million dollars. To *financially constrain* these projects a series of meetings further examined these potential projects to streamline the list (based on perceived needs and benefits, constructability, and other factors) to identify those projects that were recommended to the Policy Committee (PC) for inclusion in the adopted *final* plan. These potential preferred projects were also ranked using a Project Evaluation Criteria as depicted below in Figure 25.

Figure 25: Project Evaluation Criteria

LRTP Project Evaluation Criteria

Project Recommendation: _____

EVALUATION CRITERIA	RATING VALUE	Notes
Engineering:		
Capacity/Delay Reduction		
Safety		
Constructability		
Environmental:		
Cultural Resources Involvement (Parks, Historic, Cemetery, etc.)		
Waters of the U.S. Impacts		
Community Values:		
Connectivity to all modes		
Access to Major Generators		
Land Use Coordination		
Improved connectivity		
Pedestrian Friendly		
Local Support		
Costs:		
Right-of-Way		
Construction		
TOTAL SCORE		

Highest Total Score Possible = 65

Rating Scale:
1 – Poor
2 – Fair
3 – Neutral
4 – Good
5 – Excellent

PUBLIC PARTICIPATION & COMMUNITY OUTREACH

Public Involvement Plan

The public involvement process was incorporated as outlined in our *Public Involvement Plan (PIP)* that was adopted by the PC on August 31, 2004. The PIP was developed not only to meet the statutory obligations (as detailed under TEA-21) but to provide a framework for public' participation as related to the decision making process. Neglecting the public involvement can result in unnecessary delays, possible litigation, and erode public trust. This PIP will be revisited to assure compliance with the new highway bill and also ensure that mechanisms are in place to provide additional means of information dissemination in a timely manner. Furthermore, the SGRDC, City of Valdosta, and Lowndes County governments do not discriminate on the basis of disability as set forth in the Americans with Disability Act of 1992. The MPO further strives to fully comply with the Georgia Law on Open Public Meetings (OCGA 50-14-1, et seq.) and Inspection of Public Records (OCGA 50-18-70, et seq.).

During the early stages of the MPO development a number of civic organizations were provided opportunity to have a presentation that would outline the purpose of the MPO, and the overall transportation planning process. Listed below is a summary of agencies/groups involved:

- City/County School Systems
- Valdosta-Lowndes Chamber of Commerce
- Lake Park Chamber of Commerce
- Rotary Club of Valdosta
- Kiwanis Club of Valdosta
- Valdosta Regional Airport Authority
- Lowndes County Board of Commissioners
- Valdosta City Council
- South Georgia' Home Builders Association
- Valdosta State University
- Valdosta Technical College
- Lowndes County Department of Family & Children
- 211 of South Georgia

A Community Leaders Survey was conducted in August of 2004 to provide local elected officials an opportunity to assess the transportation needs. Over 80 surveys were completed and were used in the development of goals/objectives and vision statement outlined earlier in the Metro 2030 Plan. A shortened version of this survey was distributed to the public in late August (2004) and was advertised by public notice, and was posted on the web via South Georgia RDC as well as city and county sites. This community survey was dropped off at a number of community agencies, and public facilities (e.g. schools, senior centers, nutrition sites, etc.) to provide non-web users an opportunity to voice concerns regarding transportation issues. The MPO translated the survey in Spanish to assist this segment of our community. Approximately 400 surveys were completed and can be observed in Appendix A.

The MPO Coordinator appeared on WALB (Channel 10 Valdosta/Albany), VSU public service TV, to discuss the plans development. Articles were placed in the Valdosta Daily Times, the Valdosta Scene Magazine, South Georgia RDC newsletter, and the City Beat (City of Valdosta newsletter) to further inform citizens about the plans development. The *Draft* Metro 2030 Long Range Transportation Plan

was put out for public comment on August 16, 2005 to allow for thirty days review as required. Public Involvement materials and comments are also provided in Appendix A. There were two public hearings held to advance the draft plan (1st held June 17, 2005; 2nd held September 15, 2005). The *Final Metro 2030 Plan* was presented and subsequently adopted by the Policy Committee on September 20, 2005.

Environmental Justice

In accordance with Title VI of the Civil Rights Act of 1964; Executive Order 12898; and Section 450 of the TEA-21 legislation establish environmental justice requirements for Federal Agencies and federally funded programs. The three major principles of environmental justice (EJ) are:

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

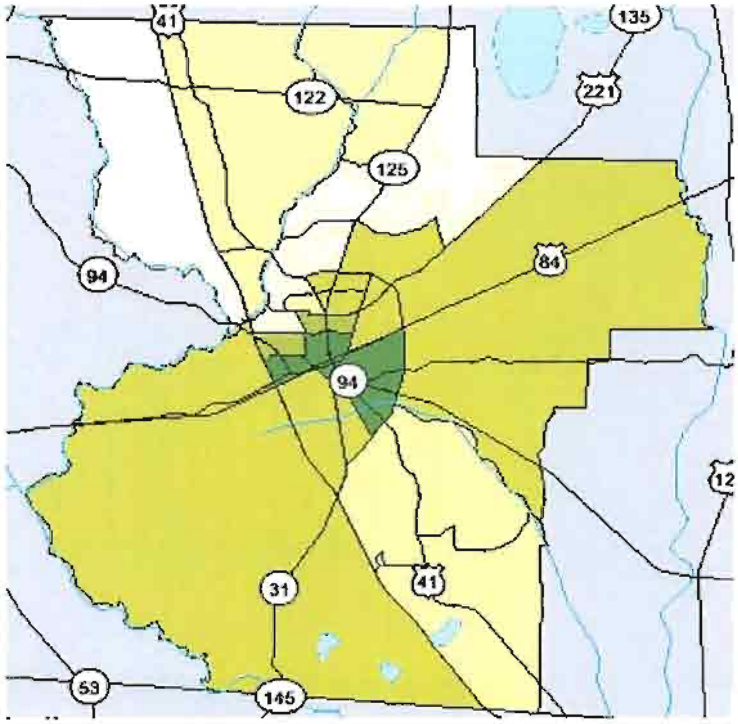
Metropolitan Planning Organizations (MPO) is required to make sure that transportation plans and programs meet the environmental requirements. There is no prescribed methodology or manner in which these requirements are to be carried out. This has resulted in many different methodologies for identifying sectors of the population that are classified EJ communities, the level and manner in which these individuals are involved in the process, and the measurement of benefits and burdens on this segment of the population.

During the Metro 2030 Plan development process the staff worked closely with social service agencies and other minority groups, and faith based organizations to provide a venue for input into the transportation planning process.

Identification of Non-White and Low-Income Population

The initial activity for fulfilling EJ requirements is identifying where this segment of the population are located in the study area. Though no standards exist for population identification, a common approach is to utilize US Census data to areas of concentration (geographically) of low-income or minority populations. The level of geography is used within a regional perspective is the census tract level. Identifying non-white and low-income populations from Census data also requires choosing variables to use in determination of non-white and low-income. Figure 26 displays the Census tracts within Lowndes County that are below poverty as identified in the Census data from 2000. A total of 15,622 individuals (or 18.3% of Lowndes population) were below the poverty level. Table 15 provides a break down of race for Lowndes County as reported in the 2000 Census.

Figure 26: Percent of persons below the poverty level by Census tract



Legend

Data Classes

Percent
1.4 - 7.4
8.3 - 11.8
13.8 - 19.0
24.2 - 32.6
40.7 - 45.7

Features

Major Roads
Stream/Waterbody
Stream/Waterbody

Items in gray text are not visible at this zoom level

Table 15: Lowndes County Race & Ethnicity

Lowndes County Race & Ethnicity 2000 Census	Number	Percent
WHITE		
Total population (all races)	92,115	100
White alone or in combination1	58,033	63
White alone	57,112	62
White in combination1	921	1
Not White alone or in combination1	34,082	37
BLACK OR AFRICAN AMERICAN		
Total population (all races)	92,115	100
Black or African American alone or in combination1	31,767	34.5
Black or African American alone	31,309	34
Black or African American in combination1	458	0.5
Not Black or African American alone or in combination1	60,348	65.5
AMERCIAN INDIAN AND ALASKA NATIVE		
Total population (all races)	92,115	100
American Indian and Alaska Native alone or in combination1	711	0.8
American Indian and Alaska Native alone	343	0.4
American Indian and Alaska Native in combination1	368	0.4
Not American Indian and Alaska Native alone or in combination1	91,404	99.2
ASIAN		
Total population (all races)	92,115	100
Asian alone or in combination1	1,480	1.6
Asian alone	1,101	1.2
Asian in combination1	379	0.4
Not Asian alone or in combination1	90,635	98.4
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER		
Total population (all races)	92,115	100
Native Hawaiian and Other Pacific Islander alone or in combination1	115	0.1
Native Hawaiian and Other Pacific Islander alone	42	0
Native Hawaiian and Other Pacific Islander in combination1	73	0.1
Not Native Hawaiian and Other Pacific Islander alone or in combination1	92,000	99.9
SOME OTHER RACE		
Total population (all races)	92,115	100
Some other race alone or in combination1	1,330	1.4
Some other race alone	991	1.1
Some other race in combination1	339	0.4
Not Some other race alone or in combination1	90,785	98.6

RECOMMENDED PLAN

The end result of the LRTP process is a list of projects that were modeled (if applicable) that identify short, mid-term, and long range projects depending on the priorities and funding availability. The first six years of the Metro 2030 Plan (FY 2006-2011) represent the *Transportation Improvement Plan* (TIP) which is divided into two tiers, which list the details in terms of funding source, phase, and cost of the particular project. Projects programmed for fiscal years past 2011 are considered long range these projects are either previously programmed or have been identified to be initiated if funding becomes available. The newly identified projects represent "preferred" projects that had been scrutinized by the MPO TCC and recommended to the PC for endorsement in the *final adopted plan*.

As mentioned earlier, all of the projects recommended in the plan, are fiscally constrained so as to not exceed expected revenues. Other possible alternatives or conceptual candidates are listed under *Illustrative Projects* which outline projects that will be carried out locally or perhaps carried forward in the updated plan at a later time. Table 16 details the Metro 2030 Plan's Financial Plan detailing the overall revenues expected as well as expenditures. Table 17 details the various projects in the plan and lists the MOE's from the Travel Demand Model. In terms of the *affects* (overall travel demand) of new LRTP projects they will reduce delay/congestion by 23% and increase average speeds by 12%.

Table 16: Metro 2030 Financial Plan

Expected Federal Funding from 2005 to 2030						
Highway Programming			**Highway Maintenance**			
Source	**Amount**		**Source**	**Amount**		
Federal/State Funds (Programming $)	$178,680,000*		**Federal/State Funds (Maintenance $)**	$102,000,000		
Transit Appropriation (5307 Capital Planning Operations) * Note- FY 2005 Only.	$586,059		These funds are strictly used for maintenance of existing roadways and not for programming of new projects.			
	2006		2007		2008	
	Capital	Operating	Capital	Operating	Capital	Operating
5311 funding (Rural Transit) Lowndes County	-0-	75,777	30,150	75,757	-0-	78,794
5310 funding (Para-transit) Department of Human Resources	62,894	-0-	66,039	-0-	69,340	-0-

Programmed Projects (TIP TIER I & II and Long Range)	**Total Cost**
TIP Tier I- (FY 2006-2008)	70, 451,220
TIP Tier II- (FY 2009-2011)	47,533,000
Long Range Programmed (2012- 2030)	15,566,000
	133,550,220
	- 1,660,000 Florida DOT $ for PI 432100
	Total programmed cost 131,890,220
Federal/State Funds (Programming $)	[178,680,000*
Minus projected funds available	- 131,890,220
Newly identified potential projects (19)	*Unencumbered fund* **46,789,780**
	- 44,200,000
	Balance of funds 2,589,780

Table 17: Travel Demand Model MOE's for LRTP

Valdosta - Lowndes MPO (VLMPO) LRTP

LRTP Project Summaries from VLMPO Travel Demand Model

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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METRO 2030

METRO 2030 PROJECT SHEETS

Project Phases reflect the following periods:
Short Term (Tier I –FY 2006-2008)
Mid Term (Tier II- FY 2009-2011)
Long Term (FY 2012-2030)
Note: Project Costs in Thousands ($).

General Information

Project Name: I-75 @ 5 Locations from Florida State Line to SR 133 (Phase 2)	**PI Num:** 0007386
	Local PI Num: VL01
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: I-75	**DOT District:** 4 **Congressional District:** 2
State/US Num: NA	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Replace five interchange bridges from Florida State Line to SR 133/St. Augustine Rd.

Length, miles:	0.40	**# of Lanes:** 6	**# of Lanes Planned/Modeled** 6
Current Volumes, ADT:	NA	**Future Volumes, ADT:**	NA
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Safety/Maintenance
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: various
Comments / Remarks:

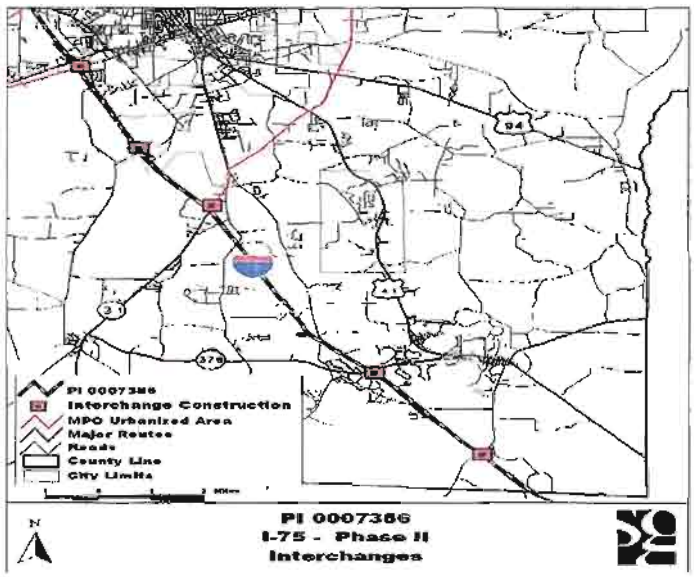
Funding

Project Phase	$ Source				Total
		Short Term		Long Term	
Preliminary Engr. (000's)	Q05	3,500			3,500
Right-of-Way (000's)	Q05		12,000		12,000
Construction (000's)	Q05			25,000	25,000
Project Cost (000's)					**$40,500**
Federal Cost (000's)		2,800	9,600.00	20,000.00	
State Cost (000's)		700	2,400.00	5,000.00	
Local Cost (000's)					

Considerations

Planning Measure and Need: This project will coincide with recently competed widening of I-75.
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: SR 31 @ Withlachoochee River at the Fla./Ga. Line.	**PI Num:** 432100
	Local PI Num: VL02
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Madison Hwy.	**DOT District:** 4 **Congressional District:** 2
State/US Num: SR 31	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Replace bridge on SR 31 over the Withlacoochee River at Georgia/Florida line.

Length, miles: 0.33	**# of Lanes:** 2	**# of Lanes Planned/Modeled**	2
Current Volumes, ADT:	3,220	**Future Volumes, ADT:**	6,780
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Safety/Maintenance

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Rural Minor Arterial

Comments / Remarks:

Funding

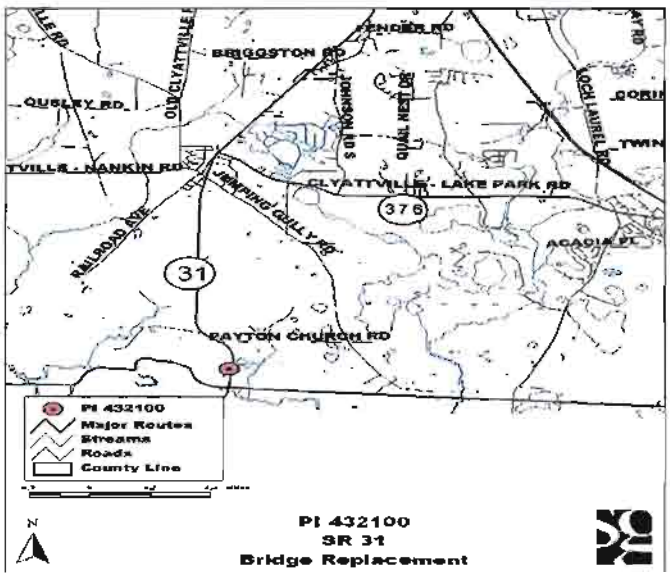
Project Phase	$ Source	Short term		Mid Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)	Q10	44			$ 44
Construction (000's)	Q10		4,344		$ 4,344
Project Cost (000's)					**$ 4,388**
Federal Cost (000's)		35.2	2,147.20		
State Cost (000's)		8.8	536.8		
Other MPO Cost (000's)	FDOT		1,660		

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: SR 122 @ Meetinghouse Creek & Little River Brooks-Lowndes Co Line	**PI Num:**432150
	Local PI Num: VL03
	City: Valdosta **County** Lowndes
Local Rd. Name / Num: Main Street	**DOT District:** 4 **Congressional District:** 1
State/US Num: SR 122	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Replace bridge at the Lowndes/Brooks Co. Line on SR 122 at Meetinghouse Creek & Little River

Length, miles: 0.61 **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 2
Current Volumes, ADT: 1,700 **Future Volumes, ADT:** 2,760
Bike/Pedestrian Additions NA
Purpose and Need: Operational/Maintenance

Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Rural Minor Arterial
Comments / Remarks:

Funding

Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr (000's)					
Right-of-Way (000's)					
Construction (000's)	Q10	3,600			$ 3,600
Project Cost (000's)					
Federal Cost (000's)		2,880			
State Cost (000's)		720			
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: N. Forrest St. in Valdosta from SR 31 (Park Ave.) to Bemiss Rd.		**PI Num:**	450200
		Local PI Num:	VL04
		City: Valdosta	**County** :Lowndes
Local Rd. Name / Num:	Forrest St.	**DOT District:** 4	**Congressional District:** 1
State/US Num:	NA	RDC:SGRDC	**Map Key Num:**

Project Details

Project Description: Widen Forrest St. to five lanes from Park Ave. to Bemiss Rd.

Length, miles: 3.2 miles	**# of Lanes:** 2	**# of Lanes Planned/Modeled:**	5
Current Volumes, ADT:	9,890	**Future Volumes, ADT:**	18,690
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Capacity improvement.

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Minor Arterial

Comments / Remarks:

Funding

Project Phase	$ Source				Total
		Short Term		Mid Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	HPP		6,585		$ 6,585
Project Cost (000's)					**$ 6,585**
Federal Cost (000's)			5,268.00		
State Cost (000's)			1,317		
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: I-75 from North of SR 133 to Cook Co. line (Phase 2)	**PI Num:** 0000762
	Local PI Num: VL05
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: I-75	**DOT District:** 4 **Congressional District:** 1
State/US Num:	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Reconstruct the interchange bridges from SR 133 to Cook County. (Phase 2)

Length, miles: 13.54 **# of Lanes:** 4 **# of Lanes Planned/Modeled:** 6
Current Volumes, ADT: NA **Future Volumes, ADT:** NA
Bike/Pedestrian Additions: NA
Purpose and Need:
Operational/Capacity
Logical Termini Locations:
Connectivity / Related Projects: Coincides with I-75 widening project.
Functional Classification: Various
Comments / Remarks:

Funding

Project Phase	$ Source				Total
		Short Term		Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)	Q05		11,592		11,592
Construction (000's)	GRVA			16,000	16,000
Project Cost (000's)					**$27,592**
Federal Cost (000's)			9,273.60		
State Cost (000's)			2,318.40		
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: CR 781/Staten Road @ Withlachoochee River	**PI Num:** 442645
	Local PI Num: VL06
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CR 781/Staten Road	**DOT District:** 4 **Congressional District:** 1
State/US Num:	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Replace bridge on CR 781/Staten Rd at the Withlachoochee River

Length, miles:	0.2	**# of Lanes:** 2	**# of Lanes Planned/Modeled:** 2
Current Volumes, ADT:	NA	**Future Volumes, ADT:**	5,760
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Operational/Connectivity

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Minor Arterial/Rural Major Collector

Comments / Remarks: Bridge burned down a number of years ago

Funding

Project Phase	$ Source				Total
		Sort Term	Mid Term	Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q10	5,032			5,032
Project Cost (000's)					**$ 5,032**
Federal Cost (000's)		4,025.60			
State Cost (000's)		1,006.40			
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: SR 38/US 84/W. Hill Ave. Grade Separation @ Norfolk Southern RR	**PI Num:** 422710
	Local PI Num: VL07
	City: Valdosta **County :**Lowndes
Local Rd. Name / Num: Hill Avenue	**DOT District:** 4 **Congressional District:** 2
State/US Num: US 84/SR 38	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Construct a bridge over NS railroad at SR 38 /US 84- Hill St. between Third Ave. and West St.

Length, miles: 0.62 **# of Lanes:** 4 **# of Lanes Planned/Modeled:** 4

Current Volumes, ADT: 18,080 **Future Volumes, ADT:** 23,090

Bike/Pedestrian Additions: NA

Purpose and Need:
Safety/Maintenance

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Minor Arterial

Comments / Remarks:

Funding

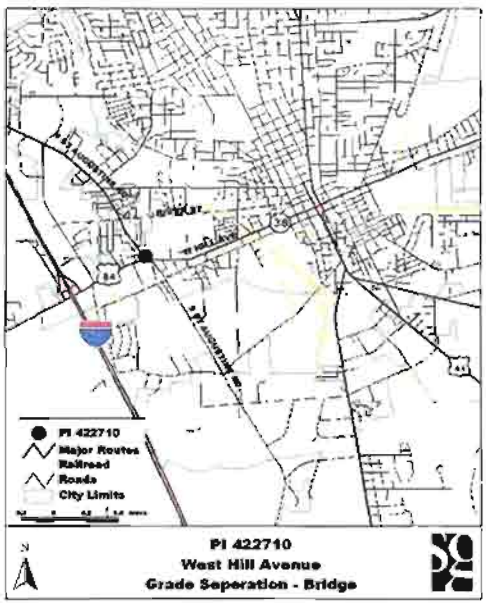
Project Phase	$ Source				Total
		Short Term		Mid Term	
Preliminary Engr. (000's)	Authorized				
Right-of-Way (000's)	Q20	4,551			4,551
Construction (000's)	Q20		4,889		4,889
Project Cost (000's)					**$ 9,440**
Federal Cost (000's)		3,640.80	3,911.20		
State Cost (000's)		910.20	977.8		
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (If applicable):

Project Location Map



General Information

Project Name: SR38/US 84 Median Turn Lanes from Quitman to Valdosta	**PI Num:** 0001559
	Local PI Num: VL08
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Hill Ave.	**DOT District:** 4 **Congressional District:** 2
State/US Num: SR 38/US 84	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Construct a median turn lane on US 84/SR 38 from Valdosta to Quitman.

Length, miles:	6.8	**# of Lanes:** 4	**# of Lanes Planned/Modeled:** 5
Current Volumes, ADT:	11,900	**Future Volumes, ADT:**	24,370
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Operational
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban/Rural Principal Arterial
Comments / Remarks:

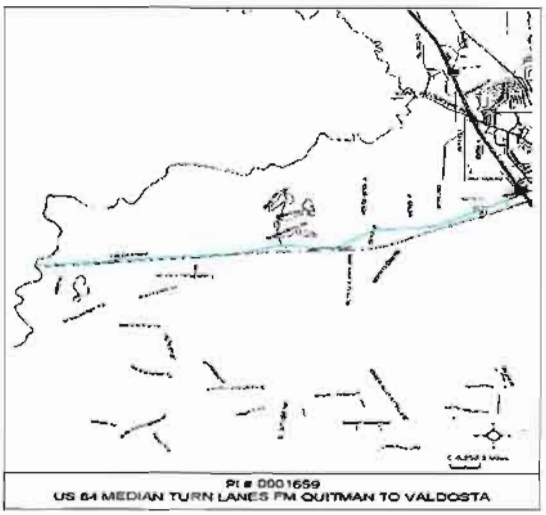
Funding

Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q 05	4,343.220			4,343.220
Project Cost (000's)					**$4,343,220**
Federal Cost (000's)		3,474.576			
State Cost (000's)		868,644.00			
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: CS 1191/Tucker Road @ Dukes Bay Canal in South Valdosta	**PI Num:** 000684
	Local PI Num: VL09
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CS 1191/Tucker Rd.	**DOT District:** 4 **Congressional District:** 2
State/US Num: NA	**RDC:** SGRDC **Map Key Num:**

Project Details

Project Description: Replace bridge on Tucker Road (CS 1191) at Dukes Bay Canal.

Length, miles: 0.21	**# of Lanes:** 2	**# of Lanes Planned/Modeled:**	2
Current Volumes, ADT:	590	**Future Volumes, ADT:**	1,680
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Safety/Maintenance
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Collector
Comments / Remarks:

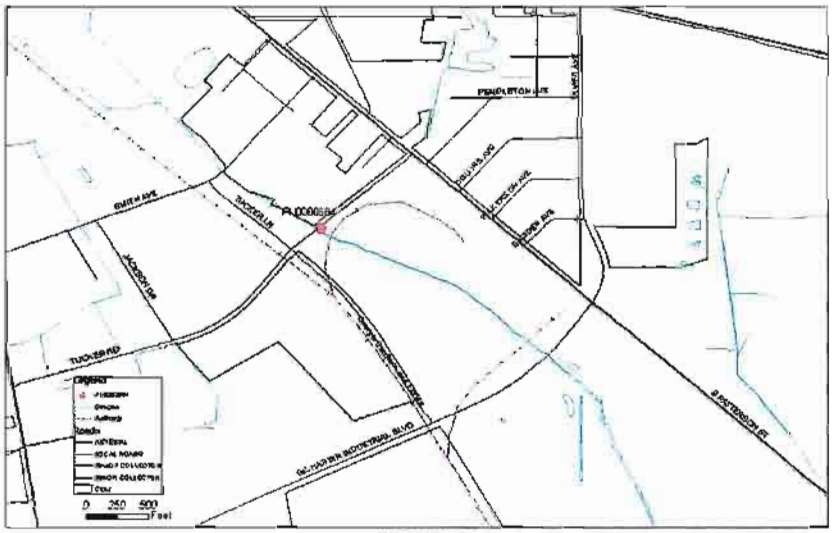
Funding

Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q10	260			$ 260
Project Cost (000's)					**$ 260**
Federal Cost (000's)		208			
State Cost (000's)		52			
Local Cost (000's)					

Considerations

Planning Measure and Need: This project will provide safe access between Clayttville and Lake Park.
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: CR 784/Jerry Jones Rd. from Gornto Rd. to Jaden Place.	**PI Num:** 0000837
	Local PI Num: VL10
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Jerry Jones/Eager Rd.	**DOT District:** 4 **Congressional District:** 1
State/US Num: CR 784	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Widening and intersection improvements on CR 784/Jerry Jones from Gornto Ave. to Jaden Place.

Length, miles: 1.66 **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 4

Current Volumes, ADT: 20,740 **Future Volumes, ADT:** 30,990

Bike/Pedestrian Additions: NA

Purpose and Need:
Capacity/Safety

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Minor Arterial

Comments / Remarks:

Funding

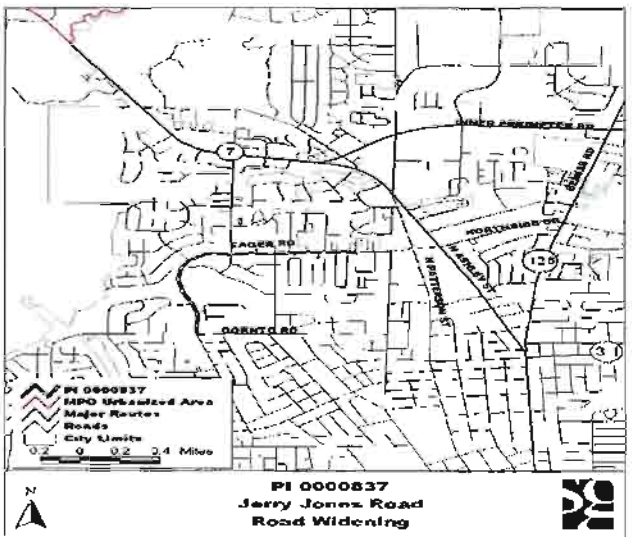
Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q20	1,750			1,750
Project Cost (000's)					**$ 1,750**
Federal Cost (000's)		1,400.00			
State Cost (000's)		350.00			
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: CR 868 (Old US 41) from SR7/N Valdosta Rd. to SR 122.	**PI Num:** 431480
	Local PI Num: VL11
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CR 868	**DOT District:** 4 **Congressional District:** 1
State/US Num: Old US 41	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Widening of Old US 41 from SR 7 (N. Valdosta Rd.) to SR 122 (Main Street-Hahira)

Length, miles: 7.33 **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 4

Current Volumes, ADT: 8,950 **Future Volumes, ADT:** 14,700

Bike/Pedestrian Additions: NA

Purpose and Need:

Capacity/Safety

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Rural Minor Arterial

Comments / Remarks:

Funding

Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)	Q20	2,483			2,483
Construction (000's)	Q20			13,375	13,375
Project Cost (000's)					**$15,858.00**
Federal Cost (000's)		1,986.40		10,700.00	
State Cost (000's)		496.60		2,675.00	
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: N Oak St. Ext./Mt. Zion Ch. Rd. from SR 7/N. Valdosta Rd. to Forrest St.	**PI Num:** 450510
	Local PI Num: VL12
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Mt. Zion Church Rd.	**DOT District:** 4 **Congressional District:** 1
State/US Num: NA	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Widening of N. Oak Street Ext. from SR 7 (N. Valdosta Rd.) to Forrest St.

Length, miles:	2.47	**# of Lanes:** 2	**# of Lanes Planned/Modeled:** 4
Current Volumes, ADT:	15,040	**Future Volumes, ADT:**	24,880

Bike/Pedestrian Additions: NA

Purpose and Need:
Capacity/Safety

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Collector

Comments / Remarks:

Funding

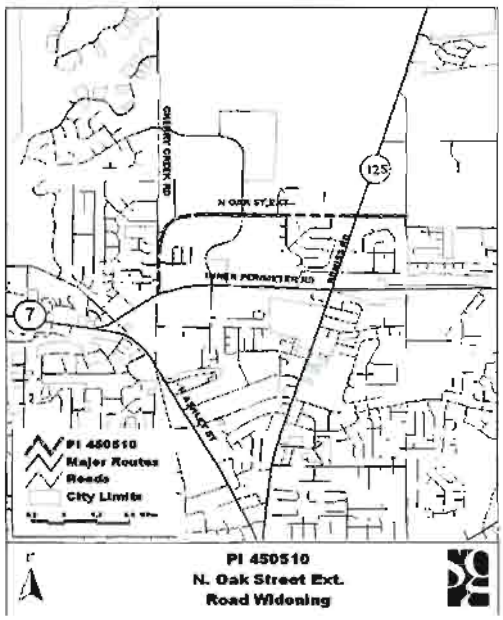
Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q20	5,400			5,400
Project Cost (000's)					**$ 5,400**
Federal Cost (000's)		4,320.00			
State Cost (000's)		1,080.00			
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (If applicable):

Project Location Map



General Information

Project Name: SR 38/US 84 median turn lanes from Valdosta to Lanier Co.	**PI Num:** 0001566
	Local PI Num: VL13
	City: Valdosta **County :**Lowndes
Local Rd. Name / Num: Hill Ave	**DOT District:** 4 **Congressional District:** 2
State/US Num: SR 38/US 84	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Construct median turn lane on SR 38/US 84from Valdosta to Lanier County

Length, miles: 13 03	**# of Lanes:** 4	**# of Lanes Planned/Modeled:**	5
Current Volumes, ADT:	10,060	**Future Volumes, ADT:**	18,840
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Operational/Safety
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban/Rural Principal Arterial
Comments / Remarks:

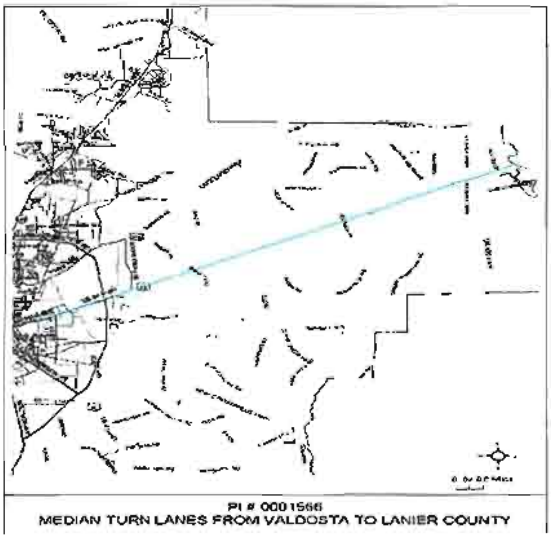
Funding

Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q05		6,483		6,483
Project Cost (000's)					**$ 6,483**
Federal Cost (000's)			5,186.40		
State Cost (000's)			1,296.60		
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: CR 868/Old US 41@ Franks Creek Tributary Approx. 1.5 mi. S. of Hahira.	**PI Num:** 431485
	Local PI Num: VL14
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CR 868	**DOT District:** 4 **Congressional District:** 1
State/US Num: Old US 41	RDC:SGRDC **Map Key Num:**

Project Details

Project Bridge replacement on Old US 41 @ Franks Creek (1.5 miles south of Hahira).

Length, miles: NA **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 4
Current Volumes, ADT: 5,450 **Future Volumes, ADT:** 10,060
Bike/Pedestrian Additions: NA
Purpose and Need:
OperationalSafety
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban/Rural Principal Arterial
Comments / Remarks:

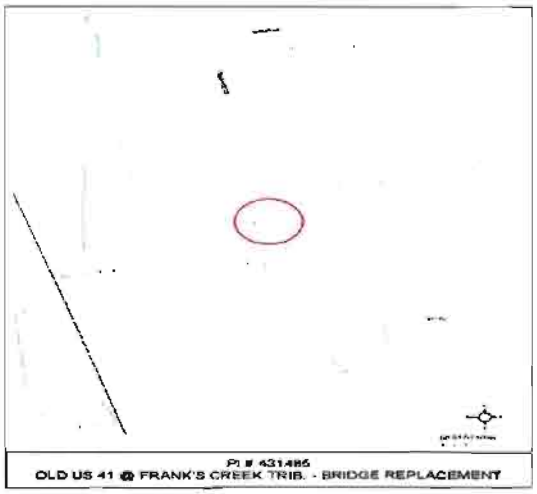
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q 10			$ 550	
Project Cost (000's)					$ 550
Federal Cost (000's)				$ 444	
State Cost (000's)				$ 110	
Local Cost (000's)					

Considerations

Planning Measure and Need: Project coincides with # 431480 Old US 41 widening from 2 to 4 lanes.
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: CR 777/Cat Creek Road @ Beatty Branch West of Moody AF Base.	**PI Num:** 0003266
	Local PI Num: VL15
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CR 777/Cat Creek Rd.	**DOT District:** 4 **Congressional District:** 1
State/US Num: NA	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Bridge replacement on Cat Creek Rd. @ Beatty Creek W. of Moody AFB.

Length, miles:	NA	**# of Lanes:** 2	**# of Lanes Planned/Modeled:** 2
Current Volumes, ADT:	3,290	**Future Volumes, ADT:**	3,290
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Safety/Maintenance
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Rural Major Collector
Comments / Remarks:

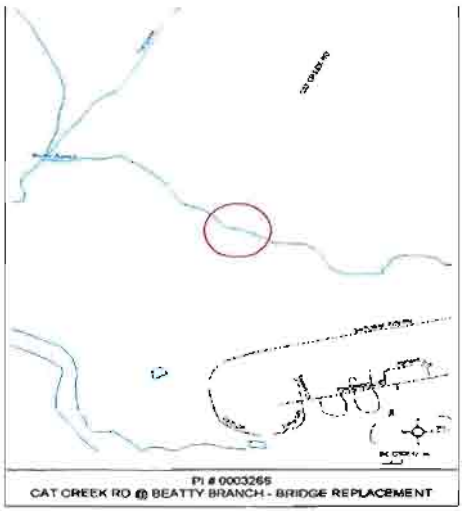
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)	Q 10			859	859
Project Cost (000's)					**$ 859**
Federal Cost (000's)				687,200	
State Cost (000's)				171,800	
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: SR 122 @ Cat Creek	**PI Num:** 0007039
	Local PI Num: VL16
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CR 777/Cat Creek Rd.	**DOT District:** 4 **Congressional District:** 1
State/US Num: NA	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Bridge replacement on SR 122 @ Cat Creek.

Length, miles: 0.40	**# of Lanes:** 2	**# of Lanes Planned/Modeled:**	2
Current Volumes, ADT:	1,540	**Future Volumes, ADT:**	4,170
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Safety/Maintenance
Logical Terminl Locations:
Connectivity / Related Projects:
Functional Classification: Rural Major Collector
Comments / Remarks:

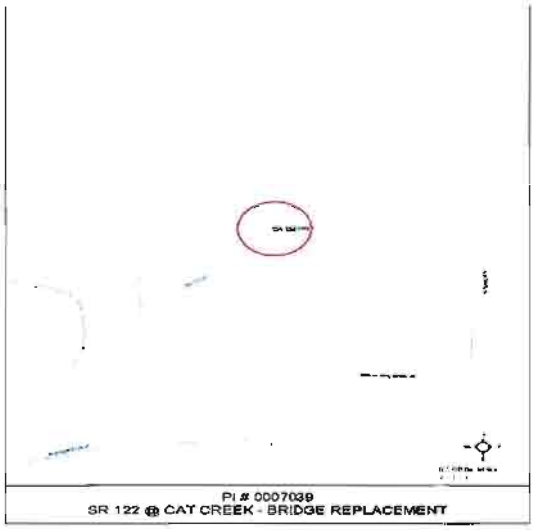
Funding

Project Phase	$ Source				Total
		Short Term	Mid Term	Long Term	
Preliminary Engr. (000's)	Q10	78			78
Right-of-Way (000's)	Q10		50		50
Construction (000's)	Q10			782	782
Project Cost (000's)		78			**$ 910**
Federal Cost (000's)		62.40		625.6	
State Cost (000's)		15.60		156.4	
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Ashley St. and Patterson St. One Way Pair.	**PI Num:**
	Local PI Num: VLMPO1
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Roosevelt Dr. & Pendelton Dr.	**DOT District:** 4 **Congressional District:** 2
State/US Num:	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Convert Ashley St to one way north and Patterson St. to one way south.

Length, miles:	3	**# of Lanes:** 2/1	**# of Lanes Planned/Modeled:** 4
Current Volumes, ADT:	38,070	**Future Volumes, ADT:**	51,530

Bike/Pedestrian Additions:

Purpose and Need:

Operational

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification:

Comments / Remarks:

Funding

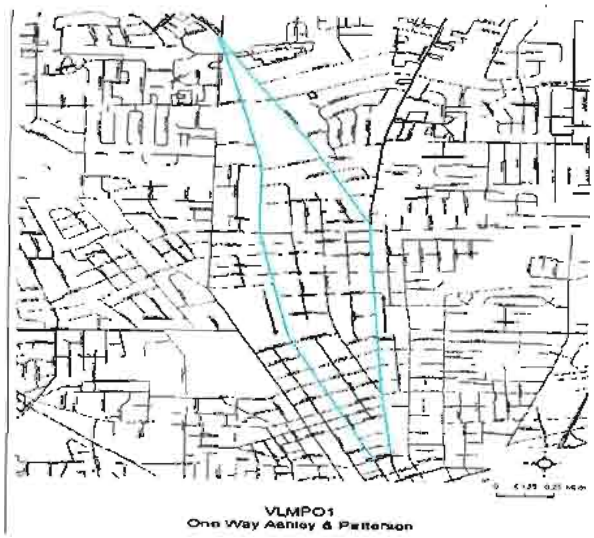
Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 100	$ 100
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Realignment of Roosevelt Dr. and Pendleton Dr.	**PI Num:**
	Local PI Num: VLMPO2
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Roosevelt Dr. & Pendelton Dr.	**DOT District:** 4 **Congressional District:** 2
State/US Num:	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Realign the intersections of Roosevelt Dr. with Pendleton Dr. @ Patterson Ave.

Length, miles: NA **# of Lanes:** 2 **# of Lanes Planned/Modeled** 2
Current Volumes, ADT: NA **Future Volumes, ADT:** 4,680
Bike/Pedestrian Additions:
Purpose and Need:
Operational
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification:
Comments / Remarks:

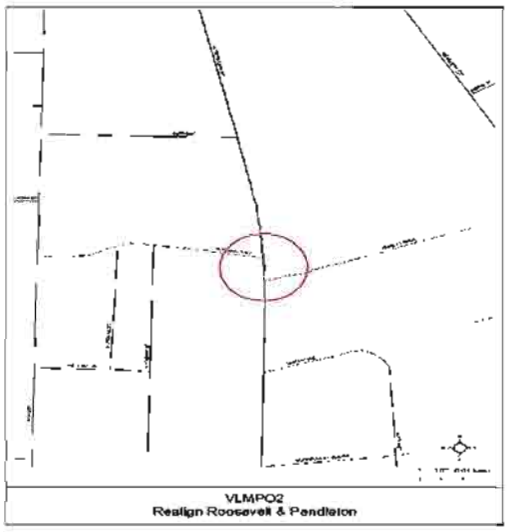
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 200	$ 200
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Five Points Intersection Modifications		**PI Num:**	
		Local PI Num:	VLMPO3
		City: Valdosta	**County** :Lowndes
Local Rd. Name / Num:	N. Valdosta Rd./Oak St. Ext./Patterson/Ashley	**DOT District:** 4	**Congressional District:** 1
State/US Num:	SR 7	RDC:SGRDC	**Map Key Num:**

Project Details

Project Description: Modify the Five Points intersection.

Length, miles:	NA	**# of Lanes:** NA	**# of Lanes Planned/Modeled** NA
Current Volumes, ADT:	42,290	**Future Volumes, ADT:**	64,110

Bike/Pedestrian Additions:

Purpose and Need:

Operational

Logical Termini Locations:

Connectivity / Related Projects: Ashley/Patterson One Way Pair

Functional Classification: Urban Principal Arterial

Comments / Remarks:

Funding

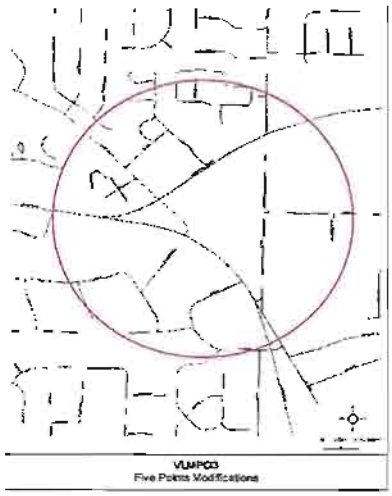
Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 150	$ 150
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: James Rd. Relocation	**PI Num:**
	Local PI Num: VLMPO4
	City: Valdosta **County :**Lowndes
Local Rd. Name / Num: James Road	**DOT District:** 4 **Congressional District:** 1
State/US Num:	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Relocate James Rd. west of the current location at on-ramp I-75.

Length, miles:	0.2	**# of Lanes:** 2	**# of Lanes Planned/Modeled:** 2
Current Volumes, ADT:	1,191	**Future Volumes, ADT:**	5,440
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Operational/Connectivity
Logical Termini Locations:
Connectivity / Related Projects: Tie in with Baytree flyover concept.
Functional Classification: Local
Comments / Remarks:

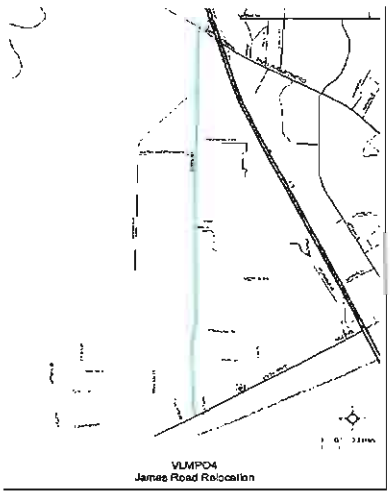
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 400	$ 400
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: Baytree Ext. widening from 2-4 lanes.	**PI Num:**
	Local PI Num: VLMPO5
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Baytree Road	**DOT District:** 4 **Congressional District:** 1
State/US Num:	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Widen Baytree from 2-4 lanes from Gornto Rd. to I-75

Length, miles: .4 mile **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 4
Current Volumes, ADT: **Future Volumes, ADT:** 19,610
Bike/Pedestrian Additions: NA
Purpose and Need:
Operational/Connectivity
Logical Terminl Locations:
Connectivity / Related Projects: Baytree Flyover and James Rd. Relocation
Functional Classification: Local/Urban Principal Arterial
Comments / Remarks:

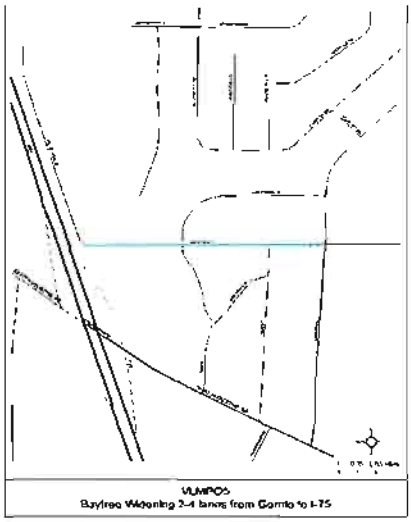
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 3,000	$ 3,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: Baytree Flyover	**PI Num:**
	Local PI Num: VLMPO6
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Baytree Road	**DOT District:** 4 **Congressional District:** 1
State/US Num:	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: take Baytree Rd. over I-75 and tie in with relocated James Rd.

Length, miles:	0.2	**# of Lanes:** 2	**# of Lanes Planned/Modeled:** 2
Current Volumes, ADT:		NA	**Future Volumes, ADT:** 17,930
Bike/Pedestrian Additions:		NA	

Purpose and Need:
Operational/Connectivity
Logical Termini Locations:
Connectivity / Related Projects: Baytree widening and James Rd. Relocation
Functional Classification: Local/Urban Principal Arterial
Comments / Remarks:

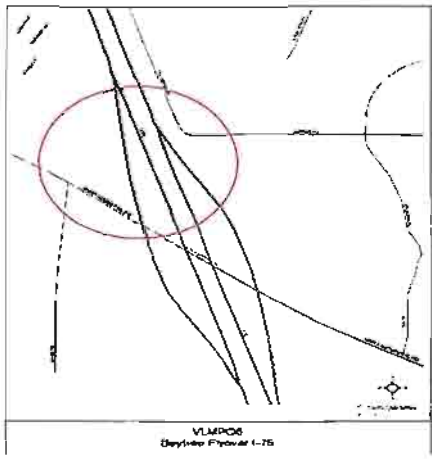
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 10,000	$ 10,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Old Clyattville widening from Mud Creek.	**PI Num:**
	Local PI Num: VLMPO7
	City: Valdosta **County :**Lowndes
Local Rd. Name / Num: Old Clyattville Road	**DOT District:** 4 **Congressional District:** 2
State/US Num:	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Widen Old Clyatville Rd. to five lanes from Mud Creek to Industrial Blvd.

Length, miles: 0.6 **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 5

Current Volumes, ADT: 3,760 **Future Volumes, ADT:** 7,280

Bike/Pedestrian Additions: NA

Purpose and Need:
Operational/Connectivity

Logical Termini Locations:

Connectivity / Related Projects: Lowndes County local project to widen five lanes from Ind. Blvd. to I-75.

Functional Classification: Urban Minor Arterial

Comments / Remarks:

Funding

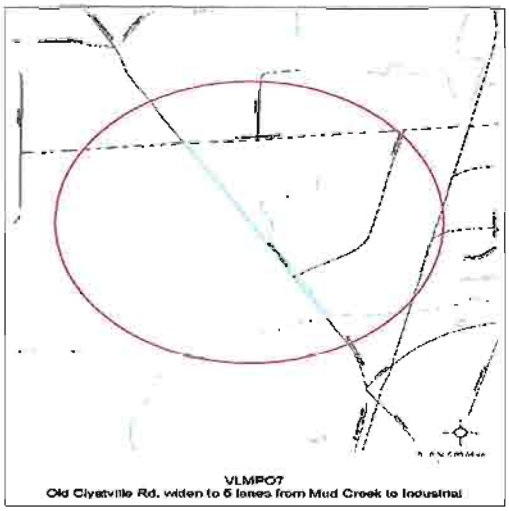
Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,000	$ 1,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Realign E. Hill at Clay Rd/Hollywood Dr.intersection	**PI Num:**
	Local PI Num: VLMPO8
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: E. Hill Ave.	**DOT District:** 4 **Congressional District:** 1
State/US Num: SR 38/US 84	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Realign the Clay Rd./Hoolywood Dr. intersection @ SR 38/US 84-E.Hill

Length, miles:	NA	**# of Lanes:** 4	**# of Lanes Planned/Modeled:** 5
Current Volumes, ADT:	3,300	**Future Volumes, ADT:**	4,840
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Safety/Connectivity

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Principal Atrerial

Comments / Remarks:

Funding

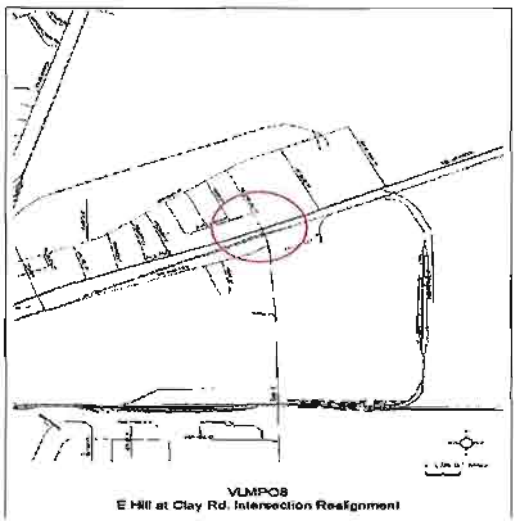
Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,500	$ 1,500
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: Baytree widening from 4 to 5 lanes. **Local Rd. Name / Num:** **State/US Num:**	**PI Num:** **Local PI Num:** VLMPO9 **City:** Valdosta **County** :Lowndes **DOT District:** 4 **Congressional District:** 1 RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Widen from 4-5 lanes from Sugar Creek to Oak Street.

Length, miles: 1.4 mile **# of Lanes:** 4 **# of Lanes Planned/Modeled:** 5
Current Volumes, ADT: 16,390 **Future Volumes, ADT:** 22,940
Bike/Pedestrian Additions:
Purpose and Need:
Operational/Capacity
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Principal Atrerial
Comments / Remarks:

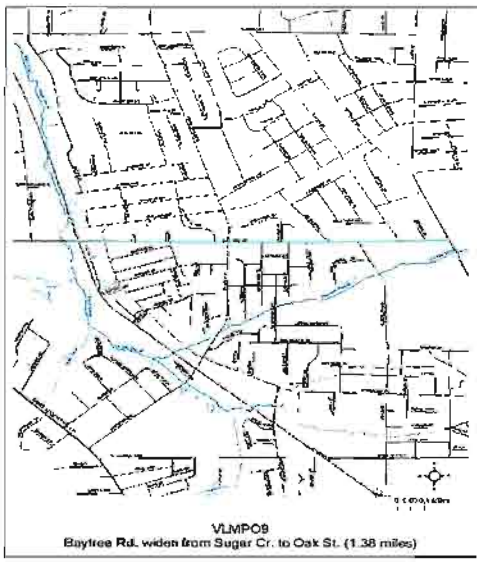
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 3,000	$ 3,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (If applicable):

Project Location Map



General Information

Project Name: W. Hill right drop lane at St. Augustine (SR 133).	**PI Num:**
	Local PI Num: VLMPO10
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: W. Hill Avenue	**DOT District:** 4 **Congressional District:** 2
State/US Num: SR 38/US 84	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Construct a right drop lane from W. Hill to St. Augustine Rd.

Length, miles: NA **# of Lanes:** 4 **# of Lanes Planned/Modeled:** 4

Current Volumes, ADT: 18,750 **Future Volumes, ADT:** 24,530

Bike/Pedestrian Additions:

Purpose and Need:

Operational/Capacity

Logical Terminl Locations:

Connectivity / Related Projects:

Functional Classification: Urban Principal Atrerial

Comments / Remarks:

Funding

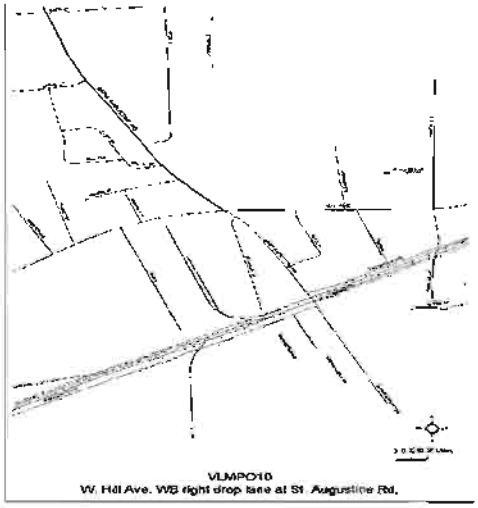
Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 250	$ 250
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Lankford Dr. Extension	**PI Num:**
	Local PI Num: VLMPO11
	City: Valdosta **County :**Lowndes
Local Rd. Name / Num: Lankford Drive	**DOT District:** 4 **Congressional District:** 2
State/US Num:	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Extend Lankford Dr. from St. Augustine Rd to Norman Dr.

Length, miles: 0.5 **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 2
Current Volumes, ADT: NA **Future Volumes, ADT:** 7,240
Bike/Pedestrian Additions:
Purpose and Need:
Operational/Capacity
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Collector
Comments / Remarks:

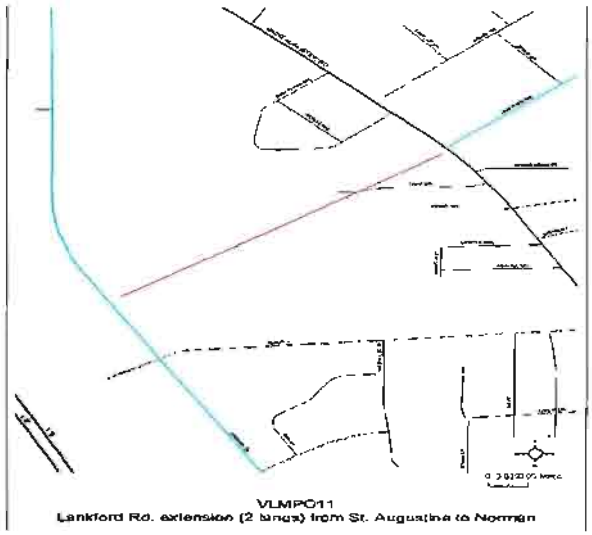
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,000	$ 1,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: Northside Dr. Extension	**PI Num:**
	Local PI Num: VLMPO12
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Northside Drive	**DOT District:** 4 **Congressional District:** 1
State/US Num: NA	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Extend Northside Drive from Jaycee Shack Rd. to Park Ave.

Length, miles: .6 mile	**# of Lanes:** 2	**# of Lanes Planned/Modeled:**	2
Current Volumes, ADT:	NA	**Future Volumes, ADT:**	5,930
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Connectivity

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Urban Minor Arterial

Comments / Remarks:

Funding

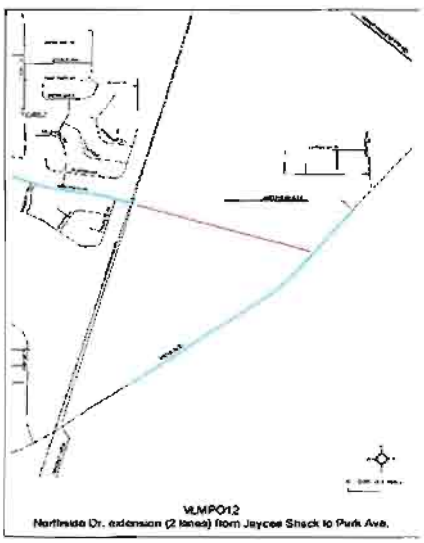
Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,000	$ 1,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: N. Valdosta Rd. widening.	**PI Num:**
	Local PI Num: VLMPO13
	City: Valdosta **County :**Lowndes
Local Rd. Name / Num: N. Valdosta Road	**DOT District:** 4 **Congressional District:** 1
State/US Num: SR 7	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Expand N. Valdosta Rd. from 4-6 lanes from Five Points to Beyond Country Club Dr.

Length, miles:	1.3 miles	**# of Lanes:** 4	**# of Lanes Planned/Modeled:** 6
Current Volumes, ADT:	28,220	**Future Volumes, ADT:**	43,960
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Capacity
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Principal Arterial
Comments / Remarks:

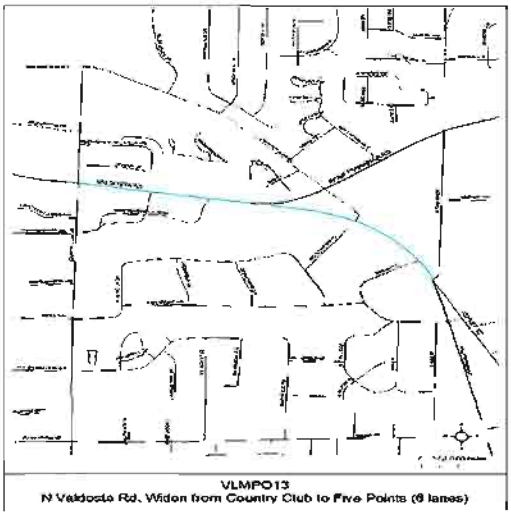
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 4,000	$ 4,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: Widen Old Clyattville from Exit 13 @ I-75.	**PI Num:**
	Local PI Num: VLMPO14
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Old Clyattville	**DOT District:** 4 **Congressional District:** 1
State/US Num:	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Expand Old Clyattville from Exit 13 to Ousley Rd. from 2-4 lanes with five lanes at Wild Adventures

Length, miles: 1.3 miles **# of Lanes:** 2 **# of Lanes Planned/Modeled:** 4
Current Volumes, ADT: 2,900 **Future Volumes, ADT:** 20,670
Bike/Pedestrian Additions: NA
Purpose and Need:
Capacity
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Principal Arterial
Comments / Remarks:

Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 6,500	$ 6,500
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: Realign SR 376/Bellville Rd. @ US 41	**PI Num:**
	Local PI Num: VLMPO15
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: CR 274	**DOT District:** 4 **Congressional District:** 2
State/US Num: NA	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Realign the SR 376/Bellville Rd. intersections with US 41 in Lake Park.

Length, miles: NA	**# of Lanes:** 2	**# of Lanes Planned/Modeled:**	2
Current Volumes, ADT:	4,170	**Future Volumes, ADT:**	6,820
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Connectivity / Safety
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification:
Comments / Remarks:

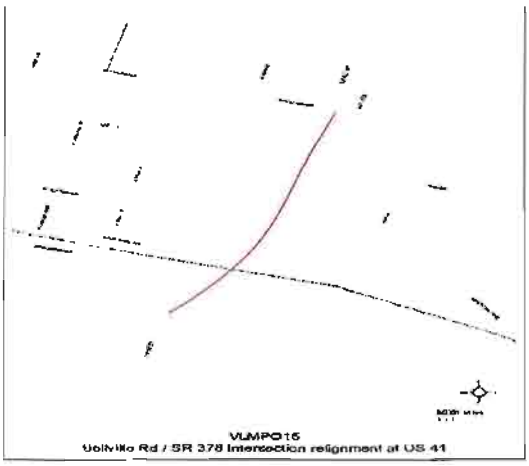
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,250	$ 1,250
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



Metro 2030 Long Range Transportation Plan

General Information

Project Name: Whitewater Intersection improvement.	**PI Num:**
	Local PI Num: VLMPO16
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num:	**DOT District:** 4 **Congressional District:** 2
State/US Num: NA	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Realign Whitewater Rd./ Hall Rd @ Madison Hwy. (SR 31).

Length, miles:	NA	**# of Lanes:** 2	**# of Lanes Planned/Modeled:** 2
Current Volumes, ADT:	4,170	**Future Volumes, ADT:**	6,730
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Connectivity/Safety
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Rural Local
Comments / Remarks:

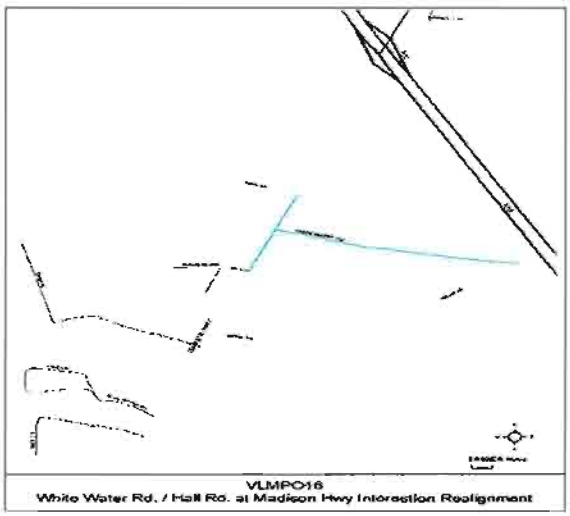
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,250	$ 1,250
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: SR 122 widening project	**PI Num:**
	Local PI Num: VLMPO17
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: Church Street	**DOT District:** 4 **Congressional District:** 1
State/US Num: SR 122	**RDC:**SGRDC **Map Key Num:**

Project Details

Project Description: Widen SR 122 from Union Rd to Main St (Old US 41 in Hahira)

Length, miles: 1.0 mile	**# of Lanes:** 2	**# of Lanes Planned/Modeled:**	4
Current Volumes, ADT:	5,340	**Future Volumes, ADT:**	13,600
Bike/Pedestrian Additions:	NA		

Purpose and Need:
Connectivity/Capacity

Logical Termini Locations:

Connectivity / Related Projects:

Functional Classification: Rural Major Collector

Comments / Remarks:

Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 1,300	$ 1,300
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:

Relation to CMS (if applicable):

Project Location Map

General Information

Project Name: St. Augustine Railroad grade seperation.	**PI Num:**
	Local PI Num: VLMPO18
	City: Valdosta **County** :Lowndes
Local Rd. Name / Num: St. Augustine Rd.	**DOT District:** 4 **Congressional District:** 2
State/US Num: SR 133	RDC:SGRDC **Map Key Num:**

Project Details

Project Description: Construct a RR overpass @ CSX tracks adjacent to Savannah Ave.

Length, miles: NA **# of Lanes:** 4 **# of Lanes Planned/Modeled:** 4
Current Volumes, ADT: NA **Future Volumes, ADT:** NA
Bike/Pedestrian Additions: NA
Purpose and Need:
Economic/Connectivity
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Minor Arterial
Comments / Remarks:

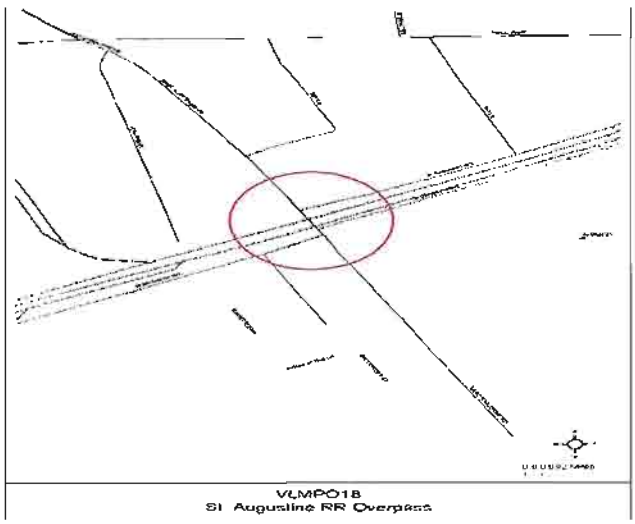
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				$ 8,000	$ 8,000
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



General Information

Project Name: Woodrow Wilson Extension	**PI Num:**
	Local PI Num: VLMPO19
	City: Valdosta **County** Lowndes
Local Rd. Name / Num: Woodrow Wilson	**DOT District:** 4 **Congressional District:** 1
State/US Num:	**RDC:** SGRDC **Map Key Num:**

Project Details

Project Description: Extend Woodrow Wilson from Patterson St. to Oak St. at Gornto Rd.

Length, miles: NA **# of Lanes:** 0 **# of Lanes Planned/Modeled:** 2
Current Volumes, ADT: NA **Future Volumes, ADT:** NA
Bike/Pedestrian Additions: NA
Purpose and Need:
Economic/Connectivity
Logical Termini Locations:
Connectivity / Related Projects:
Functional Classification: Urban Minor Arterial
Comments / Remarks:

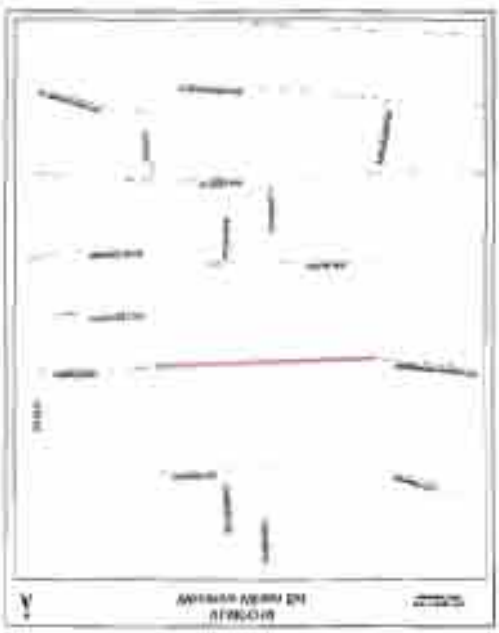
Funding

Project Phase	$ Source	Short Term	Mid Term	Long Term	Total
Preliminary Engr. (000's)					
Right-of-Way (000's)					
Construction (000's)					
Project Cost (000's)				300	**$ 300**
Federal Cost (000's)					
State Cost (000's)					
Local Cost (000's)					

Considerations

Planning Measure and Need:
Relation to CMS (if applicable):

Project Location Map



Illustrative Projects

PI 450520- Gornto Avenue and Park Avenue from Baytree Road to Lee Street.
PI 2424- N. Forrest widening from SR38/US 84 to Park Avenue (Lakeland Hwy.).
Woodrow Wilson Widening (5 lanes) from Patterson to Ashley.
Park Ave. Widening (5 lanes) from Forrest to just north of Perimeter.
Lee Street Widening (3 lane) from just south of Gordon to just south of Park.
Oak Street Widening (3 lane) from Roosevelt to Alden.
Alden Avenue Widening (3-Lane) from Baytree to Patterson.
Gil Harbin Industrial Boulevard Widening (5 lanes) from Madison Highway to Patterson Street.
Ulmer Avenue, Lake Park Road, Fry Street Widening (4 lanes) from Industrial Boulevard to E. Hill Avenue.
Northside Drive Widening (4 lane) from Franklinville Road to just east of Forrest.
Gornto at Berkley/Azalea Realignment
River Street Widening (4 lane) from St. Augustine to Norman Drive.
Clay Road Widening (4 lane) from E. Hill to SR 94.
Pendleton Extension (4 lane) from Ashley to Bemiss at Pineview Drive.
Pineview Drive Widening (3 lane) from Bemiss to Forrest.
Ashley/Patterson/Hill Three Lanes Downtown.
Park Avenue westbound right drop turn lane at Oak.
S. Patterson at Griffin Avenue. Stripe/create southbound left turn lane.
Oak at Alden Intersection Improvement.
Gordon at Lamar Intersection. Include Lamar Improvements from Gordon to Mary. Also included is a three lane section in the vicinity of W. Gordon Elementary School.
Gordon at Hightower Intersection Improvement.
Country Club Drive Widening (extend turn lane) from Eager/Jerry Jones to near Green Meadow.
Eastbound approach at Northside Drive Improvements at Bemiss.
St. Augustine at River Intersection Improvements.
Country Club Dr. Widening (3 lane) south of Green Meadow to 3 Mile Branch.
Coleman Road Extension (2 lane) to tie into Baytree.
Baytree at Gornto Improvements. Create eastbound left turn lane.
Eager Road Widening (3 lane) from Jadan to Country Club Drive.
Jerry Jones Widening (3 lane) in vicinity of Westwood and South Forty.
N. Valdosta widening to 6 lanes from Old US 41 to I-75.
Bemiss Road widening from Forrest St. to Skipper Bridge (4-6 lanes).
Widen James Rd. from SR 38/US 84 to St. Augustine (2 to 4 lanes).
Outer Perimeter Road: (phase 1-I-75 near Franks Creek Rd. to Parker Green Hwy.); (phase 2- from Parker Green Hwy. near Cat Creek Rd. to SR 38/US 84);(phase 3-SR 38/US 84 to SR 94).

Appendix- A
Public Involvement

Transportation Needs Survey

Your answers to the following questions will be in a range of "1" ***strongly agree*** thru "5" ***strongly disagree***.

1. This community needs to have a public transportation system.

   1 2 3 4 5

2. The roadway system provides safe access for pedestrians.

   1 2 3 4 5

3. Bicycle lanes should be designed for roadways that are being expanded in the future.

   1 2 3 4 5

4. Ashley and Patterson Streets should be converted to one-way pairs northbound and southbound respectively.

   1 2 3 4 5

5. The interconnectivity of our sidewalks to schools, subdivisions, shopping areas and parks is adequate.

   1 2 3 4 5

6. The Valdosta Regional Airport provides the air traffic needs of our community.

   1 2 3 4 5

7. Do developers need to assist in the costs when their plans will significantly affect roadways?

   1 2 3 4 5

8. What is the most pressing problem with our transportation system? (circle one) or list other.

Roadway surface conditions *Public transportation* *Traffic congestion* *Coordinated signals*

9. What is the worst Railroad crossing in terms of impeding traffic flow and creating significant delay to motorists.

Gornto Road/YMCA *Hill St. (U.S. 84)/Norfolk Southern* *St. Augustine/CSX* *Baytree/Norfork Southern*

*Other(s)*_____.

10. How would you envision Valdosta-Lowndes County in the year 2030?

I live in *Valdosta* *Lowndes County* *Other* _____. **(Circle or Fill in)** **Thanks for the comments!**

P.O. Box 1223 ● 327 W. Savannah Ave. ● Valdosta, GA ● 31603 ● Phone (229) 333-5277 ● Fax (229) 333-5312

PLEASE SEND BACK WITH STUDENT OR FAX TO: Daniel McGee–MPO Coordinator

	1	2	3	4	5	6	7	8	9	10	Reside	
Survey	2.06	3.1	2.2	3.5	3	2.9	2	3	2.5		in :	
1	1	3	1	3	3	4	3	2	2	Better public transportation and a RR overpass at Hill St.	1	
2	3	3	2	2	4	2	2	1	4		2	Hahira
3	1	3	2	5	4	2	3	3	2	A real mall (2 story) with Macies; Dillards; Bannana Rep.	1	
4	1	3	1	4	3		2	2	1		2	
5	3	4	4	1	4	2	1	3	2		1	
6	1	1	1	3	5	5	1	1	3	The number of dirt roads is embarrassing, we look like hicks!	2	
7	1	5	1		5	2		2	4	Need more sidewalks and bike trails.	1	
8	1	5	1	1	5	3	5	2	2	Buses adequate sidewalks & bike lanes. A thriving Metro.	1	
9	1	5		2	2	3	3	2			1	
10	1	4	2	5	4	4	2	2	4	Valdosta will have a transportation system (buses).	1	
11	1	5	3	3	1	1	1	3	1		2	
12	1	1	1	5	1	1	2	3	3		2	
13	1	3	1	3	5	1	1	2	3			
14	3	2	3	4	3	2	2	2	1			
15	1	1	1	1	1	3	2	2	4	More public trans. Better sidewalk interconnectivity.	2	
16	1	3	2	2	3	1	1	2	4	The next Atlanta or better.	1	
17	3	4	5	2	4	3		3	3	Maybe a skyscrapper or two, a large pop. Lots of homes.		
18	1	1	3	1	2	3	1	4	3	Expanded and changed place!	2	
19	5	3	5	5	5	4	5	2	3			
20	1	3	4		2	3	3	3	1		1	
21	1	1	1	5	5	3	1	2	2	Safe bike lanes, Public transportation.	2	
22	3	5	3	5	2	3	3	3	3		1	
23	5	1	5	5	1	1	5	4	4			
24	1	1	1	5	3	3	3	3	2	Chaos!	2	
25	1	2	1	1	2	1	1	3	4	Bigger and more popular city.		Lakeland
26	1	5	3	5	4	2	4	3		We will still be behind times Slow getting things done for metro.	1	
27	1	2	4	3	3	3	2	2	2	Better.		
28	1	3	3	3	3	4	5	2		Public Transportation for those who don't have cars.	1	
29	5	2	5	3	2	2	5	2	1	A very busy metro with a transit system that is regional.	1	
30	5	4	5	5	4	1	5	3	2	It will be so crowded that you will need a train or bus to get from c	1	
31	3	3	4	2	3	1	4	4	1	I don't know.	2	
32	5	3	5	4	3	2	5	4	4	Need to have better transportation	2	
33	1	3	1	2	2	2	3	3	0		1	
34	1	1	5	4	3	1	3	3	0	Buses.	1	
35	1	3	1	3	5	4	2	3	0	They need better transportation.	2	

36	1	4	1	1	5	1	1	3	2	I envision the southside of town looking as good as other parts of	2				
37	1	3	2	5	4	3	1	2	4	A larger metro area.	1				
38	1	3	1	1	1	1	3	3	3	Way too congested!!	2				
39	1	5	1	2	5	3	1	2		Sidewalks, bike lanes, public transportation.	1				
40	1	4	2	5	5	1	3	3	4		1				
41	1	4	2	3	4	4	1	3	1		2				
42	1	4	1	1	4	1	3	2	3		2				
43	1	3	1	5	3	1	2	3	4		2				
44	1	2	1	2	5	4	1	2	4	A booming area.	2				
45	5	5	3	1	1	3	3	1	2	More entertainment, more growth in minority areas of town.	2				
46	1	3	2	5	4	2	3	3	2	There are no sidewalks for Newbern Middle School.	1				
47	5	2	5	3	2	4	5	3	3	To resemble Columbus w/ its good traffic flow and business/touris	2				
48	1	1	2	5	4	4	1	2	2	All community members having public access to transportation.	1				
49	1	5	1	1	5	1	1	3	4	Heavy in traffic; need road widening.	1				
50	2	4	3	5	3	2	2	3	4		1				
51	3	4	1	1	5	3	1	3	2	125-150,000 population, hopefully planned for growth in 2004-20(	1				
52	1	5	3	4	5	3	1	4	4		2				
53	1	4	1		1	1	1	2	2		1				
54	1	5	1	5	5	3	1	2	3	With a public transportation system and should be flexible service	2				
55	1	3	1	1	5	3	1	2	4	Less cars, more public transportation.	1				
56	1	4	1	5	2	3	1	2	2	More progress, better jobs and transportation system.		Remerton			
57	1	5	1	3	1	1	1	3	3		2				
58	4	4	2	3	3	3	2	1	1			Brooks			
59	2	4	2	4	4	4	2	1	3	Continuing to grow in metro status with the problems to go along	2				
60	1	2	1	5	3	4	1	1	3		2				
61	1	3	1	3	3	2	2	2	2	A busy metropolis.	1				
62	1	5	1	3	5	5	1	3	1	Beltway around the city, affordable bus transportation sidewalks a	2				
63	3	2	4	4	3	3	4	1	1		1				
64	1		1	1			1	2		A transit system that is accessible to people with disabilities.		Tift			
65	1	3	1	1	4	3	1	2	4	It better have public transportation.	1				
66	1	1	1	5	5	4	1	2	4	Three times the population with a county-wide transit system.	1				
67	1	5	1	1	5	5	1	2	4	Fewer car on the road. Well developed bike path system integrated w	Echols				
68	1	2	1	5	2	3	5	2	1	Many 4 lane roads & one way traffic.	2				
69	1	3	1	5	5	5	1	2	1	With public transit, better roads, less congestion.	1				
70	1	3	5	5	3	1	3	3	1			Berrien			
71	3	5	1	4	5	3	1	1	4	More like Atlanta is now.	1				
72	1	3	1	5	2	2	1	1	4		1				

73	2	5	1	4	4	5	3	1	4	I-75 should be 12 lanes. Traffic signals that are shorter cycles. M	2			
74	1	1	1	3	1	1	5	3	1		2			
75	1	1	1	3	1	1	2	3	4	Over populated.	2			
76	1	1	1	5	1	1	1	3	4			Adel		
77	1	2	1	1	5	1	3	3				Other		
78	2	3	4	1	3	3	2	3	4			Berrien		
79	2	4	4	2	3	3	2	3	4	Continued growth and higher population.		Ocilla		
80	1	4	1	3	3	3	3	3	4		1			
81	1	4	5	3	4	5	1	3	1	Many stops fore public transportation and less private traffic.	1			
82	2	3	1	5	4	4	1	3	1		1			
83	3	3	3	4	3	2	3	3	3		2			
84	2	2	2	4	2	3	3	3	4	Crowded.	2			
85	1	3	5	5	3	3	3	3	3	Crowded.	2			
86	2	2	3	4	3	3	3	3	4		2			
87	3	3	2	5	3	3	2	3	4		2			
88	1	3	2	2	5	3	3	3	3		1			
89	1	1	1	1	1	1	1	3	1	Hopefully expanded roads to regualte traffic.	1			
90	1	3	2	1	3	3	2	3	3	Traffic will have heavy congestion.	2			
91	3	3	5	3	1	1	3	3		Ooooh!	2			
92	1	4	2	5	5	3	3	2	3	No comment.	2			
93	1	3	3	5	1	3	2	3	3	More jobs, eating places, activities. Better transportation.	2			
94	1	2	1	3	2	2	1	3	2	Very populated without congestion.	2			
95	2	3	4	2	3	3	3	3	2	I hope it's not too populated and overcrowded.	2			
96	1	5	1	5	5	5	1	3	3	Very bad congestion.	2			
97	2	1	1	3	3	2	5	3		The way Atlanta is now!	1			
98	2	1	1	5	3	1	4	1	2	A pleasant place to make a living.		Clinch		
99	1	1	5	5	2	3	5	2	2	We need a traffic light out by prison, people don't respect the yellow lights.				
100	1	3	2	5	2	1	3	2	2	Progressive.	1			
101	4	3	2	5	3	2	1	3	3	Crowded and congested.	2			
102	3	3	4	3	4	3	3	3	4		1			
103	1	3	1	1	3	3	1	2			2			
104	1	5	4	5	4	5	2	2	ALL	A crime infested, traffic laden community.	2			
105	4	2	4	5	3	2	5	2	2	In a mess if we don't make some change.	2			
106	5	3	5	4	3	2	4	2	2	More advanced than most cities.	1			
107	1	3	1	1	3	2	1	3	1	Similar to present day Tallahassee.		Lanier		
108	1	1	1	1	2	3	2	3	1			Cook		
109	1	4	1	1	3	5	2	2	1	As big or bigger than Atlanta, but worse traffic.	2			

110	1	3	1	2	2	5	1	1	4	Progress in attracting newer jobs with better pay.	1			
111	1	5	3	5	3	3	2	4	1			Brooks		
112	3	4	3	4	2	3	3	1	1		1			
113	3	4	2	3	2	2	3	3	3	Bigger.	2			
114	5	2	3	2	4	5		2	2	Larger.		Brooks		
115	5	4	5	5	3	3	5	3	2	Bigger, more jobs and a better place to live.		Brooks		
116	1	1	1	5	5	2	1	2	1	Congested. Putting traffic lights about 100 yards apart.	1			
117	1	3	3	1	3	3	1	3	1		2			
118	1	3	3	2	4	3	2	2	3		1			
119	5	5	5	3	5	5	3	3	2	Hell on wheels.	1			
120	1	5	3	4	4	3	1	3	3	Continued growth.	2			
121	2	3	1	4	2	2	1	3	1		2			
122	1	5	2	4	1	2	1	1	4	Very large & busy with lots of citizens and traffic.	2			
123	3	3	1	1	4	3	3	1	1		1			
124	1	1	3	4	3	3	3	3				Brooks		
125	3	1	1	5	1	1	3	3	4		1			
126	5	2	5	4	5	2	5	2	1		1			
127	1	3	2	4		2	3	1	2	Improved and still growing.	1			
128	1	3	2	4	4	3	2	2	4		1			
129	1	2	2	2	2	3	3	2	2		1			
130	1	2	1	3	3	3	3	3	3		2			
131	1	3	1	1	3	3	1	3	2	Hopefully better roadways and transportation and more positive e	2			
132	1	3	1	5	3	1	1	1	4		2			
133	1	3	2	5	3	1	2	3	1	The way it is currently is growing & people moving here.	2			
134	5	4	5	4	3	4	4	1	3	Not thinking too beautiful.		Clinch		
135	4	3	4	3	3	4	3	1	3		2	Clyattville		
136	3	3	3	4	3	4	3	5	3			Cook		
137	4	3	2	3	2	2	2	4	3	Busy!	2			
138	1	3	5	2	1	3	1	3	4	Packed beyond belief.		Adel		
139	1	3	3	5	2	4	2	2	4	Slowly growing.	1			
140	1	3	2	4	3	3	2	3	4	Sucking more!		Quitman		
141	1	5	1	3	1	2	3	1	4	Too many people in a small arrea.	2			
142	3	3	5	5	4	3	4	1	4	Roughly the same with minor improvements.	1			
143	3	5	2	2	3		2	4	1	Big.	1			
144	2	4	2	3	3	3	3	1	3	Full.	2			
145	2	4	3	2	3	4	1	3	2		2	Hahira		
146	3	4	2	5	2	3	3	2	3		1			

147	1	4	1	4	5	3	2	2	4	This city will always be a step behind if they don't look at the nee	1				
148	3	5	1	1	5	3	1	4	4	At present rate it will be worse than Atlanta.		Brooks			
149	1	4	1	5	4	4	3	2	1		1				
150	1	3	1	5	4	4	1	3	2	I don't know.					
151	3	2	2	5	2	2	2	3	4		2				
152	1	1	1	1	1	1	1	2	2	More jobs, transportation buses.					
153	1	3	1	3	1	3	2	2	4		1				
154	1	5	2	3	3	4	2	2	1			Brooks			
155	1	3	1	5	1	3	1	4	2		2				
156	1	2	2	5	3	4	2	3	1		2				
157	4	3	1	5	3	2	3	3	3	Very big, but I don't think we should get too big or populated.	2				
158	1	5	1	5	5	5	1	3	3		2				
159	3	2	3	3	3	3	3	3	1	More businesses and more military.		Brooks			
160	5	3	3	1	3	3	3	3	3		2				
161	1	5	1	5	5	5	1	3	3	Over crowded.	2				
162	1	4	1	5	2	2	1	4	3	Expanded.	2				
163	1	5	1	1	5	4	1	3	3	As a metropolitan city.		Berrien			
164	1	4	1	3	3		3	2	2	A real metro city, buses and more traffic.	1				
165	1	3	1	3	3	2	1	3	4	A true metro city with a tremnedous amount of jobs.	2				
166	1	4	3	3	3	4	3	3	2	Hopefully great improvement in the transportation system.	2				
167	2	2	2	2	2	2	2	3				Lanier			
168	2	3	2	1	3	3	2	3	2		1				
169	2	2	1	2	2	3	1	3	2	Biggger than Atlanta.	2				
170	1	3	1	1	3	5	1	3	2			Cook			
171	1	2	1	1	2	2	1	3	2	Crowded.		Clinch			
172	2	4	3	4	3	3	3	1	3	Hopefully bigger and better.		Lakeland			
173	4	4	4	4	4	4	4	3							
174	1	5	1	5	4	5	1	1	1	With a lot better traffic signals.		Lanier			
175	2	3	3	3	4	3	2	1	3		2				
176	3	3	3	3	4	3	3	1	3	Busy.	1				
177	3	4	3	5	3	4	2	1	4	I'm not sure.	1				
178	2	4	2	2	3	2	2	1	4	Torn down and burned.	2				
179	2	4	2	3	2	3	2	2	3		1				
180	1	3	1	5	3	3	1	1	3	Public transportation - better roads.	1				
181	5	3	5	5	1	3	1	3	4		2				
182	5	3	5	5	4	4	5	3	3		2				
183	2	5	1	5	3	3	4	3	4	More congested, stupid planning like Bemiss Rd.		Lanier			

184	1	5	1	2	5	4	2	2	3	Public Transportation, well kept roads and sidewalks.					
185	2	3	3	3	3	3	3	2	1		2				
186	3	3	3	5	3	3	1	3	1	Too many cars for our road system.	2				
187	1	3	4	5	3	3	2	3	2	Better transportation system besides shuttle buses.	1				
188	2	3	4	5	3	3	4	3	2	Congested.	2				
189	1	5	1	1	1	1	1	3	4	Traffic still bad.					
190	1	5	1	1	1	3	1	3	1	I see it getting worse than now if they don't do anything about it.	2				
191	1	3	1	5	2	3	1	2	2	Severely congested but full of businesses making city/county mo	1				
192	5	5	5	5	3	1	5	3	3	Bigger than Albany.	1				
193	1	3	1	5	3	4	1	2		A community with an extensive bus system-extending into adjace	1				
194	1	1	1	2	2	1	2	3	2						
195	1	2	3	1	3	1	3	2	3	Better than it is now.	1				
196	3	2	5	3	3	3	3	1	2	There will be more people and better transportation.		Brooks			
197	1	3	1	3	3	4	3	3	3	Real lot of traffic congestion.	2				
198	2	3	2	4	2	3	2	1	2			Quitman			
199	2	4	3	3	2	2	3	3	4		1				
200	4	4	3	3	3	4	3	2	3	Much bigger and expanding services to those with transportation needs.					
201	1	2	1	4	4	2	1	2	3		1				
202	4	3	4	2	3	3	3	1	4	Wider roads.		Lanier			
203	2	3	3	4	3	1	2	3	2	I think Valdosta will expand into Quitman.		Quitman			
204	3	3	3	3	3	3	3	4	3	Bigger.	1				
205	1	3	1	3	2	2	4	4	1			Adel			
206	5	3	3	5	3	1	4	3	4		1				
207	2	5	5	2	4	4	5	2		We need a traffic signal now at Hwy. 133/ Val-Tech Rd.		Brooks			
208	1	4	2	3	4	4	1	3	1	Metro in a true sense, not just barely.	1				
209	2	3	2	5	2	5	1	3		Bigger.	2				
210	5	3	5	1	4	2	2	2	2	The same if changes are not made to address all the transportati	1				
211	3	4	1	3	3	1	1		4		2				
212	1	5	1	5	5	3	1	4	3	As a place my children's children can settle and enjoy.	2				
213	1	2	1	1	1	2	1	2	3		2				
214	1		2	5	4	3	2	3	2	Overcrowded, underpaid!	1				
215	1	2	2	1	3	3	1	3	2	To grow like other cities did 30 yrs. Ago.	2				
216	1	5	1		3	5	1	1	1			Berrien			
217	1	4	1	3	1	3	1	3	2		2				
218	3	4	5	5	3	3	1	3	4	Too much traffic, not enough room.	1				
219	4	2	4	1	2	3	2	3	3			Tift			
220	3	1	5	5	3	1	5	3	1	Hopefully a major city that will get rid of the "Old boy System."	2				

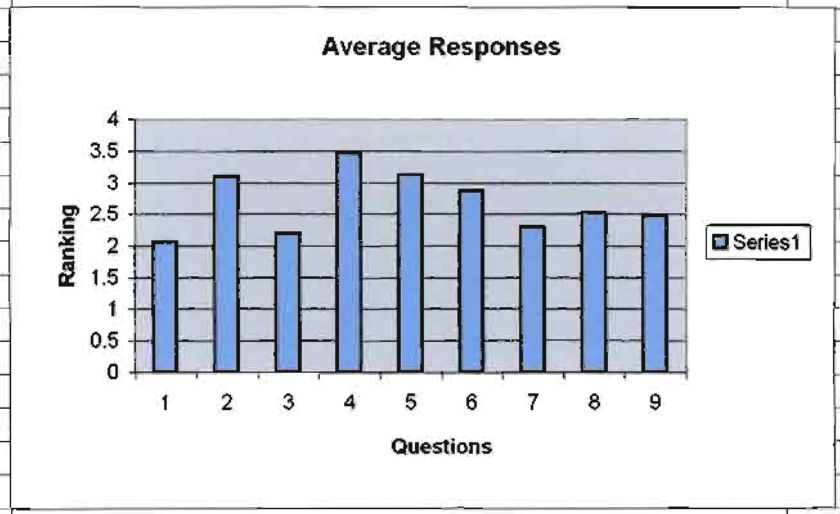
221	2	4	2	5	5	4	1	4	4	A big fat mess if traffic planning and control is not done.	2			
222	1	1	1	5	2	2	2	2	4	I think it will be very bigand we'll need city transportation system.	1			
223	4	4	3	2	3	4	5	3	2	With better roads and less congestion.		Brooks		
224	3	1	5	4	3	3	4	3	2		1			
225	1	2	1	5	2	3	3	3	4	Over populated.	1			
226	4	3	4	2	3	4	4	3	2	Congested.				
227	1	2	2	5	3	3	3	3	3		1			
228	5	1	5	1	5	3	3	1	2	Beautiful.	1			
229	1	2	1	4	4	3	3	3	2	More efficient.		Adel		
230	1	4	2	5	5	4	1	2	4	Planned growth; public transportation.	2			
231	1	3	1	5	5	4	1	3	2	Hopefully more family friendly.	2			
232	3	3	3	1	3	2	3	3	4		1			
233	2	3	2	5	2	1	3	3	2	Congested.		Brooks		
234	1	3	2	4	3	3	2	3	2			Brooks		
235	1	1	1	1	1	1	1	1	2					
236	5	3	4	4	2	3	4	2		Highly metro area. Growth in Industry; 2 malls; I schools system;I	1			
237	3	2	4	5	3	1	1	1	3		2			
238	1	4	1	5	5	4	1	3	4	Better public transportation at a lower price with publicity. More s	1			
239	2	5	1	5	4	5	1	4	4	A return to the small business system, less corporate takeovers.	1			
240	2	3	1	5	3	5	1	4	2		1			
241	1	1	1	1	1	1	1	1	1	Too many people.	2			
242	1	1	1	5	5	5	5	4	3	Fast paced.	1			
243	3	2	1	5	1	1	1	1	4		1			
244	5	1	1	5	1	1	1	4	4		1			
245	3	3	3	5	3	3	3	2	all	Hopefully more jobs.				
246	1	1	1	1	5	5	1	3	1		2			
247	5	5	5	5	5	5	5	3	4		2			
248	1	1	1	1	5	5	5	3	1		1			
249	1	4	1	2	1	3	1	3	2		2			
250	1	5	1	5	3	5	1	1	1	More people.	1			
251	2	3	2	5	4	5	3	3	1		1			
252	1	1	1	5	5	5	1	2	1		1			
253	5	5	5	5	5		1	3	1		1			
254	5	3	5	1	2	5	5	2	2	Buses.	1			
255	3	1	3	5	1	3	1	3	4		2			
256	2	2	1	5	1	1	1	3	1		1			
257	1	3	1	5	3	1	1	3	2	Cheaper flights.	2			

258	5	5	1	5	3	3	2	1	3		1			
259	3	1	1	1	1	1	1	4	4		2			
260	2	4	5	4	2	5	3	3	othe	Bigger, efficient airport.	2			
261	1	1	1	5	1	1	1	2	2		1			
262	2	2	1	5	1	1	1	1	4	Repave all roads.				
263	1	2	1	5	2	1	1	2	2		2			
264	1	1	1	1	1	1	1	2	1	Crazy.	1			
265	1	1	1	1	5	5	1	3	1	Heavier population, more traffic, worse roads.	2			
266	1	1	1	4	1	1	3	2	1		2			
267	5	3	1	5	2	5	1	2	2	More crime.	1			
268	4	4	5	2	2	4	3	3	1	Metropolitan.	2			
269	5	5	5	5	1	5	1	3	2	Bridges and overpasses.				
270	1	3	1	1	2	3	2	2	2	Taller buildings, monorails, solar powered cars, electronic billboa	2			
271	1	1	1	5	5	1	2				1			
272	1	5	1	5	5	5	1	2	1		2			
273	1	1	1	5	1	1	3	3	1	A thriving metropoitan city.	2			
274	3	5	1	5	5	2	1	3		Slight improvement.	2			
275	3	3	3	5	3	2	3	1			2			
276	5	3	5	3	3	2	1	3	2		2			
277	2	4	1	5	5	4	1	3	1		2			
278	1	2	1	1	3	2	3	1	3		2			
279	5	3	5	1	3	3	3	1	3	Large.	2			
280	1	1	1	1	4	3	3	1	2	Much larger.	2			
281	1	1	2	5	2	3	1	2	2	Newer and better looking.				
282	1	3	3	2	2	2	2	2			2			
283	3	5	1	1	3	2	3	1	2		2			
284	1	5	1		5	5			3		2			
285	1	3	1	5	5	2	2	3	4		2			
286	2	2	2	3	3	2	1	3	2		2			
287	1	3	1	5	3	3			3	Moving in a faster safer pace.	2			
288	1	1	1	3	3	2	1	2	2	To be the best place to live.	2			
289	4	3	5	2	3	3	4	4	2		2			
290	1	1	1	3	5	4	3	2	2		2			
291	3	5	3	3	3	2	3	3	2		2			
292	3	4	1	5	1	3	3		4		2			
293	1	4	1	1	4	5	3	2	2	Public transportation with less traffic congestion.	2			
294	3	5	1	5	5	4	1	3	4		2			

295	3	1	1	5	5	1	1	3			2			
296	1	3	1	5	5	1	1	4	4	Similar to Tampa, Floridda.	2			
297	3	2	4	3	3	3	3	2	2		2			
298	1	2	1	5	5	4	5	1	2		2			
299	1	1	1	1	2	1	1	3	1	Crowded.	2			
300	5	3	5	4	1	4	4	1	2		2			
301	1	5	1	5	5	3	5	3	3		2			
302	5	3	3	5	3	4	4	3	2	A modern and congested town to live in.	1			
303	1	3	1	1	4	2	1	3	1		2			
304	2	3	1	3	3	3	3	4	3	An overpass over St. Augustine and CSX railroad.	2			
305	1	2	1	1	1	1	1	2	2	Beautiful.	2			
306	2	2	3	1	2	3	2	3	2		2			
307	3	2	3	3	3	3	3	2	3		2			
308	1	1	1	4	1	1	3		4	Several bike routes.	2			
309	4	3		4	4	4	4	3			2			
310	5	5	5	5	3	1	1			Metro - status go bust and all these subdivisions crumble.	2			
311	3	3	1	1	4	5	1	3	1		1			
312	3	4	1	2	5	5	1	3	1	Major traffic congestion throughout.	1			
313	3	2	2	5	2	2	1	2	4	Enormous growth and increased traffic.	1			
314	3	5	1	4	3	4	3	2	1		1			
315	4	3	4	5	4		5	4	1	With public transit.	1			
316	1	2	1	1	3	3	2	3	1			Lanier		
317	4	4	1	3	3	1	1	3	4		1			
318	1	1	1	5	5	4	1	3	1		2			
319	3	4	5	5	3	5	5	3	4		1			
320	4	5	2	4	5	4	3	3	1		1			
321	3	3	1	5	3	3	1	3		Better traffic engineering.	2			
322	3	2	3	1	3	2	3	3	1	Greater airline presence to manage overflow from Harts Field. Ta	1			
323	1	1	1	5	1	4	3	3	1		2			
324	4	4	2	3	2	4	3	3	1		1			
325	1	3	1	4	4	1	1	3	1		1			
326	1	1	1	3	5	3	1	3	4	Bigger with more outdoor activities (e.g. bike/walk trails).	1			
327	1	3	1	4	3	4	2	1	4		1			
328	3	5	4	5	4	5	4	3	1	Bad traffic congestion and transit.	2			
329	1	5	1	5	5	1	1	3	1		1			
330	3	5	1	1	1	5	1	3	3		2			
331	1	3	1	5	5	5	3	3		Too crowded.	2			

332	1	1	1	5	5	1	1				2			
333	1	2	1	5	5	1	3	1	2	We need more railroad overpasses.	2			
334	5	3	5		3	2	3	2	4		2			
335	3	3	3	5	3	5	3	3	4			Stockton		
336	2	4	2	5	4	1	1	3	1	Major traffic congestion.	2			
337	2	4	2	5	4	2	5	3	4	Four lanes on Country Club & Jerry Jones.	2			
338	1	3	4	5	3	2	4	1	4	Very futuristic.	1			
339	5	2	5	3	2	5	5	3	1	More people, more traffic problems.	2			
340	5	2	3	5	3	5	5	4	1	One consolidated government.	2			
341	2	5	2	4	5	3	1		1	Would like to see neighborhoods protected from traffic.	1			
342	4	5	3	4	3	1	3	3	1		1			
343	3	4	2	5	4	4	3	4	1		1			
344	2	4	1	2	1	3	1	1	1	A major hub for south Georgia, and north Florida.		Brooks		
345	1	3	1	5	1	4	2	3	2	Lee Street crossing is bad.	1			
346	1	5	1		5	5		3			1			
347	1	4	1	3	5	3	3	3	2	It is a great community that works for everyone and dosesn't disir	1			
348	1	3	1	2	4	3	2	3	3	Would like to see some affordable things for our younger generation t		Lanier		
349	1	5	5		1	2		3	2	Hopefully in a much better position than it is now.	2			
350	1		1	5	5	1		3	4	Better transportation, better jobs.	2			
351	1	3	1	2	5	5	1	3	3		1			
352	1	5	1	4	5	4	1	3	3	Disolved!	1			
353	1	5	1	4	5	4	1	3	3		1			
354	1	3	1	3	3	4	2	2	4		2			
355	5	5	5	5	5	5	4	3	1		2			
356	2	2	3		4	5	5	3	1					
357	1	5	1	1	1		1	3	1	It can't get any worse.	2			
358	3	4	2	4	3	2	2	1	2		2			
359	5	3	4	5	4	3	4	3	2		2			
360	3	3	5	5	3	1	3	1	2		2			
361	2	5	1	1	4	3	2				2			
362	1	3	1	2	1	3	2	2	2		2			
363	2	3	1	5	3	4	1	3	4	Must take proper measures to reduce traffic congestion.	2			
364	4	4	5		3	3	5	4	4	Crowded.	2			
365	3	3	4	4	3	4			3		2			
366	3	4	3	1	4	4	3	4	3	Congested.	2			
367	1	5	1	5	3	3	3	1	2		2			
368	2	2	2	3	3	2	1	3	3	Very developed and a good place to raise a family.	2			

369	1	3	3	3	3	1	3	3	3		2			
370	1	2	1	2	2	1	1	1	1		2			
371	1	1	3	5	1	5	4	3	3		2			
372	1	1	1	5	5	1	1	3	2	More cars and more people.	2			
373	1	4	1	5	1	1	5	3	1		2			
374	5	5	3	5	5	5	3	2	3		2			
375	5	3	4	1	1	2	3	1	3	a success story.				
376	5	3	5	5	3	5	5		2	A true metro.	2			
377	1	1	1	1	1	1	1	3	2		2			
378	1	5	1	5	5	1	2	3	3	Great public transportation, public parks and things for kids to do.	2			
379	1	3	1	5	4	4	1	2	4	Like Jacksonville, if there is proper planning and fore thought.	2			



Estate Notices

IN THE PROBATE COURT OF LOWNDES COUNTY STATE OF GEORGIA

IN RE: ESTATE OF WILLIAM FRIERSON

NOTICE TO CREDITORS AND DEBTORS

All creditors of the Estate of William Frierson, Decedent, late of Lowndes County, are hereby notified to render in their demands to the undersigned according to law, and all persons indebted to said Estate are required to make immediate payment to me.

June 30, 2005.

DAVID F. SANDBACH, JR.
Attorney for Executor
of Estate of William Frierson.
Deceased payment thereof.

Mary Edna Jordan
6290 Chancy Drive
Hahira, GA 31632

J. MICHAEL DOVER
Attorney at Law
Post Office Box 729
Valdosta, Georgia 31603-0729
(229) 242-0314
State Bar No. 227600

22529904
8/19,26;9/2,9/2005

Incorporations

NOTICE OF INTENT TO INCORPORATE

Notice is hereby given that Articles of Incorporation which will incorporate **ABUNDANT LIFE YOUTH INITIATIVE, INC.** will be delivered to the Secretary of State for filing in accordance with the Georgia Non-Profit Code.

The initial registered office of the corporation will be located at 10 LaVista Circle, Valdosta, Georgia 31601, and its registered agent at said address is Edgar Reid Merriweather, II.

Pauline C. Council
Attorney for Incorporators

22529897
8/19,26/2005

NOTICE OF INTENT TO ORGANIZE

Notice is given that Articles of Organization, which will organize Beck's Body Shop, LLC, will be delivered to the Secretary of State for filing in accordance with the Georgia Business Corporation Code.

The initial registered office of the LLC will be located at 506 W. Magnolia Street, Valdosta, GA 31601 and its initial registered agent at such

Incorporations

NOTICE OF CHANGE OF CORPORATE NAME

Notice is given that articles of amendment which will change the name of "Five Points Toyota, Inc." to "Five Points Auto Sales, Inc" have been delivered to the Secretary of State for filing in accordance with the Georgia Business Corporation Code. Such articles of amendment further change the registered office of the corporation from 1201 Peachtree Street, NE, Atlanta, Georgia 30362 to 4506 N. Valdosta Road, Valdosta, Georgia 31603 and designate Roy Carter as the registered agent for the corporation.

Justin S. Scott
Coleman, Talley, Newbern, Kurrie
Preston & Holland, LLP
Attorneys for Corporation

21523634
08/12,19/2005

NOTICE OF INCORPORATION

Notice is given that Articles of Incorporation which will incorporate Mr. Murray's Lawn Care, Inc. will be delivered to the Secretary of State for filing in accordance with the Georgia Business Corporation Code. The initial registered office of the corporation will be located at 1007 North Patterson Street, Valdosta, Georgia 31601, and its initial registered agent at such address is PAUL J. ALVARADO.

PAUL J. ALVARADO
Langdale & Vallotton, LLP
Post Office Box 1547
Valdosta, Georgia 31603-1547
(229) 244-5400

22529905
8/19,26/2005

APPLICATION TO REGISTER A BUSINESS TO BE CONDUCTED UNDER A TRADE NAME

State of California
County of Alameda

The undersigned hereby certifies that they are conducting a business at 5850 West Las Positas Blvd. in the city of Pleasanton, County of Alameda, State of California, which will also be conducted in the state of Georgia under the name:

SBC Long Distance

And that the type of business to be conducted is: telecommunications; and that said business is composed of the following Limited Liability Company:

SBC Long Distance, LLC

John di Bene, Vice President,
General Counsel and Secretary
5850 West Las Positas Blvd.

Miscellaneous Notices

ADVERTISEMENT FOR BIDS FOR MANHOLE AND SANITARY SEWER LINE REHABILITATION PROGRAM AREAS 2, 3, 4 AND 5 CITY OF HAHIRA, GA

Sealed Bids for furnishing all materials, labor, tools, equipment and appurtenances necessary for rehabilitation of sanitary sewer manholes and lines in areas 2, 3, 4, and 5 will be received by the City of Hahira at the City Manager's Office, City Hall, 102 South Church Street, Hahira, GA, until 2:00 p.m., local time, on September 30, 2005 and then at said office publicly opened and read aloud.

The Project consists of the following major elements: approximately 5,880 feet of [illegible]

Bids must be accompanied by a certified check or bid bond in an amount of not less than five (5) percent of the amount bid. A Contract Performance Bond and a Payment Bond equal to one hundred (100) percent of the contract price will be required.

The successful bidder shall commence work with an adequate force and equipment on a date specified in a written order of the City Manager and complete the work within a time agreed upon with the City of Hahira.

The City of Hahira reserves the right to reject any or all bids, to waive informalities and to readvertise in the best interest of the City of Hahira.

The City of Hahira is an equal opportunity employer.

City of Hahira
Jerlide Logue
City Manager
(229) 794-2330
22529907
8/19/2005

PUBLIC NOTICE

Notice Of Intent to Approve Post Closure Care Permit Application

The Environmental Protection Division of the Georgia Department of Natural Resources, in accordance with the Georgia Hazardous Waste Management Act O.C.G.A. Section 12-8-60, et seq, as amended, announces its intent to approve a Post Closure Care permit application for the Dowling Bag Company, located at 910 River Street, Valdosta, Georgia.

Dowling Bag produced textile, paper and plastic packaging. Printing presses were used to place identifying marks and designs on the products manufactured at the facility. These presses were the primary source of waste (ink). Each [illegible]

Miscellaneous Notices

IN THE SUPERIOR COURT OF LOWNDES COUNTY

STATE OF GEORGIA

Civil Action No. 05CVD1925

KEYA LANE,
Plaintiff
v.
TORRIS LANE,
Defendant

NOTICE

By order of the court for service by publication dated August 9, 2005, you are hereby notified that on the 9th day of August, 2005, KEYA LANE filed suit against you for divorce.

You are required to file with the Clerk

NOTICE

The Valdosta-Lowndes Metropolitan Planning Organization (MPO) has developed the Draft Metro 2030 - Long Range Transportation Plan for Valdosta-Lowndes County which is available for public review and comment at the South Georgia Regional Development Center, 327 W. Savannah Ave., Valdosta, GA 31601; South Georgia Regional Library located at 300 Woodrow Wilson Dr., Valdosta City Hall located at 216 E. Central Ave.; Lowndes County Administrative Offices located at 325 W. Savannah; or internet at www.sgrdc.com; www.valdostacity.com; or www.lowndescounty.com.

For more information, please call Daniel McGee at 229-333-5277.

21523606
08/17,18,19,20,21,22,23/2005

NOTICE

The Valdosta-Lowndes Metropolitan Planning Organization (MPO) has developed the Draft Fiscal Year 2006-2011 Transportation Improvement Plan for the Valdosta-Lowndes Urbanized Area which is available for public review and comment at the South Georgia Regional Development Center, 327 W. Savannah Ave., Valdosta, GA 31601; South Georgia Regional Library located at 300 Woodrow Wilson Dr.; Valdosta City Hall located at 216 E. Central Ave.; Lowndes County Administrative Offices located at 325 W. Savannah; or internet at www.sgrdc.com; www.valdostacity.com; or www.lowndescounty.com.

For more information, please call Daniel McGee at 229-333-5277.

21523607

<<Back

South Georgia's #1 News Source

Transportation improvements for Lowndes

August 23, 2005

Valdosta - Lowndes County is growing every day, and so are its traffic counts. "We need to identify how we're going to keep up with that congestion and growth," said Daniel McGee, Transportation Planner.

So transportation planners have developed a new metropolitan traffic plan. It includes 34 different improvements worth nearly $160 million. "We've outlined a variety of projects to improve transportation up to the year 2030," said McGee.

Motorists will be glad to hear that the plan includes adding overpasses at the railroad crossings on Hill Street and St. Augustine. "They cause major traffic delays in our community and also emergency responders can't get to victims as quickly if they're being impeded by these types of delays," said McGee.

There're also plans to alleviate congestion around the mall and interstate area. "A possible Baytree extension to I-75 and a flyover bridge connector with James Road and opening up that corridor for future development," said McGee.

Widening roads and adding new traffic signals will make traveling around Lowndes County much safer. "We're planning to put up a signal at Highway 94 and Inner Perimeter Road, because it's a very dangerous intersection," said McGee.

But before all these plans can be put into action, the R.D.C. wants to know what you think. "Its the public that actually utilizes these roadways, and these are the projects that are going to provide them with safer and more efficient traffic routes," said McGee.

A public hearing will be held September 15th. The plans will be adopted or modified on September 20th.

COMMENTS:

Bookwood Park neighborhood Association is very concerned of the consequences of de-Waying Patterson and Ashley Streets. We feel that "Connector" streets between the above two streets - especially in our historic neighborhood - will be made much worse. We also fear that One-Waying will "kill" Williams Street

Hyatt West
1904 Williams St.

September 15, 2005

Valdosta – Lowndes Metropolitan Planning Organization
Valdosta, GA 31603

Dear Committee Members:

We write you out of concern for the well-being of our neighborhood, Brookwood North (Valdosta) and surrounding environs. You are considering a plan to make Patterson and Ashley streets north of downtown each one-way. Residents in this neighborhood and neighborhoods in close proximity fear that this will cause considerable harm to the character of our living environment. Here is a brief overview of our concerns.

Brookwood North is a residential area, on the National Register of Historic Places and listed as a historic district by the City of Valdosta. The neighborhood consists predominantly of older homes in good shape. Most of the housing stock is owner occupied. These owner occupied units represent the principal investment and savings of the residents, many of whom are elderly.

The neighborhood is relatively healthy, recently realizing an influx of younger homeowners with children -- always a good sign for the longevity of an area's character. They, like the longer-term residents, were attracted by a historic, mature neighborhood, with significant character.

However, we see our neighborhood threatened by a plan to one-way the two principal north-south arteries. We're not transportation experts; we cannot judge the reasonableness of this plan. We are however experts on our neighborhood; we can judge ramifications on our neighborhood.

If these arteries are to be one-wayed -- so be it. BUT PUT IN PLACE REASONABLE MITIGATIONS TO PROTECT THIS NEIGHBORHOOD. We know that two parallel counter-directional one-way arteries will produce a lot of crossover traffic in a perpendicular direction, and that may drivers will seek the nearest thru-street to go in the opposite direction. We fear that Williams Street between Ashley and Patterson and most of the streets running from Ashley to Patterson will be adversely impacted.

We ask that approval of any plan to one-way Ashley and Patterson streets be made contingent on providing suitable mitigations to preserve this residential area. We also ask that the governments involved in this prospective project enter into A MORE HUMANE PLANNING PROCESS, ONE THAT MEANINGFULLY INVOLVES PERSONS IN ADDITION TO TRAFFIC COUNTS. Certainly it would be better to engage citizens of the impacted neighborhood(s) in the process rather than at hearings after-the-fact.

Respectfully yours,

Dr. J. Scott and Maureen McDonald
1515 Williams Street
Valdosta, GA 31602

Valdosta - Lowndes
Metropolitan Planning Organization

November 8, 2004

RE: Coloring contest

Dear Educator:

I am the newly hired Transportation Planning Coordinator of the Metropolitan Planning Organization for the Valdosta Urbanized Area. We are responsible for developing transportation plans for this study area. At present we are in the initial steps of preparing a 2030-Long Range Transportation Plan that will set the stage for our future growth and success that this community will embrace.

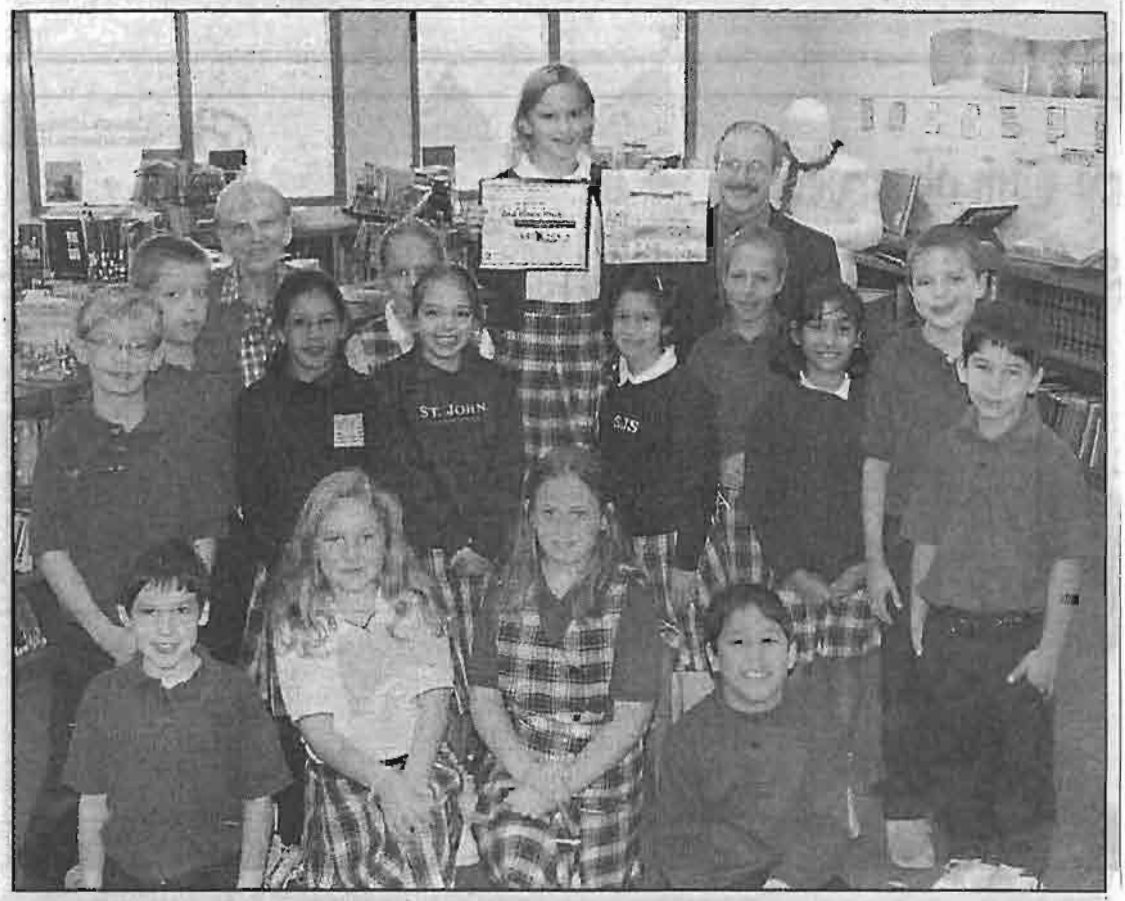
We are sponsoring a coloring contest (see enclosed pamphlet) with our local elementary school *4th & 5th Grade Classes* in which the children will draw what they think Valdosta-Lowndes will look like in the year 2030. On the backside of the contest information is a transportation survey for the children to take home for their parents to fill out and return with the student. We would like this distributed to the appropriate teachers and hope you can assist us in this worthy endeavor. When the surveys are completed they can be faxed back to me or I can pick them up. If there are any questions please contact me at your convenience.

Sincerely,

Daniel McGee, MPA
Transportation Planning Coordinator
Valdosta-Lowndes MPO
South Georgia Regional Development Center

dmcgee@sgrdc.com
P.O. Box 1223 • 327 W. Savannah Ave. • Valdosta, GA • 31603 • Phone : (229) 333-5277 • Fax (229) 333-5312

ART CONTEST



Submitted photo

In preparation for its first public hearing, the Valdosta-Lowndes Metropolitan Planning Organization held an art contest with area schools in an effort to provide community youth the opportunity to illustrate their infrastructure predictions for Valdosta-Lowndes County in Year 2030. Pictured are representatives of Sister Justine Ostini's class at St. John Catholic School, along with second-place winner Elizabeth Mossell, Principal Melanie Lasseter and MPO transportation planner Dan McGee. For information regarding the 2030 year plan, call 333-5277.

in the REGION

JANUARY • 2005

(229) 333-5277
www.sgrdc.com
sgrdc@sgrdc.com

A publication of the South Georgia Regional Development Center

A leader in the development of local and regional programs since 1963.

MPO Long Range Planning: Envisioning the Future

The South Georgia RDC is the Metropolitan Planning Organization (MPO) for the Valdosta-Lowndes Urbanized Area requiring the coordination of all transportation planning within the study area.

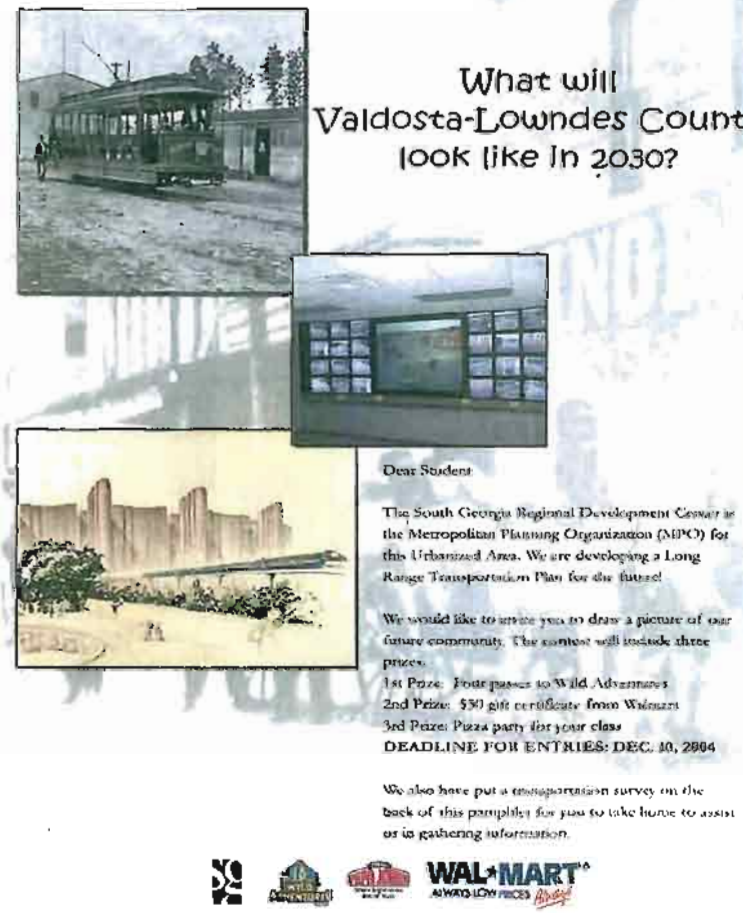
As part of this responsibility, the MPO is in the initial stages of developing a long range transportation plan (*Metro2030*) that will examine current deficiencies of the transportation system, forecast future needs, and develop conceptual alternatives to address transportation related issues.

To gather input from the public, a transportation needs survey was conducted throughout the Valdosta-Lowndes area.

Additionally, one outreach and public education method was to work with the local school system to have students draw pictures to depict what our area will look like in the year 2030. Certificates were given out to the contestants, as well as prizes to our top three entrants.

Over two hundred students participated, showing great creativity and imagination. To see some examples of entries, please see page 2.

The RDC would like to thank Wild Adventures, Wal-Mart, and Papa John's for their generous prizes and support.



Metropolitan Planning Organization

Contact: Daniel McGee

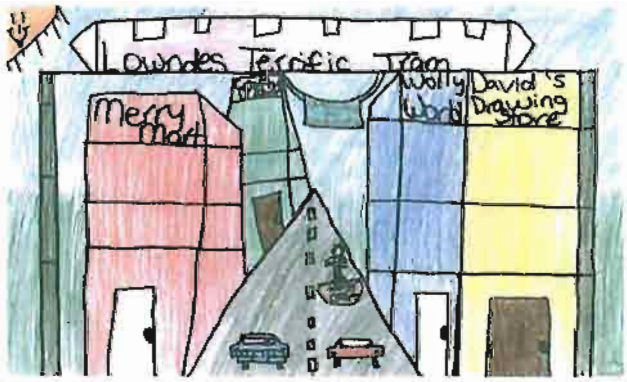
LOOKING INTO THE FUTURE: Youth Envision the Year 2030

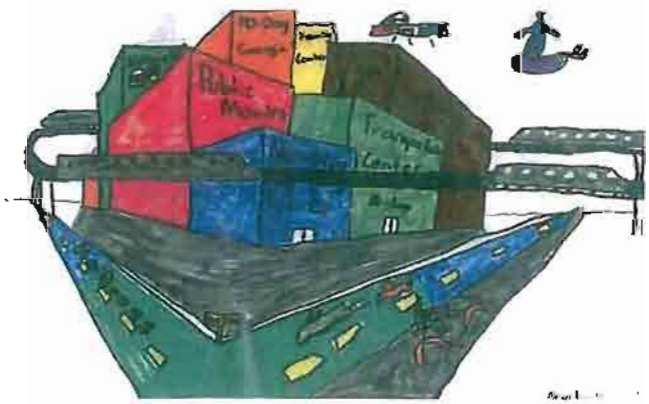
Over 200 area youth accepted the challenge of envisioning the future in the RDC's Year 2030 contest, with imaginative results.

Many foresaw innovative modes of transportation, from rockets and floating UPS trucks to subways and Segways. WalMart and MacDonald's and mega-malls flourish.

Solar and wind power emerge; some see pedestrian-friendly park-like streets, while others go for high-rise urban environments.

One entry simply stated: "more people, more traffic!"





Valdosta - Lowndes
Metropolitan Planning Organization

Community Leaders Survey
On
Transportation Planning Issues

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

Introduction

The Valdosta-Lowndes Metropolitan Planning Organization, in cooperation with the City of Valdosta and Lowndes County, is conducting a Community Leadership Survey on Transportation Planning Issues. This survey will provide critical information for the development of a community vision statement on mobility that will be used in preparing the *Valdosta-Lowndes Area Year 2030 Transportation Plan*.

Any community plan, by its nature, must reflect the values and priorities of the community. Accordingly, the *Valdosta-Lowndes Area Year 2030 Transportation Plan* would be of limited value without direct knowledge of the community's convictions concerning such issues as environmental sensitivity, historic preservation, congestion problems (whether real or perceived), transportation mode preferences, etc.

Accordingly, you are being asked to complete and return the following Community Leadership Survey on or before September 30th, 2003. All responses will remain confidential.

Survey

Please circle where your opinion generally falls on the scale connecting each pair of opposing statements. ("5" represents very strong agreement with the first statement, "1" represents very strong agreement with the opposing statement, and "3" represents no opinion or a neutral position.)

1	The need to widen an abutting thoroughfare outweighs the opposition of the affected property owners.	5 4 3 2 1		The opposition of the affected property owners outweighs the need to widen an abutting thoroughfare.
2	The need to construct a new thoroughfare outweighs the loss of prime farmland.	5 4 3 2 1		The loss of prime farmland outweighs the need to construct a new thoroughfare.
3	The need to widen an existing thoroughfare outweighs the opposition of those that would be forced to relocate,(but would be paid to do so) when considering:			The opposition of those who would be forced (yet paid) to relocate outweighs the need for widening an existing thoroughfare, when considering:
	• businesses	5 4 3 2 1		• businesses
	• residences	5 4 3 2 1		• residences
4	The need to construct a new thoroughfare outweighs the opposition of those that would be forced to relocate (but would be paid to do so) when considering:			The opposition of those who would be forced (yet paid) to relocate outweighs the need for constructing a new thoroughfare when considering:
	• businesses	5 4 3 2 1		• businesses
	• residences	5 4 3 2 1		• residences
5	The need to improve an existing thoroughfare outweighs the adverse impacts on historic properties.	5 4 3 2 1		The adverse impacts on historic properties outweighs the need to improve an existing thoroughfare.

6. The goal of the community to accommodate through traffic and to provide safe access outweighs the right of a business to gain direct ingress/egress onto a busy street.	5 4 3 2 1	The right of a business to have direct driveway onto a busy street outweighs increased traffic congestion and the risk of potential accidents That would result.
▪ Rail ▪ Airport	5 4 3 2 1 5 4 3 2 1	▪ Rail ▪ Airport
7. The cost to maintain the intermodal (as listed above) facilities in the metro area outweights the associated benefits for expansion.		The cost to expand *current* levels of service of our intermodal facilities is outweighed by the associated benefits of expansion.
8. The increased cost of adding aesthetic features (e.g. landscaping, medians, tree plants, etc.) to thoroughfares proposed for widening or construction is more important than widening and constructing additional thoroughfares for motor vehicle traffic.	5 4 3 2 1	The addition of aesthetic features to thoroughfares proposed for widening or construction should <u>not</u> take place if the widening and construction of additional thoroughfares for motor vehicle traffic is delayed.
9. The need for acquiring right-of-way along developing corridors outweighs the need to provide access to parcels to abutting properties.	5 4 3 2 1	The need to acquire right-of-way along developing corridors is outweighed by the access needs of the Abutting properties.
10. The connection of street stub-outs between abutting developments is more important for local circulation than the opposition of residents to increased local traffic.	5 4 3 2 1	The connection of street stub-outs between abutting developments for local circulation is <u>outweighed by</u> the opposition of residents to increased local traffic.
11. The increased cost of adding bicycle lanes to thoroughfares proposed for widening or construction, is more important than widening and constructing <u>additional</u> thoroughfares for motor vehicle traffic.	5 4 3 2 1	The addition of bicycle lanes to thoroughfares proposed for widening or construction, should <u>not</u> take place if the widening and construction of <u>additional</u> thoroughfares for motor vehicle traffic is delayed.
12. The increased cost of adding pedestrian amenities to thoroughfares proposed for widening or construction is more important than widening and constructing <u>additional</u> thoroughfares for motor vehicle traffic.	5 4 3 2 1	The addition of pedestrian amenities to thoroughfares proposed for widening or construction should <u>not</u> take place if the widening and construction of <u>additional</u> thoroughfares for motor vehicle traffic is deferred.
13. The need to convert two-way thoroughfares into one-way thoroughfares <u>outweighs</u> the opposition of:		The need to convert major two-way thoroughfares into one-way thoroughfares <u>is outweighed by</u> the opposition of:
▪ abutting businesses	5 4 3 2 1	▪ abutting businesses
▪ abutting residences	5 4 3 2 1	▪ abutting residences
14. Funding for transit operations should be increased even if the level of funding for streets must be reduced.	5 4 3 2 1	Funding for transit operations should <u>not</u> be increased if the level of funding for streets must be reduced.

15. Transportation funding should be increased for the following Travel Demand Management strategies:						Transportation funding should be decreased for the following Travel Demand Management strategies:
▪ ridesharing (carpooling/vanpooling)	5	4	3	2	1	▪ ridesharing (carpooling/vanpooling)
▪ park-n-ride lots for transit/ridesharing	5	4	3	2	1	▪ park-n-ride lots for transit/ridesharing
▪ adjustment to workplace start/end times	5	4	3	2	1	▪ adjustment to workplace start/end times
▪ flexible work hours	5	4	3	2	1	▪ flexible work hours
▪ bicycle paths and lanes	5	4	3	2	1	▪ bicycle paths and lanes
▪ pedestrian walkways	5	4	3	2	1	▪ pedestrian walkways
▪ exclusive lanes for high occupancy vehicles	5	4	3	2	1	▪ exclusive lanes for high occupancy vehicles
16. There is a need in the community to relocate rail lines to alleviate rail/auto conflicts and to better serve industry.	5	4	3	2	1	There is not a need in the community to relocate rail lines to alleviate rail/auto conflicts and to better serve industry.

How serious a problem do you think each of the conditions mentioned below are in Valdosta/Lowndes County? Please use the following ratings:

0 = No Opinion
1 = Not a Problem
3 = A Problem Exists
4 = A Serious Problem Exists
5 = A Critically Serious Problem Exists

Whenever appropriate, cite an example(s) of where you believe the particular problem exists.

	RATING	LOCATION(S)
17. No traffic signal where one is needed	_____	_____
18. A traffic signal where one isn't needed	_____	_____
19. Not enough "green time" during peak traffic hours	_____	_____
20. Not enough space for bicyclist on roadways	_____	_____
21. Lack of connections (streets, walkways, bikeways) between neighborhoods	_____	_____
22. Inadequate control of driveway access onto thoroughfares	_____	_____
23. Obstructions to visual sight distance	_____	_____
24. Railroad crossings	_____	_____
25. Congestion at entrance/exist ramp(s) on Interstate 75	_____	_____
26. The need for reconfigured entrance/exit ramp(s) on Interstate 75	_____	_____
27. The need for new road(s) to re-route congested traffic	_____	_____
28. Inflexible work hours creating large peak periods for traffic	_____	_____

30. Not enough bus service _____ _____

31. Unpaved roadways _____ _____

32. The lack of restrictions on curb parking _____ _____

33. The lack of one-way thoroughfares _____ _____

34. The lack of traffic signal synchronization _____ _____

35. Outdated traffic signal equipment _____ _____

36. The need for more left turn lanes at intersections _____ _____

37. The need for continuous center turn lanes _____ _____

38. The need for additional through traffic lanes _____ _____

39. Dangerous curves _____ _____

40. Inadequate surface condition _____ _____

41. Other _____ _____ _____

42. In your opinion, what is the most needed surface transportation improvement in Valdosta/Lowndes County?

_____

_____

_____

_____

_____

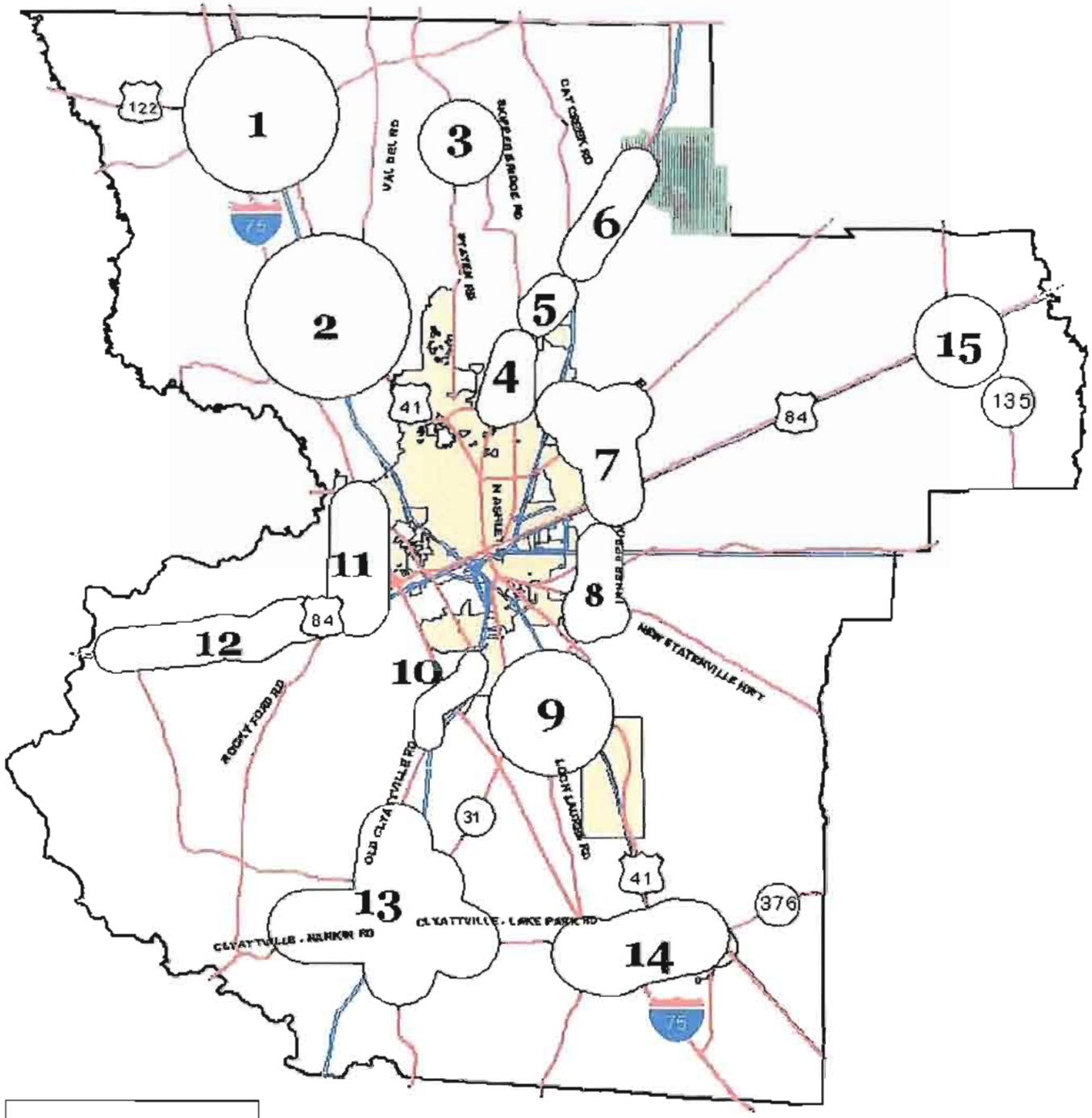
_____

Questions 43 – 46 will be answered utilizing the attached map: Growth Activities Area. According to your opinion, over the next couple of decades which *areas* will develop accordingly to the land-uses listed in questions 43-46 (1st largest growth then 2nd largest).

There are 15 areas (as referenced) depicted by numbers below:

1. Habira
2. N. Valdosta/Val Del Rd.
3. Skipper Bridge/Staten Rd.
4. Lower Bemiss
5. Middle Bemiss
6. Upper Bemiss
7. Upper Perimeter
8. Middle Perimeter
9. Lower Perimeter
10. Exit 13-Clyattville Rd.
11. James Road
12. W. US 84
13. Clyattville
14. Lake Park
15. Naylor

GROWTH ACTIVITY AREAS



	Largest	Next Largest	(a) Comments	(b)
43. Single-family Households	_____	_____	_____	
44. Apartment Units	_____	_____	_____	
45. Retail Jobs	_____	_____	_____	
46. Industrial Jobs	_____	_____	_____	
47. Office Jobs	_____	_____	_____	
48. Institutional Jobs (i.e., educational, health care, church, etc.)	_____	_____	_____	

49. Which of the following statements better describes your feelings? (Check One)
_____ We need to spend more <u>local</u> tax dollars on street and highway projects.
_____ We already spend enough on street and highway projects.

50. Which of the following statements better describes your feelings? (Check One)
_____ We need to spend more <u>local</u> tax dollars on transit operations and projects.
_____ We already spend enough on transit operations and projects.

51. Which of the following statements better describes your feelings? (Check One)
_____ We need to spend more <u>local</u> tax dollars on bicycle projects.
_____ We already spend enough on bicycle projects.

52. Which of the following statements better describes your feelings? (Check One)
_____ We need to spend more <u>local</u> tax dollars on pedestrian projects.
_____ We already spend enough on pedestrian projects.

I am a
_____ locally elected public official
_____ non-elected public official (i.e., planning commissioner, agency employee)
_____ private sector citizen

I live
_____ inside the City of Valdosta
_____ Inside Lowndes County
If other incorporated area please circle: Hahira Remerton Lake Park Dasher

Additional Comments:

_____
_____
_____
_____
_____
_____

THANK YOU for taking the time to share your views on transportation. Your responses will remain confidential.

PLEASE FAX THE SURVEY TO RETURN OR E-MAIL TO [redacted] OR MAIL THE SURVEY BACK TO THE SOUTH GEORGIA REGIONAL DEVELOPMENT CENTER AS DEPICTED ON THE FRONT COVER.
Thanks again for your cooperation!

	1	2	3A	3B	4A	4B	5	6	7A	7B	8	9	10	11	12	13A	13B	14	15A	15B	15C	15D
Calc	3.58	3.11	3.5	3.146	3.4	3.09	2.8	4.262	2.675	2.756	2.48	3.31	3.07	2.7	3	3.317	3.148	2.49	3.26	3.313	3.3375	3.4
1	4	1	1	3	1	3	4	5	1	1	4	4	1	4	1	4	4	1	5		5	5
2	4	4	4	4	4	4	4	3	3	3	1	2	3	1	1	4	4	1	3	4	4	4
3	4	4	3	3	3	3	2	5	2	2	4	3	4	5	5	3	3	4	3	3	3	3
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16	5	3	5	5	5	5	5	5	3	3	1	5	3	1	1	1	1	1	1	1	5	5
17	3	1	4	4	4	4	2	5	5	5	1	1	3	1	5	1	1	1	3	3	1	1
18	1	1	1	1	1	1	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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22	4	5	5	1	5	1	4	2	4	1	2	3	3	1	2	1	1	4	5	5	3	3
23	5	5	5	4	5	4	4	5	1	2	1	5	1	3	3	4	4	2		5	4	5
24	3	1	4	4	2	3	1	1	1	1	1	2	1	1	4	5	5	1	5	5	5	5
25	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
26	3	4	4		4		3	4	3	3	3	4	3	3	4	4	3	3	3	3	3	4
27	3	2	2	2	3	3	3	3	4	4	2	3	1	4	2	3	2	4	3	4		4
28	4	5	4	4	5	5	5	5	4	4	4	4	2	4	3	2	2	4	4	4	4	5
29	1	5	4	4	5	5	1	5	1	1	1	5	1	5	5	1	1	1	5	5	5	5
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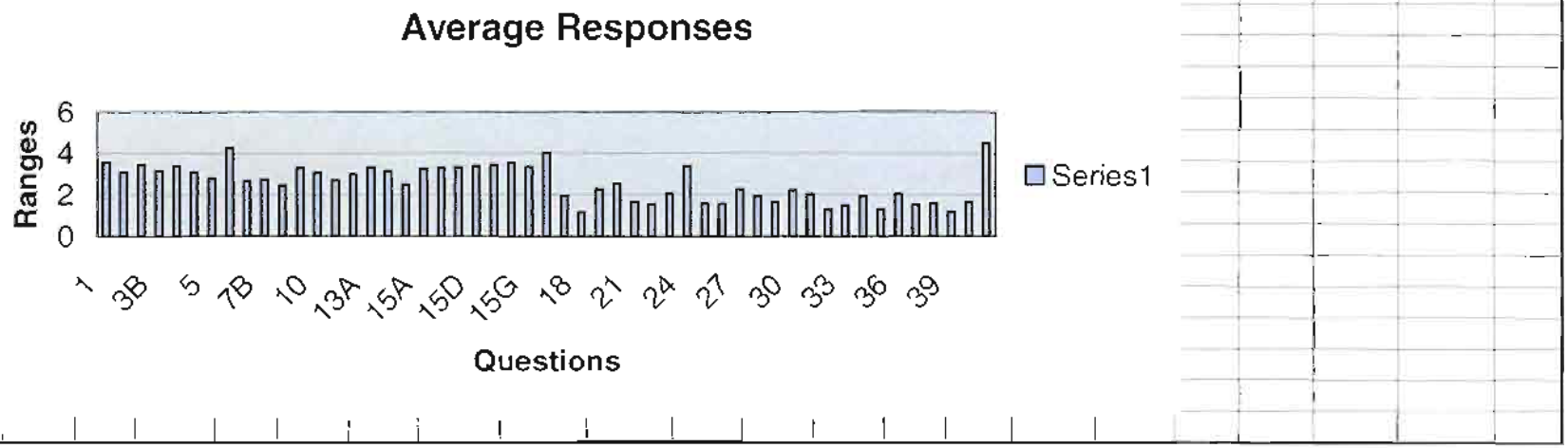

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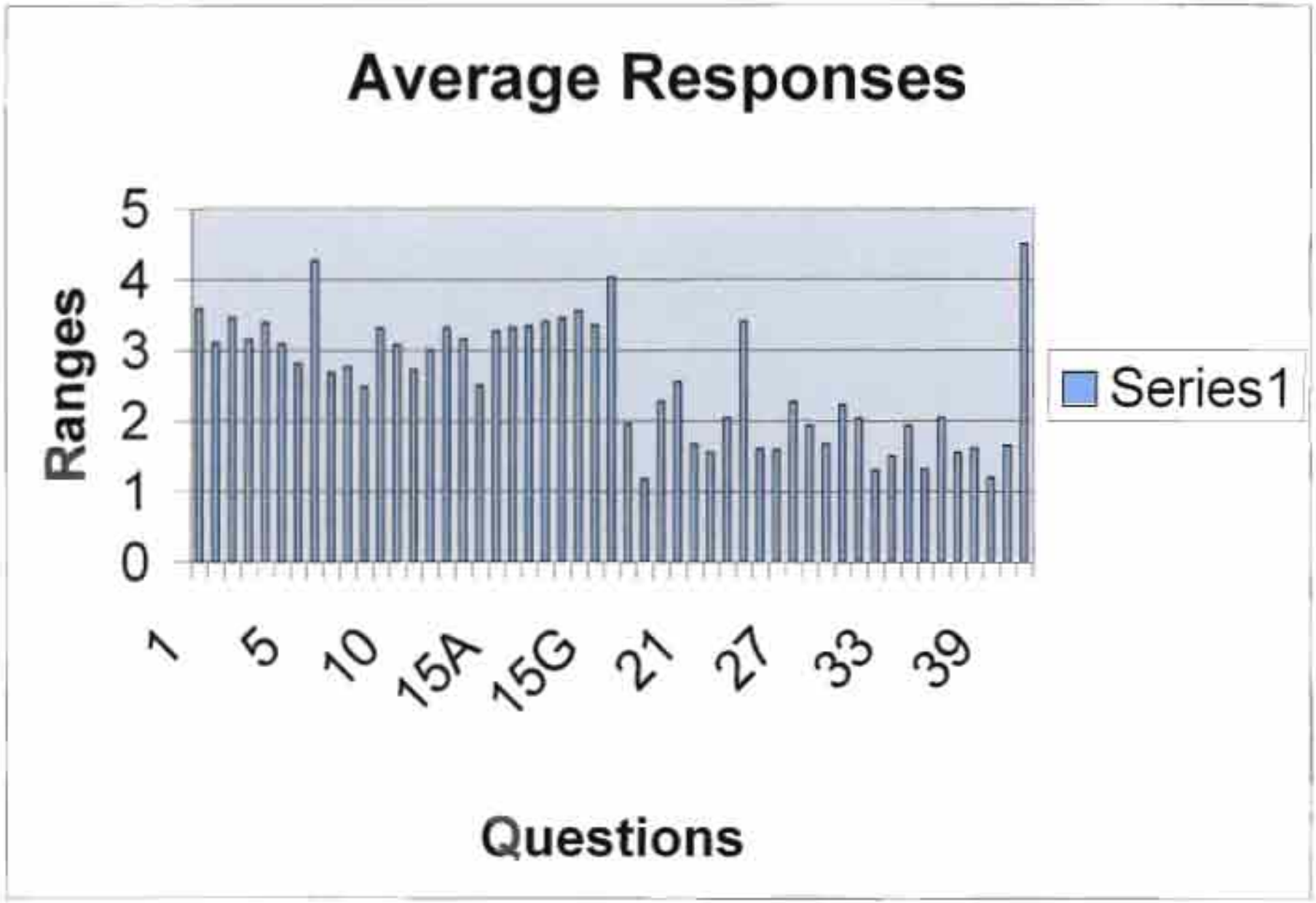
Average Responses
Ranges
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15A
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39
Questions
Series1

Community Transportation Survey Comments

Question

17. *No traffic signal where one is needed.*
-Berkley at Jerry Jones.
Caution light Cat Creek & Hwy 122.
Clubhouse Dr/St. Augustine. (4)
Lowndes HS.
GA122 and Hahira Elementary.
Main Street and Hwy. 41.
Bemiss at Connell.
GA 31 and Hwy. 376.
Wood Valley and Gornto.

18. *A traffic signal where one isn't needed.*
-Park Avenue at Delvid (stop sign).
US 84 and Hwy. 135.
Norman Drive by Sam's Club.
Gordon and West.
School signal – Norman.

19. *Not enough "green time" during peak traffic hours.*
-Patterson Street southbound.
Country Club/North Valdosta Rd. all the way to I-75.(2)
All lights in peak hours.
N. Ashley sb at Captain D's.
Downtown and Ashley St. (2)
St. Augustine and Industrial Blvd.
Near the Mall.
Inner Perimeter at left turns to Bemiss.
Most intersections in Valdosta.
North bound Forrest at Gordon.
Oak (southbound) at Baytree (perhaps add exclusive right).
Connell Rd. and Ashley.
South bound Ashley at Gordon. (2)
Left turn arrow southbound Ashley at Northside.
Northbound 1000 block of Patterson St.
Woodrow Wilson at Bemiss.
Cypress and Forrest.
Lankford and St. Augustine.

20. *Not enough space for bicyclist on roadways.*
-Basically all roads. (4)
Val-Del, Val Tech and Bemiss Road.
Jerry Jones and Gornto Road.
Every street. (2)
US 84 east.

From Riverside Dr. toward town.
Most major arteries (Perimeter, Ashley, Patterson etc.)
Need trails and wider shoulders.
Lee Street.
Troup Street.
Forrest.
North Oak Street Extension.
Hwy. 41.

21. *Lack of connections (streets, walkways, bikeways) between neighborhoods.*
- East – west roadway for traffic.
Westbrook Subdivision to adjacent community.
Everywhere in Valdosta.
Golf cart paths.
Grace Street.
North Church Street.
E. Park Avenue.
Connect Subdivisions.

22. *Inadequate control of driveway access onto thoroughfares.*
-Bemiss Road. (3)
Jerry Jones and Gornto Rd.
Rear access needs to be incorporated into overall plan.
Parkwood Development (Lee and Valloton.

23. *Obstructions to visual sight distance.*
-Oak Street along VSU Campus.
Need to reform the Traffic Safety Committee.
Downtown Valdosta trees and bushes need better maintenance.
Too many to list.
Arby's at Ashley Street.
Forrest and Inner Perimeter .
Exit 11 off I-75.
Numerous intersections plants and trees block sight.
Rogers St. N. Ashley St. (2)
Force and Williams.
Post Office on Patterson.

24. *Railroad crossings.*
-Many are rough and cause tire damage.
More overpasses. (2)
CSX at Perimeter and 84.(3)
New overpass should solve problem.
Baytree Rd. (6) and W. Hill St. (9)
Gornto Rd. (3)
St. Augustine at Savannah. (15)
The condition of all RR tracks in the county they are extremely poor and dangerous. (2)
Lawson Street.
Main cause for congestion.
Lankford.

25. *Congestion at entrance/exist ramp(s) on Interstate 75.*
    -Exit 5.
    Exit 18.(3)
    All Valdosta interchanges.
    N. Valdosta Road from 6-8 am and 4-6 pm.
    Exit 16.

26. *The need for reconfigured entrance/exit ramp(s) on Interstate 75.*
    - On Exit 22 you cannot see traffic on the overpass. (4) Extremely dangerous to merge at bridge.
    Exit 11 exiting going south & having to take left.
    Exit 29.
    Exit 2.

27. *The need for new road(s) to re-route congested traffic.*
    -Take traffic off Gornto Road and Jerry Jones. (2)
    East-west option from North Valdosta Rd. to northern boundaries of Valdosta.
    Northside to Mall. (2)
    Country Club Rd.
    N. Ashley, N. Patterson and Oak Street Connection.
    Jerry Jones (2) /Eager four-lanes.
    Old Clyattville (Wild Adventures).
    Ashley and Patterson should have two lanes in both directions.
    Clubhouse Drive.
    Wild Adventure –needs alternatives.
    North Valdosta Rd.
    Five points North Oak Extension.
    Semis in the downtown need to be re-routed.

28. *Inflexible work hours creating large peak periods for traffic.*
    -St. Augustine and Industrial Blvd.
    North Valdosta Road.
    VSU.

29. *The lack of organized carpooling programs.*
    - More carpooling=less auto traffic=more ease for bicycles and pedestrians.
    We don't have such a thing.

30. *Not enough bus service.*
    -VSU students with out cars.
    Outside the city limits.
    Within Lowndes and between counties.
    All over.
    Help!

31. *Unpaved roadways.*
Riverside Dr.
A plethora of sand/dirt roads in county. (3)
SPLOST Misuse.
Put roadway between Old Lake Park to 94.
Boring Pond Road.
Staten Road is a mess!

32. *The lack of restrictions on curb parking.*
-Need more curb parking especially at VSU.
Williams Street around the Stadium.

33. *The lack of one-way thoroughfares.*
- Patterson and Ashley. (7)

34. *The lack of traffic signal synchronization.*
- Perimeter Rd.
All over town. (3)
Downtown. (2)
Hill and Central Ave.
Ashley Street in late afternoon rush.

35. *Outdated traffic signal equipment.*
- Brookwood at Patterson.
North Church and Main.

36. *The need for more left turn lanes at intersections.*
-Southbound Patterson onto Brookwood (2).
At new Walmart on Norman.
Forest at Perimeter.
Northside at Ashley making a left to sb Ashley.
Rt. 41 to Hahira at Valwood; it's crazy!
Forrest at Gordon.
Southbound on Forrest at Perimeter.

37. *The need for continuous center turn lanes.*
- Do away with.

38. *The need for additional through traffic lanes.*
-Jerry Jones to Country Club; Gornto from Jerry Jones to Springhill Dr. needs to be 4 laned.
North Church.

39. *Dangerous curves.*
-Shiloh Rd. Franks Creek.
Gornto at the YMCA. (2)
Jerry Jones near Mill Pond.
Val Tech Rd.
Old Clyattville Rd.

40. *Inadequate surface condition.*

-Bethany Church Rd.
Perimeter Road (4) and Pineview Dr.
US 84.
All RR crossings.

41. *Other.*

- Drainage.
Pave more dirt roads.

42. *In your opinion, what is the most needed surface transportation improvement in Valdosta/Lowndes County?*

- Land uses along Inner Perimeter.
- One-waying Patterson with Ashley with coordinated traffic signals.(6)
- Safety improvements in front of VSU on Patterson.
- Four Lane North Oak Street Extension.
- N. Oak Street from Baytree north along Campus.
- Reducing the number of cars on the roadway.
- Planning more effective projects, looking at what other communities have done.
- Public transportation. (10)
- Bike and Pedestrian lanes/paths. (7)
- Land use should be built more densely.
- Railroad crossing conditions. (3)
- A privatized transit system that is self paid.
- Congestion during peak traffic hours.
- Railroad crossing delay at St. Augustine. (2)
- Serious consideration to improving access to growth areas in north Valdosta.
- Perimeter Road should have smooth bike surface.
- 50% of Lowndes County citizens live on $25,000 or less income, they can't afford a vehicle and cannot reliably work without transportation.
- Need bike and pedestrian Plan to encourage other modes. (2)
- The city needs to hire someone that knows how to time traffic signals for optimal efficiency.
- Paving dirt roads in county.
- Drainage and more paved roads in heavy residential areas where there is constant flooding or wash outs.
- Traffic signal synchronizing.
- Old Clyattville Road and parking improvements at Wild Adventures.
- Traffic light at St. Augustine and entrance road to Outback.

Additional Comments.

-First several questions should be more project specific.
-We need to better utilize the taxes already being collected, we are already taxed to death!
-We cannot keep building without considering the impacts on our infrastructure.
- We need vehicle inspections to generate revenues for roadway improvements.
- These questions are not effective to gain true community perspective.
-This is the most ridiculous questionnaire I have seen. The average person would not understand and it should be re-written. I feel the writer is more concerned with impressing the reader with his writing skills than actually gathering meaningful information.
- Community planning to encourage healthy lifestyles that includes walkable, bikeable routes with trees for shade, noise abatement and pollution reduction. (2)
- North Church /41 needs continuous left turn lane.
- Hahira Elementary need a turn lane and traffic signal.
- Thank you for asking my opinion!
- Re-evaluate Lowndes Transit cost/benefit?
- Stop growth in Valdosta, just right size now.
- Turn lane going south on Oak Street at Park Ave.
- Paint lane Markings on Baytree and add reflectors, cannot see when raining.

Appendix- B
Model Development & Methodology

1.0 Travel Demand Forecasting Model

Transportation system studies are completed periodically by the Georgia Department of Transportation (GDOT) and VLMPO to determine what transportation improvements or investments would best serve the public. The Georgia Department of Transportation and VLMPO are primarily responsible for technical studies pertaining to the roadway system.

The Georgia Department of Transportation uses the travel demand model to evaluate the performance of the roadway system in the Valdosta area. The VLMPO model is a traditional urban area analysis tool that is used to identify where major improvements should be made to the principal transportation system. Since there is usually more than one strategy proposed to address future congestion and safety concerns, the model is frequently used to study which combination of improvements provides the most end-user benefits. The travel model, however, is only one resource drawn upon to identify needs. Areas with high accident rates, for example, are also important in the process of identifying needed roadway improvements.

The VLMPO travel model is an improved version of the one used to conduct previous studies of the area. The model was developed by the Georgia Department of Transportation and updated to develop the 2030 LRTP. The most significant changes to the model were shifting the planning horizon to the year 2030 and inclusion of 2003 socio-economic data. The process of projecting travel 25 - 30 years into the future is strongly correlated with the anticipated level of growth and location of growth within the region. It is in this area of travel model development that land use and community planning are connected to the transportation planning process.

The highway network is a key element of the travel demand model. The highway network is a computer file containing links and nodes that represent roadway segments and intersections. Each link record in the file contains information describing free-flow travel speed, distance, number of lanes, area type (based on density of population and employment), facility type (similar to functional classification), and capacity. Node records simply contain positional, two-dimensional x- and y-coordinates to enable the network file to be displayed spatially.

A detailed description of the VLMPO travel model is presented in Section 2. It includes explanations for how trips are estimated, how person trips are converted to vehicle trips, what attributes comprise the highway network, and how trips are assigned onto the highway network. The section also expounds upon the four steps of developing a travel demand model. These are:

- Trip Generation;
- Trip Distribution;
- Mode Split (not utilized in the VLMPO model); and
- Traffic Assignment.

2.0 Model Development

Modeling specialists from the Georgia Department of Transportation's Office of Planning and consultants from PBS&J updated and ran the VLMPO travel demand model for development of the 2030 LRTP.

Compared to travel demand models used in similarly-sized urban areas, the VLMPO model has a standard structure. Descriptions of each principal model element are presented in the subsequent parts of this section.

2.1 Highway Network Coding

GDOT examined and revised the base year network prior to sending this network to VLMPO for review, examination, and revisions as necessary. The VLMPO planning staff revised the base year network to reflect completed projects so that the network reflects base year 2003 conditions.

The purpose of the highway network is to provide accurate routing paths based on the minimum time to travel from one traffic analysis zone to another. The VLMPO highway network was closely examined and revised to reflect base year 2003 conditions. The highway network file acted as a simulation tool to replicate the road system in the VLMPO area.

Facility Type and Area Type. Facility type and area type provide the framework for organizing the network into sub-groups so that free-flow speeds and capacities can be assigned. These attributes, along with distance and number of lanes, are critical highway network data needed to update and apply the travel model. The facility type and area type designations used in the VLMPO highway network and modeling process are shown in Figure 2-1 and Figure 2-2.

Figure 2-1: VLMPO Facility Type

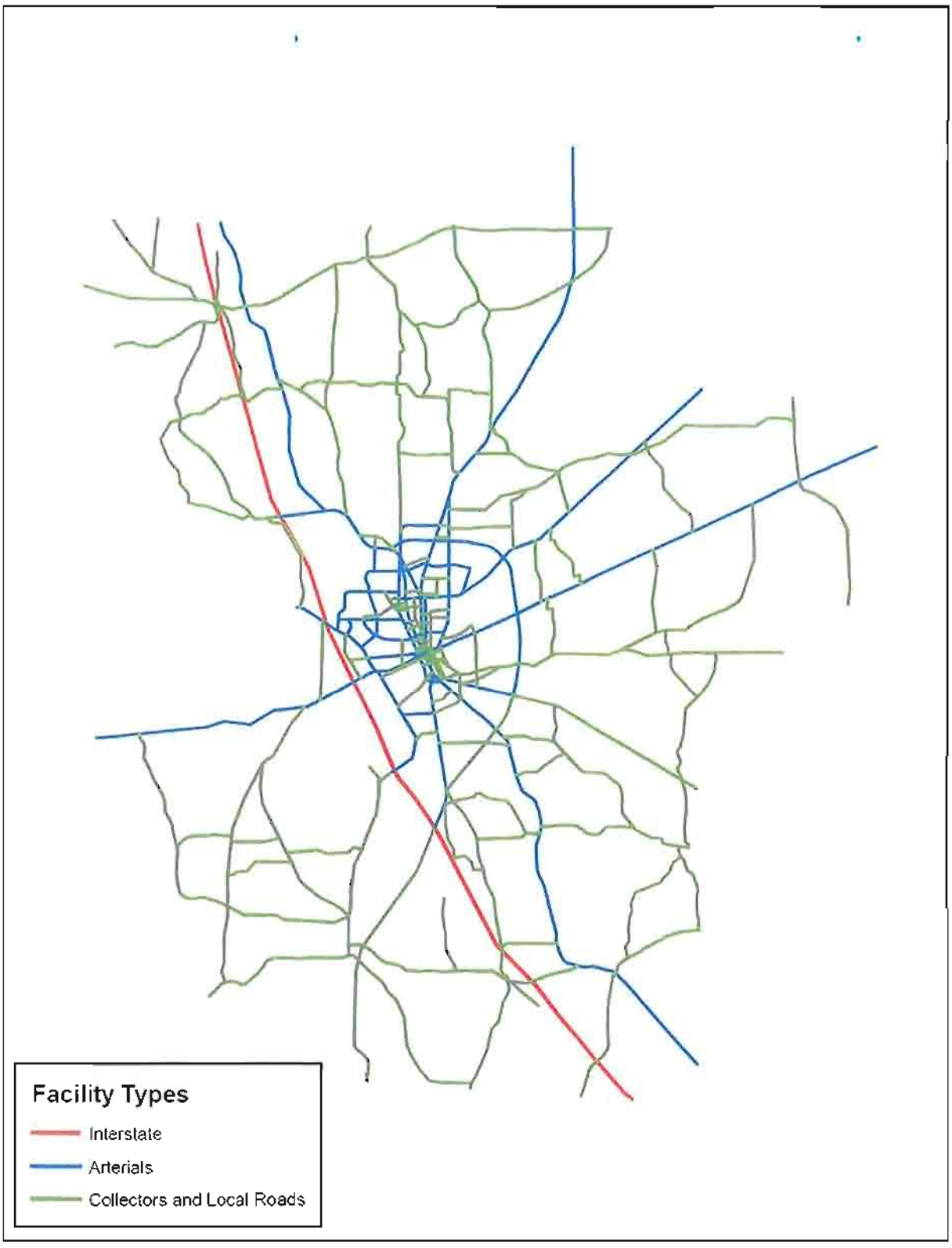
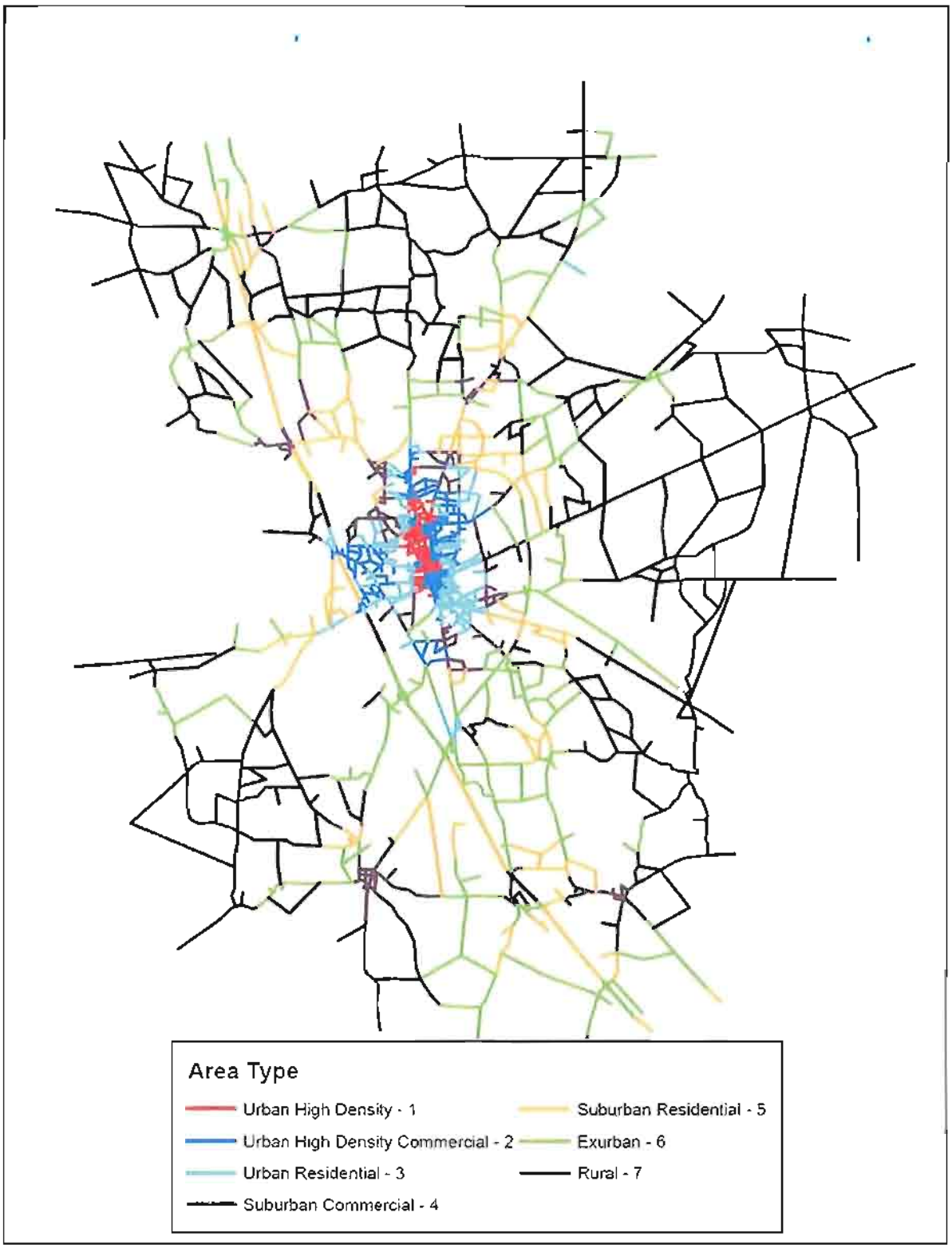


Figure 2-2: VLMPO Area Type



Capacity. Link capacities for the model network are obtained from a lookup table of per-lane hourly capacities based on facility type and area type. The final link capacity is calculated by multiplying the per-lane hourly capacity by the number of lanes.

Speed. Speeds along links in the model network are derived from a speed lookup table based on facility type and area type. During the model calibration process, a default speed matrix is iteratively adjusted to obtain accurate system traffic assignments.

2.2 Trip Generation

Trip generation is the first step in the traditional four-step modeling process. Trip generation estimates the number of trips that will begin and end in each individual traffic analysis zone (TAZ). Each of these trips is referred to as a "trip end." Trip ends generated by households are called productions. Trip ends calculated from places of employment or school enrollment figures are called attractions. Trip generation estimates the number of trip ends, or productions and attractions, for each traffic zone according to trip purpose. Socioeconomic data serves as the basis of this information. The trip generation process does not determine the origin and destination of each trip; rather, only the total trips among each TAZ are accounted for.

In 1997, GDOT contracted with a consulting firm to develop a new standardized trip generation process for the state's urbanized areas outside of Atlanta. The Trip Generation Update Project included a household travel survey and external travel survey in the Augusta, Georgia metropolitan area. Household travel behavior (according to household size and income group) is assumed to be homogeneous among urban areas if transportation choices and land use patterns are similar. The Augusta survey information was used to formulate and recommend a trip generation process that is considered transferable to the state's other urbanized areas, such as Valdosta.

The new trip generation process includes trip production and trip attraction sub-models. For all trips that have origins and destinations inside the VLMPO area, excluding trucks, the trip production sub-model applies trip rates through a cross-classification of household size (1, 2, 3, 4+) and automobiles available (0, 1, 2, 3+). Aggregate household data for each TAZ is disaggregated into sixteen cross-classified cells using a household stratification model. The household stratification model is also a product of the Trip Generation Update Project. This model allocates the total number of households into cross-classification cells using zonal income, data from the Census Transportation Planning Package (CTPP), and data from the Augusta household survey. The trip production sub-model applies regression equations for other trip purposes, and the trip attraction sub-model applies regression equations for all trip purposes.

Typically, there are three types of trips included in the travel demand model. Internal-Internal (I-I) trips have origins and destinations inside the study area boundary. Internal-External (I-E) trips have one trip end inside the study area and other outside the study area. External-External (E-E) trips have both trip ends outside of the study area. I-I trips follow the production and attraction logic of trip formulation. They are commonly grouped into trip purposes so their characteristics can be reproduced by the chain of sub-models in the four-step process. I-E and E-E trips are developed separately using a different methodology that is heavily dependent on traffic counts observed on the principal roads leading into and out of the region.

2.2.1 Trip Purposes

Seven trip purposes were included in the trip generation process. These purposes are summarized below.

1. **Home Based Work (HBW)**: All travel made for the purpose of work and which begins or ends at the traveler's home.
2. **Home Based Other (HBO):** Any trip made with one end at the home, excluding those for the purpose of work or shopping.
3. **Home Based Shopping (HBS)**: Trips made for the purpose of shopping and which begins or ends at the traveler's home.
4. **Non Home Based (NHB)**: Any trip that neither begins nor ends at home.
5. **Internal-Internal Truck (IIT)**: Internal trips made by commercial vehicles.
6. **Internal-External Passenger Car (IEPC)**: Internal trips beginning or ending outside the modeled area, excluding trucks.
7. **Internal-External Truck (IET)**: Internal truck trips beginning or ending outside the modeled area.

2.2.2 Socioeconomic Data

The Valdosta-Lowndes County MPO provided 2003 Base Year socioeconomic data for the travel demand model. For each of the traffic analysis zones (TAZ's), the following socioeconomic variables were collected for use in the trip generation model.

Total Households: Total number of occupied households in a given traffic analysis zone.

School Enrollment: The total number of enrolled students (all types) assigned to each TAZ with educational facilities.

Retail Employment: Number of employees working for retail businesses in a given traffic analysis zone where the business is located.

Service Employment: Number of employees working for service based businesses in a given traffic analysis zone where the business is located.

Manufacturing Employment: Number of employees working for industrial based businesses in a given traffic analysis zone where the business is located.

Wholesale Employment: Number of employees working for wholesale based businesses in a given traffic analysis zone where the business is located.

Total Employment: The total number of employed persons in those traffic zones with employment.

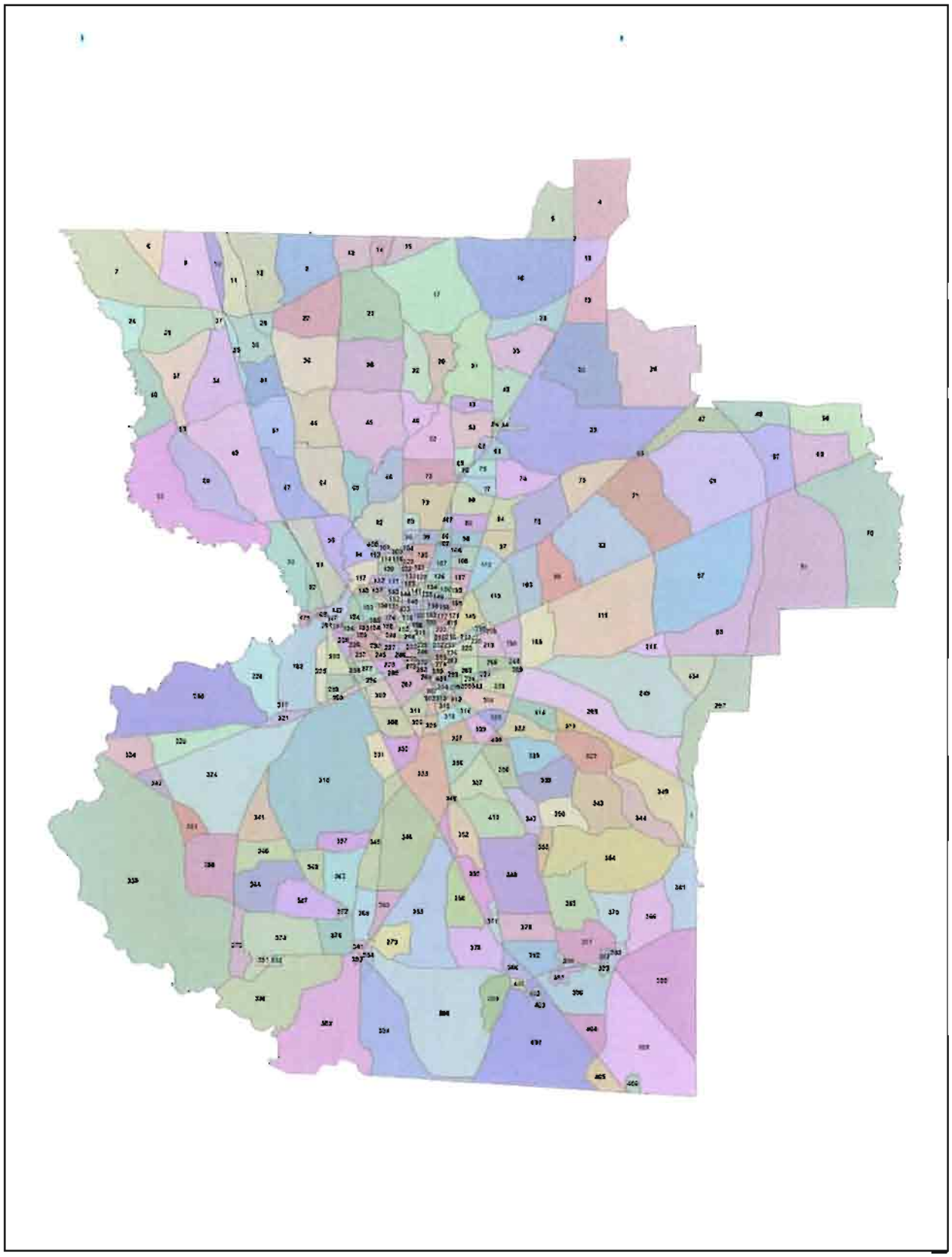
Population: The total number of individuals that reside in each TAZ.

Acres: Area of TAZ in acres.

Income: Median household income of each TAZ in year 2003 dollars.

An illustrative image of the VLMPO TAZ boundary system is presented in Figure 2-3.

Figure 2-3: VLMPO TAZ Boundary System



2.2.3 Household Stratification Model

The household stratification model allocates the total number of households by TAZ into sixteen household strata defined by household size and the number of automobiles available. This stratification is accomplished using zonal income, data from the Census Transportation Planning Package (CTPP), and data from the Augusta household survey. The model distributes all the households in a TAZ to each cross-classification cell by calculating a relative[1] probability that a household will be a particular size with a particular number of automobiles. The relative probability is calculated with the following equation:

$$P_{(i,j)} = S * I * CF,$$

where $P_{(i,j)}$ = Relative probability that a household will be of size *i* and own *j* number of automobiles

S = Household size factor from CTPP lookup table

I = Income factor from CTPP lookup table

CF = Composite household factor from Augusta household survey lookup table

After the relative probability has been determined, this value is multiplied by the total number of households in the TAZ to produce an estimate of the number of households in a particular cross-classification cell. The final number of households in each cross-classification cell is calculated by applying an adjustment factor to each calculated value. The adjustment factor is applied to ensure that the sum of the resulting disaggregated households equals the original aggregate number of households.

Table 2-1 is the CTPP household size distribution lookup table used in the VLMPO model. Table 2-2 shows the CTPP median income distribution lookup table utilized in the VLMPO model. Table 2-3 is the composite household factor lookup table for the VLMPO model based on household size, income, and auto ownership distributions.

1 The term relative probability is used because the value is not technically a statistical probability.

Table 2-1: VLMPO 2003 CTPP Household Size Distribution

Persons/HH	Household Sizes			
	1	2	3	4 +
1.00	1.0000	0.0000	0.0000	0.0000
1.60	0.6244	0.2421	0.0584	0.0751
1.70	0.5319	0.3617	0.0000	0.1064
1.80	0.4598	0.3736	0.1437	0.0230
1.90	0.4555	0.3349	0.1025	0.1072
2.00	0.2311	0.4832	0.2521	0.0336
2.10	0.4048	0.2976	0.1667	0.1310
2.20	0.2865	0.4003	0.1642	0.1490
2.30	0.3262	0.3327	0.1794	0.1618
2.40	0.2550	0.3809	0.1799	0.1842
2.50	0.2233	0.3595	0.1978	0.2194
2.60	0.2268	0.3482	0.1801	0.2449
2.70	0.1954	0.3217	0.2116	0.2713
2.80	0.2045	0.2890	0.2078	0.2987
2.90	0.1731	0.2978	0.1992	0.3299
3.00	0.1950	0.3108	0.1666	0.3276
3.10	0.1780	0.3770	0.1309	0.3141
3.20	0.2740	0.2968	0.2009	0.2283
3.30	0.0954	0.3323	0.2385	0.3339
3.40	0.1076	0.2915	0.1300	0.4709
3.50	0.1117	0.1369	0.2067	0.5447

Table 2-2: VLMPO 2003 CTPP Household Median Income Distribution

TAZ Level Median HH Income	Income Group 1	Income Group 2	Income Group 3	Income Group 4
$9,999	0.686	0.177	0.038	0.099
$14,999	0.643	0.221	0.040	0.095
$17,499	0.578	0.208	0.145	0.070
$19,999	0.429	0.454	0.041	0.077
$22,499	0.368	0.304	0.225	0.103
$24,999	0.338	0.381	0.176	0.105
$27,499	0.273	0.380	0.199	0.148
$29,999	0.246	0.364	0.254	0.136
$32,499	0.244	0.313	0.309	0.134
$34,999	0.229	0.298	0.253	0.221
$37,499	0.245	0.222	0.304	0.229
$39,999	0.199	0.230	0.325	0.246
$44,999	0.153	0.229	0.343	0.275
$49,999	0.161	0.214	0.281	0.344
$54,999	0.098	0.180	0.368	0.336
$59,999	0.127	0.132	0.370	0.370
$69,999	0.133	0.180	0.163	0.524
$79,999	0.047	0.105	0.174	0.674
$99,999	0.061	0.112	0.118	0.709
$124,999	0.046	0.082	0.046	0.826

Table 2-3: Household Size / Income / Auto Ownership Distribution (Augusta Household Survey)

Income Group	Persons Per Household	Autos Available			
		0	1	2	3+
1	1	0.30628	0.66893	0.02479	0
	2	0.09778	0.65778	0.22222	0.02222
	3	0.07326	0.69093	0.16279	0.07302
	4	0.1	0.56941	0.17647	0.15412
2	1	0.25483	0.47759	0.22586	0.04172
	2	0.04	0.214	0.632	0.114
	3	0.11111	0.12556	0.60333	0.16
	4	0.09	0.10797	0.5942	0.20783
3	1	0.18333	0.6056	0.15775	0.05332
	2	0.0274	0.16767	0.63425	0.17068
	3	0.09	0.105	0.50333	0.30167
	4	0.06	0.04381	0.38619	0.51
4	1	0.05769	0.66539	0.2	0.07692
	2	0.06944	0.10444	0.53222	0.29389
	3	0.02	0.05814	0.50977	0.41209
	4	0.01892	0.04054	0.54054	0.4

2.2.4 Trip Production

Trip productions are computed by using cross-classified data from the household stratification model and applying trip rates to calculate Home Based Work, Home Based Other, Home Based Shopping, and Non Home Based Productions. Trip rates for each purpose are shown below.

Table 2-4: Trip Generation Trip Rates (Augusta Household Survey)

Home Based Work				
Household Size				
Autos Available	1	2	3	4+
0	0.285	0.75	1.556	1
1	0.751	1.165	1.78	1.727
2	0.733	1.305	1.625	2.109
3+	0.909	1.422	1.983	2.387
Home Based Other				
Household Size				
Autos Available	1	2	3	4+
0	0.694	1.35	4.444	5.833
1	1.19	1.835	4.195	6.523
2	1.3	2.36	4.048	8.122
3+	1.818	2.688	3.6	7.312
Home Based Shopping				
Household Size				
Autos Available	1	2	3	4+
0	0.367	0.558	0.222	0.417
1	0.411	0.882	0.585	1.023
2	0.2	0.675	0.49	0.769
3+	0.636	0.688	0.733	1.151
Non Home Based				
Household Size				
Autos Available	1	2	3	4+
0	0.245	0.5	0.889	1.333
1	1.081	1.518	2.976	2.886
2	1.033	1.939	2.154	3.184
3+	1.364	2.016	2.667	3.72

Trip end productions for other purposes are calculated using the following regression equations.

I-I Truck Production = 0.2481 x Households + 0.7971 x Retail Employment + 0.8404 x Manufacturing Employment + 0.3424 x Service Employment + 1.0197 x Wholesale Employment

I-E Passenger Car Production = 0.331 x Households + 0.724 x Total Employment

I-E Truck Production = 0.078 x Retail Employment + 2.149 x Wholesale Employment + 0.228 x Manufacturing Employment

2.2.5 Attraction Sub-model

To compute the estimated number of trips attracted to each TAZ, the following regression equations are used.

HBW Attraction = 1.196 x Total Employment

HBO Attraction = 0.5077 x Population + 0.967 x Total Employment + 1.5258 x School

HBS Attraction = 2.655 x Retail

NHB Attraction = 0.293 x Population + 0.6984 x Service Employment + 2.82108 x (Retail Employment + Wholesale Employment)

Internal Truck Attractions = Internal Truck Productions

I-E Attractions = Based on counts and E-E% (internal TAZs=0)

I-E Truck Attractions = Based on counts, E-E% and Truck% (internal TAZs=0)

The total number of Internal-External (I-E) trips for each external station is calculated by subtracting the estimated number of External-External trips (based on an assumed percentage) from the station's daily traffic volume. The total I-E trips are then separated into I-E truck trips and other I-E trips based on an assumed truck percentage at each external station. The following table indirectly displays the percentages that are used to calculate I-E Attractions at each external station.

Table 2-6: VLMPO Model - External Stations & Percent E-E Trips

External Station	Road Name	HPMS	HPMS Description	2003 Lanes	County	Estimated Truck %	Estimated E-E %
437	Old Valdosta Road	8	Rural Minor Collector	2	N/A	8	0
438	Coffee Road	8	Rural Minor Collector	2	Cook	8	0
439	I-75	1	Rural Interstate	4	Lowndes	22	70
440	SR 7/US 41	6	Rural Minor Arterial	2	Lowndes	15	15
441	Staten Road	7	Rural Major Collector	2	Lowndes	10	0
442	Cat Creek Rd/CR 356	7	Rural Major Collector	2	Berrien	10	0
443	SR 125	6	Rural Minor Arterial	2	Berrien	15	15
444	SR 122	7	Rural Major Collector	2	Lanier	10	15
445	SR 31/US 221	6	Rural Minor Arterial	2	Lanier	15	15
446	SR 135	7	Rural Major Collector	2	Lowndes	10	30
447	SR 38/US 84	2	Rural Principal Arterial	2	Lowndes	16	30
448	SR 135	7	Rural Major Collector	2	Lowndes	10	30
449	CR 120	7	Rural Major Collector	2	Echols	10	0
450	SR 94	7	Rural Major Collector	2	Echols	10	15
451	SR 376	7	Rural Major Collector	2	Lowndes	10	15
452	SR 7/US 41	6	Rural Minor Arterial	2	Echols	15	15
453	I-75	1	Rural Interstate	6	Lowndes	21	70
454	CR 274	9	Rural Local Road	2	Lowndes	11	15
455	Loch Laurel Rd	7	Rural Major Collector	2	Lowndes	10	0
456	SR 31	6	Rural Minor Arterial	2	Lowndes	15	15
457	Clyattville-Nankin Rd	7	Rural Major Collector	2	Lowndes	10	0
458	SR 38/US 84	2	Rural Principal Arterial	4	Brooks	16	15
459	SR 133	6	Rural Minor Arterial	4	Brooks	11	15
460	CR 280	7	Rural Major Collector	2	Lowndes	10	0
461	SR 122	6	Rural Minor Arterial	2	Brooks	15	15

2.2.6 External-External Trips

Two external-external trip tables were developed for the 2003 base year; one for passenger cars and the other for trucks. A matrix of distances in miles between all external stations was developed using the base year 2003 network, and illogical movements were eliminated by replacing calculated distances with zero. This distance matrix serves as a "seed" to develop E-E trip tables. The underlying theory behind this method is that the greater the distance between two external stations, the more likely there will be external-external trips between these external stations. For example, typically, the distance between two external stations on either end of an interstate facility would be longer and, likewise, the number of trips that will travel between the two external stations on either end of the interstate would be higher. The final 2003 external trip tables were developed by applying the Fratar model.

2.2.7 Special Generators

Special generators are used for zones or activity centers that have trip rates that are not well-represented by the standard trip generation process. During the VLMPO travel model calibration process, GDOT identified specific sites that required a special trip generation methodology. These include the Valdosta State University main campus; Valdosta State University north campus; South Georgia Regional Medical Center; Valdosta Tech; Moody Air Force Base; the Valdosta Mall Area; and Valdosta Colonial Mall.

2.2.8 Balancing Productions and Attractions

The trip generation process is executed by means of the TP+ software package. GDOT's Office of Planning developed the TP+ scripts for the trip generation process. Using 2003 socioeconomic data, the program calculates and balances the productions and attractions, writes the productions and attractions to a file, builds the E-E trip table, calculates Fratar factors, and applies the Fratar model to adjust the E-E table so that traffic volumes at external stations match traffic counts.

For most trip purposes in the VLMPO model, production and attraction trip ends are computed separately. As such, the sum of productions across all zones does not necessarily equal the sum of attractions. In reality, however, each trip has two trip ends; one is a production/origin and the other is an attraction/destination. Therefore, it makes sense to equalize the sum of productions with the attractions across all zones which, in effect, "balances" the two types of trip ends. This balancing, or reconciliation, is performed in the trip generation script.

2.3 Trip Distribution

Trips are calculated for persons and by trip purpose from the production and attraction trip ends. Trip distribution utilizes the gravity model process, which is commonly used in urban models. The estimated number of trips between any two origin-destination zones will, in general, be proportional to the number of trip ends (mass) and inversely proportional to the travel time. The gravity model computes trips such that the resulting distribution matches an observed distribution of trips by travel time for each of the trip purposes.

Minimum time paths for the network were calculated using the TP+ *Hwyload* function. These paths take into account all turn prohibitors and turn penalties. The minimum times were then adjusted to include the intrazonal times and terminal times. Intrazonal time is the average time it takes to make a trip inside a particular TAZ. This was calculated via the TP+ Matrix function by using travel time to the nearest four TAZs. Terminal times were assigned based on the employment densities of the origin and destination TAZs. At the trip origin, terminal time

generally refers to the walk from one's residence to his/her vehicle. At the destination end, terminal time is the time it takes to go from one's vehicle to his/her destination. The following table summarizes the terminal time criteria.

Table 2-7: VLMPO Terminal Time Criteria (Minutes)

Zone	Employment Density (Total Employment per Acre)					
	0-1.00	1.01-15.00	15.01-25.00	25.01-50.00	50.01-75.00	>75.00
Origin	1 minute	1 minute	2 minutes	2 minutes	2 minutes	2 minutes
Destination	1 minute	2 minutes	3 minutes	4 minutes	5 minutes	6 minutes

Average trip lengths in the VLMPO model are displayed in Table 2-8. These are retrieved from model output. I-E Truck trips take the longest amount of time, with an average trip length of 22.4 minutes. Home Based Work trips have an average length of 18.5 minutes. The shortest trip length is Non Home Based with an average trip length of 13.2 minutes.

Table 2-8: VLMPO Average Trip Lengths

Trip Purpose	Average Trip Length (minutes)
Home Based Work	18.5
Home Based Other	14.5
Home Based Shopping	14.4
Non Home Based	13.2
Trucks	13.7
I-E Passenger Cars	21.7
I-E Trucks	22.4

The gravity model input consists of a set of travel time impedance factors (friction factors), production trip ends, attraction trip ends, and minimum time skim. These parameters force the gravity model to produce sets of trips by trip purpose, whose distributions approximate an observed travel time distribution.

Four of the trip tables computed in the trip distribution process were generated according to person trips. These four trip tables were: (1) Home Based Work; (2) Home Based Other; (3) Home Based Shopping; and (4) Non Home Based. For the trip assignment process, these four trip tables were converted to vehicle trips. The other trip tables, those for I-E and E-E trips, were generated according to vehicle trips at the trips' inceptions. The conversion to vehicle trip tables

enables comparison to vehicle counts and capacity analyses. Table 2-9 shows vehicle occupancy rates were used in the VLMPO model.

Table 2-9: Vehicle Occupancy Rates

Trip Purpose	Occupancy Rate
Home Based Work	1.104
Home Based Other	1.576
Home Based Shopping	1.394
Non Home Based	1.495
Trucks	No adjustment; already vehicle trip
I-E Passenger Cars	No adjustment; already vehicle trip
I-E Trucks	No adjustment; already vehicle trip

2.4 Mode Split

The mode split process determines what mode of travel will be used to make the trips between traffic analysis zones. Because of the lack of a transit system in the VLMPO area, and therefore no alternate modes of travel, the mode split procedure is not employed in this model.

2.5 Traffic Assignment

The last step in the modeling sequence is the assignment or simulation of the trip tables to logical routes in the highway network. Trip assignment for the VLMPO model was accomplished using the equilibrium assignment technique. The traffic assignment algorithm is iterative, running through successive applications until equilibrium occurs. Equilibrium occurs when no trip can be made by an alternate path without increasing the total travel time of all trips in the network. The equilibrium assignment is an iterative process that reflects travel demand assigned to minimum time paths as well as the effects of congestion. During each iteration, traffic volumes are loaded onto network links and travel times are adjusted in response to the volume to capacity relationships. Final assigned volumes are derived by summing a percentage of the loadings from each iteration. These percentages reflect congested conditions that usually influence motorists' path selection for a portion of the day, but not for the entire day.

2.5.1 Base Year Model Calibration

The Georgia Department of Transportation and PBS&J made refinements to different model run stream parameters until the base year (2003) model sufficiently simulated observed 2003-level travel patterns. The base year model was checked for accuracy by determining the percent root mean squared error (RMSE) of assigned volumes compared to ground counts and by checking the reasonableness of the model's Vehicle-Miles Traveled (VMT) statistics. Also, the model was tested along screenlines to indicate whether there were any broad areas where trips appeared to be consistently overestimated or underestimated. Results from each of these tests are presented in the following three subsections. The VLMPO Technical Coordinating Committee approved the calibrated 2003 base year model for use in forecasting future year travel simulation.

2.5.1.1 VMT Comparison

Assigned VMT is one method that can be utilized to check the reasonableness of trip assignment. Table 2-10 shows the 2003 VMT statistics aggregated by functional classification for both the modeled VMT and the actual VMT for the VLMPO area. Actual VMT is obtained from the GDOT's 400 series reports (report 445).

Table 2-10: VLMPO Model VMT Comparison

Functional Classification	Adjusted HPMS VMT	Model VMT	% Difference	Adjusted HPMS VMT % of Total	Model VMT % of Total
Interstate	1,261,882	1,405,513	11%	38%	42%
Principal Arterial	635,268	665,995	5%	19%	20%
Minor Arterial	936,494	856,274	-9%	28%	26%
Collector	525,512	396,952	-24%	16%	12%
Total	*3,359,156*	*3,324,734*	*-1%*	*100%*	*100%*

2.5.1.2 Screenline Comparison

Nine screenlines were established to intercept major traffic flows through the VLMPO transportation study area. Assigned traffic volumes in the 2003 base year model are compared to 2003 ground counts at each screenline crossing. For the evaluation of screenlines during calibration, the maximum desirable deviation for each screenline is taken from NCHRP 255. Target ranges for screenlines as well as for individual links are based on the assumption that the maximum desirable traffic assignment deviation should not result in a design deviation of more than one highway travel lane. Figure 2-5a depicts each screenline used in the calibration of the base year model. The screenlines in yellow indicate places where two screenlines cross each other. Figure 2-5b summarizes the screenline analysis. The screenline analysis shows that all screenlines in the VLMPO model are modeled within the maximum desirable deviation.

Figure 2-5a: Screenlines used in the VLMPO Model Calibration Process

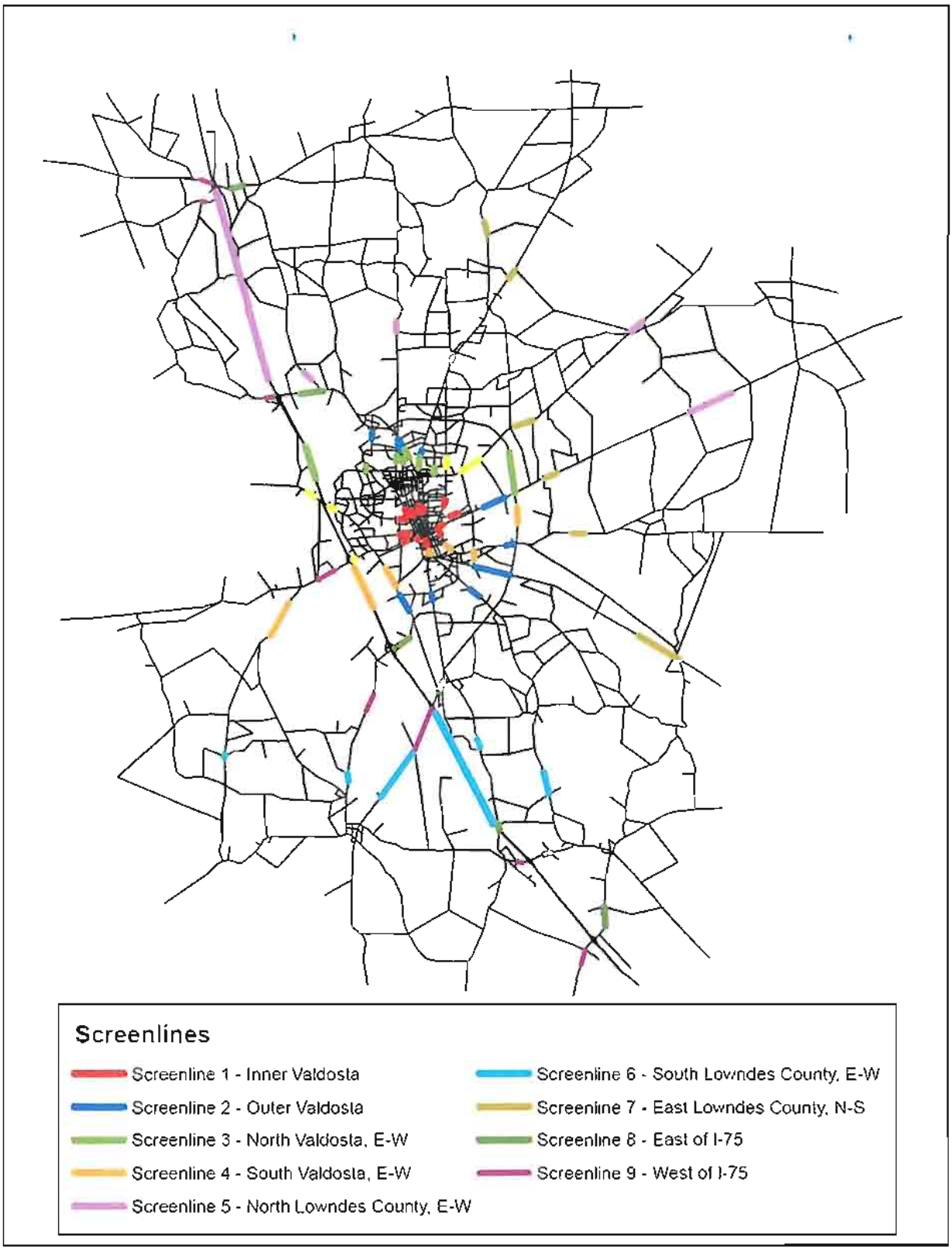
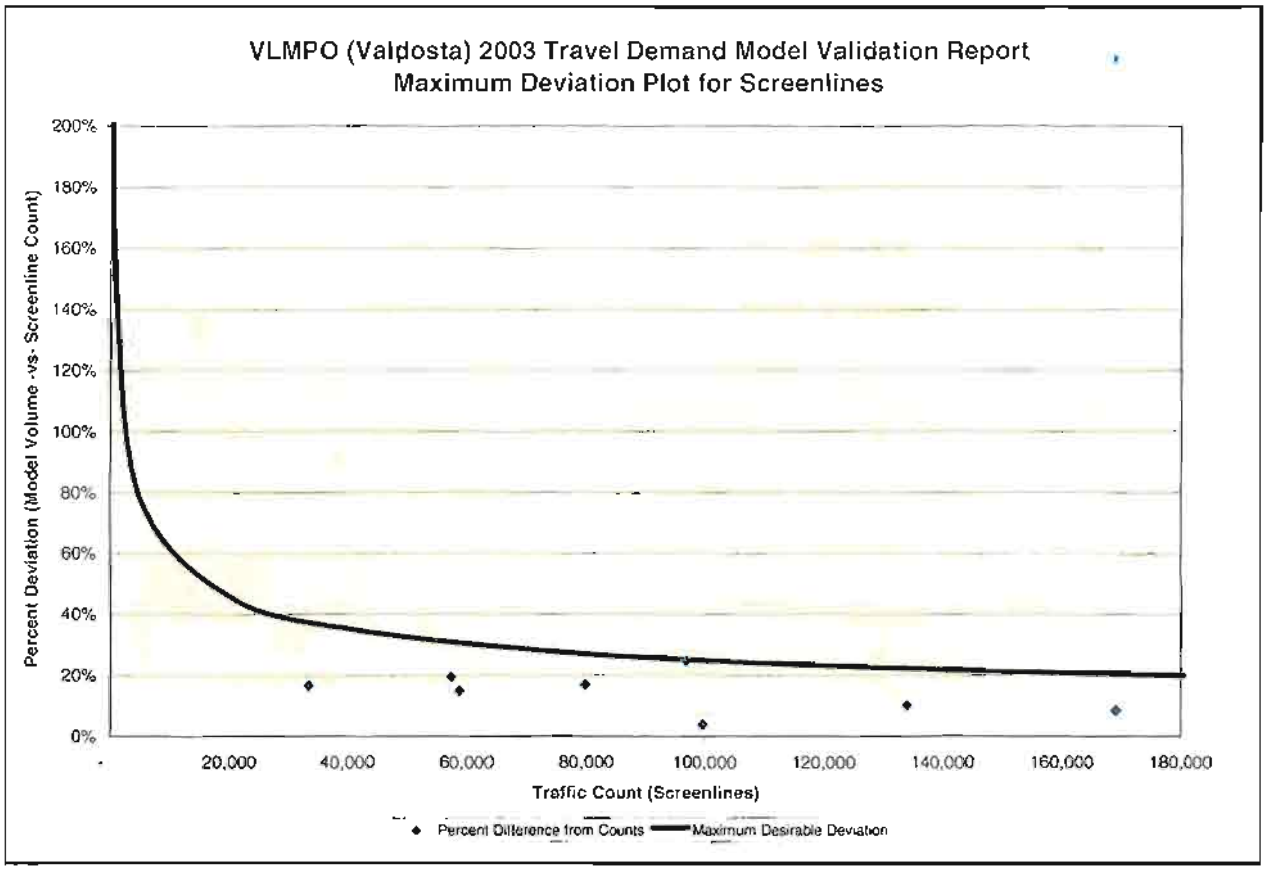


Figure 2-5b: Maximum Deviation Plot for Screenlines



2.5.1.3 Percent RMSE Comparison

Another method used to assess the ability of a model to reasonably predict travel patterns is to determine the percent RMSE (root mean squared error) of the assigned volumes. The percent RMSE is the average percent deviation between the actual daily traffic count and the modeled daily traffic volume. The goal RMSE for urban areas varies based on the number and magnitude of the traffic counts available within the model study area. For the VLMPO model, the goal RMSE for the entire model was 39%. The VLMPO model achieved a percent RMSE of 32%.

Appendix- C
Socio/Economic Forecasting, Allocation & Base/Future TAZ Data

Lowndes County

Population

Projections

2030

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April, 2005

Executive Overview

To look ahead 25 years seems undeniably to be a daunting task. Nevertheless, decisions made today will no doubt impact the environment, the marketplace and community of Lowndes County in the year 2030. The key element in long term projections such as these is to first understand where you currently are followed by an assessment of how you arrived there. Finally, and by far the most treacherous component becomes what elements will stay in place to enable similar growth and which ones will be replaced by new elements of growth or for that matter the absence thereof.

In order to successfully navigate these uncharted waters one must adopt a fairly broad horizon (as opposed to a telescopic view) and hypothesize across a plethora of subject matter including but not limited to: economic, social, political, cultural, demographic, spatial, religious, meteorological, climatic, etc. Undoubtedly, the foundations and dimensions of such a topic are infinitely complex, dynamic and exceedingly probabilistic.

The Projections

Lowndes County population projection for the year 2030 is estimated to be.....132094

Two working scenarios were formulated to derive this estimate: 1) Bullish Growth (in which we picture Teddy Roosevelt charging up the hill) and 2) Malthusian Restraint. The Bullish growth scenario relies on verifiable and strong statistical foundation but also assumes a continued favorable environment in place by 2030. The Malthusian Restraint scenario lends awareness to an underlying premise in work of this nature and that consists of the dilemma ...is it reasonable to assume the continuation of strong, positive growth

indefinitely over time. Thomas Malthus (1766-1834) an English Demographer and Economist posited that left unchecked population would exhaust itself due to the inability of supply to keep up with demand. [Essay on the Principle of Population, 1798] This concept still pervades logic in use today.

The final component in the estimation process recognizes the probabilistic nature of such an endeavor. Thereby, an expected value of the two distinct scenarios is estimated to derive the final estimate.

Logistical Extension:

Bullish Growth: 137595 * .7 = 96317

Malthusian Restraint: 119256 * .3 = 35777

METHODOLOGY

Hybrid Overview

Any forecasting model or technique is a direct reflection of the inherent objective of the project. Subsequently, the demands of the model i.e. to project LowndesCounty Population for 2030 represents a special case. In essence, the further out the forecast period, the greater the likelihood of something going wrong. This is especially applicable in this project. Subsequently, theories concerning economic development, socio-demographic trends, and environmental factors must be accounted for as well as statistical credibility. Ultimately, the effectiveness of the model demands parsimony.

Embedded Theories Affecting the Economic Area

- Trickle Down

  Undoubtedly, few would argue that a relative share of the growth in the Valdosta SMSA has been the result of the area serving as a suitable place to do business but outside the requirements of a major market such as Atlanta, Jacksonville and to a lesser degree Tallahassee. Thereby, it is necessary to evaluate whether this phenomenon will continue unabated throughout the forecast period? For this project, it was assumed and reflected in the accompanying statistics that this would continue.

- Spatial Economics

The growth of a particular economic area reflects to a certain degree the availability and location of resources and the factors of production. On a grand scale, the Valdosta SMSA enjoys a close proximity to transportation avenues, an abundance of qualified workers, available capital resources, cultural amenities, educational institutions, etc. For this project, it is assumed that this will continue unabated throughout the forecast period.

- Regional Growth Effect

Since the emergence of the modern south accentuated by the successful Presidential campaign of the distinguished Jimmy Carter and hosting the Olympics, to mention just a few, the South is considered a high growth, attractive area thus pulling people and money from other sections of the country including the northeast. For this project, it is assumed this will continue unabated throughout the forecast period.

- Economic Mix

All economic growth is not the same and in fact, can be more detrimental than good. Examining the relative mix of jobs by type industries, e.g. manufacturing vis-à-vis service it is assumed here that while manufacturing jobs will not diminish in numbers they will

decrease in relative share. This share will be encompassed by service sector jobs, health and education, all seemingly positive for the area's economy.

- Economic Resources

  Inherent to an area's continued growth is the abundance/availability of economic resources i.e. land, labor, capital and entrepreneurial spirit. All of the resources are assumed positive throughout the forecast period.

- Socio-Demographics

  Undoubtedly the composition of the citizenry and workforce will change over the forecast period. However, for this project, the relative shares and there linkage to the economy are assumed positive throughout the forecast period.

Summary

All of these dimensions will impact population growth in the years to come. In addition, they are also open to a wide diversity of thought and magnitude. For example, what would happen to the area's economy if the air force base closed? While all of these dimensions are subjective in nature valuable insight can be drawn from an examination of the past decade's population growth and underlying patterns of expansion. Consequently, given past growth and reasonable assumptions concerning the future, no real threat to a substantial shift in factors for growth is anticipated. Furthermore,

this knowledge base becomes paramount to planners as they attempt to plan for the future of the county.

Families of Models

The discussion above reflects the influence of Judgmental Models to the ultimate goal. Necessarily, it is advantageous to minimize judgment as much as possible. However, in this case with the expanded period of time it is difficult at best to limit subjective assessment through embedded theories surrounding the growth of the area.

Cause & Effect Models

When projecting over a lengthy period of time, it is reasonable to look for patterns/relationships which have impacted past growth. This was employed to a great extent in these models. A major difficulty here is whether the hypothesized relationships will hold well into the future. As such, we face an extremely vital modeling dilemma of structural stability i.e. will the reasons for past growth continue unabated into the future. Given the limitations of a lengthy forecast horizon along with the inherent technical difficulties it was decided to use these models as test elements to the overall suitability of the final projections. In addition, usual tests of statistical validity and robustness fail when the relationships extend over such a lengthy horizon. For example, we hypothesize that employment will continue to increase over time and that this will have a significant, positive influence on population growth. However, for this relationship to be effectively utilized it must be projected over time. Such that, error is introduced by the explanatory variable being forecast along with the usual type of error normally associated with regression analysis.

The Final Model

Hence, the original proposition of a hybrid model is necessitated. As such, the final model involves all of the discussed families of models incorporated embedded within a simple time series model commonly known as trend analysis.

L.C. Population = Time Trend from 1930 through 2000

- Decade based model resulting in 10 year growth rates over time
- Weighted average effect utilized across the decade's growth rates
- Plus a compound effect
- Consideration given to the theories of growth discussed above

Statistical Model Dimensions

- Adjusted R2 of .956
- T stat of 12.34
- Small sample properties considered
- SER of 4752
- DW of 1.36 (here it was assumed that serial correlation would not significantly impact the projections)

L.C. Population = Time Trend from 1970 to 2003

- Annual model
- Compound effect
- Consideration given to growth theories

Statistical Model Dimensions

- Adjusted R2 of .977
- T stat of 37.72
- SER of 1725
- DW of .18 (assumed not to effect the forecasts)

Technical Process and Criteria for determining allocation and probable location of future developments in Lowndes County, Georgia

In lay terms, this process begins with land parcels in the county that are not currently developed. From there, the coincidence of each of these parcels with various natural resources and community infrastructure is analyzed and recorded as attributes of the parcel itself. Once the relationship each parcel has with each of these features is identified, a simple scoring process indicated by the table in step 16 allows for the identification of land parcels that are the most and least "development friendly".

Many GIS data layers were created and or manipulated to complete this process. For questions regarding this data or for more information about where to find this support data, contact SGRDC-GIS Program Manager, gis@sgrdc.com

Available Lands

Step 1.

Data layer: SUBSET_1 – Select eligible parcels in Lowndes County. Eligible consists of parcels that are not currently developed. This is determined using parcel "digclass" data field. Records with a digclass value of: "A","H","U","V", or no value ("") are extracted from the parcels. In addition to these records, those parcels with a digclass value of "R" AND with a drawn acreage >= 15.0 acres are also extracted. This gives us our first subset of lands we can potentially allocate future households and population. This is applied to the VALOR tax_parcels database.
DO NOT ALTER THE FID# FROM THIS POINT FORWARD FOR THESE RECORDS.

Flood Hazard Areas and NWI Wetlands

Step 2.

Data layer: CALC_FLOOD.SHP -Calculation of area of parcels within Flood hazard areas. This is accomplished by performing an identity function. VALOR q3_flood polygons are overlaid with subset_1 polygons. The result is this data layer in which q3_flood polygons are divided by subset_1 boundaries and the attributes of the subset_1 polygons are assigned to the resulting smaller q3_flood polygon pieces.
The area field must be updated for this .shp file if this process is performed in ArcMap

Step 3

Data layer: CALC_WET.SHP – Perform same process as step 2. Calculation of area of parcels within NWI-WET wetlands. This is accomplished by performing an identity function. VALOR NWI-WET polygons are overlaid with subset_1 polygons. The result is this data layer in which NWI polygons are divided by subset_1 boundaries and the attributes of the subset_1 polygons are assigned to the resulting smaller NWI-WET polygon pieces. ***The area field must be updated for this .shp file if this process is performed in ArcMap***

Step 4

Data layer: CALC_FLOOD_ONLY.SHP – this layer is a subset of the calc_flood data layer. Only those records that have a zone value of "A", "AE" or "X500" are extracted. Since other values are of no interest to us, we reduce the size of the database we will be working with in the next step.

Step 5

Data table: FL_PAR_FRQ_TOTALS.dbf – using the frequency utility, this table is constructed using the feature id's (FID) from the CALC_FLOOD_ONLY.SHP records. Frequency items = FID.SUBSET. Summary items = area. The "flood_acre" field represents total acreage of land in flood hazard areas for that record (parcel polygon).

Step 6
Data layer: SUBSET_1- The table created in step 5 is now joined to this layer's records using the FID.SUBSET fields from both tables. We can now compare total drawn acreage (d.acres) of each parcel to the total acreage of land it has in a flood hazard area (flood_acre).

Step 7
Data layer: CALC_WET_ONLY.SHP – this layer is a subset of the calc_wet data layer. Only those records that have a condition value of "wet" are extracted. Since other values are of no interest to us, we reduce the size of the database we will be working with in the next step.

Step 8
Data table: WET_PAR_FRQ_TOTALS.dbf – using the frequency utility, this table is constructed using the feature id's (FID) from the CALC_WET_ONLY.SHP records. Frequency items = FID.SUBSET. Summary items = area. The "wet_acre" field represents total acreage of land in NWI wetlands for that record (parcel polygon).

STEP 9
Data Layer: SUBSET_1- The table created in step 8 is now joined to this layer's records using the FID.SUBSET fields from both tables. We can now compare total drawn acreage (d.acres) of each parcel to the total acreage of land it has in an NWI wetlands area (wet_acre).

STEP 10
Data Layer: SUBSET_2- Once the tables from step 5 & 8 are joined to subset_1, this layer is output to "cement" this linkage. Unnecessary fields are dropped in this export process.

Groundwater Recharge

STEP 11
Data Layer: SUBSET_2 – A field named "int_rchge" is added to this layers attribute table. Parcel polygons in this layer that *intersect* (a *selection based on location* in ArcMap) a groundwater recharge area are selected and receive an attribute of "yes" in this field. Otherwise, the assigned value is "no".

Access to transportation network

STEP 12
Data Layer: ROADS – Road centerlines are separated by their ALTTRANPLAN and SURF_TYPE values into the following categories:

- **All Arterials**
- **Major collectors that are paved**
- **Major collectors that are dirt**
- **Minor collectors that are paved**
- **Minor collectors that are dirt**
- **Local paved streets**
- **Local dirt streets**

Buffers are then created for each of these road classes. This data is used in the next step.

STEP 13

Data Layer: SUBSET_2 – The buffers created above are used to select parcels that intersect them. Another *selection by location.* There is a specific order in which parcels from subset_2 are selected and attributed however. Since we want each parcel to be identified with it's BEST potential access to the network we start our selection using the buffer of arterial roadways, attribute the parcels that intersect it, and move down the list to finally end our selection/attribution with those parcels that only intersect local dirt streets and have no other access to the network. The field TRA_ACCESS in the subset_2 data layer illustrates each parcels best access to the road network.

Access to future water and sewer services

STEP 14

Data Layer: SUBSET_2, WATER_MASTER_FUTURE, SEWER_MASTER_FUTURE – These two utility datasets were created from each communities utility master plans for the future. Two fields, named "water" and "sewer" are added to the subset_2 layers attribute table. Parcel polygons in this layer that *intersect* (a *selection based on location* in ArcMap) either of the two areas are selected and receive an attribute of "yes" in the appropriate field. Otherwise, the assigned value is "no".

Proximity to existing water and sewer services

STEP 15

Data Layer: SUBSET_2, WATER _EXISTING, SEWER _EXISTING – These two utility datasets were created by buffering each communities' utility service line locations as of 5/05. 4 concentric buffers of ¼ mile each Two fields, named "wat_exist" and "sew_exist" are added to the subset_2 layers attribute table. SUBSET_2 parcel polygons that *intersect* (a *selection based on location* in ArcMap) any one of these 4 concentric buffers will receive an attribute indicating the concentric buffer they intersect that is nearest to the actual physical water or sewer line.

Assignment of scores at the parcel level

STEP 16

Data Layer: SUBSET_2 – This data layer's attribute table contains these fields at this point in the process:

- **D_ACRES – total drawn acreage of parcel**
- **NEWPARC04 – parcel id number**
- **PCNT_WET – percent land area of wetlands**
- **PCNT_FLOOD – percent land are in flood hazard area**
- **FLOOD_ACRE – total acreage of land within flood hazard area**
- **WET_ACRES - total acreage of land within wetlands**
- **INT_RECHGE – indicates whether the parcel intersects/falls within a groundwater recharge area**
- **TRA_ACCESS – the best possible access that parcel has to the transportation network**
- **WATER – indicates whether the parcel falls within a future service area as delineated on the water master plans.**
- **SEWER - – indicates whether the parcel falls within a future service area as delineated on the sewer master plans.**
- **WAT_EXIST – indicates how close a parcel is to existing water service (those beyond 1 mile away are attributed with "no service".**

- **SEW_EXIST – indicates how close a parcel is to existing sewer service (those beyond 1 mile away are attributed with "no service".**

At this point, we have considered the coincidence of parcels with:
Wetlands, flood hazard areas, roads/streets, recharge areas, and water/sewer future and existing service areas. The degree of coincidence with these development impacting features is recorded in its appropriate field listed above.

The next step to be performed is to translate this "degree of coincidence" into a score. Once each coincidence is scored, a SUM SCORE(new data field in the SUSBSET_2 attribute. Table) will be calculated. This sum score will give the user an indication of what the potential likelihood of development is for each parcel in the SUBSET_2 layer. This score, combined with local knowledge will help to identify future areas of residential and commercial growth.

The following SCORE TABLE illustrates the scores that each "degree of coincidence" with each layer above will translate to. 4 is the best score for any one incidence and 0 is the worst. The highest possible score is 23. The lowest is 0

Layer	Best-4	3	2	1	Worst-0
Flood Hazard Areas	**0 – 10% of land area**	**10-30% of land area**	**30-50% of land area**	**50-70% of land area**	70-100% of land area
NWI Designated Wetlands	**0 – 10% of land area**	**10-30% of land area**	**30-50% of land area**	**50-70% of land area**	70-100% of land area
Groundwater Recharge Areas				**NOT in a recharge area**	IN a groundwater recharge area
Access to the Transportation Network	**Access via an Arterial Road/Street**	**Access via Paved Major or Minor Collector**	**Access via Dirt Major Collector or Local Paved Road**	**Access via a Dirt Minor Collector**	Access via a Dirt Local road/street.
Future Water Utility				**IN a planned service area**	NOT in a planned service area
Future Sewer Utility				**IN a planned service area**	NOT in a planned service area
Existing Water Utility	**Intersects the ¼ mile buffer**	**Intersects the ½ mile buffer**	**Intersects the ¾ mile buffer**	**Intersects the 1 mile buffer**	DOES NOT intersect buffers of existing services
Existing Sewer Utility	Intersects the ¼ mile buffer	Intersects the ½ mile buffer	Intersects the ¾ mile buffer	Intersects the 1 mile buffer	DOES NOT intersect buffers of existing services

For each development impacting feature, there is a data field added to the SUBSET_2 table that holds it's score based on the above table. The data table of SUBSET_2 is appended with fields named as above followed by either "_scor" or "_sco" in the field name. The final field added to this table is SUM_SCORE. The values in this field are a result of the addition of the values in the score fields just mentioned.

Allocation of Socio-Economic Data:

Population

It was determined that the 2030 population would be 132,150. Existing population in the base year (2003) was 95146. This resulted in a population growth of approximately 37,000.

Housing Units/Households

It was determined that a total of 55,300 housing units would exist in 2030. In allocating the location of future housing units, staff identified areas where residential growth trends were well established and projected to continue. Average densities were projected based on the development suitability score of each parcel. This score was based on the properties proximity to water and sewer services, percentage of wetlands, location in a groundwater recharge area, and type of road. Specific known large-scale projects received additional allocation.

A vacancy rate of 9.5% was applied to the total housing units of 55,300 resulting in a 2030 household total of 50,039.

Employment

The Travel Demand Model calls for the delineation of employment into four sectors: Service, Retail, Manufacturing, and Wholesale. The existing proportion of these four categories was determined and that proportion was applied to the projected figures for each employment category. Employment was allocated based on existing business locations, established trends, and plans for directing future growth.

SERVICE

To aid in allocating the projected service employment growth, this category was further delineated into the following ten subcategories used by Woods and Poole:

Farm
Agricultural Services, Other
Mining
Construction
Transportation, Communication, & Public Utilities
Finance, Insurance, & Real Estate
Services
Federal Civilian Government
Federal Military Government
State and Local Government

Existing facilities were identified based on business license data and were categorized into the aforementioned groups. Total allocation numbers were based on the current sector proportions. These projections were then divided proportionally based on the number of existing facilities in each TAZ.

Construction - It was determined that 100 households (approximately 200 vehicles) constitute a traffic impact on the surrounding area. All TAZ's projected to grow by greater than 200 people were selected to receive construction employment allocation based on the concept that this growth would require a considerable amount of construction resulting in traffic generation.

Mining - Although there was one business classified as mining it was determined that there would not be a significant amount of employee growth during the next 25 years. No future employment numbers were allocated based on this sector.

Farm and Agricultural Services – Again using the notion that 100 households (approximately 258 people) constitute a residential development affecting traffic generation, all TAZ's with less than 258 people and located outside of the municipalities were given a proportion of this sector's projected employment allocation of 534 people.

Transportation, Communication, and Public Utilities- This sector's projected increase in employment of 675 was evenly allocated to 75 TAZ's resulting in 9 jobs per TAZ. These TAZ's were selected based on the presence of existing businesses classified as Transporation/Communication/Public Utilities.

Finance, Insurance, & Real Estate - 637 additional jobs were allocated to 91 TAZ's resulting in 7 jobs per TAZ. These TAZ's were selected based on the presence of 2 or more existing finance, insurance, or real estate establishments. TAZ's with only 1 such establishment or less did not receive any allocation.

Services (General)- 10458 jobs were allocated into 249 TAZ's resulting in 42 jobs per TAZ. These TAZ's were selected based on the presence of 2 or more existing service establishments. TAZ's with only 1 such establishment or less did not receive any allocation. Special generators received an additional allocation based on size and plans for growth. These generators included areas such as the mall, 5-Points, Moody AFB, and South Georgia Regional Medical Center.

Fed Civilian and Military- Selected TAZ's with Post Offices, Air Force Base, Federal Buildings, Airport, and Extension Offices. This resulted in 130 employees to 10 TAZ's (13 jobs per TAZ) and an additional 845 to Moody for our federal military government growth.

State and local government- Allocated proportionally to existing jobs to 28 TAZ's. 1100 additional jobs were given to TAZ's with schools (public and private) since they were not accounted for any other subcategory.

RETAIL

A projected addition of 11,764 jobs needed to be allocated to TAZ's containing retail establishments. In addition to identifying all TAZ's with retail businesses, several TAZ's were identified as special generators. These include: the mall, the outlet center, three planned areas for commercial development, and TAZ's along I-75. Based on each TAZ's proportion of the existing retail population, it received an additional employment allocation of the same ratio. Special generators received allocations based on available land and projected uses.

WHOLESALE

An additional 130 jobs needed to be allocated to TAZ's with significant wholesale industries. In total there were 9 TAZ's identified based on existing wholesale to receive this allocation. This included the six existing industrial parks. Based on each park's ability to expand, it received a proportionate amount of the wholesale employment growth. The Executive Director of the Industrial Authority provided additional guidance in determining which parks were more suitable for wholesale rather than manufacturing growth.

MANUFACTURING

An additional 1787 jobs needed to be allocated to TAZ's with significant manufacturing industries. There were 14 TAZ's identified had over 100 manufacturing employees and 14 other TAZ's had over 20 but less than 100. These 28 TAZ's received a percentage of the growth based on its number of existing employees. The six existing industrial parks received the remainder of the allocation amount. Based on each park's ability to expand, it received a proportionate amount of the employment growth. The Executive Director of the Industrial Authority provided additional guidance in determining which parks were more suitable for manufacturing rather that wholesale growth.

ENROLLMENT

Using the projected 2030 total population and projected age cohorts it was determined that the projected 2030 enrollment was yielded an additional 9,710 students. Assuming that the current proportions of student populations between primary schools, secondary schools, parochial schools, and higher education institutions and the various facilities remain similar, the projected 2030 enrollment populations were allocated to the appropriate TAZ's. Special considerations were given to the allocation of enrollment to the primary schools. These special considerations accounted for an additional enrollment within two new schools, one new school to the Lowndes County School System handling an enrollment of approximately 691 and one new school to the Valdosta City School System handling an enrollment of approximately 600.

Base Year SE Data

2003 SE Data

TAZ	HH	School Enroll	Retail Employ	Service Employ	Mfg. Employ	Whls. Employ	Total Employ	Pop.	Acres	Median Income
1	40	0	0	0	0	0	0	112	2984	32031
4	236	0	0	0	0	0	0	689	2755	30337
5	31	0	0	0	0	0	0	52	1400	31159
6	42	0	0	0	0	0	0	124	735	34750
7	57	0	0	1	0	0	1	164	3673	34750
8	46	0	0	21	0	0	21	135	2112	34750
9	57	0	0	0	0	0	0	176	2158	45000
10	13	0	0	37	0	0	37	37	505	45000
11	151	0	4	73	0	0	77	396	1056	45000
12	243	0	27	281	49	7	364	656	1997	45000
13	35	0	0	0	0	0	0	109	803	45000
14	13	0	0	0	0	0	0	45	367	45000
15	19	0	0	0	0	0	0	95	574	35594
16	278	0	0	2	0	0	2	769	5051	35594
17	81	0	0	2	0	0	2	204	3903	35594
18	55	0	0	0	0	0	0	100	826	44477
19	143	0	0	8	0	0	8	353	1194	44477
20	4	0	0	0	0	0	0	10	1630	45000
21	111	0	0	1	2	1	4	305	2525	45000
22	116	652	0	76	0	0	76	322	1882	45000
23	102	0	0	0	0	0	0	264	1010	35594
24	27	0	0	0	0	0	0	74	918	34750
25	33	0	0	1	0	0	1	101	1722	34750
26	0	0	0	0	0	0	0	0	4591	0
27	2	0	0	0	0	0	0	4	126	34750
28	212	1166	0	131	0	0	131	484	253	45000
29	8	0	0	0	0	0	0	20	321	45000
30	178	0	33	70	15	6	124	527	895	45000
31	127	0	0	2	0	0	2	320	1354	35594
32	27	0	0	0	0	0	0	84	1125	45000
33	790	0	4	4445	11	0	4460	3160	3214	44477
34	81	0	0	18	0	0	18	183	2296	34750
35	546	0	0	18	0	0	18	1600	1469	35594
36	84	0	0	2	0	0	2	264	2204	45000
37	64	0	4	0	0	0	4	218	1745	34750
38	30	0	0	0	0	0	0	93	2227	45000
39	300	0	0	0	0	0	0	840	6887	44477
40	31	0	0	2	0	0	2	65	1354	34750
41	36	0	0	0	0	0	0	104	1630	45000
42	223	626	2	84	0	9	95	709	849	35594
43	24	0	0	1	0	0	1	69	643	35594
44	89	0	0	15	0	1	16	291	1515	45000
45	45	0	0	0	0	0	0	139	2984	45000
46	4	0	0	0	0	0	0	13	666	45000
47	7	0	0	0	0	0	0	7	1148	32031
48	31	0	0	0	0	0	0	107	1125	32031
49	150	0	0	9	0	2	11	422	3673	34750
50	40	0	0	0	0	0	0	106	1768	32031
51	76	0	0	1	0	0	1	221	689	45000
52	22	0	0	0	0	0	0	67	1240	59900

2003 SE Data

53	309	0	0	1	1	0	2	975	872	59900
54	107	0	0	0	0	0	0	250	149	44477
55	129	0	0	0	0	0	0	342	4591	34750
56	8	0	0	0	0	0	0	19	44	59900
57	45	0	0	0	0	0	0	132	1561	32031
58	0	0	0	0	0	0	0	0	28	0
59	64	0	0	5	0	0	5	191	2204	34750
60	43	0	0	0	0	0	0	133	1538	32031
61	37	0	0	0	0	0	0	114	5510	32031
62	40	0	57	16	0	0	73	99	152	59900
63	263	0	11	22	0	0	33	906	298	44477
64	201	343	10	85	0	0	95	641	1860	45000
65	196	0	0	0	0	0	0	640	298	59900
66	77	0	0	8	0	2	10	244	1010	59900
67	480	0	165	196	318	21	700	1421	1538	45000
68	0	0	0	0	0	0	0	0	39	0
69	85	0	0	2	0	1	3	247	895	45000
70	76	0	0	0	0	0	0	193	5969	32031
71	10	0	0	0	0	0	0	31	2984	32031
72	31	0	11	41	0	0	52	98	849	59900
73	22	0	0	0	0	0	0	54	1240	44477
74	161	0	0	0	0	0	0	489	1056	44477
75	422	0	0	14	0	0	14	1369	298	44477
76	71	0	14	4	0	0	18	223	51	59900
77	4	0	0	18	0	0	18	11	321	44477
78	45	0	0	0	0	0	0	128	1699	43667
79	174	884	3	115	0	0	78	884	1217	48275
80	62	0	7	28	0	0	35	194	689	43667
81	21	0	0	7	0	0	7	46	6887	32031
82	758	0	37	174	0	1	212	2095	1240	48275
83	67	0	0	0	2	0	2	175	3444	32031
84	60	0	0	0	0	0	0	176	551	43667
85	14	0	0	0	2	0	2	36	2984	32031
86	104	0	7	8	0	17	32	322	184	43667
87	20	0	0	3	0	0	3	54	5739	32031
88	190	744	0	75	0	0	75	530	413	43667
89	11	0	0	0	0	0	0	25	186	48275
90	253	0	9	27	0	6	42	816	941	45000
91	47	0	1	71	0	39	111	132	1309	45000
92	7	0	0	0	0	0	0	24	413	34750
93	5	4414	326	447	0	0	773	14	1331	34750
94	222	0	0	63	0	1	64	618	551	84494
95	139	0	8	4	0	0	12	386	230	48275
96	471	0	33	832	0	0	865	959	115	48275
97	41	0	1	0	0	14	15	144	505	43667
98	237	0	0	0	0	0	0	574	275	43667
99	15	0	0	0	0	0	0	47	1171	32031
101	70	0	0	145	0	0	145	129	156	48275
102	3	0	0	17	0	0	17	6	32	43667
103	20	0	0	3	0	0	3	60	1079	32031
104	0	0	541	166	0	0	707	0	55	0
105	807	0	199	590	1	17	807	1792	367	29092

2003 SE Data

106	51	1710	0	388	0	0	388	119	83	29092
107	278	0	24	68	0	0	92	782	298	29092
108	631	0	0	69	0	2	71	1612	321	29092
109	72	0	30	189	0	0	219	93	37	29092
110	71	828	6	218	0	0	224	213	551	26172
111	1	0	0	102	0	0	102	2	12	84494
112	5	0	0	266	0	0	266	12	15	84494
113	0	0	64	7	0	0	71	0	5	0
114	48	0	40	0	43	0	83	140	92	84494
115	54	0	0	0	0	0	0	163	5051	32031
116	3	0	215	61	0	0	276	6	46	84494
117	269	0	1	18	0	0	19	855	436	84494
118	0	0	5	0	0	0	5	0	1	0
119	0	0	0	1	0	0	1	0	1240	0
120	208	140	0	132	0	0	132	499	188	84494
121	222	0	64	310	2	9	385	489	62	29092
122	0	0	22	196	0	0	218	0	18	0
123	3	0	7	143	0	0	150	9	15	84494
124	8	0	0	10	0	0	10	21	11	84494
125	175	0	40	242	4	0	286	370	64	31517
126	281	0	330	69	0	6	405	776	195	31517
127	432	0	0	101	0	2	103	1296	216	31517
128	192	0	0	40	0	0	40	503	64	31517
129	0	0	13	137	0	0	150	0	32	0
130	0	903	0	230	0	0	230	0	25	0
131	442	0	20	268	0	0	288	867	158	41310
132	64	0	0	6	0	0	6	174	92	41310
133	0	730	0	65	0	0	65	0	28	0
134	305	0	0	33	0	0	33	780	101	31517
135	244	736	0	255	0	0	255	651	117	31517
136	258	0	0	11	0	0	11	802	117	31517
137	45	283	0	33	0	0	33	97	83	41310
138	43	0	57	154	0	5	216	242	46	31517
139	89	0	0	49	1	0	50	251	110	84494
140	0	0	0	0	0	0	0	0	18	0
141	3	0	0	2618	0	0	2618	4	55	41310
142	310	0	8	184	32	0	224	894	321	48792
143	70	0	0	93	0	0	93	163	76	41310
144	125	0	0	211	0	0	211	250	62	41310
145	49	0	0	103	70	27	200	150	551	26172
146	99	0	0	7	0	0	7	253	67	31517
147	0	800	133	64	0	0	197	0	11	0
148	38	0	49	121	1	0	171	66	25	41310
149	22	0	3	171	0	0	174	50	34	41310
150	292	0	0	40	0	0	40	689	186	48792
151	52	0	0	0	0	0	0	122	41	28875
152	63	0	2	2	0	0	4	149	85	28875
153	385	0	18	31	0	0	49	1006	275	48792
154	438	0	152	205	0	0	357	1074	209	48792
155	335	0	0	2	0	0	2	837	80	23527
156	8	0	20	31	3	0	54	10	17	31517
157	1	0	32	54	0	0	86	2	9	31517

2003 SE Data

158	490	0	0	50	2	0	52	899	115	23527
159	214	0	11	570	3	0	584	538	94	23527
160	97	0	16	37	0	0	53	173	25	23527
161	20	0	22	67	0	0	89	26	19	28875
162	55	0	0	11	0	0	11	124	18	28875
163	57	0	0	28	0	5	33	132	25	28875
164	64	0	0	129	0	0	129	106	23	28875
165	47	0	0	13	26	0	39	134	1217	32031
166	405	0	0	39	0	0	39	1618	96	28875
168	157	0	7	58	0	0	65	296	103	26948
169	55	0	0	40	0	0	40	100	37	28875
170	11	0	0	0	0	0	0	30	12	28875
171	174	0	0	15	282	0	297	643	101	23527
172	54	0	0	0	0	0	0	108	28	28875
173	26	0	2	55	0	4	61	67	12	23527
174	34	0	51	74	0	0	125	74	25	28875
175	0	0	0	39	0	0	39	0	126	0
176	172	0	0	62	5	0	67	359	85	48792
177	239	0	0	3	0	0	3	773	101	23527
178	6	3201	0	2124	0	0	2124	12	55	28875
179	12	0	1	154	0	2	157	31	8	23527
180	2	0	0	0	0	0	0	3	528	17387
181	47	526	0	174	0	0	174	107	22	28875
182	173	0	4	102	0	29	135	557	2181	26948
183	8	0	0	0	0	0	0	18	17	23527
184	3	0	45	22	0	0	67	9	10	23527
185	43	0	0	35	0	0	35	107	30	48792
186	7	0	0	31	0	0	31	21	17	14707
187	43	0	9	23	0	0	32	72	17	15321
188	4	617	9	145	0	0	154	5	32	15321
189	142	0	0	0	0	0	0	406	41	14707
190	118	0	0	1	0	0	1	346	41	14707
191	58	0	0	0	0	0	0	191	18	14707
192	9	3402	0	6	0	0	6	18	106	15321
193	70	0	5	105	45	0	155	158	28	22202
194	372	38	33	256	10	1	300	693	92	22202
195	105	399	423	544	0	0	967	266	253	22202
196	1	0	789	980	1	0	1770	1	99	22202
197	20	0	10	263	0	0	273	53	62	22202
198	212	0	59	40	0	35	134	532	83	22202
199	0	136	0	44	41	15	80	0	67	0
200	0	989	0	0	0	0	0	0	8	0
202	200	0	6	128	18	9	161	578	87	14707
203	84	0	0	26	3	0	29	229	459	26948
204	47	957	0	41	0	0	41	81	22	15321
205	18	0	0	0	0	13	13	49	10	14707
206	12	0	29	94	0	0	123	24	15	14707
207	9	0	15	70	0	0	85	24	11	15321
208	291	0	0	20	0	0	20	740	138	22202
209	257	2696	279	2362	0	0	2641	543	184	22202
210	0	0	0	0	0	0	0	0	15	0
211	105	437	40	278	6	0	324	202	39	15321

212	94	0	8	35	13	13	69	287	96	26172
213	0	0	0	119	105	0	224	0	390	0
214	128	0	7	83	0	0	90	214	32	15321
215	3	0	0	0	0	0	0	5	413	32031
216	17	0	0	0	0	0	0	49	28	14707
217	75	0	0	14	0	0	14	191	53	14707
218	142	0	0	31	0	0	31	410	48	14707
219	15	0	36	61	0	0	97	35	28	14707
220	0	0	0	7	79	30	116	0	21	0
221	69	0	0	0	0	0	0	176	30	15321
222	25	0	5	74	0	0	79	45	25	15321
223	39	0	0	4	281	0	285	107	298	17387
224	46	0	0	0	0	0	0	121	28	15321
225	97	0	0	0	0	0	0	283	436	26948
226	8	0	0	0	0	0	0	15	85	22202
227	119	554	0	217	160	9	386	377	161	22202
228	15	0	0	16	0	0	16	45	1538	26948
229	9	0	25	567	0	0	592	28	41	15321
230	15	0	0	0	0	0	0	37	76	22202
231	62	0	0	7	0	0	7	188	41	14707
232	149	0	5	173	17	0	195	371	55	14707
233	175	0	2	27	4	2	35	397	64	15321
234	84	0	0	0	0	0	0	186	39	15321
235	1	0	0	107	0	0	107	1	11	15321
236	9	0	0	1	3	0	4	13	16	14707
237	33	0	2	6	12	0	20	77	126	16152
238	0	0	10	0	0	0	10	0	2	0
239	0	0	0	79	0	0	79	0	8	0
240	0	0	7	13	0	0	20	0	5	0
241	0	0	0	212	0	0	212	0	13	0
242	0	145	5	29	0	0	34	0	17	0
243	2	0	2	68	0	0	70	2	12	14707
244	163	0	111	2	0	0	113	354	55	15321
245	288	0	1	19	0	3	23	936	126	16152
246	72	0	0	0	0	0	0	139	21	15321
247	0	0	0	6	0	0	6	0	2	0
248	13	0	0	0	0	0	0	45	28	14707
249	39	0	0	0	0	0	0	127	5739	32031
250	0	0	22	41	0	0	63	0	6	0
251	0	0	3	12	0	0	15	0	6	0
252	56	0	13	120	0	2	135	67	3	15321
253	4	0	51	55	0	0	106	5	11	15321
254	0	0	56	0	0	0	56	0	4	0
255	31	0	0	16	0	0	16	58	34	17387
256	0	0	20	689	0	0	709	0	8	0
257	30	0	0	6	0	0	6	86	2984	32031
258	1	0	168	72	0	0	240	2	117	16152
259	92	0	0	2	5	9	16	226	57	15321
260	38	0	2	8	0	0	10	38	3	15321
261	2	0	0	16	0	66	82	11	9	15321
262	402	559	0	160	0	0	160	1288	275	17387
263	258	0	4	4	0	0	8	695	55	17387

264	0	0	33	45	0	3	81	0	8	0
265	0	0	0	0	0	0	0	0	6	0
266	3	0	0	7	148	0	155	3	253	17387
267	8	0	0	0	0	78	78	16	7	15321
268	0	0	0	0	0	0	0	0	71	0
269	0	0	0	4	0	0	4	0	2	0
270	328	0	55	3	0	15	73	776	253	16152
271	0	0	261	214	8	0	483	0	11	0
272	1	0	31	124	0	56	211	1	21	15321
274	89	539	0	187	0	0	187	248	96	17387
275	26	0	0	1	0	0	1	45	11	17387
276	0	0	0	0	0	0	0	0	5	0
277	92	0	127	662	12	50	851	153	186	16152
278	29	0	0	12	0	4	16	45	16	17387
279	0	0	0	636	2	0	638	0	11	0
280	10	0	0	0	0	0	0	20	5280	26948
281	9	0	8	0	0	0	8	18	6	16152
282	38	0	8	19	0	0	27	77	92	17387
283	128	0	13	7	3	0	23	233	56	17387
285	21	0	0	69	5	9	83	44	48	16152
286	114	0	11	6	0	0	17	262	48	17387
287	129	0	15	195	33	44	287	350	643	27000
288	285	603	0	75	0	4	79	776	3444	32031
289	0	0	0	0	0	0	0	0	25	0
290	21	0	0	3	0	0	3	67	505	17387
291	30	0	0	5	0	0	5	99	87	17387
292	139	0	0	0	0	0	0	322	67	17387
293	61	200	0	65	0	0	65	195	367	26948
294	221	0	0	97	0	5	102	592	90	17387
295	44	0	79	0	7	0	86	95	22	17387
296	12	0	11	161	12	98	282	31	119	16152
297	21	0	2	13	0	0	15	30	23	17387
298	96	0	2	0	0	0	2	239	48	17387
299	80	0	11	11	8	0	30	236	117	17387
300	68	0	2	13	0	10	25	205	436	27000
301	11	0	0	1	0	0	1	34	5	17387
302	30	0	0	185	302	1	488	80	191	27000
303	4	0	0	4	0	10	14	6	30	17387
304	5	0	89	17	0	0	106	11	60	17387
305	21	0	0	100	0	0	100	66	152	26948
306	6	0	0	26	0	0	26	19	597	17387
307	4	0	12	0	52	0	64	7	46	27000
308	17	0	416	428	45	6	895	47	666	27000
309	13	0	11	0	0	4	15	49	28	17387
310	39	0	0	0	153	0	153	93	8494	32521
311	7	0	0	31	0	3	34	19	298	27000
312	27	0	11	30	0	12	53	33	64	17387
313	19	0	50	8	3	10	71	43	57	27000
314	82	0	0	15	0	0	15	266	597	32031
315	1	0	0	151	0	0	151	2	112	27000
316	1	0	0	35	15	0	50	4	149	17387
317	0	0	0	0	0	15	15	0	34	0

2003 SE Data

318	62	0	0	67	0	0	67	167	253	27000
319	46	0	0	0	0	13	13	114	735	32031
320	41	0	40	0	16	0	56	78	253	17387
321	46	0	2	30	0	3	35	118	298	26948
322	7	0	2	0	0	0	2	22	666	35761
323	14	0	0	0	0	0	0	31	390	17387
324	72	0	0	0	200	0	200	221	5280	32521
325	0	0	52	218	1216	9	1495	0	191	0
326	0	0	10	2	28	568	608	0	165	0
327	162	1032	7	100	0	0	107	451	390	27000
328	38	0	0	0	0	0	0	103	1263	32521
329	73	0	0	0	0	0	0	217	1148	35761
330	99	0	0	1	5	0	6	274	803	35761
331	4	0	0	0	0	0	0	13	574	32521
332	3	0	0	0	0	0	0	7	551	27000
333	32	0	0	94	0	0	94	86	1768	27000
334	41	0	0	0	0	0	0	106	987	32521
335	114	0	11	3	0	0	14	299	941	35761
336	177	0	8	3	0	0	11	438	666	27000
337	61	0	1	0	0	0	1	159	1033	35761
338	120	0	0	30	0	0	30	342	14922	32521
339	181	0	0	1	0	0	1	512	1148	35761
340	67	0	0	0	0	0	0	189	1860	32031
341	21	0	0	0	0	0	0	65	1102	32521
342	20	0	0	2	0	0	2	61	321	32521
343	47	0	0	0	21	0	21	113	1699	35761
344	61	0	0	0	0	0	0	177	1194	35761
345	17	0	0	3	0	0	3	45	1033	32521
346	129	0	0	12	0	0	12	371	2755	32521
347	137	236	0	72	1	0	73	449	643	35761
348	5	0	0	20	0	0	20	14	30	35761
349	221	0	0	16	1	2	19	618	4132	35761
350	64	0	0	3	0	0	3	174	781	35761
351	19	0	0	0	0	0	0	70	505	32521
352	80	0	0	3	0	3	6	195	872	35761
353	28	0	35	36	0	2	73	68	964	35761
354	41	0	0	2	0	0	2	122	4362	35761
355	33	0	0	3	0	0	3	79	321	35761
356	74	0	17	0	1	0	18	255	1125	32521
357	22	0	0	4	0	0	4	63	620	32521
358	80	0	0	0	0	0	0	224	2066	32521
359	426	0	0	8	131	0	139	1192	3444	32521
360	33	0	0	0	0	0	0	109	895	32521
361	35	0	9	0	0	0	9	104	1400	40868
362	20	0	0	475	0	0	475	50	1194	32521
363	7	0	0	0	0	0	0	15	551	32521
364	29	0	0	1	0	0	1	62	1584	32521
365	67	0	0	4	1	2	7	204	1607	40868
366	10	0	0	0	0	0	0	29	1538	40868
367	20	0	0	1	0	0	1	75	1263	32521
368	10	0	0	0	0	0	0	20	643	32521
369	77	0	0	0	0	0	0	195	459	32521

370	13	0	0	0	0	0	0	56	964	40868
371	12	0	0	10	0	0	10	35	227	40868
372	4	0	0	0	0	0	0	11	112	32521
373	4	0	0	0	0	0	0	9	643	32521
374	38	0	0	0	0	0	0	92	2227	32521
375	30	0	0	32	0	0	32	79	1010	40868
376	26	0	0	0	0	0	0	81	803	32521
377	542	0	6	57	4	0	67	1110	1194	40868
378	158	0	0	0	0	0	0	466	1354	32521
379	2	0	0	13	437	0	450	6	712	32521
380	38	0	0	0	0	0	0	104	3903	40868
381	63	0	0	0	0	0	0	166	103	32521
382	151	0	11	197	0	0	208	425	941	40868
383	27	0	0	14	0	0	14	71	216	40868
384	28	0	5	4	0	0	9	70	115	32521
385	89	0	0	12	0	0	12	263	5969	32521
386	182	0	1	234	0	0	235	375	298	32521
387	7	644	0	75	0	0	75	28	90	40868
388	4	0	4	34	0	0	38	11	108	40868
389	21	0	0	0	0	0	0	59	4591	32521
390	40	0	0	0	0	0	0	127	3444	32521
391	21	0	0	0	0	0	0	63	92	32521
392	34	0	0	0	0	0	0	100	67	32521
393	21	648	0	85	0	0	85	63	23	32521
394	40	0	0	0	0	0	0	131	3214	32521
395	54	0	4	23	3	0	30	112	110	40868
396	157	0	280	580	191	14	1065	315	1607	40868
397	148	0	0	40	0	0	40	383	213	40868
398	29	0	71	1	0	29	101	93	4591	40868
399	70	0	0	1	0	0	1	217	735	32521
400	87	0	0	0	0	0	0	266	124	32521
401	148	0	41	41	0	0	82	407	5510	32521
402	53	0	0	0	0	0	0	126	48	32521
403	20	0	0	0	0	0	0	56	25	32521
404	13	0	3	0	0	0	3	27	712	40868
405	7	0	79	43	0	0	122	11	505	32521
406	31	0	0	3	0	11	14	82	149	40868
407	4	0	0	4	0	0	4	5	184	43667
408	28	0	0	71	0	0	71	82	156	48275
409	36	0	0	3	0	0	3	94	803	35761
410	54	0	0	9	0	0	9	153	4132	35761
411	98	0	0	9	0	0	9	210	67	31517
412	10	0	0	2	0	0	2	17	37	28875
413	99	0	0	8	0	0	8	204	96	28875
414	74	0	0	1	0	0	1	174	96	28875
415	79	0	0	0	0	0	0	245	101	23527
416	12	0	0	0	0	0	0	27	32	15321
417	72	0	0	20	0	0	20	235	41	14707
418	9	0	162	42	0	8	212	14	25	15321
419	27	0	0	24	51	0	75	28	41	15321
420	9	0	37	14	0	0	51	38	28	14707
421	51	0	0	1	0	0	1	127	53	14707

2003 SE Data

422	0	0	0	0	0	0	0	0	53	0
423	4	0	52	0	0	0	52	7	12	14707
424	0	0	8	0	0	0	8	0	17	0
425	2	0	0	0	18	2	20	7	28	14707
426	0	0	0	0	0	0	0	0	5	0
427	5	0	0	0	0	0	0	14	5	17387
430	82	0	0	3	0	0	3	187	96	17387
431	109	0	0	0	0	0	0	188	96	17387
432	1	0	0	25	0	0	25	4	67	17387
433	58	0	0	1	0	0	1	101	85	28875
434	21	0	0	0	0	0	0	54	5739	32031
435	7	0	0	5	108	0	113	19	34	17387
Totals	35503	33517	7515	35452	4919	1546	49372	95605		

Future TAZ SE Data

2030 SE Data

TAZ	HH	School Enroll	Retail Employ	Service Employ	Mfg. Emp.	Whls. Emp.	Total Employ	Pop.	Acres	Median Income
1	41	0	0	4	0	0	4	112	2984	32031
4	239	0	0	42	0	0	42	689	2755	30337
5	32	0	0	4	0	0	4	52	1400	31159
6	43	0	0	4	0	0	4	124	735	34750
7	58	0	0	14	0	0	14	164	3673	34750
8	46	0	43	67	45	0	155	135	2112	34750
9	58	0	0	4	0	0	4	176	2158	45000
10	14	0	0	83	0	0	83	37	505	45000
11	154	0	92	128	0	0	220	399	1056	45000
12	249	0	27	323	67	7	424	664	1997	45000
13	35	0	0	4	0	0	4	109	803	45000
14	13	0	0	4	0	0	4	45	367	45000
15	19	0	0	4	0	0	4	95	574	35594
16	281	0	5	44	0	0	49	769	5050	35594
17	82	0	0	6	0	0	6	204	3903	35594
18	55	0	5	4	0	0	9	100	826	44477
19	145	0	5	50	0	0	55	353	1194	44477
20	4	0	0	4	0	0	4	10	1630	45000
21	112	0	0	1	2	1	4	305	2525	45000
22	118	711	0	140	0	0	140	322	1882	45000
23	103	0	5	0	0	0	5	264	1010	35594
24	27	0	0	4	0	0	4	74	918	34750
25	33	0	0	5	0	0	5	101	1722	34750
26	0	0	0	4	0	0	4	0	4591	0
27	2	0	43	4	0	0	47	4	126	34750
28	214	1271	0	253	0	0	253	484	253	45000
29	8	0	0	4	0	0	4	20	321	45000
30	181	0	121	192	15	6	334	530	895	45000
31	129	0	0	44	0	0	44	320	1354	35594
32	27	0	0	4	0	0	4	84	1125	45000
33	1373	0	28	5451	11	0	5490	3160	3214	44477
34	82	0	0	22	0	0	22	183	2296	34750
35	552	0	0	67	0	0	67	1600	1469	35594
36	85	0	0	2	0	0	2	264	2204	45000
37	65	0	4	4	0	0	8	218	1745	34750
38	30	0	0	4	0	0	4	93	2227	45000
39	620	0	0	33	0	0	33	1664	6887	44477
40	32	0	0	6	0	0	6	65	1354	34750
41	36	0	0	4	0	0	4	104	1630	45000
42	307	682	26	159	0	9	194	921	849	35594
43	24	0	0	47	0	0	47	69	643	35594
44	115	0	0	57	0	1	58	357	1515	45000
45	45	0	0	4	0	0	4	139	2984	45000
46	4	0	0	4	0	0	4	13	666	45000
47	7	0	0	4	0	0	4	7	1148	32031
48	32	0	0	4	0	0	4	107	1125	32031
49	293	0	40	84	0	2	126	787	3673	34750
50	41	0	0	4	0	0	4	106	1768	32031
51	275	0	0	76	0	0	76	735	689	45000

2030 SE Data

52	23	0	0	4	0	0	4	67	1240	59900
53	490	0	0	76	1	0	77	1432	872	59900
54	109	0	0	4	0	0	4	250	149	44477
55	145	0	0	7	0	0	7	380	4591	34750
56	8	0	24	4	0	0	28	19	44	59900
57	45	0	0	4	0	0	4	132	1561	32031
58	0	0	0	4	0	0	4	0	28	0
59	87	0	0	9	0	0	9	248	2204	34750
60	43	0	0	4	0	0	4	133	1538	32031
61	37	0	0	4	0	0	4	114	5510	32031
62	59	0	81	69	0	0	150	146	152	59900
63	286	0	99	71	0	0	170	957	298	44477
64	771	437	142	346	0	0	488	2113	1859	45000
65	224	0	0	0	0	0	0	706	298	59900
66	96	0	0	50	0	2	52	291	1010	59900
67	571	0	253	278	425	21	977	1642	1538	45000
68	0	0	0	4	0	0	4	0	39	0
69	86	0	202	48	0	1	251	247	895	45000
70	77	0	0	17	0	0	17	193	5969	32031
71	10	0	0	4	0	0	4	31	2984	32031
72	46	0	99	87	0	0	186	136	849	59900
73	23	0	0	4	0	0	4	54	1240	44477
74	245	0	0	33	0	0	33	704	1056	44477
75	427	0	0	65	0	0	65	1369	298	44477
76	71	0	102	66	0	0	168	223	51	59900
77	4	0	40	22	0	0	62	11	321	44477
78	45	0	24	4	0	0	28	128	1699	43667
79	1023	917	47	258	0	0	265	2544	1217	48275
80	182	0	133	110	0	0	243	505	689	43667
81	22	0	0	20	0	0	20	46	6887	32031
82	777	0	189	232	0	1	422	2122	1240	48275
83	68	0	0	4	2	0	6	175	3444	32031
84	61	0	0	4	0	0	4	176	551	43667
85	14	0	0	4	2	0	6	36	2984	32031
86	105	0	95	50	0	17	162	322	184	43667
87	20	0	0	7	0	0	7	54	5739	32031
88	220	811	0	181	0	0	181	604	413	43667
89	77	0	0	0	0	0	0	196	186	48275
90	291	0	33	69	0	6	108	908	941	45000
91	133	0	25	155	0	44	224	356	1309	45000
92	29	0	0	4	0	0	4	80	413	34750
93	62	6288	326	650	0	0	976	162	1331	34750
94	224	0	0	105	0	1	106	618	551	84494
95	152	0	210	53	0	0	263	417	230	48275
96	477	0	121	881	0	0	1002	959	115	48275
97	42	0	25	4	0	14	43	144	505	43667
98	269	0	0	0	0	0	0	649	275	43667
99	15	0	0	4	0	0	4	47	1171	32031
101	71	0	0	203	0	0	203	129	156	48275
102	5	0	0	59	0	0	59	11	32	43667
103	1025	0	0	78	0	0	78	2637	1079	32031
104	0	0	629	215	0	0	844	0	55	0

2030 SE Data

105	836	0	612	648	1	17	1278	1843	367	29092
106	52	1813	0	494	0	0	494	119	83	29092
107	281	0	112	139	0	0	251	782	298	29092
108	662	0	0	118	0	2	120	1674	321	29092
109	72	0	118	238	0	0	356	93	37	29092
110	87	878	94	337	0	0	431	254	551	26172
111	1	0	0	144	0	0	144	2	12	84494
112	5	0	0	324	0	0	324	12	15	84494
113	0	0	152	14	0	0	166	0	5	0
114	49	0	40	42	61	0	143	140	92	84494
115	54	0	0	4	0	0	4	163	5050	32031
116	3	0	303	110	0	0	413	6	46	84494
117	272	0	25	76	0	0	101	855	436	84494
118	0	0	29	0	0	0	29	0	1	0
119	975	0	0	43	0	0	43	2528	1240	26172
120	211	164	0	238	0	0	238	498	188	84494
121	224	0	85	368	2	9	464	489	62	29092
122	0	0	110	247	0	0	357	0	18	0
123	3	0	95	192	0	0	287	9	15	84494
124	8	0	24	52	0	0	76	21	11	84494
125	177	0	333	291	4	0	628	370	64	31517
126	286	0	418	127	0	6	551	780	195	31517
127	456	0	24	143	0	2	169	1344	216	31517
128	195	0	0	89	0	0	89	503	64	31517
129	0	0	37	195	0	0	232	0	32	0
130	0	957	0	343	0	0	343	0	25	0
131	447	0	108	324	0	0	432	867	158	41310
132	65	0	0	48	0	0	48	174	92	41310
133	0	1358	0	114	0	0	114	0	28	0
134	310	0	0	82	0	0	82	786	101	31517
135	247	780	0	361	0	0	361	651	117	31517
136	262	0	0	62	0	0	62	802	117	31517
137	52	331	0	139	0	0	139	114	83	41310
138	43	0	145	203	0	5	353	242	46	31517
139	90	0	0	98	1	0	99	251	110	84494
140	0	0	0	0	0	0	0	0	18	0
141	3	0	0	4310	0	0	4310	4	55	41310
142	316	0	58	233	50	0	341	899	321	48792
143	71	0	0	135	0	0	135	163	76	41310
144	127	0	0	260	0	0	260	250	62	41310
145	66	0	24	165	88	31	308	191	551	26172
146	100	0	0	49	0	0	49	253	67	31517
147	0	1122	221	170	0	0	391	0	11	0
148	38	0	137	170	1	0	308	66	25	41310
149	23	0	27	277	0	0	304	50	34	41310
150	295	0	0	82	0	0	82	689	186	48792
151	52	0	0	0	0	0	0	122	41	28875
152	63	0	26	44	0	0	70	149	85	28875
153	390	0	106	80	0	0	186	1006	275	48792
154	443	0	214	256	0	0	470	1074	209	48792
155	338	0	0	44	0	0	44	837	80	23527
156	8	0	108	89	3	0	200	10	17	31517

2030 SE Data

157	1	0	120	103	0	0	223	2	9	31517
158	496	0	0	99	2	0	101	899	115	23527
159	216	0	51	619	3	0	673	538	94	23527
160	98	0	36	67	0	0	103	173	25	23527
161	20	0	110	116	0	0	226	26	19	28875
162	56	0	0	53	0	0	53	124	18	28875
163	58	0	0	70	0	5	75	132	25	28875
164	65	0	0	171	0	0	171	106	23	28875
165	98	0	0	55	193	0	248	266	1217	32031
166	367	0	0	81	0	0	81	1618	96	28875
168	159	0	95	100	0	0	195	296	103	26948
169	55	0	0	82	0	0	82	100	37	28875
170	11	0	0	0	0	0	0	30	12	28875
171	176	0	0	57	389	0	446	643	101	23527
172	54	0	0	0	0	0	0	108	28	28875
173	26	0	26	113	0	4	143	67	12	23527
174	34	0	139	123	0	0	262	74	25	28875
175	0	0	0	85	0	0	85	0	126	0
176	174	0	15	111	5	0	131	359	85	48792
177	242	0	0	45	0	0	45	773	101	23527
178	6	4683	0	3774	0	0	3774	12	55	28875
179	12	0	25	160	0	2	187	31	8	23527
180	2	0	0	4	243	0	247	3	528	17387
181	47	558	0	280	0	0	280	107	22	28875
182	1972	0	54	239	0	33	326	5351	2181	26948
183	8	0	0	0	0	0	0	18	17	23527
184	3	0	133	64	0	0	197	9	10	23527
185	43	0	15	84	0	0	99	107	30	48792
186	7	0	0	73	0	0	73	21	17	14707
187	43	0	33	65	0	0	98	72	17	15321
188	4	906	33	216	0	0	249	5	32	15321
189	144	0	24	0	0	0	24	406	41	14707
190	119	0	0	43	0	0	43	346	41	14707
191	59	0	0	0	0	0	0	191	18	14707
192	9	4985	0	416	0	0	416	18	106	15321
193	71	0	93	163	63	0	319	158	28	22202
194	376	44	121	378	10	1	510	693	92	22202
195	110	435	525	666	0	0	1191	277	253	22202
196	1	0	1041	1038	1	0	2080	1	99	22202
197	20	0	98	305	0	0	403	53	62	22202
198	214	0	147	89	0	40	276	532	83	22202
199	46	136	0	108	59	15	162	121	67	26172
200	0	1510	0	126	0	0	126	0	8	0
202	203	0	94	179	18	9	300	578	87	14707
203	114	0	0	77	3	0	80	304	459	26948
204	47	1060	0	89	0	0	89	81	22	15321
205	18	0	0	0	0	13	13	49	10	14707
206	12	0	117	136	0	0	253	24	15	14707
207	2	0	103	128	0	0	231	5	11	15321
208	294	0	0	69	0	0	69	740	138	22202
209	260	2939	367	2475	0	0	2842	543	184	22202
210	0	0	0	4	0	0	4	0	15	0

2030 SE Data

211	106	604	128	336	6	0	470	202	39	15321
212	95	0	32	84	13	13	142	287	96	26172
213	0	0	0	170	141	0	311	0	390	0
214	129	0	31	132	0	0	163	214	32	15321
215	3	0	0	4	0	0	4	5	413	32031
216	17	0	0	0	0	0	0	49	28	14707
217	76	0	0	56	0	0	56	191	53	14707
218	144	0	0	73	0	0	73	410	48	14707
219	15	0	124	110	0	0	234	35	28	14707
220	0	0	0	49	115	30	194	0	21	0
221	70	0	0	0	0	0	0	176	30	15321
222	25	0	93	125	0	0	218	45	25	15321
223	57	0	0	46	388	0	434	152	298	17387
224	46	0	0	0	0	0	0	121	28	15321
225	160	0	0	52	0	0	52	445	436	26948
226	8	0	202	0	0	0	202	15	85	22202
227	120	587	0	323	214	9	546	377	161	22202
228	177	0	0	91	0	0	91	466	1538	26948
229	9	0	113	702	0	0	815	28	41	15321
230	783	0	0	0	0	0	0	1986	76	22202
231	62	0	0	58	0	0	58	188	41	14707
232	151	0	94	226	17	0	337	371	55	14707
233	177	0	26	69	4	2	101	397	64	15321
234	85	0	0	0	0	0	0	186	39	15321
235	1	0	20	169	0	0	189	1	11	15321
236	9	0	0	43	3	0	46	13	16	14707
237	33	0	104	48	12	0	164	77	126	16152
238	0	0	10	0	0	0	10	0	2	0
239	0	0	0	186	0	0	186	0	8	0
240	0	0	31	55	0	0	86	0	5	0
241	0	0	0	270	0	0	270	0	13	0
242	0	170	94	71	0	0	165	0	17	0
243	2	0	26	110	0	0	136	2	12	14707
244	165	0	199	53	0	0	252	354	55	15321
245	291	0	89	61	0	3	153	936	126	16152
246	72	0	0	0	0	0	0	139	21	15321
247	0	0	0	48	0	0	48	0	2	0
248	13	0	0	0	0	0	0	45	28	14707
249	40	0	0	4	0	0	4	127	5739	32031
250	0	0	43	81	0	0	124	0	6	0
251	0	0	27	54	0	0	81	0	6	0
252	57	0	43	162	0	2	207	67	3	15321
253	5	0	139	113	0	0	252	5	11	15321
254	0	0	147	42	0	0	189	0	4	0
255	32	0	0	58	0	0	58	58	34	17387
256	0	0	44	212	0	0	256	0	8	0
257	30	0	0	10	0	0	10	86	2984	32031
258	7	0	270	114	0	0	384	19	117	16152
259	93	0	24	44	5	9	82	226	57	15321
260	15	0	26	61	0	0	87	38	3	15321
261	2	0	0	67	0	66	133	12	9	15321
262	407	593	0	224	0	0	224	1288	275	17387

263	261	0	28	4	0	0	32	695	55	17387
264	0	0	121	107	0	3	231	0	8	0
265	0	0	0	0	0	0	0	0	6	0
266	3	0	0	16	322	0	338	3	253	17387
267	8	0	0	0	0	78	78	16	7	15321
268	0	0	0	4	0	0	4	0	71	0
269	0	0	0	4	0	0	4	0	2	0
270	340	0	143	45	0	15	203	796	253	16152
271	0	0	349	320	8	0	677	0	11	0
272	1	0	119	173	0	56	348	1	21	15321
274	90	571	0	293	0	0	293	248	96	17387
275	26	0	40	43	0	0	83	45	11	17387
276	0	0	40	0	0	0	40	0	5	0
277	93	0	215	720	12	57	1004	153	186	16152
278	29	0	40	61	0	4	105	45	16	17387
279	0	0	0	100	2	0	102	0	11	0
280	669	642	77	185	0	0	262	1707	5280	26948
281	9	0	32	0	0	0	32	18	6	16152
282	39	0	32	70	0	0	102	77	92	17387
283	130	0	101	56	3	0	160	233	53	17387
285	22	0	0	120	5	9	134	44	48	16152
286	115	0	99	57	0	0	156	262	48	17387
287	157	0	103	253	51	51	458	420	643	27000
288	475	657	0	214	0	4	218	1261	3444	32031
289	0	0	0	4	0	0	4	0	25	0
290	174	600	0	142	0	0	142	459	505	17387
291	31	0	0	47	0	0	47	99	87	17387
292	140	0	0	0	0	0	0	322	67	17387
293	90	218	0	129	0	0	129	270	367	26948
294	224	0	0	212	0	5	217	595	90	17387
295	44	0	167	0	7	0	174	95	22	17387
296	4	0	149	212	12	112	485	10	119	16152
297	21	0	26	55	0	0	81	30	23	17387
298	97	0	26	0	0	0	26	239	48	17387
299	81	0	99	60	8	0	167	236	117	17387
300	127	0	26	55	0	10	91	355	436	27000
301	11	0	0	43	0	0	43	34	5	17387
302	31	0	0	241	409	1	651	80	191	27000
303	7	0	0	67	0	10	77	14	30	17387
304	5	0	177	59	0	0	236	11	60	17387
305	22	0	102	142	0	0	244	66	152	26948
306	93	0	0	101	0	0	101	245	597	17387
307	4	0	36	0	70	0	106	7	46	27000
308	33	0	440	486	45	86	1057	90	666	27000
309	14	0	35	0	0	4	39	49	28	17387
310	92	0	0	33	207	0	240	377	8494	32521
311	15	0	0	73	24	3	100	39	298	27000
312	27	0	99	72	0	12	183	33	64	17387
313	19	0	138	50	3	10	201	43	57	27000
314	83	0	0	64	0	0	64	266	597	32031
315	1	0	0	151	0	0	151	2	112	27000
316	1	0	0	84	15	0	99	4	149	17387

2030 SE Data

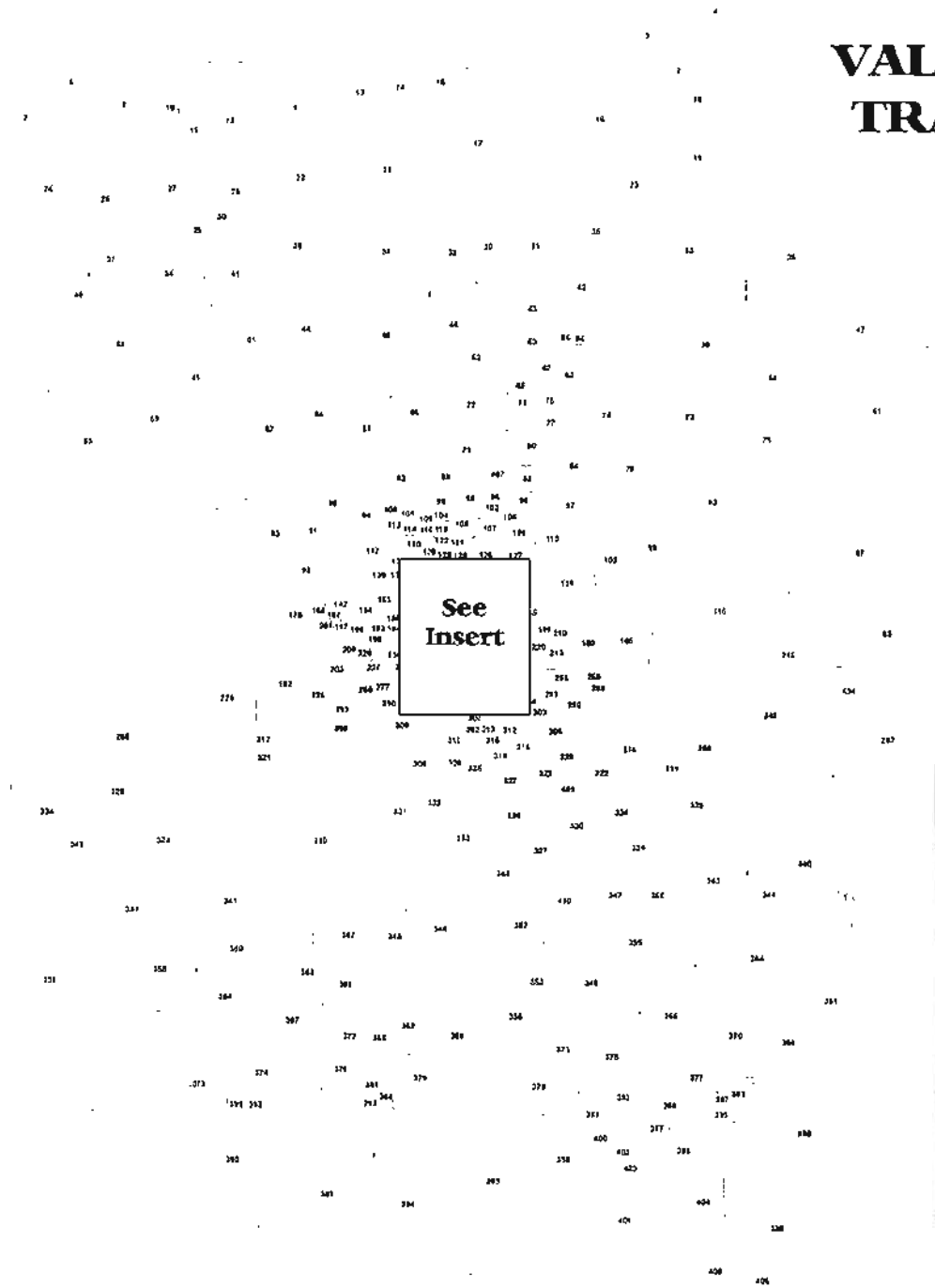
317	1	0	0	4	0	15	19	3	34	26948
318	62	0	0	109	0	0	109	167	253	27000
319	46	0	0	4	0	13	17	114	735	32031
320	72	0	128	51	16	0	195	157	253	17387
321	83	0	26	43	0	3	72	215	298	26948
322	31	0	2	4	0	0	6	84	666	35761
323	188	0	20	0	0	0	20	516	390	17387
324	325	0	0	4	271	0	275	941	5280	32521
325	0	0	140	276	1226	9	1651	0	191	0
326	0	0	34	11	28	568	641	0	165	0
327	164	1125	95	206	0	0	301	451	390	27000
328	46	0	0	4	0	0	4	122	1263	32521
329	74	0	0	4	0	0	4	217	1148	35761
330	100	0	0	43	5	0	48	274	803	35761
331	32	0	12	0	0	0	12	84	574	32521
332	3	0	88	33	0	0	121	7	551	27000
333	105	0	34	229	0	0	263	273	1768	27000
334	42	0	0	4	0	0	4	106	987	32521
335	116	0	11	45	0	0	56	299	941	35761
336	179	0	96	12	0	0	108	438	666	27000
337	62	0	25	4	0	0	29	159	1033	35761
338	121	0	0	37	0	0	37	342	14922	32521
339	183	0	0	52	0	0	52	512	1148	35761
340	68	0	0	4	0	0	4	189	1859	32031
341	21	0	0	4	0	0	4	65	1102	32521
342	20	0	0	15	0	0	15	61	321	32521
343	47	0	0	4	21	0	25	113	1699	35761
344	62	0	0	4	0	0	4	177	1194	35761
345	49	0	12	36	0	0	48	145	1033	32521
346	329	0	11	54	0	0	65	881	2755	32521
347	138	276	0	185	1	0	186	449	643	35761
348	5	0	0	75	0	0	75	14	30	35761
349	224	0	0	67	1	2	70	618	4132	35761
350	65	0	0	7	0	0	7	174	781	35761
351	19	0	0	4	0	0	4	70	505	32521
352	140	0	0	45	0	3	48	348	872	35761
353	93	0	123	91	0	2	216	238	964	35761
354	42	0	0	6	0	0	6	122	4362	35761
355	33	0	0	14	0	0	14	79	321	35761
356	357	0	41	75	1	0	117	986	1125	32521
357	61	0	0	50	0	0	50	162	620	32521
358	81	0	0	13	0	0	13	224	2066	32521
359	991	0	0	83	185	0	268	2647	3444	32521
360	33	0	0	4	0	0	4	109	895	32521
361	35	0	9	4	0	0	13	104	1400	40868
362	153	0	0	550	0	0	550	395	1194	32521
363	7	0	0	4	0	0	4	15	551	32521
364	29	0	0	5	0	0	5	62	1584	32521
365	179	0	0	79	1	2	82	494	1607	40868
366	10	0	0	4	0	0	4	29	1538	40868
367	20	0	0	5	0	0	5	75	1263	32521
368	168	0	0	33	0	0	33	432	643	32521

369	93	0	0	4	0	0	4	236	459	32521
370	123	0	0	33	0	0	33	340	964	40868
371	12	0	0	56	0	0	56	35	227	40868
372	29	0	0	13	0	0	13	76	112	32521
373	4	0	0	4	0	0	4	9	643	32521
374	39	0	0	4	0	0	4	92	2227	32521
375	282	0	0	107	0	0	107	733	1010	40868
376	127	0	0	33	0	0	33	341	803	32521
377	648	0	30	141	4	0	175	1369	1194	40868
378	433	0	0	33	0	0	33	1176	1354	32521
379	10	0	0	66	598	0	664	26	712	32521
380	53	0	0	4	0	0	4	142	3903	40868
381	63	0	0	4	0	0	4	166	103	32521
382	218	0	99	259	0	0	358	595	941	40868
383	61	0	0	72	0	0	72	158	216	40868
384	28	0	29	50	0	0	79	70	115	32521
385	560	0	0	96	0	0	96	1482	5969	32521
386	211	0	25	283	0	0	308	446	298	32521
387	19	702	0	139	0	0	139	59	90	40868
388	7	0	92	83	0	0	175	20	108	40868
389	86	0	0	4	0	0	4	228	4591	32521
390	41	0	0	4	0	0	4	127	3444	32521
391	21	0	0	4	0	0	4	63	92	32521
392	34	0	0	4	0	0	4	100	67	32521
393	67	706	0	153	0	0	153	180	23	32521
394	108	0	0	0	0	0	0	306	3214	32521
395	54	0	92	74	3	0	169	112	110	40868
396	177	0	693	631	223	14	1561	362	1607	40868
397	149	0	0	82	0	0	82	383	213	40868
398	317	0	95	43	0	33	171	841	4591	40868
399	163	0	0	76	0	0	76	457	735	32521
400	93	0	0	0	0	0	0	280	124	32521
401	365	0	129	116	0	0	245	967	5510	32521
402	53	0	0	4	0	0	4	126	48	32521
403	20	0	0	4	0	0	4	56	25	32521
404	179	0	91	33	0	0	124	457	712	40868
405	7	0	103	89	0	0	192	11	505	32521
406	32	0	0	7	0	11	18	82	149	40868
407	5	0	0	46	0	0	46	5	184	43667
408	28	0	0	120	0	0	120	82	156	48275
409	36	0	0	49	0	0	49	94	803	35761
410	54	0	0	64	0	0	64	153	4132	35761
411	100	0	40	58	0	0	98	210	67	31517
412	10	0	0	51	0	0	51	17	37	28875
413	100	0	0	57	0	0	57	204	96	28875
414	75	0	0	43	0	0	43	174	96	28875
415	80	0	0	0	0	0	0	245	101	23527
416	12	0	0	0	0	0	0	27	32	15321
417	72	0	0	84	0	0	84	235	41	14707
418	9	0	250	91	0	8	349	14	25	15321
419	27	0	0	73	69	0	142	28	41	15321
420	9	0	61	63	0	0	124	38	28	14707

2030 SE Data

421	52	0	0	43	0	0	43	127	53	14707
422	0	0	0	0	0	0	0	0	53	0
423	4	0	152	42	0	0	194	7	12	14707
424	0	0	8	0	0	0	8	0	17	0
425	2	0	0	0	18	2	20	7	28	14707
426	0	0	0	0	0	0	0	0	5	0
427	1	0	0	0	0	0	0	1	5	17387
430	83	0	0	45	0	0	45	187	96	17387
431	110	0	0	0	0	0	0	188	96	17387
432	1	0	0	67	0	0	67	4	67	17387
433	59	0	0	43	0	0	43	101	85	28875
434	21	0	0	4	0	0	4	54	5739	32031
435	7	0	40	47	144	0	231	19	34	17387
Totals	50566	43227	18917	55629	6706	1676	82868	132106		

VALDOSTA - LOWNDES MPO
TRAFFIC ANALYSIS ZONES



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South Georgia Regional Development Center

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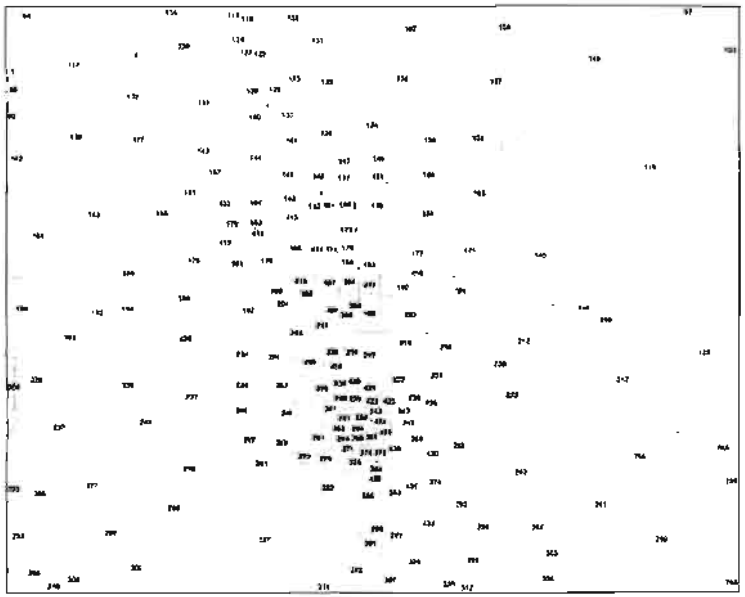


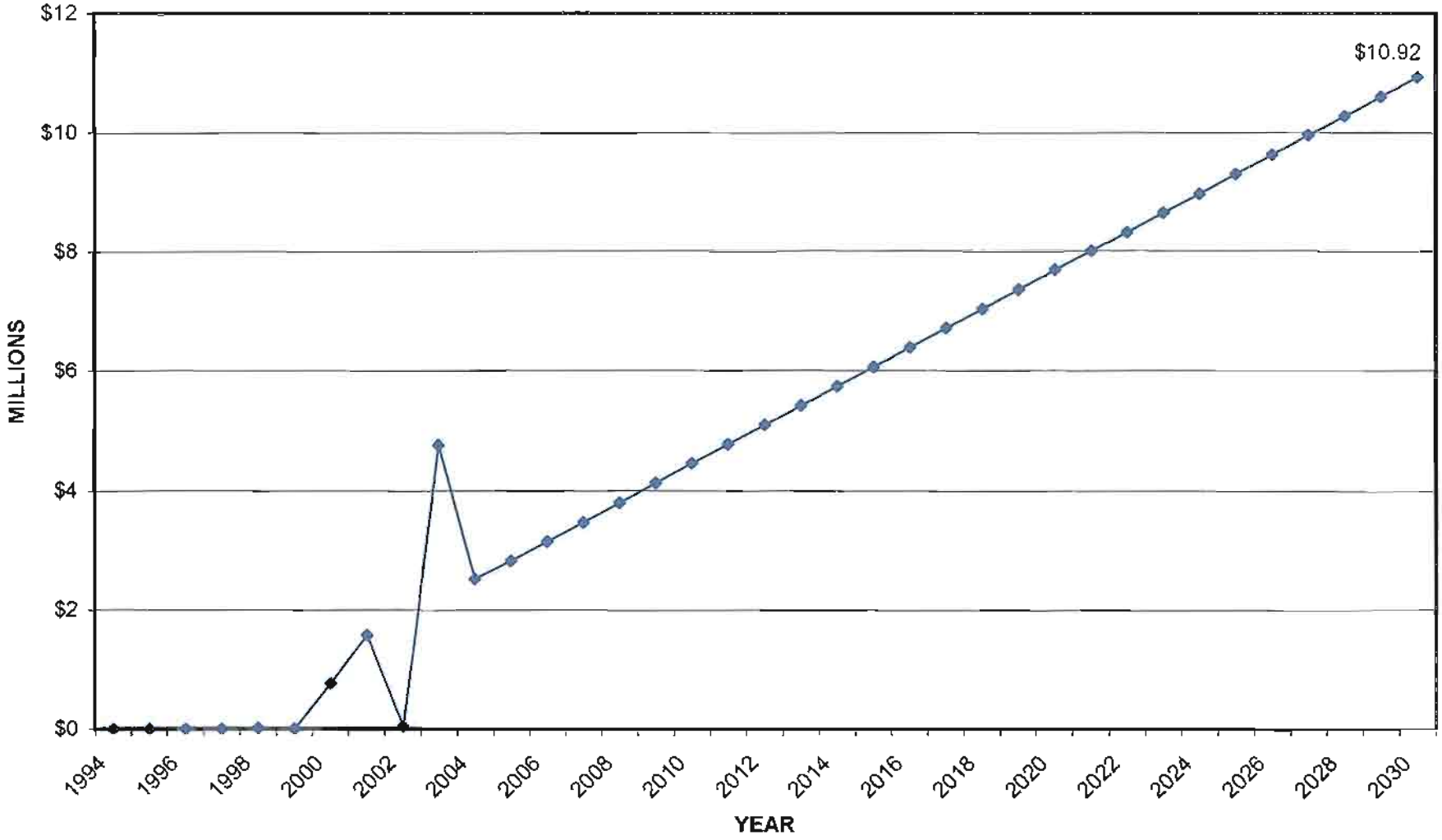
Appendix- D
Financial Summaries & Estimates

ILLUSTRATIVE REVENUES
VALDOSTA
TOTAL EXPECTED HIGHWAY
STIP FUNDS
(MATCHED)
FY24 - FY28

FUND	CODE					
NHS	Q23		$ 3,500,000	$ 15,939,000	$ 12,000,000	$ 31,439,000
BRIDGE	Q15		$ 3,944,000	$ 4,422,000	$ 9,292,000	$ 17,658,000
STP	Q16		$ -	$ 4,681,000	$ 14,522,000	$ 19,073,000
HPP	HPP		$ -	$ 5,886,000	$ -	$ 5,886,000
STP	Q21	SAFETY LUMP	$ 386,000	$ 427,000	$ 303,000	$ 1,016,000
STP	Q22	ENHANCE LUMP	$ 322,000	$ 322,000	$ 315,000	$ 959,000
STP	Q34	OPERATIONAL	$ 35,000	$ 35,000	$ 35,000	$ 105,000
STP	Q34	ROAD MAINT	$ 435,000	$ 435,000	$ 200,000	$ 1,220,000
STP	Q24	BRIDGE PAINT	$ 35,000	$ 35,000	$ 35,000	$ 105,000
STP	Q24	BRIDGE	$ 109,000	$ 106,000	$ 105,000	$ 319,000
STP	Q24	PLANNING	$ 7,000	$ 21,000	$ 21,000	$ 49,000
STP	Q24	FA SAVOY	$ 105,000	$ 105,000	$ 105,000	$ 315,000
STP	Q24	WETLAND MITIG	$ 63,000	$ 7,000	$ 7,000	$ 77,000
STP	Q24	PW FRUITCOVE RD	$ 18,000	$ 18,000	$ 18,000	$ 54,000
STP	Q24	I-75 SIGNAT	$ 89,000	$ 70,000	$ 70,000	$ 229,000
STP	Q26	HWY PROT	$ 22,000	$ 22,000	$ 22,000	$ 66,000
STP	Q27	BRK HAZ	$ 22,000	$ 22,000	$ 22,000	$ 66,000
STP	Q25	CRASH RED TRUCK	$ 5,000	$ 5,000	$ 5,000	$ 15,000
SB	Q01	ROAD MAINT	$ 175,000	$ 140,000	$ 490,000	$ 805,000
SB	Q01	BRIDGE PAINT	$ 70,000	$ 70,000	$ 70,000	$ 210,000
SB	Q01	HWY LIGHT	$ 7,000	$ 7,000	$ 7,000	$ 21,000
SB	Q01	ROAD MAINT	$ 280,000	$ 7,000	$ 280,000	$ 567,000
TOTAL						

YEAR	MILLIONS	AVERAGE
1994	$0.00	$5.09
1995	$0.00	
1996	$0.00	
1997	$0.00	
1998	$0.02	
1999	$0.00	
2000	$0.77	
2001	$1.58	
2002	$0.04	
2003	$4.75	
2004	$2.52	
2005	$2.82	
2006	$3.15	
2007	$3.47	
2008	$3.80	
2009	$4.12	
2010	$4.44	
2011	$4.77	
2012	$5.09	
2013	$5.41	
2014	$5.74	
2015	$6.06	
2016	$6.39	
2017	$6.71	
2018	$7.03	
2019	$7.36	
2020	$7.68	
2021	$8.01	
2022	$8.33	
2023	$8.65	
2024	$8.98	
2025	$9.30	
2026	$9.63	
2027	$9.95	
2028	$10.27	
2029	$10.60	
2030	$10.92	
SUM	$178.68	

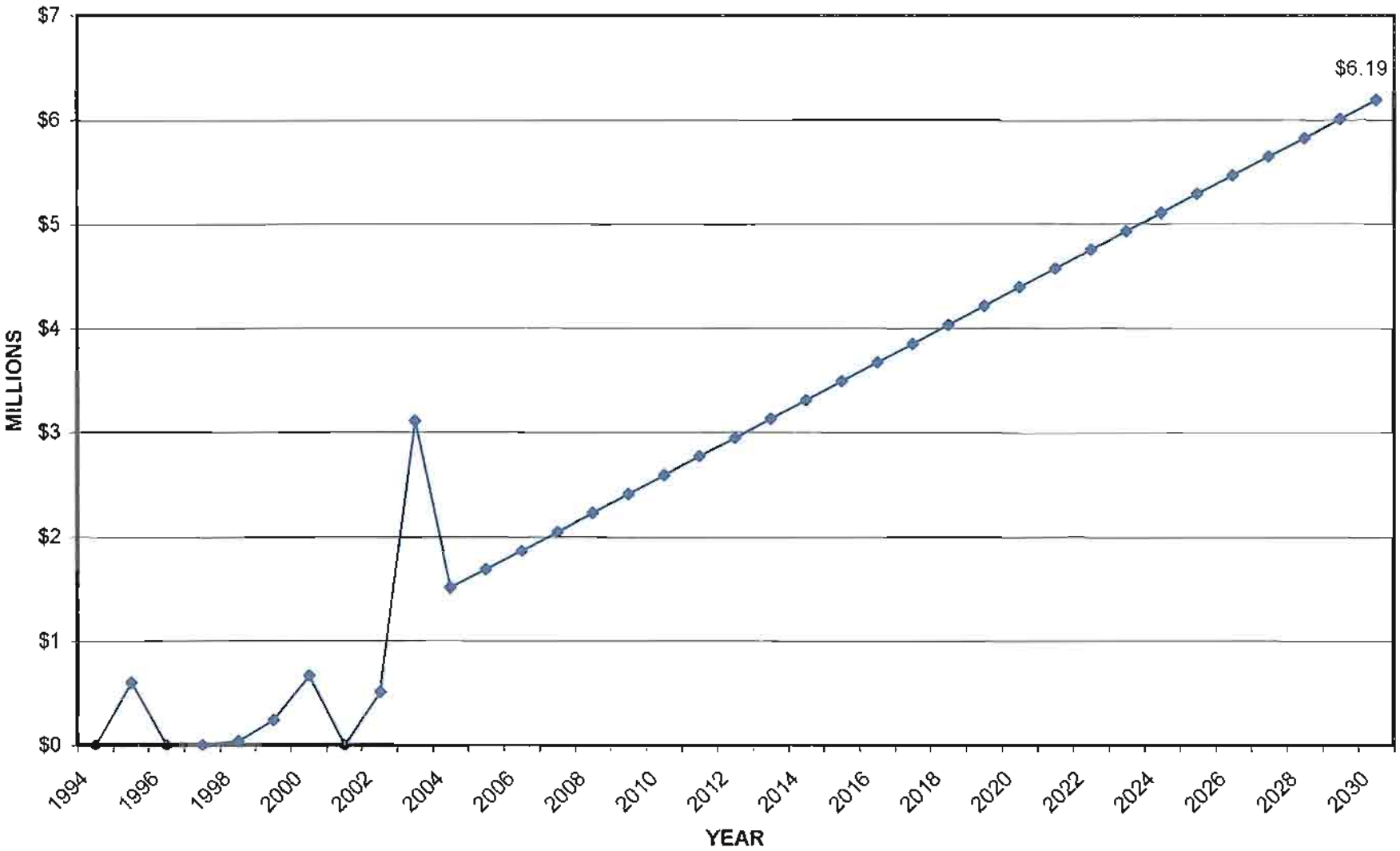
TOTAL PROJECTED PROGRAMMING EXPENDITURES FOR VALDOSTA (INCLUDES PE, RW, AND AWARDED MONEY)



MAINTENANCE

YEAR	MILLIONS	AVERAGE
1994	$0.00	$2.95
1995	$0.60	
1996	$0.00	
1997	$0.00	
1998	$0.04	
1999	$0.24	
2000	$0.67	
2001	$0.00	
2002	$0.51	
2003	$3.11	
2004	$1.52	
2005	$1.69	
2006	$1.87	
2007	$2.05	
2008	$2.23	
2009	$2.41	
2010	$2.59	
2011	$2.77	
2012	$2.95	
2013	$3.13	
2014	$3.31	
2015	$3.49	
2016	$3.67	
2017	$3.85	
2018	$4.03	
2019	$4.21	
2020	$4.39	
2021	$4.57	
2022	$4.75	
2023	$4.93	
2024	$5.11	
2025	$5.29	
2026	$5.47	
2027	$5.65	
2028	$5.83	
2029	$6.01	
2030	$6.19	
	$102.39	

TOTAL PROJECTED MAINTENANCE ESTIMATES FOR VALDOSTA MPO



METRO 2030

South Georgia
Regional Development Center

RESOLUTION
VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

ADOPTING ADMINISTRATIVE MODIFICATION TO THE
METRO 2030 LONG RANGE TRANSPORTATION PLAN

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

WHEREAS, the South Georgia Regional Development Center 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005, to continue investments in our nation's surface transportation system; and made numerous changes to the statewide and metropolitan planning process that will foster better planning which will subsequently improve project delivery; and

WHEREAS, the MPO has incorporated the Year-of-Expenditure (YOE) requirements as applicable to the Valdosta-Lowndes Urbanized Area and have made administrative modifications to the Adopted Metro 2030 Long Range Transportation Plan; and

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the addendum to the Metro 2030 Long Range Transportation Plan.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Urban Metropolitan Planning Organization's Policy Committee at a meeting held this date on December 11, 2007.

Larry H Hanson

Larry Hanson, Policy Committee Chairman
Valdosta-Lowndes MPO

Base Year of LRTP:	2005

Current Financial Plan Summary in LRTP:		
Federal/State Funding Available	$133,552	
Local Funding Available	$0	
	$133,552	Total Funding Available
Federal/State Maintenance Costs	$0	
Local Maintenance Costs		
	$0	Total Maintenance Costs
	$133,552	Total Available for road, bridge, corridor studies and intersection improvements minus maintenance costs and funds
	$131,890	Total Costs for road, bridge and intersection improvements
	$1,662	**Balance**

YOE Update to Financial Plan Summary:		
Federal/State Funding Available	$193,200	
Local Funding Available	$0	Total Funding Available
	$193,200	
Federal/State Maintenance Costs	$0	
Local Maintenance Costs	$0	
	$0	
	$193,200	Total Available for road, bridge, corridor studies and intersection improvements minus maintenance costs and funds
	$163,935	Total Costs for road, bridge and intersection improvements- Low Range
	$199,435	Total Costs for road, bridge and intersection improvements- High Range
	$181,685	Total Costs for road, bridge and intersection improvements- Average
	$29,265	**Balance- Low Range**
	-$6,234	**Balance- High Range**
	$11,515	**Balance- Average**

Project:	PI 0007386 Replace 5 I-75 Interchange Bridges from Fla State Line to SR 133/St. Augustine Road								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$3,500	$3,966	$0	$0	$0	$0	$3,500	$3,966
Right-of-Way		$0	$0	$13,942	$17,460	$0	$0	$13,942	$17,460
Construction		$0	$0	$0	$0	$37,296	$46,706	$37,296	$46,706
Project Cost		$3,500	$3,966	$13,942	$17,460	$37,296	$46,706	$54,738	$68,132
Federal Cost		$2,800	$3,173	$11,154	$13,968	$29,836	$37,365	$43,790	$54,506
State Cost		$700	$793	$2,788	$3,492	$7,459	$9,341	$10,948	$13,626
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 432100 SR 31 @ Withlacoochee River at the Fla/Ga Line - replace bridge								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$44	$50	$0	$0	$0	$0	$44	$50
Construction		$0	$0	$3,118	$3,905	$0	$0	$3,118	$3,905
Project Cost		$44	$50	$3,118	$3,905	$0	$0	$3,162	$3,955
Federal Cost		$35	$40	$2,495	$3,124	$0	$0	$2,530	$3,164
State Cost		$9	$10	$624	$781	$0	$0	$632	$791
Local Cost		$0	$0	$1,929	$2,415	$0	$0	$1,929	$2,415

Project:	PI 432150 SR122 @ Meetinghouse Creek & Little River Brooks-Lowndes Co.Line - replace bridge								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$3,600	$4,079	$0	$0	$0	$0	$3,600	$4,079
Project Cost		$3,600	$4,079	$0	$0	$0	$0	$3,600	$4,079
Federal Cost		$2,880	$3,263	$0	$0	$0	$0	$2,880	$3,263
State Cost		$720	$816	$0	$0	$0	$0	$720	$816
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 450200 N. Forrest St in Valdosta from SR 31 to Bemiss Rd - widen to 5 lanes								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$6,585	$7,462	$0	$0	$0	$0	$6,585	$7,462
Project Cost		$6,585	$7,462	$0	$0	$0	$0	$6,585	$7,462
Federal Cost		$5,268	$5,969	$0	$0	$0	$0	$5,268	$5,969
State Cost		$1,317	$1,492	$0	$0	$0	$0	$1,317	$1,492
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 0000762 I-75 from north of SR 133 to Cook Co. Line Phase 2 - reconstruct interchange bridges								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$11,592	$13,135	$0	$0	$0	$0	$11,592	$13,135
Construction		$0	$0	$0	$0	$23,869	$29,892	$23,869	$29,892
Project Cost		$11,592	$13,135	$0	$0	$23,869	$29,892	$35,461	$43,027
Federal Cost		$9,273	$10,508	$0	$0	$0	$0	$9,273	$10,508
State Cost		$2,318	$2,627	$0	$0	$0	$0	$2,318	$2,627
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 442645 CR 781/Staten Road @ Withlacoochee River - replace bridges								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$5,032	$5,702	$0	$0	$0	$0	$5,032	$5,702
Project Cost		$5,032	$5,702	$0	$0	$0	$0	$5,032	$5,702
Federal Cost		$4,026	$4,562	$0	$0	$0	$0	$4,026	$4,562
State Cost		$1,006	$1,140	$0	$0	$0	$0	$1,006	$1,140
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 422710 SR 38/US 84 W.Hill Ave Grade Separation @ Norfolk Southern RR								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$4,551	$5,157	$0	$0	$0	$0	$4,551	$5,157
Construction		$0	$0	$5,680	$7,113	$0	$0	$5,680	$7,113
Project Cost		$4,551	$5,157	$5,680	$7,113	$0	$0	$10,231	$12,270
Federal Cost		$3,640	$4,125	$4,544	$5,690	$0	$0	$8,184	$9,815
State Cost		$910	$1,031	$1,136	$1,423	$0	$0	$2,046	$2,454
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 0001559 SR38/US 84 Median Turn Lanes from Quitman to Valdosta								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$4,343	$4,921	$0	$0	$0	$0	$4,343	$4,921
Project Cost		$4,343	$4,921	$0	$0	$0	$0	$4,343	$4,921
Federal Cost		$3,474	$3,937	$0	$0	$0	$0	$3,474	$3,937
State Cost		$869	$984	$0	$0	$0	$0	$869	$984
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 000684 CS 1191/Tucker Rd/ Dukes Bay Canal in South Valdosta - replace bridge								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$260	$295	$0	$0	$0	$0	$260	$295
Project Cost		$260	$295	$0	$0	$0	$0	$260	$295
Federal Cost		$208	$236	$0	$0	$0	$0	$208	$236
State Cost		$52	$59	$0	$0	$0	$0	$52	$59
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 0000837 CR 784/Jerry Jones Rd from Gornto Rd to Jaden Place - widening & intersection improvements								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$1,750	$1,983	$0	$0	$0	$0	$1,750	$1,983
Project Cost		$1,750	$1,983	$0	$0	$0	$0	$1,750	$1,983
Federal Cost		$1,400	$1,586	$0	$0	$0	$0	$1,400	$1,586
State Cost		$350	$397	$0	$0	$0	$0	$350	$397
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 431480 CR 868 from SR 7/ N. Valdosta Rd to SR 122								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$2,483	$2,814	$0	$0	$0	$0	$2,483	$2,814
Construction		$0	$0	$0	$0	$19,953	$24,988	$19,953	$24,988
Project Cost		$2,483	$2,814	$0	$0	$19,953	$24,988	$22,436	$27,801
Federal Cost		$1,986	$2,250	$0	$0	$15,963	$19,990	$17,949	$22,241
State Cost		$497	$563	$0	$0	$3,991	$4,998	$4,488	$5,561
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 450510 N Oak St. Ext/Mt. Zion Church Rd from SR 7 to Forrest Rd - widening								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$5,400	$6,119	$0	$0	$0	$0	$5,400	$6,119
Project Cost		$5,400	$6,119	$0	$0	$0	$0	$5,400	$6,119
Federal Cost		$4,320	$4,895	$0	$0	$0	$0	$4,320	$4,895
State Cost		$1,080	$1,224	$0	$0	$0	$0	$1,080	$1,224
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 0001566 SR 38/US 84 median turn lanes from Valdosta to Lanier County								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$7,532	$9,433	$0	$0	$7,532	$9,433
Project Cost		$0	$0	$7,532	$9,433	$0	$0	$7,532	$9,433
Federal Cost		$0	$0	$6,025	$7,546	$0	$0	$6,025	$7,546
State Cost		$0	$0	$1,507	$1,887	$0	$0	$1,507	$1,887
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 431458 CR 868/Old US 41 @ Franks Creek Tributary - Bridge replacement								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$821	$1,028	$821	$1,028
Project Cost		$0	$0	$0	$0	$821	$1,028	$821	$1,028
Federal Cost		$0	$0	$0	$0	$656	$822	$656	$822
State Cost		$0	$0	$0	$0	$164	$206	$164	$206
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 0003266 CR 777/Cat Creek Rd@ Beatty Branch West of Moody AFB - bridge replacement								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$1,281	$1,605	$1,281	$1,605
Project Cost		$0	$0	$0	$0	$1,281	$1,605	$1,281	$1,605
Federal Cost		$0	$0	$0	$0	$1,025	$1,283	$1,025	$1,283
State Cost		$0	$0	$0	$0	$257	$321	$257	$321
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	PI 0007039 SR 122 @ Cat Creek - Bridge Replacement								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$78	$88	$0	$0	$0	$0	$78	$88
Right-of-Way		$0	$0	$58	$73	$0	$0	$58	$73
Construction		$0	$0	$0	$0	$1,167	$1,461	$1,167	$1,461
Project Cost		$78	$88	$58	$73	$1,167	$1,461	$1,303	$1,622
Federal Cost		$62	$71	$0	$0	$933	$1,169	$996	$1,239
State Cost		$16	$18	$0	$0	$233	$292	$249	$310
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	One way Pair Concept - Convert Ashley St and Patterson St to one way								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Realignment of Roosevelt Dr. and Pendelton Dr - Realign the intersections								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Five Points Intersection Modifications - Modify Intersection								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	James Rd. Relocation								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Baytree Ext. Widening from 2-4 Lanes. - widen Baytree Road from Gornto Rd to I-75								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Baytree Flyover - take Baytree Rd. over I-75 and tie in with James Rd								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Old Clyattville Widening from Mud Creek - widen to 5 lanes from Mud Creek to Industrial Blvd								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Realign E. Hill at Clay Rd/Hollywood Dr intersection - realign intersection @ SR 38/US 84-E. Hill								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Baytree widening from 4-5 lanes - widen from Sugar Creek to Oak Street								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	W. Hill right drop lane at St. Augustine (SR 133) - construct right drop lane from W. Hill to St. Augustine								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Lankford Dr. Extension - Extend Lankford Dr. from St. Augustine Rd. to Norman Dr.								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Northside Dr. Extension - Extend Northside Dr. from Jaycee Shack Rd to Park Ave								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	N. Valdosta Rd. widening - expand from 4-6 lanes from Five Points to beyond Country Club Dr.								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Widen Old Clyattville from Exit 13 @ I-75 - expand from 2-4 lanes to Ousley Rd with 5 lanes at Wild Adventures								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Realign ST 376/Bellville Rd @ US 41 - realign intersections in Lake Park								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Whitewater Intersection Improvement - realign Whitewater Rd/Hall Rd @ Madison Hwy (SR 31)								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	SR 122 widening project - Widen SR 122 from Union Rd to Main St (Old US 41 in Hahira)								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	St Augustine Railroad grade seperation - Construct a RR overpass @ CSX tracks adjacent to Savannah Ave								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0

Project:	Woodrow Wilson Extension - Extend from Patterson St to Oak St at Gornto Rd								
Project Phase	$ Source	Short Term Range		Mid Term Range		Long Term Range		Total	
		Low (2005)	High (2010)	Low (2011)	High (2020)	Low (2021)	High (2030)	Low	High
Preliminary Engineering		$0	$0	$0	$0	$0	$0	$0	$0
Right-of-Way		$0	$0	$0	$0	$0	$0	$0	$0
Construction		$0	$0	$0	$0	$0	$0	$0	$0
Project Cost		$0	$0	$0	$0	$0	$0	$0	$0
Federal Cost		$0	$0	$0	$0	$0	$0	$0	$0
State Cost		$0	$0	$0	$0	$0	$0	$0	$0
Local Cost		$0	$0	$0	$0	$0	$0	$0	$0