Vision2045

The Valdosta-Lowndes Metropolitan Transportation Plan

SOUTHERN GEORGIA REGIONAL COMMISSION

Vision2045

Valdosta-Lowndes County Metropolitan Transportation Plan

Adoption Date:

Prepared by the Southern Georgia Regional Commission
Southern Georgia Regional Commission
327 West Savannah Avenue
Valdosta, Georgia 31601
229-333-5277
www.sgrc.us

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

The public involvement process for the Transportation Improvement Program (TIP) is used to satisfy the Georgia Department of Transportation public participation process for the Program of Projects (POP).

SGRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. SGRC's website (www.sgrc.us) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages or formats, if requested.

Cover Page Photo: Aerial View of Downtown Valdosta, Source: Lowndes County Historical Museum.

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Acronyms

3-C	Continuing, Cooperative and Comprehensive
AADT	Annual Average Daily Traffic
AV	Automated Vehicles
BTS	Bureau of Transportation Statistics
CAV	Connected-Autonomous Vehicles
CFR	Code of Federal Regulations
CLRP	(Financially) Constrained Long Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality
CRFC	Critical Rural Freight Corridors
TAC	Technical Advisory Committee
CUFC	Critical Urban Freight Corridors
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FC	Functional Classification
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GAEPD	Georgia Environmental Protection Division
GAWRD	Georgia Wildlife Resources Division
GDOT	Georgia Department of Transportation
GIS	Geographical lnformation Systems
GSASP	Georgia Statewide Aviation System Plan
HB	House Bill
ICE	Intersection Control Evaluation
HSIP	Highway Safety lmprovement Program
HUC	Hydrologic Unit Code
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LOS	Level of Service
LRTP	Long Range Transportation Plan
M&O	Management and Operations
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization

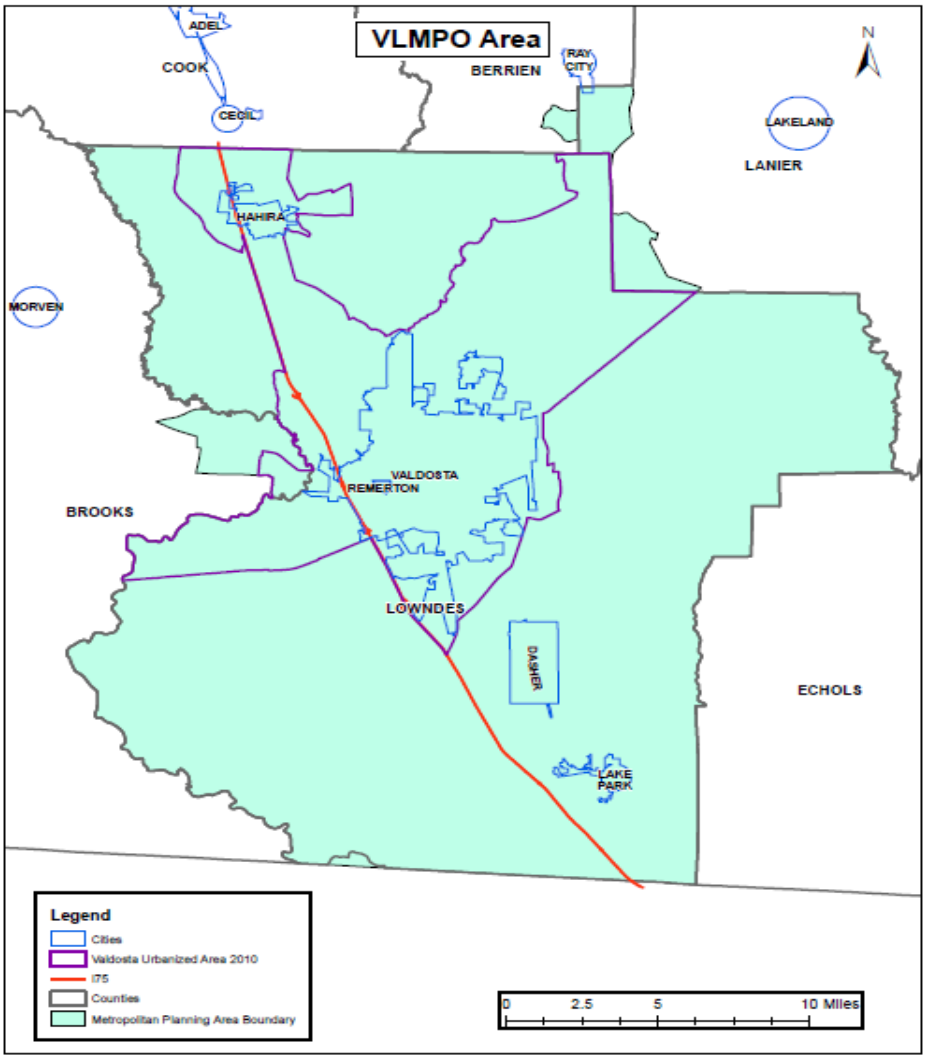
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Protection Agency
NHFN	National Highway Freight Network
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NPMRDS	National Performance Management Research Data Set (NPMRDS)
PBP	Performance-Based Planning
PBPP	Performance-Based Planning and Programming
PC	Policy Committee
PE	Preliminary Engineering
PEL	Planning Environmental Linkages
PM	Performance Measure
PPP	Public Participation Plan
ROW	Right of Way
SGRC	Southern Georgia Regional Commission
SOV	Single-Occupancy Vehicle
STBC	Surface Transportation Block Grant Program
STIP	Statewide Transportation lmprovement Program
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TIP	Transportation lmprovement Program
TSMO	Transportation Systems Management & Operations
TTR	Travel Time Reliability
TTTR	Truck Travel Time Reliability
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USFWS	US Fish and Wildlife Service
UZA	Urbanized Area
V/C	Volume to Capacity Ratios
VMT	Vehicle Miles Traveled
VLMPO	Valdosta-Lowndes Metropolitan Planning Organization

Overview of the Metropolitan Planning Organization

The Southern Georgia Regional Commission (SGRC) is the designated Metropolitan Planning Organization for the Valdosta Urbanized Area. The SGRC, as the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO or MPO), is mandated by the Federal Highway Act of 1962. Federal regulations under 23 CFR § 450.310 established and allowed for the MPO to perform transportation planning activities within the Valdosta Urbanized Area. 23 CFR 450.300 legislation requires the MPO to develop and implement a transportation planning processes that are continuing, cooperative, and comprehensive, known as the 3-C planning process. The 3-C planning process involves federal, state, and local planning partners and stakeholders as well as citizens. The local planning process is carried out under federal and state laws and regulations as well as through the MPO Participation Plan, which guides how the MPO solicits input on various planning program and projects.

The MPO carries out metropolitan transportation planning activities within the Metropolitan Planning Area (MPA), this is an area that includes all of the Valdosta Urbanized Area, all of Lowndes County and the cities within, the current or former urbanized portions of surrounding counties, as well as areas that are likely to become urbanized within the next 20 years. The MPA includes the Cities of Dasher, Hahira, Lake Park, Ray City (portion), Remerton, and Valdosta.

Figure 1. Valdosta-Lowndes Metropolitan Planning Area, Source: SGRC



The MPO has three committees that provide beneficial input and make final decisions regarding planning policies and projects for the MPO area. These committees are listed below. A list of the persons serving on each committee can be found at www.sgrc.us.

Policy Committee

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

Technical Advisory Committee

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

Citizen's Advisory Committee

The Citizen's Advisory Committee, or CAC, consists of individuals who are appointed to represent community organizations or local governments. Members on this committee make recommendations to the Technical and Policy Committees based on input from their involvement in the community. The CAC is also tasked with assisting the MPO staff in identifying public outreach and engagement opportunities throughout the region in order to inform the public of the transportation planning process and gather input from the public on various programs and projects.

MPO committee membership changes regularly; rosters are updated as membership changes and are listed on the SGRC website at www.sgrc.us, as are meeting agendas and minutes for each committee.

Vision2045: Purpose

Transportation plays a crucial role in daily life, every individual, at some point in their life, considers questions surrounding transportation such as the means of getting from one destination to another or finding the safest, quickest route to take, often a daily or even hourly basis. Transportation, although a vast subject, is usually defined as "the movement of people and/or goods from one place to another"[1]. In order for the Valdosta-Lowndes area to efficiently move people and goods seamlessly in an era of continued population growth and technological advances, an effective, safe, multi-modal transportation network is needed. In this respect, the MPO is planning a future transportation network that will continue to address transportation needs and support economic, environmental, and regional land use and safety goals for the next 25 years. This Vision2045 plan looks at past successes of strategic network investments, analyzes the current network, and provides forward-looking insight and projects for the future of the transportation network.

Vision2045 is the long-range transportation plan that serves as the federally required metropolitan transportation plan for the Valdosta-Lowndes MPA, which includes all of Lowndes County and portions of Berrien, Brooks, and Lanier Counties. This Plan is a culmination of over twenty-four months of work by MPO staff, consultants, the Georgia Department of Transportation (GDOT), and local planning partners. This Plan is a Vision for transportation infrastructure investment for the movement of people and goods in the Valdosta Metropolitan Area for the next 25 years. It includes multi-modal infrastructure investments and new policies that will shape growth and development in the region. It also bridges transportation investments with other community services to provide a better quality of life for all residents and encourages economic development. The Vision2045 also reviews the existing multi-modal transportation infrastructure in the region and presents challenges identified through stakeholder involvement and public input as well as recommendations and a methodology for strategic investment in future transportation infrastructure throughout the region.

Other documents and reports have been produced by or for the MPO that provide data and information for the Vision2045 Transportation Plan. These documents include:

- Greater Lowndes County Common Community Vision
- 2040 Transportation Vision Plan
- 2045 Socioeconomic Data Study
- GDOT Travel Demand Model Technical Report (to be provided upon adoption of Plan)
- Environmental Justice in Transportation Planning in Lowndes County

Other planning documents and studies produced by the SGRC that identify future projects, policies, or programs are identified throughout this Plan.

1 Cambridge University Press 2019

Review of Other Valdosta-Lowndes MPO Pertinent Plans and Studies

2040 Transportation Vision Plan

The 2040 Transportation Vision Plan was adopted in 2015 and served as the official Long-Range Transportation Plan for the Valdosta-Lowndes MPA until it was replaced by Vision2045. Pertinent information from the 2040 Transportation Vision Plan was incorporated into the Vision2045 Plan such as the role of coordinated public transportation for areas outside of the urbanized area, infrastructure challenges, and the ongoing usage of transportation planning strategies. The 2040 Transportation Vision Plan was successful in helping to implement a Complete Streets Policy that was adopted in 2019 and implementing the Common Community Vision. The 2040 Transportation Vision Plan is available on the SGRC website at www.sgrc.us.

Socioeconomic Data Study

Socioeconomic Studies have been conducted for the Valdosta-Lowndes MPO area every five years. The 2045 Socioeconomic Data Study provides pertinent information in the areas of population growth, employment growth, and land use among other factors. The 2045 Socioeconomic Data Study will be used to help guide transportation planning and projects for the next 5 to 25 years.

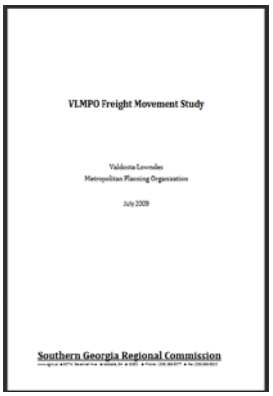
Bike and Pedestrian Plans

Bicycle and pedestrian plans provide recommendations for multi-modal infrastructure in various locations throughout the MPO area. These plans help to guide multi-modal transportation planning and recommendations are incorporated into the Vision2045 Plan. Current bike and pedestrian plans include the Southern Georgia Regional Bicycle and Pedestrian Plan (2015) and the Valdosta-Lowndes Bicycle and Pedestrian Master Plan (2007). The Southern Georgia Regional Bicycle Plan outlines methods for helping communities in the Southern Georgia Region become bicycle and pedestrian friendly. These methods include identifying and developing multi-modal options for bicyclist and pedestrians. The Valdosta-Lowndes Bicycle and Pedestrian Master Plan focuses on creating interconnectivity between schools, business, and other community and economic centers. This plan takes a look at clustered development and "context sensitive solutions" for bicycle and pedestrian infrastructure improvements. Recommendations from this plan are also listed in the Multi-Modal Trends and Challenges section of this Plan.

Crash Reports

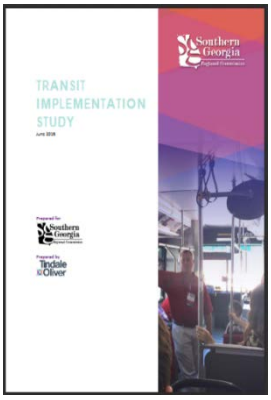
The MPO Crash Report is an annual report that analyzes crashes in Lowndes County over the past five years. The 2019 Crash Report looks at crashes from 2014 to 2018 and compiles them to better understand why crashes are occurring and the circumstances behind them to identify proposed improvements that may be included future transportation plans. This information is also used to inform GDOT, local governments, and the community on progress toward addressing national safety goals and state safety

targets. This information is shared with jurisdictions to help in identifying and evaluating potential safety-related infrastructure needs.



Freight Studies

Freight studies are also vital to implementing transportation policies and projects that help to move goods and throughout the MPA and the surrounding region. The Freight Movement Study and the Freight Series Reports, both highlight areas that are freight intensive. These documents are vital to taking a closer look at the impacts of freight in the MPA.



Public Transportation Plans and Reports

Various public transportation studies and reports have been conducted for the Valdosta Urbanized Area. These reports offer analysis and possible implementation strategies for implementing a public transit system in the urbanized area of the region. These reports are also used to help determine the most beneficial transportation infrastructure investments to accommodate potential transit.

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

Existing Transportation Network Impacts and Conditions

Transportation infrastructure is the backbone of the movement of people and goods throughout the region. A well-maintained multi-modal infrastructure network that is improved with changing population growth and land use patterns is important to the economic prosperity of any metropolitan region. This section will cover the multiple factors that impact the existing transportation network and explain the need to analyze the current conditions of the network and the community so that policies, programs, and projects identified in the Vision2045 Plan that are the most beneficial to the region are evaluated and included in the Plan.

Demographics

In order to understand the impacts that the population will have on the current network and to help plan a transportation network that will be accommodating to the future growth in the MPA. Population and demographic data is one of the key elements. These data can be used to accomplish meaningful decision-making in the transportation planning process and to help build a fully functional transportation network that is beneficial to all residents.

Based on historical trends, population of the Valdosta-Lowndes MPA population is projected to continue to grow. The historical population trend has seen an increase of 1.83% per year on average from 1980 to 2015. According to the 2045 Socioeconomic Data Study, the base year (2015) Travel Demand Model (TDM) population in the Valdosta-Lowndes MPA is 116,875. The breakdown of the population from each county is in the table below:

Table 1. VLMPA TDM Base-Year Population, Source: 2045 Socioeconomic Data Study, Transport Studio 2018.

County	County-wide Population	TDM Population
Lowndes	113,203	112,963
Berrien	19,019	49
Brooks	15,311	2,205
Lanier	11,273	2,050
Total	158,262	116,875

There are many people that have specific demographic characteristics that can be impacted in a positive or negative way by transportation projects and investments. Typically census data is used to identify geographic areas that have demographic characteristics that include residents who are low-income, minority, elderly, disabled persons, and/or persons with Limited English Proficiency (LEP). A geographic area where a significant number of residents fall into one or more of these categories and the percent of the population in one or more of these categories is higher than the total county percentage in the same category are identified as Environmental Justice (EJ) areas. EJ as defined by the Environmental Protection Agency (EPA) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with

respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. When transportation projects impact these groups of residents, specific planning efforts that are in compliance with EJ requirements set forth by Executive Order 12898 are implemented. These efforts include mitigating impacts, ensuring that EJ groups have every chance to participate in the planning process, and avoiding policies and practices that induce disparity. To better ensure the continued participation of EJ populations as the demographics and growth area s of the MPA continue to change, included with the 2045 Socioeconomic Data Study is a separate, full report, the 2045 Socioeconomic Data Study Environmental Justice Report.

Environmental Justice

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

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

To identify areas where Environmental Justice (EJ) populations reside in Valdosta and Lowndes County, the MPO worked with Transport Studio, LLC who developed an Environmental Justice Assessment Report for Lowndes County, GA as a part of the 2045 Socioeconomic Data Study. This report identified the location of various EJ populations, including: racial and ethnic minorities, low-income populations, the elderly, low vehicular access, limited-English proficiency, and educational attainment. The analysis showed that EJ populations in Valdosta and Lowndes County are predominantly located in census tracts 104.02, 105, 106.01, 106.04, 108, 109, 110, 111, 112, 113.01, 113.02, 114.01, 114.02, and 114.03 these areas will need to be most vigorously sought out for inclusion in the public involvement process to ensure fair participation and inclusion, as well as equitable access to all benefits, and minimal negative impacts of new projects.

Through this analysis, the MPO was able to analyze the location of projects and programs and their impact on EJ populations. While providing physical access to transportation infrastructure is important to all populations, we need to also consider what mode of access is the most affordable, while also remaining sensitive to the context of these communities. Reviewing the location of projects and the location of identified EJ populations, we need to note that not all transportation projects are shown on the map or in the Vision2045 Plan. These improvements involve road paving, the installation of storm water infrastructure, and sidewalks, to be implemented by the Cities and Counties using non-federal funds. These funds are accounted for in the Plan's financial plan as maintenance funds because they will be used for improving an existing infrastructure rather than adding capacity to it. Another form of transportation that is already considered in this Plan is the development of an urban public transit system for the Valdosta Urbanized Area. This mode of transportation, along with existing rural public transit services, would provide affordable access to jobs, education, and other opportunities for many residents of the community.

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

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

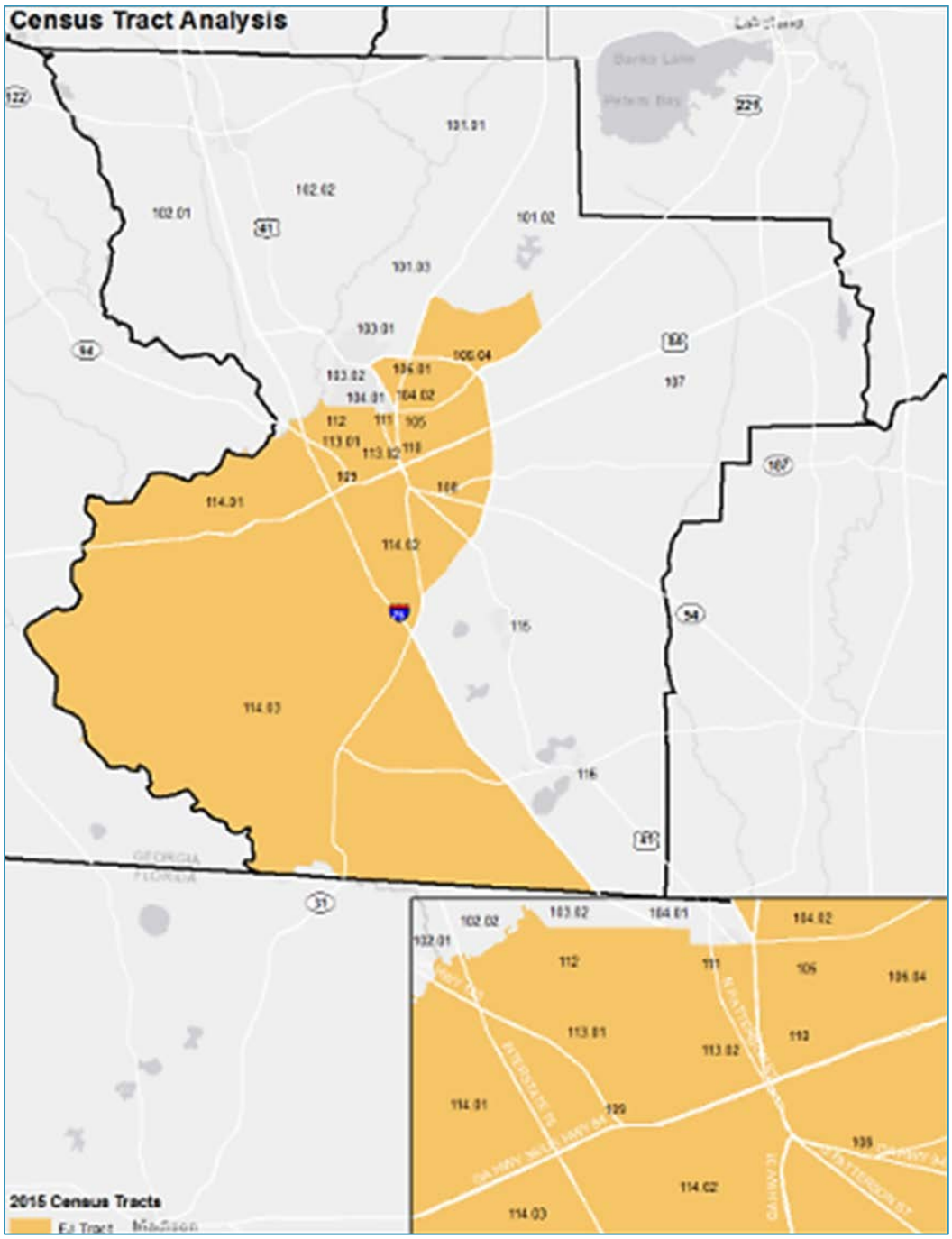


Figure 2. VLMPA Environmental Justice Areas, *Source:2045 Socioeconomic Environmental Justice Report, Transport Studio, 2018*

Land Use Assessment

For sound transportation planning, it is essential to take land use into consideration. Land use and the transportation modes used to access destinations are clearly linked. In general, new development results in increased traffic and the denser or intensive the development is, the heavier the traffic will be. Significant portions of the MPA have been developed, with land use percentages currently sitting at: Agriculture/Forestry (69%), Residential (14%), Transportation (4%), Public/Institutional (3%), Undeveloped/Vacant (3%), Parks (3%), Commercial (2%), and Industrial (2%). A challenge facing the Valdosta-Lowndes County MPA is that residents typically prefer suburban, single-family, large-lot development. The costs associated with delivering public services (utilities, transportation, etc.) to these suburban areas can be are higher versus more dense urban development. This also means that residents are more likely to take longer trips to access goods and services as opposed to living near areas that are closer to goods and services. The local Comprehensive Plans and land development regulations address this development challenge in several ways. The challenge for the MPO is to continue to ensure that transportation infrastructure is provided in a cost-effective manner that efficiently moves goods and people to and from both existing and new development areas.

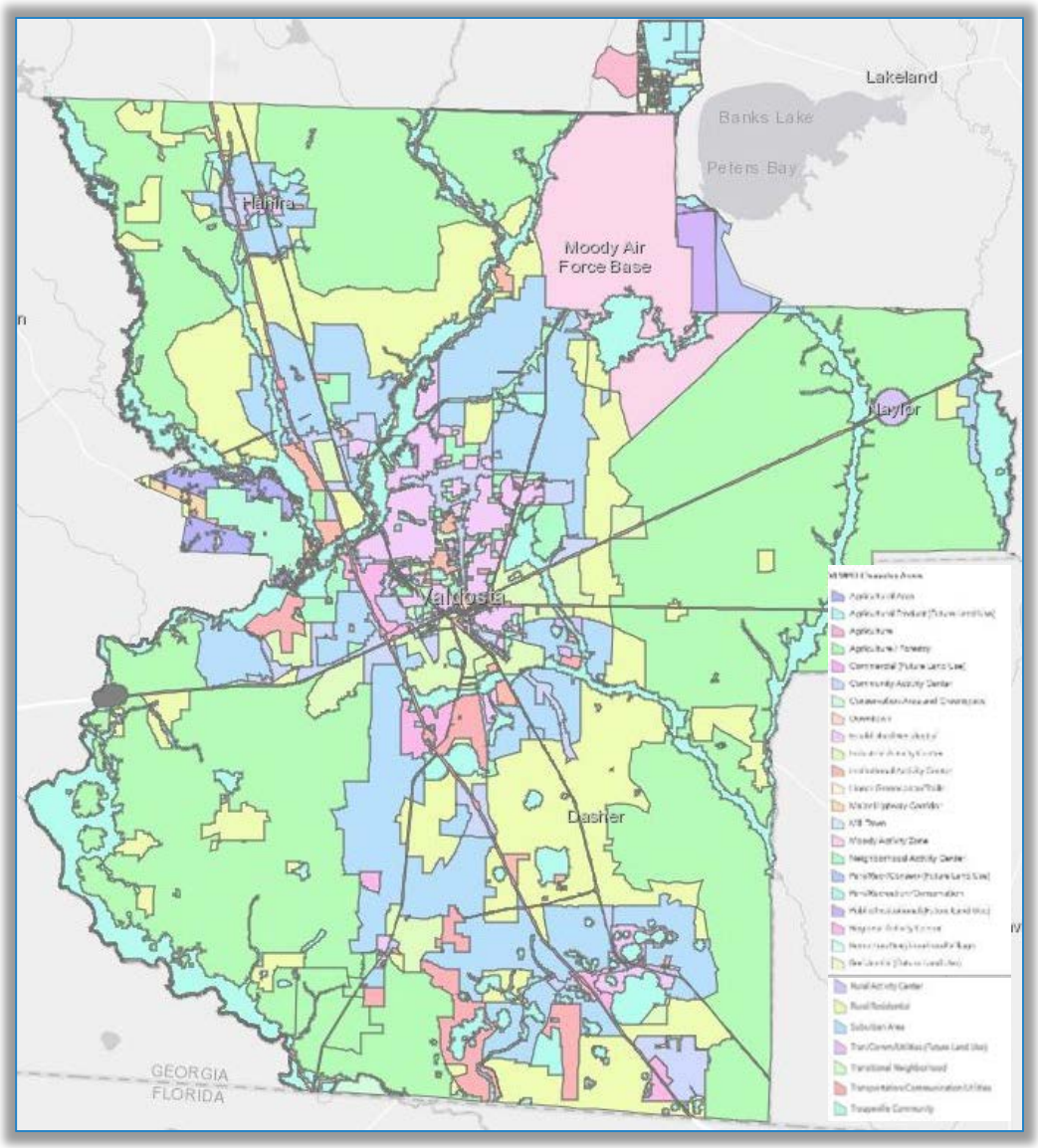


Figure 3. VLMPA Land Use/Character Areas, Source: Valor GIS

Roadway Characteristics

The current roadway network in the MPA area consists of many roads with various functional classifications. These functional classifications are defined by the Federal Highway Administration (FHWA). The primary objective of the functional classification system is to connect traffic generators (population centers, schools, shopping areas, etc.) with a roadway network that channelizes trips logically and efficiently.[2] The roads are typically broken into three categories: Arterials (Major and Minor), which typically focus on providing long-distance travel at a faster speed and less on accessibility from neighboring roads; Collectors (Major and Minor), which connect local and arterial roads and provide access and mobility options; and Local Roads, which are typically neighborhood roads that connect to collector, arterial, or other neighborhood roads and have the slowest travel time out of the three classes.

In order to better understand what travel needs should or can be met in the MPA it is important to know what the current transportation road network functionality is and how these roads serve the community. Viewing these classifications across the entire network can help to improve efficiency of access and mobility of the network and address issues in the areas of land planning, highway corridor evaluation, safety and traffic operations, context-sensitive and geometric design. These classifications can also serve as a tool for project prioritization. The following table gives an overview of the functional classification of the roads in the Valdosta and Lowndes County area as well as the percentage that a specific classification represents in the entire network.

Table 2. VLMPA Local and GDOT Roadway Functional Classification, Source

Functional Classification	Miles	Percent
Rural Interstate	55	4%
Rural Local	687	47%
Rural Major Collector	93	6%
Rural Minor Arterial	66	4%
Rural Minor Collector	120	8%
Rural Principle Arterial	35	2%
Urban Interstate	8	1%
Urban Local	297	20%
Urban Major Collector	35	2%
Urban Minor Arterial	42	3%
Urban Minor Collector	4	1%
Urban Principal Arterial	35	2%

The MPA is serviced by many regional highways that provide connectivity to the surrounding areas. The most significant of the roadways is Interstate 75, running north to south through the region. This route is integral to the community's role as a regional economic center. Other major roadways in the area include: US Highways 41, 84, and 221; Georgia State Highways, 7, 31, 38, 122, 133, 94, and 376. The majority of the principal arterial roads in the VLMPO area are four or- five-lane roads, which typically include a center turn lane. These roads provide connectivity through-out the MPA and beyond.

2 FHWA. "Highway Functional Classification: Concepts, Criteria and Procedures"

Table 3. VLMPO Road Miles by County and Vehicle Miles Traveled, 2017. Source: FY2019 Crash Report

County	Road Miles		Daily VMT
Berrien	Local	0.75	187
	Total	0.75	187
Brooks	Minor Arterial	5.65	12,343
	Collector	3.41	2,723
	Local	15.74	3,851
	Total	24.79	18,916
Lanier	Minor Arterial	2.79	7,263
	Collector	0.41	582
	Local	21.49	4,950
	Total	24.68	12,795
Lowndes	Interstate	31.34	1,602,673
	Principal Arterial	61.57	652,466
	Minor Arterial	102.64	873,625
	Collector	234.34	443,450
	Local	886.30	861,868
	Total	1,316.19	4,434,082
VLMPO Area	Total	1,366.42	4,465,980

Bridges

Bridges provide connectivity and more efficient travel by helping vehicular, truck, freight, and multi-modal traffic to move above or below natural and man-made barriers. In the Valdosta and Lowndes County area, there are currently 217 bridges. Due to the various types of stress such as weight and other environmental factors that bridges often undergo, it is imperative to monitor their condition. In accordance with National Safety Performance Goals and State Targets, the bridges within the area should have an overall bridge sufficiency rating of 60% or greater. The bridges in the region will be monitored and the overall rating reported yearly to provide information on the progress being made toward achieving state and local targets. Those bridges that are nearing the end of their useful life will be programmed for future repair or replacement. A bridge that is currently planned to be replaced in the 2018-2021 Transportation Improvement Program (TIP) is the CR 136/ Old Quitman Road @CSX #637487Y. This bridge was built in 1918 and the sufficiency rating is 23.4. The condition and structure of this bridge keeps school buses and fire trucks from crossing it, which is why it is scheduled for replacement.

Figure 4. Bridge Location: CR 136/ Old Quitman Road @CSX #637487Y, Source: Valor GIS

Transportation System Management and Operations (TSMO)

Transportation System Management is the use of strategies and policies to reduce and/or redistribute the demand (or congestion), particularly of single-occupancy vehicles, in a transportation network over space and time.[3] Levels of congestion are relative to the unique characteristics of a community and its transportation system. In the Valdosta Urbanized Area, highly traveled corridors become congested; however, long-term recurring congestion does not occur to the extent that is seen in larger cities such as Atlanta. Impacts of congestion in Valdosta and Lowndes County include reduced travel time, driver frustration, ripple effects in traffic flow, increased emissions, increased crashes, and reduced capacity of the roadway system.

The City of Valdosta is using various methods to reduce congestion, improve safety, and improve the efficiency of the transportation network. The City of Valdosta currently uses cameras and loop detection devices to monitor the flow of traffic throughout the City and has the ability to change traffic signal timing based current traffic demands. This type of system management utilizes technology to better move people and goods through dense urban areas. In an effort to continually improve traffic flow efficiency and operations, the City of Valdosta and the MPO partnered in 2017 to have the *City of Valdosta Traffic Signal Timing Study* conducted. This study looked to improve traffic signal timing, thereby reducing fuel consumption, vehicle emissions, driver delay, and driver stops and starts. As a result of this study, new traffic signals were installed and existing ones were upgraded.

In 2018, every traffic light within the City of Valdosta was improved with traffic signal optimization and the central server software, was upgraded. Due to this, all traffic lights, within the city, can be managed from a single access point. The city continues to seek out further improvement of management and operations through new technologies that will be discussed later. Continuing to expand this system and other traffic management technologies will help to address some of the other operational challenges relating to congestion and safety of the region's roadways.

Figure 5. City of Valdosta Traffic Management Center. Source: Larry Ogden

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

Safety and Crash Analysis

The MPO analyzes and evaluates crashes in order to improve safety through investments in efficient and safe movement of vehicular, bicyclist, and pedestrian traffic. Traffic crashes have steadily increased in the region. During the five-year period 2014 to 2018, there were 18,038 crashes in the MPO area, which resulted in 91 fatalities and 1,620 serious injuries[4]. Another key item that the MPO's Annual Crash Reports provide is a list of the top 20 locations where crashes occur over a five-year period. These crash rankings are then added to the potential listing of projects that the MPO staff and other stakeholders evaluated for inclusion in the Vision2045 Plan as well as locally funded improvements or potential studies for improvements when one is not easily identifiable.

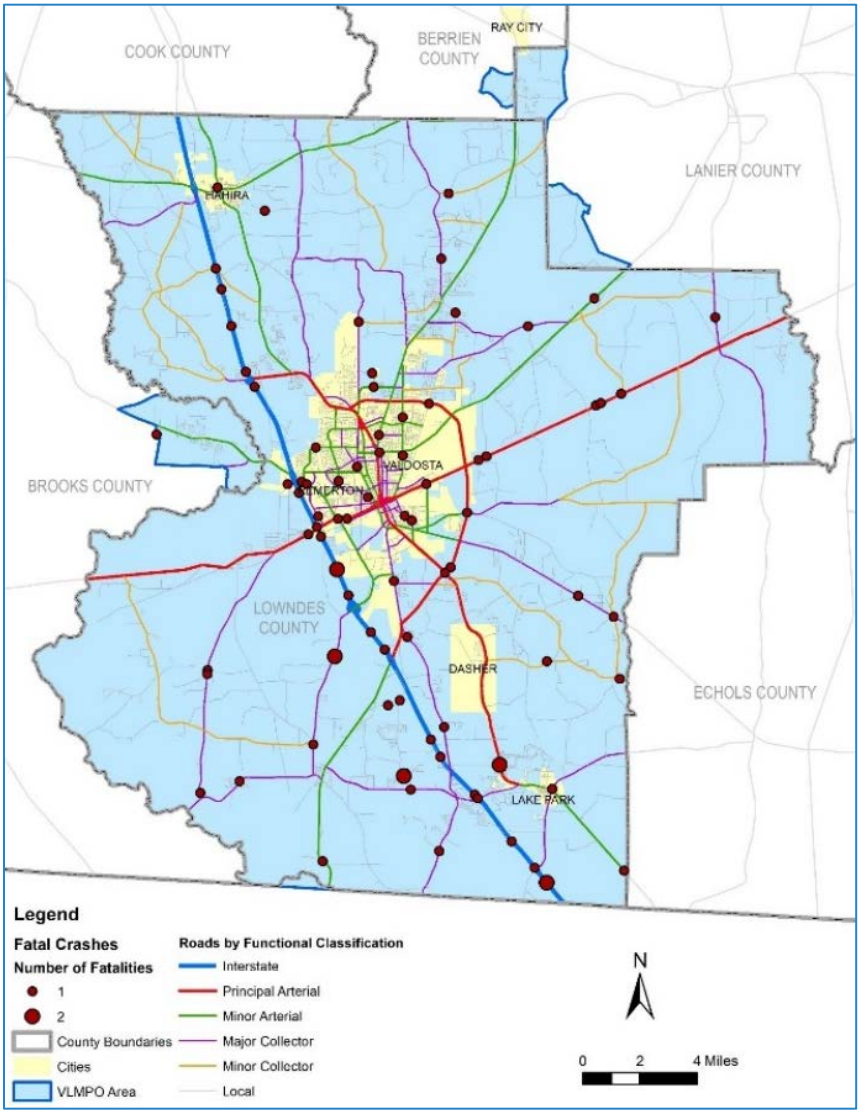


Figure 6. Fatal Crashes in the VLMPO Area, Source: FY2019 Crash Report

It can be challenging to address the contributing factors that lead to crashes. The single largest contributing factor to crashes over the past five years in the area has been "following too closely." This factor can be difficult to "engineer" a solution for and is better addressed through education and changes in driver behavior. Results

[4] GDOT Georgia Electronic Accident Reporting System; FY2019 Crash Report

and recommendations of the crash analyses and the breakdown of crashes in the Valdosta and Lowndes County compared to multiple state measures and targets can be seen in the Annual Crash Report.

Pedestrian and Bicyclist Analysis

Bicycle and pedestrian traffic is increasing in the community for recreational and non-recreational trip purposes. Challenges for bicycle and pedestrian infrastructure in the community revolve around balancing safety through education and enforcement, versus the construction of new facilities for a relatively small number of users when compared to the vast majority of road users who are motorists. Alternative modes of transportation are being used more every year as more people seek to live active, healthy lifestyles and move away from using automobiles for every trip they make.

The FY2019 Crash Report notes that among crashes involving bicyclists overall, during the time frame examined, 69 out of 73 events (94.5%) occurred within the City of Valdosta. Ten (13.7%) of the 73 crashes occurred on principal arterial roads, 34 (46.6%) on minor arterials, 14 (19.1%) on collector roads, and 15 (20.5%) on local roads[5]. From 2014 to 2018 there were 10 pedestrian fatalities in the VLMPO area. Six of these (60%) were on US Highway 84 in rural Lowndes County. Two other victims (20%) were on Interstate 75 in southern Lowndes County. These 10 deaths are 0.87% of total statewide pedestrian deaths between 2014 and 2018. Among all crashes involving pedestrians, 54.6% occurred on roads without a sidewalk, and 66% occurred within the City of Valdosta. The safety of bicyclist and pedestrians can be evaluated on these specific corridors.

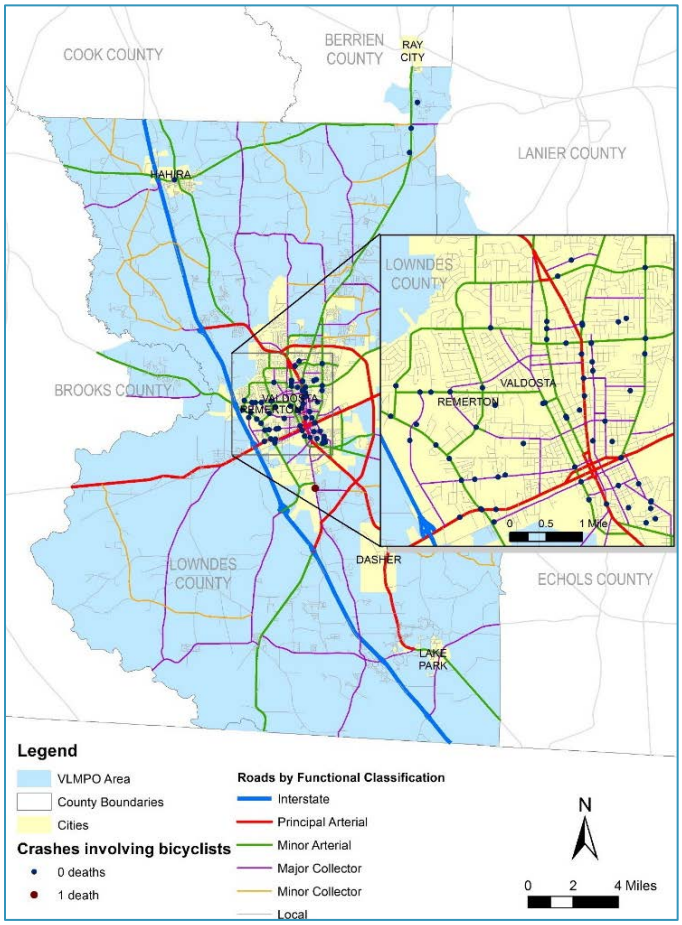


Figure 7. Bicycle Crashes in the VLMPO Are, Source: FY2019 Crash Report

[5] FY2019 VLMPO Crash Report

Although there are pedestrian and bicyclist accidents occurring at a moderate to high level in the MPO area, it is often challenging for local government's to allocate funding and resources to infrastructure specific to pedestrian and bicyclists when there are so many other needs in a community. The Valdosta-Lowndes Parks and Recreational Authority (VLPRA) will release their updated Master Plan in 2020 and this will give some insight into future projects the will help to accommodate the growing number of pedestrians and bicyclists in the area. They are in the process of gathering public input via a survey. The VLPRA reached out to the MPO to gather public survey data for a bicycle and pedestrian survey that was conducted in April 2019, the survey will help to pinpoint areas that the public expressed the need for more pedestrian and bicyclist infrastructure as well as the general feel of safety (according to respondents) when walking or biking in the MPO area.

Public health and transportation planning are growing ever more closely interrelated as more attention is given to the ways in which the human relationship with the built and natural environments affects the tendency toward healthy lifestyles. In transportation, this is evident in that the available infrastructure tends to influence people's level of physical activity, and consequently, in many instances, their state of health.

Figure 8. People Jogging in the Community, Source: Ed Yourdon

Local governments can have an impact on this relationship as well, by providing infrastructure and programs that promotes active, healthy lifestyles. Community facilities such as parks can provide opportunities for recreational physical activity, while transportation facilities such as sidewalks and bike lanes/paths can provide opportunities for active transportation (as opposed to sedentary transportation in motor vehicles).

The Valdosta-Lowndes MPO Bicycle and Pedestrian Master Plan, originally adopted in 2007, is still an appropriate plan in addressing and encouraging more multi-modal facilities. This plan outlines projects to be completed throughout the community that make bicycle and pedestrian transportation safer and more reliable through an identified bicycle lane network and pedestrian improvements. Included later in this Plan is a project listing from the Bicycle and Pedestrian Master Plan that indicates whether the project may be completed along with an adjoining highway project.

Figure 9. Bicycle Lane on Gornto Road, Source: SGRC

Freight Profile

Although challenges continue to face the community in the areas of more efficient movement of goods, the area, over the next twenty-five years, is focused on providing affordable, accessible freight transportation through a connected, multi-modal, environmentally responsible transportation network. The MPO is also working towards maximizing the opportunities of freight while mitigating and addressing potential conflicts that also may come with increased freight in the area.

The FAST Act established a national goal to address the importance of freight movement and economic vitality to improve the national freight network. Freight transportation is the transporting of merchandise or commodities by a truck, ship, aircraft, pipeline, or train.[6]. The movement of goods and services through freight often create conflicts and opportunities due to more complex interregional trips and greater infrastructure impacts. Understanding freight impacts in the area can help local stakeholders and communities increase economic vitality through strategic planning and mitigate negative impacts of freight movement through the region. The role of planning in freight movement is to identify and develop projects that improve the movement of freight into, out of, and through the region, while also giving local decision makers information on what freight movement means to the local transportation system and economy.

In order to help accomplish strategic freight investments, freight plans may be developed separately from, or incorporated into, the Long-Range Statewide Transportation Plans as required by 23 U.S.C. 135. MPOs often also develop freight plans, just as the Valdosta-Lowndes MPO has done. Previous freight planning efforts have included a freight study in 2009, a series of white papers on various freight issues, and a Downtown Valdosta Truck Traffic Study. Planning an efficient freight transportation network can help to increase economic opportunities for the local area as well as the state.

6 Federal Highway Administration

Freight Truck Traffic

The National Highway and Freight Network was established through the Fixing America's Surface Transportation Act (FAST Act),and focuses on analyzing areas of the freight corridor that are most beneficial to the United States so that Federal resources can be targeted to specific corridors to improve the movement of goods.[7] Georgia has further designated state freight corridors for freight movement of goods within the state. This includes trucks, freight rail, and seaports. The Georgia Statewide Freight and Logistics Action Plan highlights the importance of the freight network in Georgia and its impacts to the economy. Various strategic transportation investments that will help improve the movement of goods throughout the state are listed, showing the projected impacts. According to the Georgia Department of Transportation, "Freight is a critical component of Georgia's economy. Five freight-related economic sectors produced nearly $100 billion of output in 2007 – 25 percent of Georgia's $380 billion of gross state product[8]."

These sectors are heavily dependent on highways, railroads, ports, and airports to receive goods from suppliers and deliver goods to customers. The growth of these freight-related sectors will be directly related to the quality of improvement to the States' freight transportation infrastructure. Three state-designated freight corridors travel through the Valdosta-Lowndes County area. These freight corridors are U.S. 84, State Route 133 and Interstate 75. These specific corridors are major components in the flow of freight through Valdosta, Lowndes County, and Southern Georgia. These and other corridors will be monitored and analyzed to help achieve state Truck Travel Time Reliability targets, as discussed later.

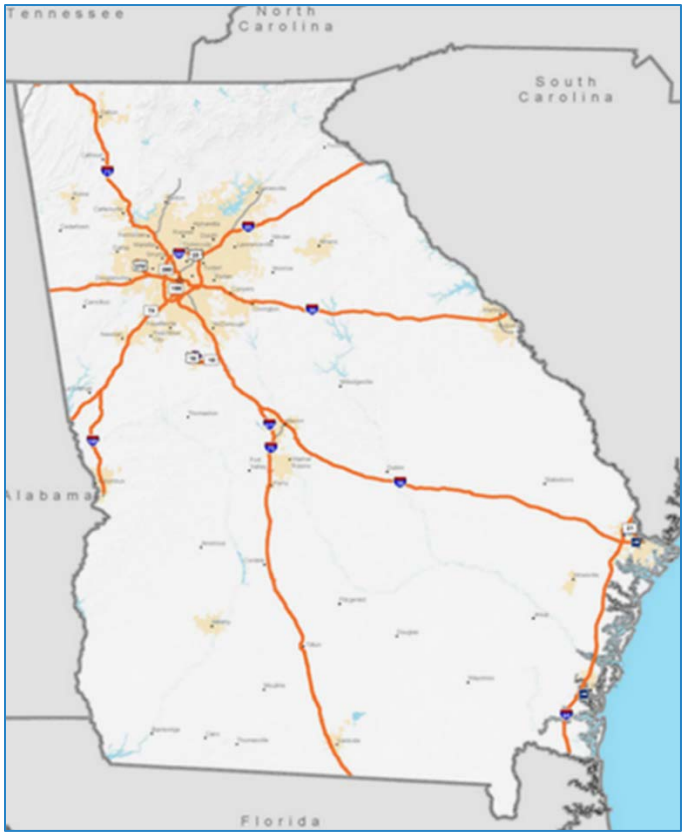


Figure 10. National Freight Corridors in Georgia, Source: US DOT

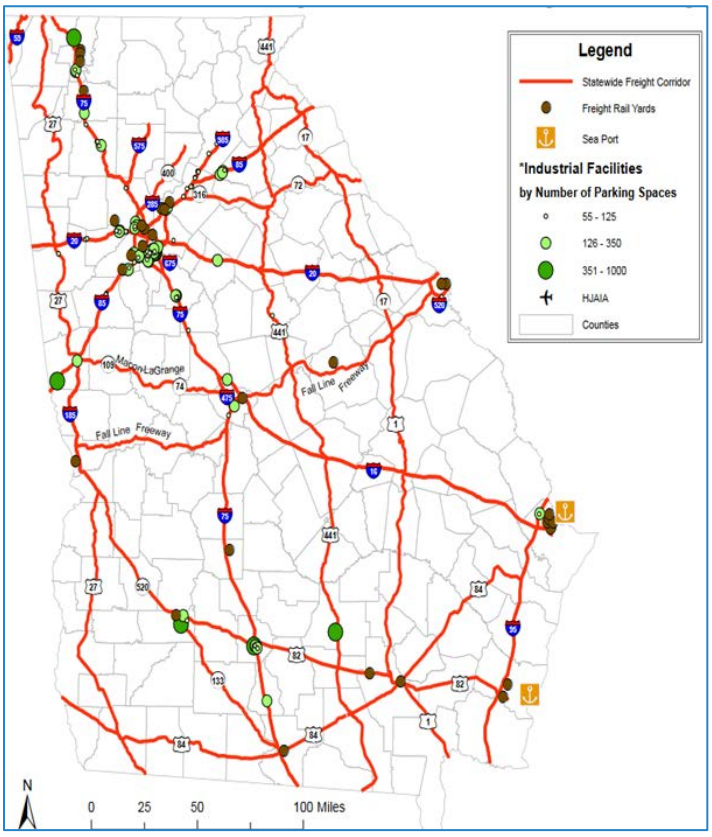


Figure 11. Georgia Statewide Freight Corridors, Source: Georgia Statewide Freight & Logistics Plan, GDOT, 2012

[7] 23 USC 167: National Highway Freight Program
[8] GDOT, Freight and Logistics Action Plan, 2012

Including Interstate 75 and the state designated freight corridors SR 133 and US 84, the MPO area has a total of 15 urban and rural corridors that are heavily traveled by freight trucks to move goods. Truck freight along these roads represent 5% or more of the daily traffic volume[9]. In accordance with the rules and goals set forth by MAP-21 and further expounded upon in the FAST Act, MPOs must analyze the current status of freight in their respective areas and identify potential projects that will support the states freight investment plan as well as state targets and improve the movement of goods to further the efficiency of the freight network in the State and the metropolitan area.

It is estimated that by 2045, freight volume in the United States will increase by 45%[10]. Freight truck traffic has steadily increased in the Valdosta and Lowndes County region since the 2009 Freight Study was conducted. Just as in 2009, the Southern Georgia region remains a regional manufacturing and warehousing hub. The top contributors in the Valdosta and Lowndes County area that helped to increase the GDP in 2017 were manufacturing and warehousing, according to the U.S. Bureau of Economic Analysis. With increasing freight traffic, having an efficient and reliable transportation network is critical to the continuous movement of people and goods as well as the local and statewide economy. The lack of such a network can cost those who use the transportation network time and money. In the MPO region, the urban and rural truck freight corridors that have 5% or more of the freight traffic of the total traffic volume, and where the freight traffic speed falls below 20 mph of the free flow speed, have a total of approximately $19 million dollars in user delay costs from the years 2016 through 2019[11].

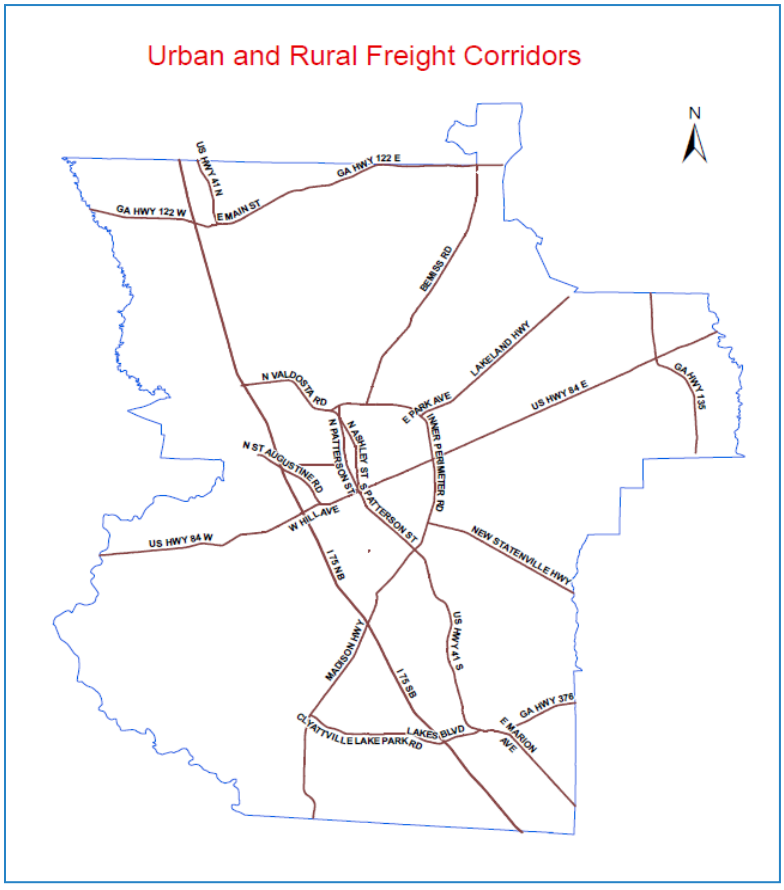


Figure 12. VLMPA Urban and Rural Freight Corridors, Source: SGRC

[9] Georgia Department of Transportation Traffic Analysis and Data Application; https://gdottrafficdata.drakewell.com/publicmultinodemap.asp
[10] "Beyond Traffic 2045, Trends and Choices", USDOT
[11] National Performance Management Research Data Set

To help achieve a more efficient freight network, communities have successfully supported past projects recommended by GDOT to improve the transportation network that made a positive impact on freight movement throughout Southern Georgia. These projects include the widening of US 84 from Homerville to Waycross that, completed in 2019; the widening of SR 133 in Brooks County, completed in 2018 (the Valdosta-Lowndes MPO continues to support this project that continues in various phases to Albany); and construction of the US 84/W Hill Avenue Overpass in Valdosta, completed in 2015.

The Georgia Department of Transportation also conducted the "Valdosta Truck Bypass Research Project" and released the final report in May 2019. This report analyzes the current and future truck traffic primarily in the Downtown Valdosta area to decide the best bypass route for truck traffic that currently travels through downtown via U.S. 84. Truck traffic through downtown Valdosta has been a major concern for the community for years. Log trucks have dropped loads of wood that is being hauled in the downtown area, causing congestion and increased costs due to delay, another factor is the maintenance cost resulting from truck traffic driving over curbs where turns are too narrow to make. This report recommends three potential truck routes on the south side of Valdosta to reroute truck traffic to improve system safety and operations, preserve transportation infrastructure and improve the economic vitality in the downtown area. The construction and designation of one of the potential truck routes will greatly benefit the local economy over time.

Figure 13. Freight Truck Downtown Valdosta, Source: Ariel Godwin

To further help achieve efficient freight movement in the area, the MPO Policy Committee adopted the state's performance targets along with the other 15 MPOs within the State of Georgia. These targets include the two- and four-year performance targets for Truck Travel Time Reliability (TTTR). The TTTR is an index measure of freight truck travel time reliability to address how reliable a highway is for truck freight; it is not a threshold. The 2019 state targets are: 2-year: 1.66; 4-year: 1.78; the lower the index number the more reliable the transportation network is for trucks traveling through the area, the higher the index number the less reliable the transportation network. Two specific GDOT projects that will help to achieve these performance targets and have an impact on the Valdosta-Lowndes County area are the 4-laning of SR 133 from Valdosta to Albany, which is a priority corridor, and the South Truck Bypass in Valdosta, which includes multiple freight truck intensive roads.

The MPO continues to support and help achieve efficient goods movement and freight performance measures through analyzing freight issues and corridors through "Freight Series" reports. The Freight Series are small reports that focus on freight challenges in the community. These reports offer analysis and recommendations to include in future long-range transportation plans. It is recommended that through the MPO's Unified Planning Work Program identify future analysis of potential freight corridor improvements may include data collection and analyses of the percentage of truck traffic volume, the vicinity to an economic activity centers, Truck Travel Time Reliability, and user delay cost. Evaluations may also include whether or not the routes had any significant improvements in the last 5 years.

Rail Freight

Freight truck traffic is not the only form of freight that traverses the area. There are many railroads that travel through the area as well. The servicing of these rail lines is provided by two Class 1 railroads, Norfolk Southern and CSX, as well as two short line railroads, Cater Parrot Railnet and Valdosta Railway (VR). There is one rail yard located in Valdosta on the eastside of the city, the Norfolk Southern Langdale Yard. The rail lines and rail yard are beneficial for importing and exporting goods in the region. Maintaining these lines is crucial to keeping rail freight. CSX operates a small switching yard along West Savannah Avenue in Valdosta, but also operates the much larger Rice Rail Yard in Waycross.

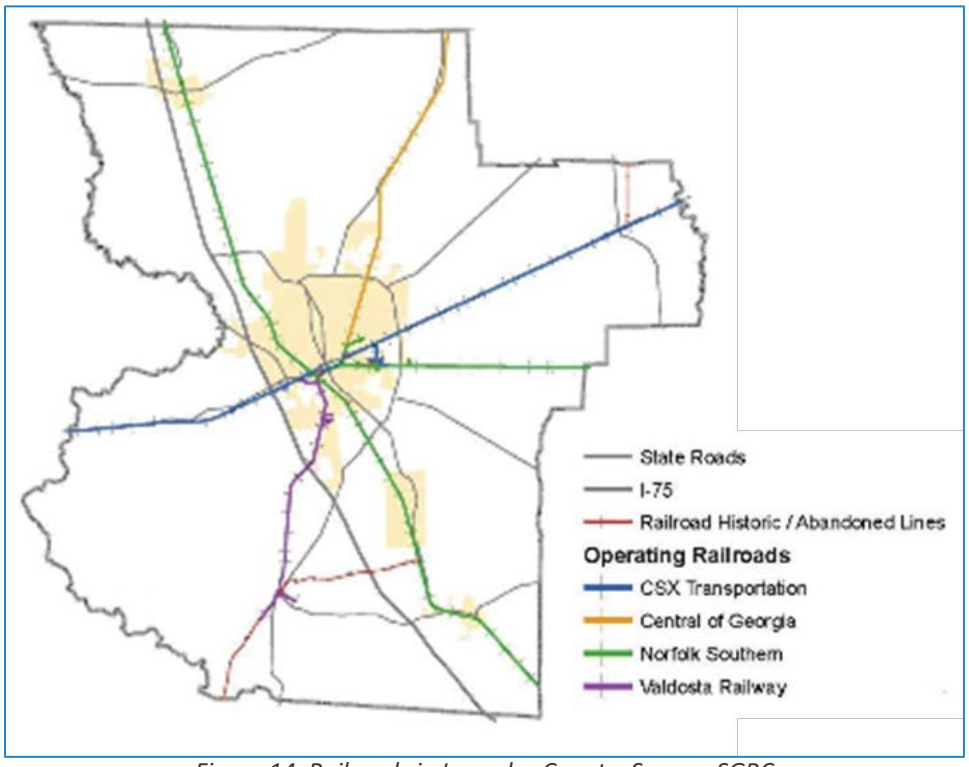


Figure 14. Railroads in Lowndes County. Source: SGRC

According to the Federal Railroad Administration (FRA), there are 115 public at-grade highway-rail crossings in the planning area. Maintaining the current rail crossings is very important and beneficial in keeping a safe and efficient rail network operating smoothly. Although railroad crossings in the area have been maintained properly and are mostly in a state of good repair, issues surrounding some public at-grade crossings in the community are due to hazards along the railroad or at intersections. These hazards can range from a lack of warning devices or need for additional safety measures, driver behaviors to the ever-present issue of pedestrians trespassing by

walking along the tracks. The FRA's Web Accident Prediction System (WBAPS) provides information for all public at-grade highway-rail crossings in the region. The system considers the current railroad crossing locations, crashes in previous years, number of trains per day, and the AADT of the crossing roadway to help predict the probability of a collision between a train and vehicle and/or pedestrian/bicyclist that may occur at each crossing within a year. This probability is also predicated upon potential hazards surrounding the railroad crossing or needed safety improvements. The SGRC completed a quick review of this data and found that the location with the highest prediction value of a collision between a train and a vehicle/pedestrian/bicyclist was at the Norfolk Southern crossing on Baytree Road. An overpass has been recommended for this location as a part of this Plan. It is further recommended that the SGRC, as the MPO, further use this tool and others to look at other improvements, including Quiet Zones, throughout the region.

Not all crossings that need safety improvements are identified by the WBAPS tool. For example, the railroad crossing at Olympic Park in Valdosta intersects the sidewalk that leads to Olympic Park. This crossing only has a sign posted but could use better safety improvements such as pedestrian crossing gates to notify and keep pedestrians from crossing at this sidewalk when there is an approaching train.

Figure 15. Olympic Park Railroad Tract Sidewalk Intersection, Source: Amy Martin

Appropriate road markings and signage should be considered to maximize safety at railroad crossings and their immediate vicinity. Oftentimes, it is better to display markings that may positively affect safety and traffic flow, especially when close to a railroad crossing. Signs and markings installed in visible places that tell drivers to not block an intersection any time should especially be considered.[12] The MPA has a planned improvement that will greatly improve traffic flow at the railroad intersection on St. Augustine. The St. Augustine overpass is a project on the regional TIA list. The St. Augustine overpass will create a bridge over the existing railroad to improve traffic flow as many of the trains along this railroad track tend to slow down or come to a complete stop. This project could also later tie into with the South Valdosta Truck Bypass (the final route has yet to be developed).

[12] Freight Movement Study Report Series "Innovative Traffic Management at Congested Railroad Crossings", SGRC 2017

Aviation

The Valdosta Metropolitan Area is served by the Valdosta Regional Airport (VLD), the fifth largest airport in Georgia by enplanements. VLD is a general and commercial aviation airport. VLD is located 2.5 miles south of downtown Valdosta on 760 acres. VLD has daily flights to/from Hartsfield-Jackson Atlanta International Airport via Delta Airlines affiliated carriers. In 2018, Valdosta Regional Airport broke its previous record for the highest number of enplanements or passengers, which totaled 44,109, a 1% increase from 2017. According to the Georgia Statewide Aviation System Plan, VLD is a level III Business Airport of Regional Impact: "Level III airports are defined as the existing air carrier airports and general aviation airports that have a regional business impact. These airports are recommended to have at least 5,500 feet of runway and precision-like approaches to accommodate 95% of business jet aircraft .[13]"

VLD also has an active general aviation section that provides aircraft servicing and refueling by on-airport vendors, hangar spaces for private and corporate planes, aircraft fire and rescue, flight training, air ambulance, complimentary parking and Wi-Fi. VLD is also a strong community partner, with its facilities being used by Moody Air Force Base for training purposes. Also, future air traffic controllers, from Wiregrass Georgia Technical College, receive hands-on experience in the control tower before they graduate. In 2014, VLD built a new fire station for the airport and underwent several upgrades to various facilities to help keep traveling by plane safe and efficient. Currently, VLD is looking forward to future improvements including a new Air Traffic Control Tower, which is a project on the Southern Georgia regional transportation sales tax list, or Transportation Investment Act list (TIA) and is planned to start construction by 2021. A new General Aviation Terminal has also been approved through SPLOST VIII funding. Challenges at VLD include providing passengers with affordable options for destinations and maximizing the use of airport facilities to encourage investment and economic development.

Figure 16. Delta Jet at Valdosta Regional Airport, Source: Valdosta Regional Airport

[13] Georgia Statewide Aviation Plan, October 2018.

Public Transportation

Currently, rural public transit systems serve all of the counties in the region, except Lanier County and the City of Valdosta. These transit systems are expected to continue to grow in their annual ridership. Berrien, Brooks and Lowndes Counties each operate a rural demand-response (taxi-like) public transit system for their residents. These services are partially funded by the Federal Transit Administration 5311 Rural Public Transit Program and provide rides for any reason (with a base fare of $3), scheduled 24 hours in advance. These systems are also complemented by a Coordinated Human Service Transit System, administered locally by the SGRC through a contract with the Georgia Department of Human Services (DHS). The SGRC purchases trips, also known as coordinated trips, on each of the county 5311 vehicles and provides eligible trips to clients of the DHS affiliated human service provider agencies such as senior centers, developmental disability day centers, medical appointments, vocational rehabilitation centers, etc.).

Due to the administering of these funds by GDOT, the State of Georgia has established the following statewide goals for the Section 5311 program.

Goal: Basic Mobility to Serve All Georgians:

- Serving those persons with the most critical needs for access and mobility, especially those without alternatives.
- Providing service without any trip purpose restrictions or eligibility requirements including medical, social services, personal shopping, business, and employment trips.
- Serving all areas with appropriate levels of service, subject to the necessary local or regional participation.
- Addressing economic development—through employment trips, services to support local employment sites, etc.

Goal: Program Implementation:

- Partnering with the FTA in the administration of the Section 5311 program, meeting all FTA program requirements.
- Managing a program of excellence that provides timely management direction, guidance, and reimbursement to allow local entities to provide quality service.
- Partnering with local or regional entities to plan services to meet locally identified needs.
- Partnering with local or regional entities to operate the services.
- Providing technical assistance to help local providers improve the effectiveness, efficiency, safety, and quality of service.
- Providing technical information, policy analyses, and program management data to support transit program development.

Goal: Efficiency and Effectiveness:

- While maximizing ridership, recognizing that there are significant differences in population density, trip characteristics, and client needs (accessibility, assistance, etc.) which will affect usage.
- Subject to performance requirements appropriate to the area and type of service.
- With the appropriate type of service—demand responsive, subscription route, route deviation, or fixed-route.
- Using the appropriate vehicle type—accessible if needed, sedan, van, small bus, large bus.

Goal: Safe, Secure Quality Service:

- Operating equipment that is within its design life, inspected for safety and overall condition
- Operated by staff meeting the highest qualifications—appropriate license (Commercial Driver's License (CDL) if required), safe driving and criminal records checked, drug and alcohol testing, etc.

- Operated by a staff that is trained to proficiency in all necessary skills: Defensive Driving, Passenger Assistance, First Aid and CPR.
- Providing a safe and secure service to the riders.

Goal: Accessible Service—Usable by Persons with Disabilities:

- Providing service that is accessible (adequate number of accessible lift- or ramp-equipped vehicles.
- Using operators trained to proficiency in passenger assistance, lift use, restraints, mobility devices (folding, storage, etc.).
- User information and outreach to ensure that persons needing the service are aware of it and can obtain information.

Goal: Coordinated Provision of Transportation in Rural Areas:

- Coordinated policies at the state level through interagency coordination.
- Coordinated at regional/local level—shared vehicles, shared rides, coordinated management—where it will result in more cost effective, quality service that meets client and general public transit rider needs

GDOT has established minimum criteria for transit programs in GDOT's Rural Public Transportation Service Policy. These include:

- Services should not be duplicative of other transportation services;
- Vehicles should be utilized to reach a goal of 500 one-way passenger trips per vehicle month or be operated 120 hours per month or 1,000 vehicle miles per month;
- Vehicles should be available for public transportation service on a daily basis;
- Vehicle trips for contract, charter or subscription service should recover fully allocated costs;
- The total of all purchase of service agreements should recover the fully allocated operating costs.

The five-year average of public trips for all three counties total 13,232 trips and the five-year average of coordinated trips for all three counties total over 40,000. Each of these counties and the SGRC currently contract with the same company, MIDS Transportation, Inc., to provide these transit services. MIDS has worked to streamline these services for the maximum benefit of the riders and the communities to deliver the best transit services for the lowest possible cost. There are various scenarios where local match for capital purchases fluctuates based on the type of contract selected.

Figure 17. Local Rural Transit Bus, Source: SGRC

Beyond these GDOT goals and policies, there are also performance measures for the rural transit demand-response and coordinated transit system capital assets to remain in a State of Good Repair. This means that transit vehicles are safe, the vehicle can perform within its anticipated capacity, and the asset has reached or is beyond its life-cycle. Specific information about the setting performance measures for rural and urban transit systems can be found in the *GDOT Group Transit Asset Management Plan*.

Table 4. State TAM Performance Measures and Targets

Asset Category Asset Class	Performance Measure	% Exceeding ULB[14] / 3.0 TERM Rating[15]	Asset Details	State Target FY 2019
Rolling Stock-Revenue Vehicles by Mode:	% veh. Met or Exceed ULB			
CU – Cutaway Bus (13)	CU: 7 years	%	Age in yrs./veh: 6(3); 5(5);3(5)	10%
VN – Van (1)	VN: 8 years	%	1(7)	50%
Equipment – Non-revenue support service and maintenance vehicles	% veh. Met or Exceed ULB			
NA	NA	NA	NA	25%
Facilities - maintenance and administrative facilities; passenger stations (buildings); and parking facilities	% of assets with condition rating below 3.0 on FTA TERM scale			
	NA	NA	NA	25%
	NA	NA	NA	10%

[14] Useful Life Benchmark (ULB)-the expected life cycle or the acceptable period of use in service for a capital asset

[15] TERM Scale-five (5) category rating system used in the FTA's Transit Economic Requirements Model (TERM) to describe the condition of asset/facility: 5.0-Excellent, 4.0-Good, 3.0-Adequate, 2.0-Marginal, and 1.0-Poor

Valdosta Urbanized Area

The expansion of the Valdosta Urbanized Area will continue to put pressure on the rural systems that surround the Valdosta Urbanized Area as the federal funding they receive cannot be used to deliver trips that have both their origin and their destination inside the urban area. This challenge will have to be overcome by the development of some form of urban transit system if public transit is expected to continue in the urbanized area.

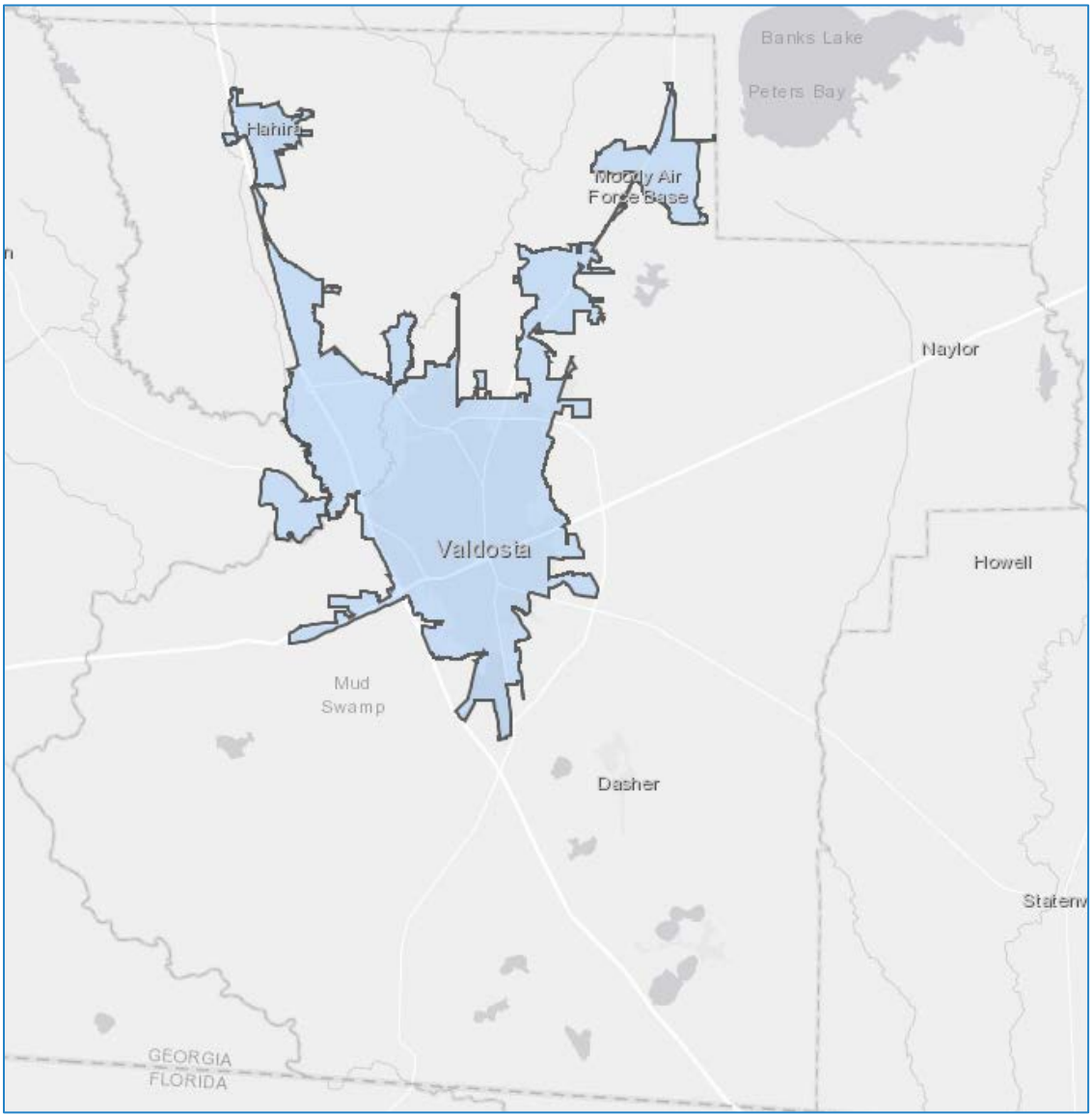


Figure 1824. Valdosta-Lowndes MPO Urban Transit Area

Valdosta State University (VSU) operates a campus shuttle system consisting of two routes that circulate from parking areas to the academic, athletic and residence areas throughout the campus. While the shuttles are open to the public, the service commitment to the campus area is lacking utility for those not coming from or going to the university. In 2014, the VSU shuttle began providing real-time information to the riders on the location and estimated arrival time of the vehicles at various stops via a mobile phone app. With its current service, VSU provides about 700,000 trips per year.

Figure 19. VSU Fleet of buses, Source: VSU

The Valdosta Urbanized Area has been served by Greyhound Lines, Inc. for many years now. Greyhound provides intercity trips and for very reasonable prices. For many years, the City of Valdosta had a Greyhound Bus Station which is now closed. Although the stand-alone bus station is now closed, Greyhound still has a bus stop in Valdosta, but it is now at Citgo, a convenience store on the edge of town.

More recently, the intercity bus agency, Megabus, is also providing its services to the Valdosta Urbanized Area. This bus system provides trips to a limited number of cities from the Valdosta area. These trips are to Atlanta, Orlando, and Gainesville. Megabus does not have a stand-alone bus station but has a bus stop at the Rainwater Conference Center.

There are also many ridesharing and mobility as a service options in the Valdosta Urbanized Area. This includes taxi services and Uber; however, this is not enough to address the growing need for an affordable and accessible public transit system.

Figure 20. Persons speaking with Megabus Driver, Source: Valdosta Daily Times, Terry Richards

Beyond rural and coordinated transit services and intercity bus transportation options, a public transportation system that offers affordable, accessible transportation is a growing concern for the entire community in the Valdosta Urbanized Area as this can also positively affect the entire VLMPO area. Economic development in the community is dependent upon employees being able to get to work, and students being able to get to classes where they can improve their skills for better jobs. The Valdosta Consolidated Housing Plan has identified the lack of accessible public transit as a barrier to affordable housing in the community, leading to reduced access to jobs and other services in relation to where people can afford to live.

For several years the community has debated how to fund public transit, and no solution has been decided upon at this point. For this reason, in this Plan, the local source of revenue for an urban public transit system has not been identified at this time. However, more than $40 million would be needed in local funds over the next 25 years to build and operate an urban transit system. A goal of the present Plan is to create a multi-modal transportation system (highways, public transit, bicycle, pedestrian, freight, rail, air, etc.) that is affordable and accessible to the community and promotes economic prosperity for all residents. As of mid-2020, the City of Valdosta has released a request for qualifications and proposals for an urban transit system.

Transportation Review: Areas Outside Lowndes County

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

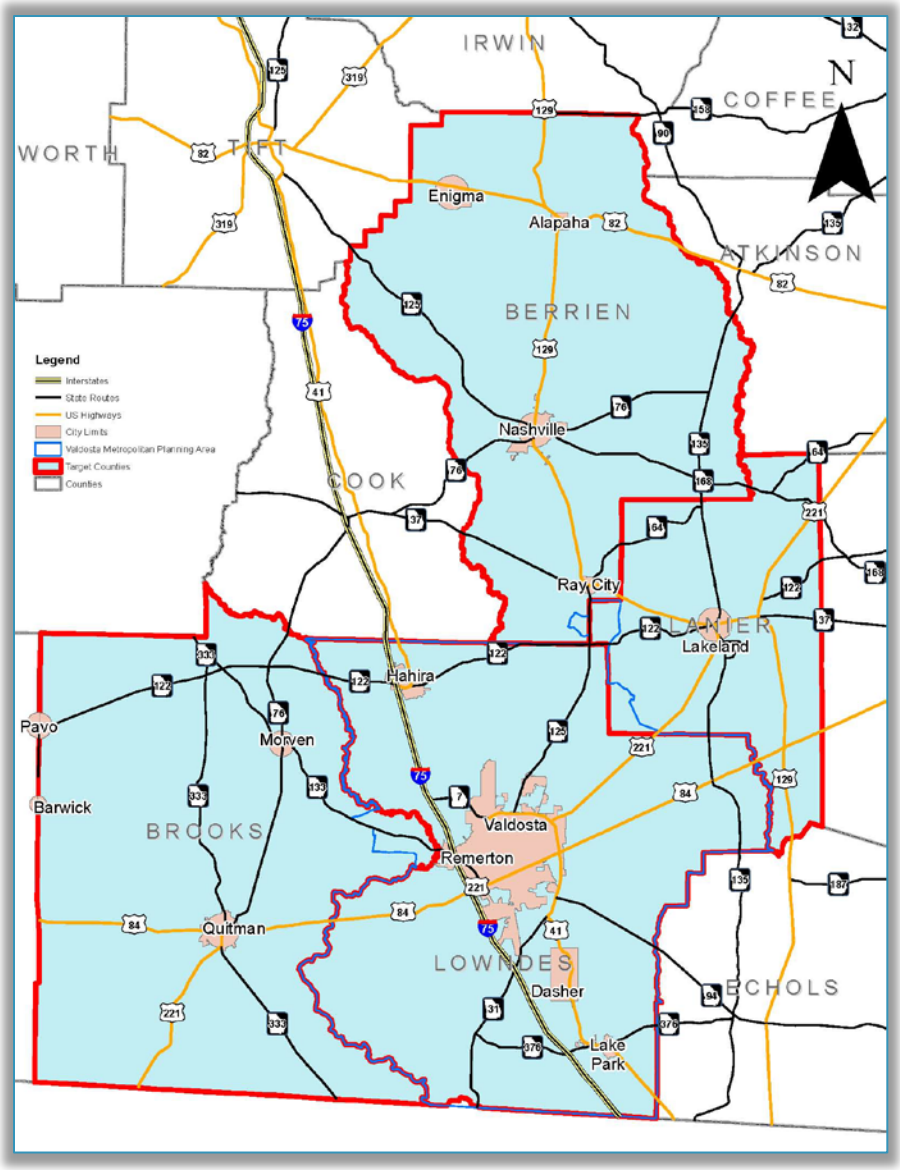


Figure 251. Urban and Rural Counties in the Valdosta Metropolitan Planning Area

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

Berrien County

Berrien County is not experiencing any deficiencies in its portion of road network that falls into the MPO area. The county continues to work to maintain the existing road network in good condition through ongoing maintenance and repair funded with assistance from the state DOT through the Local Maintenance and Improvement Grant Program (LMIG). The county does have a public transit system and provides rural public transit through the 5311 Program. The SGRC coordinated human services transportation system purchases trips on the Berrien County Transit System supplementing transit services in this community. A Transit Development Plan completed by the SGRC in 2014 recommended that the Berrien County Transit System should market its service more to area social service agencies and explore more options for increasing ridership based on a demand study included in the Transit Development Plan. No parking deficiencies were identified in Berrien County.

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

Figure 22. Agritourism Signs in Berrien County, Source: SGRC

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

The Cater Parrot Railnet railroad in the county has several crossings in poor condition, and repairs are needed. The county will continue to work with the rail line operator to identify and address issues. The Berrien County airport has already been improved with a runway extension to 5,000 feet. Additional planned improvements include fuel islands and a terminal lounge area that will improve access to local business using this facility. Overall, the major components of the Berrien County Transportation network are good and can adequately

serve the needs of the community throughout the planning period with regular maintenance and minor improvements.

Brooks County

Brooks County is experiencing only minor deficiencies in its road network, more specifically, bridges are of concern, as older bridges are deteriorating due to poor building materials and practices. These small bridges on local roads provide crossings over small creeks and often washout during floods caused by heavy rain events. The county continues to redesign and reconstruct the bridges as problems are identified. Other improvements in the roadway network include multiple operational and maintenance projects that can now be completed due to additional funding from a Regional Transportation Special Purpose Local Option Sales Tax (TSPLOST). Like Berrien County, Brooks County does have public transit, and operates a rural transit system through the 5311 program.

A Transit Development Plan completed by the SGRC in 2014 recommended that the Brooks County Transit Service consider offering weekly trips to larger cities for planned appointments by residents and generally improving the marketing of the transit service to increase ridership and awareness of the program. The SGRC coordinated human services transportation system purchases trips on the Brooks County Transit System supplementing transit services in this community. Therefore, there are no deficiencies in the transit system. There are no parking deficiencies in the community other than during festivals and events in the downtown Quitman area.

Figure 23. Downtown Quitman, GA, Source: SGRC

Deficiencies with the local rail lines in Brooks County are occurring mostly along the OmniTrax (Georgia/Florida) rail lines. Several crossings are in poor condition and/or unsignalized. In addition, a realignment is needed at Washington Street. This entire corridor from Perry, Florida to Adel, Georgia is in need of repair and upgrades to improve usage of this rail line for local businesses. Freight within Brooks County is non-problematic along state routes. Along non-state routes freight traffic is causing some increased road deterioration and safety issues.

Within the industrial park south of the City of Quitman, the county included a truck route around the park in its Comprehensive Plan. The Brooks County Airport is operating well. No new extensions or runways are needed at this time. However, hangars and an airline fueling station are needed to improve usage of the airport for local businesses.

Previously, traffic and land use issues have centered on the Highway 133 corridor throughout Brooks County; however, most of these issues have been addressed with the widening of 133 by the Georgia DOT. Overall, the major components of the Brooks County transportation network are in good working order and can adequately serve the needs of the community throughout the planning period with regular maintenance and minor improvements in partnership with GDOT through the LMIG Program as well as the Regional Transportation Special Purpose Local Option Sales Tax (TSPLOST).

Lanier County

Lanier County is not experiencing any deficiencies in its road network. The county continues to work to keep the existing road network in good condition through ongoing maintenance and repair funded with assistance from the state. Lanier County does not have a public transit, however the SGRC does provide coordinated human service trips in the community for eligible clients of the service. There are no major deficiencies with the local rail lines in Lanier County. A minor issue with flooding at the railroad bridge over the Alapaha River has occurred periodically during major storm events.

Freight continues to flow through Lanier County with few problems. The intersection of SR 37, SR 31 and US 221 in downtown Lakeland is problematic, particularly for larger logging and freight trucks travelling South. Difficulties with the alignments of the state routes continue to challenge state transportation planners. Overall, the major components of the Lanier County Transportation network are in good working order and can adequately serve the needs of the community throughout the planning period with regular maintenance and minor improvements.

Figure 24. Banks Lake National Wildlife Refuge

Vision2045 Goals

Federal law requires MPOs to update transportation plans every five years. These long-range metropolitan transportation plans "shall include both long-range and short-range strategies/actions that lead to the development of an integrated multi-modal transportation system to facilitate the safe and efficient movement of people and goods"[16]. The Vision2045 Metropolitan Transportation Plan is the continuation of transportation planning efforts in Valdosta and Lowndes County that date back to before the creation of the MPO in 2003. In cooperation with federal, state, and local planning partners, the SGRC, as the MPO has developed this new transportation plan with a twenty-five-year horizon to improve our communities' movement of people and goods and foster economic development throughout the region that produces a better quality of life for the residents.

National Goals and Planning Factors

The MPO must, in accordance with federal regulations, analyze the following national goal areas and incorporate Performance Management through Performance-Based Planning and Programming (PBPP) for most efficient use of federal funds. PBPP analyzes conditions and data to create prioritization of projects and establish performance measures and targets under each national goal. These national goals are incorporated with state and local goals into the goals and objectives for the Vision2045 Transportation Plan later in this section. The MPO has adopted the States targets for these national goals and the targets are updated annually in the System Performance Report.

> *"It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:*
>
> *(1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.*
>
> *(2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.*
>
> *(3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.*
>
> *(4) System reliability - To improve the efficiency of the surface transportation system.*
>
> *(5) Freight movement and economic vitality - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.*
>
> *(6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.*
>
> *(7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices."*[17]

The FAST Act carries on the tradition of previous federal transportation authorizations by adding two new Planning Factors in addition to the previous eight that MPOs are required to consider as transportation plans and other documents are developed. This Plan works to address each of these planning factors through recommended projects, programs, and strategies.

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[16] 23 CFR 450.322(b)

[17] 23 USC §150(a)(b)

[17] 23 CFR § 450.306

"*The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:*

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(2) Increase the safety of the transportation system for motorized and non-motorized users;
(3) Increase the security of the transportation system for motorized and non-motorized users;
(4) Increase accessibility and mobility of people and freight;
(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(7) Promote efficient system management and operation;
(8) Emphasize the preservation of the existing transportation system;
(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(10) Enhance travel and tourism."[18]

State Goals

The State of Georgia has to address National goals, as well as State goals. In 2009, the Georgia Legislature passed the Transforming Transportation Investment Act. Among other things, this Act outlined several investment policies for the state. This Plan works to address each of these investment policies through projects, programs and policies.

"*A State-wide Strategic Transportation Plan] shall be developed with consideration of investment policies addressing:*

(1) Growth in private-sector employment, development of work force, and improved access to jobs;
(2) Reduction in traffic congestion;
(3) Improved efficiency and reliability of commutes in major metropolitan areas;
(4) Efficiency of freight, cargo, and goods movement;
(5) Coordination of transportation investment with development patterns in major metropolitan areas;
(6) Market driven travel demand management;
(7) Optimized capital asset management;
(8) Reduction in accidents resulting in injury and loss of life;
(9) Border-to-border and interregional connectivity; and
(10) Support for local connectivity to the state-wide transportation network."[19]

In an effort to further streamline performance-based planning efforts the Georgia Legislature is currently considering House Bill 1098, which would address the Federal and State requirements of the Statewide Strategic Transportation Plan and may change the above goals.

[19] O.C.G.A. § 32-2-41.1(a)

Common Community Vision

The SGRC, as the MPO, led an initiative in 2013 to develop a Common Community Vision for all of Valdosta and Lowndes County, part of a continuing comprehensive and cooperative (3-C) local planning process leading up to the development of the 2040 Transportation Vision Plan. The Common Community Vision, or CCV, is a partnership of local governments, the MPO, and other agencies to work cooperatively to achieve a common vision for the community, using a common set of aspirational goals. The MPO Policy Committee adopted *A Common Community Vision for Greater Lowndes County* in January 2014 to be the guide for various community organizations and local governments to use in developing future planning efforts. The entire CCV document can be found on the SGRC website (www.sgrc.us). The CCV was used as the basis for developing the goals for the Vision2045 Plan.

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

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

Every five years, Lowndes County and its cities are required by Georgia law to update their joint Comprehensive Land Use Plan. The last update was adopted in 2016 and the next required update will be adopted in 2021. The elements of the existing plan, including a vision for the community and identifying an agenda for realizing that vision. The CCV was used in this document to develop the Policies outlined by stakeholders to address issues and opportunities throughout the community. The MPO has made a commitment to identify how transportation impacts all of the aspirational goals identified in the CCV, and has included transportation strategies that will be implemented through this plan to improve the overall community.

In order to build the framework and jointly develop performance measures and targets through performance-based planning and programming, as well as provide a better display of the framework of integration of goals in the Vision2045 Transportation Plan, the following chart was developed to show how the eighteen aspirational goals and objectives that were identified in the Common Community Vision (CCV) relate to the national goals, and planning factors.

Table 5. Integrated Local Goals/Objectives, and National Goals and Planning Factors

CCV Aspirational Goals and Transportation Objectives	Related Federal Planning Factors	Related National Goals
Support Regional Economic Engines through Accessible, Multi-Modal Transportation Systems for the Movement of People and Goods.	• Support Economic Vitality • Increase accessibility and mobility of people and freight	• Freight Movement and Economic Vitality
Improve Workforce Development Training Through Investments in Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	• Support Economic Vitality • Increase accessibility and mobility of people and freight	• Freight Movement and Economic Vitality
Develop Basic Transportation and Utility Infrastructure that Promotes Resiliency and Reliability.	• *Improve the resiliency and reliability of the transportation system*	• *Environmental sustainability*
Encourage Entrepreneurship and Small Businesses through Affordable, Accessible, Multi-modal Transportation Investments.	• Support Economic Vitality • Increase accessibility and mobility of people and freight	• Freight Movement and Economic Vitality
Support local schools through affordable, accessible, and efficient multi-modal and public transit investments.	• Support the economic vitality	• Freight Movement and Economic Vitality
Provide Regional Connectivity through an Efficient, Safe, Accessible, and Affordable Multi-Modal Transportation System	• enhance the integration and connectivity of the transportation system	• Freight Movement and Economic Vitality
Develop Land Use Policies that Promote to Community Infrastructure and Amenities through Multi-Modal Transportation Investments	• promote consistency between transportation improvements and State and local planned growth and economic development patterns	• *Congestion reduction*
Promote Healthy Eating and Active Lifestyles by Implementing Active, Healthy Lifestyle Transportation Strategies	• improve the quality of life	• *Safety – Reduce fatalities and serious injuries*
Implement Bicycle and Pedestrian Transportation Projects that Promote an Active, Healthy Lifestyle	• increase the safety of the transportation system for motorized and nonmotorized users	• *Safety – Reduce fatalities and serious injuries*
Provide Housing that is Safe, Affordable and Accessible to All Income Levels and has Multi-Modal Transportation Investments that are Context Sensitive.	• promote consistency between transportation improvements and State and local planned growth and economic development patterns	• *Congestion reduction*
Promote Conservation and Renewable Energy through Alternative Transportation and Fuel Technologies.	• protect and enhance the environment, promote energy conservation	• *Environmental sustainability*
Coordinate with Emergency Responders to Develop Resilient, Well Maintained Transportation Infrastructure.	• emphasize the preservation of the existing transportation system	• *System reliability*
Implement Transportation and Land Use Policies that Support Cultural/Historic Resources and Promote Tourism.	• *Enhance travel and tourism*	• *Freight movement and economic vitality*
Develop Regional Leadership that Promotes Transparency, Citizen Engagement, and Coordinated Planning and Delivery of Transportation Projects.	• promote efficient system management and operation	• *Reduced project delivery delays*

Performance-Based Planning

The FAST Act requires states and MPOs to develop performance measures for their long-range transportation plans. Performance-based planning and programming (PBPP) is an integral component within transportation performance management, a strategic approach that uses data to support decisions that help to achieve performance goals. Performance-based planning is the use of a strategic direction (goals and objectives) and performance trends to drive the development of agency strategies and priorities in the long range transportation plan (LRTP) and other performance-based plans (e.g., safety, asset management, mobility/operations, freight, etc.). The identified strategies and priorities in these plans lead to the programming of projects selected to make progress toward performance targets, objectives and goals.[20]

States and MPOs must develop performance measures for their long-range transportation plans in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), which has been replaced with the Fixing America's Surface Transportation Act (FAST Act). While the law provides broad national goals for performance measures, the states and MPOs are required to jointly develop quantifiable targets for transportation plans based on regulations promulgated by the Federal Highway and Transit Administrations. These performance measures were enacted to help improve highway safety, travel time reliability, among other important areas to help create and maintain a safe, efficient transportation network. The performance measures and targets below are the national, state and local performance measures and targets for the VLMPO. This table, much like the performance and planning objectives and goals table, integrates the targets.

[20] TPM Guidebook, 2016; https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf

Table 6. Integrated Local, State, and National Performance Measures and Targets

<table>
<tr><td colspan="3">Support Economic Vitality and Enhance Travel and Tourism</td><td colspan="3">Enhance the Integration and Connectivity of the Transportation System Across and Between Nodes for People and Freight</td></tr>
<tr><td rowspan="6">Goal 1: Safety and System Reliability</td><td>Performance Measures:</td><td>Targets:</td><td rowspan="3">Goal 2: Infrastructure Condition</td><td>Performance Measures:</td><td>Targets:</td></tr>
<tr><td>% of the person-miles traveled on the Interstate that are reliable</td><td>2-year: 73%; 4-year: 67%</td><td>% of Interstate System Pavements in Good/Poor Condition</td><td>> = 50%/ < = 5%</td></tr>
<tr><td># of Fatalities</td><td>1,655</td><td>% of non-Interstate NHS pavements in Good/Poor Condition</td><td>> = 40%/ < = 12%</td></tr>
<tr><td>Rate of Fatalities (/100M VMT)</td><td>1.31</td><td>% of NHS Bridges in Good/Poor Condition</td><td>> = 60%/ < = 10%</td></tr>
<tr><td># of Serious Injuries</td><td>24,324</td><td colspan="2" rowspan="2"></td></tr>
<tr><td>Rate of Serious Injuries(/100M VMT)</td><td>18.9</td></tr>
<tr><td colspan="3">Increase the Safety, Security, Accessibility and Mobility of the Transportation System Network for People and Freight</td><td colspan="3">Improve Transportation System Resiliency and Reliability and Reduce (or mitigate) the Stormwater Impacts of Surface Transportation</td></tr>
<tr><td rowspan="3">Goal 3: Congestion Reduction</td><td>Performance Measures:</td><td>Targets:</td><td rowspan="2">Goal 4: Freight Movement and Economic Vitality</td><td>Performance Measures:</td><td>Targets:</td></tr>
<tr><td>% of person-miles traveled on the non-Interstate that are reliable</td><td>2-year: NA; 4-year: 81%</td><td>Truck Travel Time Reliability (TTTR) Index</td><td>2-year: 1.66; 4-year: 1.78</td></tr>
<tr><td>% of the person-miles traveled on the Interstate that are reliable</td><td>2-year: 73%; 4-year: 67%</td><td colspan="2"></td></tr>
<tr><td colspan="3">Promote Efficient System Management and Operation and Emphasize the Preservation of the Existing Transportation System</td><td colspan="3"></td></tr>
<tr><td rowspan="2">Goal 5: Environmental Sustainability</td><td>Performance Measures:</td><td>Targets:</td><td rowspan="2">Goal 6: Reduced Project Delivery Delays</td><td>Performance Measures:</td><td>Targets:</td></tr>
<tr><td>No performance measures determined at this time</td><td>No performance targets determined at this time</td><td>No performance measures determined at this time</td><td>No performance targets determined at this time</td></tr>
</table>

Analysis of Future Conditions and Needs

In 2019, the MPO obtained the consulting services of Transport Studio, LLC to prepare socioeconomic data for use in the Vision2045 Plan Travel Demand Model and for other purposes. This full report is found on the SGRC website as a supplemental report to this Plan. While it goes into great detail discussing various socioeconomic characteristics of the region, only a summary is provided here. The 2045 Socioeconomic Data Study was also completed for use by the entire community and complements the Common Community Vision report as well. The data included in the 2045 Socioeconomic Data Study will be used to support other local planning efforts relating to education, housing, and economic development, land use, and hazard mitigation planning.
By the year 2045, it is projected that the population in the Valdosta-Lowndes MPA will be 157,495.[21]

Table 7. VLMPA 2045 TDM Population, Source: 2045 Socioeconomic Data Study, Transport Studio, 2019

Year	County	County-wide Population	TDM Population
2045	Lowndes	154,885	152,487
2045	Berrien	16,271	56
2045	Brooks	12,927	2,514
2045	Lanier	15,032	2,438
2045	Total	199,115	157,495

Concurrently, the area is also expecting density increases in various areas due to single-family housing as well as growth in jobs and industries. The main industries that served as Transportation Demand Model variables for the Valdosta-Lowndes MPA are manufacturing, service, retail, agriculture, and mining and construction jobs.

Table 8. VLMPA 2045 TDM Employment Sectors, Source: 2045 Socioeconomic Data Study, Transport Studio, 2019

Year	County	TDM Employment	Manufacturing Employment	Service Employment	Retail Employment	AMC Employment	TDM Households
2045	Lowndes	74,644	8,675	48,657	12,383	4,929	58,340
2045	Berrien	47	0	15	0	32	30
2045	Brooks	185	21	114	28	22	1,231
2045	Lanier	28	0	28	0	0	934
2045	Total	74,904	8,696	48,814	12,411	4,983	60,535

The MPO provided to Transport Studio consultants growth area maps that were updated from the 2040 Transportation Plan to include updated growth areas (residential, commercial, industrial, schools), development densities, and development timeframes. These growth area maps received input and were reviewed by local land use planners and engineers to ensure the data were the best assumptions of future development at the time.

[21] 2045 Socioeconomic Data Study, Transport Studio, 2019

The consultant then took this base level data, combined it with their own methodologies for allocating future growth, and completed the following socioeconomic data projections: population; employment in the manufacturing, retail, service, and wholesale industries; school enrollment; and number of households. These data were provided in five-year increments for the years 2015 through 2045 and at the geographies of county, city (Valdosta only), tract, TAZ, and block group; each where appropriate. As noted previously, these data were intended to be used in other planning efforts, so appropriate data were also compiled for housing characteristics and for racial and ethnic characteristics as well.

Some of the highlights of the 2045 Socioeconomic Study are described below, along with discussion of what impacts they may have on the future of transportation of people and goods in the region.

- Single-family housing units will decrease to 64% by 2045, indicating an increase in more dense, multi-family housing units in the future. "It is broadly accepted that fairly dense urban development is an essential feature of a successful public transit system"[22] and other non-vehicular transportation options like bike lanes, multi-use paths, and sidewalks.
- By 2045, the population of Lowndes County will be 154,885, and the day-time population will be more than 157,000. As a regional economic hub, the regional transportation network must be able to handle this additional capacity of residents and commuters, as well as through traffic, by making strategic transportation investments now. This includes reducing or minimizing congestion and improving roadway safety and efficiency.
- Residential growth areas of the region will tend to be north of Valdosta, and current residential areas will become more densely populated. This population growth will cause rural roadways to become congested, requiring capacity improvements to be programmed in these high growth areas. Areas already developed will continue to require investment in terms of ongoing maintenance and other improvements to transportation infrastructure like the development of bike lanes, sidewalks, and other affordable, accessible, multi-modal transportation options.
- Employment centers are not anticipated to change significantly in the next 25 years. Congestion around these areas will continue to be a challenge for local governments as roadways in developed areas cannot be widened as easily as those in less developed areas. High-density employment will continue to encourage public transit and ridesharing as an alternative for transportation access by employees and customers of businesses throughout the community.

Overall, the 2045 Socioeconomic Data Study shows that the Valdosta and Lowndes County area is growing denser and will require improved and expanded multi-modal transportation systems and networks in order to move people and goods efficiently throughout the region.

Transportation Network and Vehicle Technology

The progression of autonomous (self-driven) and connected (intelligent) vehicles will change the way many people travel and how they view mobility and accessibility. Often the term Connected Autonomous Vehicle (CAV) is used to describe both these types of vehicles. Although the adoption of fully-self driven vehicles is predicted to be decades away[23], some technological advances that may be precursors to fully autonomous and connected vehicles are installed in many vehicles today. There are various levels of autonomous vehicles and

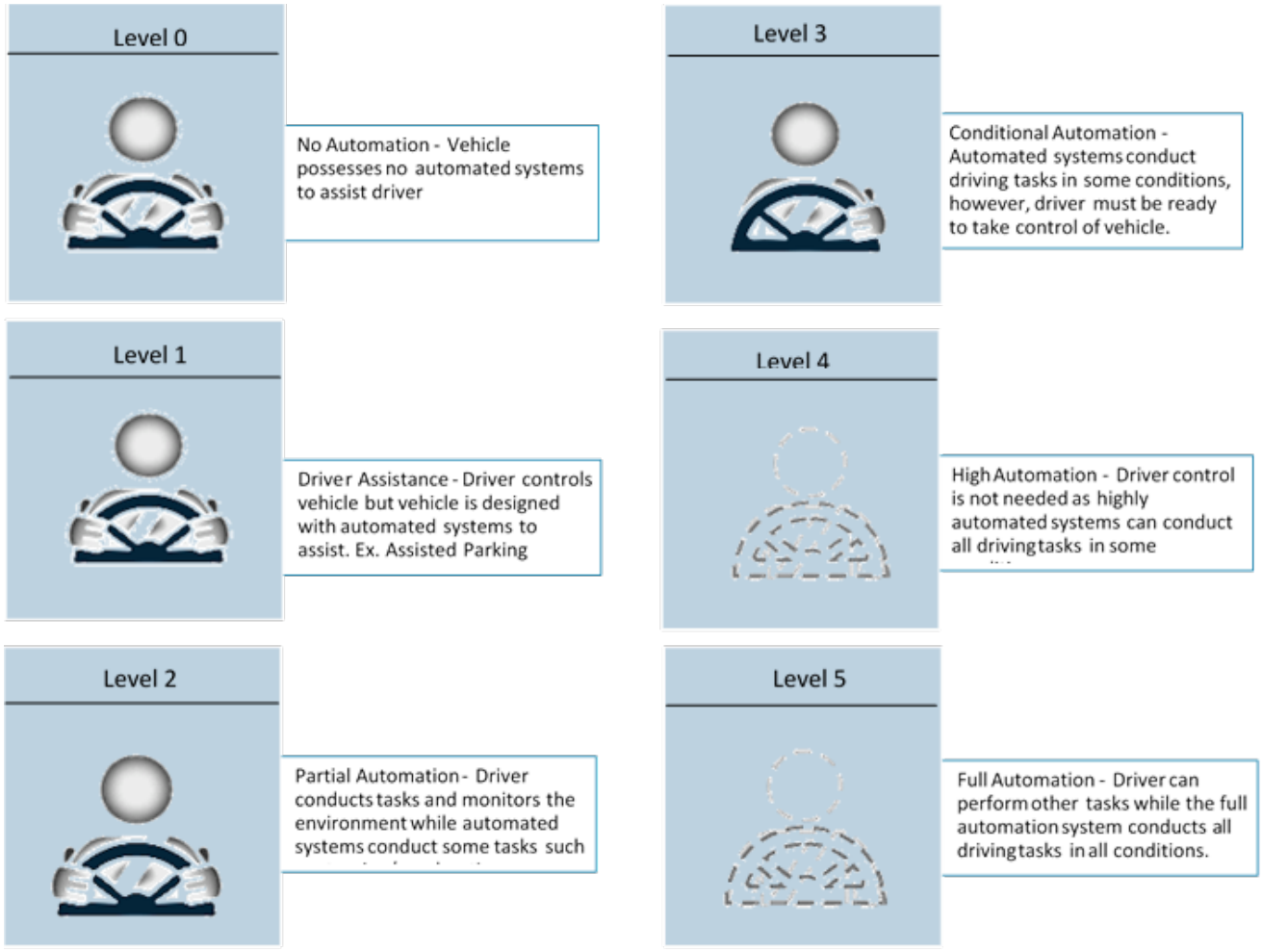
22 Cervero and Guerra, *Urban Densities and Transit: A Multi-dimensional Perspective.* UC Berkley Center for Future Urban Transport, September 2011.

23 Erica Groshen, Susan Helper, John McDuffie, and Charles Carson. "Preparing U.S. Workers and Employers for an Autonomous Vehicle Future." University Professional and Continuing Education Association. June 2018. https://upcea.edu/autonomous-vehicles/

they are all being created in an effort to help increase safety and provide mobility and accessibility, all while staying appealing to consumers.

Connected Autonomous Vehicles (CAVs) will have multiple impacts in local communities once implemented. Some of these impacts will be beneficial, while others will require planning in several areas to mitigate negative outcomes. Some beneficial impacts, for example, are that CAVs can help the economy through industrial initiatives, and can be a data source for policy guidelines to help guide land use, new infrastructure, and roadway design.

Figure 275. Levels of Automation Adapted from the Society of Automotive Engineers (SAE) & National Highway Traffic Safety Administration



CAVs can also help with transportation systems and transit through short-range wireless communication that allows for information sharing with infrastructure and other road users. CAVs have the capability to potentially reduce crashes, decrease travel time, improve energy efficiency, and provide a more efficient use of service-based transportation options. The implementation of CAVs could greatly impact this region in multiple areas. However, planning for transportation technologies plays a big role in how prepared Valdosta and Lowndes County is for such a potential drastic change in the transport of people and goods. Specific policies would need to be discussed and identified based on the potential impacts and benefits of advanced transportation technologies such as CAVs. The MPO should undertake an assessment in partnership with state and local transportation agencies on the readiness of existing policies and infrastructure to respond to CAVs.

Transportation systems would be more efficient with CAVs due to the automobiles' ability to communicate with smart infrastructure and travel apps such as WAZE and Google Maps. Having detour information earlier in a commute can reduce travel time and suggest multiple routes while in route. More efficient traffic flow may curtail the need for new infrastructure such as added travel lanes and cut back on maintenance costs.

Along with the continued implementation of CAVs, travel trends and behaviors may change at multiple levels. With this change, many of the land use and zoning requirements should be revisited and updated to reflect appropriate design guidelines and policies to accommodate these trends and help with strategic investment in new infrastructure. Electric Vehicle chargers at strategic locations will be beneficial to the changing technology and forecasted trends in transportation mobility.

Transit in Valdosta and Lowndes County under the implementation of CAVs will establish greater transportation options. Many transportation services will be provided by private companies; however, with coordination and integration of these services, the transportation system will be more efficient and beneficial to the community. Investing in all-electric vehicles for a public transportation system is one option that will be more efficient for transit. Another option is with companies that provide mobility as a service such as Uber.

Having automated service-based transportation options is one way to keep mobility and accessibility available to various population demographics, especially those who are disadvantaged. As the population of the region ages, many seniors will drive less or not at all. Having CAV transportation options will allow seniors as well as those who do not have access to transportation to get to doctor's appointments, grocery shopping, and outings. CAVs allow for better access to transportation for all groups, especially populations that are disadvantaged.

Currently, much of the data that is gathered concerning the movement of people and goods is captured via cell phone data, user contributed data into platforms such as Google Maps, smart infrastructure. CAVs will be able to gather and generate large amounts of more accurate data (that has been anonymized and/or aggregated) due to the vehicle being the receiver and generator of data as it moves through the transportation network. In this aspect, the vehicle while monitoring the driving environment will avoid potential infrastructure deficiencies and this data can be pulled and analyzed for future transportation improvements.

Cybersecurity, within the context of road vehicles, is the protection of automotive electronic systems, communication networks, control algorithms, software, users, and underlying data from malicious attacks, damage, unauthorized access, or manipulation to the network and the information of people who use the transportation network.[24] Personal data can be accessible through CAV's and Smart Infrastructure as well as the vulnerability to the system itself. In 2015, 1.4 million vehicles were impacted by the first and only (at that time) cybersecurity-related recall. [25]As technology becomes more available and accessible in the transportation area, many city and county road departments will need IT professionals to help with Hiring IT professionals to work in transportation management can also come with a heavy cost to ensure the safety of the systems that are in place.

Due to changing technologies that are impacting the demand for transportation, such as ride-sharing (e.g., Uber), it is possible that in the future, self-driving cars will change the way in which the transportation system is constructed as well as the way in which the system serves the travelling public. Vehicles that get better fuel mileage will continue to pose a challenge for lawmakers as fuel-based user fees provide decreasing support for the growing cost of maintaining and constructing new transportation infrastructure. Infrastructure to address

[24] NHTSA, "Automotive Cybersecurity". https://www.nhtsa.gov/crash-avoidance/automotive-cybersecurity
[25] NHTSA, "Vehicle Cybersecurity". https://www.nhtsa.gov/technology-innovation/vehicle-cybersecurity

not only the travel demand but also connected, autonomous, and electric vehicles will be needed. Smart infrastructure that provides directions to the vehicle or makes intersections safer for vehicles that communicate with one another as well as pedestrians and bicyclist will be needed.

There are multiple benefits and impacts that will come along with the implementation of CAV's and electric vehicles. One of the most important benefits is safer travel on the transportation network as well as increased efficiency. CAVs may be beneficial in helping to reduce the crash rate in the local area. CAVs may be able to do this through the ability to monitor the driving environment continuously and mitigate crashes due to human error. CAVs may also reduce the amount of funding spent on infrastructure and maintenance and increase travel time reliability, through travel time reduction and efficient traffic flow. The MPO can create a CAV Assessment to help lay the groundwork for local governments to implement new policies and/or infrastructure.

There are many things that local governments can do to help address and make the transition/upkeep of electric vehicles easier. The following are some examples.

- Parking decks that already include conduits without chargers
- Increase policy for charging stations, such as charging stations on streetlights
- Prepare for funding opportunities such as a GA Power Grant for electric infrastructure installation
- Purchase electric fleet vehicles that are beneficial to rural areas such as the Chevy Volt
- Implement programs for low-income persons (volunteer-rideshare service)
- Place charging ports below the fuse box in new homes and buildings

The MPO can assist in helping the local governments with transitioning to accommodate autonomous and electric vehicles through creating various studies and reports that will analyze the current transportation network with recommendations geared toward the construction of smart infrastructure and the cybersecurity of the users of the transportation network.

2045 VLMPO Network Model

The 2045 Transportation Plan Network Model refers to the region's major roads and highways, as they are included in the travel demand forecasting model. The model is just one of the many tools the MPO can use in transportation decision making. It is best used at the macro level (corridor, regional, city, or county level) and does not give as accurate a picture of traffic conditions at the micro level (example: intersections and interchanges). This should be kept in mind as the outputs of the model are reviewed.

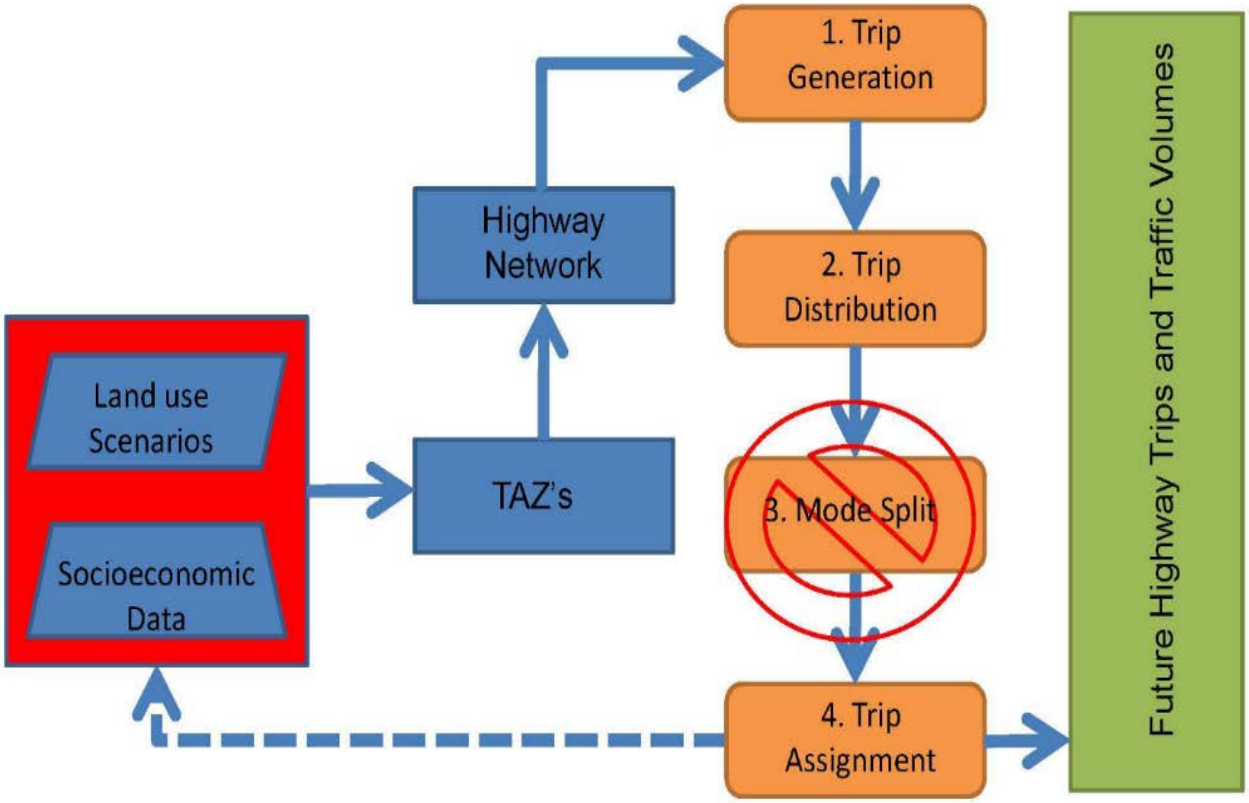
The model contains the Interstate highway system as well as roadways functionally classified as arterials and collectors. As a generally accepted modeling practice, locally classified roadways are not included (however some may be included to demonstrate connectivity on a limited basis, which was done in the Vision2045 model to allow for new road construction to connect to the MPOs' current transportation network.

The baseline data for the Vision2045 Plan was collected to represent calendar year 2015. The model is used to predict travel behavior and resulting demand within an urbanized area, so calibration to existing, known conditions is key to usable model outputs in future year forecasts.

As described earlier, the collection of demographic information was compiled at the TAZ level. This, as well as road network data (functional classifications, lanes, speed, annual average daily traffic, etc.), is coded into the model to accurately depict the transportation system and land use characteristics. A traditional four-step gravity model process is used for travel demand forecasting.

These steps are trip generation, trip distribution, mode split, and assignment. In the model for Valdosta and Lowndes County, the mode split step is skipped because the percentage of vehicle miles travelled on modes of transportation other than cars or trucks is extremely small and would not be accurately depicted in the model if it were included. Trip generation estimates the number of person-trips generated by each TAZ by their respective trip purpose (home based – work, home based – other, home based – shopping, and non-home-based trips.

Figure 26. TDM Flow Chart for Level of Service Models



The traffic flows on every roadway section is within the modeled network. The assignment process is first calibrated to the base year (2015) conditions, and then it is utilized for forecasting future demand by superimposing the projected growth (households, employment, and school enrollment) for 2045 in each TAZ. The process is done iteratively until assigned volumes of traffic are reflective (within small margins of error) of existing traffic counts at specific locations (called screen lines).

The accuracy of the assignment process is validated through post processors that calculate the root-mean square error between the assigned volumes on links of roadways and actual average daily traffic on those roadways. 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.

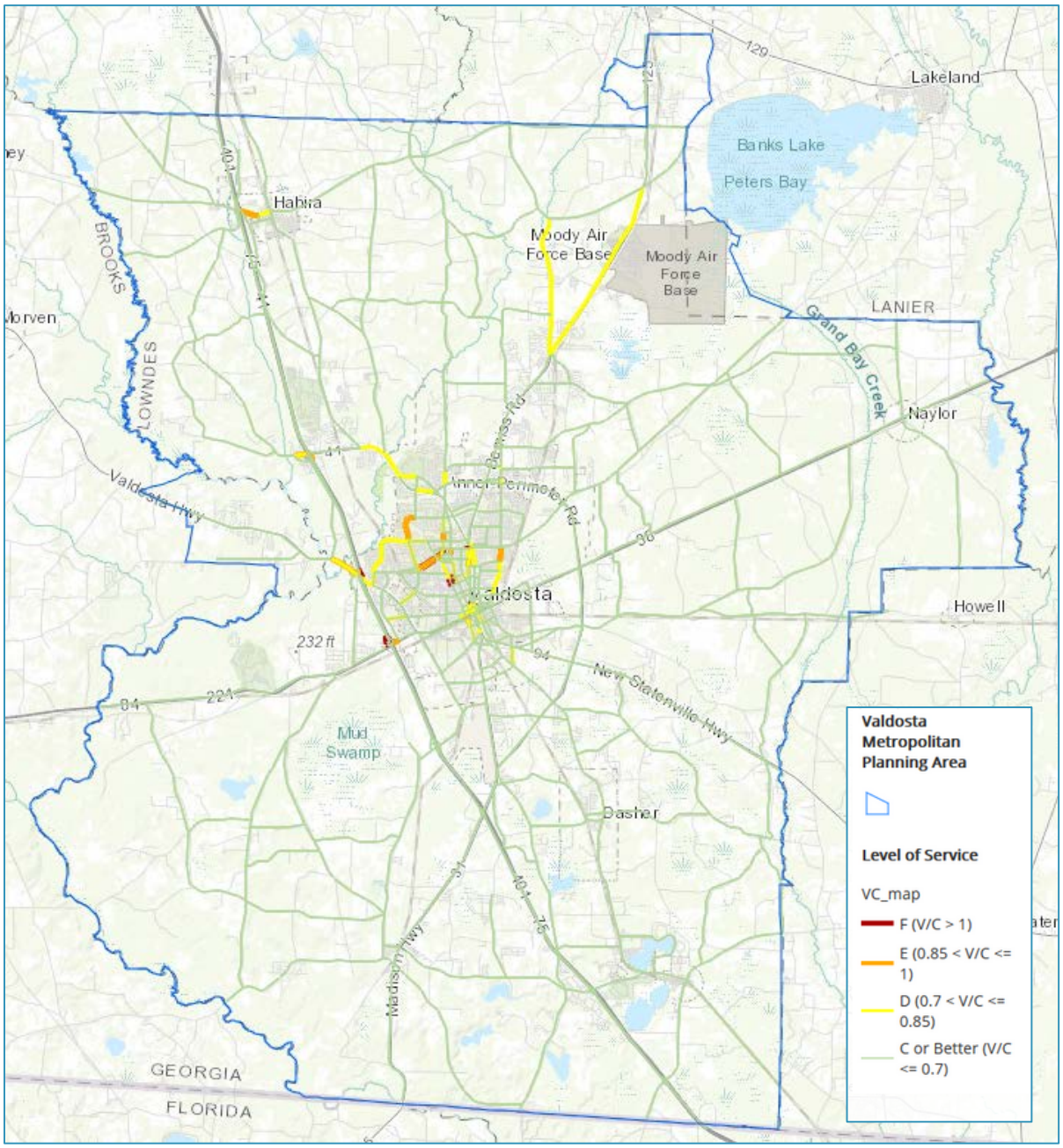


Figure 27. Base Year (2015) VLMPO Area LOS

Finally, the calibrated model can be used to identify existing deficiencies in terms of calculated measures of effectiveness line, level of service (LOS), vehicle miles travelled (VMT), and vehicle hours of delay (VHD) at the regional, macro-level. Furthermore, the model is used to test alternatives (conceptual projects) to assess the effects on the roadway in terms of shifts in travel demand and preference. These alternatives can then be

weighed in terms of benefits and costs by local officials to develop the preferred transportation improvements that are endorsed in the long-range plan.

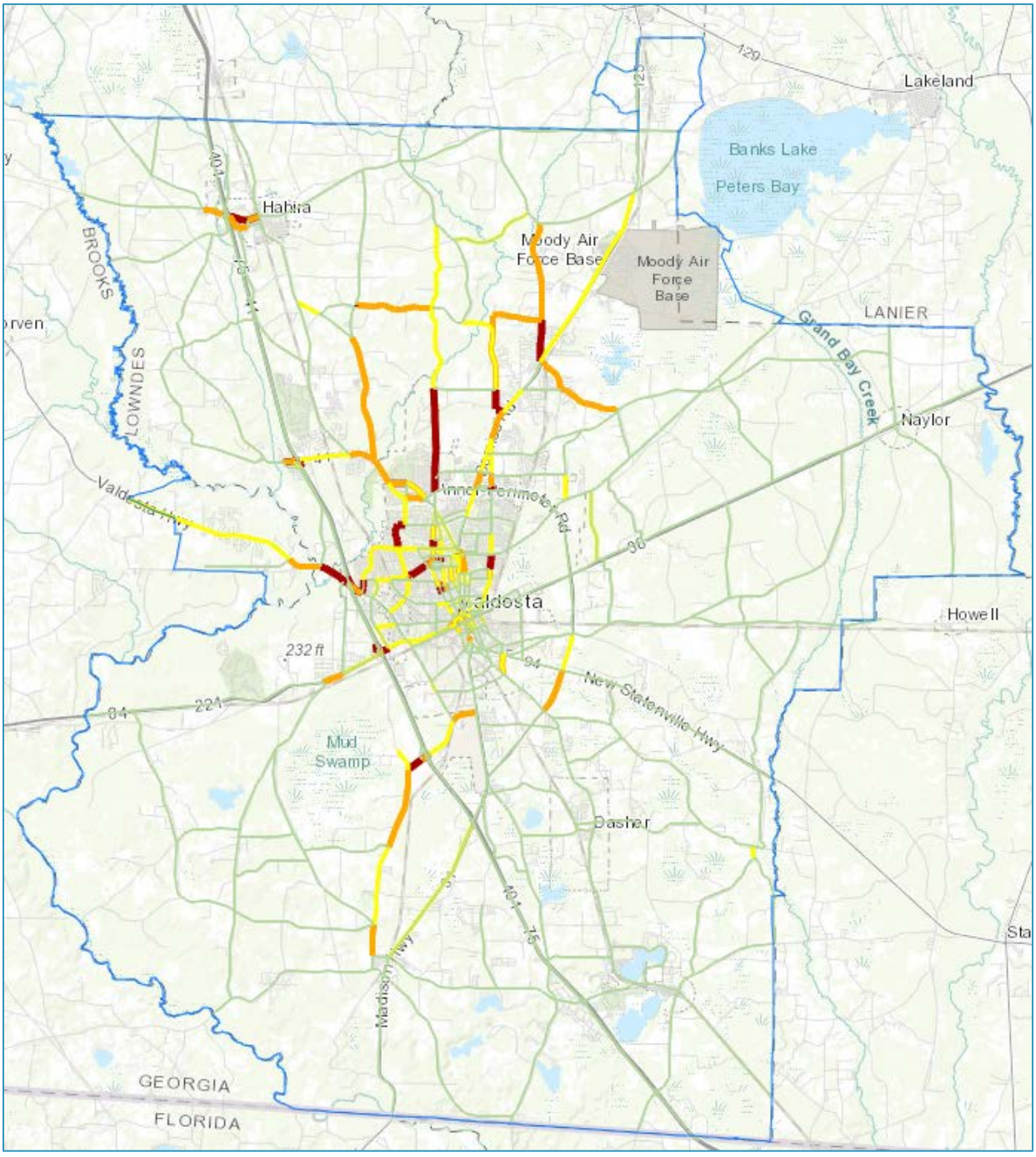


Figure 31.Future Year (2045) VLMPO Area LOS

The model development, socioeconomic methodology, and other technical items are available in a separate technical report that will be made available on the SGRC website (www.sgrc.us) after the completion of the Vision2045 Plan.

Vision2045

Recommended transportation investment priorities are based on helping the community to implement transportation improvements that will help to achieve the local, state, national goals. This includes assessing needs and impacts to the community and helping to allocate state and federal funding appropriately. The prioritization of improvements to the transportation network are based on the entire analysis of the network as it relates to overall performance (see TDM model), project evaluation scoring, operational issues, and public input.

To help address network deficiencies shown through transportation network analysis and the Travel Demand Model outputs from the base year model to the future year of 2045, the MPO recommends projects that may be most beneficial to easing congestion and improving the level of service while addressing the most continued challenges of the network that are listed below:

- Lack of East-to-West Connectivity
- Significant Congestion, in the city and the northern portion of the county.
- Truck Freight
- Railroad Crossings
- Lack of Multi-Modal Infrastructure
- Various Operational Deficiencies

The overarching recommended investment priorities to help address transportation network challenges in the planning area while also helping to achieve the aforementioned goals are listed below:

- Emphasize roadway capacity improvements that create needed connections and address congestion
- Focus on operational safety improvements that help to reduce crashes and improve network reliability
- Increase safety at railroad crossings through grade separation, safety signage and technology
- Include multi-modal options during the planning phase of projects
- Make accommodations for freight truck traffic in industrial growth areas or potential freight truck routes early on.
- Implement urban public transit that is affordable and accessible, and plan for rural public transit that continues to be sustainable, as well as affordable and accessible.

The transportation planning strategies are recommendations for the MPO to undertake over the next few years to improve the various areas of planning and coordination it takes to create an efficient, well prepared transportation network from continued assessment through the completion of transportation studies. The strategies include various studies to help identify projects and programs that will address challenges identified from public input and the analyses that went into the Vision2045 Plan while also helping to achieve the goals of the CCV.

These strategies were realized through the a 3-C transportation planning process that included analyses that were conducted of the transportation network along with public and stakeholder input. This planning process provided insight on current and future needs and opportunities for the planning area, that if pursued could help create a more efficient multi-modal transportation network that would be able to keep up with changing times and technology.

- The MPO within the next four years shall consider an analysis of the capabilities and preparedness of the transportation network for smart infrastructure and connected autonomous vehicles.

- The MPO shall continue to investigate investments in affordable, accessible public transit infrastructure through continuing research of urban transit systems as well as support of existing rural transit systems.
- The MPO shall consider a "Vulnerability Assessment" to access how existing or planned transportation facilities may manage during current or future hazards (natural/man-made, i.e. floods, security threats)
- The MPO, in partnership with the City of Valdosta and Valdosta City Schools, shall consider a Corridor Study of Park Avenue as well as various other corridors
- The MPO should consider the study of stormwater infrastructure in the road right-of way and how the impact to transportation infrastructure from extreme weather events can be mitigated.
- The MPO should consider the study of the addition of multi-use paths to facilitate healthy and active lifestyles along corridors that have available right-of-way (i.e. Healthy Corridors).
- The MPO, in partnership with the City of Hahira, Lowndes County, and the Valdosta-Lowndes Parks and Recreation Authority should study access alternatives to the North Lowndes Recreation Park and Soccer Complex, including how increased recreational tourism might prompt land use changes in the area.
- The MPO, in partnership with the Valdosta-Lowndes County Conference Center and Tourism Authority and other partners, should consider a wayfinding implementation study.
- The MPO, in partnership with Lowndes County should consider a study to convert existing intersections to roundabouts where appropriate to improve intersection safety.
- The MPO, in partnership with local governments should consider a railroad quite zone implementation study to improve safety and quality of life in local neighborhoods.
- The MPO shall encourage the analysis of alternative operational or capacity improvements early in the planning process through GDOT's ICE program or other appropriate means.
- The MPO shall encourage the consideration of the Complete Streets Policy recommendations when roadways are improved or being built.

It will be the responsibility of the MPO and local partners to carry out these implementation strategies through the annual Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and other planning documents.

Vision2045 Financial Plan

Current federal regulations require that a metropolitan transportation plan be fiscally constrained, demonstrating that the total estimated costs for transportation projects and improvements in the plan do not exceed reasonably expected revenue from federal, state, and local funding sources.

In order to forecast the expected revenues and achieve fiscal constraint for the Vision2045 Plan, the SGRC staff developed a financial plan that reviewed past transportation-related expenditures by state and local governments to anticipate future revenues in accordance with 23 CFR 450.322. This plan will help to identify revenue resources for the operation, maintenance, and construction of the MPOs highway projects and provide planning-level estimates of identified projects to keep the plan fiscally constrained. Revenue estimates for transit capital and operations, and highway operations and maintenance were also identified and separated from the revenue estimates for highway capacity projects. Transit revenue estimates are described later.

Pursuant to federal regulation CFR 23 450.324, "revenue and cost estimates that support the metropolitan transportation plan must use inflation rate(s) to reflect 'year of expenditure dollars.'" It is estimated that the available Year of Expenditure (YOE) revenues for funding transportation improvements through 2020-2045 planning period will total approximately $1 billion dollars. This includes only the local and regional sales tax revenue under TIA for the first 10 years of the planning period. The estimated TIA funds for the remainder of the planning horizon are described later.

Table 9. Summary of 2045 Financial Plan Revenue Forecast and Expenditure Allocations

Federal revenues	**$524,914,397.94**
State Revenues	$144,241,979.74
Transit Revenues	$135,142,990.04
TIA Revenues	$200,000,000.00
Total Revenues	**$1,004,299,367.72**
Highway Capital expenditures	**$601,850,461.00**
Highway Operating and Maintenance expenditures	$267,305,916.68
Transit Operating and Capital expenditures	$135,142,990.04
Total Expenditures	**$1,004,299,367.72**

Highway Revenues and Expenditures

Federal revenues are federal apportionments that are allocated to projects in the planning area. This includes the Surface Transportation Program (STBGP), National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Transportation Alternative Program (TAP), Recreational Trails, and discretionary programs. State revenues include revenue from state motor fuel taxes (commonly referred to as HB170 funds) and any other discretionary programs.

Revenues for 2020 to 2045 were assumed based on the past five years of funding allocated for projects in the MPA. The funding allocation amounts were gathered from the FY14-18 through FY18-21 Transportation Improvement Programs (TIPs) and the FY15-18 and FY18-21 GDOT State TIPs. The revenues were averaged from the 2014-2018 five-year period and the average served as the 2019 base year assumption. The base year amount was then forecast to grow at a rate of 1% annually. This rate is also used in the Georgia Department of Transportation's (GDOT) 2020-2045 projections.

Based on this, it is estimated, within reason, that the available funding from Federal, State and current TIA revenue will total $869,156,377.68. Of these revenues, based on the same historical documents, 60% of funding was allocated to capital projects and 40% of funding was allocated to maintenance. It is estimated that state and federal highway capital expenditures will total $ $ $601,850,461.00 while operating, and maintenance expenditures will total $ $267,305,916.68. The total amount of TIA that is committed to the MPO area over the next ten years has been added in with the capital and maintenance costs. Transit costs will total $135,142,990.04; this includes implementation, capital and operating costs of an urban public transit system through the year 2045, as well as the operations and capital costs of the existing rural public transit systems. With transit revenue included, the total revenue for the Vision2045 Metropolitan Transportation Plan is $1,004,299,367.72.

Transit Revenues and Expenditures

The transit portions of the Vision2045 Plan also require a fiscally constrained financial plan. The funds for the operation of these services are apportioned from the Federal Transit Administration to the Georgia Department of Transportation and contracted with local providers to provide transportation for the purpose of assisting with local transportation needs. The funding is split by formula for each unique purpose: 5310 funds are used to help meet the transport people with disabilities and older individuals; 5311 funds are specifically for rural areas to help with the costs of rural coordinated transit, and 5307 funds are used to assist public transportation operating and capital costs. Funds for both the regional Coordinated Human Services Transportation System and funds for a future urban public transit system in the Valdosta Urbanized Area are considered in this section.

Transit revenues for 2020-2045 were based on the past five years of funding allocated (by Congress for urban 5307 funds) or on actual expenditures for rural and Coordinated Transit programs) for transit purposes. This information was gathered from FY14 -18 through FY18-21 Transportation Improvement Programs (TIPs). The funds were averaged over the 2014-2018 five-year period and the average amount is used as the 2019 base year assumption. The base year amount was inflated using an annual inflation factor of 2.83%. (This inflation rate is the average of the recommended rates from GDOT TIA, GDOT, the2045 Socioeconomic Data Study, and the annual average CPI increase). Currently, the Valdosta Urbanized Area does not have an urban public transit system; however, operating and capital cost estimates are in the chart to represent the revenue amount of urban funding that is estimated to be allocated to the Valdosta Urbanized Area through 2045, based on the transit implementation studies completed by the MPO since 2016.

The existing rural transit systems along with urban transit funding will total $135 million for ongoing capital and operational expenses though the entire planning period.

Table 10. FTA 5311, 5310, and 5307 Operating and Capital Estimates through 2045

Rural Public Transit Capital				
FTA 5311 Federal Capital	**FTA 5311** State Capital	**FTA 5311** Local Capital	**FTA 5310** Federal and State Capital	**Total Rural Transit Capital**
$3,773,682.16	$1,048,245.04	$1,048,245.04	$2,908,756.89	$8,778,929.14
Rural Public Transit Operations				
FTA 5311 Federal Operating	N/A	**FTA 5311** Local Operating	**FTA 5310** Federal and State Operating	**Total Rural Transit Operating**
$11,165,018.93	-	$21,109,732.12	$12,522,459.70	$44,797,210.75
Total Rural Transit				
$14,938,701.09	$1,048,245.04	$22,157,977.16	$15,431,216.60	$53,576,139.89
5307 Urban Public Transit Capital and Operations				
FTA 5307 Federal Capital and Operations	**FTA 5307** State Capital	**FTA 5307** Local Capital and Operations	N/A	**Total FTA 5307 Urban Public Transit Capital and Operations**
$43,704,455.60	$1,230,892.76	$36,631,501.79	-	$81,566,850.15
Total Estimated FTA Funds for Transit				
$58,643,156.69	$2,279,137.80	$58,789,478.95	$15,431,216.60	$135,142,990.04

Local and TIA Revenues and Expenditures

Local revenues include SPLOST, local general fund, Transportation Investment Act (TIA) funds, and any other revenue that was specifically provided for transportation purposes. Local revenues for 2020-2045 were assumed based on 2014-2018 years of funding from local revenue sources that are reasonably expected to continue. The revenues were averaged over the 2014-2018 five-year period and the average amount was used as the 2019 base year assumption. The base year amount was then forecast to grow at a rate of 1% annually.

TIA (regional transportation sales tax) funds are reasonably expected to continue within the first ten years of the planning period. The estimated total amount of TIA revenue has been added to the total local projected revenue. Due to TIA being a new (first enacted in 2018) sales tax, TIA may or may not be renewed after the initial 10 year period; however, this financial plan assumes that TIA will be renewed (if a regional sales tax is not renewed, state law allows individual counties to enact a single-county transportation sales tax as well, it is

anticipated that the counties in the MPA would enact either a regional or single-county transportation sales tax in the future) and provides revenue and expenditure estimates outside of the first ten-years of the planning period that TIA currently impacts. TIA revenue is estimated to add approximately $368,909,692.61to the overall local financial projected revenues should it continue through the 2045 planning period. It is reasonably estimated that available funding from local revenue (including TIA) will total $959,231,040.52. Please note: the official TIA revenue projection would be generated by the State Economist after a region officially decides to pursue a TIA referendum. Of this revenue, 36% was allocated towards highway capital projects and 64% was allocated towards highway operations and maintenance. This percentage split is applied to the local expenditure estimates below.

Table 11 *Estimated Local Highway and Maintenance Revenue*

	Estimated Local Highway Capital	Estimated Local Highway Maintenance	Estimated Total Local Highway Funding
Local Revenue	$301,063,887.43	$289,257,460.47	$590,321,347.91
TIA Revenue	$4,116,392.50	$364,793,300.11	$368,909,692.61
Total	**$305,180,279.93**	**$654,050,760.59**	**$959,231,040.52**

Project Cost Estimates

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

1. Planning-level cost estimate was determined based on planning-level data available at the time.
2. Typically, locally funded projects can be completed for a lower cost than those funded with federal funds. For some of these projects, the default contingency was either reduced or removed to lower those cost estimates.
3. Federally funded projects with an approved concept report have engineering-level cost estimates; otherwise, they are planning-level cost estimates.
4. Projects that are already included in the Southern Georgia TIA list have planning level cost estimates

As required by federal regulations, all cost estimates must be in "year of expenditure dollars.[26]" The financially constrained project cost estimate is prepared for each project based on its priority selection score and staff ranking, and on input from the Technical Advisory and Policy Committees. For projects that are beyond the financial constraint of the Plan, an illustrative, un-funded project list was also developed to show the public and decision makers other possible projects that could be considered if more funding were available. This illustrative project list is included in the appendix.

[26] 23 CFR 322.10(iv)

Appendix A – Public Participation Process and Documentation

The MPO Participation Plan (PP)[27] gives the staff many tools to use for community engagement and outreach. The MPO utilized several of the methods available in the PP during the development of the Vision2045 Plan. The various methods used include: open houses, presentations to civic organizations, student open houses, social media posts, newsletters, press releases, media interviews, and one-on-one engagement with elected officials, among others. The public involvement efforts of the Common Community Vision are contained within that document and are not repeated here.

Public Participation

The MPO Participation Plan (PP) is a separate stand-alone plan specifically for guiding the public participation process. The plan includes various tools and methods that help assist in community outreach and engagement. Multiple methods from the PP were incorporated into the Vision2045 public participation process to help the community better understand what a ttransportation plan is and how they can effectively participate in the drafting of this document.

The kick-off for the Vision2045 Plan was held in March 2019 when the MPO Policy Committee authorized the release of a Public Input Survey for the Plan from April 10, 2019 to May 10, 2019 as the first public outreach methods for community engagement. The survey was web-based and included a map of the MPO area that allowed participants to place project suggestions on the map. Staff created social media ads that included the link to the survey and the map for public outreach and engagement. The ads continuously ran on the Facebook platform from April 10, 2019 to May 10, 2019.

The ads had a total of 58,848 impressions, 31,926 reaches and 303 link clicks. More130 project suggestions were posted under comments for the ads that were created for the survey and web-based map. The total number of private messages to the VLMPO via the ads were 38, in which staff responded to specific questions or thanked participants for their suggestions. The final round of public participation and comment was held from July 1, 2020 through July 31, 2020. Upon the completion of this comment period a summary statement will be added to this section. Comments received during this final public participation period will appear in the appendix with a response indicating how the comment was addressed in the final Vision2045 Plan.

Figure 29. Public Participation Facebook Ads

[27] VLMPO Participation Plan can be found at www.sgrc.us

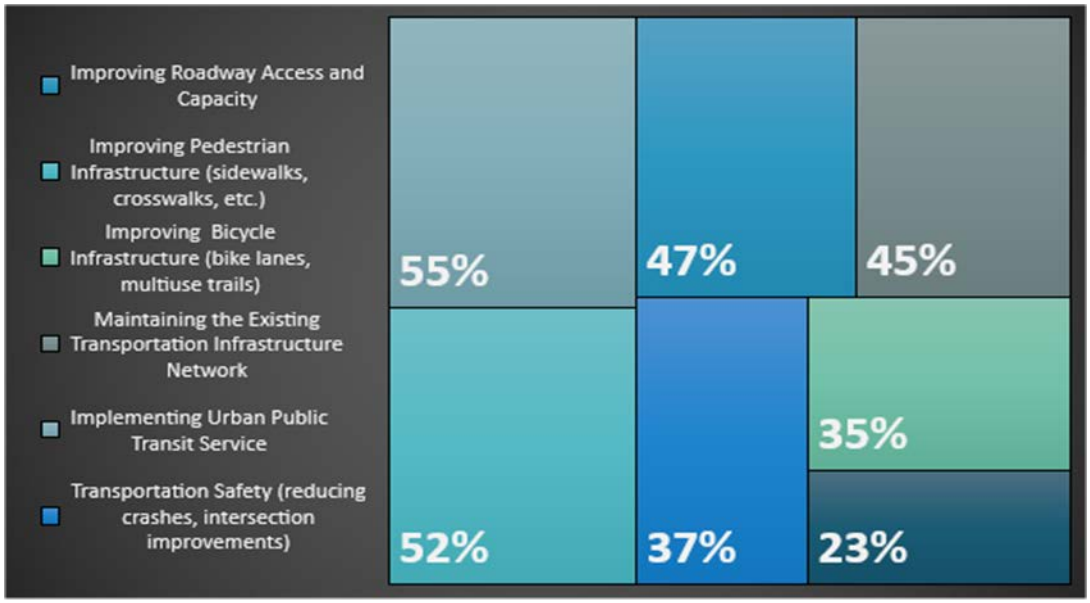
Survey Method

The Vision2045 Public Input Survey and Web-Based Project Suggestion Map was conducted online from April 10 to May 10, 2019. The survey was targeted to residents within the MPO area, which consists of Lowndes County and portions of Berrien, Brooks, and Lanier Counties. Participants could access the survey and the map via the link in the previous ads and the VLMPO website. Information about the public opinion survey for the Plan update was also shared via various sources such as radio, newspaper, and social media sites. Approximately 93 individuals participated in the survey and 37 persons provided further comments in the comments section. Also, 37 transportation project suggestions were placed on the web-based map (the map was a separate link from the survey).

The survey consisted of 10 questions that covered potential transportation needs; level of satisfaction with the current multi-modal network, transportation linkages to land use, and the environment; and potential funding resources. The web-based map allowed respondents to place projects on a map of the MPO area and give a brief project summary or description. Presenting the survey and map in this format to encourage public participation is one method that staff used to measure public opinion concerning a variety of transportation issues in the MPO area.

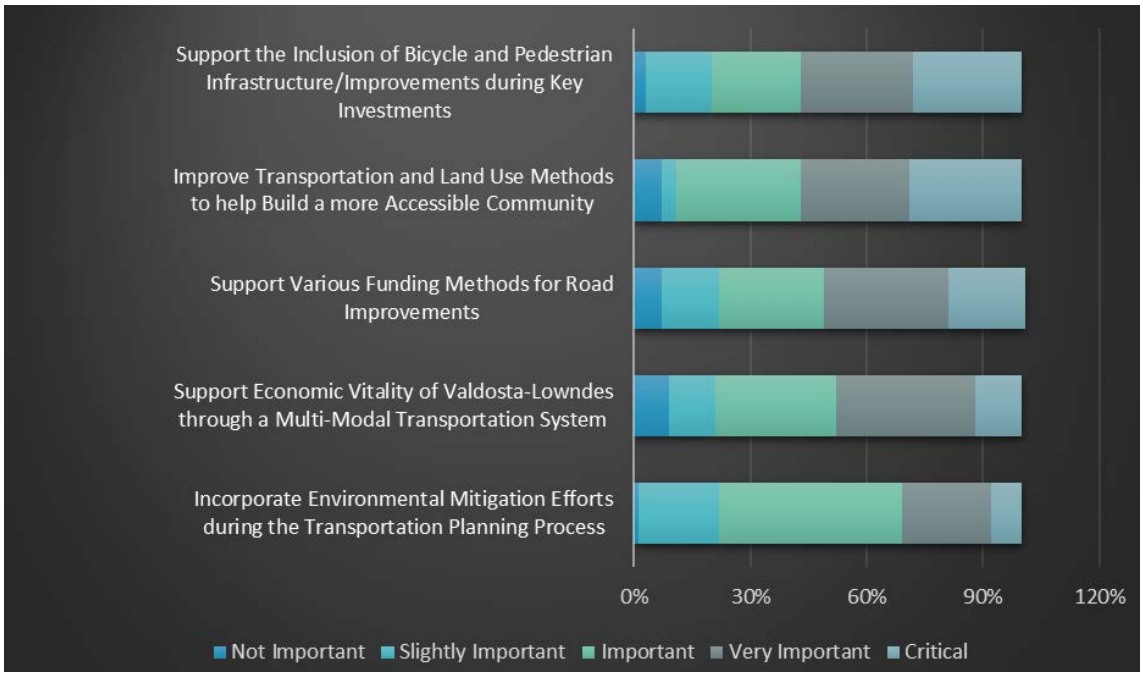
1. **Prioritization of Transportation Investment in the Planning Area**: Respondents were asked to choose the top 3 priorities for the MPO area from the list of improvements in the graph. The higher the percentage the more people voted to for that particular improvement. 55% of respondents felt that"Implementing Urban Public Transit Service" *should be the top priority. 52% felt that "Improving Pedestrian Infrastructure" should be the second priority while 47% felt that "Improving Roadway Access and Capacity" should be the third priority.*

*Figure 30. Public Responses for the Three Priorities in the VLMPA, *Multiple responses were accepted but each choice could only be chosen once.*



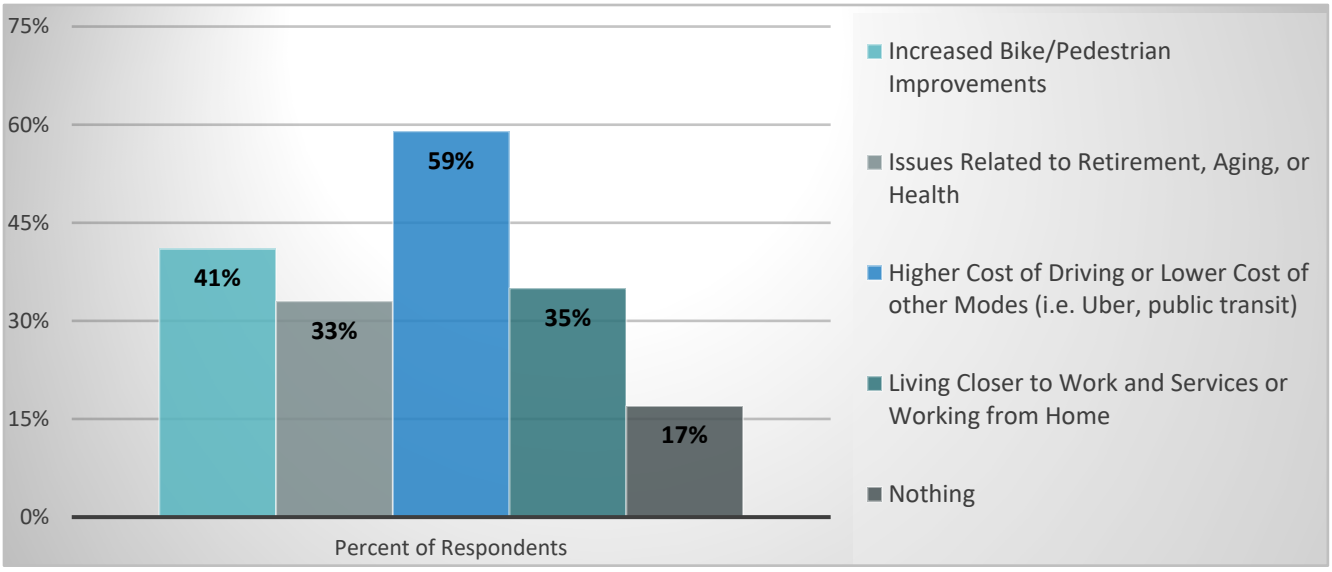
2. **Strategies to Improve Economic Development and Mitigate Environmental Impacts:** *Most respondents deemed it very important to critical to support the "inclusion of pedestrian and bicycle infrastructure/improvements during key investments" and to "improve transportation and land use methods to build a more accessible community."*

Figure 31. Public Responses to Improving Economic Development and Mitigating Environmental Impacts



Transportation Factors that may Impact Daily Driving Habits: *59% of respondents felt that rising costs of fuel or the lower cost of other modes were likely to impact how often or not they drive. 41% felt that increased bike and pedestrian improvements were likely to impact how often or not they drive. 35% of respondents stated that living closer to work and/or services or working from home would also impact driving habits.*

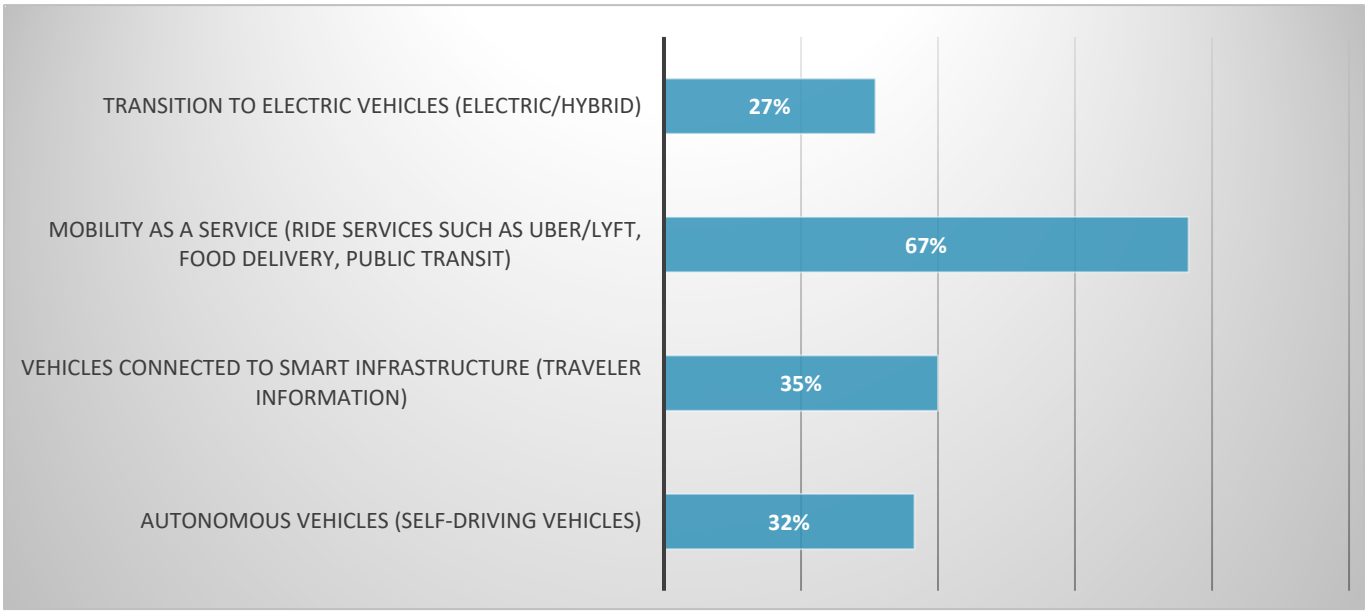
Figure 32. Public Responses to the Impact of Daily Driving Habits



Changes / Trends that are Occurring that may Affect the Transportation System and How it is Used: *67% of respondents deemed that "Mobility as a Service (Uber/Lyft, Public Transit) would*

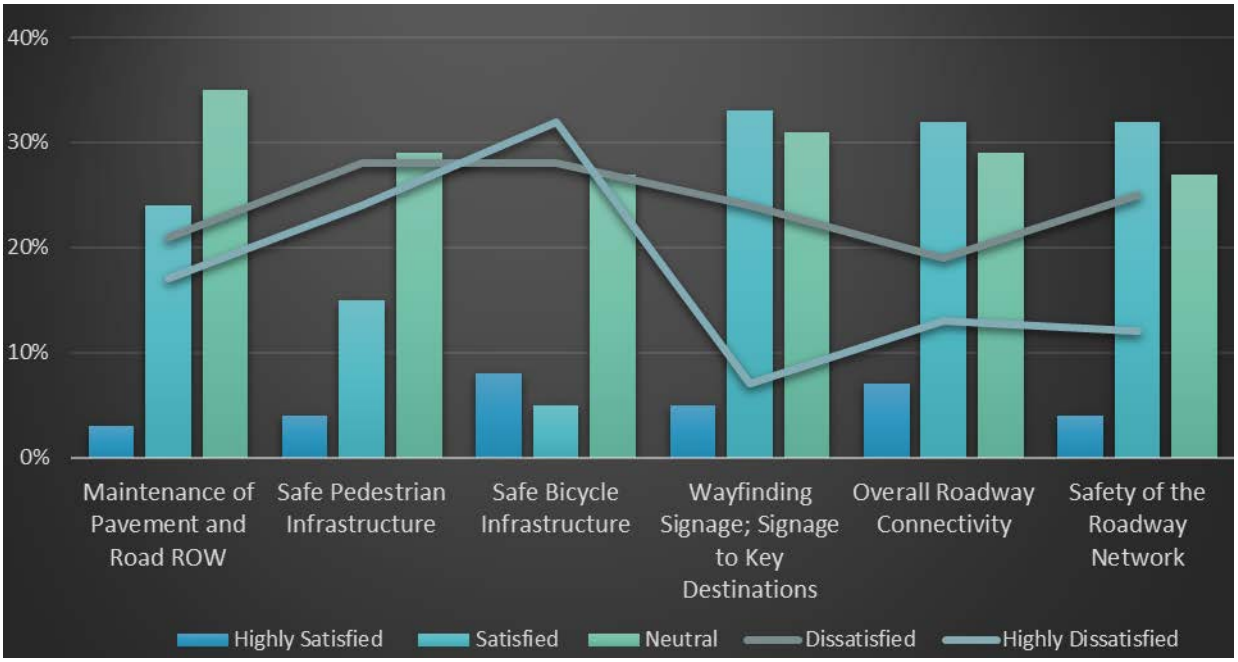
affect the transportation system and how they use it. 35% felt that "Vehicles Connected to Smart Infrastructure" would affect the transportation system and how they use it.

Figure33. Responses to Trends in Transportation



Respondent Satisfaction with the Multi-Modal Transportation Network in the VLMPO Area: 38% of survey respondents were not satisfied with Maintenance of Pavement and Right of Way in the VLMPO area; 27% of respondents were satisfied and a large portion of respondents were neutral (35%) concerning this. Most survey respondents were satisfied with Wayfinding Signage, Overall Roadway Connectivity. Public opinion was almost evenly divided between satisfied and dissatisfied concerning the Safety of the Roadway Network. However, when asked about safe bicycle and pedestrian infrastructure most respondents were dissatisfied with the lack there of.

Figure 414. Responses to Contentment of the VLMPA Multi-Modal Network



When given the opportunity to make a comment concerning the existing multi-modal transportation network, over half of the respondents input a comment or project suggestion to consider during the 2045 Long-Range Transportation Plan update. Most comments fall into three categories: public transportation, sidewalks/bicycle accommodations, and the maintenance of the road network. Also, the majority of respondents (85%) gave a name and email address to join the MPO newsletter list to keep up with transportation-related events and information. The comments from all participation activities are recorded and have been provided in the appendix of this document.

A second outreach campaign was conducted from October 1, 2019 through November 15, 2019, to ask the public for input and recommendations for specific projects that the community would like to see constructed and/or improved in the MPO area. This was done via the ESRI Crowdsource Polling App that residents could access through a website link and vote for projects. During a Transportation Improvement Program (TIP) Amendment Open House and other events, computers were made available at the SGRC office, which is located in an Environmental Justice area, to allow residents to vote for projects that they believed to be most beneficial to the community. The project list was comprised of public input projects from the earlier survey period as well as various studies and recommendations from staff and committees. The crowdsource polling app had a total of 3,486 votes for all projects listed. The total for the project with the highest number of votes was 55.

Appendix B – Project Selection Criteria and Project Prioritization

The Vision2045 Plan incorporates multiple qualitative and quantitative, data-driven methodologies to help evaluate and prioritize projects. This allows for a process that will help in creating a "performance-ready" plan in accordance with federal law. Although data-driven processes are effective tools for decision-making, there is still subjective, human knowledge and experience needed to access potential projects where impact and benefits cannot be measured by available data.

Project Selection and Prioritization Framework

The project selection and prioritization process framework helps create a rational and balanced method of strategically deciding which highway projects to include in the final constrained list. The candidate projects are those are submitted for consideration in the Plan. The project listing is composed from the following sources: new projects; previously identified projects that have not yet entered development (i.e., preliminary engineering, final design, or construction) such as the 2040 Transportation Vision Plan Illustrative projects; projects identified through public outreach efforts; and projects submitted by the local jurisdictions and staff.

There were a total of 136 identified projects from the aforementioned sources. These projects were analyzed and combined where necessary. The projects were narrowed down based on evaluation criteria that will score each project across modes. This evaluation criterion is split into categories (national goals) with subcategories (local and state guiding principles and objectives) that should help to achieve local, state, and national performance measures. For the Vision2045 Transportation Plan, these categories were weighted using the previous weight totals from the 2040 Transportation Vision Plan as the following: Safety 6%, Infrastructure Condition 28%, Congestion Reduction 11%, Freight Movement and Economic Vitality 28%, Environmental Sustainability, 22% Reduces Project Delivery Delays 5%, after points were assigned based on the evaluation criteria. For this framework, the categories equal a total of 100 points. By utilizing these categories, the future development of performance measures for the Plan will be easier to evaluate on a project-by-project basis.

Applying an evaluation score to each project to help with prioritizing projects that the community and stakeholders have identified is important and beneficial. PBPP plays an important role in helping to prioritize projects. Prioritizing helps to address the most important needs when resources are limited; helps to make wise choices about how resources are used; and gives a methodological reasoning to help communicate choices to the public as well as help build public and political support for action.

Safety Category

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

Infrastructure Condition

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

Congestion Reduction

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

Freight Movement & Economic Vitality

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

Environmental Sustainability

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

Reduces Project Delivery Delays

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

EVALUATION CRITERIA	SCORE	*Data Resource
Total Possible Points	**100**	
Safety	**15**	
*Project Addresses a High Crash Location		
*High Crash Intersection	>150 =4 100 – 150 =3 50 – 100 =2 <50 =1	2019 Crash Report Data/ Crash Data - # of crashes
*High Crash Corridor	>300=4 200 – 300 =3 100 – 200 =2 <200 =1	2019 Crash Report Data/ Crash Data – # of crashes
Project Incorporates Safety Improvement Strategies		
Geometrical Improvement for Vehicular Safety	1	https://safety.fhwa.dot.gov/provencountermeasures/ ICE
Geometrical Improvement for Pedestrian/Bicycle Safety	1	https://safety.fhwa.dot.gov/provencountermeasures/ ICE
ITS/Signalization Improvement	1	https://safety.fhwa.dot.gov/provencountermeasures/ ICE
Signage/Wayfinding	1	https://safety.fhwa.dot.gov/provencountermeasures/ ICE
Pedestrian or Bicycle Facility Accommodations	1	https://safety.fhwa.dot.gov/provencountermeasures/
Pedestrian or Bicycle Signage Markings	1	https://safety.fhwa.dot.gov/provencountermeasures/
Traffic Calming Techniques (speed bumps, traffic circle, etc.)	1	https://safety.fhwa.dot.gov/provencountermeasures/ ICE
Reliability (includes Preservation & Enhancement) & Resiliency	**30**	
Project Upgrades Route to Context Sensitive /Policy Design Standards		
Project Improves Existing Route (to meet standards or best practices)	1	https://safety.fhwa.dot.gov/provencountermeasures/
Project Addresses Major Maintenance Issues	1	https://safety.fhwa.dot.gov/provencountermeasures/
Project Integrates Intelligent Technology Systems	1	https://safety.fhwa.dot.gov/provencountermeasures/
Project Operations are Sustainable (can it continue to be maintained especially technological advances)	1	FHWA INVEST
Bridge Sufficiency Rating is	> 50 = 3 50 -80 = 2 > 80 = 1	GDOT / Nat. Perf. Meas.
Road Pavement Condition is	Very Poor = 3	**Measures = Very Poor** – Multiple Surface Defects,

Table 13. Evaluation Criteria for Potential Projects

Once the data were collected and the scores were summed by category, the resulting score is the final data-driven score given to each project. The project scores were then ranked to provide a computer-generated ranking. The computer-generated ranking was then used as the basis for developing the staff, Technical Committee, and Policy Committee rankings. However, as discussed above, subjectivity was applied by the staff and committee members to produce the final rankings.

The final project selection processes use various data-driven methods along with local knowledge and prioritization scoring to refine the potential list of projects and produce the final project list. Roadway projects, bicycle and pedestrian paths, transit, airports, rail, and other modes are selected by other methods.

Project Name	Sustainability 4.4: Project has potential to Improve Utility Location	Sustainability 4.5: *Project Provides Increased/improved Accessibility for Low-Income & Minority Communities	Reduced delays 5.1: Project Has Documented Local Support	Reduced delays 5.2: Project Is Identified as Top Local Priority	Reduced delays 5.3: Project Is on the Federal-Aid System	Reduced delays 5.5: Project Was Previously Included in MPO TIP/LRTP	Reduced delays 5.6: Annual Crash Reports	Reduced delays 5.1: Signal Timing Study	Total	Source
Iola Drive from Park Avenue to Jane St - Improvements		1	1	1					11	2045 LRTP Public Input
I-75 North Bound Ramp / Lakes Blvd. - Interchange Improvement		1	1	1	1	1			32	2040 Illustrative
Madison Hwy / I-75 Southbound Ramp - Intersection Improvement	4	4	1		1		1		49	Crash 19
Madison Hwy / I-75 Northbound Ramp - Intersection Improvement	4	4	1		1		1		48	Crash 19
West Hill Avenue (US 84) / James Road - Intersection Improvement	4	4	1		1		1		42	Crash 19
Madison Hwy / Carroll Drive - Intersection Improvement	4	4	1		1		1		41	Crash 19
Madison Hwy / Clyattville Lake Park Rd / Oakdale Dr. - Intersection Improvement	4	4	1		1		1		41	Crash 18/Crash 19
Inner Perimeter Road / Bemiss Road - Intersection Improvement	4	4	1		1		1	1	40	TSO/Crash 19
Inner Perimeter Road / S. Patterson Street - Intersection Improvement	4	4	1		1		1		40	Crash 18 / Crash 19
North Valdosta Road / Country Club Dr. - Intersection Improvement	4	1	1		1		1	1	40	TSO/Crash 18 / Crash 19
Inner Perimeter Rd. / Brookfield Rd. / Lake Laurie Dr. - Intersection Improvement	4	4	1		1		1	1	39	TSO/Crash 18 / Crash 19
US 84 / Hill Avenue - Intersection Improvement	4	4	1	1		1			39	2040 Illustrative

Table 14. Project Scoring Spreadsheet

Appendix C – Draft Final Constrained List of Projects

PI Number	VLMPO ID	Year	Project	From	To	Improvement	Est.Total Cost	Prioritization Score	Public Votes	TAC Priority	Final Vision2045
0015614	L022	2021-2025	CR 136/Old Quitman Road @ CSX W/Valdosta	CSX #637487Y	CSX #637487Y	Bridge	$ **2,434,346.01**	TIP	TIP	1	1
0013987	L019	2021-2025	CR 274/CS 1078/Lake Park-Bellville Road	SR 7	I-75	Added Travel Lanes	$ **39,854,362.82**	TIP	TIP	2	2
0010298	G020	2021-2025	I-75 @ SR 133 Phase II	Exit 18	Exit 18	Interchange	$ **31,052,882.00**	TIP	TIP	3	3
0014485	G040	2021-2025	SR 31	SR 7/ Lowndes	SR 135/ Lanier	Passing Lanes	$ **12,099,490.02**	TIP	TIP	4	4
0014134	V075	2021-2025	CR 784/Jerry Jones Drive/Eager Road	Baytree Road	Oak Street	Center Turn Lanes	$ **24,544,879.00**	TIP	TIP	5	5
0010297	G016	2021-2025	I-75 @ SR 31 - Phase II	Exit 11	Exit 11	Interchange	$ **40,638,318.10**	TIP	TIP	6	6
0013559	G009	2021-2025	SR 38/ US 84	Valdosta	Lanier County	Median Turn Lanes	$ **10,417,680.00**	TIP	TIP	7	7
0013556	G008	2021-2025	SR 38/US 84	Quitman	Valdosta	Median Turn Lanes	$ **13,108,095.00**	TIP	TIP	8	8
0016271	L018	2021-2025	Old 41 North Widening	North Valdosta Road	Union Road	Added Travel Lanes	$ **7,492,617.66**	TIA	TIA	9	9
0016285	V006	2021-2025	Old Clyattville Road	Mud Creek	Gil Harbin	Added Travel Lanes	$ **7,148,516.94**	TIA	TIA	10	10
	L029	2026-2029	Val Del Road	US 41/N. Valdosta Road	McMillan Road	Added Travel Lanes	$ **29,728,481.56**	44	5	11	11
	L532	2026-2029	Howell Road Bridge	Howell Road Bridge	Howell Road Bridge	Bridge	$ **2,067,962.77**	34	6	12	12
0016282	V035	2026-2029	Country Club Drive	Eager Road	US 41	Added Travel Lanes	$ **11,002,233.00**	TIA	TIA	13	13
0016289	V502	2026-2029	Forrest Street	SR 38/US 84	SR 7/ US 41	Center Turn Lane	$ **25,379,969.29**	TIA	TIA	14	14
0016285	L024	2026-2029	Old Clayattville Road	I-75	Ousley	Added Travel Lanes	$ **26,502,970.15**	TIA	TIA	15	15
0016273	L007	2026-2029	Orr Road Extension	Skipper Bridge Road	Bemiss Road	New Road	$ **1,468,914.62**	TIA	TIA	16	16
0016283	V045	2026-2029	St. Augustine Road at CSX Railroad	CSX Railroad	CSX Railroad	Overpass	$ **23,627,647.91**	TIA	TIA	17	17
0010295	G502	2030-2033	I-75 @ SR 376 - Phase II	Exit 5	Exit 5	Interchange	$ **36,070,880.02**	36		18	18
0010296	G503	2030-2033	I-75 @ CR 783/Loch Laurel Road Phase II	Beatty Branch	Beatty Branch	Bridge	$ **4,851,073.02**	25		19	19
0016898	G501	2034-2037	South Valdosta Truck Bypass	Inner Perimeter Road	St. Augustine Road	New Construction	$ **206,733,696.39**	26	5	20	20
	L529	2038-2041	Lucas Richardson Road Extension	Lucas Richardson Road	Staten Road	New Road	$ **9,652,116.09**	20		21	21
	L502	2042-2045	Cherry Creek Road	Oak Street Ext.	Orr Road	Added Travel Lanes	$ **35,973,328.62**	25		22	22
YOE = Year of Expenditure; PE = Prelim. Engineering; ROW = Right-of-Way; UTIL = Utilities; CST = Construction						Total:	$ **601,850,461.00**				

Appendix D – Potential TIA and Locally Funded List of Projects

The roadway and bridge projects on the below table consists of current TIA (listed as such in the last column) and potentially funded TIA projects considered for the Vision2045 Metropolitan Transportation Plan from reasonably expected TIA and Local revenue estimates. The projects that do not display TIA in the last column are unfunded at the moment but could potentially be funded through the continued implementation of TIA. These projects are presented for informational purposes only.

VLMPO ID	Year	Project	From	To	Improvement	Est.Total Cost	Prioritization Score	Public Votes	TAC Priority	Final Vision2045
L506	2026-2029	Forrest Street	Inner Perimeter Road	Bemiss Road	Added Travel Lanes	**$12,907,017.05**	35		1	1
G005	2030-2033	CR 188/ N. Oak Street Extension	SR 7BU	Breckenridge Drive	Added Travel Lanes	**$ 5,391,704.24**	16		2	2
L534	2030-2033	Copeland Road	Madison Hwy	SR 31	Added Travel Lanes	**$ 7,592,363.36**	21		3	3
V012	2030-2033	North Valdosta Road	US 41/Five Points	I-75	Added Travel Lanes	**$51,413,761.86**	44	25	4	4
V010	2034-2037	Lankford Drive	SR 133/St. Augustine Road	Norman Drive	New Road	**$11,329,300.91**	43		5	5
L533	2034-2037	Bemiss Road at Inner Perimeter	Bemiss Road	Inner Perimeter Road	Intersection Improvement	**$ 1,726,526.26**	40	22	6	6
L531	2034-2037	Jumping Gully Road Bridge	Jumping Gully Road Bridge	Jumping Gully Road Bridge	Bridge	**$ 6,478,875.55**	17		7	7
L508	2034-2037	Skipper Bridge Road	McMillan Road	Bemiss Road	Added Travel Lanes	**$23,222,837.02**	19		8	8
V500	2034-2037	North Oak Street Extension	Cherry Creek Road	Forrest Street	Added Travel Lanes	**$13,423,741.69**	34	24	9	9
G011	2038-2041	SR 122	I-75	S. Newsom Street	Added Travel Lanes	**$ 8,121,566.25**	33		10	10
L031	2038-2041	Old 41 North	Union Road	Hagan Bridge Road	Added Travel Lanes	**$17,199,231.97**	28	4	11	11
L028	2038-2041	Studstill Road	SR 125/Bemiss Road	Knights Academy Road	Added Travel Lanes	**$18,764,494.71**	25	10	12	12
V036	2038-2041	Gornto Road	North Oak Street	Jerry Jones Drive	Center Turn Lane	**$22,705,454.03**	24		13	13
L505	2038-2041	Old Clyattville Road	Ousley Rd	Clyattville-Nankin Road	Added Travel Lanes	**$16,059,701.39**	23		14	14
G500	2042-2045	SR 122	I-75	Webb Road	Added Travel Lanes	**$11,788,973.69**	22	3	15	15
V048	2042-2045	Baytree Road at NS Railroad	Baytree Road at NS Railroad	Baytree Road at NS Railroad	Grade Seperation	**$45,210,765.50**	19	24	16	16
V501	2042-2045	North Oak Street	Baytree Road	Moore Street	One-way to Two-way	**$ 3,184,865.79**	16		17	17
L530	2042-2045	James Road Extension	James Road	Indian Ford Road	New Road	**$13,862,549.11**	15		18	18
L509	2042-2045	Cat Creek Road	Bemiss Road	New Bethel	Added Travel Lanes	**$14,796,549.53**	38		19	19
YOE = Year of Expenditure; PE = Prelim. Engineering; ROW = Right-of-Way; UTIL = Utilities; CST = Construction						**$ 305,180,279.93**				

Appendix E – Illustrative Highway List of Projects

The roadway and bridge projects on the below table were considered for the Vision2045 Metropolitan Transportation Plan, but for various reasons they were not selected for the prioritized listing in Appendix C. The projects here are unfunded and are presented for informational purposes only.

VLMPO ID	Project Name	From	To	Improvement	Est.Total Cost	Prioritization Score	Public Votes
V034	Alden Avenue	Patterston	Baytree	Added Travel Lanes	$ 11,228,360.00	30	24
B500	Augusta Road	SR 133	Troupville Road	Realignment/Increase Lane Width	$ 3,550,032.20	28	2
V004	Baytree Road	Gornto Road	Grove Point Apts.	Added Travel Lanes	$ 3,280,420.00	39	32
V008	Baytree Road	Sugar Creek	Oak St	Added Travel Lanes	$ 9,964,240.00	38	30
V067	Baytree Road / Norman Drive	Baytree Road	Norman Drive	Intersection Improvement	$ 3,103,100.00	34	41
V063	Baytree Road/ Sherwood Drive	Baytree Road	Sherwood Drive	Intersection Improvement	$ 3,999,996.00	15	
G012	Bemiss Road	Lowndes Co Line	Ray City Limits	Added Travel Lanes	$ 12,172,160.00	29	25
V504	Bemiss Road / Connell Road	Bemiss Road	Connell Road	Intersection Improvement	$ 5,429,424.00	26	43
V505	Bemiss Road / Davidson Road	Bemiss Road	Davidson Road	Intersection Improvement	$ 1,320,000.00	28	3
V507	Bemiss Road / Skipper Bridge Rd	Bemiss Road	Skipper Bridge	Intersection Improvement	$ 495,000.00	31	8
L008	Cat Creek Road / Pine Grove Road	Cat Creek Road	Pine Grove Road	Intersection Improvement	$ 371,250.00	27	2
L513	Cat Creek Road /State Route 122	Cat Creek Road	SR 122 E	Intersection Improvement	$ 495,000.00	21	2
L011	Cat Creek Road/ Hambrick Road	Cat Creek Road	Hambrick Road	Intersection Improvement	$ 214,500.00	16	
L009	Cat Creek Road/ Radar Site Road	Cat Creek Road	Radar Site Road	Intersection Improvement	$ 247,089.70	13	
V022	Clay Road	US 84	New Statenville HWY	Added Travel Lanes	$ 12,478,960.00	55	2
L535	Coffee Road	Webb Road	SR 122	Added Travel Lanes	$ 3,923,920.00	22	
G033	E. Hill Avenue (US 84) / Inner Perimeter Road	E. Hill Avenue	Inner Perimeter Road	Intersection Improvement	$ 1,357,603.50	35	9
V049	Gornto Road	NS Railroad	NS Railroad	Grade Seperation	$ 12,716,689.70	25	
L514	Hagan Bridge Road	Elementary School Entrance	Elementary School Entrance	Turn Lanes	$ 293,436.00	14	2
G027	Hill Avenue / Norman Drive	W. Hill Avenue	Norman Drive	Intersection Improvement	$ 1,027,603.50	35	8
V508	Inner Perimeter Rd. / Brookfield Rd. / Lake Laurie Dr.	Inner Perimeter	Brookfield Road/ Lake Laurie Dr.	Intersection Improvement	$ 1,320,000.00	39	17
G035	Inner Perimeter Road / S. Patterson Street	Inner Perimeter	South Patterson	Intersection Improvement	$ 376,200.00	40	
L517	Jewell Futch Road / Lakes Blvd.	Jewell Futch Road	Lakes Blvd.	Intersection Improvement	$ 2,072,400.00	21	
V519	Lakeland Avenue	Bemiss Road	E. Park Avenue	Center Turn Lane	$ 3,573,570.00	22	
G013	Loch Laurel Road / Bevel Creek Bridge	Bevel Creek Bridge	Bevel Creek Bridge	Bridge Replacement	$ 1,846,072.80	16	2
L017	Loch Laurel Road / Corinth Church Road	Loch Laurel Road	Corinth Church Road	Intersection Improvement	$ 1,027,603.50	21	
L518	Madison Hwy / Carroll Drive	Madison Hwy	Carrol Drive	Intersection Improvement	$ 1,320,000.00	41	2
L520	Madison Hwy / Clyattville Lake Park Rd / Oakdale Dr.	Madison Hwy	Clyattville Lake Park Rd	Intersection Improvement	$ 3,841,200.00	41	
L521	Madison Hwy / I-75 @ US 84	Exit 16	Exit 16	Interchange Improvement	$ 35,336,290.99	36	9
L519	Madison Hwy/Jumping Gully Rd	Madison Hwy/Jumping Gully Rd	Madison Hwy/Jumping Gully Rd	Intersection Improvement	$ 593,406.00	37	
V020	Magnolia Street	Orange Street	Lamar Street	New Road Construction	$ 1,108,250.00	20	
L522	Millstore Road / Lakes Blvd.	Millstore Road	Lakes Blvd.	Intersection Improvement	$ 1,340,856.00	23	
V057	N. Ashley Street / Northside Drive	North Ashley Street	Northside Drive	Intersection Improvement	$ 2,374,944.00	36	13
L523	N. Church Street / W Main Street	N. Church Street	W. Main Street	Intersection Improvement	$ 2,374,944.00	23	1
V509	N. Oak Street Ext. / Bemiss Road	N. Oak Street Ext.	Bemiss Road	Intersection Improvement	$ 371,250.00	25	10
L524	N. Valdosta Road / Inner Perimeter Road	N. Valdosta Road	Inner Perimeter Road	Intersection Improvement	$ 2,374,944.00	31	25
L025	New Bethel Road	Lanier County Line	SR 125/Bemiss Road	Added Travel Lanes	$ 7,004,140.00	17	1
V011	Northside Drive	Jaycee Shack	Park Avenue	New Road Construction	$ 2,526,810.00	21	
V511	Northside Drive / Bemiss Road	Northside Drive	Bemiss Road	Intersection Improvement	$ 1,696,200.00	31	6
L525	Old US 41 North / North Valdosta Road	Old US 41 North	North Valdosta Road	Intersection Improvement	$ 1,696,200.00	23	3
V514	Park Avenue	Forrest	Inner Perimeter Road	Center Turn Lane	$ 19,239,220.00	33	
V517	Park Avenue	Ashley Street	N. Patterson Street	Center Turn Lane	$ 7,436,000.00	25	
L527	Prewitte Street / Bemiss Road	Prewitte Street	Bemiss Road	Intersection Improvement	$ 1,696,200.00	21	1
V512	River Street / Valley Street	River Street	Valley Street	Intersection Improvement	$ 989,670.00	27	6
G021	SR 376	Loch Laurel Road	SR 31	Added Travel Lanes	$ 21,455,720.00	29	1
V513	St. Augustine Rd. / Clubhouse Dr. / Ellis Dr.	St. Augustine Road	Clubhouse Dr./Ellis Dr.	Intersection Improvement	$ 376,200.00	20	11
V009	St. Augustine Road / W. Hill Avenue	St. Augustine Road	W. Hill Avenue	Intersection Improvement	$ 1,696,200.00	33	1
V056	US 41B/ James Beck Overpass	James Beck Overpass	James Beck Overpass	Intersection Improvement	$ 371,250.00	14	3
V032	US 84 / Boone Dairy Road	US 84	Boone Diary Road	Intersection Improvement	$ 45,045.00	19	8
G031	US 84/ Troup Street	US 84	Troup Street	Intersection Improvement	$ 1,340,856.00	33	
V030	US 84/Hill Avenue at Fry Street	US 84/Hill Avenue	Fry Street	Intersection Improvement	$ 1,478,355.45	39	1
L012	Val Del Road / Mcmillan Road / Bethany Road	Val Del Road	McMillan Road/Bethany Road	Intersection Improvement	$ 376,200.00	16	
L014	Val Del Road / North Valdosta Road	Val Del Road	North Valdosta Road	Intersection Improvement	$ 1,696,200.00	14	
G027	W. Hill Avenue / Norman Drive W. Hill Avenue	W. Hill Avenue	Norman Drive	Intersection Improvement	$ 1,340,856.00	33	
L504	Webb Road North	Hahira Soccor Complex	Webb Road	New Road	$ 6,206,200.00	38	1
V518	West Gordon Street	N. Patterson Street	Baytree Road	Center Turn Lane	$ 7,436,000.00	46	
L527	West Hill Avenue (US 84) / James Road	West Hill Avenue	James Road	Intersection Improvement	$ 1,188,000.00	42	3
L528	West Marion Avenue / Lakes Blvd.	West Marion Avenue	Lake Blvd.	Intersection Improvement	$ 1,320,000.00	24	
V516	West Marion Avenue / N. Gordon Street	West Marion Avenue	N. Gordon Street	Intersection Improvement	$ 8,409.38	20	

Appendix F - Multi-Modal Projects

Project Name	From	To	Improvement	Public Votes	Consideration of project to be included as part of a highway project on the Constrained, Illustrative or TIA List of Projects
Alden Avenue	Baytree Road	Ashley Street	Sidewalks	10	
Ashley Street	Northside Drive	Woodrow Wilson	Bike Lanes	28	
Ashley Street	Park Avenue	Woodrow Wilson	ADA Ramps	11	
Azalea Drive	Gornto Road	Baytree Road	Sidewalks	8	
Baytree Road	Gornto Road	Gordon Street	Bike Lanes/Sidewalks	25	
Bemiss Rd	Northside Drive	Park Avenue	Sidewalks	34	
Bemiss Road	Forrest Street Extension	Moody AFB	Bike Lanes	11	
Bemiss Road	US 41B/ Ashley Street	Northside Drive	Bike Lanes/ Sidewalks	3	
Berkley Drive	Gornto Road	Eager Road	Sidewalks	6	
Cat Creek Road	Berrien County Line	Bemiss Road	Bike Lanes/Sidewalks	7	X
Cherry Creek Road	US 41/ North Valdosta Rd.	Oak Street Extension	Bike Lanes/ Sidewalks	11	
Connell Road	Ashley Street	Bemiss Road	Sidewalks	9	
E. Gordon Street	Forrest St.	Oak St.	Sidewalks/Bike Lanes	10	
E. Park Avenue	Jaycee Shack Road	Inner Perimeter Road	Bike Lanes/Sidewalks	18	
Gornto Road	Oak St	Baytree Rd	Sidewalks/Bike Lanes/Pedestrian Crossing Imp. at Sugar Creel	3	X
Guest Road	Bemiss Road	Bemiss Knights Academy	Bike Trail/ Sidewalks	1	
Hickory Grove Road North	US 41	Echols County Line	Bike Lanes/Sidewalks	10	
Inner Perimeter Road	Cherry Creek Road	Forrest Street	Sidewalks	7	
Lake Park Road	Road from MLK	Jr. Drive to Fry Street	Sidewalks	3	
Lakes Boulevard (SR 376)	David Drive	US 41/Marion Avenue	Sidewalks	3	
Loch Laurel Road	SR 31/ Madison Hwy	Florida State Line	Bike Lanes/2 Ft. Paved Shoulder	3	
Magnolia Street	Oak Street	SR 133/St. Augustine Road	Sidewalks	1	
Marion Avenue	Lake Park from	SR 376/Lakes Boulevard to Clayton Stree	Sidewalks	1	
Norman Drive	Baytree Rd	W Hill Ave	Bike Lanes/Sidewalks	17	
North Lee Street	Vallotton Road	Ann Street	Bike Lanes/Sidewalks	4	
North Valdosta Road	Old US 41N	Country Club Drive	Bike Lanes/ Sidewalks	8	X
Northside Drive	Oak Street	US 41B/Ashley Street	Bike Lanes/ Sidewalks	4	
Oak Street	Alden Avenue	Roosevelt Drive	Sidewalks	3	
Oak Street Extension	Cherry Creek Road	Lake Laurie Drive	Sidewalks	6	
Old Clyattville Road	I-75	Clyattville-Nankin Road	Bike Lanes	19	X
Old US 41	N Valdosta Rd	Main St. (SR 122)	Sidewalks, Bike Lanes, Street Lights	2	X
Park Avenue	Patterson Street	Ashley Street	Sidewalks	2	
Patterson Street	Lake Park City Limits	Ulmer Road	Bike Lanes	6	
Patterson Street	Griffin Avenue	US 41	Bike Lanes	3	
River Street	Norman Drive	Oak Street	Bike Lanes/Sidewalks	7	
Savannah Avenue	Oak Street	St. Augustine	Shared Use Path/Sidewalks/Bikelanes	2	
Shiloh Road	Morven Rd	I-75	Bike Lanes/Sidewalks	6	
Skipper Bridge Road	Cook Co Line	Bemiss Road	Bike Lanes/Sidewalks	1	X
South Lee Street	Martin Luther King Jr. Drive	Griffin Avenue	Bike Lanes/Sidewalks	3	
St. Augustine Road / Old Clyattville Road	Gil Harbin Industrial Blvd.	ME Thompson Road	Bike Lanes/Sidewalks	2	X
State Route 122	Sonny Rogers Memorial Dr.	Newsome Street	Bike Lanes	2	
Studstill Road	Bemiss Rd	Knights Academy Rd.	Bike Lanes/Sidewalks	1	X
Sustella Avenue	Baytree Road	Mary Street	Sidewalks	3	
Troupe Street	E. Central Avenue	Martin Luther King Jr. Drive (E. Branch St	Sidewalks	1	
Troupe Street	Vallotton Drive	E. Central Avenue	Sidwalks	1	
Val Del Rd.	GA 122	N Valdosta Rd.	Bike Lanes/Sidewalks	2	X
W. Gordon Street	Oak Street	Patterson Street	Bike Lanes/Sidewalks	5	
W. Gordon Street	Lankford Dr.	West Street	Bike Lanes	6	
West Street	River Street	Mary Street	Sidewalks	2	

Appendix G - Highway Project Data Sheets

Included in this appendix are the detailed project data sheets for each project included on the fiscally constrained project lists in Appendices C and D.

VLMPO Project Data Sheet

Project Name: CR 136/Old Quitman Road @ CSX #637487Y 6MI W of Valdosta

PI Number: 0015614	City: Valdosta	County: Lowndes	
Local Name: Old Quitman Rd	State/US #:	Local ID: L022	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

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

Termini From: CSX Railroad		Termini To: CSX Railroad		Length: mi
Current AADT: 510	Year: 2018	# of Lanes: 2	Truck %: 5.49	
Future AADT: 459	Year: 2040	# of Lanes: 2	85% Speed: NA	Func. Class: Local

Crash Year:	2017	2018	2019
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0

Crash Rate: .00/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: High

Priority Selection Score: TIP

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: A

Build LOS: A

No Build LOS: A

Bridge Sufficiency: 14.1

Env. Mitigation Analysis: NA

Fund(s): Z233, LOC

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$280,057.51
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$2,154,288.50
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$2,434,346.01
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$1,723,430.80
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$430,857.70
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: CR 274/CS 1078/Lake Park Bellville Road from SR 7 to I-75

PI Number: 0013987	City: 05	County: Lowndes	
Local Name: Bellville Rd	State/US #:	Local ID: L019	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

Purpose & Need: Lake Park Bellville Road is a major collector that extends from SR 7 in Lake Park to Interstate 75 at Exit 2 in southern Lowndes County. Located along Lake Park Bellville Road are the Lake Park Industrial Park, Yellow Freight/Roadway truck terminal, and the Home Depot Distribution Center. From these three locations, over 800 semi-truck trips per da

Termini From: SR-7	Termini To: I-75		Length: 3.74 mi
Current AADT: 1820 Year: 2018	# of Lanes: 2	Truck %: 42	
Future AADT: 59065552 Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Major Collector

Crash Year:	2017	2018	2019
PDO Crashes:	8	10	3
Injury Only:	3	1	0
Fatal/Injury:	1	0	0
Total Crashes:	12	11	3

Crash Rate: .87/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: Yes, G014

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: High

Priority Selection Score: 1

Bike and Pedestrian: Yes, sidewalks

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

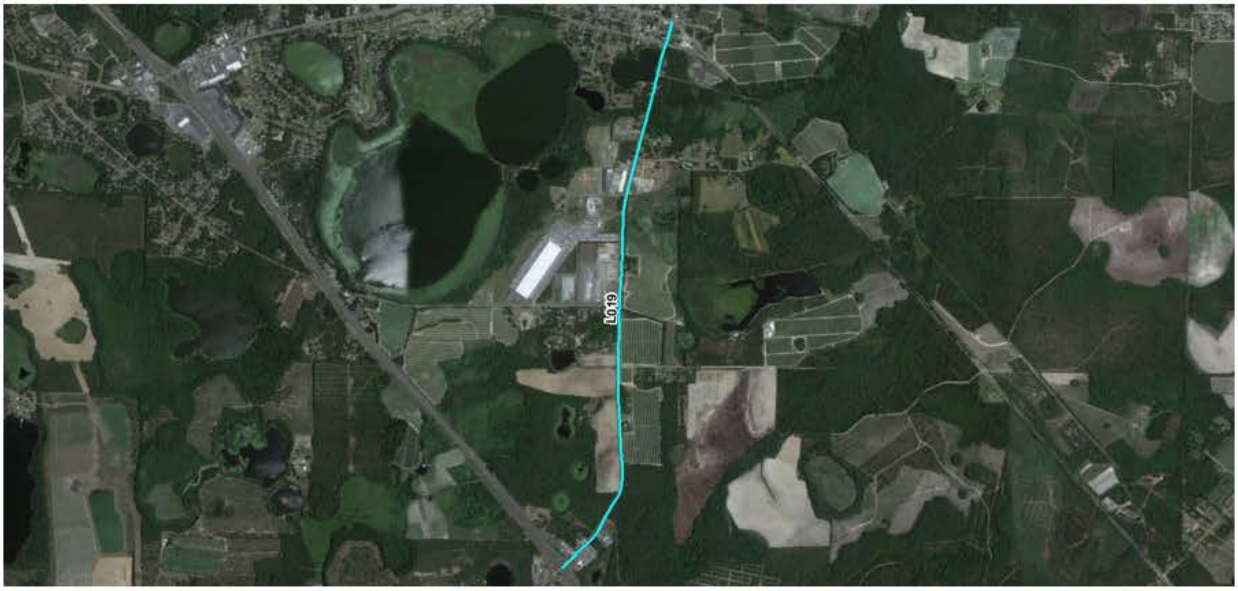
No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$616,980.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$13,897,474.50
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,590,368.78
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$23,749,539.54
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$39,854,362.82
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$20,271,926.65
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$5,117,981.65
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00



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VLMPO Project Data Sheet

Project Name: I-75 @ SR133 - Phase II (Exit 18)

PI Number: 0010298	City: Valdosta	County: Lowndes	
Local Name: Exit 18	State/US #:	Local ID: G020	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future clear zones remaining.

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

Termini From: Exit 18		Termini To: Exit 18		Length: mi
Current AADT: 17150	Year: 2018	# of Lanes: 4	Truck %: 4.47	
Future AADT: 17443	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Interstate

Crash Year:	2017	2018	2019
PDO Crashes:	19	21	21
Injury Only:	9	4	10
Fatal/Injury:	0	0	0
Total Crashes:	28	25	31

Crash Rate: 2.09/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIP

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: F

Build LOS: F

No Build LOS: F

Bridge Sufficiency: 79.9

Env. Mitigation Analysis: NA

Fund(s): HB170

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,080,543.09
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$4,161,086.19
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$2,704,706.02
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$20,805,430.94
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$31,052,882.00
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$24,842,305.60
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$6,210,576.40
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: SR 31 from SR 7/Lowndes to SR 135/Lanier

PI Number: 0014485	City: Valdosta	County: Lowndes	
Local Name: Lakeland Hwy	State/US #:	Local ID: G040	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Passing Lanes on SR 31 "Lakeland Hwy" beginning at SR 7/Lowndes "Inner Perimeter" to SR 135/Lanier "Burnt Church Rd"

Purpose & Need: Addition of passing lanes to aide in LOS increase and improve safety.

Termini From: SR 7/Lowndes		Termini To: SR 135/Lanier		Length: 15.05 mi
Current AADT: 3960	Year: 2017	# of Lanes: 2	Truck %: 12.89	
Future AADT: 9224	Year: 2040	# of Lanes: 2	85% Speed: N/A	Func. Class: Minor Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	26	30	46
Injury Only:	15	11	28
Fatal/Injury:	0	0	1
Total Crashes:	41	41	75

Crash Rate: 15.92/Mill Ent Veh

Safety/Security Elements: Passing Lanes

Companion Projects: N/A

Value Engineering Analysis: N/A

Benefit/Cost Ratio: N/A

Financial Plan: N/A

Local Priority: N/A

Priority Selection Score: TIP

Bike and Pedestrian: N/A

Intelligent Transportation: N/A

Land Use/Access Mgmt: N/A

Base Yr LOS: C or Better

Build LOS: C or Better

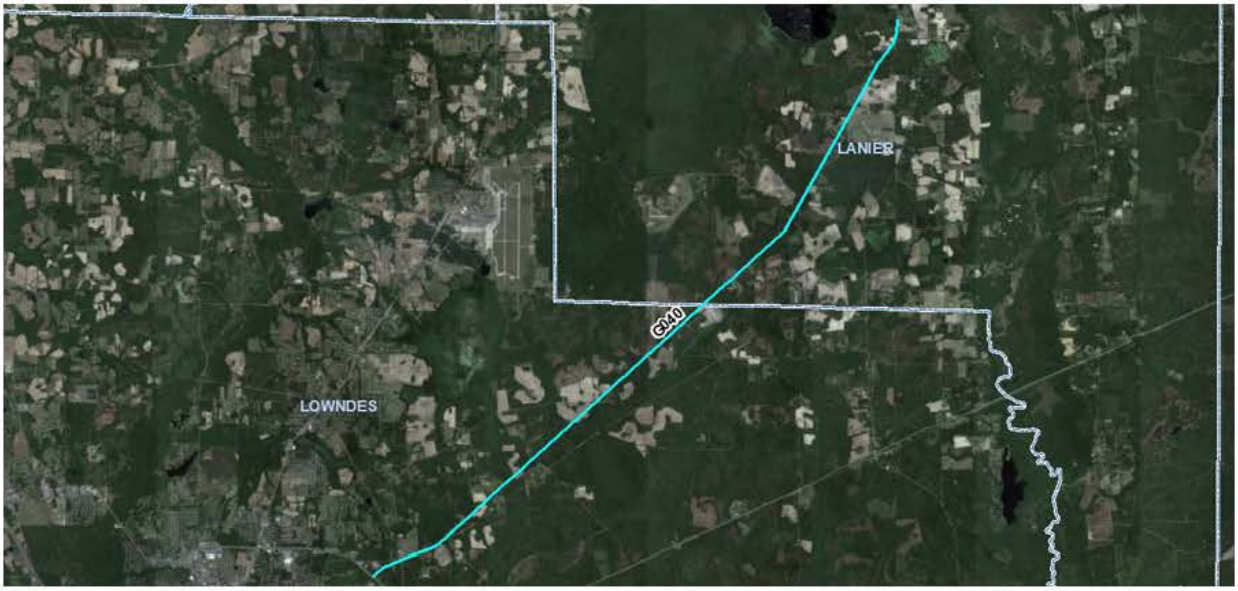
No Build LOS: C or Better

Bridge Sufficiency: N/A

Env. Mitigation Analysis: N/A

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$846,118.18
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,692,236.37
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,099,953.64
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$8,461,181.83
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$12,099,490.02
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$12,099,490.02



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VLMPO Project Data Sheet

Project Name: CR 784/Jerry Jones Dr/Eager Rd from Baytree Road to Oak Street

PI Number: 0014134	City: 01	County: Lowndes	
Local Name: Jerry Jones	State/US #:	Local ID: V075	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Includes a 3-lane curb and gutter project from Baytree Road to Oak Street which will include intersection and signal improvements at Hillendale Rd, Lake Drive, and Country Club Drive.

Purpose & Need: The City is requesting that GDOT provide engineering and all construction funding for a three lane curb and gutter project on this road. The project could include some intersection and signal improvements at Hillendale Road, Lake Drive, and Country Club Drive. This area is a stable, single family neighborhood but has high traffic counts and a poor

Termini From: Baytree Road		Termini To: Gornto Road	Length: 2.3 mi
Current AADT: 17900	Year: 2018	# of Lanes: 2 Truck %: 5	
Future AADT: 17864	Year: 2045	# of Lanes: 3 85% Speed: NA	Func. Class: Minor Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	49	70	67
Injury Only:	24	18	13
Fatal/Injury:	0	0	0
Total Crashes:	73	88	80

Crash Rate: 16.33/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: No

Value Engineering Analysis: NA — Base Yr LOS: F

Benefit/Cost Ratio: NA — Build LOS: F

Financial Plan: NA — No Build LOS: F

Local Priority: High — Bridge Sufficiency: 97.5

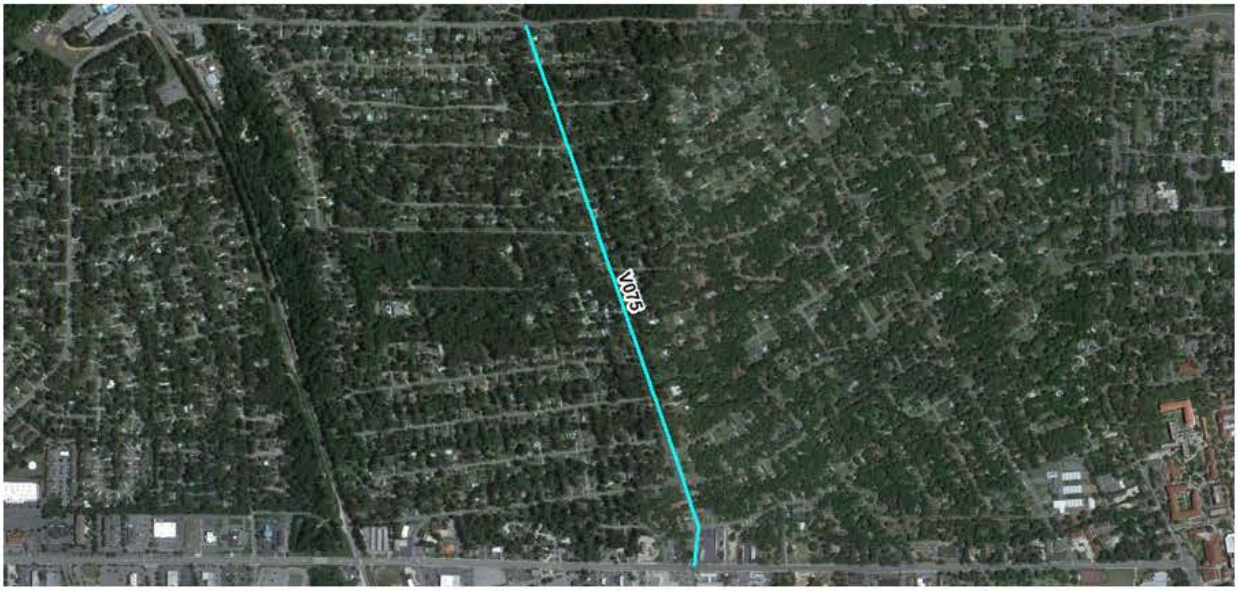
Priority Selection Score: TIP — Env. Mitigation Analysis: NA

Bike and Pedestrian: Include where financially and engineering feasible

Intelligent Transportation: Yes

Land Use/Access Mgmt: NA — Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$2,399,123.51
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$3,690,959.25
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$18,454,796.24
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$24,544,879.00
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$23,894,758.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00



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VLMPO Project Data Sheet

Project Name: I-75 @ SR 31 - Phase II (Exit 11)

PI Number: 0010297	City: Valdosta	County: Lowndes	
Local Name: Exit 11	State/US #:	Local ID: G016	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

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

Termini From: Exit 11		Termini To: Exit 11		Length: mi
Current AADT: 39800	Year: 2017	# of Lanes: Varies	Truck %: 26	
Future AADT: 54639	Year: 2040	# of Lanes: Varies	85% Speed: NA	Func. Class: Interstate

Crash Year:	2017	2018	2019
PDO Crashes:	6	5	5
Injury Only:	3	1	1
Fatal/Injury:	0	0	0
Total Crashes:	9	6	6

Crash Rate: .60/Mill Ent Veh

Safety/Security Elements: Yes

Companion Projects: NA

Value Engineering Analysis: Complete

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 7

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: Yes

Base Yr LOS: C or Better

Build LOS: C or Better

No Build LOS: C or Better

Bridge Sufficiency: VARIES

Env. Mitigation Analysis: Ongoing

Fund(s): Z232, Z001, TIA

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$1,414,254.00	$0.00	$0.00	$1,414,254.00	$0.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$3,539,597.51
Utility	$0.00	$0.00	$0.00	$151,029.36	$151,029.36	$5,445,534.63
Construction	$0.00	$0.00	$0.00	$25,808,295.59	$25,808,295.59	$27,227,673.13
Project Cost	$0.00	$1,414,254.00	$0.00	$25,959,324.95	$27,373,578.95	$40,638,318.10
Federal Cost	$0.00	$1,178,545.00	$0.00	$5,211,459.96	$6,390,004.96	$0.00
State Cost	$0.00	$235,709.00	$0.00	$1,302,864.99	$1,538,573.99	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: SR 38/US 84 MEDIAN TURN LANES FROM VALDOSTA TO LANIER CO.

PI Number: 0013559	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: G009	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

Purpose & Need: Accident history for the years of '95 - 98 shows 53% of the accidents are struck object, 17% are rear end 12% are side s-wipe and 8% are angle intersecting. The proposed improvements would decrease these numbers considerably. The offset left turn lanes will improve sight distance to on coming traffic. The construction of these tum lanes would allow

Termini From: Valdosta City Limits		Termini To: Lanier County Line		Length: 11.7 mi
Current AADT: 5320	Year: 2018	# of Lanes: 4	Truck %: 24	
Future AADT: 8122	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Principal Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	12	10	14
Injury Only:	11	4	13
Fatal/Injury:	0	1	1
Total Crashes:	23	15	28

Crash Rate: 11.96/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: Low

Priority Selection Score: TIP

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$614,250.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$958,230.00
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,474,200.00
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$7,371,000.00
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$10,417,680.00
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$8,334,144.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$2,083,536.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: SR 38/US 84 MEDIAN TURN LANES FM QUITMAN TO VALDOSTA

PI Number: 0013556	City: Valdosta	County: Lowndes	
Local Name:	State/US #: US84, SR 38	Local ID: G008	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

Purpose & Need: Accident history for the years of '95 - 98 shows 53% of the accidents are struck object, 17% are rear end 12% are side s·wipe and 8% are angle intersecting. The proposed improvements would decrease these numbers considerably. The offset left turn lanes will improve sight
distance to on coming traffic. The construction of these tum lanes would allo

Termini From: Valdosta City Limits		Termini To: Quitman City Limits	Length: 8.73 mi
Current AADT: 16200	Year: 2018	# of Lanes: 4 Truck %: 13	
Future AADT: 28490	Year: 2045	# of Lanes: 4 85% Speed: NA	Func. Class: Principal Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	44	49	34
Injury Only:	20	28	14
Fatal/Injury:	0	0	0
Total Crashes:	64	77	48

Crash Rate: 22.97/Mill Ent Veh

Safety/Security Elements: Yes

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIP

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: NA

Build LOS: NA

No Build LOS: NA

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$916,650.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,191,645.00
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,833,300.00
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$9,166,500.00
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$13,108,095.00
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: Old 41 N FM US 41/North Valdosta Road to Union Road

PI Number: 0016271	City: Hahira	County: Lowndes	
Local Name:	State/US #: NA	Local ID: L018	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

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

Termini From: US 41/N Valdosta Rd		Termini To: Union Road		Length: 2.91 mi
Current AADT: 9330	Year: 2018	# of Lanes: 2	Truck %: 10	
Future AADT: 11322	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Minor Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	42	37	19
Injury Only:	23	16	5
Fatal/Injury:	0	0	0
Total Crashes:	65	53	24

Crash Rate: 6.15/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIA

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

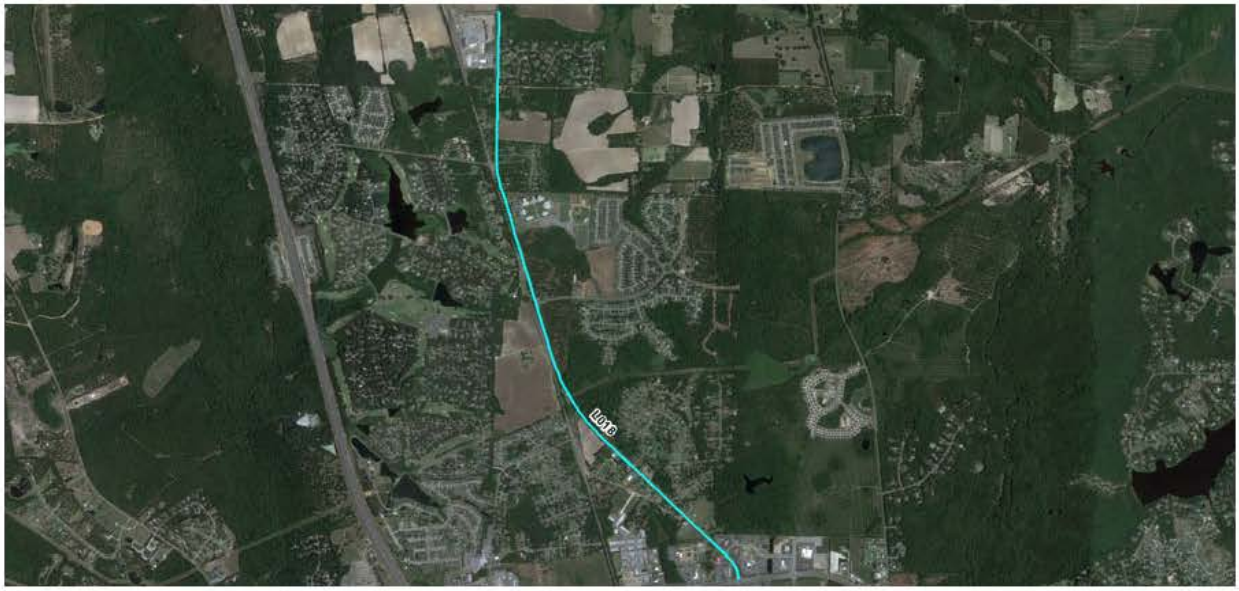
No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$749,261.77
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$974,040.30
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,498,523.53
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$4,270,792.07
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,492,617.66
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,492,617.66



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VLMPO Project Data Sheet

Project Name: Old Clyattville Road FM Mud Creek to Industrial Blvd

PI Number: 0016285	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: V006	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

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

Termini From: Mud Creek		Termini To: Gil Harbin Industrial Blvd		Length: 0.64 mi
Current AADT: 3420	Year: 3420	# of Lanes: 2	Truck %: 23	
Future AADT: 5912	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Minor Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	8	7	11
Injury Only:	1	10	4
Fatal/Injury:	0	0	0
Total Crashes:	9	17	15

Crash Rate: 4.36/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIA

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$714,851.69
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$929,307.20
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,429,703.39
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$4,074,654.66
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,148,516.94
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,148,516.94

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VLMPO Project Data Sheet

Project Name: Val Del Road from US 41/N Valdosta Road to McMillan Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L029	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Val Del Road in Lowndes County, widening from 2 lanes to 5 lanes, beginning at US 41/North Valdosta Road and ending at McMillan Road, including drainage, grading, base and paving.

Purpose & Need: Val Del Road is primary route of travel north-to-south in North Lowndes County. This area is also seeing significant amounts of land converted from timber tracts to residental development in the past several yeas as well as planned in the future. This road also connects Valdosta to the City of Adel in Cook County as well as numerous other perpendic

Termini From: N Valdosta Road	Termini To: McMillan Road		Length: 4.32 mi
Current AADT: 4050 Year: 2018	# of Lanes: 2	Truck %: 4	
Future AADT: 5711 Year: 2045	# of Lanes: 5	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	34	30	24
Injury Only:	20	11	15
Fatal/Injury:	0	0	0
Total Crashes:	54	41	39

Crash Rate: 5.52/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 44

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

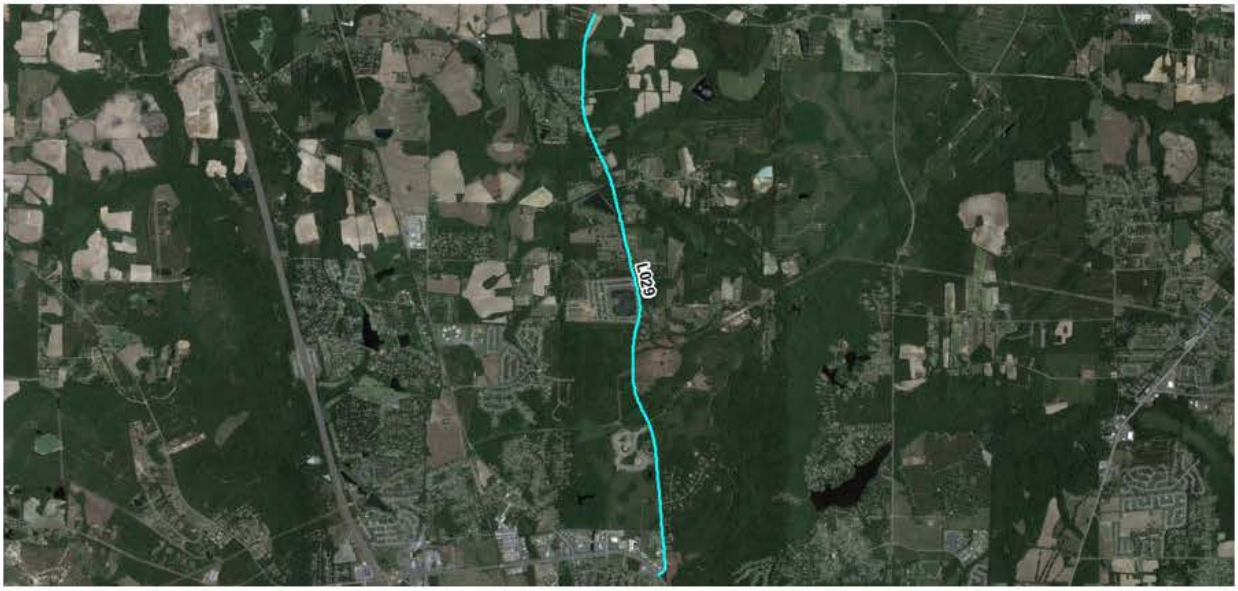
No Build LOS: D

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,078,914.79
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$2,702,589.23
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$4,157,829.59
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$20,789,147.95
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$29,728,481.56
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$23,782,785.24
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$5,945,696.31
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00



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VLMPO Project Data Sheet

Project Name: Howell Road Bridge

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L532	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Replace Howell Road Bridge over Grand Bay Creek.

Purpose & Need: This bridge has seen a decreased sufficiency rating in the last several years and is in need of replacement to allow traffic to continue to flow in this area.

Termini From: Howell Road Bridge		Termini To: Howell Road Bridge	Length: mi
Current AADT: 590	Year: 2018	# of Lanes: 2	Truck %: 7
Future AADT: 738	Year: 2045	# of Lanes: 2	85% Speed: NA

Func. Class: Local

Crash Year:	2017	2018	2019
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0

Crash Rate: .00/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 34

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

No Build LOS: C or Better

Bridge Sufficiency: 71

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$144,612.78
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$187,996.62
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$289,225.56
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$1,446,127.81
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$2,067,962.77
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$1,654,370.21
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$413,592.55
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: Country Club Drive FM Jerry Jones Dr to SR 7

PI Number: 0016282	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: V035	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Expansion of existing two and three-lane sections and construction of sidewalks. If a four-lane section is determined to be sufficient, the construction of turn lanes at 5 intersections will be included, as well as significant drainage improvements, existing traffic signal upgrades, and relocation of existing overhead utilities.

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

Termini From: Jerry Jones Drive		Termini To: North Valdosta Road		Length: 0.76 mi
Current AADT: 12700	Year: 2018	# of Lanes: 2	Truck %: 5	
Future AADT: 13740	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Major Collector

Crash Year:	2017	2018	2019
PDO Crashes:	58	76	65
Injury Only:	27	36	15
Fatal/Injury:	0	0	0
Total Crashes:	85	112	80

Crash Rate: 10.66/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIA

Bike and Pedestrian: sidewalks

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: D

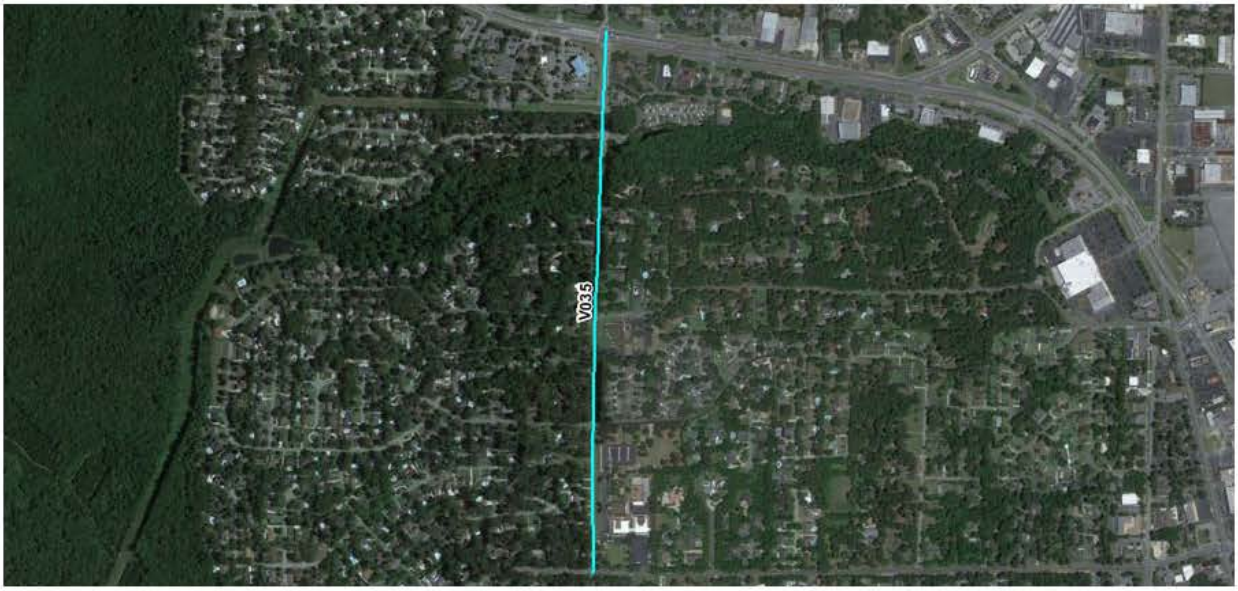
No Build LOS: NA

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,100,223.30
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,430,290.29
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$2,200,446.60
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$6,271,272.81
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$11,002,233.00
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$11,002,233.00



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VLMPO Project Data Sheet

Project Name: Forrest Street from US 84/Hill Ave. to US 41/Perimeter Road

PI Number: 0016289	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: V502	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: The Forrest Street Widening Project will begin at E Hill Avenue and end at Inner Perimeter Road. The project will include design, ROW acquisition, utility adjustments, and construction. It will widen an existing 3.5 mile two-lane section by creating a center turn-lane, bike lanes, sidewalks and additional lanes for operational improvement at intersection. Significant drainage improvements will include curb / gutter and culvert upgrades at several small stream crossings. A portion of an old railroad spur track will be removed to accommodate the widening. Existing traffic signals at eight intersections will be upgraded. The southern porti

Purpose & Need:

Termini From: SR 38/US 84		Termini To: SR 7/ US 41		Length: 3.44 mi
Current AADT: 10600	Year: 2018	# of Lanes: 2	Truck %: NA	
Future AADT: 14989	Year: 2045	# of Lanes: 3	85% Speed: NA	Func. Class: NA

Crash Year:	2017	2018	2019
PDO Crashes:	86	120	117
Injury Only:	61	63	69
Fatal/Injury:	1	0	0
Total Crashes:	148	183	186

Crash Rate: 42.14/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIA

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: E

Build LOS: E

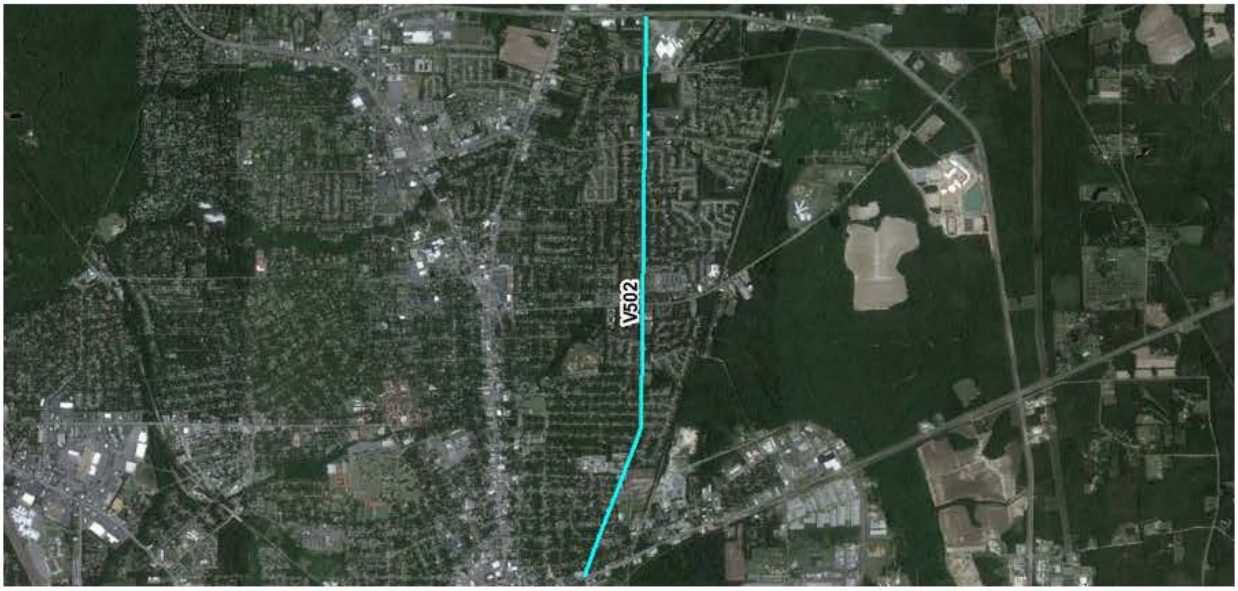
No Build LOS: F

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,537,996.93
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$3,299,396.01
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$5,075,993.86
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$14,466,582.50
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$25,379,969.29
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$25,379,969.29



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VLMPO Project Data Sheet

Project Name: Old Clyattville Road

PI Number: 0016270	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L024	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: CR #785 4.6 miles in Lowndes County, widening from 2 lanes to 5 lanes, beginning at I-75 and ending at Ousley Road (CR #46), including drainage, grading, base and paving.

Purpose & Need: Old Clyattville Road currently serves as a Business Route and Major Collector for Lowndes County and is included in the Future Master Plan for Lowndes County. Current traffic counts exceed 4000 vpd on average and over 10000 vpd during events. Completion of this project will help alleviate traffic congestion in and around the Wild Adventures Theme

Termini From: I-75	Termini To: Ousley		Length: 4.88 mi
Current AADT: 2370 Year: 2018	# of Lanes: 2	Truck %: NA	
Future AADT: 6099 Year: 2045	# of Lanes: 5	85% Speed: NA	Func. Class: NA

Crash Year:	2017	2018	2019
PDO Crashes:	8	9	5
Injury Only:	12	4	2
Fatal/Injury:	0	0	0
Total Crashes:	20	13	7

Crash Rate: .78/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: TIA

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: E

No Build LOS: E

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,650,297.01
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$3,445,386.12
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$5,300,594.03
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$15,106,692.98
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$26,502,970.15
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$26,502,970.15

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VLMPO Project Data Sheet

Project Name: Orr Road Extension

PI Number: 0016273	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L007	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Extend CR #77 1 mile in Lowndes County from Skipper Bridge Road (CR #215) and ending at SR 125, including drainage, grading, base, and paving.

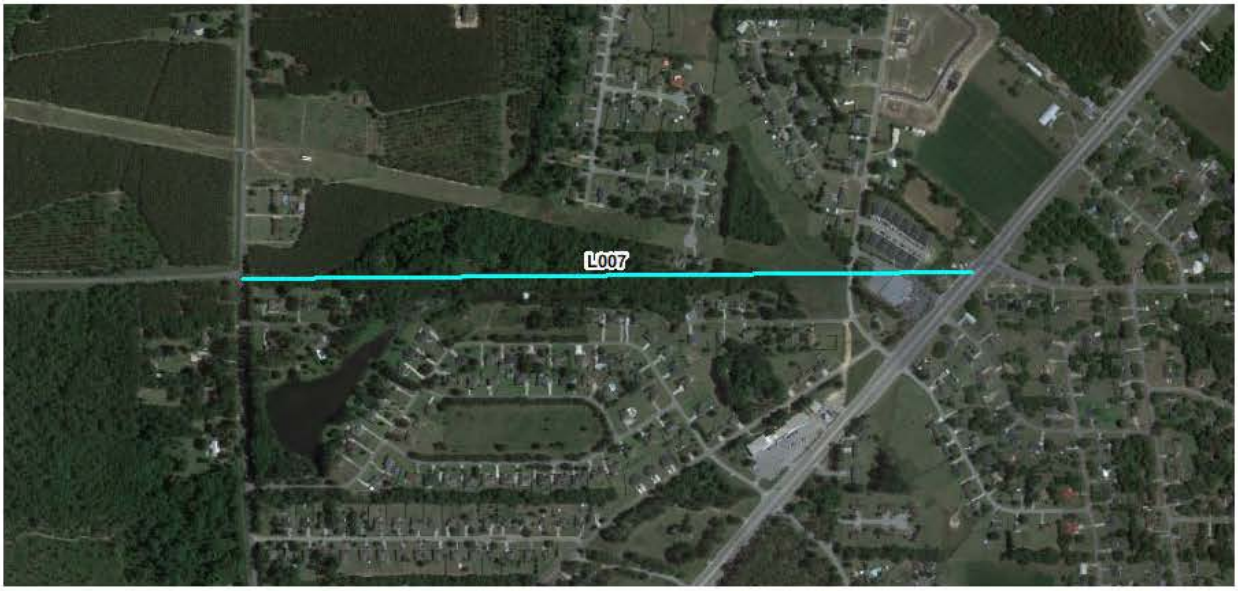
Purpose & Need: Orr Road currently serves as a Business Route and Minor Collector for Lowndes County and is included in the Future Master Plan for Lowndes County. Current traffic counts exceed 800 vpd on Orr Road, however with the connection to State Route 125, we anticipate these numbers to grow exponentially. Paving this portion of Orr Road will help traffic flo

Termini From: Skipper Bridge Rd		Termini To: Bemiss Road	Length: mi
Current AADT:	Year:	# of Lanes:	Truck %: NA
Future AADT:	Year:	# of Lanes:	85% Speed: NA Func. Class: NA

Crash Year:	2017	2018	2019
PDO Crashes:			
Injury Only:			
Fatal/Injury:			
Total Crashes:			
Crash Rate: /Mill Ent Veh			
Safety/Security Elements: NA			
Companion Projects: NA			

Value Engineering Analysis: NA	Base Yr LOS: NA	
Benefit/Cost Ratio: NA	Build LOS: NA	
Financial Plan: NA	No Build LOS: NA	
Local Priority: NA	Bridge Sufficiency: NA	
Priority Selection Score: TIA	Env. Mitigation Analysis: NA	
Bike and Pedestrian: NA		
Intelligent Transportation: NA		
Land Use/Access Mgmt: NA	Fund(s):	

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$146,891.46
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$190,958.90
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$293,782.92
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$837,281.33
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$1,468,914.62
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$1,468,914.62



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VLMPO Project Data Sheet

Project Name: St. Augustine Road at CSX Railroad

PI Number: 0016283	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: V045	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: The St Augustine Road Grade Separation Project is located on St Augustine Road approximately 0.22 miles south of State Route 38. The project will include the design, permitting, ROW acquisition, utility adjustments, and construction of a four-lane overpass on St Augustine Road over the CSX Railroad. Savannah Avenue on both the south and north sides of the CSX Railroad will be re-routed to accommodate the bridge and still provide access to properties along St Augustine Road affected by the grade separation. The project will also include drainage improvements, bike lanes and sidewalks. Several properties will be purchased and structures dem

Purpose & Need:

Termini From: CSX Railroad		Termini To: CSX Railroad			Length: mi
Current AADT: 11200	Year: 2018	# of Lanes: 4	Truck %: NA		
Future AADT: 16445	Year: 2045	# of Lanes: 4	85% Speed: NA		Func. Class: Arterial

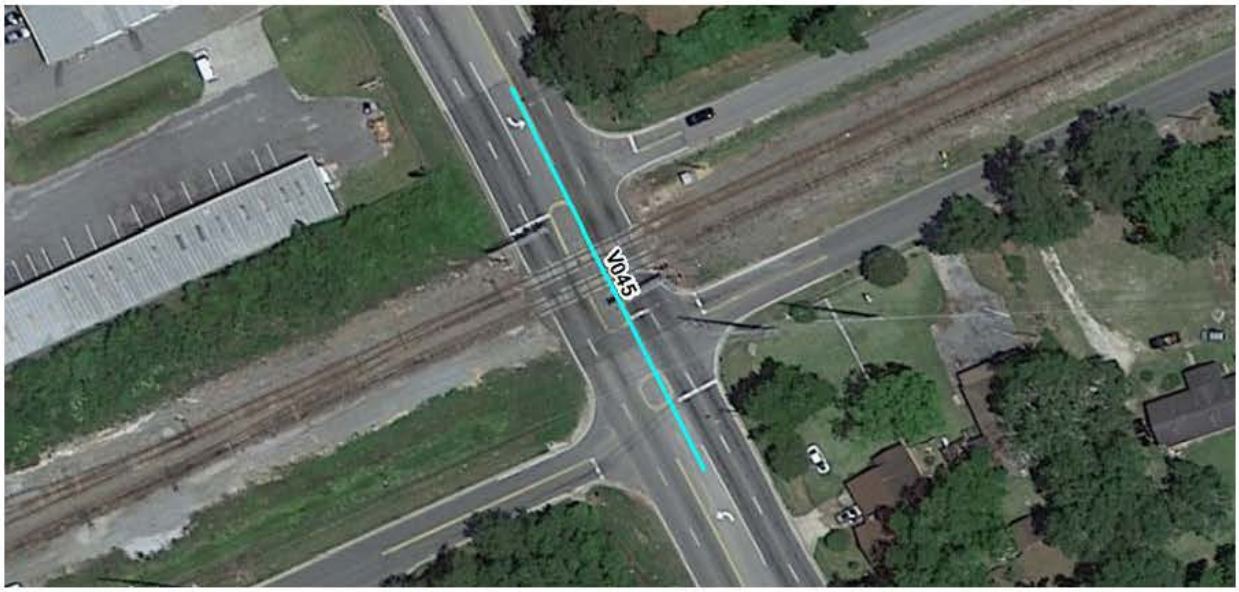
Crash Year:	2017	2018	2019
PDO Crashes:	4	6	5
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	4	6	5

Crash Rate: 2.54/Mill Ent Veh
Safety/Security Elements: NA
Companion Projects: NA

Value Engineering Analysis: NA
Benefit/Cost Ratio: NA
Financial Plan: NA
Local Priority: NA
Priority Selection Score: TIA
Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: NA

Base Yr LOS: C or Better
Build LOS: D
No Build LOS: D
Bridge Sufficiency: NA
Env. Mitigation Analysis: NA
Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,362,764.79
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$3,071,594.23
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$4,725,529.58
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$13,467,759.31
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$23,627,647.91
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$23,627,647.91



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VLMPO Project Data Sheet

Project Name: I-75 @ SR 376 - PHASE II

PI Number: 0010295	City: Valdosta	County: Lowndes	
Local Name:	State/US # I-75/SR 376	Local ID: G502	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

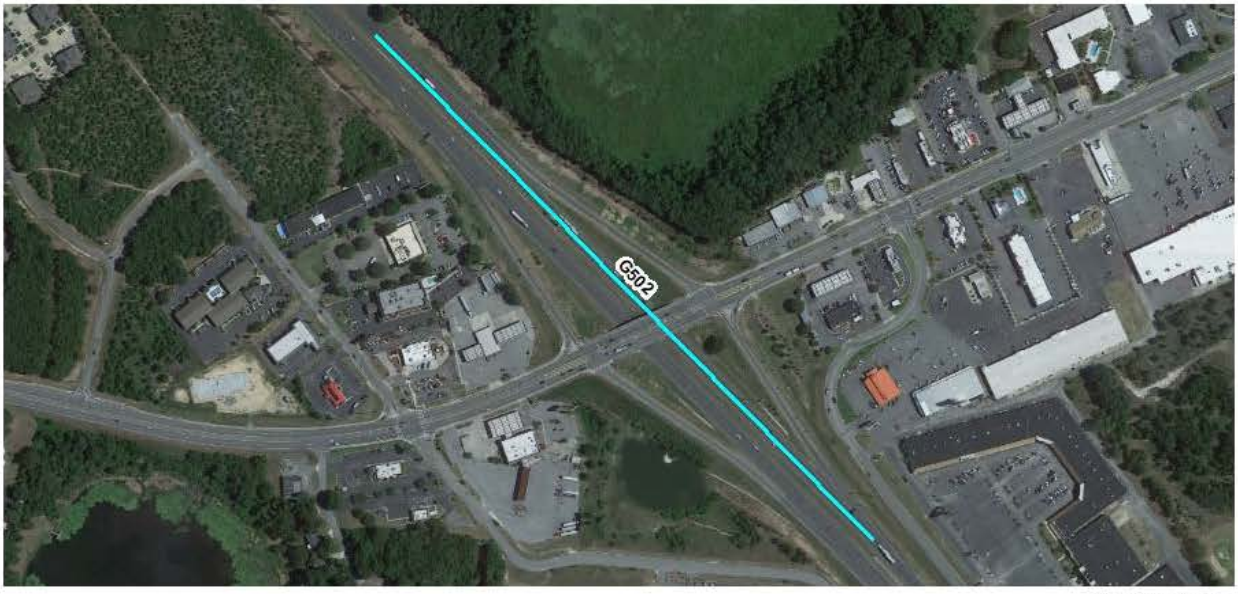
Project Description:

Purpose & Need: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.

Termini From: Exit 5		Termini To: Exit 5		Length: 0.4 mi
Current AADT: 10020	Year: 2018	# of Lanes: 4	Truck %: NA	
Future AADT: 13067	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Arterial

Crash Year:	Value Engineering Analysis: NA	Base Yr LOS: C or Better
PDO Crashes:	Benefit/Cost Ratio: NA	Build LOS: C or Better
Injury Only:	Financial Plan: NA	No Build LOS: C or Better
Fatal/Injury:	Local Priority: NA	Bridge Sufficiency: NA
Total Crashes:	Priority Selection Score: NA	Env. Mitigation Analysis: NA
Crash Rate: /Mill Ent Veh	Bike and Pedestrian: NA	
Safety/Security Elements: NA	Intelligent Transportation: NA	
Companion Projects: NA	Land Use/Access Mgmt: NA	Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,522,000.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$20,652,000.01
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$258,843.01
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$13,638,037.00
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$36,070,880.02
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$28,856,704.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,214,176.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00



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VLMPO Project Data Sheet

Project Name: I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II

PI Number: 0010296	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: G503	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description:

Purpose & Need: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.

Termini From: Loch Laurel Road		Termini To: Loch Laurel Road		Length: mi
Current AADT: 2340	Year: 2018	# of Lanes: 2	Truck %: NA	
Future AADT: 4421	Year: 2045	# of Lanes: 2	85% Speed: NA	Func. Class: NA

Crash Year:	Value Engineering Analysis: NA	Base Yr LOS: C or Better
PDO Crashes:	Benefit/Cost Ratio: NA	Build LOS: C or Better
Injury Only:	Financial Plan: NA	No Build LOS: C or Better
Fatal/Injury:	Local Priority: NA	Bridge Sufficiency: NA
Total Crashes:	Priority Selection Score: NA	Env. Mitigation Analysis: NA
Crash Rate: /Mill Ent Veh	Bike and Pedestrian: NA	
Safety/Security Elements: NA	Intelligent Transportation: NA	
Companion Projects: NA	Land Use/Access Mgmt: NA	Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,522,000.00
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$283,000.01
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$35,000.01
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$3,011,073.00
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$4,851,073.02
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$3,880,858.41
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$970,214.60
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: South Valdosta Truck Bypass

PI Number: 0016898	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: G501	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Designed as a four-lane roadway with a grass median and will more efficiently serve freight generating facilities south of downtown through geometric improvements such as improved turning radii, stopping distances, and turning lanes. The proposed project utilizing the eastern segment of Gil Harbin Industrial Boulevard will include intersection design improvements and require additional ROW on the north side of the existing roadway. The segment between Madison Highway and South Patterson Street will also require widening to the four-lane typical section. Flyover ramps are also being proposed to provide more efficient access to the new bypass b

Purpose & Need: In a Valdosta MPO-sponsored study completed in 2009, local stakeholders identified safety, noise, air quality, operating, and economic concerns of trucks traveling in close proximity to passenger vehicles and pedestrians on the US 84 one-way-pairs through downtown Valdosta. The goal of this project is to re-designate the section of US 84 through do

Termini From: Inner Perimeter Road		Termini To: St. Augustine Rd		Length: 8.56 mi
Current AADT: 4860	Year: 2018	# of Lanes: 2	Truck %: 10	
Future AADT: 11264	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: NA

Crash Year:	2017	2018	2019
PDO Crashes:	43	48	54
Injury Only:	36	34	26
Fatal/Injury:	1	0	0
Total Crashes:	80	82	80

Crash Rate: 22.64/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: High

Priority Selection Score: 26

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

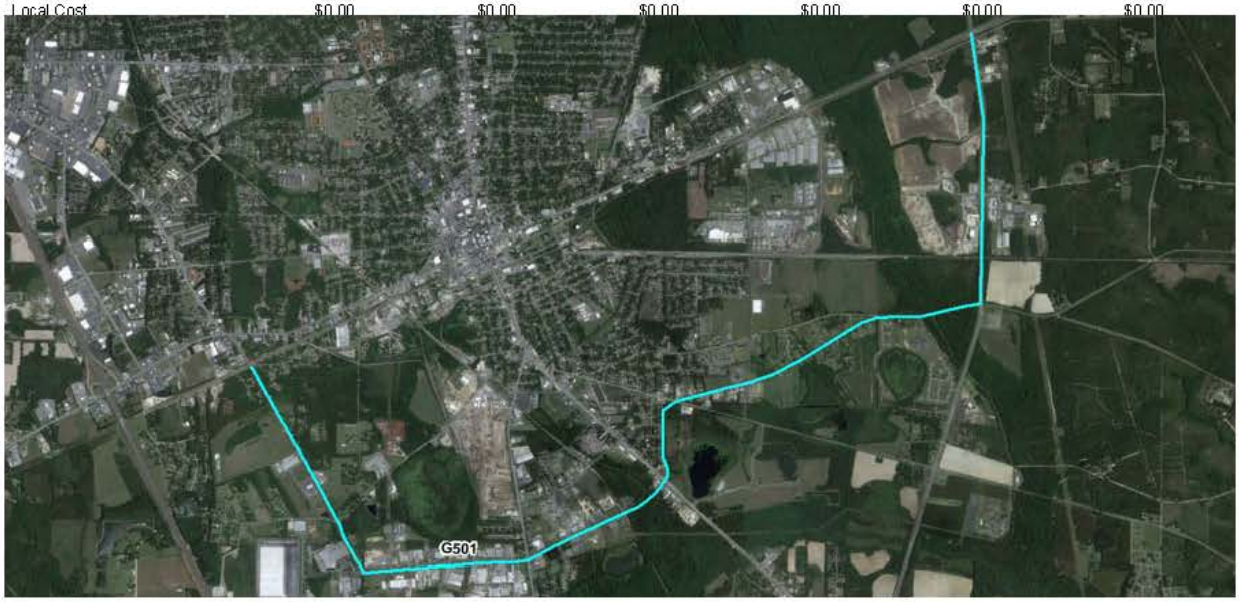
No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$13,851,157.66
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$18,006,504.96
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$27,702,315.32
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$138,511,576.58
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$206,733,696.39
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$165,386,957.11
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$41,346,739.27
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00



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VLMPO Project Data Sheet

Project Name: Lucas Richardson Road Extension to Staten Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L529	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Extend Lucas Richardson Road from current dead end to Staten Road, including drainage, grading, base, and paving.

Purpose & Need: This road along with Orr Road and Studstill Road to the east help to form east-west connections acorss north Lowndes County to better allow traffic to flow across multiple routes. Once completed this corridor will be one of the longest east-west corridors in the area that will help as more timber tracts are converted to residential and commercial d

Termini From: Lucas Richardson Road		Termini To: Staten Road		Length: 0.82 mi
Current AADT: NA	Year: NA	# of Lanes: 2	Truck %: NA	
Future AADT: 5002	Year: 2045	# of Lanes: 2	85% Speed: NA	Func. Class: Local

Crash Year:	2017	2018	2019
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0

Crash Rate: .00/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 20

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: D

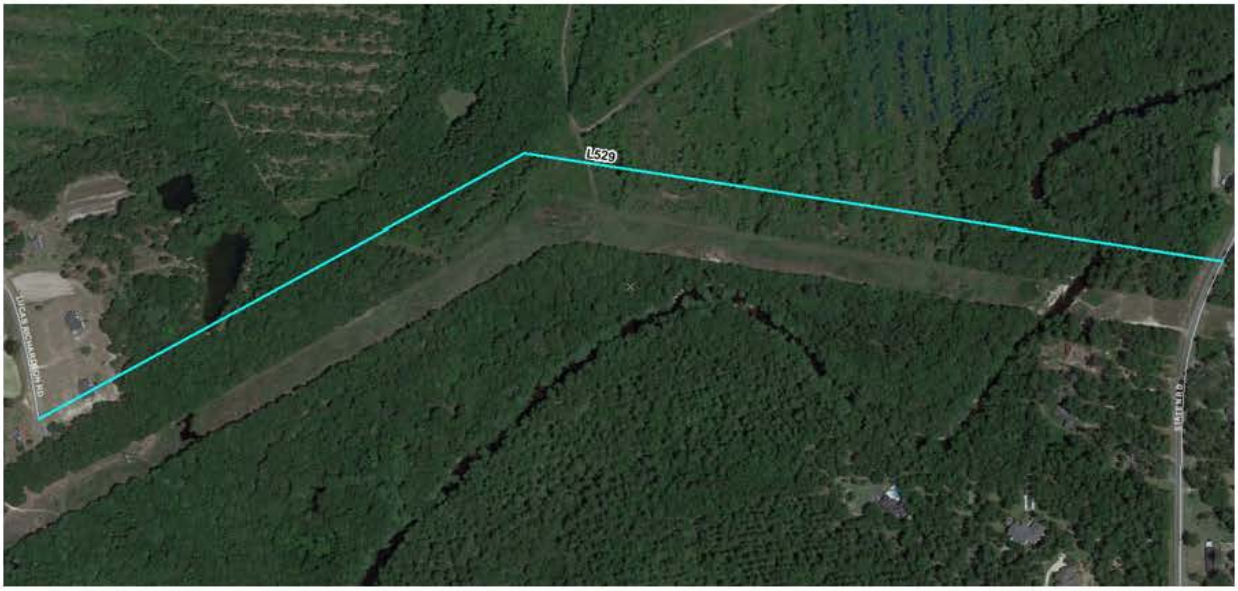
No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$730,513.80
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$375,638.63
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$577,905.59
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$7,305,138.01
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$9,652,116.09
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$9,652,116.09



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VLMPO Project Data Sheet

Project Name: Cherry Creek Road from Oak Street Ext to Orr Road

PI Number:	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: L502	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: From Oak Street Ext. to Orr Road, widen from 2 lanes to 4 lanes, including drainage, grading, base and paving.

Purpose & Need: Cherry Creek Road is a primary north/south connector in north Lowndes County. exisiting and future residential growth in this area will casue this road to become defecient by 2045 without improvements.

Termini From: Oak Street Extension		Termini To: Orr Road		Length: 2.5 mi
Current AADT: 5140	Year: 2018	# of Lanes: 2	Truck %: 4	
Future AADT: 13396	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	17	10	8
Injury Only:	6	2	12
Fatal/Injury:	1	0	0
Total Crashes:	24	12	20

Crash Rate: 8.12/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 25

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: D

No Build LOS: F

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,515,617.39
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$3,270,302.60
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$5,031,234.77
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$25,156,173.86
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$35,973,328.62
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$28,778,662.89
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,194,665.72
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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The following projects are included in Appendix D.

VLMPO Project Data Sheet

Project Name: Forrest Street from US 41/Perimeter Road to SR 125/Bemiss Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L506	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Forrest Street from US 41/Inner Perimeter Road to SR 125/Bemiss Road, widen from 2 lanes to 4 lanes, including drainage, grading, base and paving.

Purpose & Need: Residential growth has continued in this area. Additional traffic is forecasted to continue through 2045. Improvements to this corridor will aid in the safe flow of traffic in this area.

Termini From: Inner Perimeter Road		Termini To: Bemiss Road		Length: 1.3 mi
Current AADT: 6220	Year: 2018	# of Lanes: 2	Truck %: NA	
Future AADT: 10601	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	30	35	47
Injury Only:	24	19	29
Fatal/Injury:	0	0	0
Total Crashes:	54	54	76

Crash Rate: 7.44/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: NA

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: D or Better

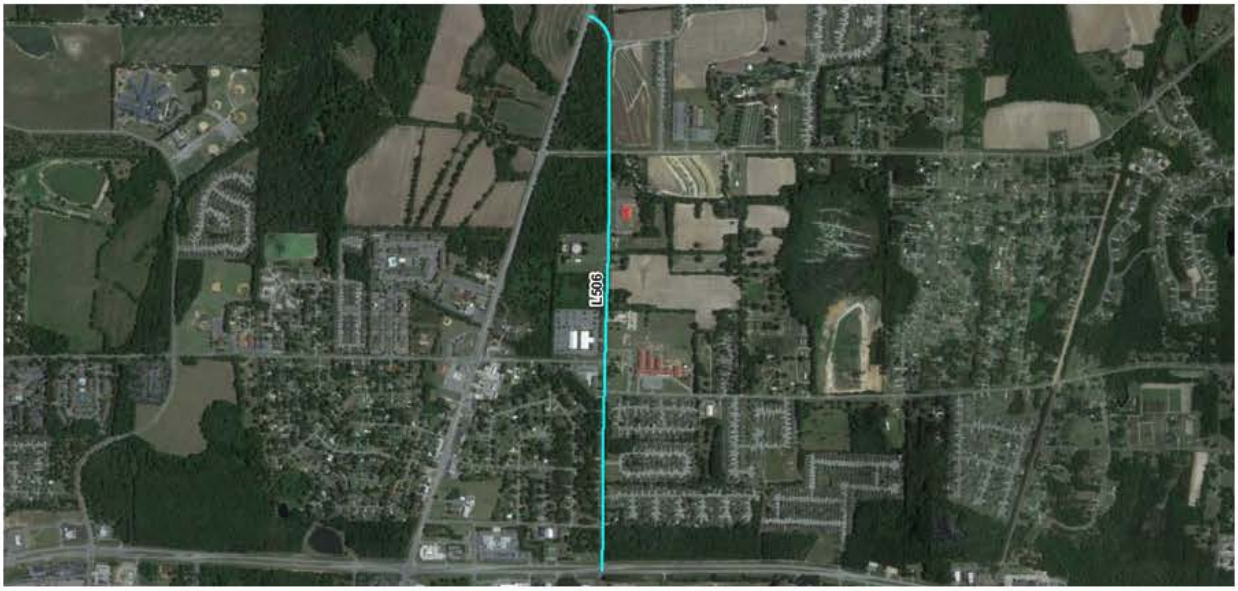
No Build LOS: E

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$902,588.60
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,173,365.19
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,805,177.21
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$9,025,886.05
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$12,907,017.05
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$12,907,017.05



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VLMPO Project Data Sheet

Project Name: CR 188/CR781/N Oak Street from SR 7BU to Breckenridge Dr.

PI Number: 0013986	City: 01	County: Lowndes	
Local Name: CR 188	State/US #:	Local ID: G005	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Widening and reconstruction of the north-south alignment of North Oak St. Ext/CR 188 from N Ashley St/US 41 to Breckenridge Drive. The existing roadway from N Ashley to Inner Perimeter Rd is three-lane roadway with flush median and curb and gutter on the west side, with open ditches on the east side on 70 ft of right of way. The existing roadway from Inner Perimeter to N Forrest St is a two-lane rural roadway with open ditches on 70 & 100 ft. of right of way. The proposed typical section is a five-lane urban roadway with flush median and sidewalks on a 134 ft right of way.

Purpose & Need: The proposed project is needed to address current and future traffic volumes therefore improving tlie LOS by adding needed capacity. The project's need is also predicated on improving safety at the previously identified intersections along the North Oak St. /Mt. Zion Chr.rch Rd. corridor. The project's purpose is to improve the LOS as well as th

Termini From: SR 7 Business		Termini To: Breckenridge Drive		Length: .5 mi
Current AADT: 16200	Year: 2018	# of Lanes: 2	Truck %: 2	
Future AADT: 17711	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Minor Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	103	77	81
Injury Only:	47	17	35
Fatal/Injury:	0	0	0
Total Crashes:	150	94	116

Crash Rate: 19.86/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: G501, L506

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 16

Bike and Pedestrian: Yes

Intelligent Transportation: Yes

Land Use/Access Mgmt: NA

Base Yr LOS: F

Build LOS: F

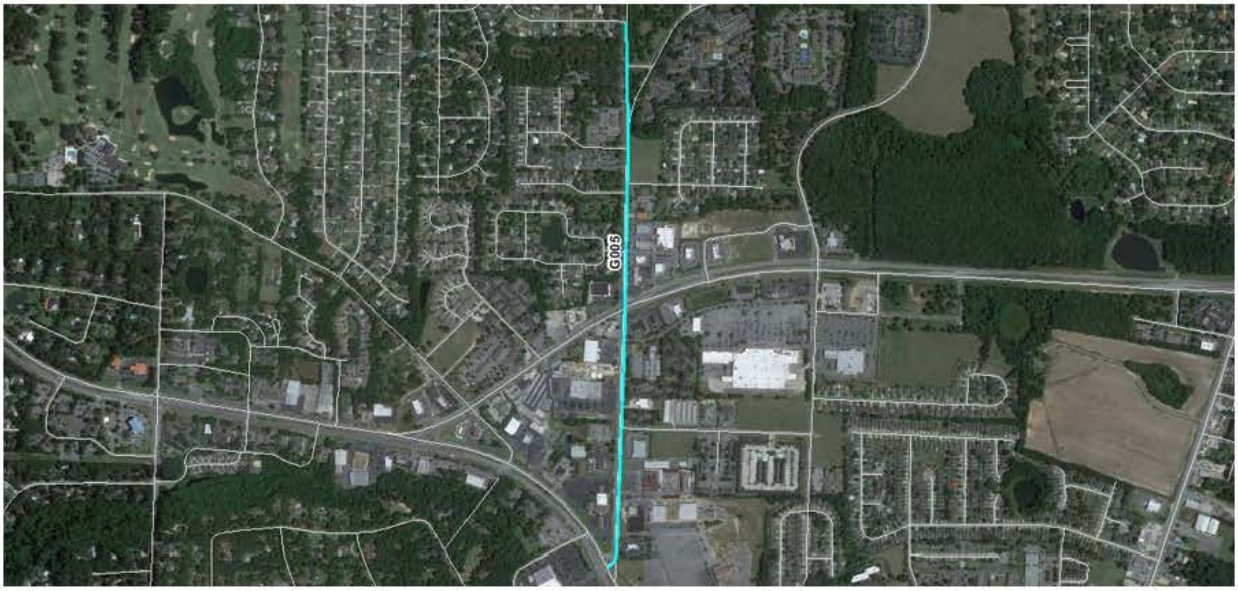
No Build LOS: F

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$377,042.25
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$490,154.93
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$754,084.51
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$3,770,422.55
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$5,391,704.24
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$5,391,704.24



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VLMPO Project Data Sheet

Project Name: Copeland Road from Madison Hwy to US 41

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L534	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Copeland Road from Madison Hwy to US 41, widen from 2 lanes to 4 lanes, includes drainage, grading, base and paving.

Purpose & Need: Lowndes County Schools plans to build a new middle school and elementary school on this roadway in the coming years. Future traffic from increased school trips as well as proposed residential development along this corridor will require improvements to be made to improve traffic flow, operations and safety.

Termini From: Madison Hwy		Termini To: SR 31		Length: 1.37 mi
Current AADT: 1300	Year: 2018	# of Lanes: 2	Truck %: 6	
Future AADT: 1944	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: 5

Crash Year:	2017	2018	2019
PDO Crashes:	6	4	5
Injury Only:	2	4	3
Fatal/Injury:	0	0	0
Total Crashes:	8	8	8

Crash Rate: 2.69/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 21

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

No Build LOS: C or Better

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$530,934.50
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$690,214.85
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,061,869.00
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$5,309,345.01
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,592,363.36
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$7,592,363.36

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VLMPO Project Data Sheet

Project Name: US 41/North Valdosta Road from N Oak St Ext to I-75

PI Number:	City: 01	County: Lowndes	
Local Name: N Valdosta Road	State/US #:	Local ID: V012	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: US 41/N Valdosta Road, from Ashley Street to I-75, widen from 4 lanes to 6 lanes, includes replacement of 6 bridges..

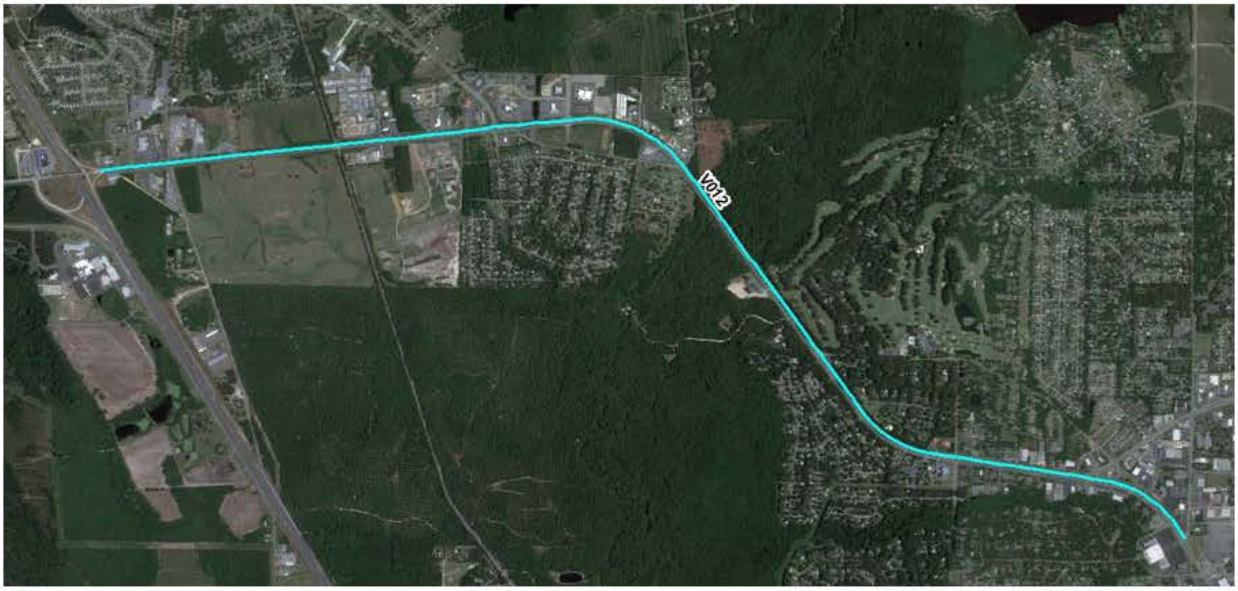
Purpose & Need: Increased residentlial and commercial development along this corridor and on intersecting roadways has forecasted that this roadway will have a deficient level of service by the year 2045. Widening to 6 lanes will improve travel times, reduce congestion, and improve safety.

Termini From: US 41 at Five Points		Termini To: I-75		Length: 4.32 mi
Current AADT: 34400	Year: 2018	# of Lanes: 4	Truck %: 3	
Future AADT: 34273	Year: 2045	# of Lanes: 6	85% Speed: NA	Func. Class: 3

Crash Year:	2017	2018	2019
PDO Crashes:	221	230	214
Injury Only:	110	94	76
Fatal/Injury:	0	0	0
Total Crashes:	331	324	290
Crash Rate: 35.62/Mill Ent Veh			
Safety/Security Elements: NA			
Companion Projects: NA			

Value Engineering Analysis: NA	Base Yr LOS: E	
Benefit/Cost Ratio: NA	Build LOS: E	
Financial Plan: NA	No Build LOS: NA	
Local Priority: NA	Bridge Sufficiency: NA	
Priority Selection Score: 44	Env. Mitigation Analysis: NA	
Bike and Pedestrian: NA		
Intelligent Transportation: NA		
Land Use/Access Mgmt: NA	Fund(s):	

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$5,616,629.45
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$5,616,629.45
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$6,696,750.49
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$33,483,752.47
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$51,413,761.86
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$51,413,761.86



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VLMPO Project Data Sheet

Project Name: Lankford Drive FM SR 133 to Norman Drive

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: V010	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

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

Purpose & Need: The Lankford Drive Extension Project will begin at Saint Augustine Road and end at Norman Drive. It will include design, right of way acquisition and construction. The project will consist of constructing approximately 0.5 miles of a three lane section with 5 foot wide sidewalks. Associated drainage and utility upgrades and improvements will be nee

Termini From: SR 133/St. Augustine Road	Termini To: Norman Drive		Length: 0.53 mi
Current AADT: NA Year: NA	# of Lanes: NA	Truck %: NA	
Future AADT: NA Year: 2045	# of Lanes: 2	85% Speed: NA	Func. Class: Major Collector

Crash Year:	2017	2018	2019
PDO Crashes:	23	17	16
Injury Only:	11	3	5
Fatal/Injury:	0	0	0
Total Crashes:	34	20	21

Crash Rate: 7.31/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA | Base Yr LOS: NA

Benefit/Cost Ratio: NA | Build LOS: NA

Financial Plan: NA | No Build LOS: NA

Local Priority: NA | Bridge Sufficiency: NA

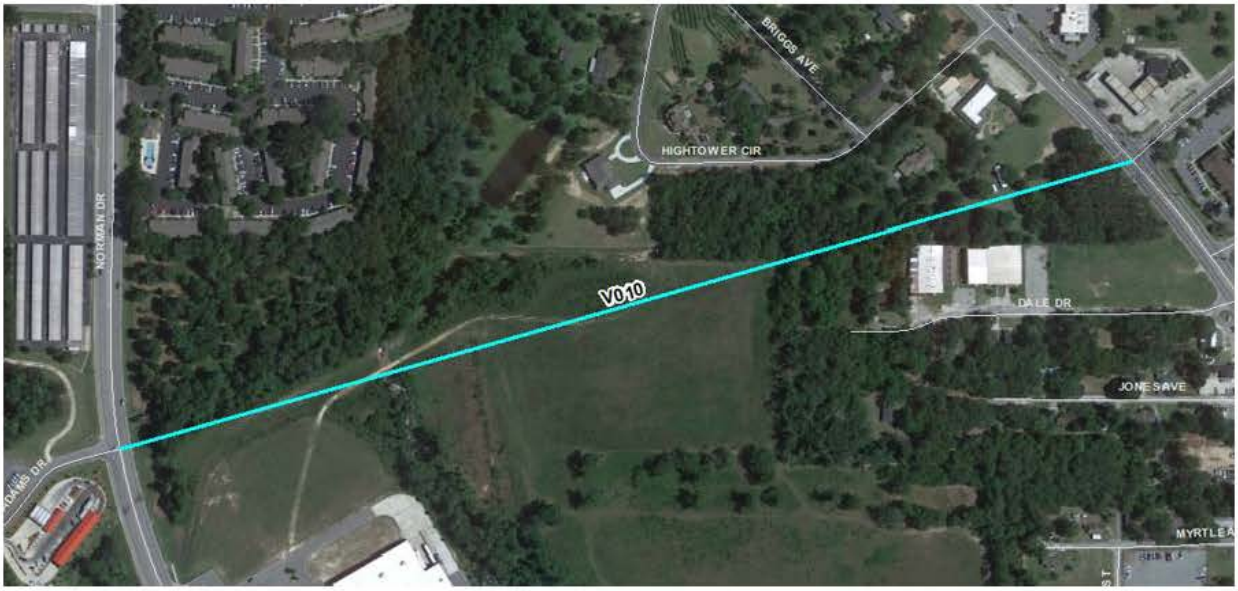
Priority Selection Score: 43 | Env. Mitigation Analysis: NA

Bike and Pedestrian: Bike lanes and sidewalks

Intelligent Transportation: NA

Land Use/Access Mgmt: Yes | Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$792,258.80
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,029,936.45
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,584,517.61
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$7,922,588.05
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$11,329,300.91
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$11,329,300.91



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VLMPO Project Data Sheet

Project Name: Bemiss Road at Inner Perimeter

PI Number:	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: L533	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Adding a right turn lane at this intersection for northbound to eastbound traffic

Purpose & Need: A new turn lane at this intersection will aid in traffic flow and overall intersection operations by allowing northbound traffic flow to turn right (eastbound) safely without impedeing other traffic.

Termini From: Bemiss Road		Termini To: Inner Perimeter Road		Length: mi
Current AADT: 23700	Year: 2018	# of Lanes: 0	Truck %: 11	
Future AADT: 28922	Year: 2045	# of Lanes: 1	85% Speed: NA	Func. Class: Arterial

Crash Year:	2017	2018	2019
PDO Crashes:	28	39	41
Injury Only:	13	17	7
Fatal/Injury:	0	0	0
Total Crashes:	41	56	48

Crash Rate: 7.17/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 40

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: D

No Build LOS: D

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$120,736.10
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$156,956.93
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$241,472.20
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$1,207,361.02
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$1,726,526.26
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$1,726,526.26

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VLMPO Project Data Sheet

Project Name: Jumping Gully Road Bridge

PI Number:	City: Lake Park	County: Lowndes	
Local Name:	State/US #:	Local ID: L531	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description:

Purpose & Need:

Termini From: Jumping Gully Road Bridge		Termini To: Jumping Gully Road Bridge		Length: mi
Current AADT:	Year:	# of Lanes:	Truck %:	
Future AADT:	Year:	# of Lanes:	85% Speed:	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	0	1	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	1	0

Crash Rate: 9.61/Mill Ent Veh

Safety/Security Elements:

Companion Projects:

Value Engineering Analysis:		Base Yr LOS:
Benefit/Cost Ratio:		Build LOS:
Financial Plan:		No Build LOS:
Local Priority:		Bridge Sufficiency:
Priority Selection Score:		Env. Mitigation Analysis:
Bike and Pedestrian:		
Intelligent Transportation:		
Land Use/Access Mgmt:		Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$360,049.54
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$992,069.65
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,526,261.01
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$3,600,495.35
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$6,478,875.55
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

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VLMPO Project Data Sheet

Project Name: Skipper Bridge Road from SR 125/Bemiss Road to McMillan Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L508	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: From SR125/Bemiss Road to McMillan Road, widen from 2 lanes to 4 lanes, including drainage, grading, base and paving.

Purpose & Need: This north-south roadway is a primary route for school traffic (Pine Grove Campus) and for future residential development in north Lowndes County. Future growth along this corridor will require imrprovements to reduce congestion and improve safety along this corridor.

Termini From: McMillan Road		Termini To: Bemiss Road		Length: 3.38 mi
Current AADT: 3790	Year: 2018	# of Lanes: 2	Truck %: 8	
Future AADT: 6468	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	18	17	14
Injury Only:	15	7	5
Fatal/Injury:	0	0	0
Total Crashes:	33	24	19

Crash Rate: 4.09/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 19

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: D

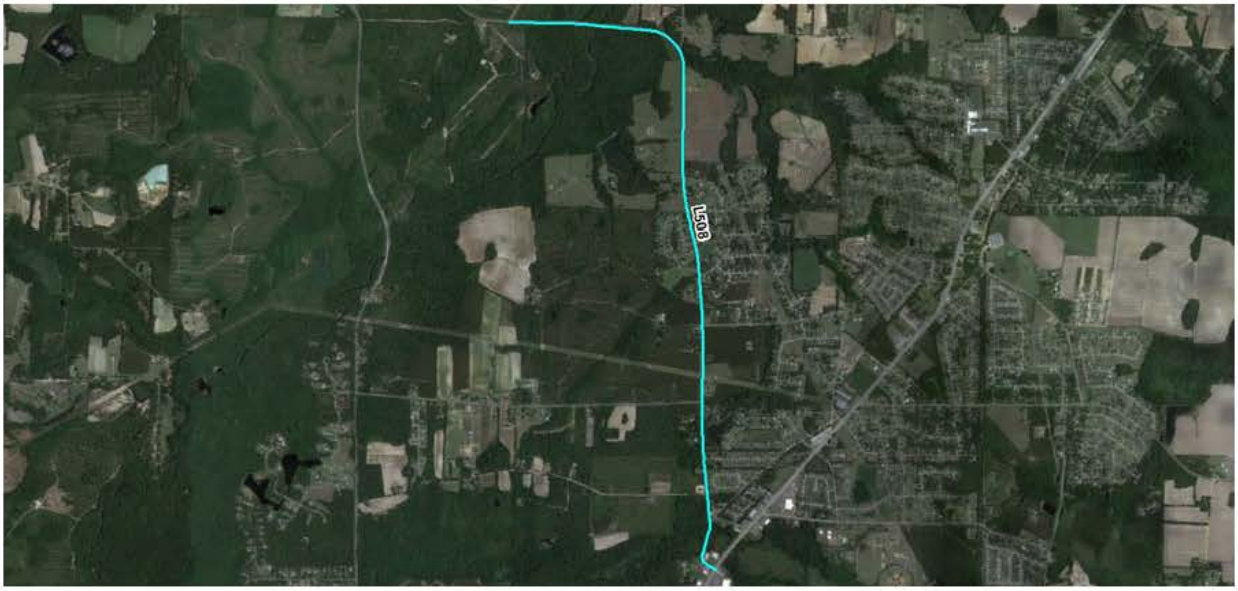
No Build LOS: F

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$827,002.82
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$2,189,066.50
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$3,367,794.62
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$16,838,973.09
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$23,222,837.02
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$23,222,837.02



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VLMPO Project Data Sheet

Project Name: North Oak Street Extension From Cherry Creek Road to Forrest Street

PI Number:	City: 01	County: Lowndes	
Local Name: Mt. Zion Road	State/US #:	Local ID: V500	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: From Cherry Creek Road to Forrest Street, widen from 2 lanes to 4 lanes. including drainage, grading, base and paving.

Purpose & Need: This project will aid in the safe flow of traffic in this area connecting several arterial roadways to adjacent land uses that include schools, commercial properties, and residential areas.

Termini From: Cherry Creek Road		Termini To: Forrest Street		Length: 1.59 mi
Current AADT: 8199	Year: 2015	# of Lanes: 2	Truck %: NA	
Future AADT: 6697	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: 5

Crash Year:	2017	2018	2019
PDO Crashes:	41	50	34
Injury Only:	15	17	13
Fatal/Injury:	0	1	0
Total Crashes:	56	68	47

Crash Rate: 8.30/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects:

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 34

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: C or Better

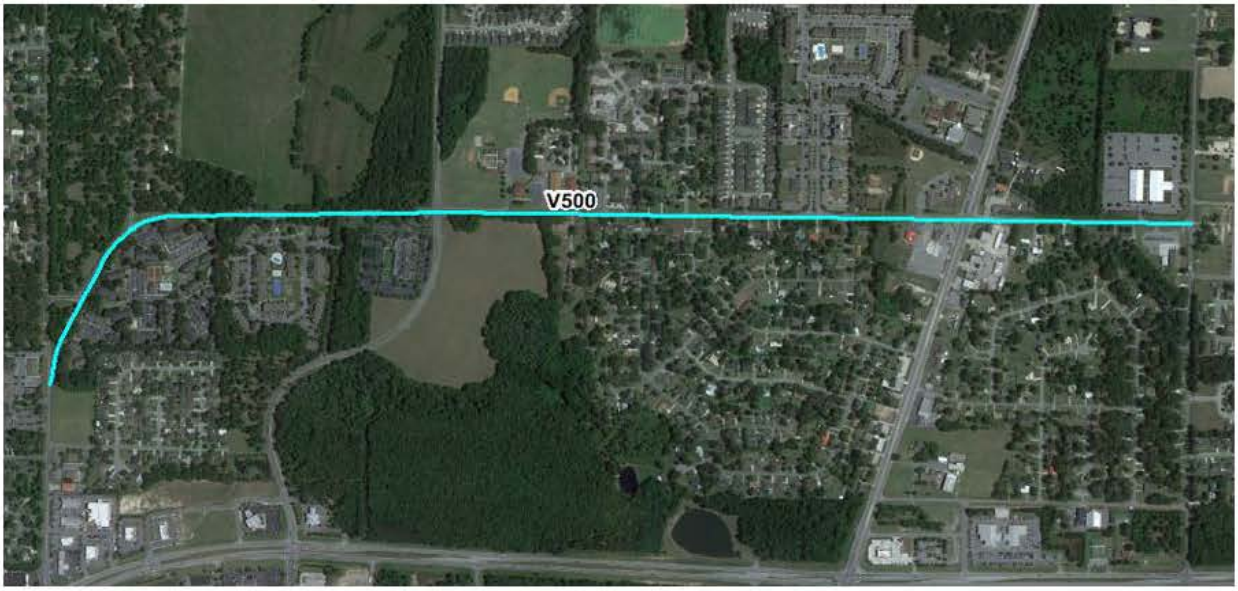
No Build LOS: NA

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$938,723.20
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,220,340.15
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,877,446.39
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$9,387,231.95
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$13,423,741.69
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$13,423,741.69



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VLMPO Project Data Sheet

Project Name: SR 122

PI Number:	City: 02	County: Lowndes	
Local Name: Main Street	State/US #:	Local ID: G011	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: SR 122 from Webb Road to I-75, widen from 2 lanes to 4 lanes.

Purpose & Need: The 2045 modeled level of service for this corridor is identified as F. Improvements to this roadway will help alleviate congestion in this growing area and improve safety and operations of the roadway.

Termini From: I-75		Termini To: S Newsome Street	Length: .57 mi
Current AADT: 7040	Year: 2018	# of Lanes: 2	Truck %: 13
Future AADT: 10306	Year: 2045	# of Lanes: 4	85% Speed: NA

Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	17	18	15
Injury Only:	0	5	3
Fatal/Injury:	0	0	0
Total Crashes:	17	23	18

Crash Rate: 1.89/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 33

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: C or Better

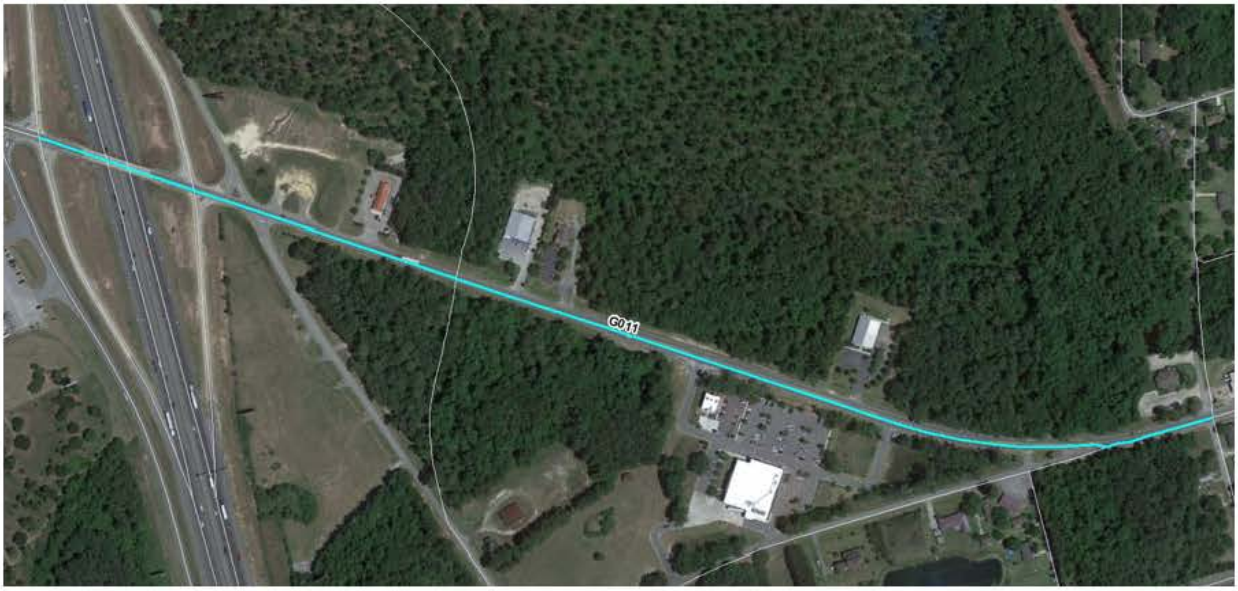
No Build LOS: F

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$567,941.70
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$738,324.20
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,135,883.39
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$5,679,416.96
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$8,121,566.25
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$8,121,566.25



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VLMPO Project Data Sheet

Project Name: Old 41 North

PI Number:	City: Hahira	County: Lowndes	
Local Name:	State/US #:	Local ID: L031	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Old 41 North from Union Road to Hagan Bridge Road, widen from 2 lanes to 3 lanes, including drainage, grading, base and paving.

Purpose & Need: Increased growth along this and adjacent corridors in the future is anticipated to reduce the level of service on this corridor. These improvmeents will allow the two travel lanes to function at full capacity while removing vehciles making left turns into a safe lane for themselves.

Termini From: Union Road		Termini To: Hagan Bridge Road	Length: 3.29 mi
Current AADT:	Year:	# of Lanes: Truck %:	
Future AADT:	Year:	# of Lanes: 85% Speed:	Func. Class: 4

Crash Year:	2017	2018	2019
PDO Crashes:	11	4	6
Injury Only:	5	1	5
Fatal/Injury:	0	0	0
Total Crashes:	16	5	11

Crash Rate: 3.52/Mill Ent Veh

Safety/Security Elements:

Companion Projects:

Value Engineering Analysis:

Benefit/Cost Ratio:

Financial Plan:

Local Priority:

Priority Selection Score:

Bike and Pedestrian:

Intelligent Transportation:

Land Use/Access Mgmt:

Base Yr LOS:

Build LOS:

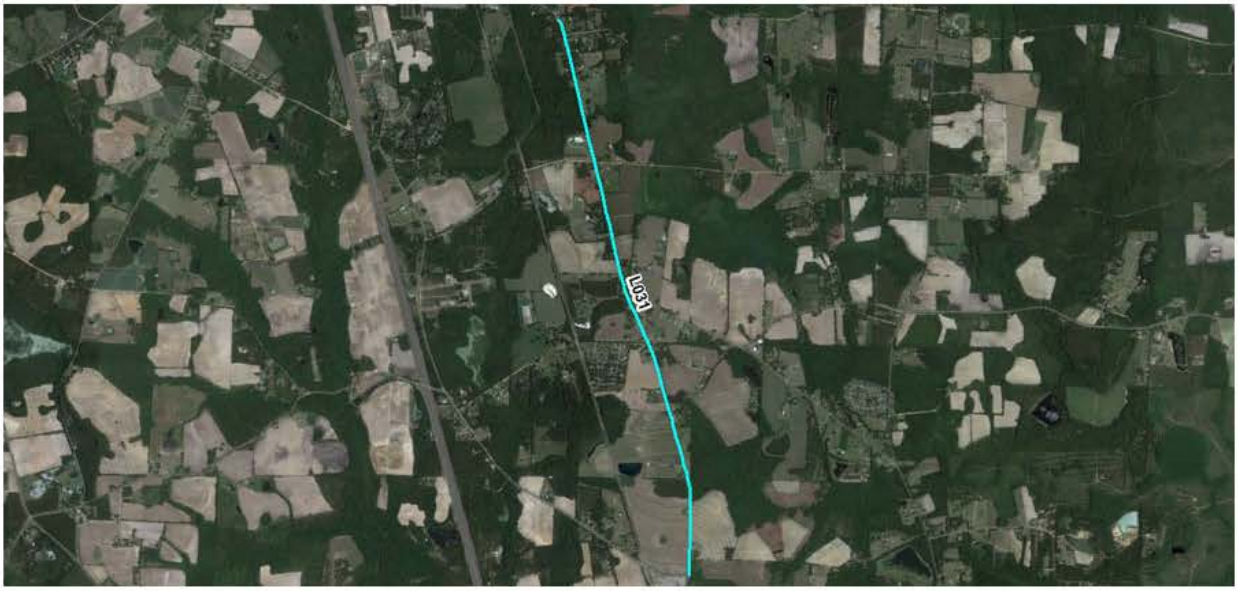
No Build LOS:

Bridge Sufficiency:

Env. Mitigation Analysis:

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$2,431,831.85
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,443,430.09
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$2,220,661.67
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$11,103,308.36
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$17,199,231.97
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00



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VLMPO Project Data Sheet

Project Name: Studstill Road from Bemiss Road to Knights Academy Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L028	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Studstill Road from SR 125/Bemiss Road to Knights Academy Road will widen from 2 lanes to 4 lanes, including drainage, grading, base and paving.

Purpose & Need: The 2045 travel demand model indicates this roadway will be at LOS F. Due to increased residential development in this area and this road connecting to proposed Orr Road and Lucas Richardson Road Extensions this corrdior will nearly create a nearly continuous 8 mile east-west corridor across north Lowndes County.

Termini From: Bemiss Road		Termini To: Knights Academy Road		Length: 2.79 mi
Current AADT: 520	Year: 2018	# of Lanes: 2	Truck %: 8	
Future AADT: 1985	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	6	6	8
Injury Only:	2	4	2
Fatal/Injury:	0	0	0
Total Crashes:	8	10	10

Crash Rate: 1.67/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 25

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: C or Better

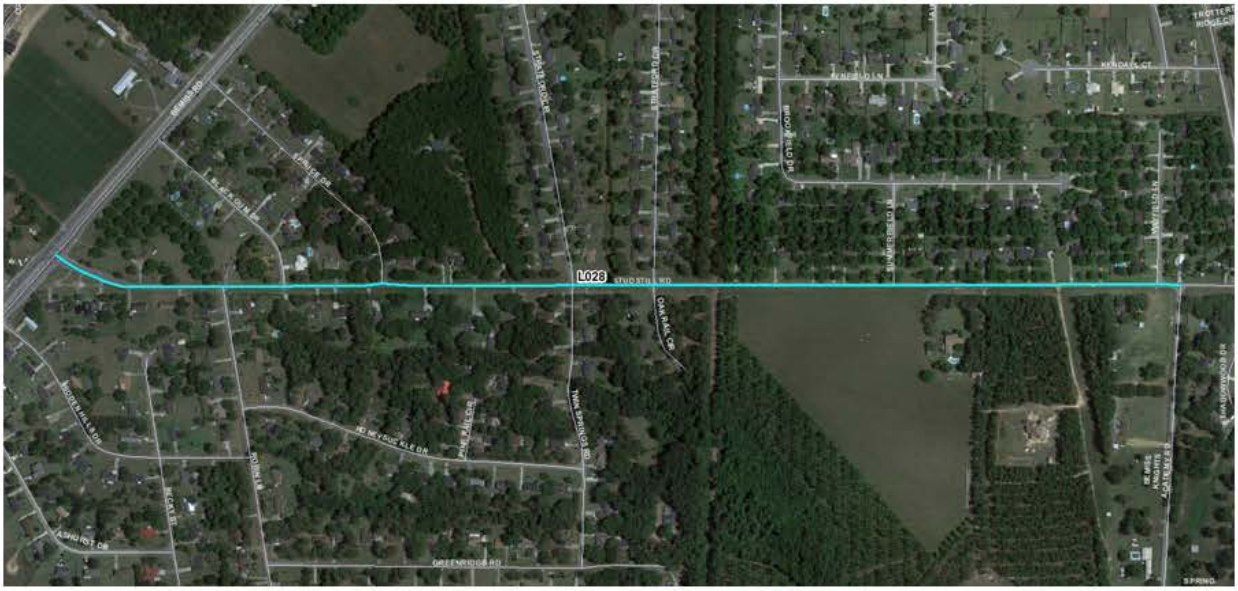
No Build LOS: E

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,389,962.57
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$694,981.29
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$2,779,925.14
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$13,899,625.71
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$18,764,494.71
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$18,764,494.71



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VLMPO Project Data Sheet

Project Name: Gornto Road FM Oak Street to Jerry Jones Drive

PI Number:	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: V036	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: center turn lane - widening, drainage system, sidewalk, bike lane and various intersection improvements.

Purpose & Need: Safety, transportation enhancement and road widening project to relieve traffic congestion and safety issues along Gornto Road from Oak Street to Jerry Jones.

Termini From: Oak Street		Termini To: Jerry Jones Drive		Length: 0.95 mi
Current AADT: 8480	Year: 2018	# of Lanes: 2	Truck %: NA	
Future AADT: 9041	Year: 2045	# of Lanes: 3	85% Speed: NA	Func. Class: Major Collector

Crash Year:	2017	2018	2019
PDO Crashes:	28	38	40
Injury Only:	16	13	15
Fatal/Injury:	0	0	0
Total Crashes:	44	51	55

Crash Rate: 9.31/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: Medium

Priority Selection Score: 24

Bike and Pedestrian: sidewalk and bike lanes

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: D

No Build LOS: NA

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,587,793.99
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$2,064,132.18
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$3,175,587.98
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$15,877,939.88
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$22,705,454.03
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$22,705,454.03

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VLMPO Project Data Sheet

Project Name: Old Clyattville Road from Ousley Road to Clayttville-Nankin Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L505	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Old Clayttville Road from Ousley Road to Clayville-Nankin Road, widening from 2 lnes to 4 lanes, with turn lanes at specific intersections, including drainage, grading, base and paving.

Purpose & Need: Due to increased traffic in this area the Travel Demand Model shows this road being a level of service F by 2045. Improvmements to this roadway will imrpove traffic flow and vehicular safety in this area near regional manufacturing and toursit destinations.

Termini From: Ousley Road		Termini To: Clyattville-Nankin Road	Length: 1.2 mi
Current AADT: 1700	Year: 2018	# of Lanes: 2 Truck %: NA	
Future AADT: 6196	Year: 2045	# of Lanes: 4 85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	2	2	2
Injury Only:	4	1	4
Fatal/Injury:	0	0	0
Total Crashes:	6	3	6

Crash Rate: 6.30/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 23

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: D

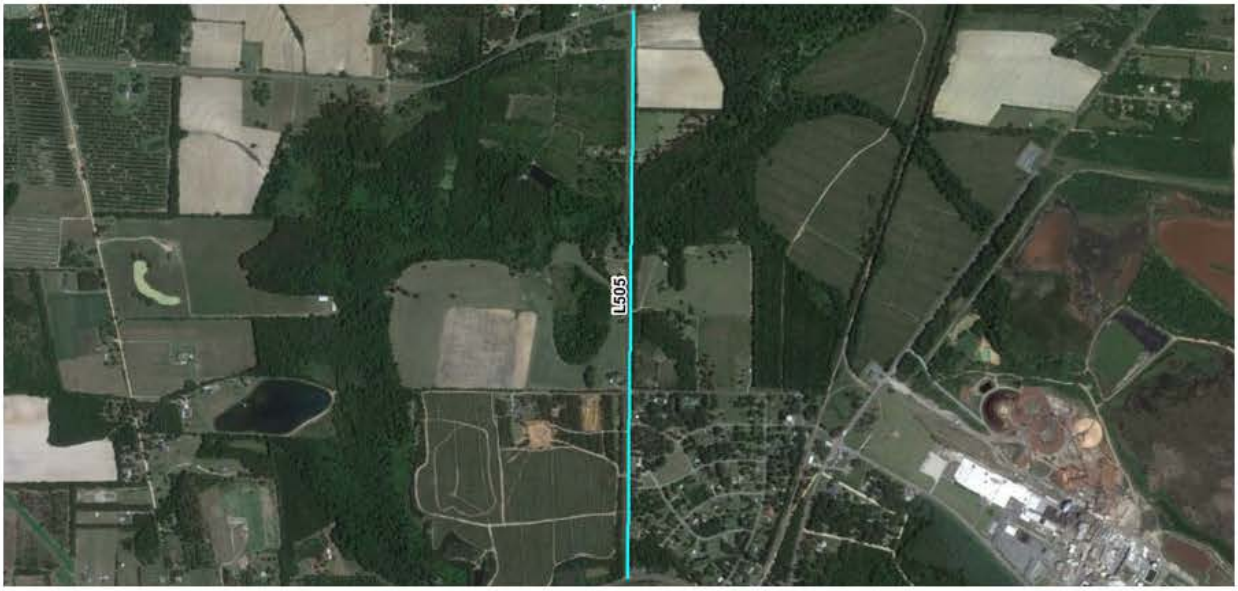
No Build LOS: D

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,207,496.35
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,569,745.25
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,207,496.35
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$12,074,963.45
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$16,059,701.39
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$16,059,701.39



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VLMPO Project Data Sheet

Project Name: SR 122 from I-75 to Webb Road

PI Number:	City: 02	County: Lowndes	
Local Name:	State/US #:	Local ID: G500	
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: From I-75 to Webb Road, widen from 2 lanes to 4 lanes.

Purpose & Need: The 2045 modeled level of service for this corridor is identified as F. Improvements to this roadway will help alleviate congestion in this growing area and improve safety and operations of the roadway.

Termini From: I-75		Termini To: Webb Road		Length: .74 mi
Current AADT: 4910	Year: 2018	# of Lanes: 2	Truck %: 8	
Future AADT: 8182	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	5	7	8
Injury Only:	5	0	1
Fatal/Injury:	0	0	0
Total Crashes:	10	7	9

Crash Rate: 6.04/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 22

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: E

Build LOS: C or Better

No Build LOS: E

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$824,403.75
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,071,724.88
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$1,648,807.51
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$8,244,037.55
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$11,788,973.69
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$11,788,973.69

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VLMPO Project Data Sheet

Project Name: Baytree Road at NS Railroad

PI Number:	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: V048	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: New Baytree Road overpass of Norfolk Southern RR, desgin considerations should be given to pedestrian and bicycle infrastructure.

Purpose & Need: To reduce traffic issues casued by longer trains that block the crossing and prevent emergency vehicles from getting to other parts of the community. This overpass will reduce a current 6 mile stretch of RR without an overpass nearly in half, reducing congestion when long trains are present and increasing access for emergency vehciles in this area,

Termini From: Baytree Road at NS Railroad		Termini To: Baytree Road at NS Railroad	Length: mi
Current AADT: 17700	Year: 2018	# of Lanes: 4	Truck %: 11
Future AADT: 28833	Year: 2045	# of Lanes: 4	85% Speed: NA

Crash Year:	2017	2018	2019
PDO Crashes:	5	11	8
Injury Only:	1	1	1
Fatal/Injury:	0	0	0
Total Crashes:	6	12	9

Crash Rate: 3.56/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 19

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: D

No Build LOS: D

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$3,161,591.99
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$4,110,069.59
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$6,323,183.99
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$31,615,919.93
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$45,210,765.50
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$45,210,465.50

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VLMPO Project Data Sheet

Project Name: North Oak Street from Baytree Road to Moore Street

PI Number:	City: 01	County: Lowndes	
Local Name:	State/US #:	Local ID: V501	
Sponsor: Valdosta	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: Oak Street from Baytree Road to Moor Street, change 1-way operations to 2-way.

Purpose & Need: Changing to one-way operations in this area will improve pedestrian safety for students at VECA and VSU, ciculation in this area will also be improved since allowing traffic to flow in two directions.

Termini From: Baytree Road		Termini To: Moore Street		Length: 0.1 mi
Current AADT: 6800	Year: 2018	# of Lanes: 2	Truck %: NA	
Future AADT: 4291	Year: 2045	# of Lanes: 2	85% Speed: NA	Func. Class:

Crash Year:	2017	2018	2019
PDO Crashes:	19	26	27
Injury Only:	0	2	7
Fatal/Injury:	0	0	0
Total Crashes:	19	28	34

Crash Rate: 9.53/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 16

Bike and Pedestrian: NA

Intelligent Transportation: Signal Upgrades

Land Use/Access Mgmt: NA

Base Yr LOS: D

Build LOS: D

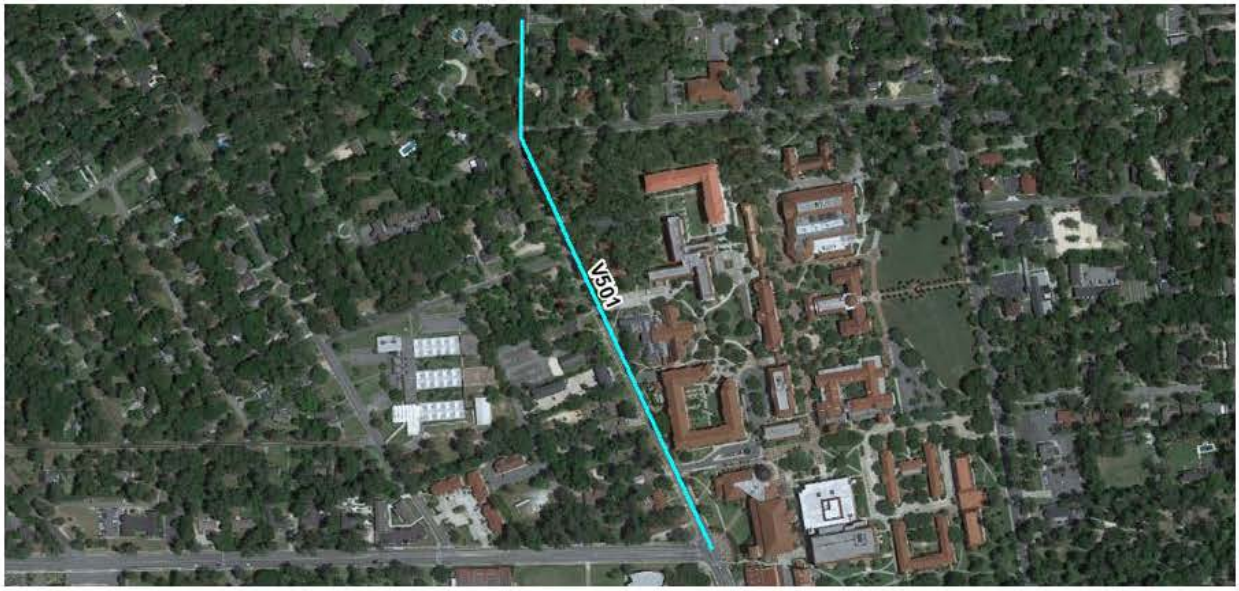
No Build LOS: NA

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$168,762.20
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$523,341.23
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$805,140.35
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$1,687,622.01
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$4,741,271.58
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$4,741,271.58



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VLMPO Project Data Sheet

Project Name: James Road Extension to Indian Ford Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name:	State/US #:	Local ID: L530	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

Project Description: James Road from current termini to termini of Indian Ford Road, wil lbe two lanes of new road construction

Purpose & Need: This new roadway will connect two other dead-end roadways and create an alternative route onthe southwest side of Valdosta, creating a corridor west of I-75 to allow traffic to circulate better on the west-side of Valdosta.

Termini From: James Road		Termini To: Indian Ford Road	Length: 1.5 mi
Current AADT: NA	Year: NA	# of Lanes: 2	Truck %: NA
Future AADT: NA	Year: NA	# of Lanes: 2	85% Speed: NA	Func. Class: Local

Crash Year:	2017	2018	2019
PDO Crashes:	0	0	0
Injury Only:	0	0	0
Fatal/Injury:	0	0	0
Total Crashes:	0	0	0

Crash Rate: .00/Mill Ent Veh

Safety/Security Elements: NA

Companion Projects: NA

Value Engineering Analysis: NA

Benefit/Cost Ratio: NA

Financial Plan: NA

Local Priority: NA

Priority Selection Score: 15

Bike and Pedestrian: NA

Intelligent Transportation: NA

Land Use/Access Mgmt: NA

Base Yr LOS: C or Better

Build LOS: NA

No Build LOS: NA

Bridge Sufficiency: NA

Env. Mitigation Analysis: NA

Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$843,811.01
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,804,489.84
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$2,776,138.21
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$8,438,110.06
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$12,201,527.23
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$12,201,527.23

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VLMPO Project Data Sheet

Project Name: Cat Creek Road from SR 125/Bemiss Road to New Bethel Road

PI Number:	City: Valdosta	County: Lowndes	
Local Name: Cat Creek Road	State/US #:	Local ID: L509	
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott	RC: Southern GA

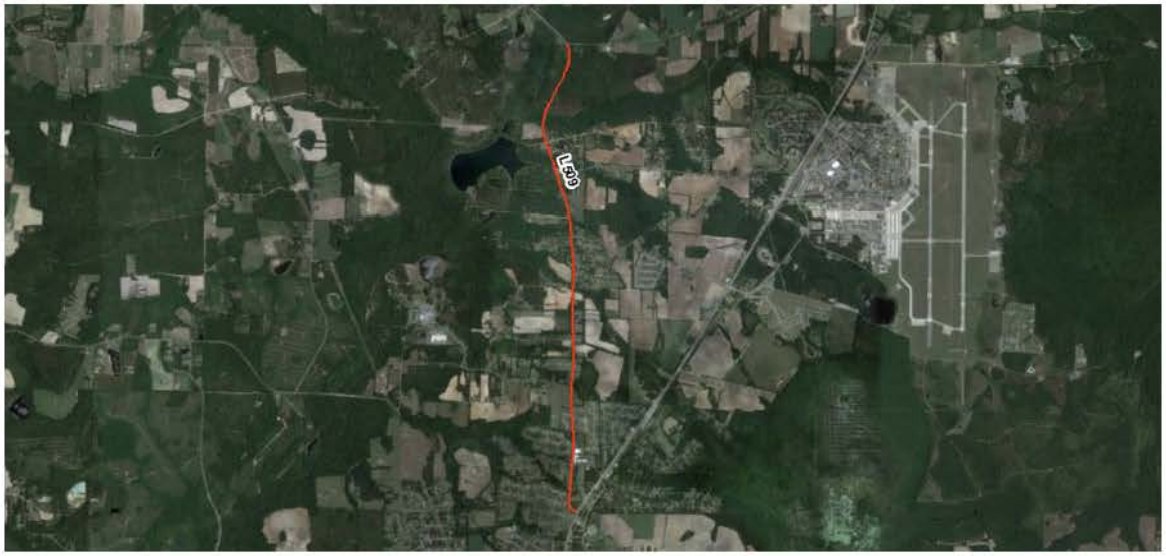
Project Description: To widen Cat Creek Road from 2 lanes to 4 lanes including base, grading, paving.

Purpose & Need: Future development and growth in the surrounding area forecasts this road to be a level of service F by the year 2045.

Termini From: SR 125/Bemiss Road		Termini To: New Bethel Road		Length: 3.71 mi
Current AADT: 4420	Year: 2018	# of Lanes: 2	Truck %: 4	
Future AADT: 6057	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class:

Crash Year:	Value Engineering Analysis: NA	Base Yr LOS: C or Better
PDO Crashes:	Benefit/Cost Ratio: NA	Build LOS: D
Injury Only:	Financial Plan: NA	No Build LOS: F
Fatal/Injury:	Local Priority: NA	Bridge Sufficiency: NA
Total Crashes:	Priority Selection Score: 38	Env. Mitigation Analysis: NA
Crash Rate: /Mill Ent Veh	Bike and Pedestrian: NA	
Safety/Security Elements: NA	Intelligent Transportation: NA	
Companion Projects: NA	Land Use/Access Mgmt: NA	Fund(s):

Project Phase	FY 2018	FY 2019	FY 2020	FY 2021	4 Yr Total	2045 MTP
Preliminary Engineering	$0.00	$0.00	$0.00	$0.00	$0.00	$1,034,723.74
Right-Of-Way	$0.00	$0.00	$0.00	$0.00	$0.00	$1,345,140.86
Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$2,069,447.48
Construction	$0.00	$0.00	$0.00	$0.00	$0.00	$10,347,237.43
Project Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$14,796,549.53
Federal Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
State Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Local Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$14,796,549.53



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Appendix H – Environmental Mitigation Report

Federal laws and regulations, such as 23 CFR 450.320, and 23 CFR 450.324(f)(10), direct and guide a metropolitan transportation plan to identify environmental resources, potential impacts of planned projects on those resources, and mitigation strategies. Evaluation of the regional resources, along with compilation of geospatial data and mapping layers, have culminated in a Transportation Environmental Assessment Map (TEAMap) developed by the SGRC for the Vision2045 Plan. The TEAMap conveys information and relationships between transportation projects and potential environmental impacts. The layers include features of both the built and natural environment. In limited situations, layers are included in order to confirm the absence of features contemporary to the development of the plan, such as critical habitat and non-attainment air quality areas.

This portion of the Vision2045 Plan, along with the TEAMap, will be used to help identify Planning and Environmental Linkages (PEL) that may facilitate far more efficient environmental reviews, specific mitigation methodologies, and overall integration of planning and environmental factors into the decision-making process for projects in the plan. The SGRC has primarily utilized government agencies as the authoritative source for data collection and layer development included in the TEAMap. High-level environmental impact mitigation or avoidance recommendations are provided below, with an environmental factor mitigation compendium available in the Appendix. For consultation purposes, the TEAMap was made available to resource agencies to help them identify potential environmental impacts related to transportation projects in the Vision2045 Plan. Any comments received from the agencies are included in the public comment section of the appendix. This resource will also be available to future project designers and environmental specialists as they begin to design and conduct environmental analyses on proposed projects.

The TEAMap can be viewed at: https://www.valorgis.com/TEAM.

Natural Environment

In general, Georgia is part of a global "hotspot" of biological diversity, with an impressive variety of amphibians, freshwater fish, crayfish, reptiles, and vascular plant species. However, this strong standing is vulnerable to activities which may deteriorate and constrict habitat, impair water quality and quantity, and decimate plant and animal populations.

According to the Georgia Environmental Protection Division (GAEPD), the Valdosta-Lowndes MPA is in the Upper and Lower Coastal Plain regions. Between 1974 and 2005 these Coastal Plains regions lost more than 1.1 million acres of forested wetlands, largely due to low- and high-intensity urban development. In return, these areas have seen a 42-63% increase in impervious surface acreage. Impervious surfaces significantly contribute to stormwater runoff, raising the likelihood of more frequent and severe flooding. Consequently, stormwater from land devoted to transportation (including roads and parking lots) directly contributes to water quality problems in creeks, streams, and receiving rivers. For transportation investments it is recommended that efforts should be taken to prevent further development of impervious surfaces, seek to increase permeable surfaces (especially for parking areas), and integrate green stormwater infrastructure into transportation projects when appropriate. Additional planning efforts should be undertaken to measure and analyze the capacity of existing roadside stormwater conveyance systems and identify best practices and improvements to better manage roadside stormwater systems.

Considerations: Efforts should be made to prevent further deterioration and to improve water quality. The project planning phase opens the opportunity to incorporate methodologies/features which could address water quality issues for an impaired stream; for example, utilizing low-impact development, remedying severe channelization, increasing riparian buffers, or shifting from grey to green infrastructure. Activities during construction may also be helpful, such as managing silt, minimizing disturbance of streambanks/buffers, and full compliance with the Georgia Erosion and Sedimentation Act.

The Georgia Wildlife Resources Division (GAWRD) has conducted a statewide Terrestrial Habitat Quality vegetation evaluation. The size, shape, and location of vegetation impacts its ability to provide high quality habitat to native species. In turn, high quality habitat allows for plants and animals to have adequate space to grow, thrive, and breed. The Terrestrial Habitat Quality within the MPA is rated as "lower quality", with few, small areas of moderate quality. These low scores have been tied, in part, to conversion of forested lands to agricultural uses, conversion of hardwood and pine-hardwood forests to pine plantations, fire suppression, poor water quality, and alteration of stream flows, floodplains/wetlands and groundwater levels.

Considerations: In general, avoidance of projects impacting conservation areas. Utilize areas which have already been developed, in lieu of virgin terrain. When and where possible, consider ecosystem restoration, and the addition of wetlands and native plants. Finally, consideration of protecting habitat and increasing ecoregions, as recommended in the Georgia State Wildlife Plan.

The US Fish and Wildlife Service (USFWS) has indicated that the MPA is within the jurisdiction of both the North Florida Ecological Services Field Office, and the Georgia Ecological Services Field Office. As such, the biological assessment information from both offices is reflected in this plan. Information regarding threatened, endangered, or candidate species of birds (3), reptiles (2), amphibians (1), fishes (1), and clams (1), along with critical habitats (1), and consideration for migratory birds/USFWS Birds of Conservation Concern (8) are identified within these reports.

Considerations: Furthermore, the Georgia Ecological Services have published hydrologic unit code (HUC)-specific watershed reports with information supporting compliance with the National Environmental Policy Act, and the Endangered Species Act, and should be regarded as accompanying documentation to the biological assessment reports. These HUC-specific reports include state-listed or other at-risk species, plants, and bats, details on priority soils for Gopher Tortoises and Eastern Indigo Snakes, and priority watersheds. Information is also provided for riparian buffer, streambank, stream channel, wetland, and water quality protection, and particulars on erosion and sedimentation, stormwater, road stream crossings, and easements/land conservation areas within the HUC.

While natural habitat loss is problematic for wildlife, manmade structures liked roadsides, old fields, bridges, culverts, and other structures have the potential to become nesting and roosting locations for Gopher Tortoises (and consequently Eastern Indigo Snakes), migratory bird species, and bats. Care should be taken when making modifications to applicable structures and areas, particularly if roosted by protected bats. Seasonally appropriate surveys should be conducted for Gopher Tortoise burrows within or near the project area, and care should be taken to prevent burying burrows and fragmenting colonies.

Considerations: With the importance of wetlands to many of the threatened, endangered, candidate, at-risk, or conservation concern animals, care should be taken to avoid diminishing, or destroying wetlands in or near the project area. The inverse would be ideal, with the growing and strengthening of wetlands.

To assist with implementing the Considerations for the natural environment during the transportation planning, decision-making, and programming stages of projects, the TEAMap has layers that include conservation easements, sinkhole data, groundwater pollution susceptibility areas, non-attainment air quality zones, flood hazard areas, and wetlands to name a few.

Built Environment

There are several structures/resources in the MPA where the foremost or only mitigation strategy would be avoidance. This would be the case for airports, cemeteries, historic preservation areas, schools and libraries, etc. Strategies that may be employed to either mitigate impact, or to improve conditions for or around the structures/resources of the built environment should be evaluated for transportation investments in this Plan. For example, improving dirt roads, increasing access in local enterprise and opportunity zones, or helping to coordinate development opportunities in brownfield areas. The built environment layers include mitigation ideas and alternatives that should be considered by future project designers and environmental specialists as they begin to design and conduct environmental analyses on proposed projects as they are developed. There are many historic resources and structures in the region; these historic structures and/or resources historic preservation are vital to maintaining historical and cultural relevance of neighborhoods within the community. There are many different mitigation measures that can be implemented to ensure preservation of historic resources. Furthermore, the SGRC has mapped known historic structures and resources to better provide analyses of potential projects that cross these areas. Map layers for the built environment include airports, Moody Air Force Base, historic preservation areas, commercial and tourism districts, development areas, economic development districts and other zones.

	Layer	Details/Mitigation Information
Natural Environment	303(d) Impaired Waterbodies	Projects may cause or compound water quality problems for adjacent waterbodies. Likewise, projects may present an opportunity to implement best management practices which could mitigate impact, prevent erosion/sedimentation, improve streambanks, stormwater runoff, and pollution filtration. Sedimentation from construction sites is regulated through Georgia's Erosion and Sedimentation Act. Guidance on water quality protection, channel protection, and runoff reduction (to include practices and standards), are available in the Georgia Stormwater Management Manual.
	Character Areas (or Future Land Use)	The VLMPA touches four counties, therefore the Character Areas (or for Lanier County, Future Land Use), is identified as listed within the corresponding county's Comprehensive Plan. These areas help provide insight in how these areas are being used, valued, and planned for. Similarly to the Land Use layer, the information contained therein can provide background information helpful during project planning.
	Conservation Birds	The List of Threatened and Endangered Species Report from the North Florida Ecological Services Field Office has identified United States Fish and Wildlife Service (USFWS) Birds of Conservation Concern. The listed birds have a probability of presence within the region and has referred interested parties to the E-bird data mapping tool. The "Conservation Birds" layer has been developed based upon the observation information documented within the E-bird data mapping tool. Conservation measures to help minimize impact to these birds have been developed as the, "Nationwide Standard Conservation Measures" document, provided by the USFWS
	Conservation Easements	According to the GAWRD, more than 90% of state land is privately owned. Land and wildlife conservation and preservation will need to maximize opportunities in order to maintain species richness, diversity and abundance within Georgia. Conservation easements and utilizing greenway opportunities (as identified by the Georgia State Wildlife Action Plan) are such opportunities. Projects should avoid encroaching on/impacting conservation easements.
	Critical Habitat	There are currently no critical habitat areas within the VLMPA
	Easements	Easements within Valdosta are identified; however others may exist outside of the city and within the VLMPA.
	Flood Hazard Areas	There are flood hazard areas within the VLMPA. Additionally, recent hurricanes and heavy and extended precipitation events have caused and some roads/bridges to experience washout/closure events. Effective stormwater infrastructure/management, coupled with transportation infrastructure analysis, and design commensurate with anticipated future precipitation may aid in avoiding further washouts and road closures. Investments in design and implementation are also supportive steps towards creating a resilient VLMPA.
	Georgia Ecological Services HUC 10 Watershed Reports	There are eight HUC 10 watersheds that are within the VLMPA, some more so than others. The Georgia Ecological Services Offices provides excellent information in their HUC 10 reports, to include information on threatened, endangered, and candidate species of plants and animals, priority watersheds for aquatic species, priority soils for gopher tortoises, mitigation strategies for transportation projects, and conservation areas within the HUC 10. It is highly advisable to become familiar with these plans when evaluating an area for a transportation project.
	Groundwater Pollution Susceptibility Areas	Groundwater in these areas are identified as being particularly vulnerable to spills, leaks, injections, and other human activities. In general, these areas should be avoided
	Groundwater Recharge	Groundwater Recharge Areas are considered Regionally Important Resources. Groundwater recharge is an important part of aquifer health and ensuring groundwater use in perpetuity. Research has shown that groundwater recharge may be enhanced by anthropogenic activities, such as stormwater channeling, and septic system percolation.
	Land Use	There are varying land uses within the VLMPA, all identified in compliance with Department of Community Affairs direction. Current land use data helps provide high-level context for other layers.
	Light Pollution	As the VLMPA grows, so does its artificial lighting and its impact on the surrounding environment. According to the National Park Service, artificial light may interfere with vital activities for many mammals, birds, amphibians, and baby sea turtles. There is also emerging concern on artificial lighting's impact on insect populations. Mitigation strategies for light pollution include installing directional covers, using motion-sensors to activate the lights, alter the color of the light (preference for amber). The best approach, overall, would be to eliminate light when not needed.
	Noise Pollution	There is increasing concern for noise pollution and its impacts on people, with studies showing a link between noise and ailments like stress related illnesses, high blood pressure, hearing loss, and sleep disruption. There are studies showing there are negative impacts for the environment as well, creating problems for terrestrial and aquatic species. During the transportation planning phase, efforts should be made to baffle/dampen noise. The map layer shows areas with elevated noise; these areas may be suitable targets for noise abatement strategies.
	Open Waters	In compliance with Georgia Rule 319-3-16.03 Open Waters have been identified on this map. Open waters are primarily reservoirs, ponds, lakes, rivers, and estuaries, and may intergrade with scrub/shrub wetlands.
	Protected River Corridors	Protected River Corridors are regarded as Regionally Important Resources by the Georgia Department of Community Affairs. Protected river corridors should have a natural vegetative buffer. Construction of road crossings and utility crossings need to comply with the Erosion and Sedimentation Control Act of 1975, and other local ordinances.
	Sinkhole Data	Sinkholes are known to be problematic for structures, roads, and motorists. They may also channel pollutants into groundwater and drinking water supplies. In general, these areas are best avoided.
	Threatened and Endangered Species	Within the VLMPA, there are several animal species identified as threatened, endangered, or status candidates. These have been identified by the List of Threatened and Endangered Species Report from the North Florida Ecological Services Field Office, as well as the Georgia Ecological Services Field Office. The VLMPA has cross checked these reports with additional GIS data from the USFWS There are also plant species within the VLMPA, listed within the HUC10. Efforts should be made to avoid developing or otherwise altering habitat favored by these animals. More information can be found in the "Georgia Ecological Services HUC 10 Watershed Reports" layer, and the "Birds of Conservation Concern" layer.
	Valdosta Trees, to include Memorial Trees	Memorial trees have significant aesthetic, historical, and sentimental importance. Though there are methods to move trees, including established trees, consideration for the risk of unsuccessful transplant, coupled with the tree's importance should be discussed with the program point of contact: Angela K. Bray at (229) 259-3530. Valdosta State University is a Tree Campus; Moody AFB, the Cities of Hahira and Valdosta are all designated as Tree Cities. Though trees can be moved, it isn't advisable to do so.
	Wetlands	Wetlands are considered Regionally Important Resources - they provide important services to water quantity and quality management, of surface and ground waters. Wetlands are important for soil erosion and sedimentation control. They are also important for reproduction of flora and fauna, support food webs, act as a species haven, and can be home to threatened/endangered species and migrating animals. They allow for conveyance and eco-connectivity throughout terrestrial and aquatic landscapes, which is valuable for species dependent on diverse habitat and/or large areas. Disruption of wetlands can pose problems to stream hydrology and circumjacent geology, degrade water quality, potentially cause localized flooding or extreme erosion, contribute to loss of stream bottom habitat, and may cause barriers to fish and other aquatic species. Though wetland banking is an option for some projects, considering the importance of wetlands locally, and the widespread benefits these habitats offer, it is strongly advised to avoid disrupting wetlands. Conversely, if possible, consideration should be given to adding or enriching wetland areas.

Built Environment		
	Airports	The sole airport in the VLMPA is the Valdosta Regional Airport
	Bicycle Route Plan	Within the VLMPO area, bicycles are not only a source of exercise and recreation but are relied upon for transportation. There appears to be a relationship between cyclists from lower income locations and higher rates of accidents. As such, efforts to preserve and possibly expand bicycle routes would be helpful for bicyclists. Bicycle paths also are part of the Safe Routes to School Program, and Complete Streets.
	Brownfields	Brownfields are an opportunity to rehabilitate property that may have been contaminated by pollutants. Brownfield development is beneficial to a community in that it simultaneously removes hazardous contaminants, eases urban blight, reuses otherwise beneficial land, and supports smart growth strategies. Often brownfield locations have existing transportation and utility infrastructure, increasing the benefit of acquisition and redevelopment.
	Cemeteries	Throughout the VLMPA there are many cemeteries, some of historical significance, and all of varying ages, sizes, and status (active, inactive). Best mitigation practice is likely avoidance.
	Commercial & Tourism Districts	These districts hold significance for the VLMPAs economic vitality. Consideration for opportunities to improve access, congestion, and possibly aesthetic quality may be valuable to these districts.
	Community Development	Community development includes potential brownfield sites, Historically Under-utilized Business Zones (HUBZones), Valdosta Housing Authority homes and communities, and the Designated Revitalization Area - all which may benefit from further improvement activities, to include infrastructure.
	Dams	There is one Category I Dam (improper operation or failure would result in a probable loss of human life), and 24 Category II Dams (no occupied structure identified in the dam failure zone). Dams are common within the VLMPA, and prevalent on private land. They are not generally considered beneficial for the ecology, and as applicable/possible, efforts should be made to avoid creating new dams.
	Development Areas (could this layer be absorbed into "Community Development?)	This is the Hahira Downtown Development Area, where the Hahira Downtown Development Authority has been focusing its efforts to revitalize and redevelop the area.
	Dirt Roads	Many dirt roads are still used in the VLMPA and may exist as unpaved roads for varying reasons. If transportation projects will include or touch upon dirt roads, this may be an opportunity to pave them, or possibly perform maintenance/grading/re-engineering of the dirt roads. The EPA offers ideas on how to take care of dirt roads in a manner that is beneficial to both the roadways, and the environment.
	Federal Opportunity Zones	There are several Federally designated Opportunity Zones within the MPO area: A portion of Census Tract 9603, and the entirety of Census Tracts 105, 108, 109, 110, 113.01, and 113.02. These areas have been identified as "some of the most distressed communities in the country" and Opportunity Zone residents/businesses may have greater sensitivity to infrastructure investments, and conversely, impediments created during construction. Considerations for increasing access and attraction for investments, along with minimizing negative impacts of construction disruptions, should be made when planning transportation projects in these areas.
	Historic Preservation	Parts of the VLMPA began seeing development from the mid to late 1800s. There are numerous historical homes, neighborhoods, bridges, monuments, sites, and markers, throughout the area. In general, avoidance of these historically important assets would likely be an ideal mitigation strategy. Otherwise, coordinate with local officials to determine a possible course forward.
	Libraries	There are only a handful of libraries within the area. General avoidance is advised. Contact the library directly for more information.
	Local Enterprise and Opportunity Zones (*Designated Revitalization Areas)*	There are a few areas within the VLMPO that are identified as Designated Enterprise Zones, and Opportunity Zones. The US Department of Housing and Urban Development approved Census Tracts 108, 109, 110, and 113 (excluding Block Group 1) as a Designated Revitalization Area, as such, the Georgia Department of Community Affairs has classified these areas as Enterprise Zones.
	Moody Air Force Base	Areas under the control/responsibility of Moody Air Force Base are indicated.
	Non-Attainment Air Quality Zones	There are currently no Non-Attainment Air Quality Zones with the VLMPA
	Parks	Research increasingly indicates that parks and other green spaces are beneficial for physical and mental health, and social cohesion for all age groups within a community. To this end, parks within the VLMPA should not only be preserved, but expanded, should opportunities present themselves.
	Places of Worship	The Valdosta Lowndes Metropolitan Planning Area is home to many places of worship for several faith backgrounds. Though some buildings are relatively new, there are many historically significant churches. For some places of worship, their property isn't solely relegated to the immediate grounds of the facility. There may be parking, schools, or other structures/uses.
	Railroad Crossings	With several active railways traversing the VLMPA, there are approximately 141 railroad crossings. Projects involving railroad crossings could benefit from including consideration from the GDOT Railroad Safety Program
	Ride Share Lots	If a project will temporarily impact a ride share lot, coordinate with local authorities to seek a satisfactory alternative location. If the ride share lot needs to be permanently relocated, seek an equally advantageous location, with similar access, parking space, and security.
	Schools	There are numerous elementary, middle and high schools within the VLMPA. Care should be taken when planning projects near schools, with considerations made for safe access to campus - whether via automobile, bicycle or pedestrian. There may be more information from the Safe Routes to School Program.
	Sidewalks	Similar to parks, sidewalks are important for physical fitness, community connectivity, and safe conduit to points of interest (i.e. schools, work). Sidewalks may also allow for better access to local businesses, increase property values, and are an important part of the Safe Routes to School Program and Complete Streets. Care should be taken to keep existing sidewalks, and where possible and feasible, consider improvements.
	Stormwater Infrastructure	Manage stormwater runoff, minimize erosion and control sedimentation. Use environmentally minded infrastructure to reduce stormwater velocity, expand filtration capacity, settling and absorption. Transportation projects may present an opportunity to rehabilitate stormwater infrastructure and apply new technologies and materials. Post transportation mitigation activities include frequent and adequate road sweeping should be scheduled to remove debris before it enters stormwater drains, implement stormwater best practices, follow recommendations from the Georgia Stormwater Management Manual, and the Manual for Erosion and Sediment Control in Georgia.
	Superfund Sites	There are currently no Superfund Sites within the VLMPA
	Urban Redevelopment Areas	These are areas identified as likely to benefit from revitalization, investment, and possibly some redevelopment. Transportation projects in this area may be beneficial to that end. The overarching transportation goal, as identified by the Valdosta Urban Redevelopment Plan, is "To encourage coordination of land use planning and transportation planning to support sustainable economic development, protection of natural and cultural resources, and provision of adequate and affordable housing."
	Valdosta State University-Owned Property	Must contact VSU to coordinate this effort: (229) 333-5791

Appendix I – LRTP and TIP Amendment Procedures

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the FAST Act The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

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

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

Administrative Modifications for Initial Authorizations

The following actions are eligible as Administrative Modifications to the TIP/LRTP[28]:

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

[28] VLMPO Public Participation Plan

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

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

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

Amendments for Initial Authorizations

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

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

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

Notes:

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

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

Appendix J – System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).[29] This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for Transit Asset and Safety Measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance/PM3 measures.

The Valdosta-Lowndes MPO Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on September 5, 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Valdosta-Lowndes MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1, Pavement and Bridge Condition/PM2 and System Performance/PM3 measures performance measures.

Highway Safety/PM 1

Effective April 14, 2016, the FHWA established the highway safety performance measures[30] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;

[29] 23 CFR 450.314

[30] 23 CFR Part 490, Subpart B

3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided by the States to FHWA for each safety performance measure. Previous safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). The Valdosta-Lowndes MPO adopted the Georgia statewide 2014-2018 safety performance targets on February 22, 2018. The current updated safety targets (2015-2019) were administratively modified into the FY2018-2021 Transportation Improvement Program on February 21, 2019. The Georgia statewide baseline and current safety performance targets for 2019 are included in Table 1[31]; statewide system conditions for each performance measure are also included in Table 1.

The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)
Number of Fatalities	1,305.2	1,655
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.31
Number of Serious Injuries	17,404.6	24,324
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	18.9
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	1,126

Pavement and Bridge Condition Performance Measures and Targets (PM2)

PM2 consists of the pavement condition and bridge condition measures on all interstates and non-Interstate NHS roadways.

[31] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. The VLMPO agreed on September 5, 2018 to support the performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018-2021 Transportation lmprovement Program. The table below shows the targets adopted on September 5, 2018.

National Safety Perforrnance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	lnterstate pavement rated as 'Good'will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50%in Good Condition
Percentage of lnterstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition need work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-lnterstate NHS Pavement in Poor	Non-interstate NHS pavements in 'Poor' condition need major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as the cost to maintain Good condition. Bridges rated as 'Fair' will be evaluated as to cost of replacement vs. Rehabilitation to bring the structure back to a condition of rating of Good	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 1.0% (NHS) in Poor Condition

Travel Time and Freight Reliability, Peak Hour Delay, and Emissions Measures and Targets (PM3)

PM3 consists of the travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all lnterstates and non-lnterstate NHS roadways.

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. The VLMPO agreed on September 5, 2018 to support the performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018-2021 Transportation lmprovement Program. The table below shows the targets adopted on September 5, 2018.

National Safety Performance	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1..66%	1..78%
Total Emissions Reduction	N/A	N/A

The Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Valdosta-Lowndes 2040 Transportation Vision Plan (TVP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies 'safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.

- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The Valdosta-Lowndes MPO 2040 Transportation Vision Plan (TVP) increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The 2040 TVP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of $4,101,853 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately $ 1,025,463 per year.

Project Contribution to Established Performance Targets

The table below displays the Constrained list of projects in this Plan and FY 2018 -202I TIP and the targets that they are anticipated to positively affect. By agreeing to support GDOT's performance targets in the area of safety, pavement and bridge conditions and travel & freight reliability, the VLMPO has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of these National and State goals, measures, and targets.

Table 15. Project Contribution to Established Performance Targets

LRTP # / Pt#	Project Name	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
L022	CR 136/Old Quitman Road @ CSX #637487Y 6 Mi W of Valdosta	X	X	
L019	CR 274 / CS 1078 /Lake Park / Bellville Road	X		X
G020	I-75 @ SR 133 Phase II	X	X	X
G040	SR 31	X	X	X
V075	CR 784 / Jerry Jones Drive/ Eager Road	X	X	X
G016	I-75 @ SR 31 - Phase II	X	X	
G009	SR 38/ US 84	X		X
G008	SR 38/US 84	X		X
L029	Val Del Road	X		X
L532	Howell Road Bridge	X	X	
G502	I-75 @ SR 376 - Phase II	X	X	X
G503	I-75 @ CR 783/ Loch Laurel Road Phase II	X	X	
G501	South Valdosta Truck Bypass	X		X
V061	Old 41 North Widening	x	x	x
L018	Old Clyattville Road	x	x	x
L532	Country Club Drive	x		x
V035	Forrest Street	x	x	x
V502	Old Clyattville Road	x		x
L024	Orr Road Extension	x		x
L007	St. Augustine Road at CSX Railroad	x	x	x
L529	Lucas Richardson Road Extension	X		X
L502	Cherry Creek Road	X		X