

# Southern Georgia Region

# Final Investment List Report TIA 2010



October 2011

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<b>Regional Transportation Roundtable - Southern Georgia</b>		
<b>Jurisdiction</b>	<b>Title</b>	<b>Name</b>
Atkinson County	Chairman	Tommy Guthrie
Atkinson County	Mayor	Ellie Morris
Bacon County	Chairman	Roger Boatright
Bacon County	Mayor	Wayne Williams
Ben Hill County	Chairman	Phillip Jay
Ben Hill County	Mayor	Gerald Thompson
Berrien County	Chairman	Steve Sumner
Berrien County	Mayor	Stephen T. Harper
Brantley County	Chairman	Ronald Ham
Brantley County	Mayor	None
Brooks County	Chairman	S.L. Jones
Brooks County	Mayor	Curtis L. Pickels
Charlton County	Chairman	John Meyer
Charlton County	Mayor	Austin Hickox
Clinch County	Chairman	Kenton McLaine
Clinch County	Mayor	Robbie Lee
Coffee County	Chairman	Jimmy Kitchens
Coffee County	Mayor	Jackie L. Wilson
Cook County	Chairman	Jeff Lane
Cook County	Mayor	Richard C. Barr
Echols County	Chairman	Derek Herring
Echols County	County Commissioner	Robert (Chip) Martin
Irwin County	Chairman	Joey Whitley
Irwin County	Mayor	Lamar Royal
Lanier County	Chairman	Alex Lee
Lanier County	Mayor	William Darsey
Lowndes County	Chairman	Ashley Paulk
Lowndes County	Mayor	John J. Fretti
Pierce County	Chairman	Mitch Bowen
Pierce County	Mayor	Tom Davis
Tift County	Chairman	Grady Thompson
Tift County	Mayor	Jamie Cater
Turner County	Chairman	Daryl Hall
Turner County	Mayor	Jim Hedges
Ware County	Chairman	Jimmy Brown
Ware County	Mayor	Clarence Billups
Georgia House Appointees	Representative	Jay Roberts
Georgia House Appointees	Representative	Ellis Black
Senate Appointees	Senator	Greg Goggans
<b>CHAIRMAN</b>	<b>Stephen T. (Travis) Harper</b>	
<b>EXECUTIVE COMMITTEE</b>		
<b>Jimmy Kitchens</b>	Voting Member	
<b>Ashley Paulk</b>	Voting Member	
<b>Grady Thompson</b>	Voting Member	
<b>Joey Whitley</b>	Voting Member	
<b>Tommie Guthrie</b>	Voting Member	
<b>Stephen T. (Travis) Harper</b>	Non-Voting Chair	
<b>Jay Roberts</b>	Non-Voting House Representative	
<b>Ellis Black</b>	Non-Voting House Representative	
<b>Greg Goggans</b>	Non-Voting Senate Representative	

TIA2010

Overview

Investment Act of 2010 (TIA2010) provides a legal mechanism in which regions throughout the state have the ability to

Transportation

impose a 1% sales tax to fund needed transportation improvements within their region. TIA2010 establishes 12 transportation districts throughout Georgia that follow state designated Regional Commission (RC) boundaries. Additionally, the law established Regional Transportation Roundtables (RTRs) consisting of elected officials from the counties and cities, and three non-voting legislators that make up a transportation district. The RTRs are charged with approving an investment list of transportation projects. This list will be selected by the RTR from an unconstrained example list provided by the Georgia Department of Transportation (GDOT) Director of Planning based on recommendations from the RTR Executive Committee. An overview of the project selection process is provided in the graphic below.

### TIA2010 Project Selection Process



In the summer of 2012, voters in each of the 12 regions will have the opportunity to vote yes or no on an additional one percent sales tax for transportation in their region. No counties or municipalities are permitted to be exempt from the tax if approved. After the 10 year period, a region can reinstate the tax through the same process as described above.

### Final Investment List and Project Costs

This document comprises the Final Investment List for the **Southern Georgia region**. The list represents the transportation projects proposed to be funded through TIA 2010 tax revenue. The projects have been submitted by local governments, MPOs and GDOT. This list is constrained by the projected tax revenues for the region while maximizing public benefits. It should be noted that this list reflects projects to be funded from the regional share (75%) of the region's TIA2010 revenues, and that by formula 25% of the overall funds, called discretionary funds, will be available to local governments for projects that are more local in nature. Those projects have not yet been identified and are not included in this document. Individuals interested in learning more about how these discretionary funds will be used within their community should contact their local elected officials and/or planning and public works staff members.

The Final Investment List totals \$429,620,930 (75% number of 2011 adjusted) of TIA funds in current year dollars. The Roundtable recognizes, however, that the adopted estimate for the TIA is at least \$503,239,021 (75% of actual collections), when adjusted from current year to year of expenditure, and could be as high as the inflation adjusted revenue estimate. As projects are constructed, project estimates will be adjusted for economic inflation.

Additional information for each project on the Final Investment List is contained on fact sheets included in this Report. These fact sheets show the project's location and provide details on the scope, need and purpose, anticipated benefits, and other information used in the Roundtable's decision making process.

### Anticipated Schedule for Projects

The timeframe for the transportation sales tax is ten years or when the projected revenue is collected. Funding for projects will be commensurate with available funding therefore tied to revenue collected and schedule of collections. Based on this, typically a particular project (PE, ROW, CST) will have activity throughout the transportation sales tax period (10 years) vs. only occurring within a certain calendar year. Below, is a listing of projects and their anticipated schedules as far as being under construction.

## Final Investment List

### Southern Georgia

<u>Atkinson County</u>		CST Project Phase Will Be Underway During This Time Period		
Project ID	Project Name	2013 - 2015	2016 - 2019	2020 - 2022
RC11-000001	City of Willacochee New Access Road to Industrial Park	X		
RC11-000003	Widen SR 89/US 441 from CR 101/Clinch to SR 520 in Pearson/Atkinson			X
<u>Bacon County</u>				
Project ID	Project Name			
RC11-000006	Bacon County Airport Terminal	X		
RC11-000009	CR 327 Big Satilla Creek Bridge Replacement			X
RC11-000010	SR 4 Alt/SR 4/Floyd Street Intersection Realignment			X

**Ben Hill County**

Project ID	Project Name		
RC11-000012	Bridge Replacement Perry House Road at Willacoochee Creek Structure ID# 017-0020-0	X	
RC11-000042	SR 107 Fitzgerald Widening: Ben Hill County/Fitzgerald Perimeter (SW loop)		X

**Berrien County**

Project ID	Project Name		
RC11-000018	Improvements to Fire Tower Road	X	
		<b>CST Project Phase Will Be Underway During This Time Period</b> 2013 - 2015      2016 - 2019      2020 - 2022	
RC11-000019	Nashville - Enigma Road Resurfacing	X	
RC11-000020	Old Valdosta Road Resurfacing/Widening	X	

**Brantley County**

Project ID	Project Name		
RC11-000021	CR 50/Caney Bay Road at Buffalo Creek Bridge Replacement	X	
RC11-000022	SR 23 at Little Buffalo Creek 7 Miles South of Nahunta		X
RC11-000023	SR 32 at Little Satilla River Overflow Bridge Maintenance		X

**Brooks County**

Project ID	Project Name		
RC11-000026	Industrial Park Rail Spur	X	
RC11-000027	Widening of SR 133 in Brooks & Colquitt Counties		X

**Charlton County**

Project ID	Project Name		
RC11-000029	Bridge over Long Branch on Ralph Davis Road CR #52		X
RC11-000034	Widening of SR 40 from Kingsland to Folkston		X

**Clinch County**

Project ID	Project Name
RC11-000037	SR 38/US84 from Woodyard Creek to West of Greasy Creek
RC11-000038	SR 89/US 441 from Orange Street in Homerville to CR 101/Cowart Road

**X**

**X**

**Coffee County**

Project ID	Project Name
RC11-000039	Bridge replacement SR 158 Satilla River 12 miles west of Douglas

**X**

**CST Project Phase Will Be Underway  
During This Time Period**

2013 -	2016 -	2020 -
2015	2019	2022

RC11-000040	Harvey Vickers Road Widening
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**X**

RC11-000041	Paving Bud Hutcheson/Chaney Road between SR 32 and SR 158
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**X**

RC11-000049	Widen US 441 from 4-lane section in Douglas to Broxton
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**X**

RC11-000051	Widening of SR 135 from SR 31/US 441 East to SR 32 (including RR separation)
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**X**

RC11-000052	Widening of SR 32 from City Limits of Douglas to CR 296
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**X**

**Cook County**

Project ID	Project Name
RC11-000055	Construction of Alabama Road from SR 37 to Old Quitman Road

**X**

RC11-000058	Intersection Improvement: SR 37 at SR 76 Roundabout
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**X**

**Echols County**

Project ID	Project Name
RC11-000060	Intersection at US Highway 94 and State Route 135

**X**

**Irwin County**

Project ID	Project Name
RC11-000063	CR 252 / Frank Rd @ Willacoochee River Overflow Bridge Replacement

**X**

RC11-000064 CR 252/Frank Road at Willacoochee River Bridge Replacement **X**

**Lanier County**

Project ID	Project Name	
RC11-000065	Smith Dairy Road Paving	<b>X</b>

**Lowndes County**

Project ID	Project Name	
RC11-000071	Construction of St Augustine Road Overpass	<b>X</b>

**CST Project Phase Will Be Underway  
During This Time Period**

2013 - 2015	2016 - 2019	2020 - 2022
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RC11-000072 Country Club Drive Widening - Jerry Jones Road to North Valdosta Road **X**

RC11-000073 Jerry Jones Improvements **X**

RC11-000074 Five Points Intersection in Valdosta Improvements **X**

RC11-000076 Forrest Street Widening - Park Avenue to Bemiss Road **X**

RC11-000077 Georgia and Florida Railway (GFRR) - Valdosta to Willacoochee Rehabilitation **X**

RC11-000081 I-75 at CR 27/Lake Park-Bellville Road Interchange Improvements - Exit 2 **X**

RC11-000082 I-75 at SR 31 Interchange Replacement - Exit 11 **X**

RC11-000085 Lake Park Bellville Road Widening and Realignment Project **X**

RC11-000090 Oak St Widening: Five Points to Cherry Creek Rd **X**

RC11-000093 Old Clyattville Road Widening from I-75 to Ousley Road **X**

RC11-000095 Old US 41 Widening from SR 7 to Union Road **X**

RC11-000099 St Augustine at Norman Intersection Improvements **X**



RC11-000100 St Augustine Road at Gornto Road Intersection Improvements **X**

**Pierce County**

Project ID	Project Name	
RC11-000105	Little Hurricane Creek Bridge replacement	<b>X</b>

RC11-000106	Pavement/Shoulder Widening of Midway Church Road from St. John`s Church Road to SR 121	<b>X</b>
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RC11-000110	Southwest Central Avenue Extension	<b>X</b>
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**CST Project Phase Will Be Underway  
During This Time Period**

2013 - 2015	2016 - 2019	2020 - 2022
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**Tift County**

Project ID	Project Name	
RC11-000015	Passing lanes and improvements on SR 35 from SR 520/Tift to SR 32/Irwin	<b>X</b>

RC11-000112	Construction of South Tifton Bypass	<b>X</b>
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RC11-000113	CR 407/Old Ocillia Road Widening from SR 125 North to CR 18	<b>X</b>
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**Turner County**

Project ID	Project Name	
RC11-000118	Gorday Drive / Hudson Avenue and SR 112 Intersection Redesign	<b>X</b>

RC11-000120	Turner County Airport: Apron Expansion, Access Road, and Perimeter Fencing Improvements	<b>X</b>
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**Ware County**

Project ID	Project Name	
RC11-000131	Manor-Millwood Widening (US 84 to US 82)	<b>X</b>

RC11-000137	SR 38/US84 from Greasy Branch CK to east of CR 294/Wadley Road	<b>X</b>
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RC11-000138	SR 4 / US 1 Business CSX Grade Separation in Waycross	<b>X</b>
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RC11-000141	Waycross East Bypass (Northern Section-Phase I)	<b>X</b>
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RC11-000142 Widen and Improve City Boulevard, Coral Road and Morningside Drive **X**

## Region Wide

Project ID	Project Name			
RC11-000145	Program/ Administration Fee	<b>X</b>	<b>X</b>	<b>X</b>

### Projected Revenue During the Transportation Sales Tax Period

The timeframe for the collection of the transportation sales tax is ten years or when the projected revenue, per the state economist, is collected. This region chose the base case growth scenario for revenue projections as provided by the state economist. Based on these assumptions, this region anticipates to collect a grand total of **\$670,985,361** during the transportation sales tax collection. Seventy-five percent (\$503,239,021) of this grand total is regulated to the projects contained on the Final Investment List and twenty-five percent (\$167,746,340) will be allocated to each jurisdiction within the Southern Georgia region per the LARP formula as discretionary funds.

### Next Steps

The October 15, 2011 deadline has been met, therefore the next step is for the public vote to take place in July 2012. If the public votes in favor of the transportation sales tax, then the revenue will start collections in January 2013. However, if the public votes not in favor of the transportation sales tax, then the transportation sales tax will not be levied and the question (i.e. opportunity) to levy the tax cannot be revisited until after 24 months immediately following the month in which the vote was held.

# Constrained Project Listing

**Southern Georgia**

***Atkinson County***

<b>Project ID</b>	<b>Project Name</b>
RC11-000001	City of Willacochee New Access Road to Industrial Park
RC11-000003	Widen SR 89/US 441 from CR 101/Clinch to SR 520 in Pearson/Atkinson

# Project Sheet

**Project Number:** RC11-000001      **Project Name:** City of Willacoochee New Access Road to Industrial Park

**GDOT ID:**

**Project Description:** Construct a new location roadway from SR 520/US 82 to CR 38/ Spring Head Road

**Regional Commission:** Southern Georgia

**County:** Atkinson County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$1,903,250	\$1,903,250	
PE	\$232,260	\$232,260	
UTL	\$500,000	\$500,000	
ROW	\$1,000,000	\$1,000,000	
<b>Total</b>	<b>\$3,635,510</b>	<b>\$3,635,510</b>	

Public Benefit	Notes
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	The access road is considered critical to the continued development of industry and the future economic growth of Atkinson County.

## Project Location



# Project Sheet

**Project Number:** RC11-000003      **Project Name:** Widen SR 89/US 441 from CR 101/Clinch to SR 520 in Pearson/Atkinson

**GDOT ID:** 422380

**Project Description:** Widen US 441/SR 89 from 2 to 4 lanes from CR 101 in Clinch County to SR 520 in Pearson, Atkinson County.

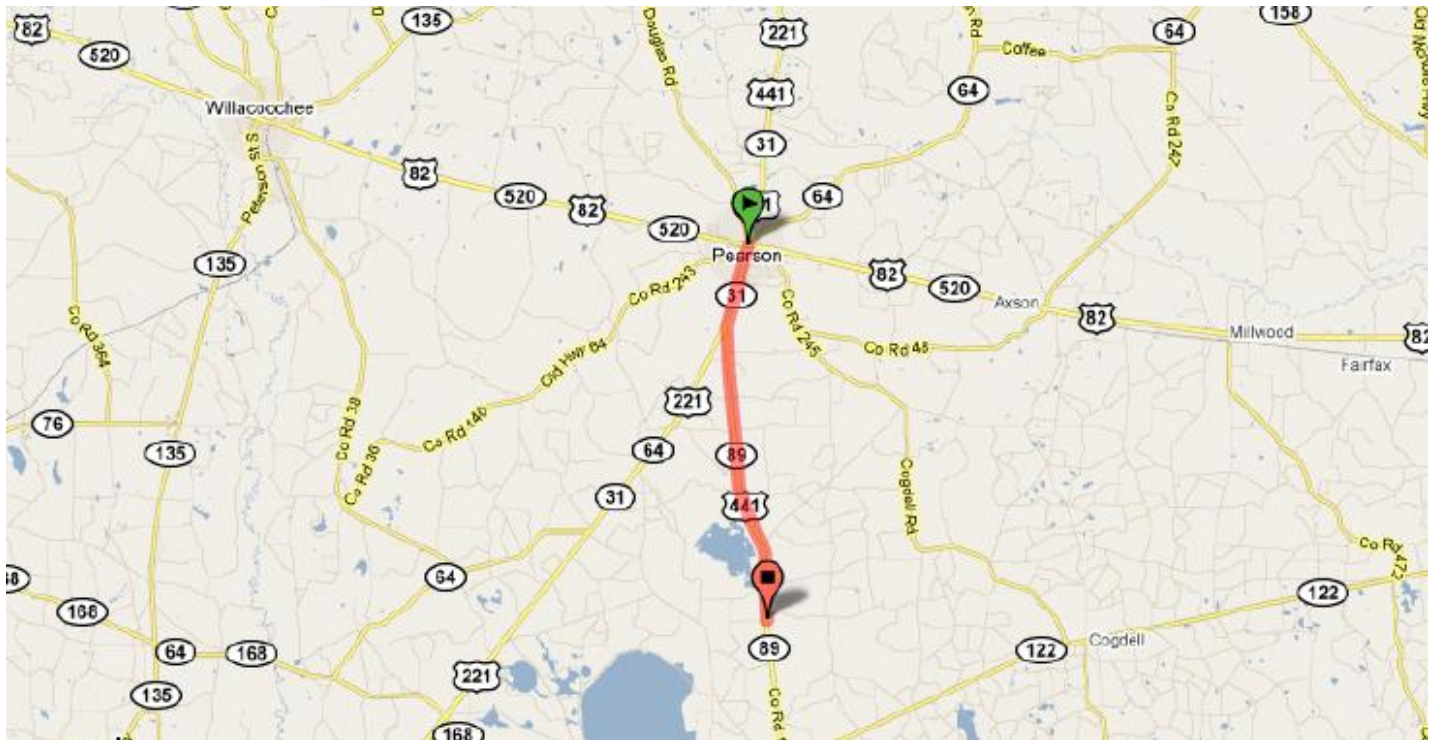
**Regional Commission:** Southern Georgia

**County:** Atkinson County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$46,769,930	\$23,384,965	
<b>Total</b>	<b>\$46,769,930</b>	<b>\$23,384,965</b>	This project is partially funded through TIA. The remaining project costs will be funded by other sources.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	The improvement to the existing facility should help to reduce the accidents along the project corridor by improving the roadway to the latest design standards. This project could potentially maximize the full utility of this existing state route by increasing the lane capacity to four lanes.

## Project Location



# Constrained Project Listing

**Southern Georgia**

**Bacon County**

<b>Project ID</b>	<b>Project Name</b>
RC11-000006	Bacon County Airport Terminal
RC11-000009	CR 327 Big Satilla Creek Bridge Replacement
RC11-000010	SR 4 Alt/SR 4/Floyd Street Intersection Realignment

# Project Sheet

**Project Number:** RC11-000006      **Project Name:** Bacon County Airport Terminal

**GDOT ID:**

**Project Description:** The purpose of this project is to build a new terminal at the Bacon County Airport

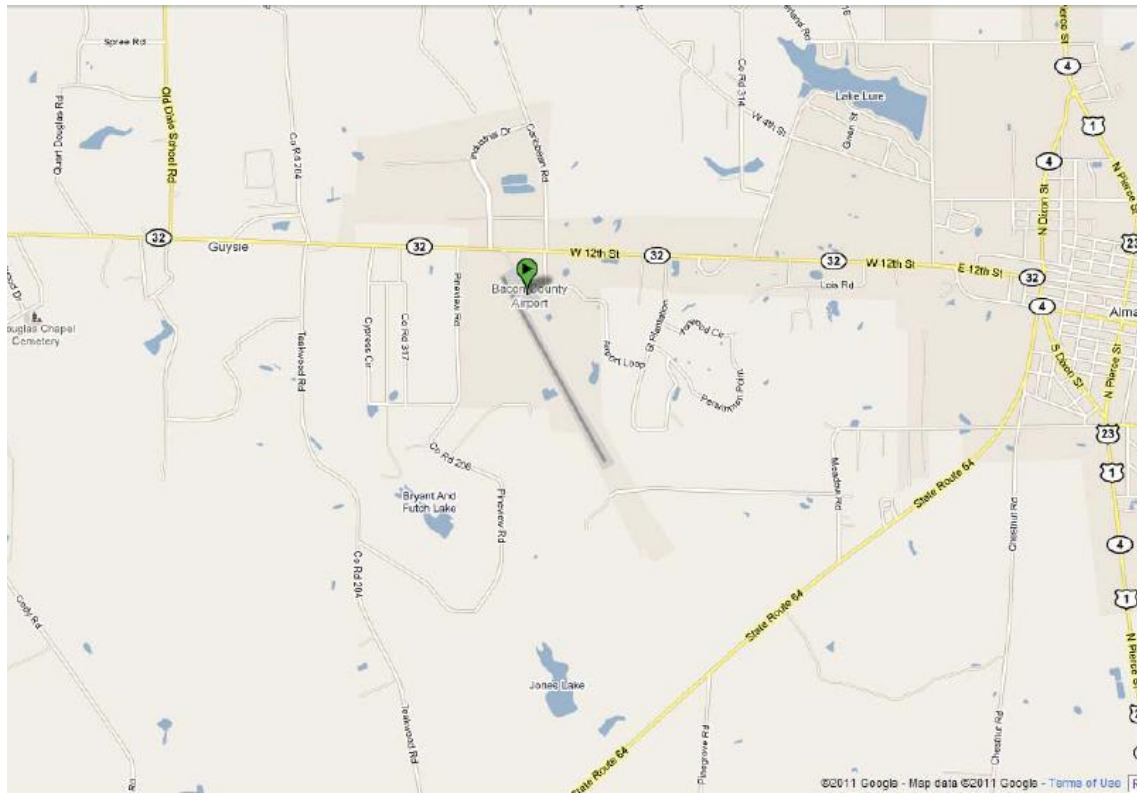
**Regional Commission:** Southern Georgia

**County:** Bacon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ALL	\$770,811	\$770,811	
<b>Total</b>	<b>\$770,811</b>	<b>\$770,811</b>	

Public Benefit	Notes
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

## Project Location





# Project Sheet

**Project Number:** RC11-000009      **Project Name:** CR 327 Big Satilla Creek Bridge Replacement

**GDOT ID:** 532300

**Project Description:** This project will replace the bridge of CR 327 over Big Satilla Creek.

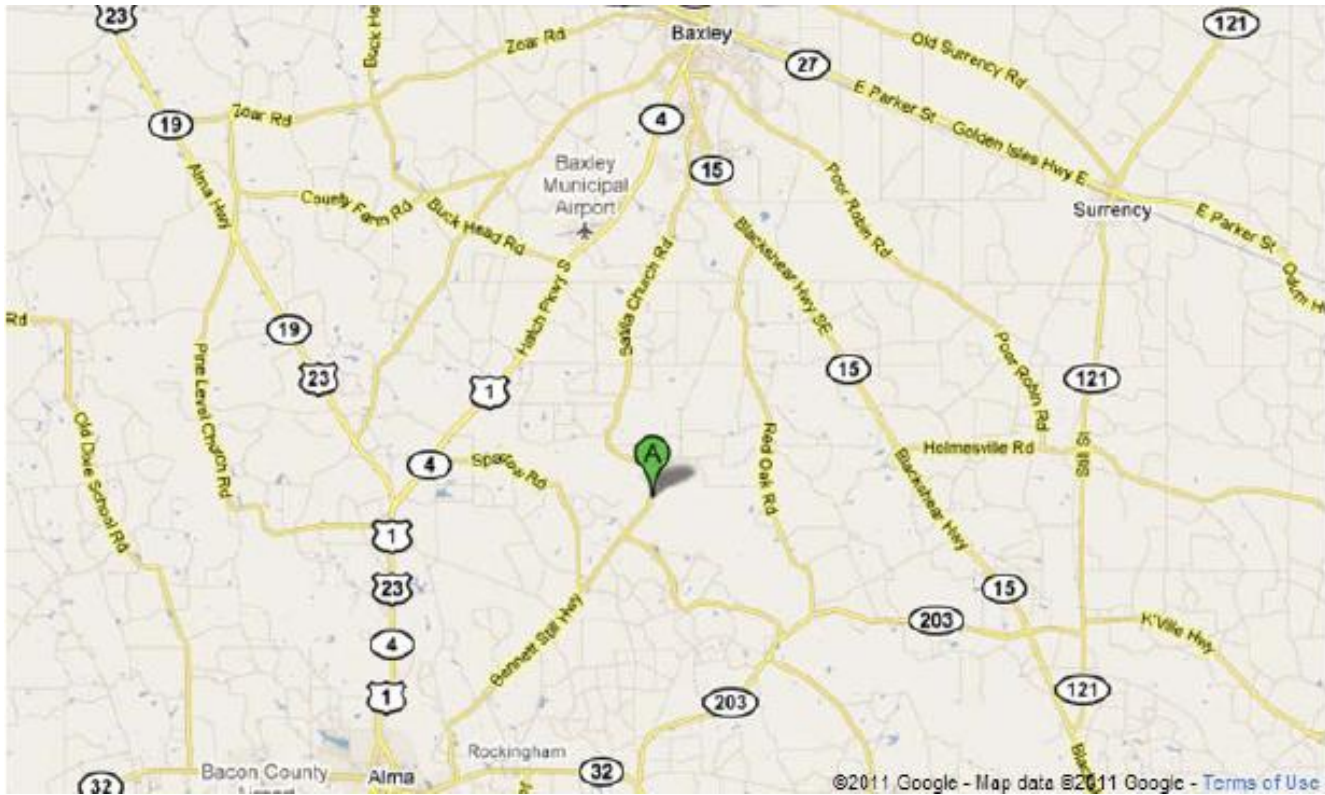
**Regional Commission:** Southern Georgia

**County:** Bacon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$200,000	\$200,000	
ROW	\$11,000	\$11,000	
CST	\$3,000,000	\$3,000,000	
UTL	\$895,510	\$895,510	
<b>Total</b>	<b>\$4,106,510</b>	<b>\$4,106,510</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches.

## Project Location





# Project Sheet

**Project Number:** RC11-000010      **Project Name:** SR 4 Alt/SR 4/Floyd Street Intersection Realignment

**GDOT ID:**

**Project Description:** The City of Alma is proposing to relocate the intersection of SR 4 Alt. from where it currently intersects with SR 4 south to connect with Floyd Street, and traverse through the traffic signal at SR 4 and Radio Station Road. The project is approximately 0.9 miles due north of the city limits of Alma on SR 4.

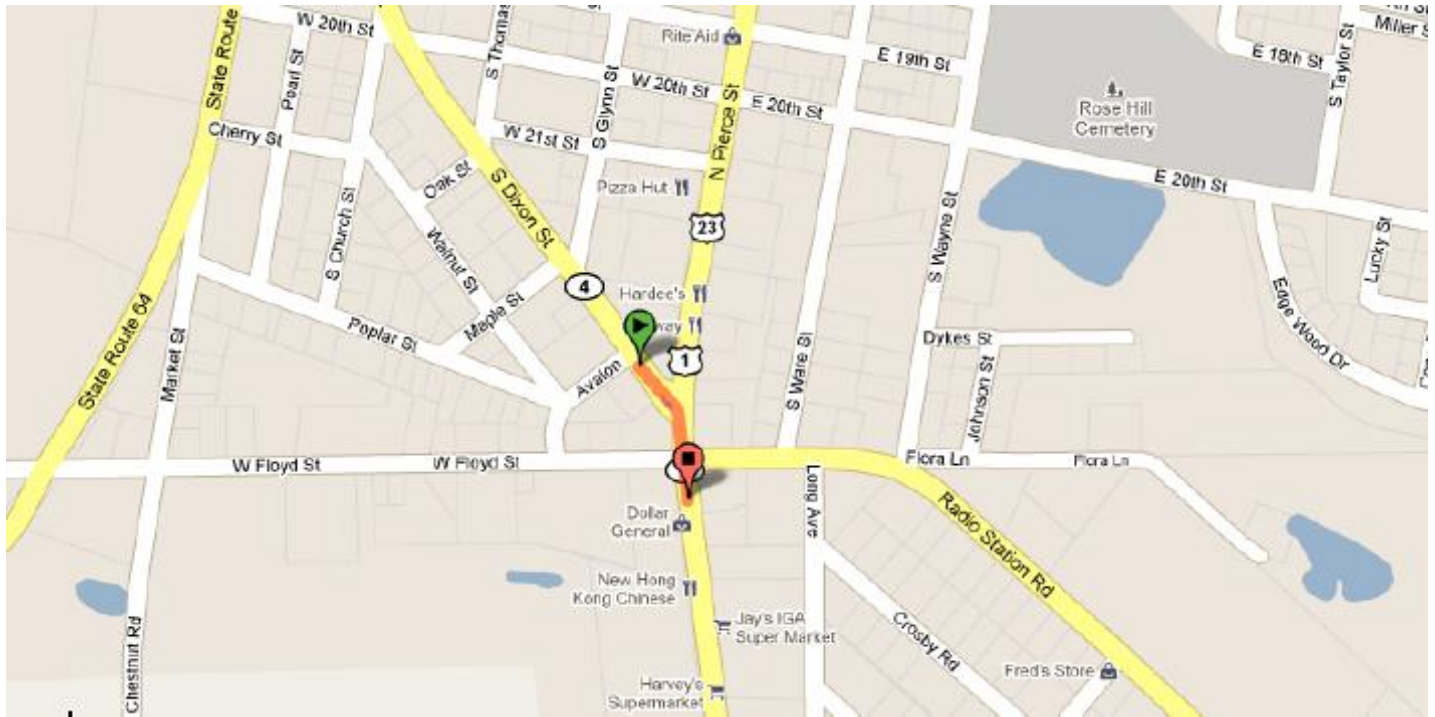
**Regional Commission:** Southern Georgia

**County:** Bacon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$160,000	\$160,000	The City of Alma received notification in February of 2011 that the Bacon County BOE would begin constructing a new high/middle school due south of the intersection of GA 4 and the GA 4 Alt. The current intersection without the school renders a considerable amount of congestion and safety hazards. The shift of the road will limit confusion and congestion to enhance safety, increase economic development by connecting to the GA 32 bypass, and assist with the new school being constructed. The project is approximately 0.9 miles due north of the city limits of Alma on GA 4.
ROW	\$200,000	\$200,000	
CST	\$1,000,000	\$1,000,000	
UTL	\$150,000	\$150,000	
<b>Total</b>	<b>\$1,510,000</b>	<b>\$1,510,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	The re-alignment of the intersection will help lessen driver error by giving traffic a direct path and have a clear understanding of who is to yield right-of-way.

**Project Location**



# Constrained Project Listing

**Southern Georgia**

***Ben Hill County***

<b>Project ID</b>	<b>Project Name</b>
RC11-000012	Bridge Replacement Perry House Road at Willacoochee Creek Structure ID# 017-0020-0
RC11-000042	SR 107 Fitzgerald Widening: Ben Hill County/Fitzgerald Perimeter (SW loop)

# Project Sheet

**Project Number:** RC11-000012      **Project Name:** Bridge Replacement Perry House Road at Willacoochee Creek Structure ID# 017-0020-0

**GDOT ID:**

**Project Description:** This project will replace the bridge of Perry House Road over Willacoochee Creek.

**Regional Commission:** Southern Georgia

**County:** Ben Hill County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ALL	\$3,119,299	\$3,119,299	
<b>Total</b>	<b>\$3,119,299</b>	<b>\$3,119,299</b>	

**Public Benefit**

**Notes**

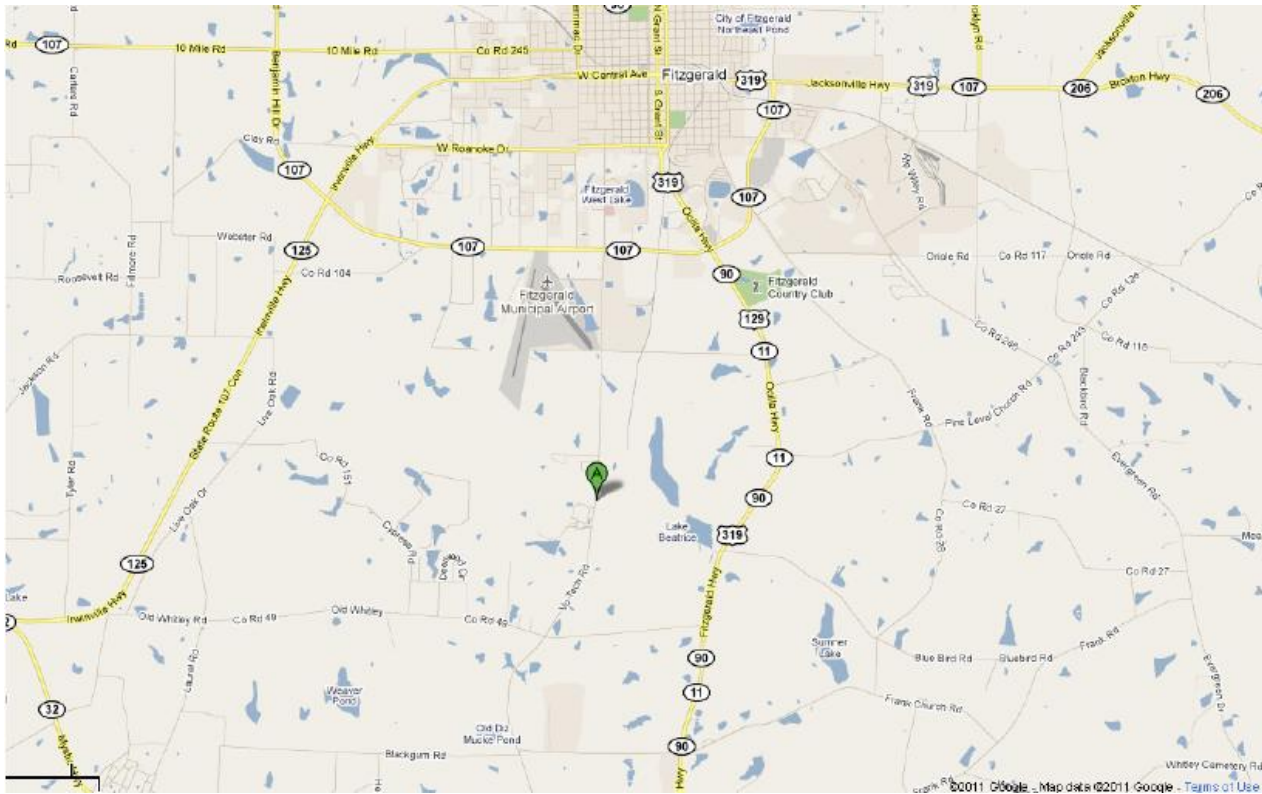
Maximizing the value of Georgia's Assets

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits

This project would benefit the public by enhancing safety in the area by replacing this older bridge, with a wider modern construction. Maintain the current weight capacity rating needed to allow for increase traffic. Wider deck, guardrails, upgraded approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

**Project Location**



# Project Sheet

**Project Number:** RC11-000042      **Project Name:** SR 107 Fitzgerald Widening: Ben Hill County/Fitzgerald Perimeter (SW loop)

**GDOT ID:** 0000313

**Project Description:** Widen SR 107/112 to four lanes from Redwood Rd to SR 107/U.S. 319 to the south (SW perimeter/loop).

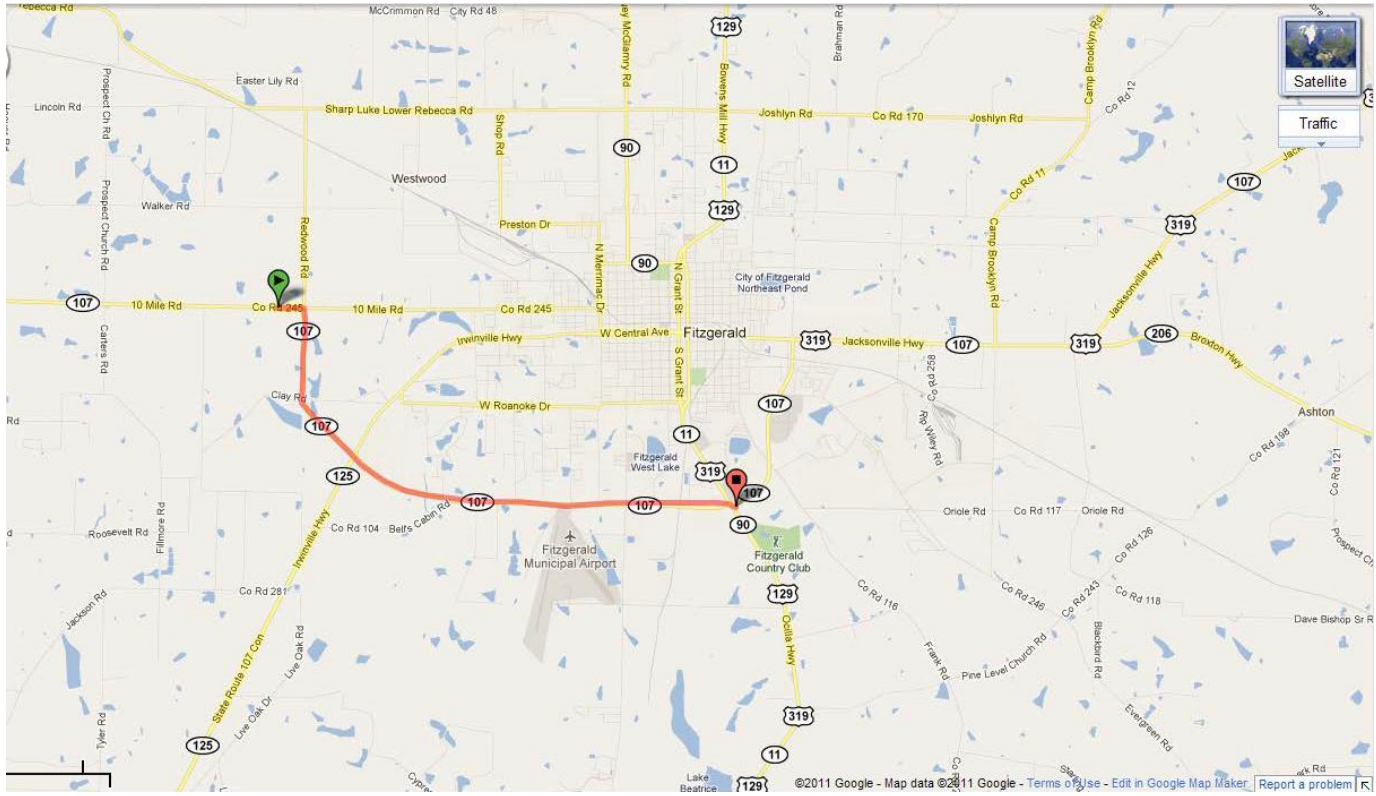
**Regional Commission:** Southern Georgia

**County:** Ben Hill County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ALL	\$40,000,000	\$40,000,000	These five communities host approximately 120 major industries which include food processing, timber, agricultural product transport, production/manufacture of building materials (lumber/plywood), carpet, clothing, plastics, cargo trailers, modular housing, metal recycling, waste transfer, and distribution centers. The cumulative industries provide employment for the populations of Ben Hill, Coffee, Dodge, Irwin, Telfair, Tift, Turner and Wilcox counties. This project is in multiple counties.
<b>Total</b>	<b>\$40,000,000</b>	<b>\$40,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	Widening SR 107/112 Fitzgerald to four lanes will increase access for freight to surrounding commercial, industrial, manufacturing, and agricultural sites as well as the Douglas Municipal and Fitzgerald Municipal Airports. This project will also enhance the safety and relieve congestion for users. Four-lane connectivity to the major transportation corridors I-75 and US441 would provide strategic infrastructure which is critical to the economic growth and development of Fitzgerald-Ben Hill County, Ocilla-Irwin County, Douglas-Coffee County, Ashburn-Turner County, and Wilcox County.

# Project Location



# Constrained Project Listing

Southern Georgia

Berrien County

Project ID	Project Name
RC11-000018	Improvements to Fire Tower Road
RC11-000019	Nashville - Enigma Road Resurfacing
RC11-000020	Old Valdosta Road Resurfacing/Widening



# Project Sheet

**Project Number:** RC11-000018      **Project Name:** Improvements to Fire Tower Road

**GDOT ID:**

**Project Description:** Make improvements (e.g. paving) to Fire Tower Road.

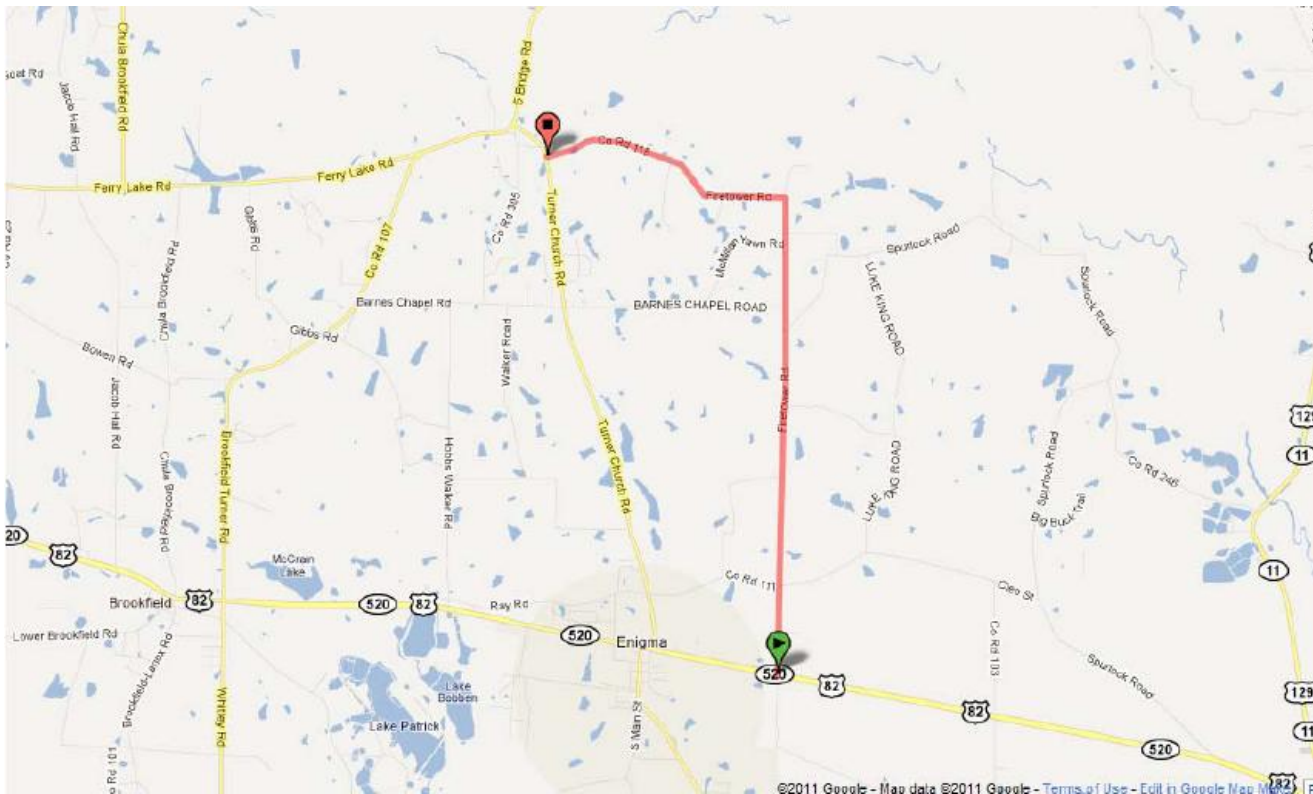
**Regional Commission:** Southern Georgia

**County:** Berrien County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ALL	\$1,000,000	\$1,000,000	
<b>Total</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	The industrial businesses locating in the park will be able to use this road as a connector road into Tift County which accesses I-75. The completion of this road is vital to the North Berrien Industrial Park and the further development of the park.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	The industrial businesses locating in North Berrien Industrial Park will be able to use this road as a connector road into Tift County which accesses I-75. The completion of this road will provide a benefit of providing economic development in the Industrial Park.

## Project Location



# Project Sheet

**Project Number:** RC11-000019      **Project Name:** Nashville - Enigma Road Resurfacing

**GDOT ID:**

**Project Description:** Resurfacing 14.55 miles of Nashville-Enigma Road between SR 125 to US 82.

**Regional Commission:** Southern Georgia

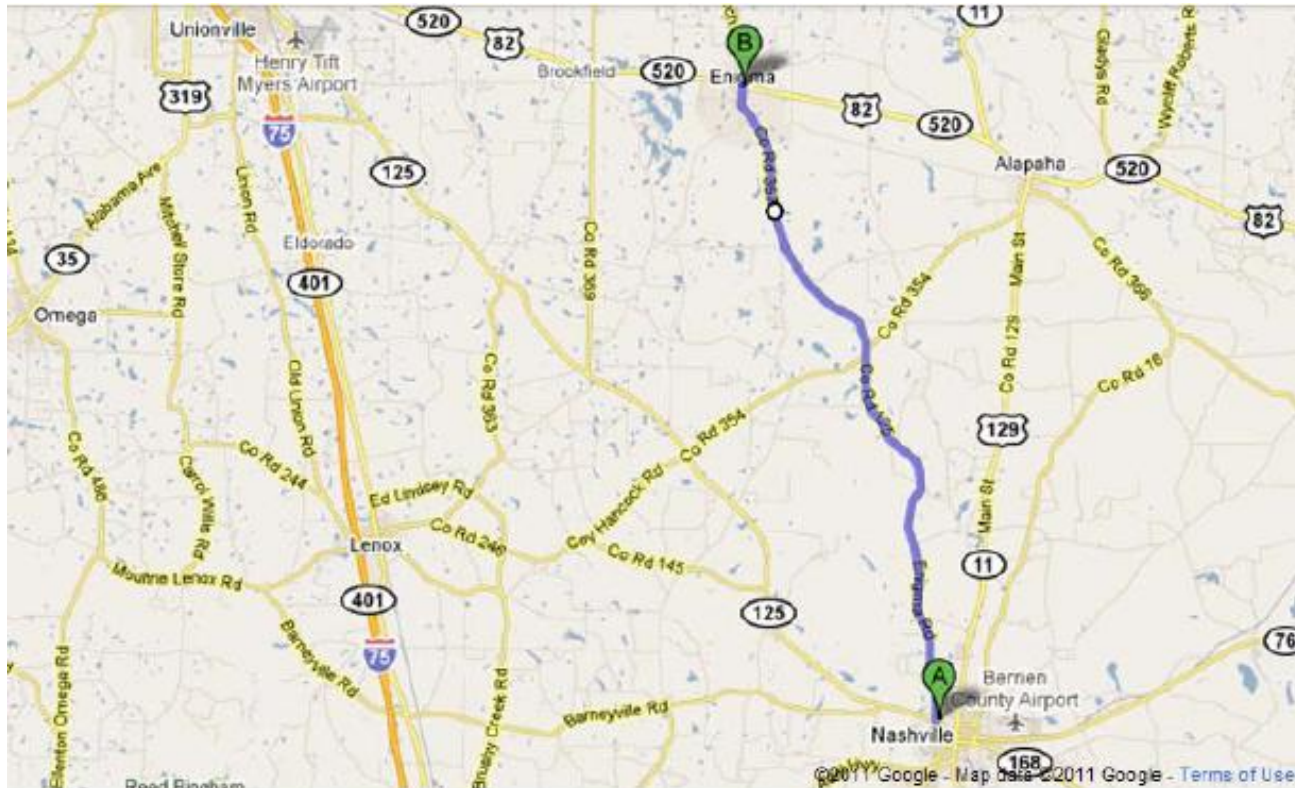
**County:** Berrien County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$1,500,000	\$1,500,000	
<b>Total</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	

There are a total of 60 houses and 14 mobile homes located on this road with access to two churches. There is a chicken house industry and many agricultural farms. In resurfacing this road, it will provide a safe county road which allows for transportation of agricultural products. There is a total of 14.55 miles to be resurfaced.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

**Project Location**





# Project Sheet

**Project Number:** RC11-000020      **Project Name:** Old Valdosta Road Resurfacing/Widening

**GDOT ID:**

**Project Description:** The project consists of resurfacing Old Valdosta Road from SR 37 to Nashville city limits.

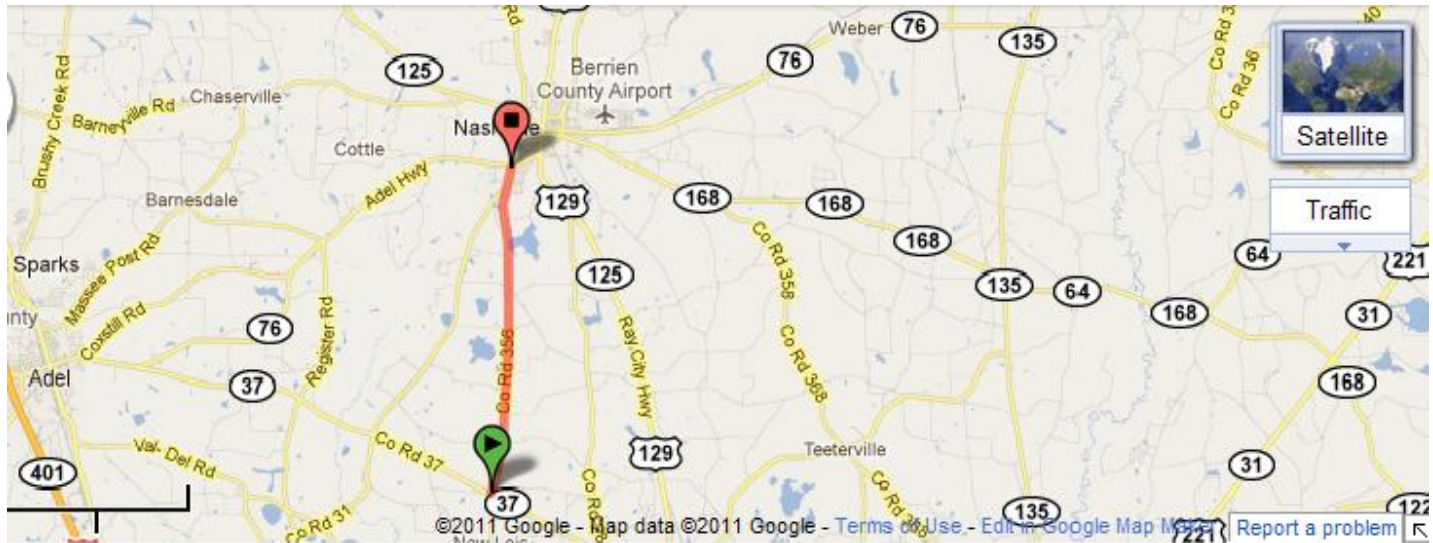
**Regional Commission:** Southern Georgia

**County:** Berrien County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$1,000,000	\$1,000,000	
<b>Total</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	It is a highly traveled road for residents who work and shop in Lowndes, Cook, Lanier and Berrien Counties. There are 79 houses and 16 mobile homes on this road as well as a volunteer Fire Dept. This road is heavily used by school buses. By resurfacing this road, it would allow safe travel for motorists.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

## Project Location



# Constrained Project Listing

**Southern Georgia**

***Brantley County***

<b>Project ID</b>	<b>Project Name</b>
RC11-000021	CR 50/Caney Bay Road at Buffalo Creek Bridge Replacement
RC11-000022	SR 23 at Little Buffalo Creek 7 Miles South of Nahunta
RC11-000023	SR 32 at Little Satilla River Overflow Bridge Maintenance

# Project Sheet

**Project Number:** RC11-000021      **Project Name:** CR 50/Caney Bay Road at Buffalo Creek Bridge Replacement

**GDOT ID:** 0006468

**Project Description:** CR 50/Caney Bay Road at Buffalo Creek bridge replacement located 3 miles southwest of Hickox.

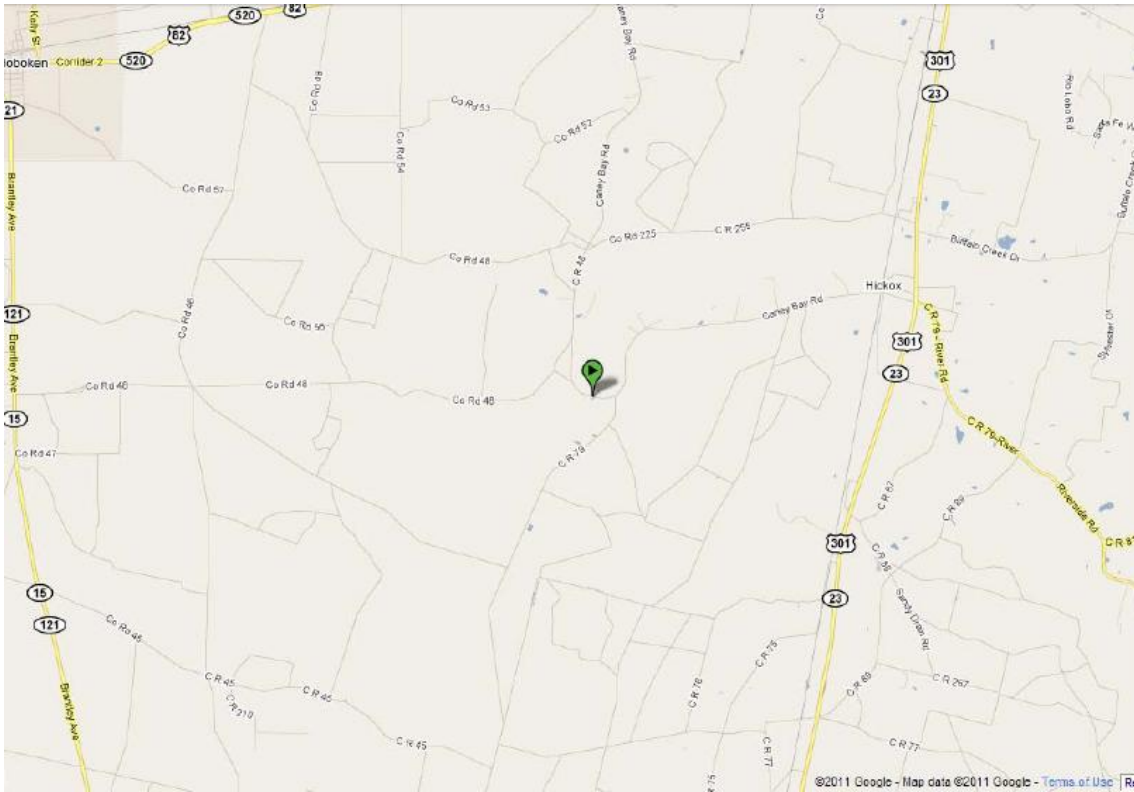
**Regional Commission:** Southern Georgia

**County:** Brantley County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$1,415,368	\$292,692	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$48,093	\$0	
<b>Total</b>	<b>\$1,463,461</b>	<b>\$292,692</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

## Project Location



# Project Sheet

**Project Number:** RC11-000022      **Project Name:** SR 23 at Little Buffalo Creek 7 Miles South of Nahunta

**GDOT ID:** 0007160

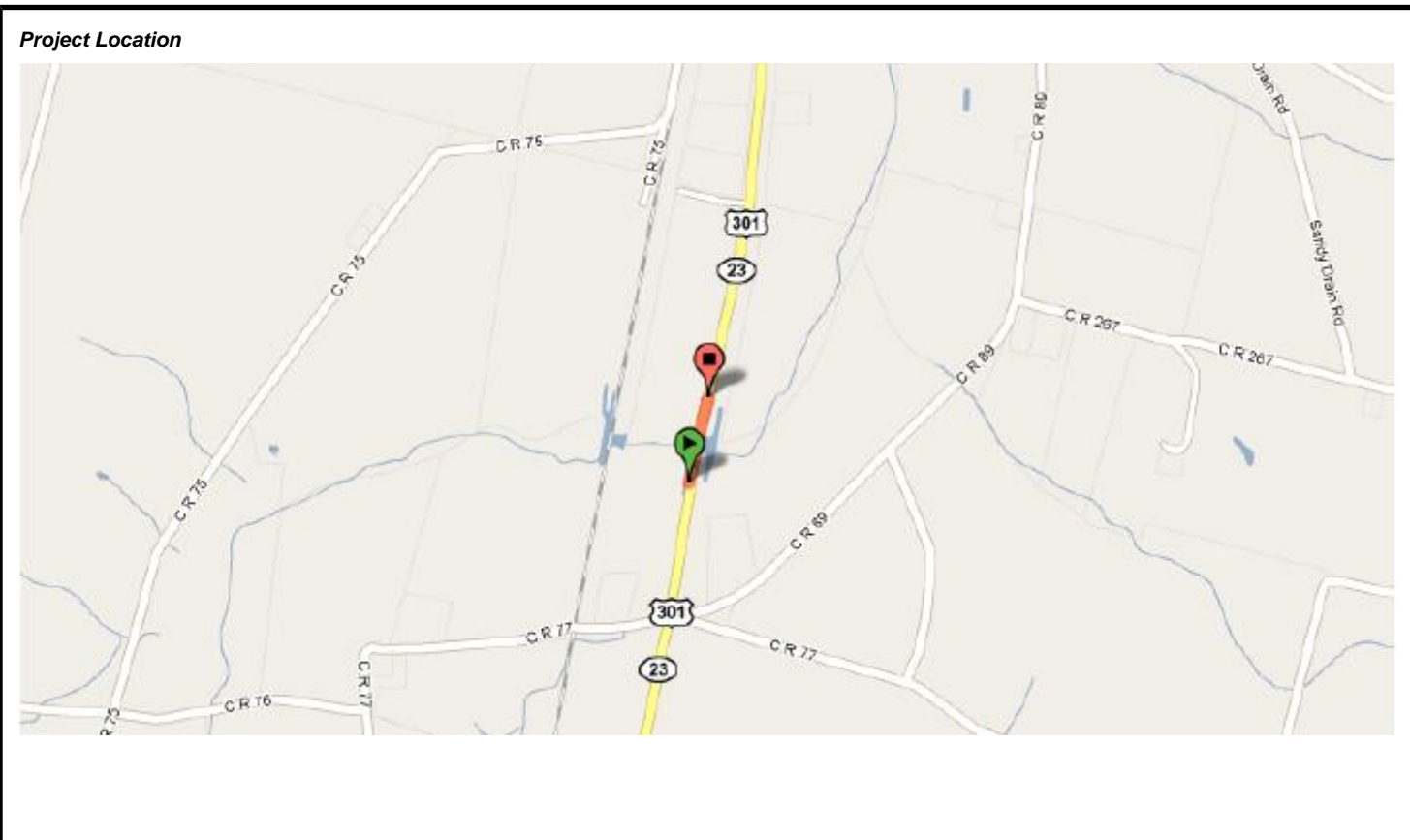
**Project Description:** This project will replace the bridge of SR 23 over Little Buffalo Creek.

**Regional Commission:** Southern Georgia

**County:** Brantley County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$920,000	\$500,000	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$80,000	\$0	
<b>Total</b>	<b>\$1,000,000</b>	<b>\$500,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches.



# Project Sheet

**Project Number:** RC11-000023      **Project Name:** SR 32 at Little Satilla River Overflow Bridge Maintenance

**GDOT ID:** 0007161

**Project Description:** Bridge maintenance project on SR 32 at Little Satilla River overflow.

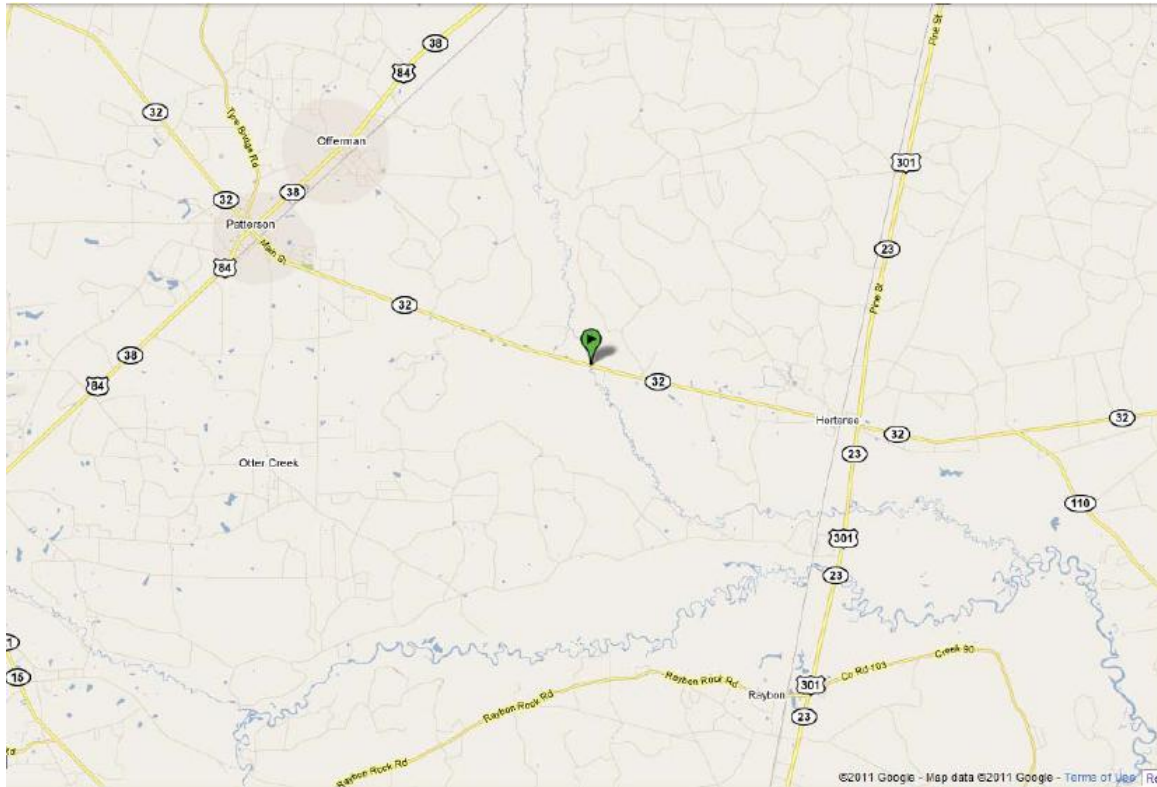
**Regional Commission:** Southern Georgia

**County:** Brantley County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$1,274,754	\$671,547	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$68,340	\$0	
<b>Total</b>	<b>\$1,343,094</b>	<b>\$671,547</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area. Providing maintenance to this older bridge in order to maintain the current weight capacity rating needed to allow for increase traffic. Maintaining this bridge will also benefit the public by optimizing capital asset management, and potentially improving safety.

## Project Location



# Constrained Project Listing

Southern Georgia

Brooks County

Project ID	Project Name
RC11-000026	Industrial Park Rail Spur
RC11-000027	Widening of SR 133 in Brooks & Colquitt Counties



# Project Sheet

**Project Number:** RC11-000026      **Project Name:** Industrial Park Rail Spur

**GDOT ID:**

**Project Description:** This project would consist of designing, permitting, and constructing a spur track in the Brooks County Industrial Park. The project would consist of a turnout and 2,500 feet of track designed and built to applicable standards acceptable to the railroad. The project would serve the existing developed 250-acre Section 1 of the park and extend to the boundary of the undeveloped Section 2.

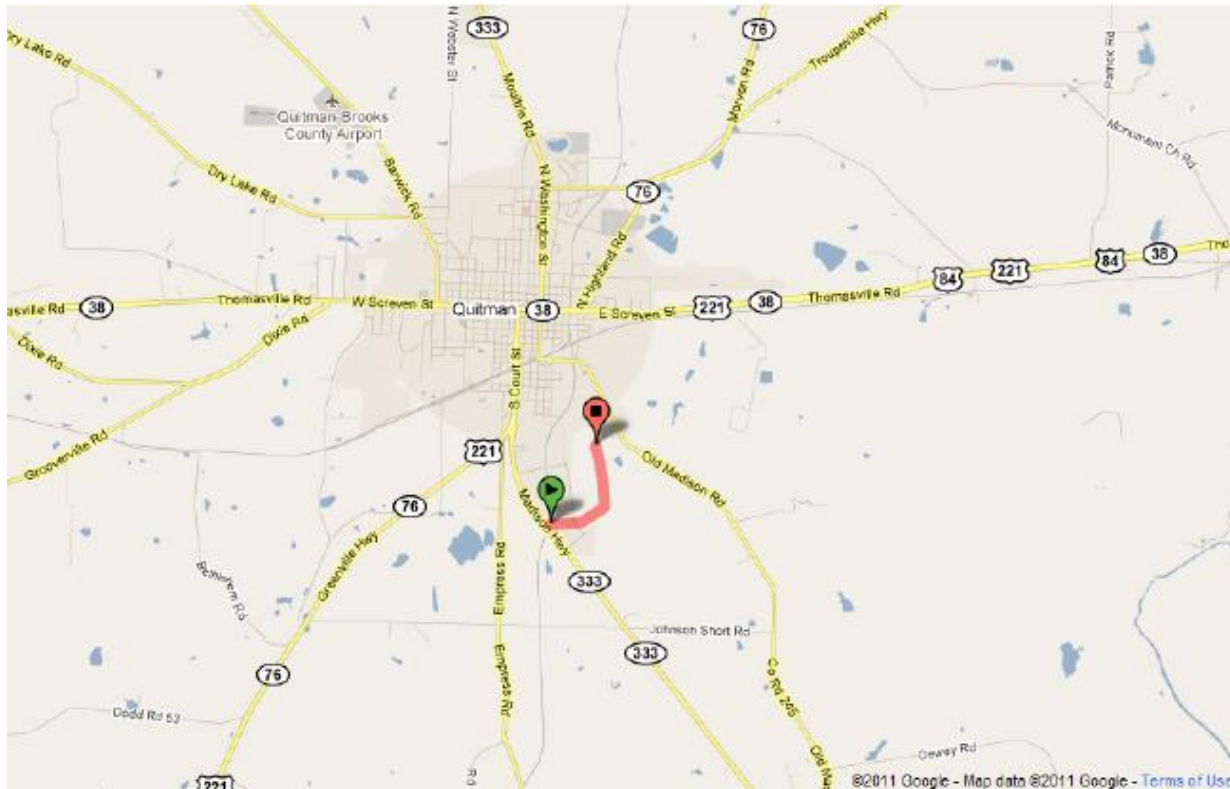
**Regional Commission:** Southern Georgia

**County:** Brooks County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$39,200	\$39,200	
CST	\$560,000	\$560,000	
<b>Total</b>	<b>\$599,200</b>	<b>\$599,200</b>	This rail spur would have the potential to serve as a trans load facility or an intermodal facility. Additionally, this project could serve the region; therefore, having a positive economic impact for Brooks County and the region. The Brooks County Development Authority, which supports the project, has reviewed this project concept with the railroad's representative. Cost estimates are based on costs furnished by the railroad.

Public Benefit	Notes
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

## Project Location



# Project Sheet

**Project Number:** RC11-000027      **Project Name:** Widening of SR 133 in Brooks & Colquitt Counties

**GDOT ID:** 0000543, 0000544,  
0000545

**Project Description:** Widen SR 133 in Brooks and Colquitt Counties. The project will widen lanes, add lanes, and improve intersections.

**Regional Commission:** Southern Georgia

**County:** Brooks County

Phase	Total Project Cost	Total TIA Amount
CST	\$111,600,000	\$15,000,000
<b>Total</b>	<b>\$111,600,000</b>	<b>\$15,000,000</b>

**Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):**

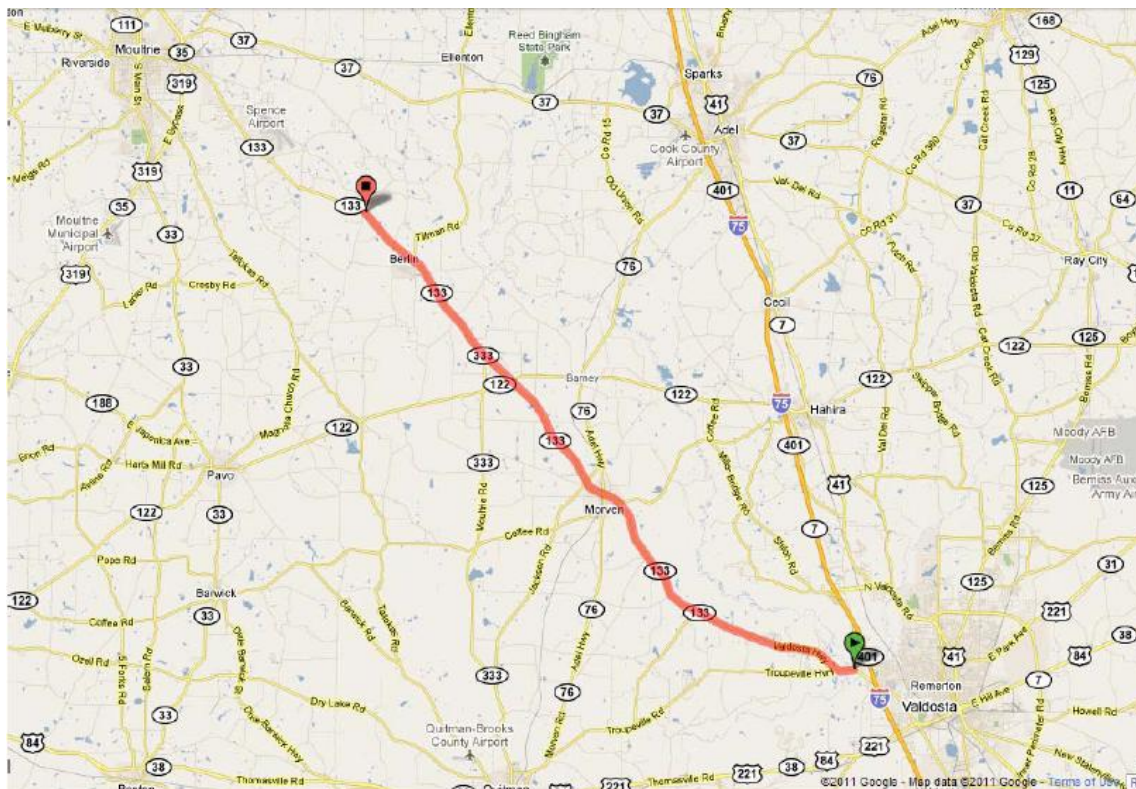
This project is partially funded through TIA. The remaining project costs will be funded by other sources.

**Public Benefit**

**Notes**

Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	Widening the roadway will increase traffic flow and decrease congestion and will help reduce potential crashes along the route. One of the public benefits will be to improve this regionally significant corridor between Valdosta, Moultrie, and Albany which will also increase economic development potential of the region. Currently the roadway carries approximately 4,000 vehicles a day with 24% truck traffic.

**Project Location**





# Constrained Project Listing

Southern Georgia

Charlton County

Project ID	Project Name
RC11-000029	Bridge over Long Branch on Ralph Davis Road CR #52
RC11-000034	Widening of SR 40 from Kingsland to Folkston

# Project Sheet

**Project Number:** RC11-000029      **Project Name:** Bridge over Long Branch on Ralph Davis Road CR #52

**GDOT ID:** 570940

**Project Description:** Replace bridge over Long Branch on Ralph Davis Road/CR 52

**Regional Commission:** Southern Georgia

**County:** Charlton County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$100,000	\$100,000	
CST	\$500,000	\$500,000	
ROW	\$200,000	\$200,000	
<b>Total</b>	<b>\$800,000</b>	<b>\$800,000</b>	

**Public Benefit**

**Notes**

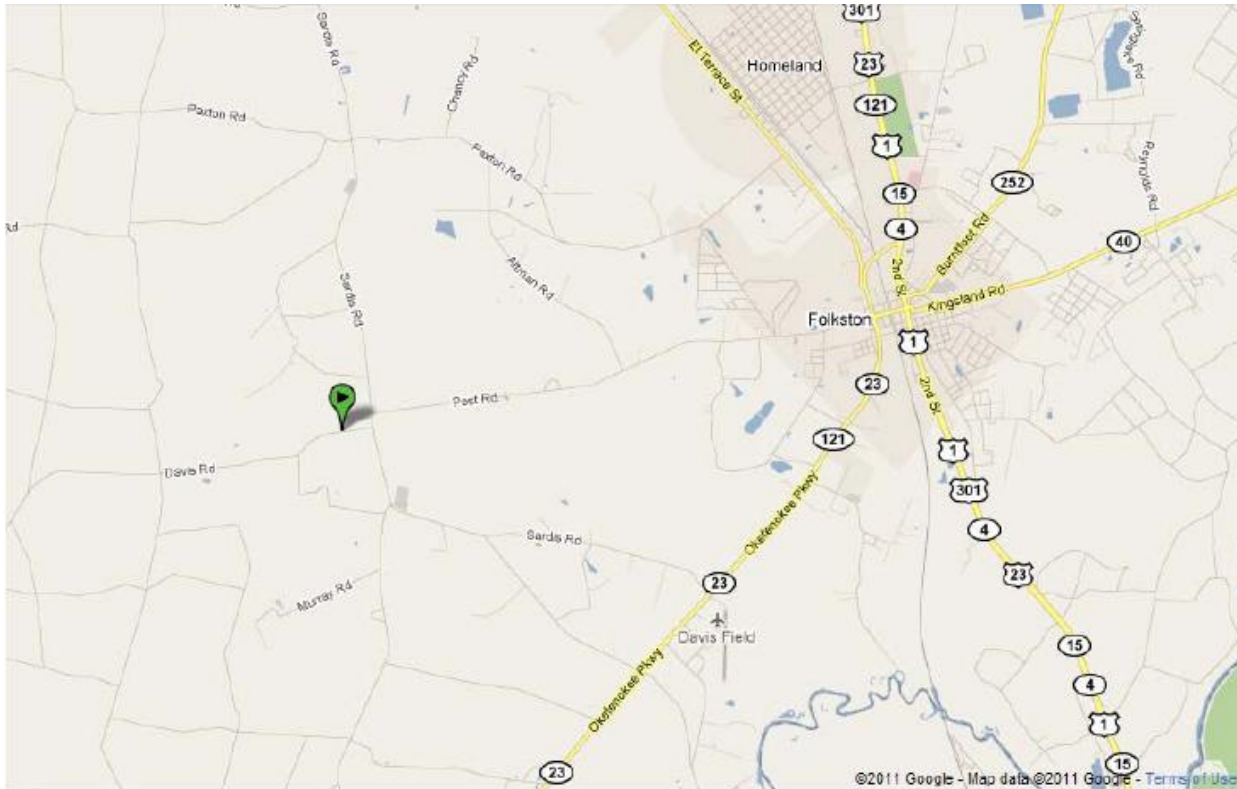
Maximizing the value of Georgia's Assets

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits

This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

**Project Location**



# Project Sheet

**Project Number:** RC11-000034      **Project Name:** Widening of SR 40 from Kingsland to Folkston

**GDOT ID:** 0000821

**Project Description:** Widen SR 40 to four lanes from SR 40 Connector East to the previously widened section just east of May Bluff Road and the section of SR 40 east to the Camden County Line, for a distance of 1.65 miles.

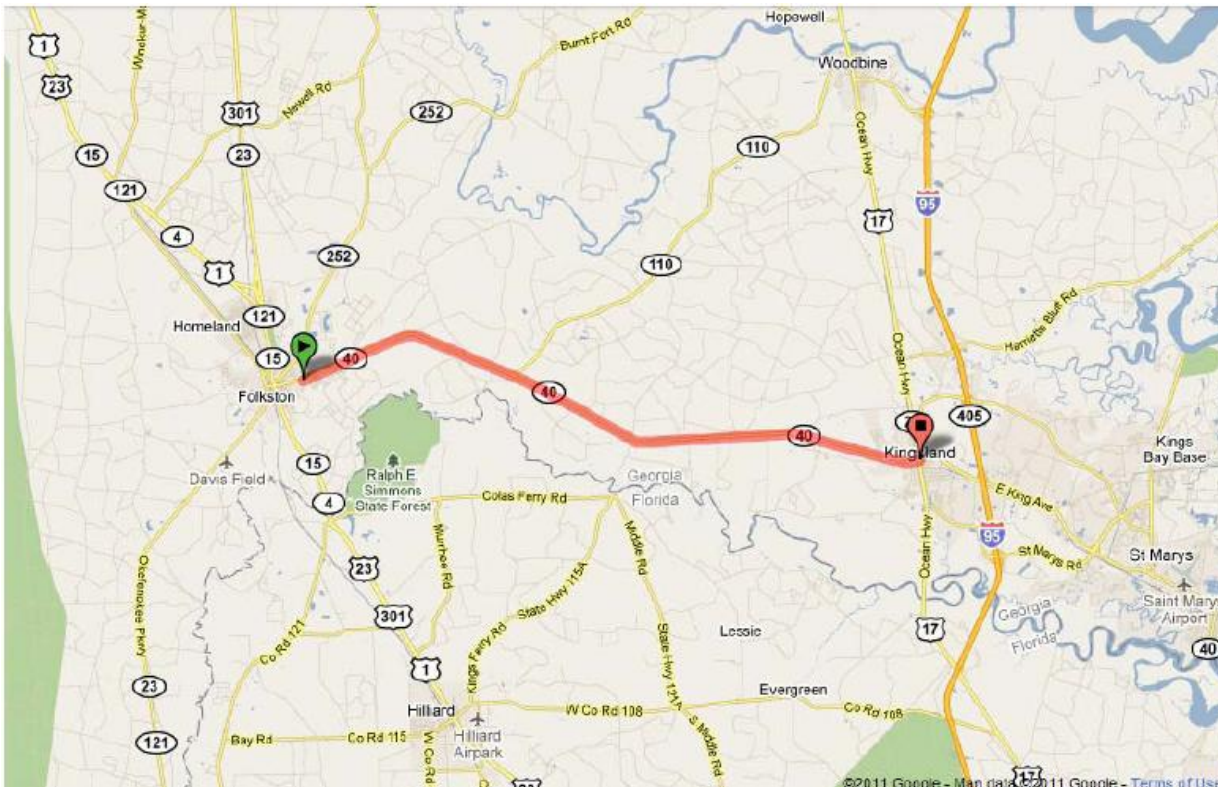
**Regional Commission:** Southern Georgia

**County:** Charlton County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$9,358,217	\$5,411,717	Southern Georgia region only. This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$1,124,382	\$0	
UTL	\$340,835	\$0	
<b>Total</b>	<b>\$10,823,434</b>	<b>\$5,411,717</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	Widening the roadway will increase traffic flow and decrease congestion and will help reduce rear-end collisions during stop and go traffic due to lack of turn lanes on this route. An even traffic flow and reliable commute time would be beneficial for drivers and increase economic development potential. Currently the roadway carries approximately 4,000 vehicles a day with 12% truck traffic. Another public benefit is providing improved access to Interstate 95 and widens a hurricane evacuation route.

## Project Location



# Constrained Project Listing

Southern Georgia

Clinch County

Project ID	Project Name
RC11-000037	SR 38/US84 from Woodyard Creek to West of Greasy Creek
RC11-000038	SR 89/US 441 from Orange Street in Homerville to CR 101/Cowart Road

# Project Sheet

**Project Number:** RC11-000037      **Project Name:** SR 38/US84 from Woodyard Creek to West of Greasy Creek

**GDOT ID:** 422120, 422125

**Project Description:** Widening of SR 38/US84 from Woodyard Creek in Clinch County to West of Greasy Creek in Ware County

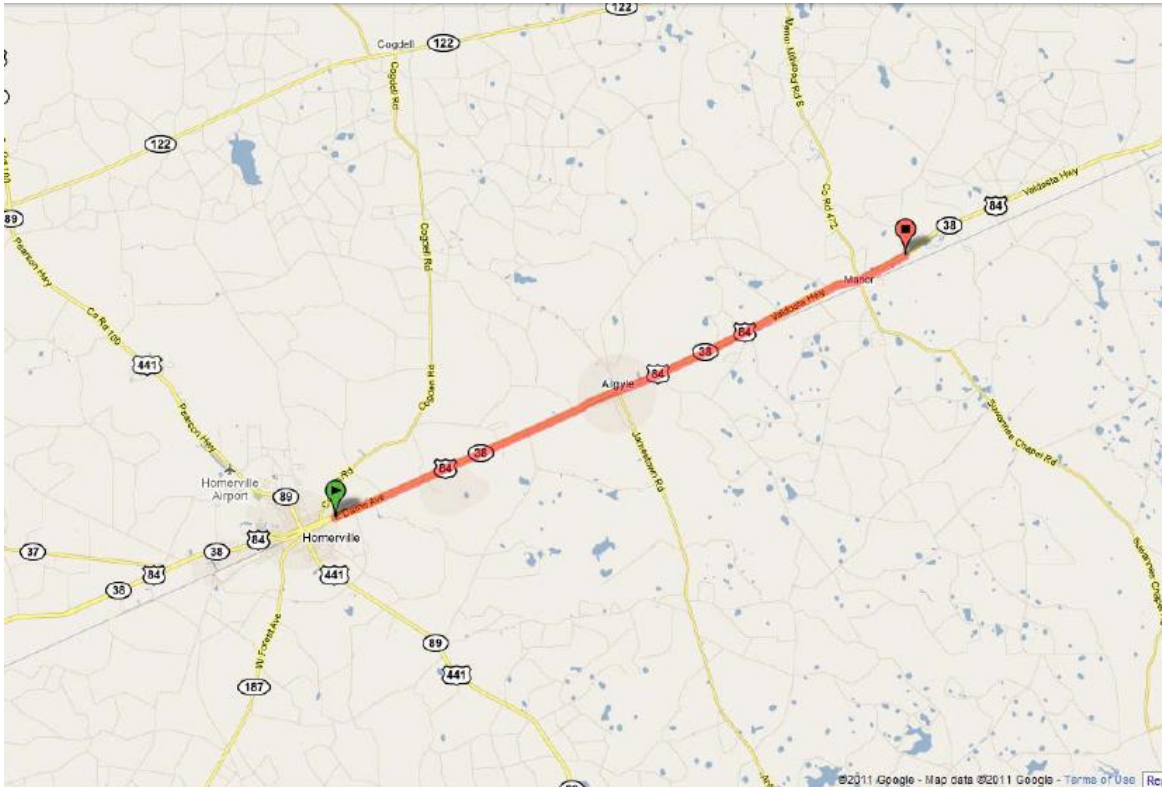
**Regional Commission:** Southern Georgia

**County:** Clinch County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
UTL	\$1,408,000	\$0	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$6,917,500	\$0	
CST	\$56,281,858	\$5,000,000	
<b>Total</b>	<b>\$64,607,358</b>	<b>\$5,000,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by potentially decreasing the frequency and severity of traffic accidents. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. An even traffic flow and reliable commute time would be beneficial for drivers and increase economic development potential. Currently the roadway carries approximately 4,400 vehicles a day with 19% truck traffic. This project may help reduce congestion, which reduces the cost of travel through the region. Capacity improvements will help accommodate additional traffic in the future due to growth and development.

## Project Location





# Project Sheet

**Project Number:** RC11-000038      **Project Name:** SR 89/US 441 from Orange Street in Homerville to CR 101/Cowart Road

**GDOT ID:** 422390-

**Project Description:** Improvements to SR 89/US 441 from Orange Street in Homerville to CR 101/Cowart Road

**Regional Commission:** Southern Georgia

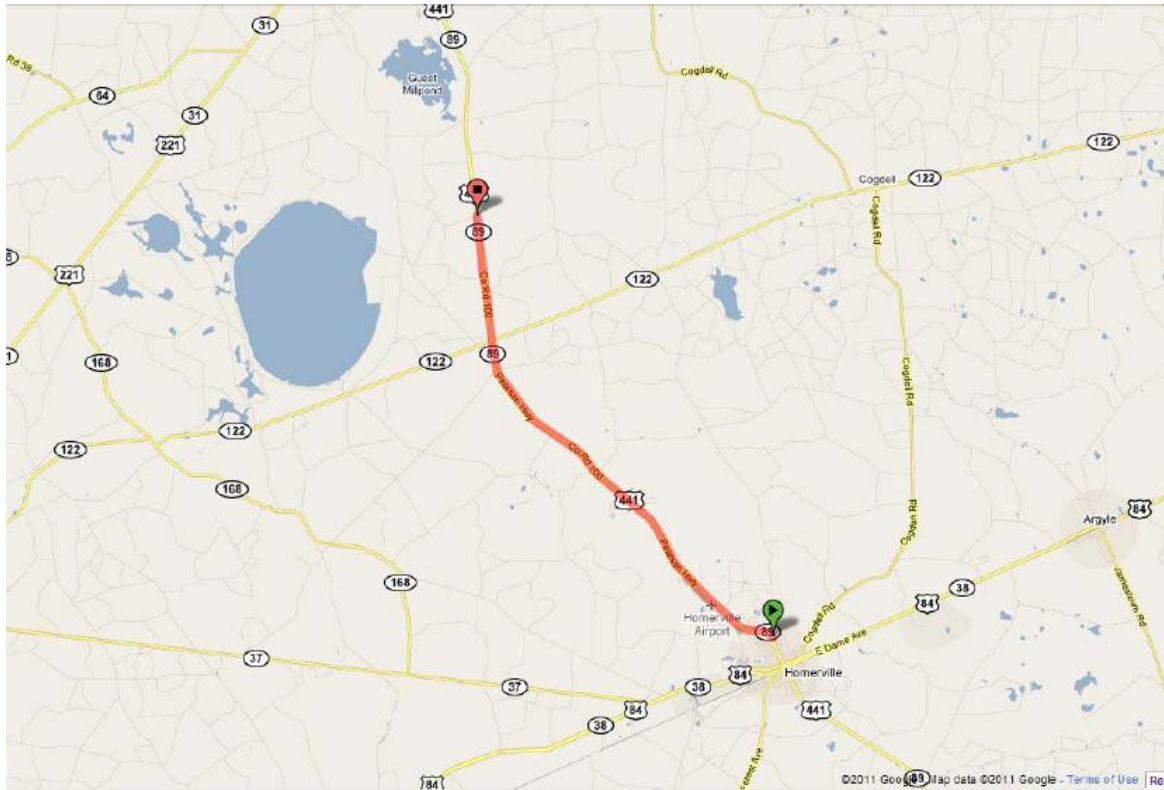
**County:** Clinch County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$25,128,055	\$12,564,028	
<b>Total</b>	<b>\$25,128,055</b>	<b>\$12,564,028</b>	

This project is partially funded through TIA. The remaining project costs will be funded by other sources.

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by potentially providing an even traffic flow and reliable commute time would be beneficial for drivers and increase economic development potential. Currently the roadway carries approximately 2,200 vehicles a day with 17% truck traffic. This project may help reduce congestion, which reduces the cost of travel through the region. Capacity improvements will help accommodate additional traffic in the future due to growth and development.

## Project Location



# Constrained Project Listing

## Southern Georgia

### Coffee County

Project ID	Project Name
RC11-000039	Bridge replacement SR 158 Satilla River 12 miles west of Douglas
RC11-000040	Harvey Vickers Road Widening
RC11-000041	Paving Bud Hutcheson/Chaney Road between SR 32 and SR 158
RC11-000049	Widen US 441 from 4-lane section in Douglas to Broxton
RC11-000051	Widening of SR 135 from SR 31/US 441 East to SR 32 (including RR separation)
RC11-000052	Widening of SR 32 from City Limits of Douglas to CR 296

# Project Sheet

**Project Number:** RC11-000039      **Project Name:** Bridge replacement SR 158 Satilla River 12 miles west of Douglas

**GDOT ID:** 0007165

**Project Description:** Bridge replacement of SR 158 over Satilla River 12 miles west of Douglas.

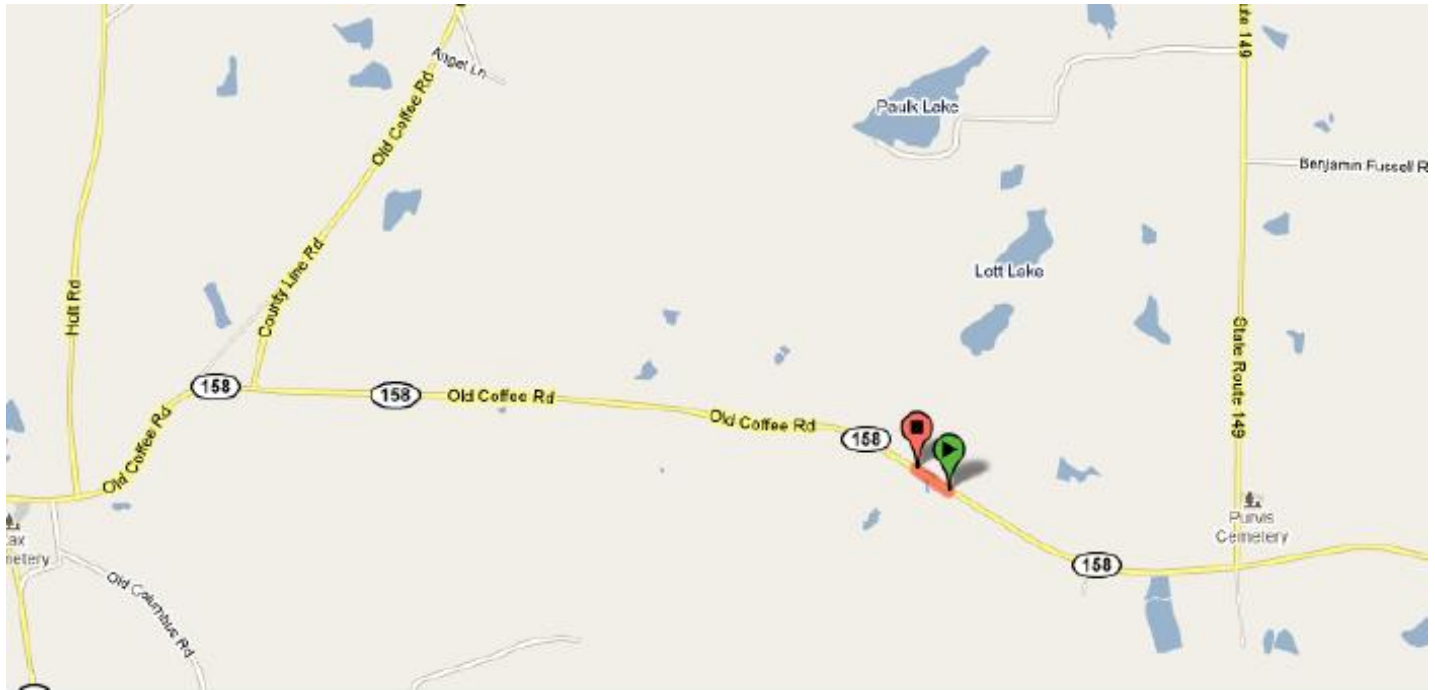
**Regional Commission:** Southern Georgia

**County:** Coffee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$3,309,949	\$864,949	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
PE	\$264,796	\$0	
ROW	\$500,000	\$0	
UTL	\$250,000	\$0	
<b>Total</b>	<b>\$4,324,745</b>	<b>\$864,949</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

## Project Location





# Project Sheet

**Project Number:** RC11-000040      **Project Name:** Harvey Vickers Road Widening

**GDOT ID:**

**Project Description:** This project includes pavement widening and resurfacing approximately 2.6 miles of Harvey Vickers Road connecting US 441 and SR 135.

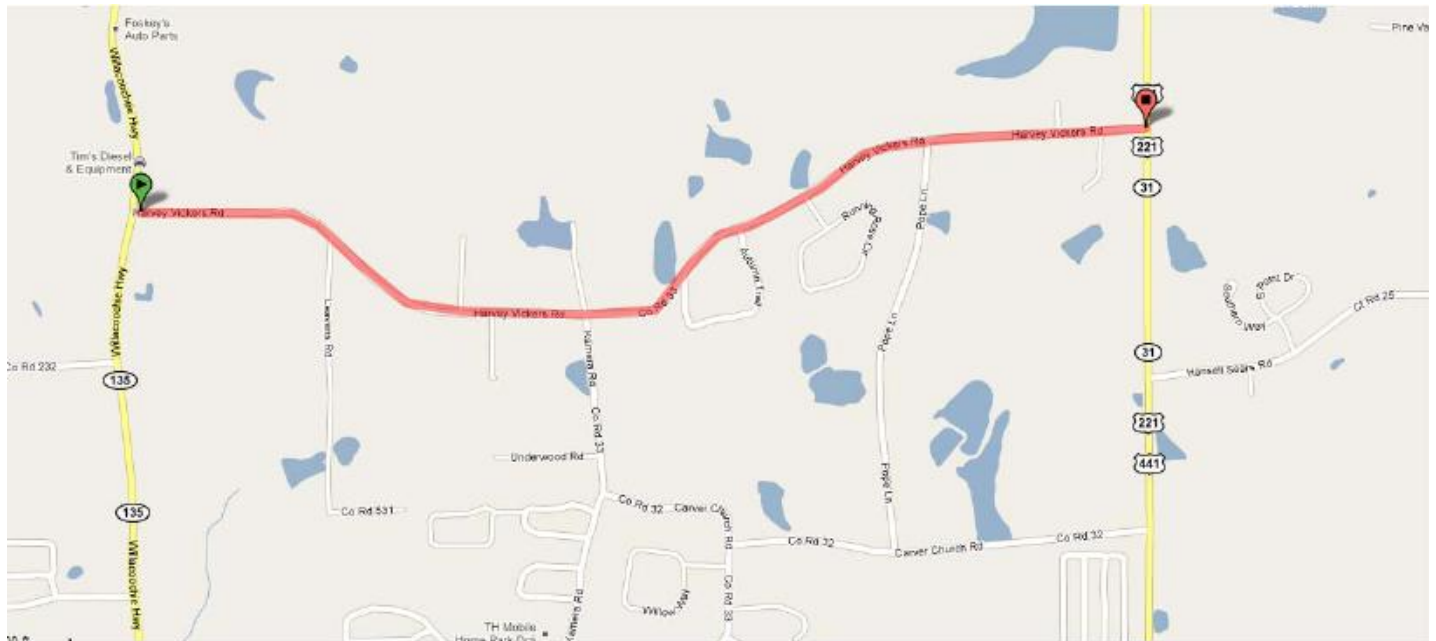
**Regional Commission:** Southern Georgia

**County:** Coffee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$53,165	\$53,165	
CST	\$664,569	\$664,569	
UTL	\$50,000	\$50,000	
<b>Total</b>	<b>\$767,734</b>	<b>\$767,734</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project includes widening and resurfacing approximately 2.6 miles of Harvey Vickers Road connecting US 441 and SR 135. The improvements to this road would allow for safer travel for traffic, especially for large trucks. This road is important as a connector between two major highways and could be used to re route traffic on either road if the need should arise.

## Project Location



# Project Sheet

**Project Number:** RC11-000041      **Project Name:** Paving Bud Hutcheson/Chaney Road between SR 32 and SR 158

**GDOT ID:**

**Project Description:** This project involves paving approximately 3.2 miles of Bud Hutcheson Road and Chaney Road; which would serve as a connection between SR 158 and SR 32. A portion of Bud Hutcheson Road is already paved coming off of SR 158 (west of Douglas). The proposed project will begin where that pavement ends and continue all the way to SR 32 (west of Douglas).

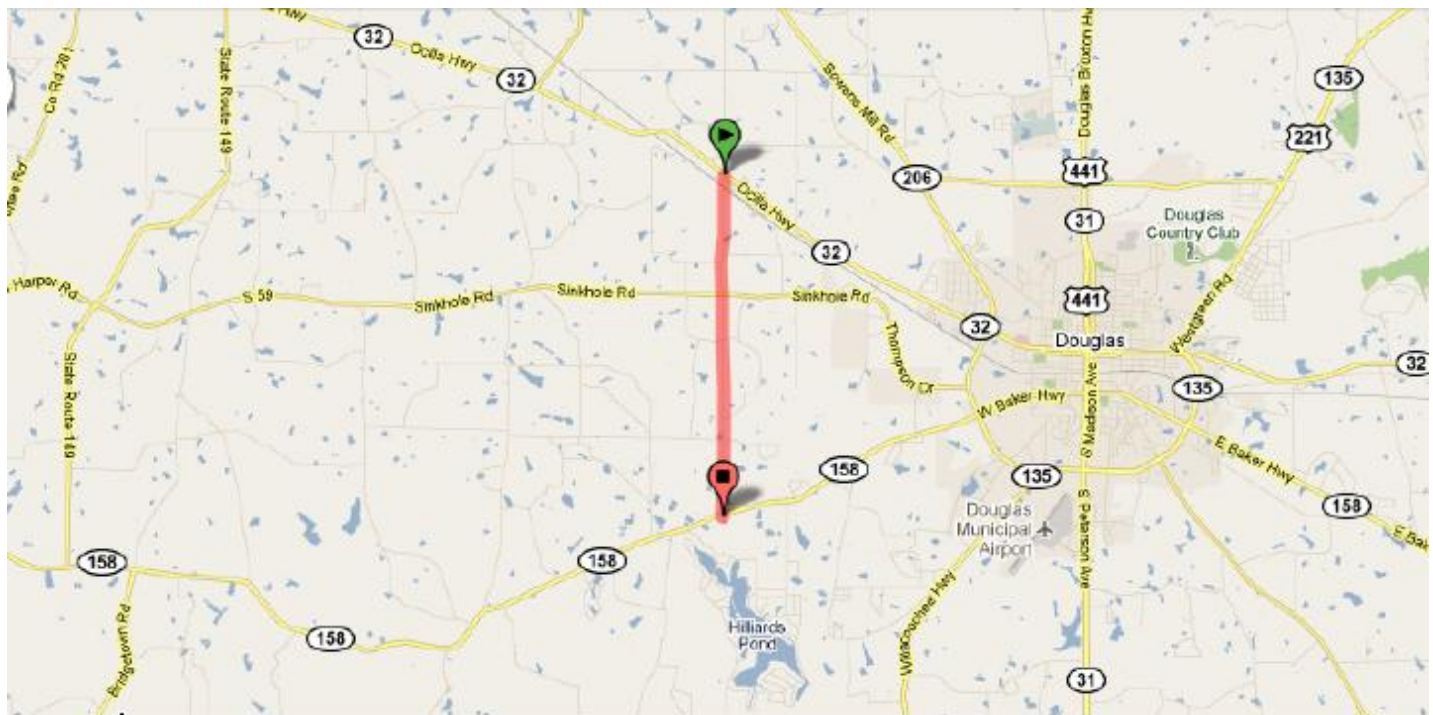
**Regional Commission:** Southern Georgia

**County:** Coffee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$350,000	\$350,000	This project has been considered by Coffee County for a number of years and is on our current comprehensive plan. The project will provide a paved county corridor all the way from SR 158 to SR 32, SR 206, and SR 441.
ROW	\$300,000	\$300,000	
CST	\$4,250,000	\$4,250,000	
UTL	\$100,000	\$100,000	
<b>Total</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

## Project Location



# Project Sheet

**Project Number:** RC11-000049      **Project Name:** Widen US 441 from 4-lane section in Douglas to Broxton

**GDOT ID:**

**Project Description:** Widen US 441 from 4-lane section in Douglas to city of Broxton

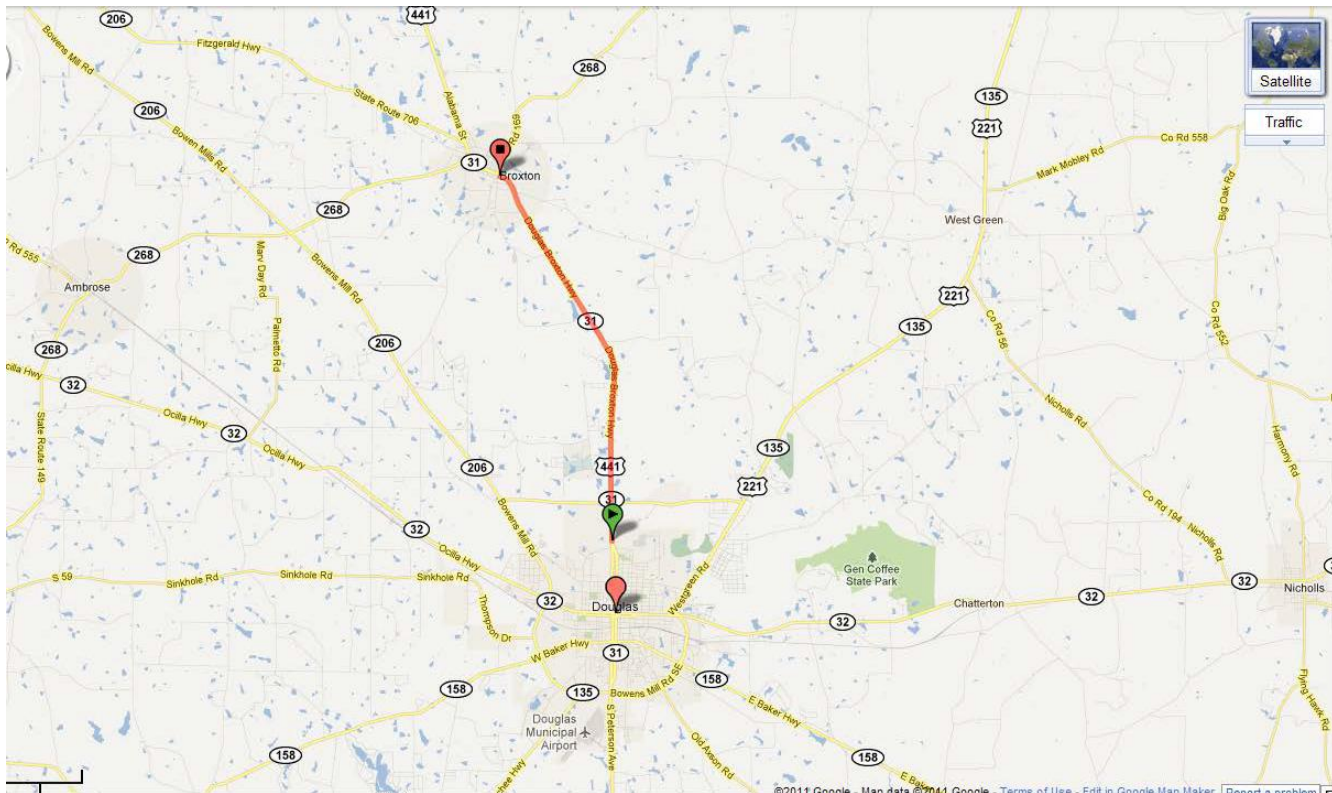
**Regional Commission:** Southern Georgia

**County:** Coffee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$2,000,000	\$2,000,000	
CST	\$32,000,000	\$32,000,000	
PE	\$500,000	\$500,000	3.5 miles were added to length of project per Executive Committee.
UTL	\$500,000	\$500,000	
<b>Total</b>	<b>\$35,000,000</b>	<b>\$35,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by potentially providing an even traffic flow and reliable commute time would be beneficial for drivers and increase economic development potential. Currently the roadway carries approximately 5,600 vehicles a day. This project may reduce congestion, which reduces the cost of travel through the region. Capacity improvements will help accommodate additional traffic in the future due to growth and development.

## Project Location





# Project Sheet

**Project Number:** RC11-000051      **Project Name:** Widening of SR 135 from SR 31/US 441 East to SR 32 (including RR separation)

**GDOT ID:** 431830

**Project Description:** To widen SR 135 from SR 31/US 441 East to SR 32 from two to four lanes, including RR separation.

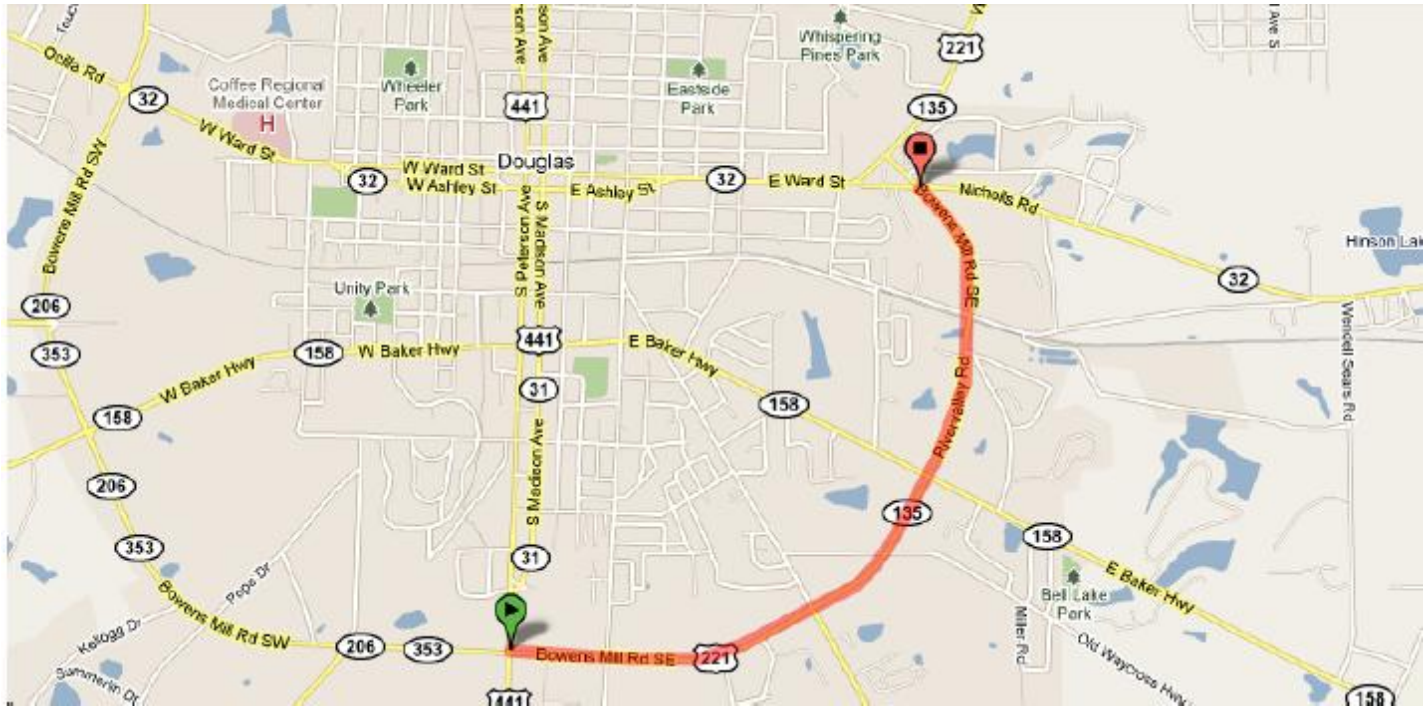
**Regional Commission:** Southern Georgia

**County:** Coffee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$22,800,000	\$22,800,000	
UTL	\$200,000	\$200,000	
<b>Total</b>	<b>\$23,000,000</b>	<b>\$23,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public, by mitigating congestion and enhancing safety. Currently, this section of SR 135 carries up to 19,000 cars per day, with a high amount of freight traffic, which is a level of service of "F". This project could potentially also reduce the frequency and severity of crashes.

## Project Location



# Project Sheet

**Project Number:** RC11-000052      **Project Name:** Widening of SR 32 from City Limits of Douglas to CR 296

**GDOT ID:** 421345

**Project Description:** This project will widen SR 32 from City Limits of Douglas to CR 296 from two to four lanes.

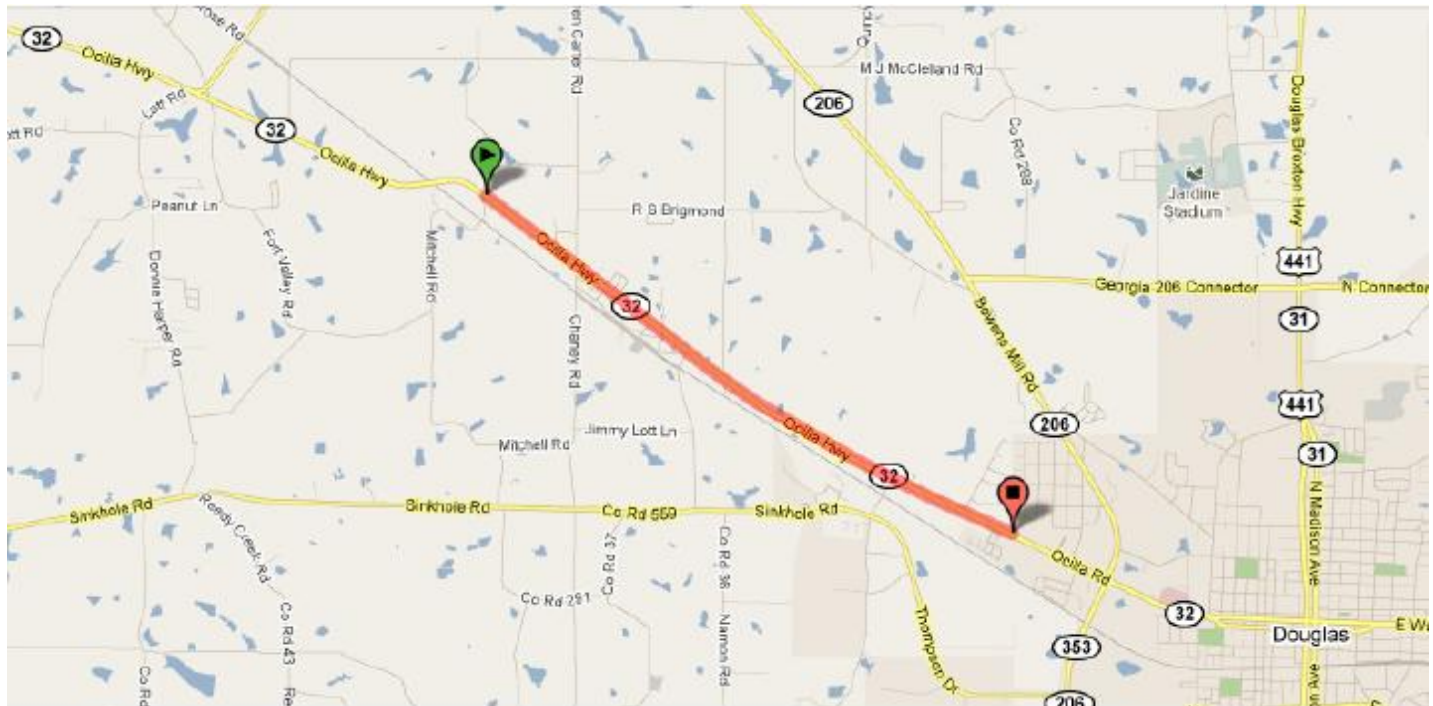
**Regional Commission:** Southern Georgia

**County:** Coffee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$16,863,585	\$10,673,156	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$3,201,946	\$0	
UTL	\$1,280,779	\$0	
<b>Total</b>	<b>\$21,346,310</b>	<b>\$10,673,156</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project will reduce congestion by adding lanes, enhance safety by providing more space for trucks and better sight distance, and improve economic development within Coffee County.

## Project Location



# Constrained Project Listing

Southern Georgia

Cook County

Project ID	Project Name
RC11-000055	Construction of Alabama Road from SR 37 to Old Quitman Road
RC11-000058	Intersection Improvement: SR 37 at SR 76 Roundabout

# Project Sheet

**Project Number:** RC11-000055      **Project Name:** Construction of Alabama Road from SR 37 to Old Quitman Road

**GDOT ID:**

**Project Description:** The Alabama Road project will provide a direct north/south route between the Adel/W. 4th Street exit (Exit 39) and the Old Quitman Highway exit (Exit 37) along 1-75.

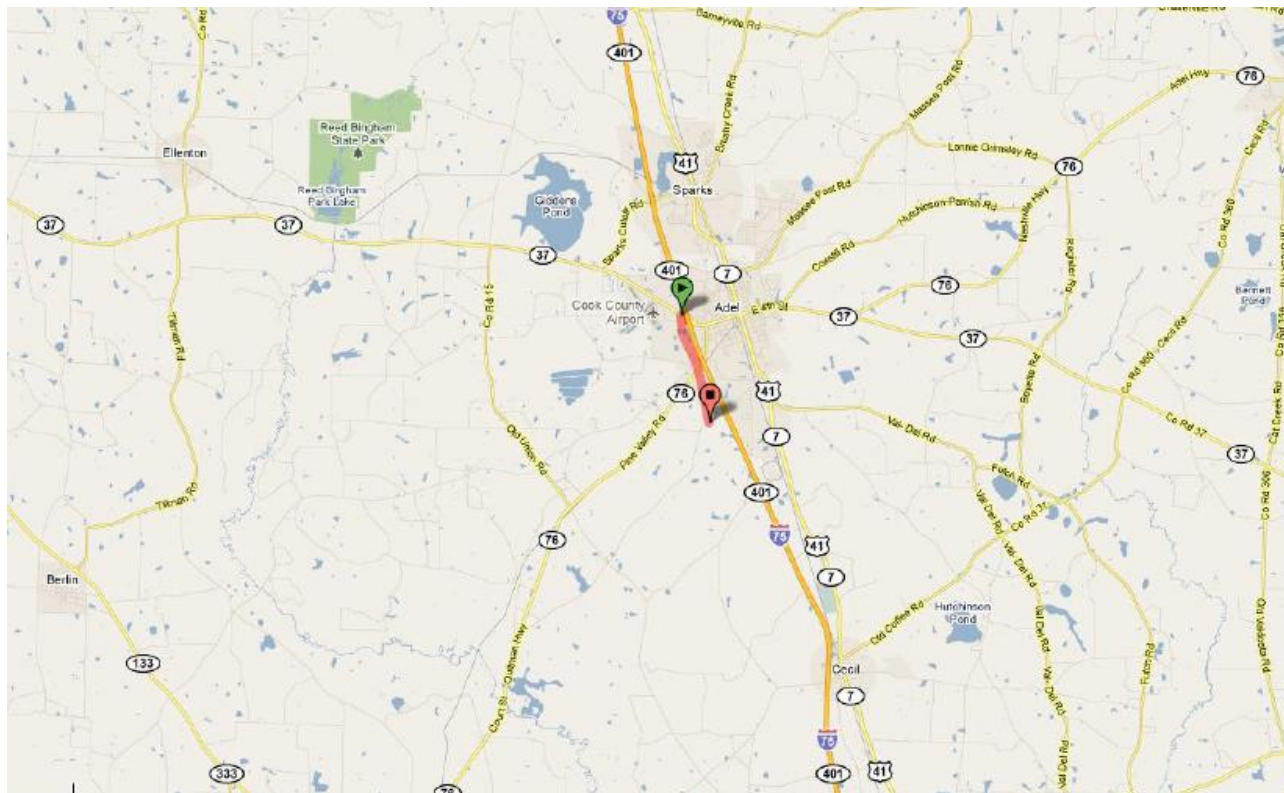
**Regional Commission:** Southern Georgia

**County:** Cook County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$471,152	\$100,000	This project is partially funded through TIA. The remaining project costs will be funded by the local government.
ROW	\$1,500,000	\$400,000	
CST	\$5,889,404	\$0	
UTL	\$1,250,000	\$0	
<b>Total</b>	<b>\$9,110,556</b>	<b>\$500,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

## Project Location





# Project Sheet

**Project Number:** RC11-000058      **Project Name:** Intersection Improvement: SR 37 at SR 76 Roundabout

**GDOT ID:** 0008766

**Project Description:** The project calls for intersection improvements and the construction of a roundabout at SR 37 and SR 76.

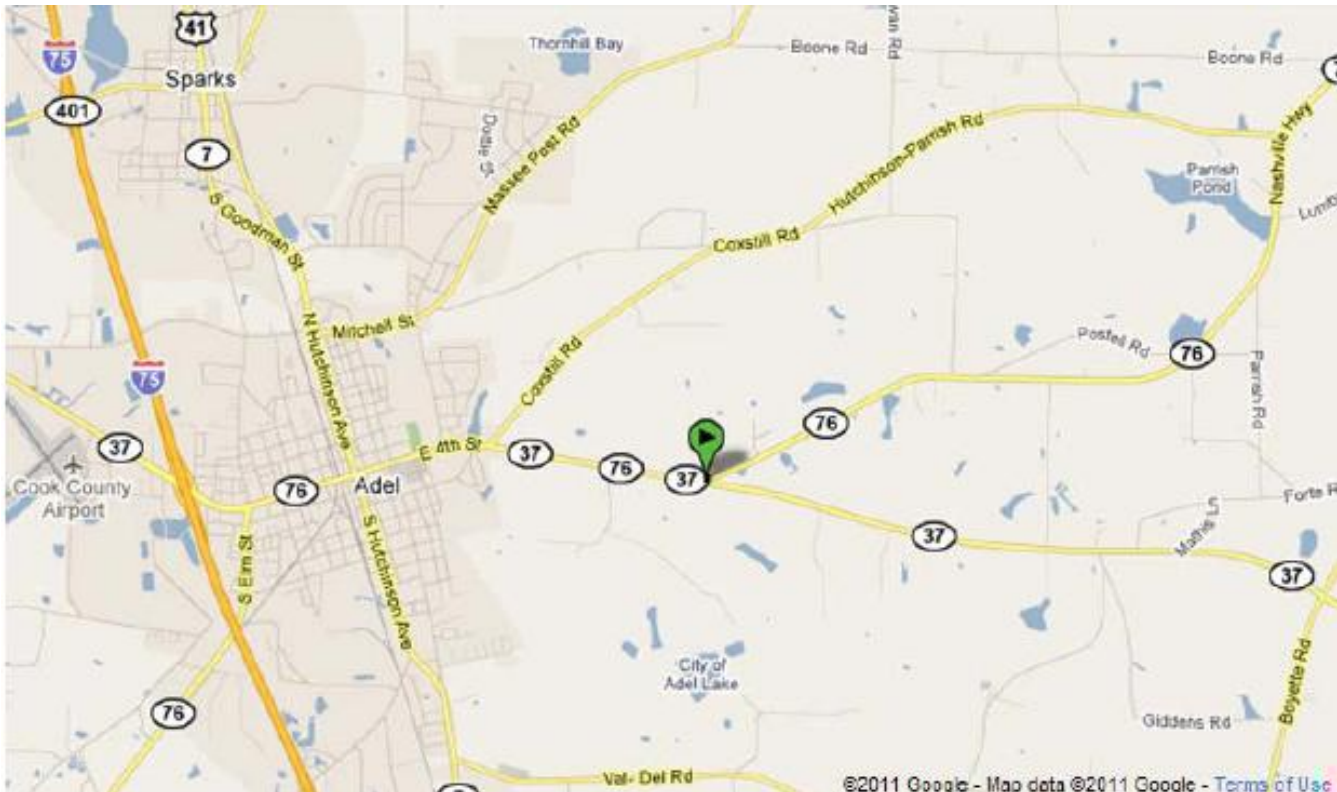
**Regional Commission:** Southern Georgia

**County:** Cook County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$304,434	\$304,434	The layout of the existing intersection does not meet current design standards and, due to the proximity of Cook County High School, can become very congested. Both state routes are used by a substantial number of trucks.
CST	\$1,725,126	\$1,725,126	
<b>Total</b>	<b>\$2,029,560</b>	<b>\$2,029,560</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	The proposed project for both the intersection improvement and roundabout will reduce conflict points resulting in a safer intersection which slow traffic down and reduces the number of crash incidents along SR 37 and SR 76. This project would benefit the public by reducing the frequency and severity of crash incidents along these roadway segments and/or intersection. With roundabouts it's nearly impossible to have a head-on or T-bone collision when using the roadways, and collisions that do happen tend to occur at much lower speeds.

**Project Location**



# Constrained Project Listing

Southern Georgia

Echols County

Project ID	Project Name
RC11-000060	Intersection at US Highway 94 and State Route 135

# Project Sheet

**Project Number:** RC11-000060      **Project Name:** Intersection at US Highway 94 and State Route 135

**GDOT ID:**

**Project Description:** There is an optical illusion at this intersection when you are traveling from the south heading to the north. Even though there are rumble strips and a stop sign, US 94 appears to dip down out of sight and SR 135 appears to continue without intersecting with US 94.

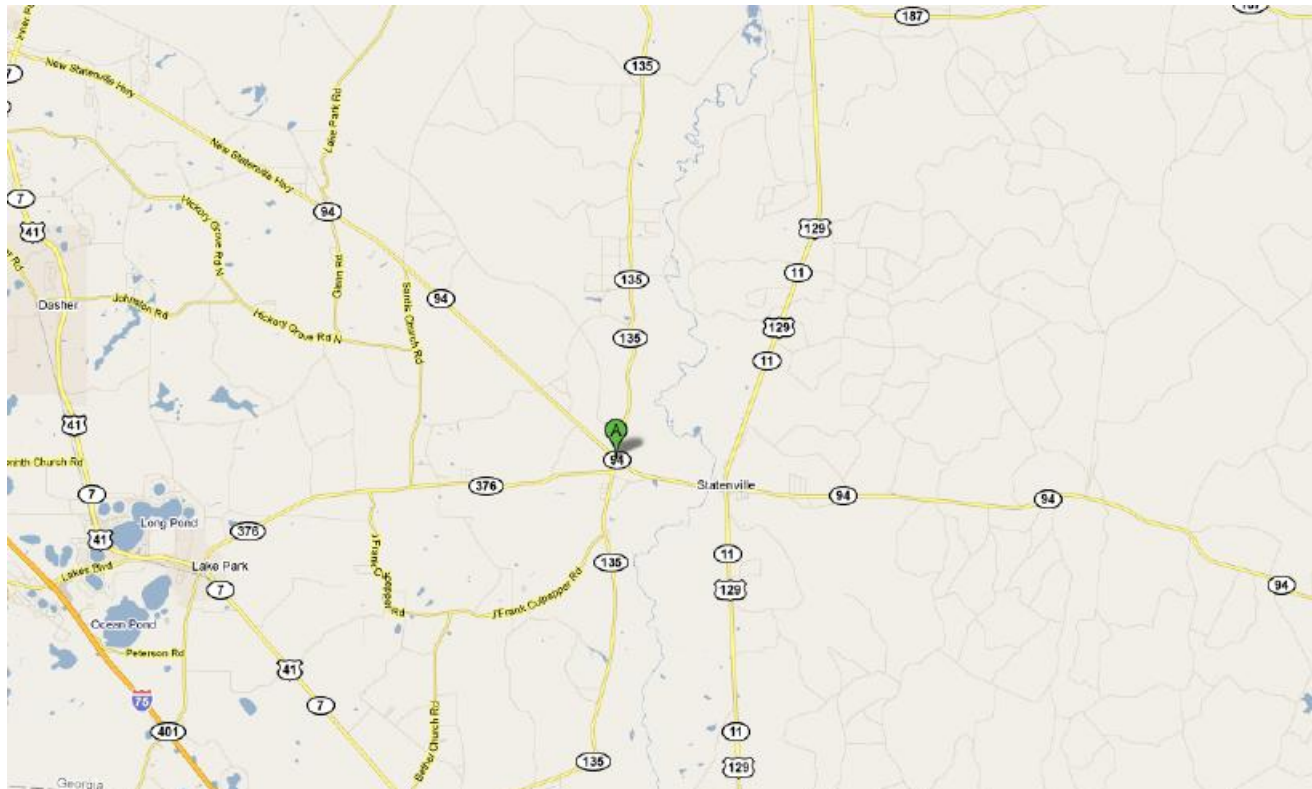
**Regional Commission:** Southern Georgia

**County:** Echols County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$100,000	\$100,000	
ROW	\$50,000	\$50,000	
CST	\$1,000,000	\$1,000,000	
<b>Total</b>	<b>\$1,150,000</b>	<b>\$1,150,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project will benefit the traveling public by reducing the frequency and severity of crashes at this intersection.

**Project Location**



# Constrained Project Listing

Southern Georgia

Irwin County

Project ID	Project Name
RC11-000063	CR 252 / Frank Rd @ Willacoochee River Overflow Bridge Replacement
RC11-000064	CR 252/Frank Road at Willacoochee River Bridge Replacement

# Project Sheet

**Project Number:** RC11-000063      **Project Name:** CR 252 / Frank Rd @ Willacoochee River Overflow Bridge Replacement

**GDOT ID:** 0007960

**Project Description:** Replace bridge at CR 252/Frank Rd at Willacoochee River Overflow

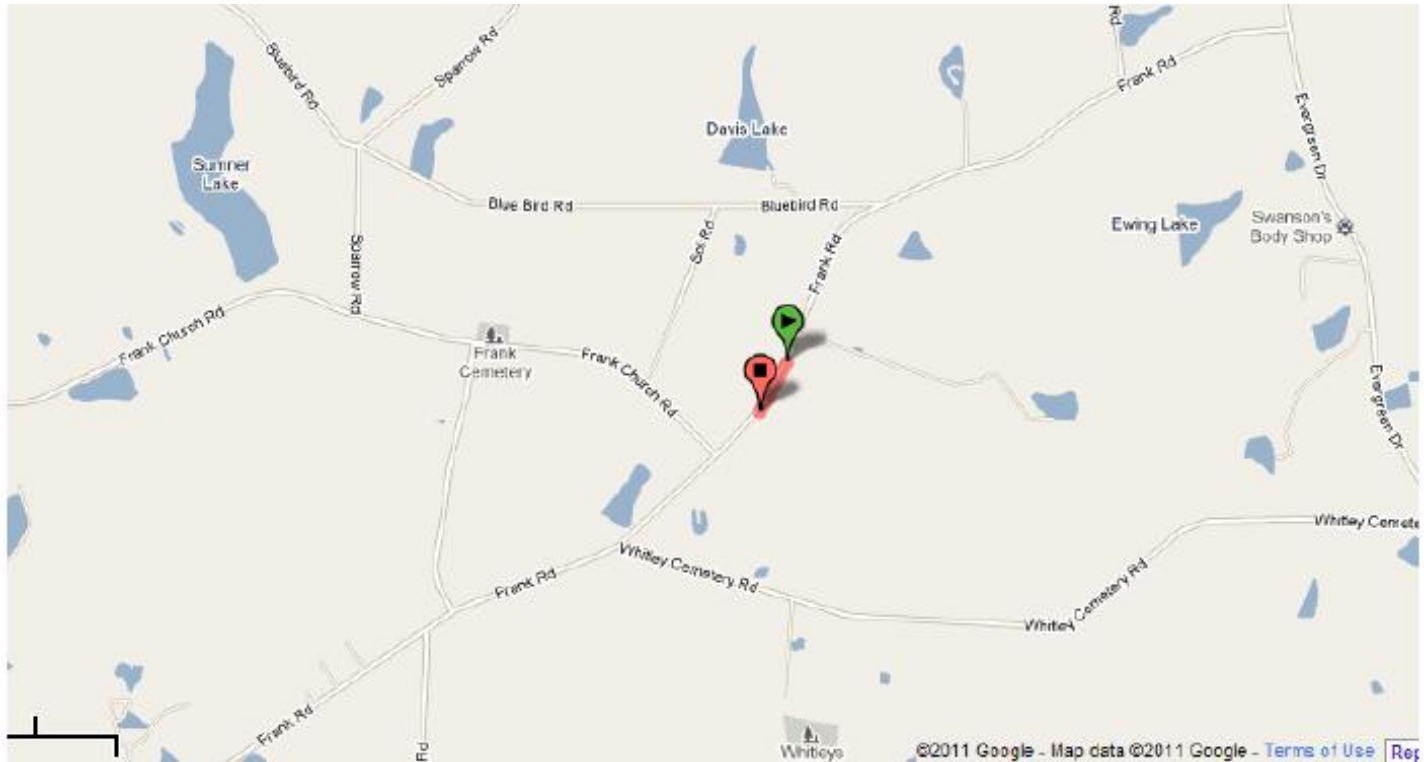
**Regional Commission:** Southern Georgia

**County:** Irwin County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$50,000	\$0	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
CST	\$3,088,992	\$687,222	
PE	\$247,119	\$0	
UTL	\$50,000	\$0	
<b>Total</b>	<b>\$3,436,111</b>	<b>\$687,222</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

## Project Location



# Project Sheet

**Project Number:** RC11-000064      **Project Name:** CR 252/Frank Road at Willacoochee River Bridge Replacement

**GDOT ID:** 0007959

**Project Description:** This project will replace the bridge of CR 252/Frank Road over Willacoochee River.

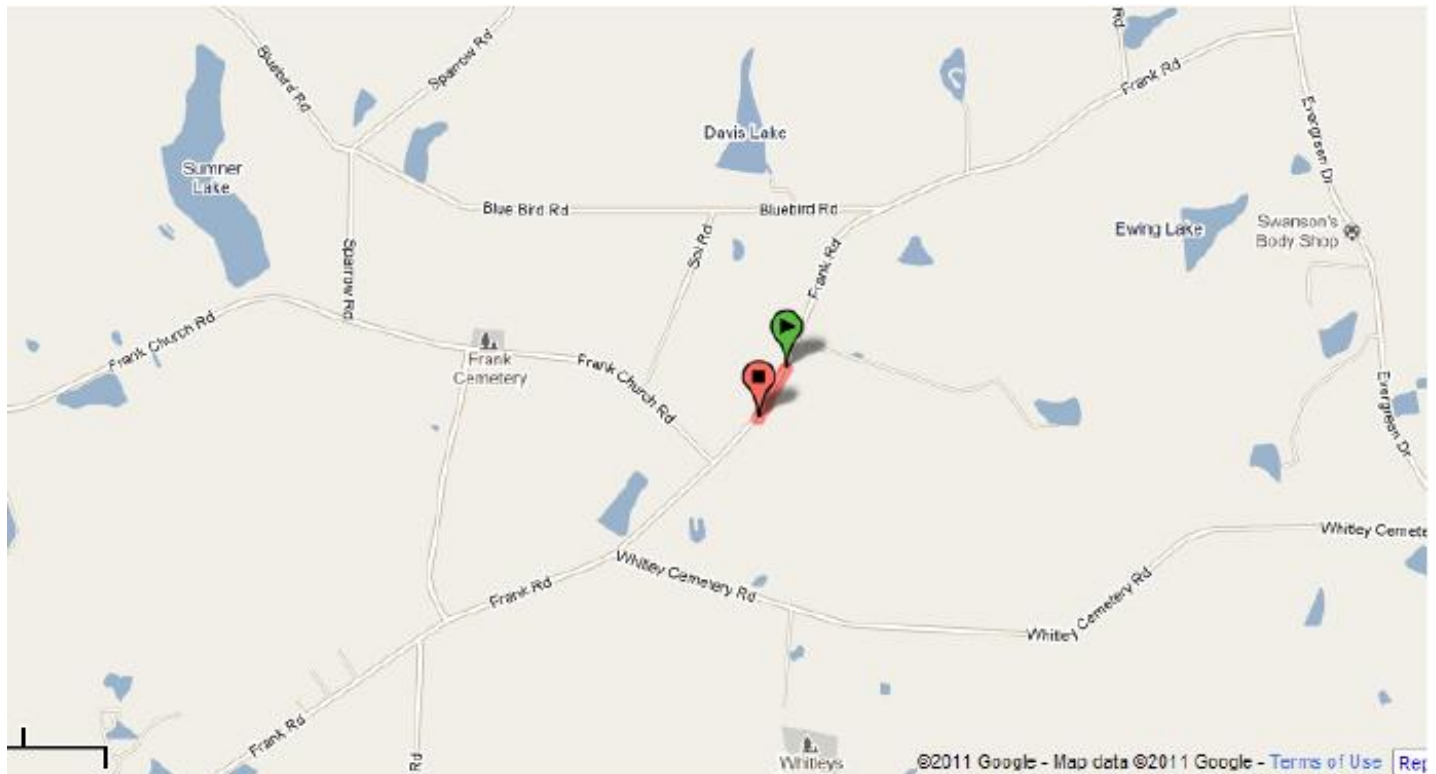
**Regional Commission:** Southern Georgia

**County:** Irwin County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$154,481	\$0	
CST	\$1,776,528	\$386,202	
<b>Total</b>	<b>\$1,931,009</b>	<b>\$386,202</b>	This project is partially funded through TIA. The remaining project costs will be funded by other sources.

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety

## Project Location





# Constrained Project Listing

Southern Georgia

Lanier County

Project ID	Project Name
RC11-000065	Smith Dairy Road Paving

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# Project Sheet

**Project Number:** RC11-000065      **Project Name:** Smith Dairy Road Paving

**GDOT ID:**

**Project Description:** The project will pave the remaining unpaved portions of Smith Dairy Road.

**Regional Commission:** Southern Georgia

**County:** Lanier County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$255,500	\$255,500	
<b>Total</b>	<b>\$255,500</b>	<b>\$255,500</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project will benefit the traveling public by providing a smoother and more reliable traveling surface.

## Project Location

# Constrained Project Listing

## Southern Georgia

### Lowndes County

Project ID	Project Name
RC11-000071	Construction of St Augustine Road Overpass
RC11-000072	Country Club Drive Widening - Jerry Jones Road to North Valdosta Road
RC11-000073	Jerry Jones Improvements
RC11-000074	Five Points Intersection in Valdosta Improvements
RC11-000076	Forrest Street Widening - Park Avenue to Bemiss Road
RC11-000077	Georgia and Florida Railway (GFRR) - Valdosta to Willacoochee Rehabilitation
RC11-000081	I-75 at CR 27/Lake Park-Bellville Road Interchange Improvements - Exit 2
RC11-000082	I-75 at SR 31 Interchange Replacement - Exit 11
RC11-000085	Lake Park Bellville Road Widening and Realignment Project
RC11-000090	Oak St Widening: Five Points to Cherry Creek Rd
RC11-000093	Old Clyattville Road Widening from I-75 to Ousley Road
RC11-000095	Old US 41 Widening from SR 7 to Union Road
RC11-000099	St Augustine at Norman Intersection Improvements
RC11-000100	St Augustine Road at Gornto Road Intersection Improvements

# Project Sheet

**Project Number:** RC11-000071      **Project Name:** Construction of St Augustine Road Overpass

**GDOT ID:**

**Project Description:** The project is to construct an overpass on St Augustine Road over CSX Railroad.

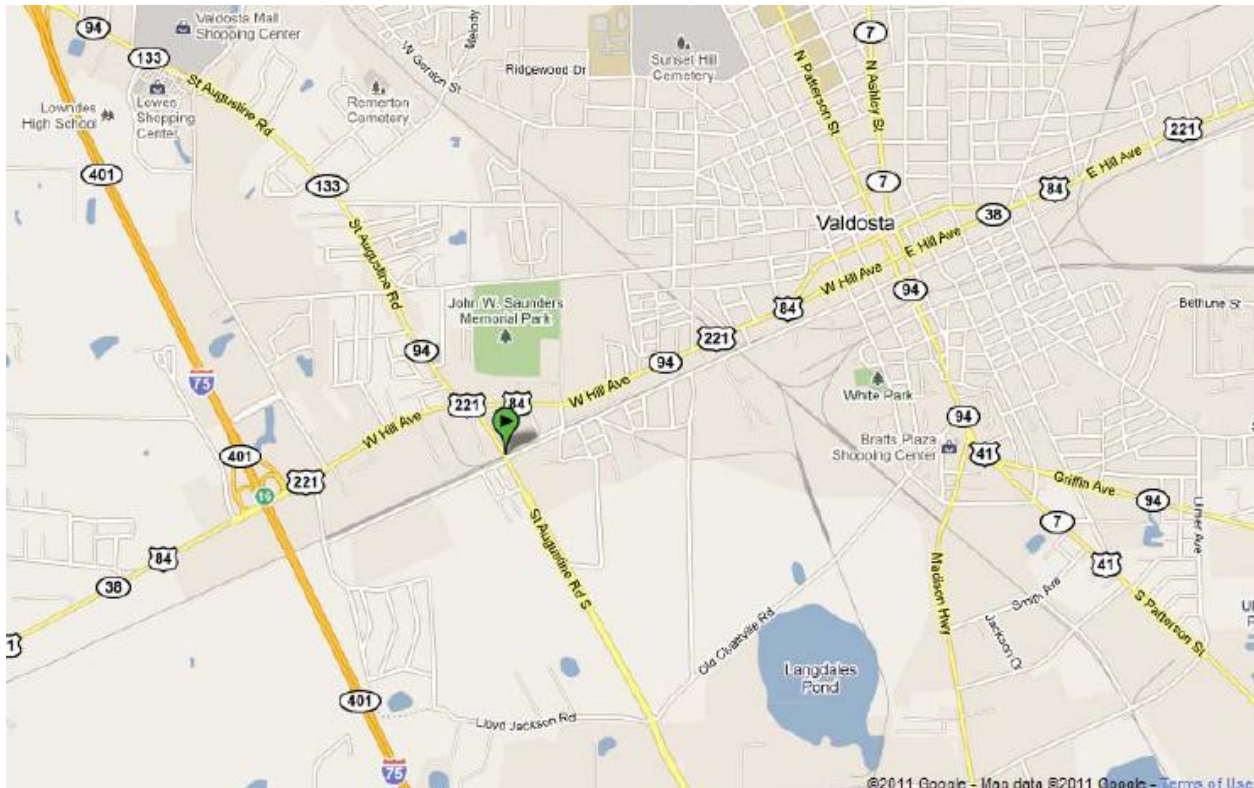
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,000,000	\$1,000,000	The Saint Augustine Road Overpass Project is located on Saint Augustine Road approximately 0.22 miles south of State Route 38. The project will include the design, permitting, right of way acquisition and construction of a four lane overpass on Saint 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 Saint Augustine Road affected by the grade separation. The project will require significant utility relocation, as well as associated drainage improvements.
ROW	\$1,000,000	\$1,000,000	
CST	\$10,000,000	\$10,000,000	
<b>Total</b>	<b>\$12,000,000</b>	<b>\$12,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project will relieve congestion associated with train blockages, while reducing emergency response delays and eliminating a train crossing. It will also provide for better movement of freight and goods to & from the existing industrial areas.

## Project Location



# Project Sheet

**Project Number:** RC11-000072      **Project Name:** Country Club Drive Widening - Jerry Jones Road to North Valdosta Road

**GDOT ID:**

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

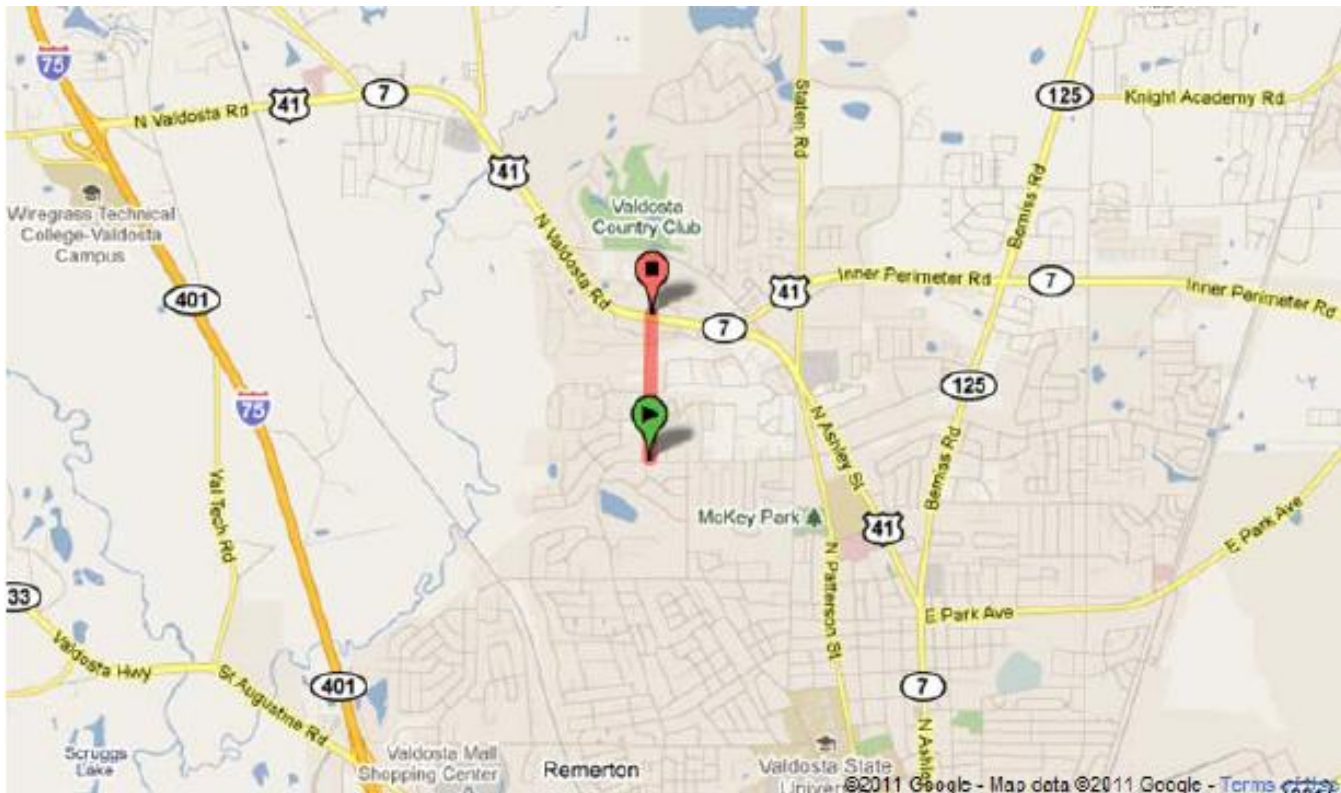
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$708,570	\$708,570	
ROW	\$650,000	\$650,000	
CST	\$7,164,430	\$7,164,430	
<b>Total</b>	<b>\$8,523,000</b>	<b>\$8,523,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

**Project Location**



# Project Sheet

**Project Number:** RC11-000073      **Project Name:** Jerry Jones Improvements

**GDOT ID:** 0000837

**Project Description:** The project is to widen the existing two lane Eager Road/Jerry Jones Road to 4 or 5 lanes with additional turn lanes at strategic intersections from Jadan Place to Baytree.

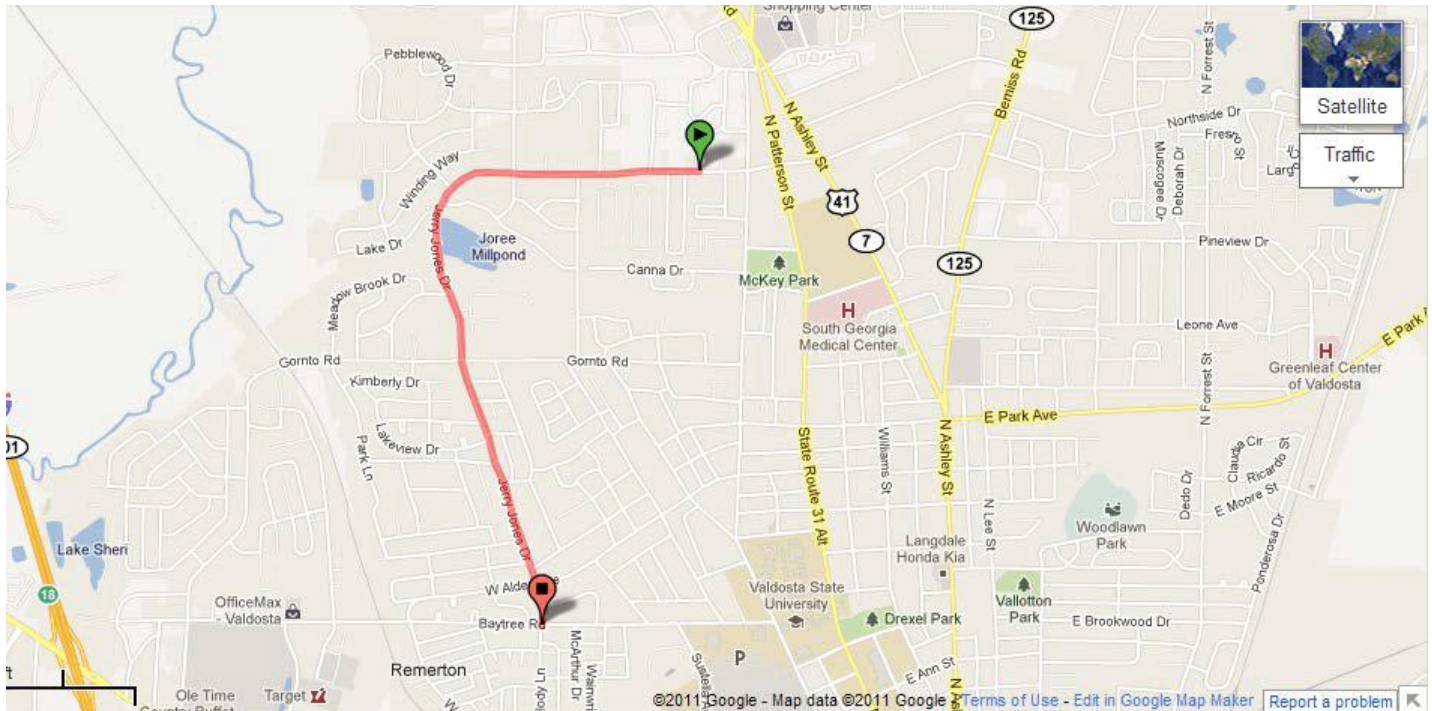
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$2,626,598	\$0	
CST	\$13,141,989	\$2,035,555	
PE	\$906,188	\$0	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
<b>Total</b>	<b>\$16,674,775</b>	<b>\$2,035,555</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Increasing Modal Options (Bike/Ped)	This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.

## Project Location





# Project Sheet

**Project Number:** RC11-000074      **Project Name:** Five Points Intersection in Valdosta Improvements

**GDOT ID:** 0007910

**Project Description:** Reconfigure Five Points Intersection in Valdosta.

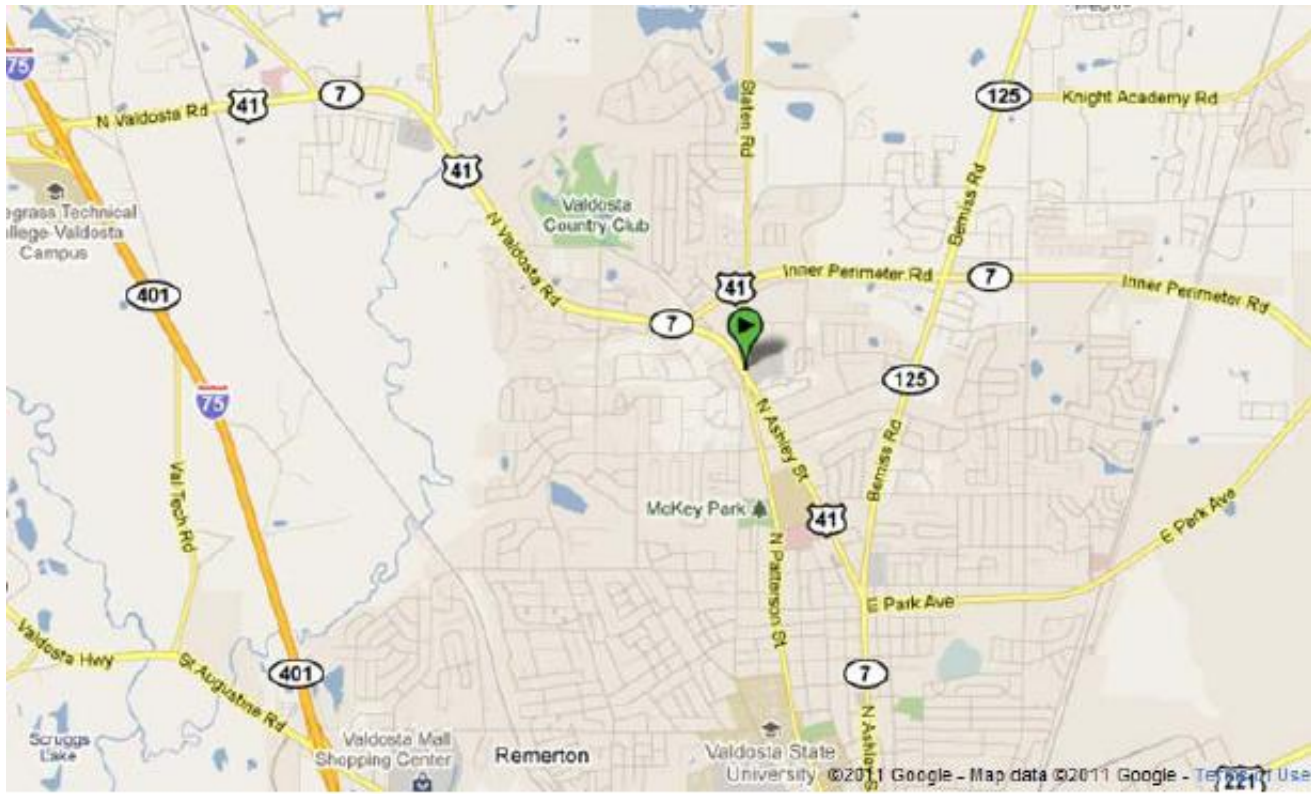
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$412,252	\$412,252	
ROW	\$1,236,755	\$1,236,755	
CST	\$4,122,518	\$4,122,518	
<b>Total</b>	<b>\$5,771,525</b>	<b>\$5,771,525</b>	Project will relieve congestion and eliminate awkward traffic movements while reducing potential for accidents. Project will also realign the intersection and improve traffic signals to accommodate increased traffic flow. Bike and pedestrian options will be provided near the busy commercial center as well.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

## Project Location



# Project Sheet

**Project Number:** RC11-000076      **Project Name:** Forrest Street Widening - Park Avenue to Bemiss Road

**GDOT ID:** 450200

**Project Description:** Widen Forrest Street from a two lane section to a 5 lane section with sidewalk and bike lanes from Park Avenue to Bemiss Road

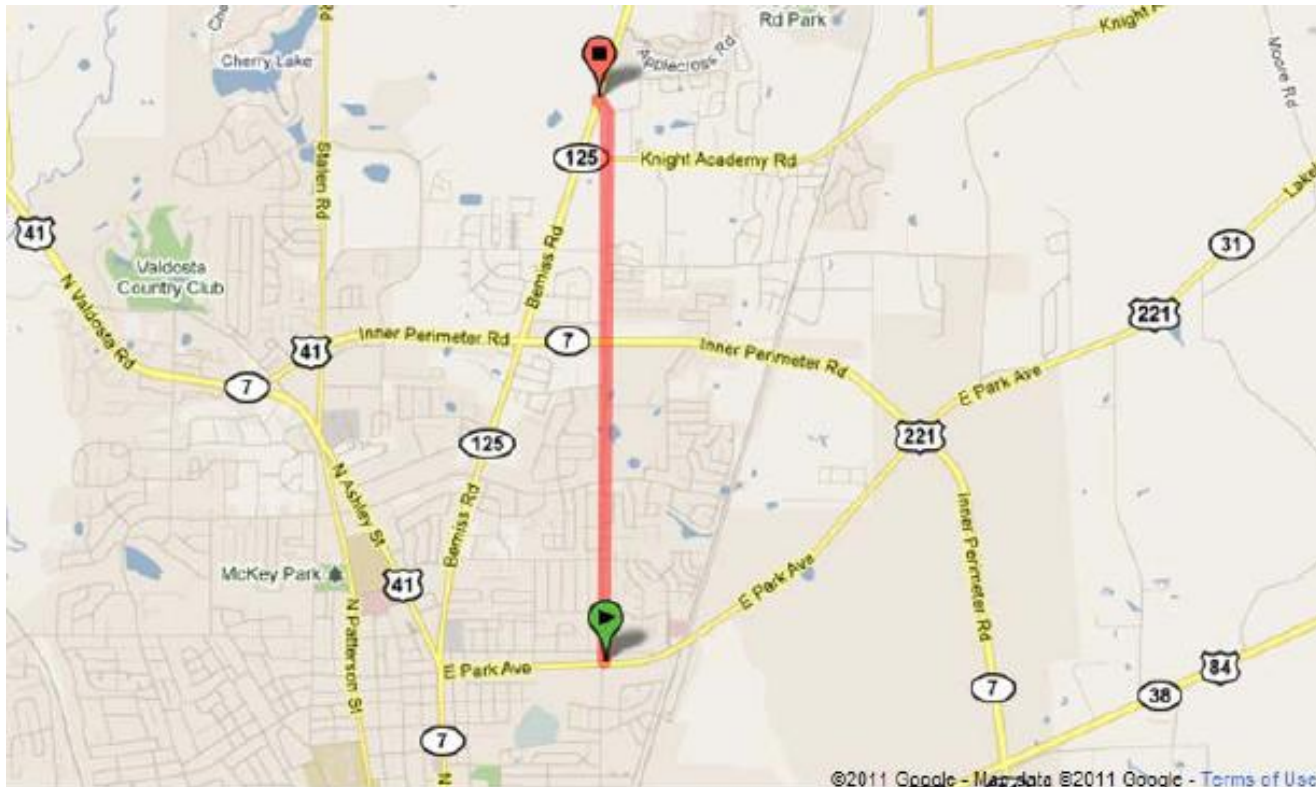
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$3,675,692	\$1,837,846	This project is partially funded through TIA. The remaining project costs will be funded by other sources.  This project would relieve congestion as well as provide for adequate pedestrian and bike travel between residential areas and several schools.
CST	\$19,297,388	\$9,648,694	
<b>Total</b>	<b>\$22,973,080</b>	<b>\$11,486,540</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Increasing Modal Options (Bike/Ped)	This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

## Project Location



# Project Sheet

**Project Number:** RC11-000077      **Project Name:** Georgia and Florida Railway (GFRR) - Valdosta to Willacoochee Rehabilitation

**GDOT ID:**

**Project Description:** The project is to upgrade mainline track consisting of the replacement and repair of rails, ties, ballast and bridge repairs within the mainline to bring property to a state of good repair. This project would provide for the rehabilitation of the track mainline to be brought up to Federal Railroad Administration Class 2 conditions.

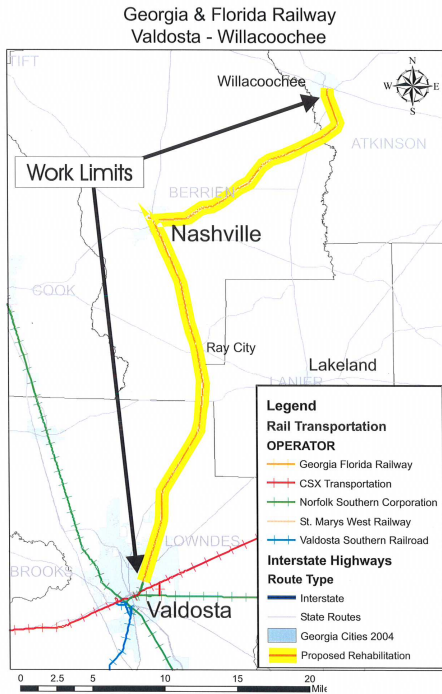
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$250,000	\$250,000	
CST	\$6,000,000	\$6,000,000	
<b>Total</b>	<b>\$6,250,000</b>	<b>\$6,250,000</b>	

Public Benefit	Notes
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project will provide for more efficient train operations along the rail corridor to accommodate the increase rail traffic serving the existing and potential customers in the region.

## Project Location



# Project Sheet

**Project Number:** RC11-000081      **Project Name:** I-75 at CR 27/Lake Park-Bellville Road Interchange Improvements - Exit 2

**GDOT ID:** 0007386

**Project Description:** I-75 at CR 27/Lake Park-Bellville Road Interchange Improvements - Exit 2

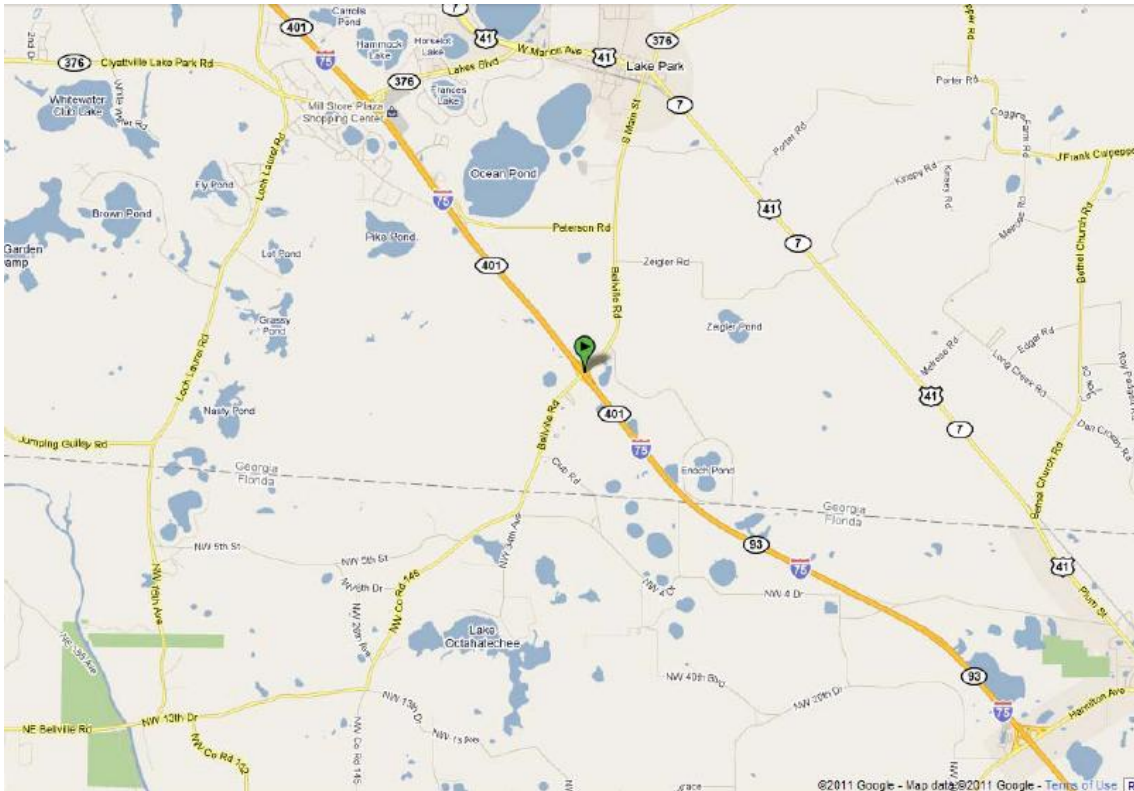
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$14,308,279	\$4,872,610	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$25,039,488	\$15,000,000	
UTL	\$397,452	\$0	
<b>Total</b>	<b>\$39,745,219</b>	<b>\$19,872,610</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project will benefit the traveling public by improving this intersection. This project will assist with the connectivity within the region but it will allow for the widening of I-75, a major north-south connector between Florida and the cities of Valdosta, Macon and Atlanta. These improvements will also improve the operational safety of the roadway and provide safer roads for motorists and trucks. This project is expected to be a benefit to all communities.

## Project Location





# Project Sheet

**Project Number:** RC11-000082      **Project Name:** I-75 at SR 31 Interchange Replacement - Exit 11

**GDOT ID:** 0010297

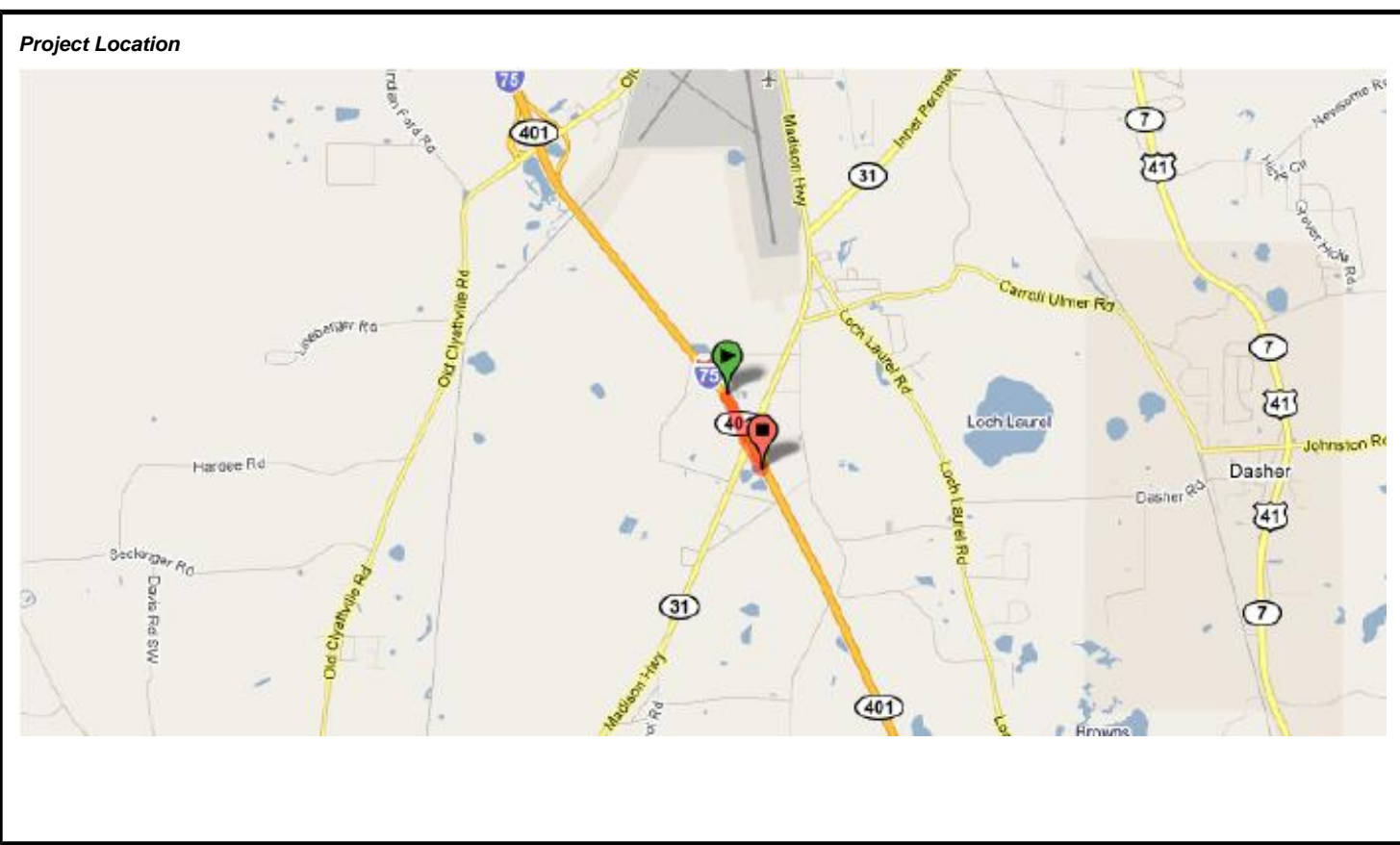
**Project Description:** I-75 at SR 31 Phase II interchange replacement

**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$15,120,971	\$11,631,517	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
PE	\$1,628,412	\$0	
ROW	\$6,281,019	\$0	
UTL	\$232,630	\$0	
<b>Total</b>	<b>\$23,263,032</b>	<b>\$11,631,517</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	Reconstructing this interchange could reduce congestion and improve operations, along with improved access to the Valdosta airport.



# Project Sheet

**Project Number:** RC11-000085      **Project Name:** Lake Park Bellville Road Widening and Realignment Project

**GDOT ID:**

**Project Description:** 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. This project will consist of widening the existing 2-lane road to a 5-lane road with designated turn lanes, deceleration and acceleration lanes.

**Regional Commission:** Southern Georgia

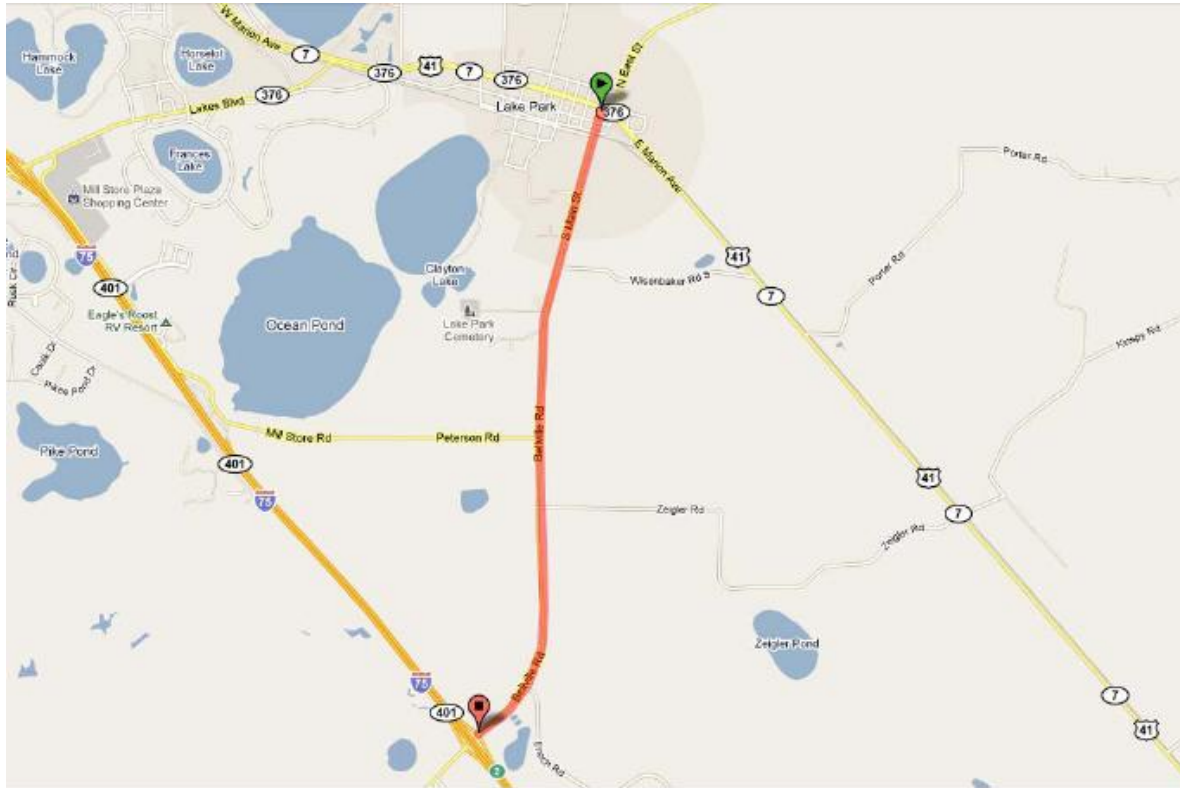
**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	<i>Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):</i>
PE	\$1,050,000	\$1,050,000	
ROW	\$1,050,000	\$1,050,000	
CST	\$12,900,000	\$12,900,000	
<b>Total</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	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 are made per day along this two lane rural road. In addition to the semi-truck traffic, Home Depot and Yellow Freight/Roadway have over 600 employees. Finally, Lake Park Bellville Road is a major artery for fruit and vegetables to either be delivered to or shipped out of the fruit and vegetable packing sheds in Echols County. This will provide for a safer road for motorists and semi-trucks to travel. In addition to the widening, it is also proposed as a part of this project to realign Lake Park Bellville Road with SR 376 in Lake Park at its intersection with SR 7. Currently, semi-trucks traveling to and from the packing sheds have to maneuver through an offset intersection at SR 7. There have been numerous accidents with semi-trucks and passenger vehicles as a result of the offset intersection. The realignment will also enable a stop and go traffic signal to be installed if warrants are met.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by potentially decreasing the frequency and severity of traffic accidents. An additional public benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The re-alignment of the intersection will relieve driver error by giving traffic a direct path and have a clear understanding of who is to yield right-of-way.



**Project Location**



# Project Sheet

**Project Number:** RC11-000090      **Project Name:** Oak St Widening: Five Points to Cherry Creek Rd

**GDOT ID:** 450510

**Project Description:** This project will widen N Oak Street Extension from a two or three lane section to a 5 lane section with sidewalk and bike lanes. This project will be from Five Point to Cheery Creek Road.

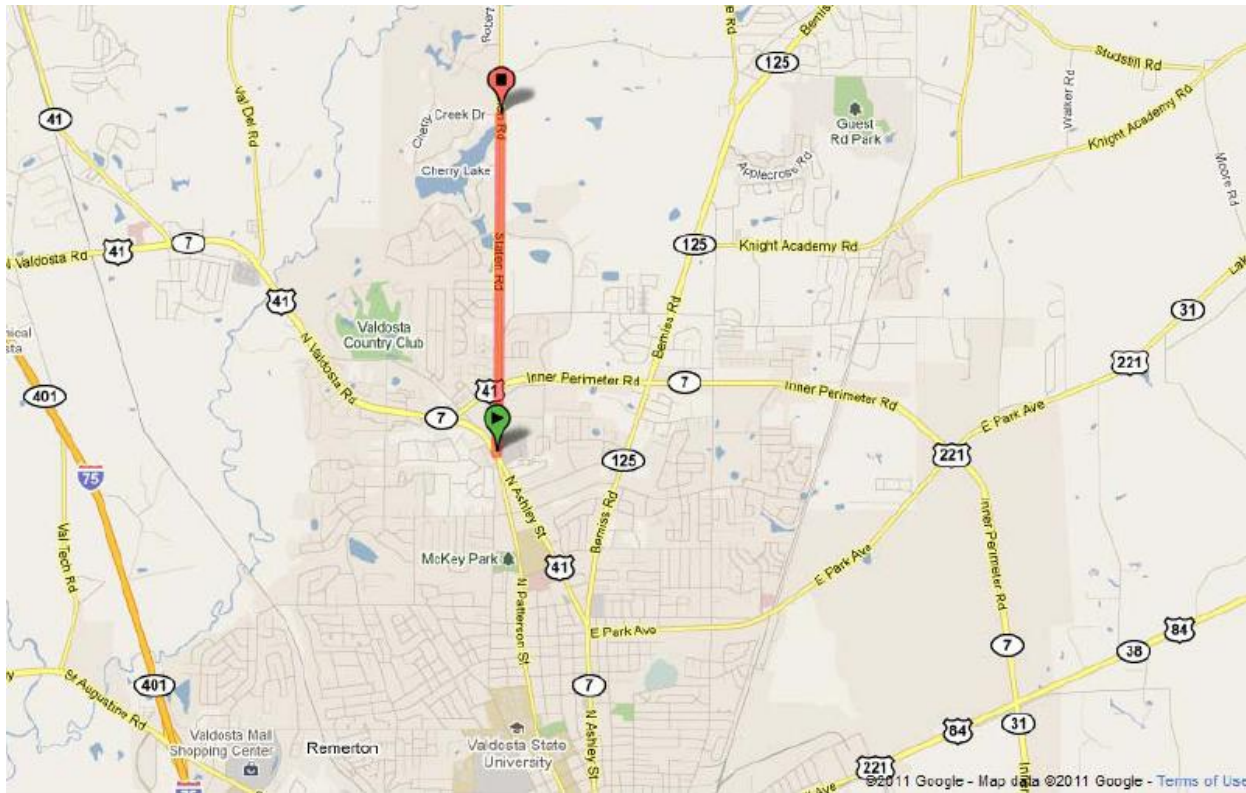
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$534,242	\$0	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$1,001,703	\$0	
CST	\$5,142,074	\$3,339,009	
<b>Total</b>	<b>\$6,678,019</b>	<b>\$3,339,009</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Increasing Modal Options (Bike/Ped)	This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.

## Project Location



# Project Sheet

**Project Number:** RC11-000093      **Project Name:** Old Clyattville Road Widening from I-75 to Ousley Road

**GDOT ID:**

**Project Description:** The project will consist of widening Old Clyattville Road from a 2-lane county maintained road into a 5-lane section.

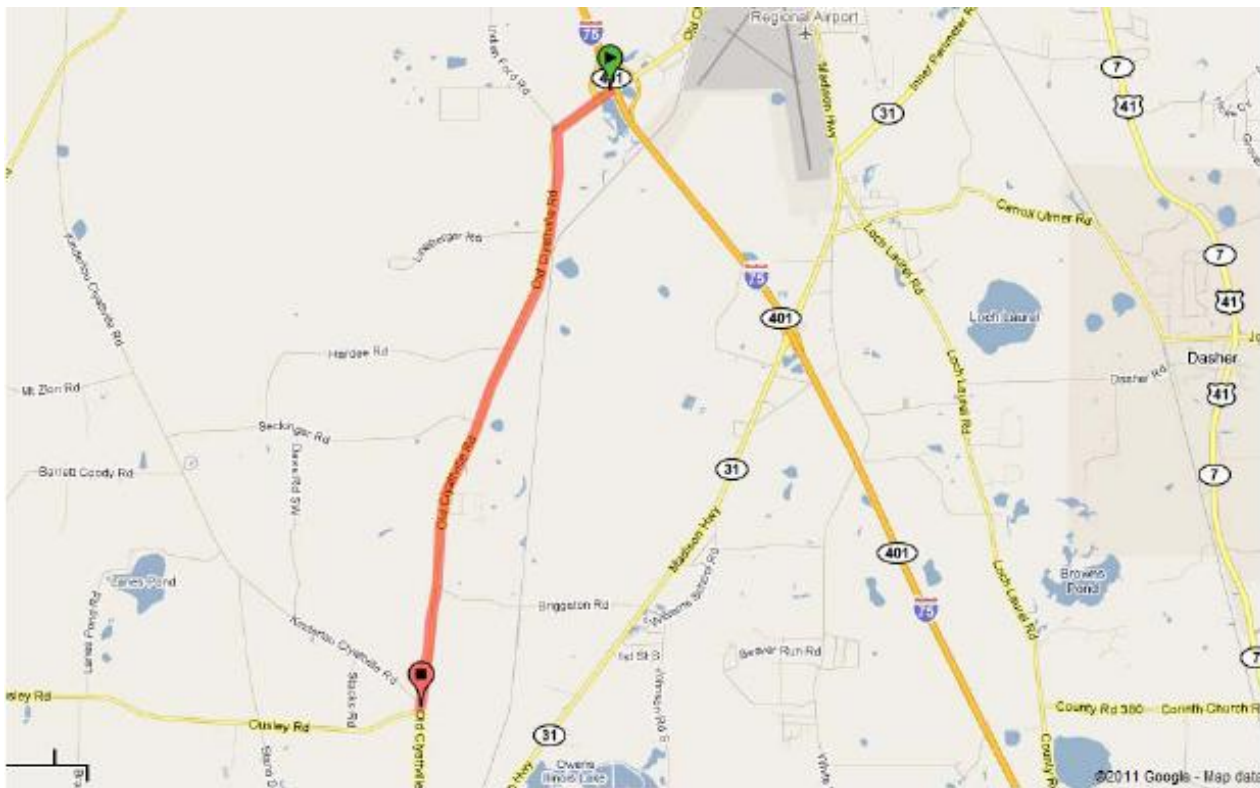
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,700,000	\$1,700,000	By extending the project south of Wild Adventures to Ousley Road, vehicles exiting the park to the south will be able to turn onto a two lane road heading south and the outside lane will drop off and turn into a turning lane at Ousley Road with the left lane extending south. On several occasions, Wild Adventures has had to coordinate with Lowndes County on the reversal of one lane of traffic so that there would be two lanes of traffic exiting north toward I-75 and two lanes of traffic exiting south. This has caused major problems for the residents of this area as well as could cause potential problems for Emergency Services. During the peak season for Wild Adventures and on weekends, daily traffic counts will exceed 10,000 vehicles per day. Acceleration and deceleration lanes will be constructed as needed throughout the project.
ROW	\$1,700,000	\$1,700,000	
CST	\$13,600,000	\$13,600,000	
<b>Total</b>	<b>\$17,000,000</b>	<b>\$17,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

**Project Location**



# Project Sheet

**Project Number:** RC11-000095      **Project Name:** Old US 41 Widening from SR 7 to Union Road

**GDOT ID:**

**Project Description:** Widen Old US 41 to a 5-lane urban section roadway from SR 7 to Union Road.

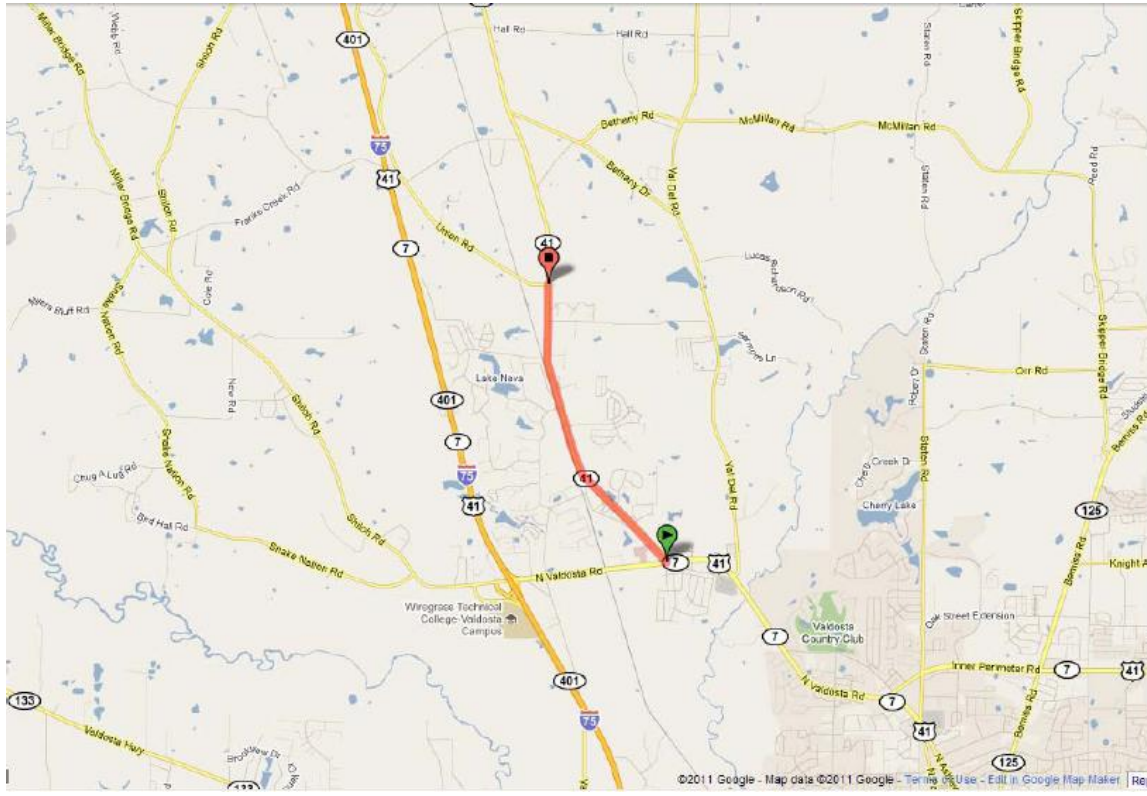
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	<i>Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):</i>
PE	\$800,000	\$800,000	<p>Old 41 is a major collector that extends from SR 7 or North Valdosta Road to SR 122 in Hahira. At SR 122 in Hahira, Old 41 turns into SR 7 again to travel north into Cook County. Old 41 is used as a main artery for residents to travel from Hahira, North Lowndes County, and Cook County into Lowndes County and Valdosta for school, work, and entertainment. Over the past 15 years with the installation of Lowndes County Water and Sewer in this area, nine residential subdivisions, a private K-12 school, and numerous commercial developments have developed throughout this corridor. Commercial development includes a restaurant, convenience stores, car dealership, numerous doctors` offices and a hospital. Lowndes County also has a fire department and solid waste collection facility located in this area. With the future plans for further development in this area both commercially and residentially, future traffic models indicate traffic counts will exceed 20,000 vehicles per day. The majority of the development has occurred in this area and the continued growth is also anticipated in this proximity. It is proposed to construct bike lanes and possibly sidewalks throughout the project for the residents of this area to use</p>
ROW	\$1,200,000	\$1,200,000	
CST	\$10,000,000	\$10,000,000	
<b>Total</b>	<b>\$12,000,000</b>	<b>\$12,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public, by mitigating congestion and enhancing safety. Future traffic counts for this area are in excess of 20,000 vehicles per day. There are currently many residential subdivisions, multiple commercial businesses, and a private K-12 school all which gain access by using Old US 41.

**Project Location**





# Project Sheet

**Project Number:** RC11-000099      **Project Name:** St Augustine at Norman Intersection Improvements

**GDOT ID:**

**Project Description:** The project is located on State Route 133 approximately 0.68 miles east of I-75. The project will include the design, permitting, right of way acquisition and construction of several improvements. The project will include the building of right turn lanes on Saint Augustine Road (in both east-bound and west-bound directions), right turn lanes on Norman Drive (in both south-bound and north-bound directions), and additional left-turn lanes (in both directions) on Saint Augustine Road. The project will include the relocation of overhead utilities as necessary. The existing signal will be upgraded and coordinated with other signals along St Augustine Rd.

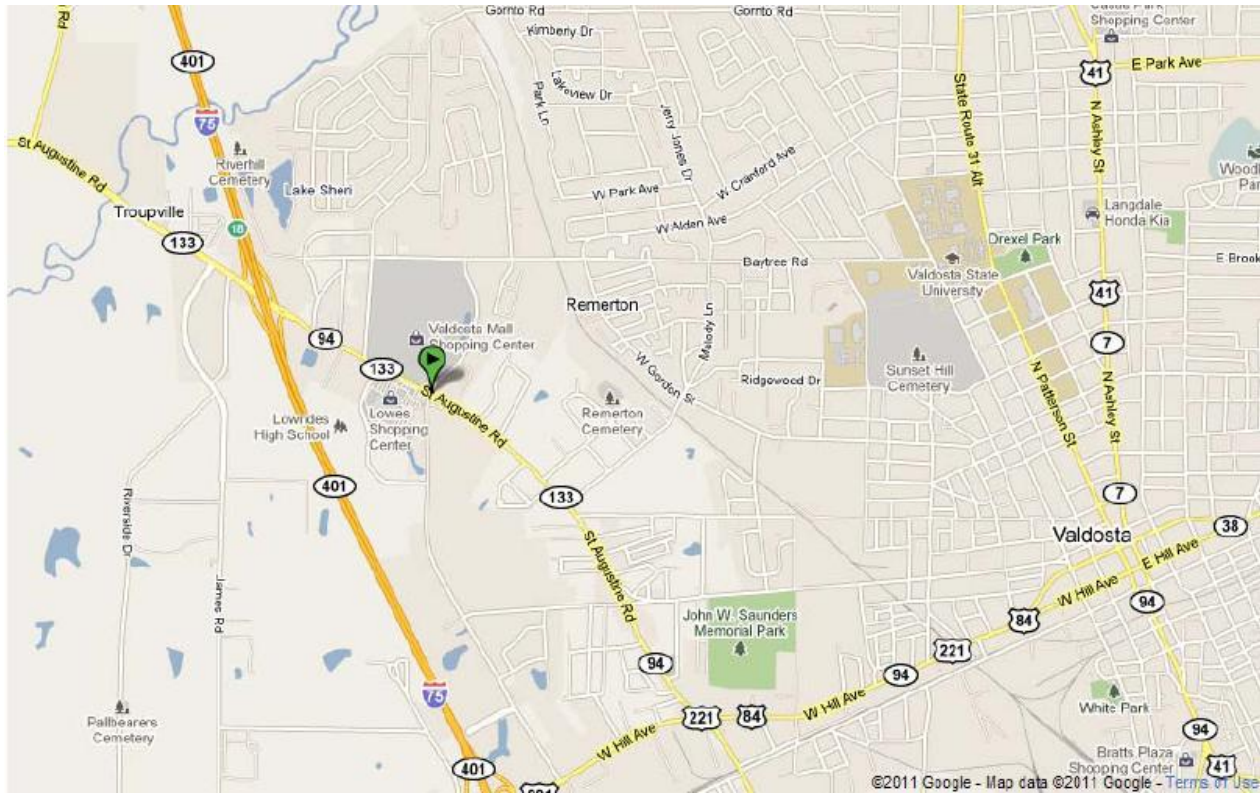
**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$63,659	\$63,659	
ROW	\$1,000,000	\$1,000,000	
CST	\$795,732	\$795,732	
UTL	\$275,000	\$275,000	
<b>Total</b>	<b>\$2,134,391</b>	<b>\$2,134,391</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project will benefit the traveling public by reducing the frequency and severity of crashes at this intersection.

**Project Location**





# Project Sheet

**Project Number:** RC11-000100      **Project Name:** St Augustine Road at Gornto Road Improvements

**GDOT ID:**

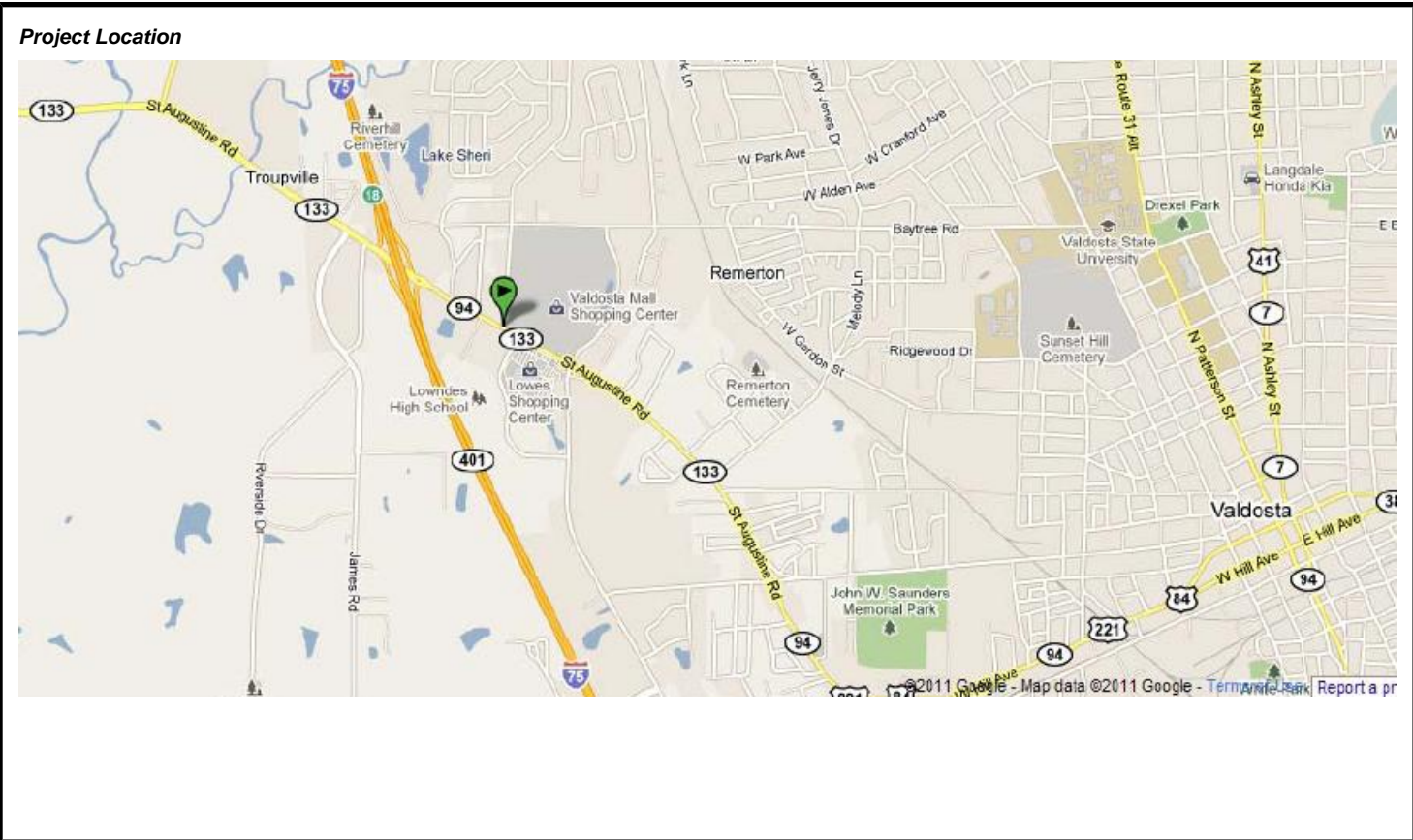
**Project Description:** The project is located on State Route 133 approximately 0.4 miles east of I-75. The project will include the design, permitting, right of way acquisition and construction of several improvements. Right turn lanes on Saint Augustine Road in both the east bound and west bound directions will be built; an additional right turn lane on Gornto Road in the south bound direction will be constructed and an additional left turn lane on Saint Augustine Road in the east bound direction will be built. The project will include the relocation of overhead utilities as necessary. The existing signal will be upgraded and coordinated with other signals along Saint Augustine Road.

**Regional Commission:** Southern Georgia

**County:** Lowndes County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$63,659	\$63,659	
ROW	\$1,000,000	\$1,000,000	
CST	\$795,732	\$795,732	
UTL	\$250,000	\$250,000	
<b>Total</b>	<b>\$2,109,391</b>	<b>\$2,109,391</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project will benefit the traveling public by reducing the frequency and severity of crashes at this intersection.



# Constrained Project Listing

**Southern Georgia**

***Pierce County***

<b>Project ID</b>	<b>Project Name</b>
RC11-000105	Little Hurricane Creek Bridge replacement
RC11-000106	Pavement/Shoulder Widening of Midway Church Road from St. John's Church Road to SR 121
RC11-000110	Southwest Central Avenue Extension

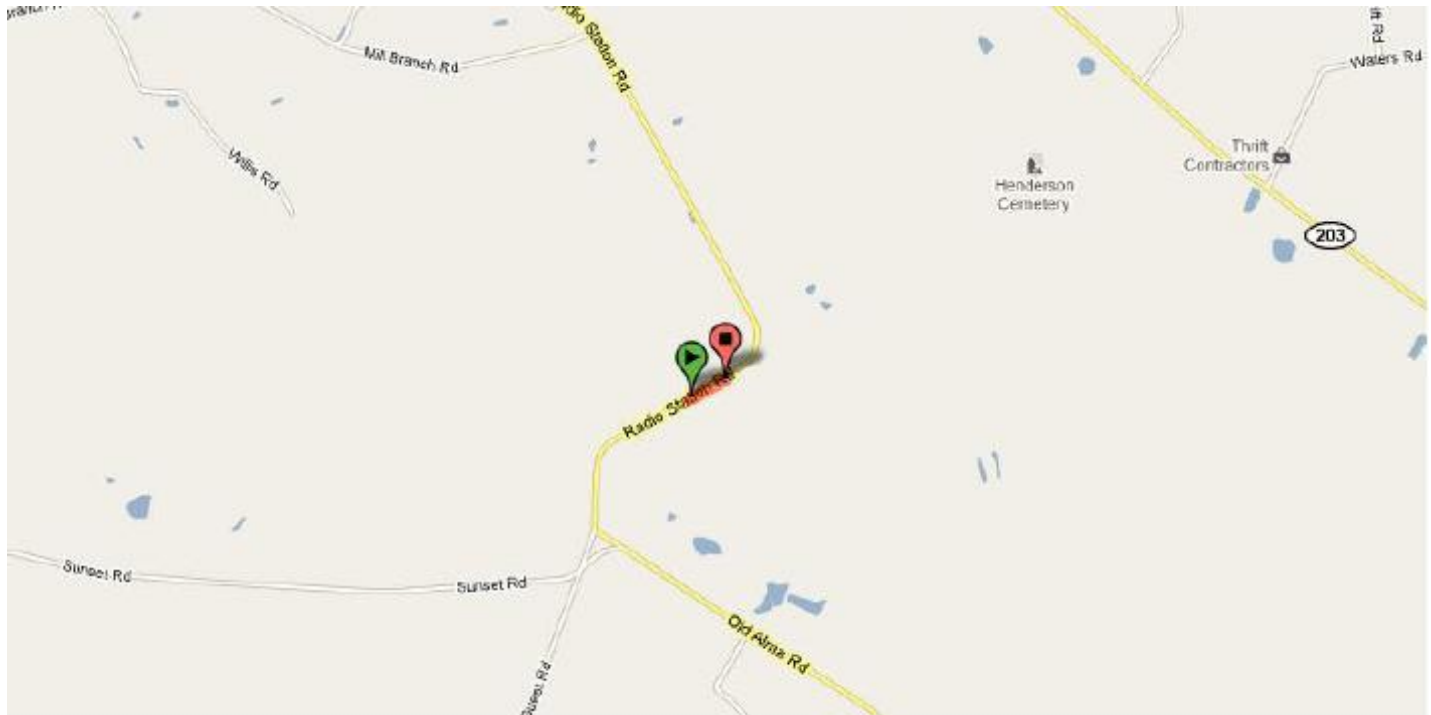
# Project Sheet

**Project Number:** RC11-000105      **Project Name:** Little Hurricane Creek Bridge replacement  
**GDOT ID:** 532320  
**Project Description:** Replace one (1) bridge 30 miles southeast of Bacon Co., on County Road 309, at Little Hurricane Creek.  
**Regional Commission:** Southern Georgia  
**County:** Pierce County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$35,139	\$0	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
CST	\$3,267,941	\$702,783	
UTL	\$210,835	\$0	
<b>Total</b>	<b>\$3,513,915</b>	<b>\$702,783</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the public by enhancing safety in the area by Replacing this older unsafe bridge, with a wider bridge that is built to modern design standards to handle the increased traffic and weight capacities. These improvements would include a wider bridge deck, new guardrails, and improved roadway approaches. The replacing of this bridge will also benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

## Project Location



# Project Sheet

**Project Number:** RC11-000106      **Project Name:** Pavement/Shoulder Widening of Midway Church Road from St. John's Church Road to SR 121

**GDOT ID:**

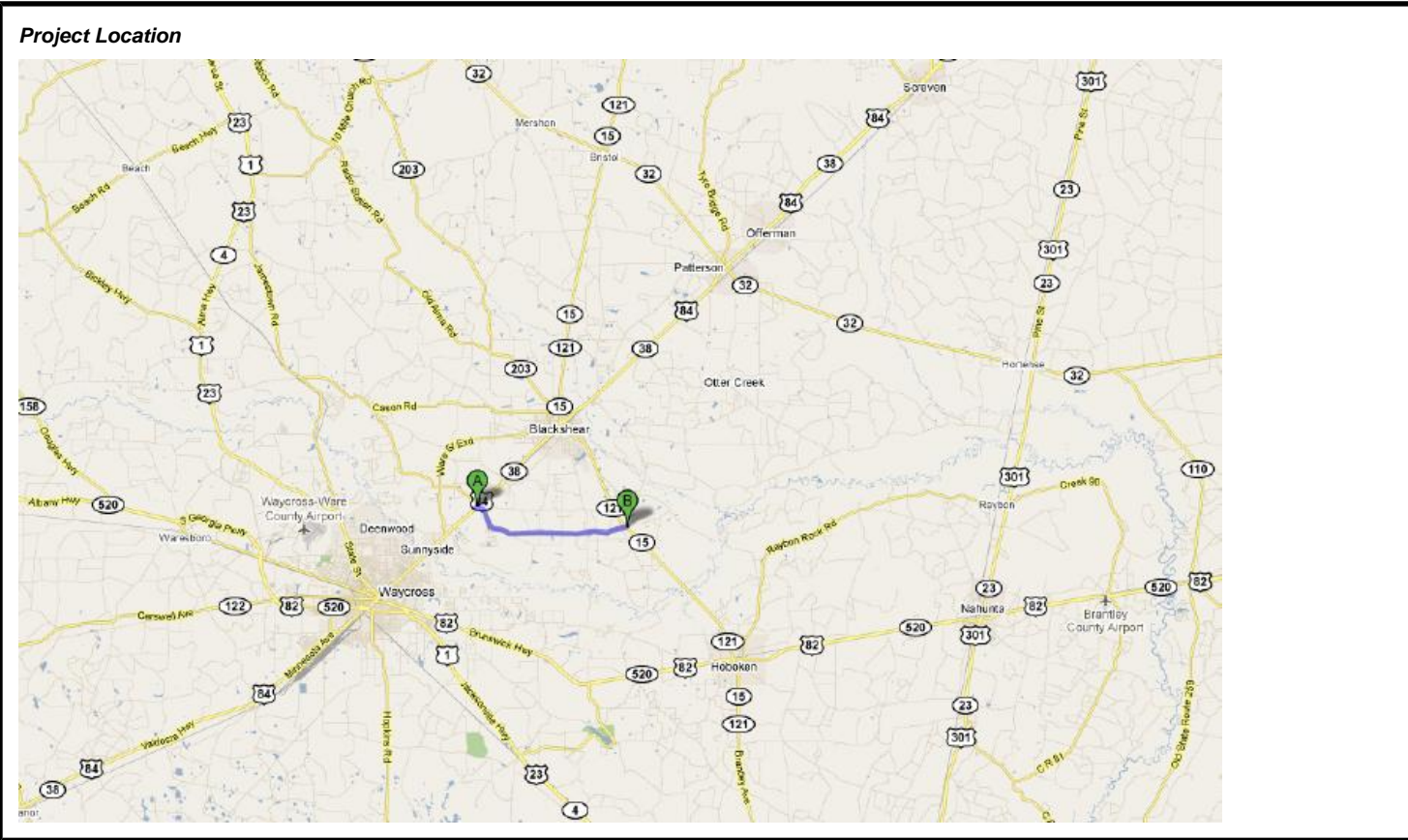
**Project Description:** The Purpose of the project is to widen Midway Church Rd from St. John's Church Rd to SR 121 and to place turn lanes at Midway Elementary School on Midway Church Rd.

**Regional Commission:** Southern Georgia

**County:** Pierce County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$1,120,000	\$1,120,000	These roads are heavily traveled as they connect SR 121 to U.S. 84. Within the last year, the Pierce County Board of Education built a new elementary school located on Midway Church Road increasing the traffic traveling on that road especially in the early am and the mid pm. No turn lanes were placed on the road at the school at the time of construction. SR 121 is the turn off onto St. John's Church Rd and is used by at least 200 big trucks, mostly log trucks, to travel to U.S. 84 to Ace Pole Company. Midway Church Road has a section of the road that has a sharp curve and a small creek area that leads up to a church. The speed limit for this section is posted at 35 MPH. There have been several accidents at this area and the widening of the road would greatly improve the traffic flow and make it safer for residents in that area.
PE	\$90,000	\$90,000	
ROW	\$50,000	\$50,000	
UTL	\$100,000	\$100,000	
<b>Total</b>	<b>\$1,360,000</b>	<b>\$1,360,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.



# Project Sheet

**Project Number:** RC11-000110      **Project Name:** Southwest Central Avenue Extension

**GDOT ID:**

**Project Description:** The project would extend Southwest Central Avenue to the Southwest along the railroad tracks.

**Regional Commission:** Southern Georgia

**County:** Pierce County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$80,786	\$80,786	
ROW	\$100,000	\$100,000	
CST	\$1,009,826	\$1,009,826	
UTL	\$50,000	\$50,000	
<b>Total</b>	<b>\$1,240,612</b>	<b>\$1,240,612</b>	

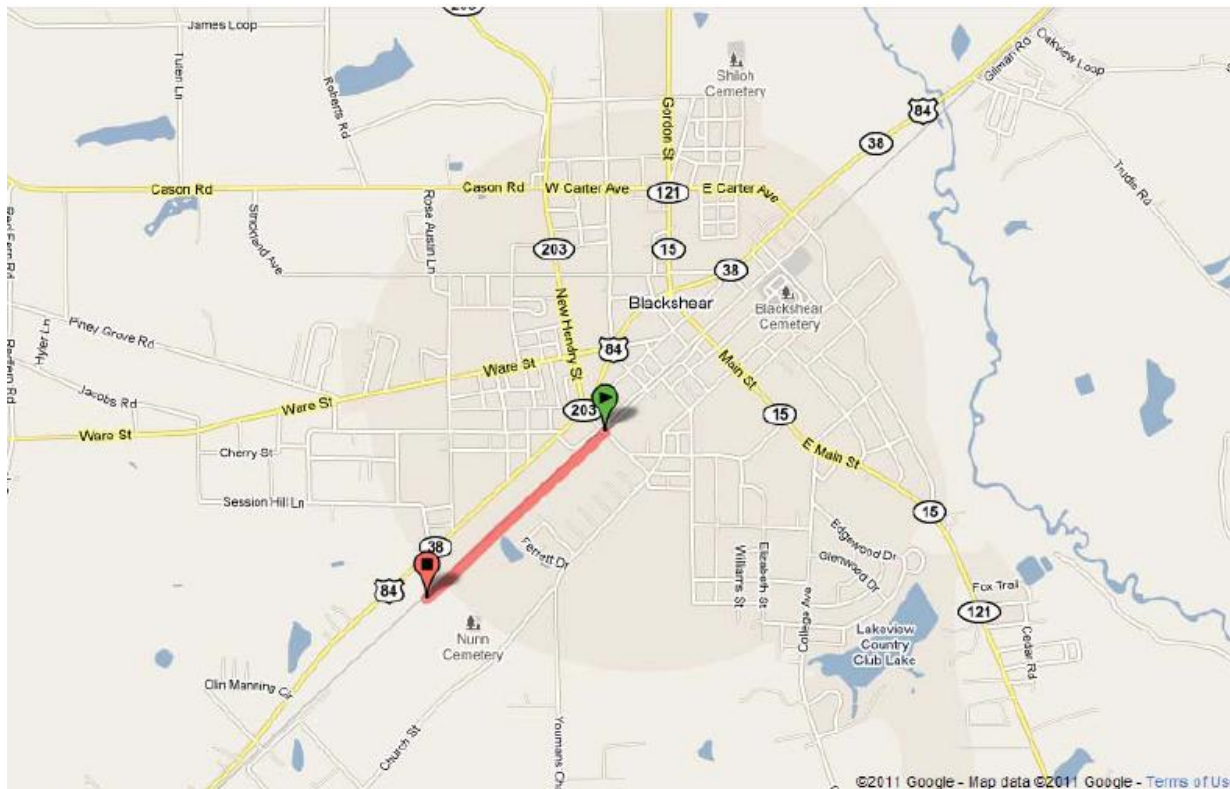
**Public Benefit**

**Notes**

Supporting Economic Growth/Competitiveness

This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

**Project Location**





# Constrained Project Listing

**Southern Georgia**

***Tift County***

<b>Project ID</b>	<b>Project Name</b>
RC11-000015	Passing lanes and improvements on SR 35 from SR 520/Tift to SR 32/Irwin
RC11-000112	Construction of South Tifton Bypass
RC11-000113	CR 407/Old Ocillia Road Widening from SR 125 North to CR 18



# Project Sheet

**Project Number:** RC11-000015      **Project Name:** Passing lanes and improvements on SR 35 from SR 520/Tift to SR 32/Irwin

**GDOT ID:** 0001044

**Project Description:** Install passing lanes on SR 35 from SR 520/Tift to SR 32/Irwin

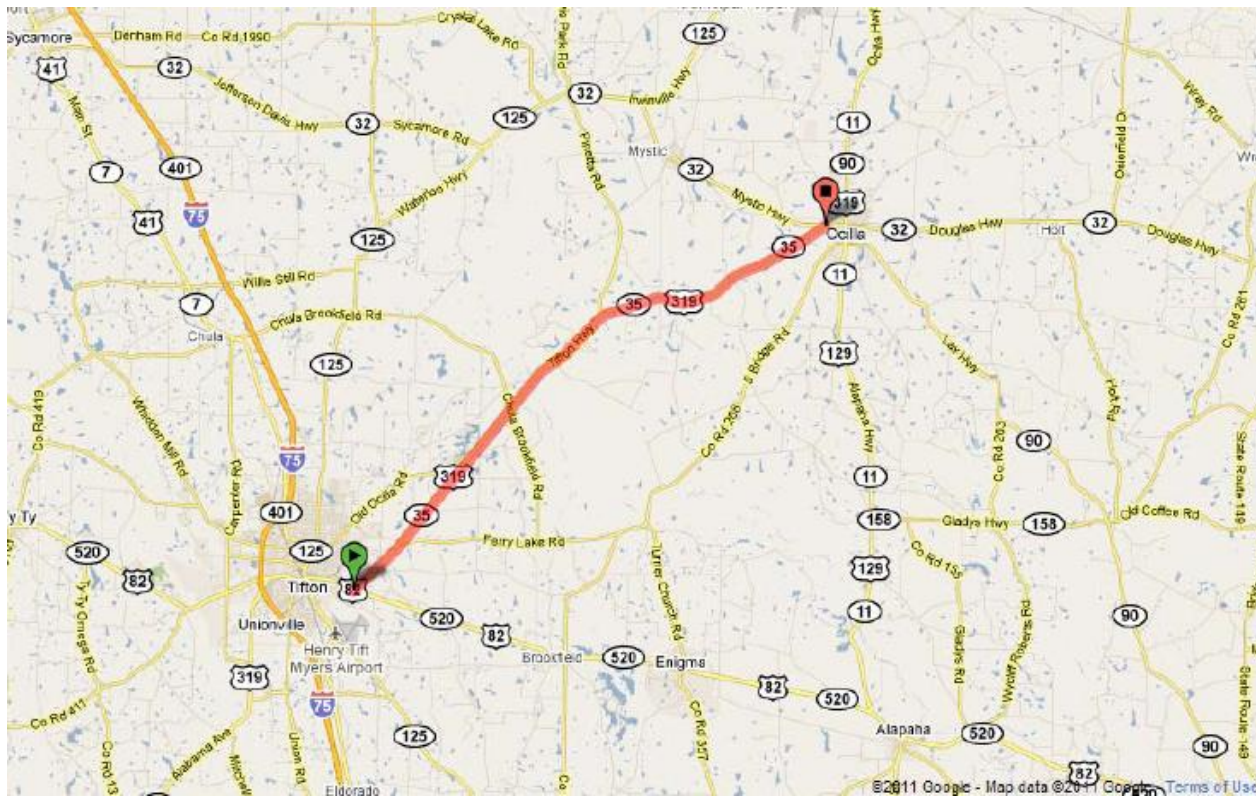
**Regional Commission:** Southern Georgia

**County:** Tift County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$8,500,000	\$8,500,000	Project has been re-scoped as a passing lane project and is located in multiple counties.
PE	\$700,000	\$700,000	
ROW	\$500,000	\$500,000	
UTL	\$300,000	\$300,000	
<b>Total</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of traffic accidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The project would also assist the movement of cars and freight.

## Project Location



# Project Sheet

**Project Number:** RC11-000112      **Project Name:** Construction of South Tifton Bypass

**GDOT ID:** 0001340

**Project Description:** This project will create the South Tifton Bypass.

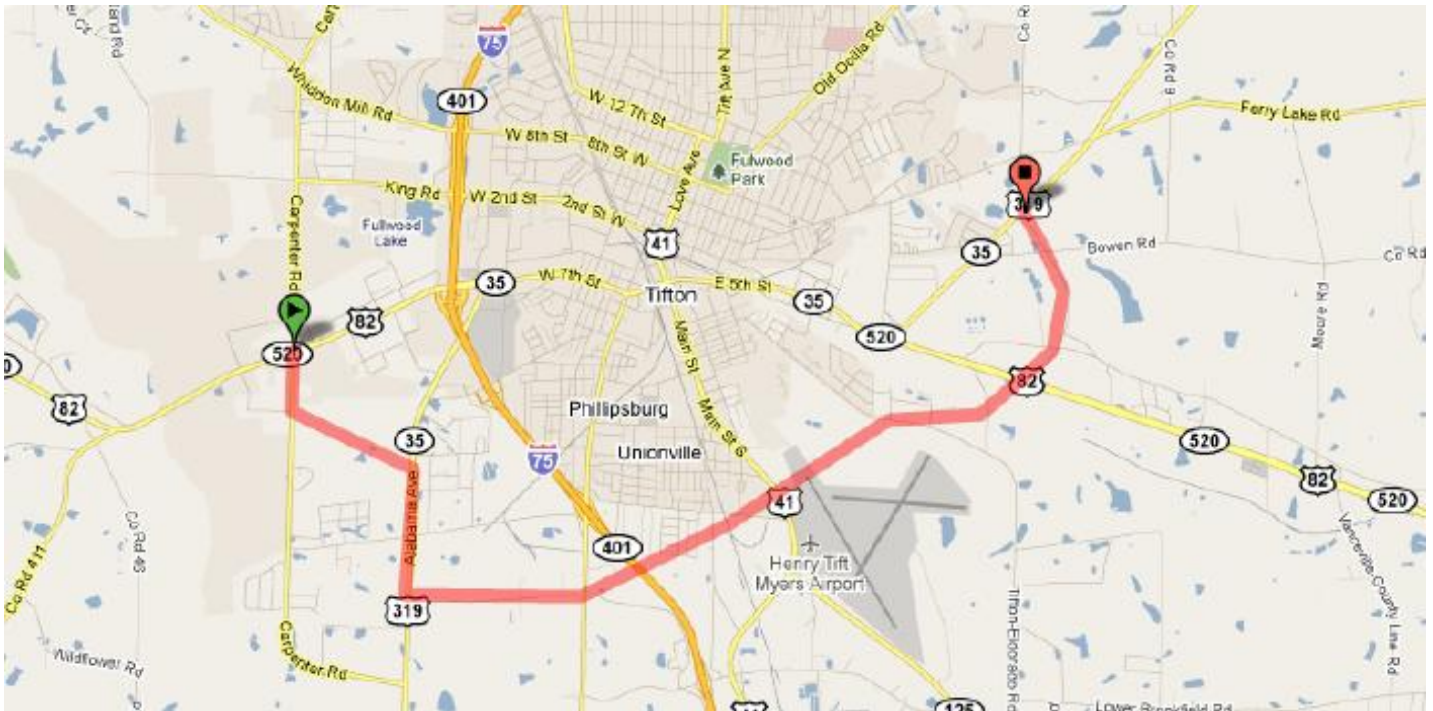
**Regional Commission:** Southern Georgia

**County:** Tift County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$59,512,507	\$35,007,254	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$10,502,207	\$0	
<b>Total</b>	<b>\$70,014,714</b>	<b>\$35,007,254</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public, by mitigating congestion and enhancing safety. The proposed bypass will reduce the high percentage of truck traffic along US82/SR520 and US319/SR35 and through the downtown City of Tifton. A safer environment for motorist will be created by the limited access corridor of the bypass and will reduce congestion in downtown Tifton.

## Project Location





# Project Sheet

**Project Number:** RC11-000113      **Project Name:** CR 407/Old Ocillia Road Widening from SR 125 North to CR 18

**GDOT ID:**

**Project Description:** This project will widen CR 407/Old Ocillia Road from SR 125 north to CR 18.

**Regional Commission:** Southern Georgia

**County:** Tift County

Phase	Total Project Cost	Total TIA Amount
ROW	\$2,000,000	\$2,000,000
CST	\$18,000,000	\$18,000,000
<b>Total</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>

**Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):**

Widening the road will allow traffic to flow better during peak times, making it safer for bicyclists, pedestrians, and motorists to travel safely to and from economic hubs in the area. Tift County High School and The Regional Hospital are two of the largest employers in the community and are located in this area.

**Public Benefit**

**Notes**

Maximizing the value of Georgia's Assets

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

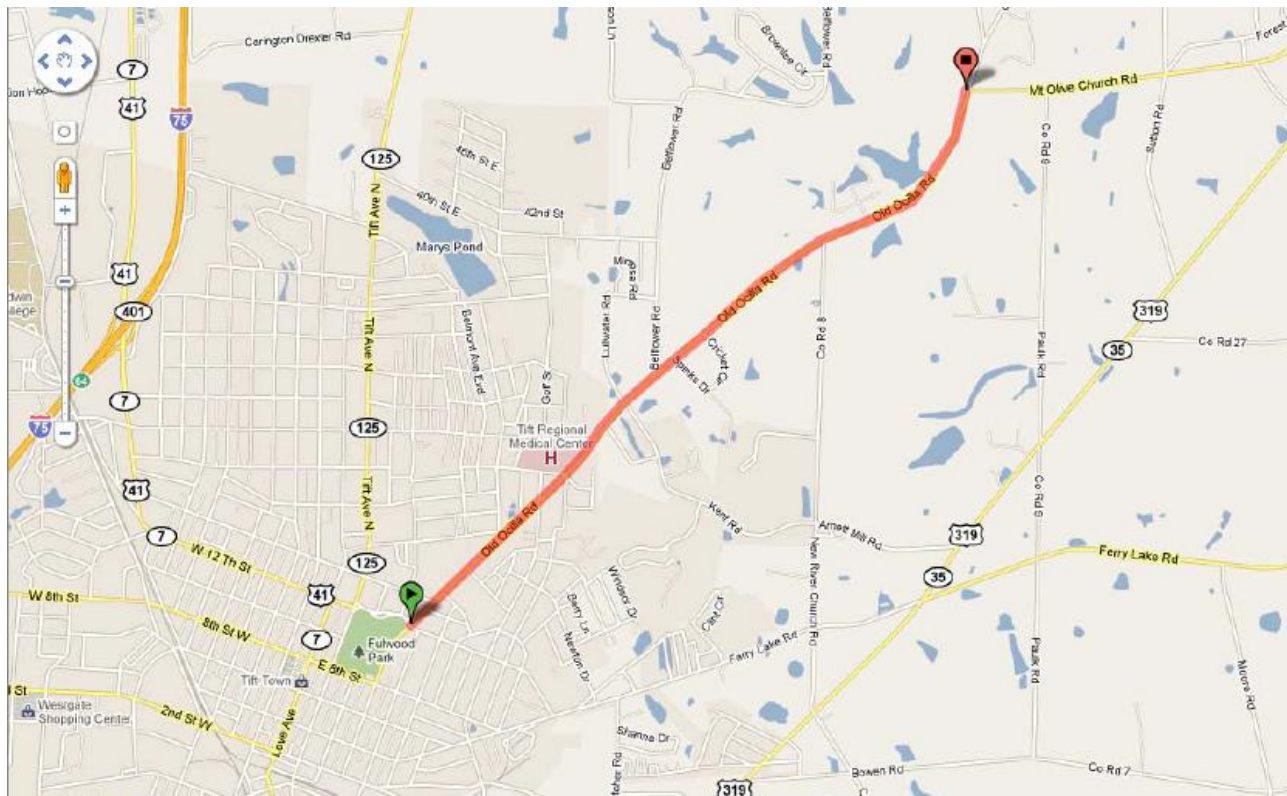
Supporting Economic Growth/Competitiveness

This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

Ensuring Safety and Security

This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

**Project Location**



# Constrained Project Listing

**Southern Georgia**

**Turner County**

<b>Project ID</b>	<b>Project Name</b>
RC11-000118	Gorday Drive / Hudson Avenue and SR 112 Intersection Redesign
RC11-000120	Turner County Airport: Apron Expansion, Access Road, and Perimeter Fencing Improvements

# Project Sheet

**Project Number:** RC11-000118      **Project Name:** Gorday Drive / Hudson Avenue and SR 112 Intersection Redesign

**GDOT ID:**

**Project Description:** This proposed project entails the redesign of the SR 112/Gorday Drive/Hudson Avenue Intersection in the City of Ashburn.

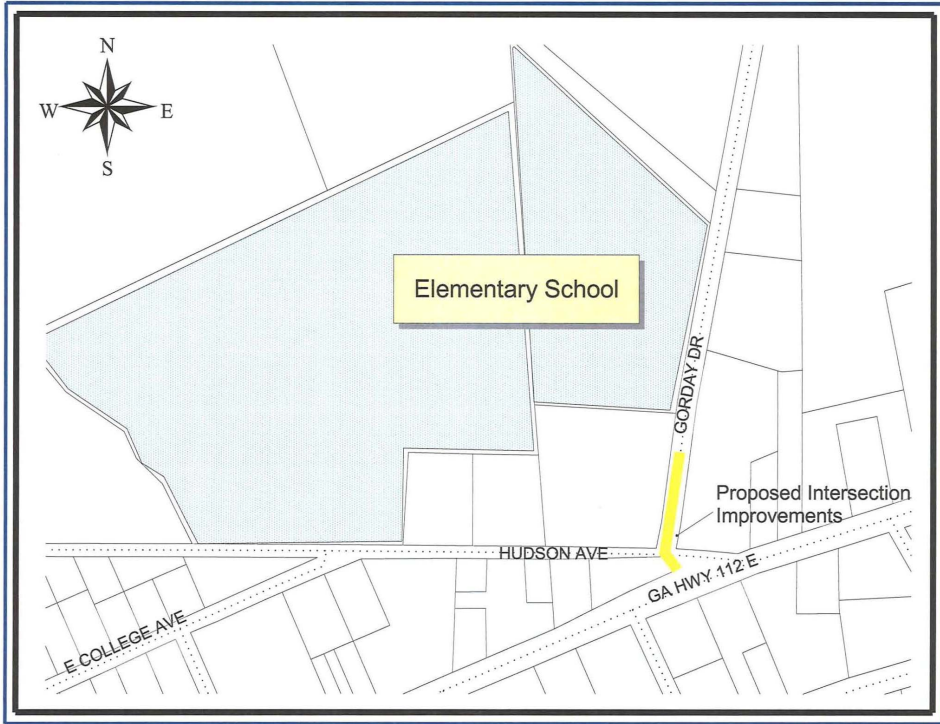
**Regional Commission:** Southern Georgia

**County:** Turner County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$10,000	\$10,000	This intersection currently serves as the main access for traffic to HWY 112 traveling from Turner County Elementary School which is located approximately 1000 feet from HWY 112 off of Gorday Drive. Two City streets (Gorday Drive and Hudson Avenue) converge into this intersection creating dangerous traffic situations at times. This problem is further complicated by School Bus traffic and student drop off vehicle traffic during the morning and afternoon hours.
CST	\$400,000	\$400,000	
<b>Total</b>	<b>\$410,000</b>	<b>\$410,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of traffic accidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The project would also assist the movement of cars and freight.

**Project Location**





# Project Sheet

**Project Number:** RC11-000120      **Project Name:** Turner County Airport: Apron Expansion, Access Road, and Perimeter Fencing Improvements

**GDOT ID:**

**Project Description:** The proposed project includes constructing an apron that would connect two existing apron areas, providing aircraft parking and the infrastructure required for hanger development. This project also include improvements to the perimeter fencing and a new access road that will allow users to access the Airport from Industrial Boulevard.

**Regional Commission:** Southern Georgia

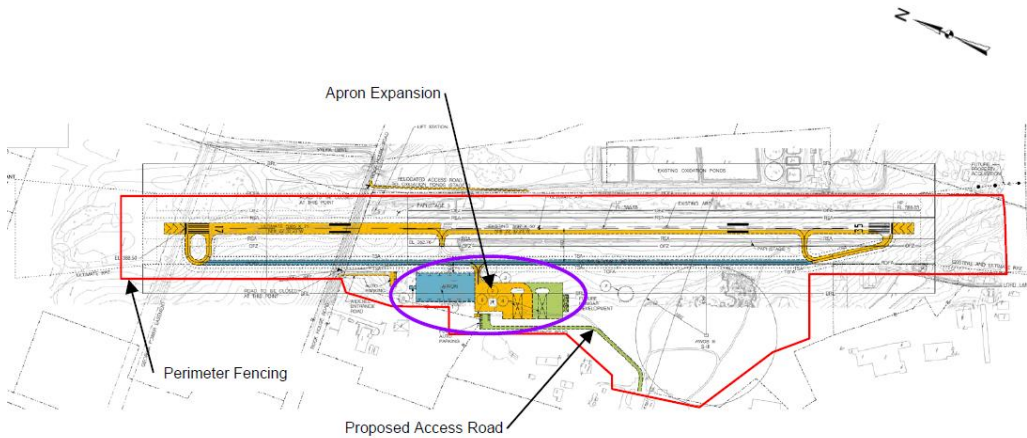
**County:** Turner County

Phase	Total Project Cost	Total TIA Amount	<b>Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):</b>
PE	\$320,000	\$320,000	
CST	\$810,000	\$810,000	
<b>Total</b>	<b>\$1,130,000</b>	<b>\$1,130,000</b>	

Turner County Airport is located in unincorporated Turner County, just west of I-75 and south of Ashburn, Georgia. As one of the most economically depressed counties in Georgia, Turner County is looking to expand the Airport as a tool for economic development. Situated near I-75 and the Turner County industrial park, Turner County Airport is in a prime location to aid the county in attracting new business and industry to the community. Wildlife poses a hazard to aircraft attempting to land or take off. For the safety of aircraft in the air as well as persons on the ground, it is necessary to restrict access to Airport property. It is anticipated that 17,000 feet of perimeter fencing will be required to improve the safety of the Airport.

Public Benefit	Notes
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project could assist in having a positive impact on the economic vitality for this region by promoting air travel through the expansion of the capacity of the existing facility. This expansion should help to make the airport more attractive for supporting business needs and small freight and goods movement.

## Project Location



### Transportation Investment Act of 2010

Turner County, Georgia

*Turner County Airport: Apron Expansion, Access Road, and Perimeter Fencing*

# Constrained Project Listing

## Southern Georgia

### Ware County

Project ID	Project Name
RC11-000131	Manor-Millwood Widening (US 84 to US 82)
RC11-000137	SR 38/US84 from Greasy Branch CK to east of CR 294/Wadley Road
RC11-000138	SR 4 / US 1 Business CSX Grade Separation in Waycross
RC11-000141	Waycross East Bypass (Northern Section-Phase I)
RC11-000142	Widen and Improve City Boulevard, Coral Road and Morningside Drive

# Project Sheet

**Project Number:** RC11-000131      **Project Name:** Manor-Millwood Widening (US 84 to US 82)

**GDOT ID:**

**Project Description:** Project to rehab, widen, raise and straighten roadway will begin at US 84 (Valdosta Highway) and extend to US 82 (Albany Highway/SR 520). The project will consist of full depth reclamation and overlay roadway, widen roadway, raise roadway, and reduce curve geometry of roadway to meet current design standards and safety improvements and install new culverts where needed to rehab drainage. Project will include the completion of the design of the roadway, all right-of-way acquisition, and construction.

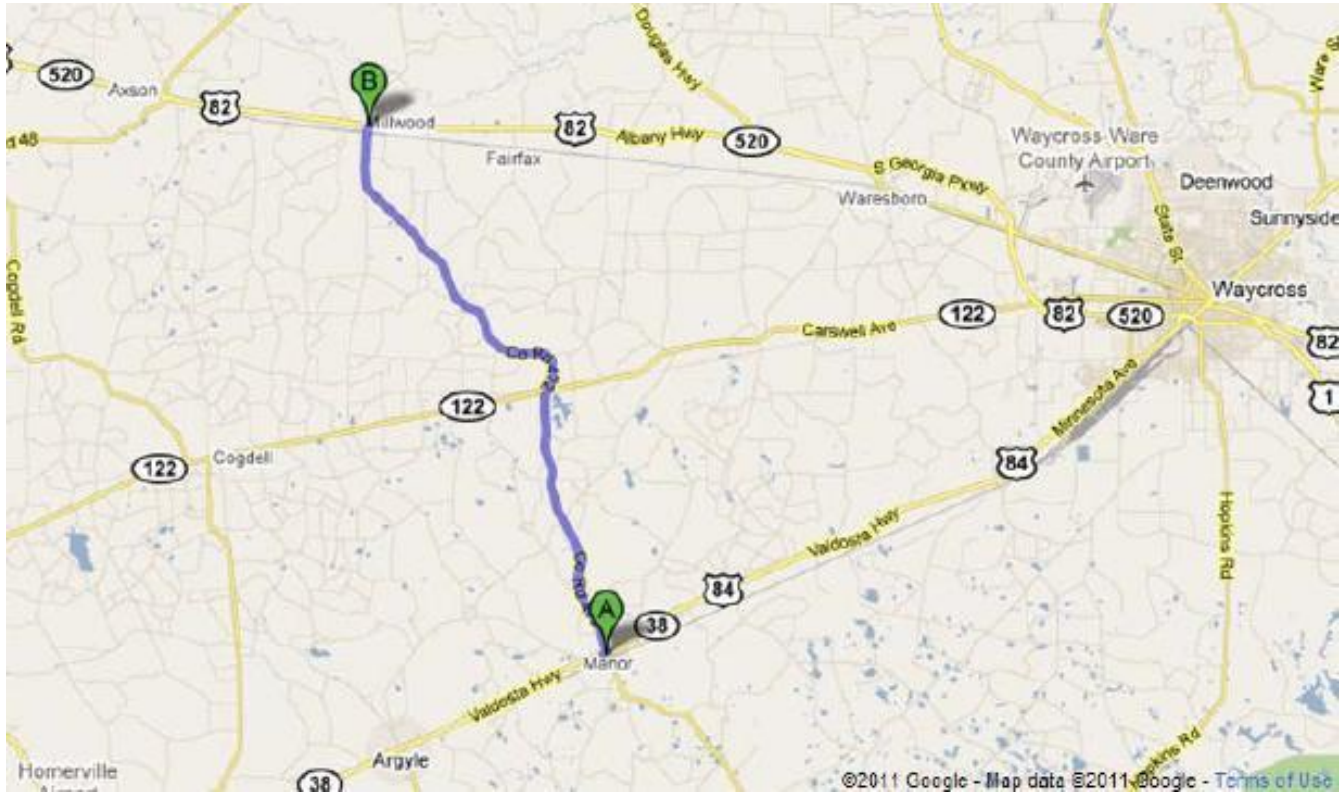
**Regional Commission:** Southern Georgia

**County:** Ware County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$200,000	\$200,000	
ROW	\$60,000	\$60,000	
CST	\$3,750,000	\$3,750,000	
<b>Total</b>	<b>\$4,010,000</b>	<b>\$4,010,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by potentially providing an even traffic flow and reliable commute time that would be beneficial for drivers and increase economic development potential. This project may reduce congestion, which reduces the cost of travel throughout the region. Capacity improvements will help accommodate additional traffic in the future due to growth and development.

**Project Location**



# Project Sheet

**Project Number:** RC11-000137      **Project Name:** SR 38/US84 from Greasy Branch CK to east of CR 294/Wadley Road

**GDOT ID:** 522770, 522775, 522780

**Project Description:** Widen SR 38/US 84 from 2 to 4 lanes. Includes bridge over Greasy Branch, Little and Big Alligator Creek

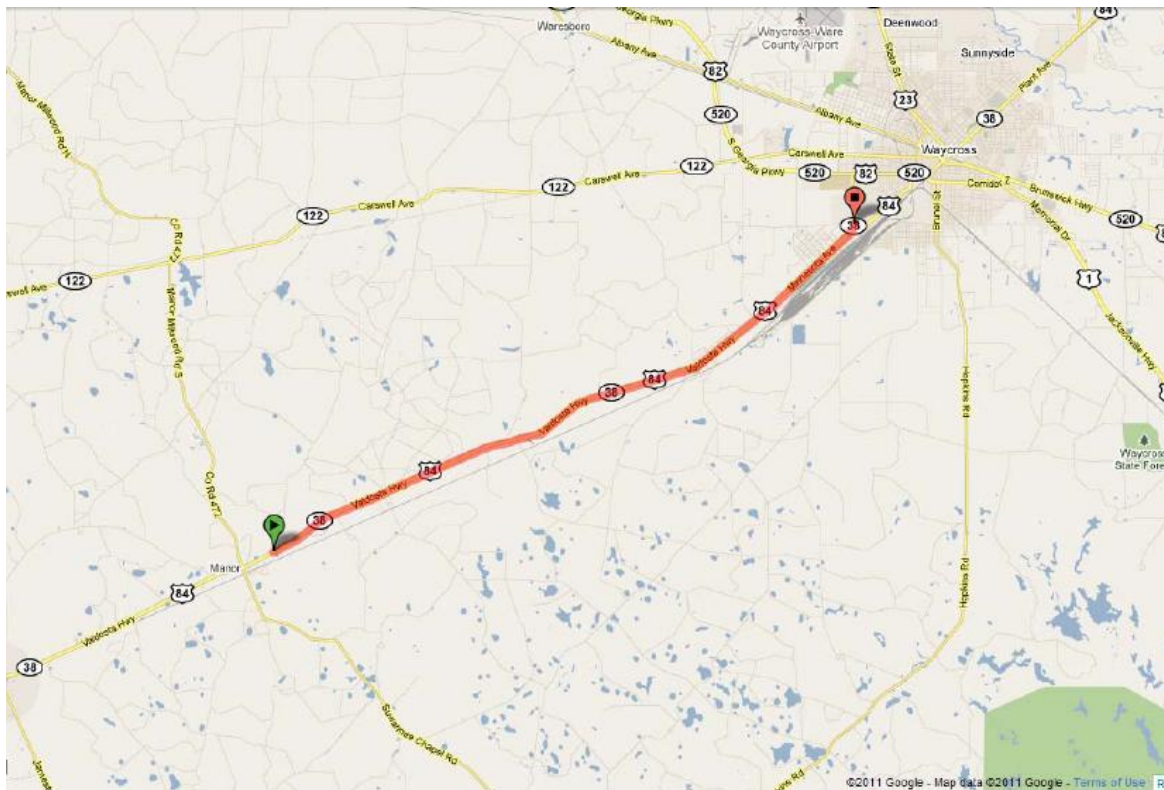
**Regional Commission:** Southern Georgia

**County:** Ware County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$50,000,000	\$5,000,000	
<b>Total</b>	<b>\$50,000,000</b>	<b>\$5,000,000</b>	This project is partially funded through TIA. The remaining project costs will be funded by other sources.

Public Benefit	Notes
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by potentially providing an even traffic flow and reliable commute time that would be beneficial for drivers and increase economic development potential. This project may reduce congestion, which reduces the cost of travel throughout the region. Capacity improvements will help accommodate additional traffic in the future due to growth and development. This project will also replace structurally deficient bridges with wider bridges to accommodate the road widening.

## Project Location





# Project Sheet

**Project Number:** RC11-000138      **Project Name:** SR 4 / US 1 Business CSX Grade Separation in Waycross

**GDOT ID:** 0002870

**Project Description:** Construct a grade separated 4-lane overpass where existing main CSX double-track line intersects SR 4. Project includes acquisition of right-of-way and construction of berms, retaining walls, bridge spans, and road surface. Project straddles city and county, extending approximately 1800 feet along SR 4, just south of Blackshear Avenue.

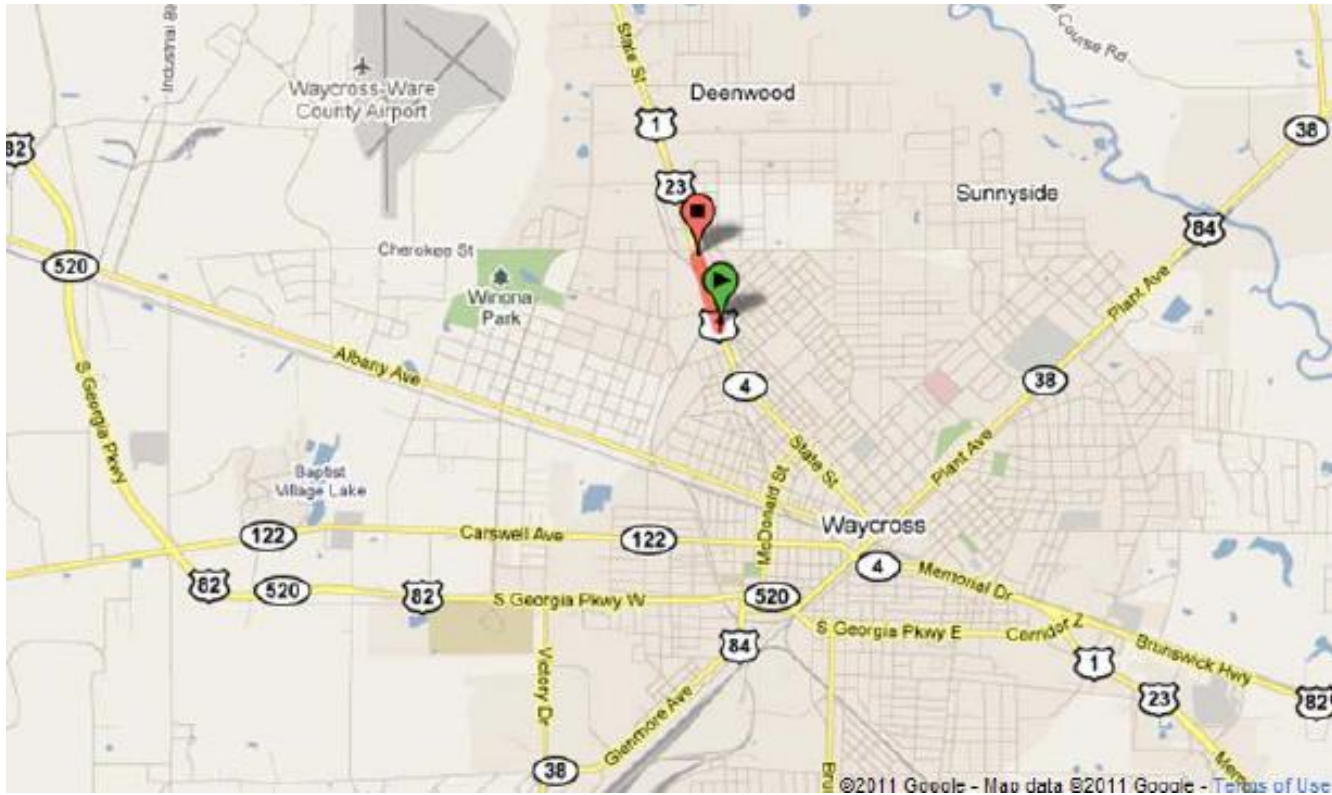
**Regional Commission:** Southern Georgia

**County:** Ware County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$410,900	\$410,900	
ROW	\$2,285,400	\$2,285,400	
CST	\$6,856,198	\$6,856,198	
<b>Total</b>	<b>\$9,552,498</b>	<b>\$9,552,498</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

**Project Location**





# Project Sheet

**Project Number:** RC11-000141      **Project Name:** Waycross East Bypass (Northern Section-Phase I)

**GDOT ID:** 002871

**Project Description:** Project consists of a bypass around eastern margin of City of Waycross from U.S. 82 to U.S. 84. This is the northern half of the bypass.

**Regional Commission:** Southern Georgia

**County:** Ware County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ALL	\$20,000,000	\$20,000,000	
<b>Total</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>	

Only northern half of bypass will be pursued which will be phase I of the project. The southern half may be pursued at a later time.

**Public Benefit**

**Notes**

- Ensuring Safety and Security      This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
  
- Maximizing the value of Georgia's Assets      This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
  
- Supporting Economic Growth/Competitiveness      This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

**Project Location**



# Project Sheet

**Project Number:** RC11-000142      **Project Name:** Widen and Improve City Boulevard, Coral Road and Morningside Drive

**GDOT ID:**

**Project Description:** Project consists of construction of class-D widening, curb, gutter and drainage improvements and resurfacing on City Boulevard, Coral Road and Morningside Drive (6000 LF all within the city limits). Travelway will be widened to a standard 28 foot width, curb-to-curb.

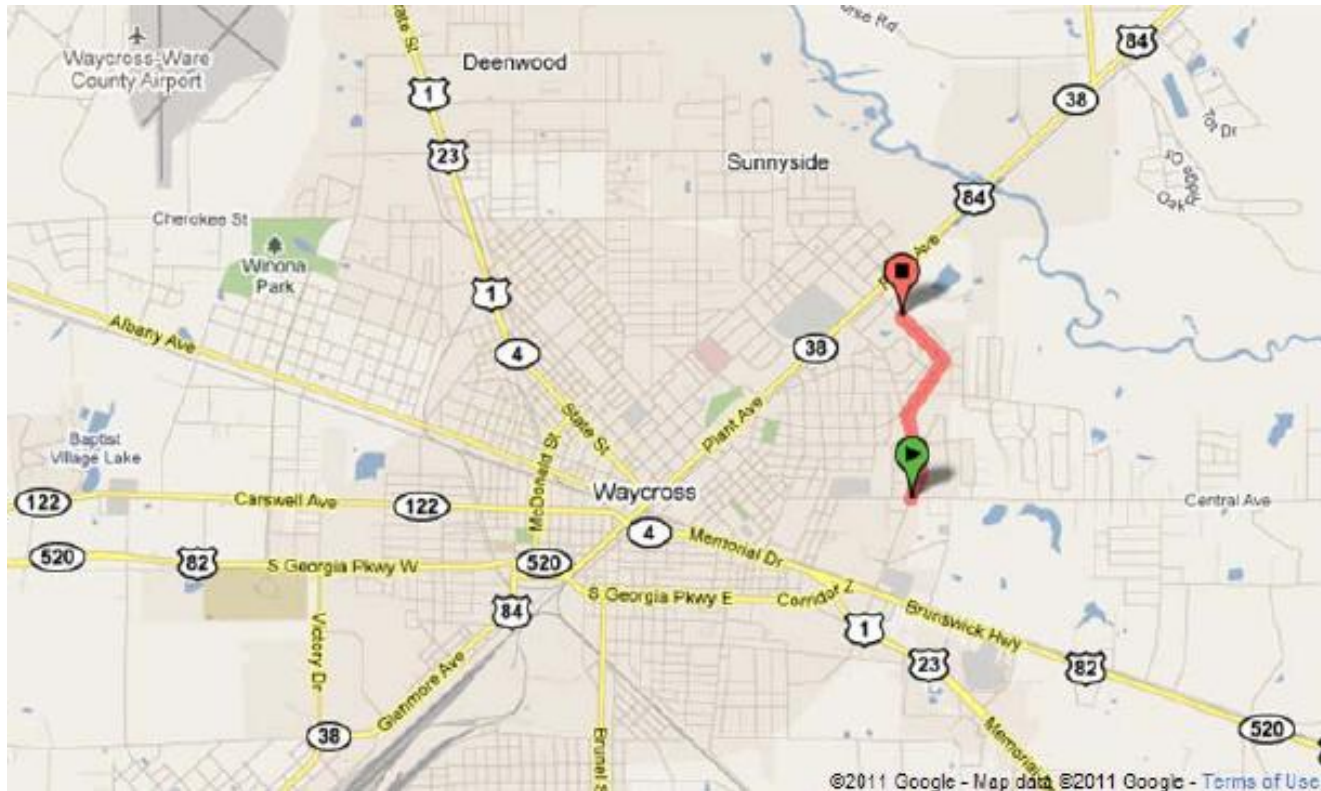
**Regional Commission:** Southern Georgia

**County:** Ware County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$50,000	\$50,000	
CST	\$700,000	\$700,000	
<b>Total</b>	<b>\$750,000</b>	<b>\$750,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by potentially providing an even traffic flow and reliable commute time would be beneficial for drivers and increase economic development potential. This project will provide a widened and improved travel way, reducing inherent traffic safety deficiencies associated with narrow lanes, low shoulders and deteriorated street surface

## Project Location



# Project Sheet

**Project Number:** RC11-000145      **Project Name:** Program/ Administration Fee

**GDOT ID:**

**Project Description:** These funds are dedicated to cover administrative/program management expenses and other applicable expenses that are necessary or incidental to any project on the final investment list in the Southern Georgia transportation sales tax district. These include but are not limited to program management, administrative fees for GSFIC, per diem costs for Citizen Review Panel, cost for annual reports and audits, costs incurred by RC in hosting and organizing meetings associated with TIA, etc.

**Regional Commission:** Southern Georgia

**County:** Region Wide

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ADM	\$7,141,355	\$7,141,355	These funds are applicable for all project phases.
<b>Total</b>	<b>\$7,141,355</b>	<b>\$7,141,355</b>	

Public Benefit	Notes
Additional Benefits	These funds will help manage and ensure that the projects on the final investment list are delivered on-time and within budget.

**Project Location**

