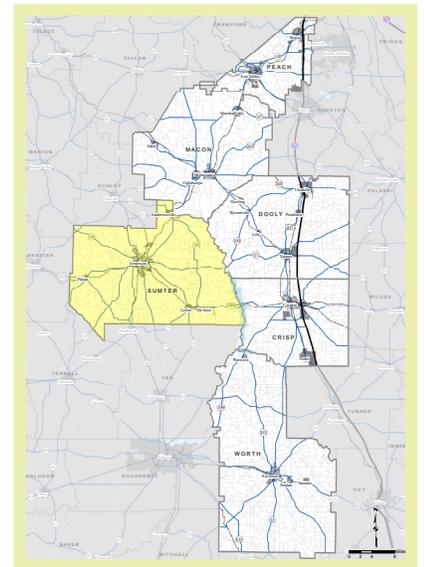
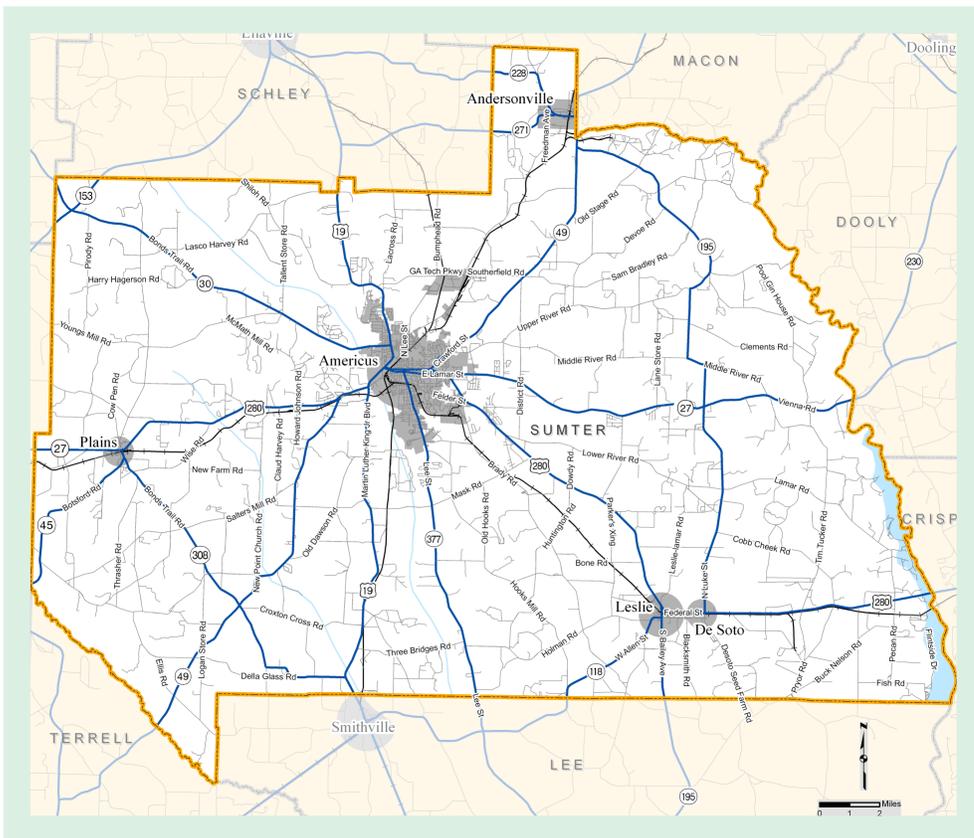


# Sumter County Long Range Transportation Plan

Southwest Georgia Multi-County  
Transportation Study

October  
2010



## TABLE OF CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Study Purpose .....	1
1.2	General Description of the Six-County Study Area .....	1
1.3	Overview of Data Sources .....	4
1.4	Study Process .....	4
<b>2.</b>	<b>Demographics .....</b>	<b>5</b>
2.1	Existing Population .....	5
2.2	Future Population .....	5
2.3	Existing Employment .....	8
2.4	Future Employment .....	8
2.5	Environmental Justice.....	11
<b>3.</b>	<b>Land Use .....</b>	<b>15</b>
3.1	Existing Land Use.....	15
3.2	Future Land Use.....	15
3.3	Protected Areas.....	17
3.4	Developments of Regional Impact.....	19
<b>4.</b>	<b>Transportation Inventory.....</b>	<b>20</b>
4.1	Roadway Inventory .....	20
4.2	Bridge Inventory and Conditions Assessment .....	23
4.3	Pedestrian and Bicycle Facilities .....	27
4.4	Railroads .....	29
4.5	Public Transportation.....	29
4.6	Safety .....	29
<b>5.</b>	<b>Existing and Future Traffic Conditions.....</b>	<b>34</b>
5.1	Existing (2006) Traffic Conditions.....	36
5.2	Future (2035) Traffic Conditions .....	36
<b>6.</b>	<b>GDOT Planned and Programmed Projects.....</b>	<b>39</b>
6.1	GDOT STIP (2008-2011) and Work Program .....	39
6.2	Planned and Programmed Projects for Sumter County .....	39
<b>7.</b>	<b>Local Input .....</b>	<b>42</b>
7.1	Agency Input.....	42
7.2	Advisory Committee.....	42
7.3	Transportation Goals and Objectives.....	43
7.4	Stakeholder Interviews .....	44
7.5	Fact Sheets and Public Response.....	44
7.6	Sumter County Locally Identified Transportation Issues and Needs .....	44
7.7	City of Americus Locally Identified Transportation Issues and Needs .....	45
<b>8.</b>	<b>Recommendations for Sumter County .....</b>	<b>49</b>
8.1	Methodology .....	49
8.2	Response to Locally-Identified Needs .....	50
8.3	Planned and Programmed Projects.....	53
8.4	Possible Hospital Relocation .....	54
8.5	Recommended Transportation Improvements.....	55
8.6	Project Sheets .....	57
8.7	Sumter County Recommendations .....	62
8.8	Transportation Funding Resources.....	65
<b>Appendix A: GIS and Data Management Framework</b>		
<b>Appendix B: Planning-Level Cost Estimates</b>		
<b>Appendix C: Public Involvement</b>		

## LIST OF FIGURES

Figure 1.1: Map of Sumter County .....	2
Figure 1.2: Map of Six-County Study Area .....	3
Figure 2.1: Existing (2006) Sumter County Population Density by TAZ .....	6
Figure 2.2: Future (2035) Sumter County Population Density by TAZ .....	7
Figure 2.3: Sumter County Existing (2006) Employment Density by TA .....	9
Figure 2.4: Sumter County Future (2035) Employment Density by TAZ .....	10
Figure 2.5: Minority Population in Sumter County (2000).....	13
Figure 2.6: Low Income Households in Sumter County (2000).....	14
Figure 3.1: Sumter County Existing Land Use Map (2004) .....	16
Figure 3.2: Sumter County Wetlands, Protected Areas, and Parks (2009) .....	18
Figure 4.1: Sumter County Roadway Functional Classifications (2008).....	22
Figure 4.2: Sumter County Existing Laneage and Traffic Signals (2008).....	24
Figure 4.3: Sumter County Bridge Sufficiency (2008) .....	26
Figure 4.4: Existing and Proposed Bicycle Routes in the Six-County Study Area (2009) .....	28
Figure 4.5: Rail Ownership and Tonnage (2005) .....	30
Figure 4.6: Hotspots and Roadway Segments with Above-Average Crash Rates in Sumter County (2000-2007) .....	33
Figure 5.1: Representation of LOS.....	35
Figure 5.2: Existing (2006) Deficient Roadway Segments in Sumter County.....	37
Figure 5.3: Future (2035) Deficient Roadway Segments in Sumter County.....	38
Figure 6.1: GDOT Planned and Programmed Projects in Sumter County .....	41
Figure 7.1: Sumter County Locally-Identified Issues and Needs.....	47
Figure 7.2: Americus Area Locally-Identified Issues and Needs .....	48
Figure 8.1: Recommendations for Sumter County .....	56

## LIST OF TABLES

Table 2.1: Historic Population Growth for Sumter County .....	5
Table 2.2: Sumter County Population Forecast .....	5
Table 2.3: Sumter County Current Employment.....	8
Table 2.4: Sumter County Future Employment Forecast .....	11
Table 2.5: Sumter County Future Employment Constitution .....	11
Table 2.6: Sumter County Minority Population .....	12
Table 2.7: Sumter County Low Income Population .....	12
Table 3.1: Sumter County Historic Places.....	19
Table 3.2: DRI Applications in the Crisp County Since 2001 .....	19
Table 4.1: Functional Classifications in Sumter County .....	21
Table 4.2: Sumter County Road Mileage by Surface Type .....	23
Table 4.3 Sumter County Bridges with Sufficiency Ratings Below 50.....	25
Table 4.4: Pedestrian Recommendations in Sumter County.....	27
Table 4.5: 2007 Sumter County Crash Rate by Roadway Segment .....	31
Table 4.6: Sumter County Hotspots .....	32
Table 5.1: Level of Service Thresholds .....	34
Table 5.2: Existing (2006) Deficient Roadway Segments in Sumter County .....	36
Table 5.3: Future (2035) Deficient Roadway Segments in Sumter County .....	36
Table 6.1: GDOT Planned and Programmed Projects in Sumter County.....	40
Table 8.1: Responses to Locally-Identified Needs .....	50
Table 8.2: Planned and Programmed Projects in Sumter County.....	54
Table 8.3: Recommendations for Sumter County .....	55
Table 8.4: Complete Recommendations for Sumter County .....	64

## 1. INTRODUCTION

The Georgia Department of Transportation (GDOT) Office of Planning initiated the Southwest Georgia Multi-County Transportation Study in cooperation with the counties of Crisp, Dooly, Macon, Peach, Sumter and Worth; the River Valley, Southwest Georgia, and Middle Georgia Regional Commissions (RCs), and other planning partners. The objective of the study was to identify and recommend transportation improvements necessary within each county to meet existing and future transportation needs through the year 2035. Results and recommendations of this study will be important in identifying transportation deficiencies. The study began in October 2008 and was completed in October 2010.

### 1.1 STUDY PURPOSE

The ability of the transportation system to meet existing and future travel needs is essential to the economic viability of these six counties. This study will recommend transportation improvements that complement state, regional, and local objectives regarding economic development, quality of life, and the interconnection of people, goods, and services. The final result of this study process will be a 2035 Long Range Transportation Plan (LRTP) for each of the six counties in the study area. The focus of this report is Sumter County. The Sumter County LRTP will provide a prioritized outline of improvements necessary to address its existing, short term, and long term transportation needs of the county.

### 1.2 GENERAL DESCRIPTION OF THE SIX-COUNTY STUDY AREA

The study area is located in southwest Georgia from south of Macon to south and east of Albany. The six-county study area includes Crisp, Dooly, Macon, Peach, Sumter and Worth Counties. The study area includes a small portion of the Warner Robins Metropolitan Planning Organization area found in Peach County, which includes the city of Byron.

The six-county study area covers 2,300 square miles and a number of areas of interest that are significant to the state's natural, cultural, and social environments. A map of Sumter County can be found in **Figure 1.1** on page 2 and a map of the six-county study area can be found in **Figure 1.2** on page 3. Key local assets include:

- Georgia Veterans Memorial State Park in Crisp County, which features a museum; Lake Blackshear, a privately operated conference center and golf club; and the Savannah, Americus, and Montgomery (SAM) Shortline Excursion Train, which runs from Cordele to Plains, GA.
- Flint River Wildlife Management Area (WMA) in Dooly County, located ten miles south of Montezuma. Activities in the WMA include hunting, fishing, hiking, bird watching and horseback riding.
- Andersonville National Historic Site in Macon County, located just east of the City of Andersonville. This site includes Camp Sumter, which served as the largest Confederate prison during the Civil War; the Andersonville National Cemetery, and the National Prisoner of War Museum.

FIGURE 1.1: MAP OF SUMTER COUNTY

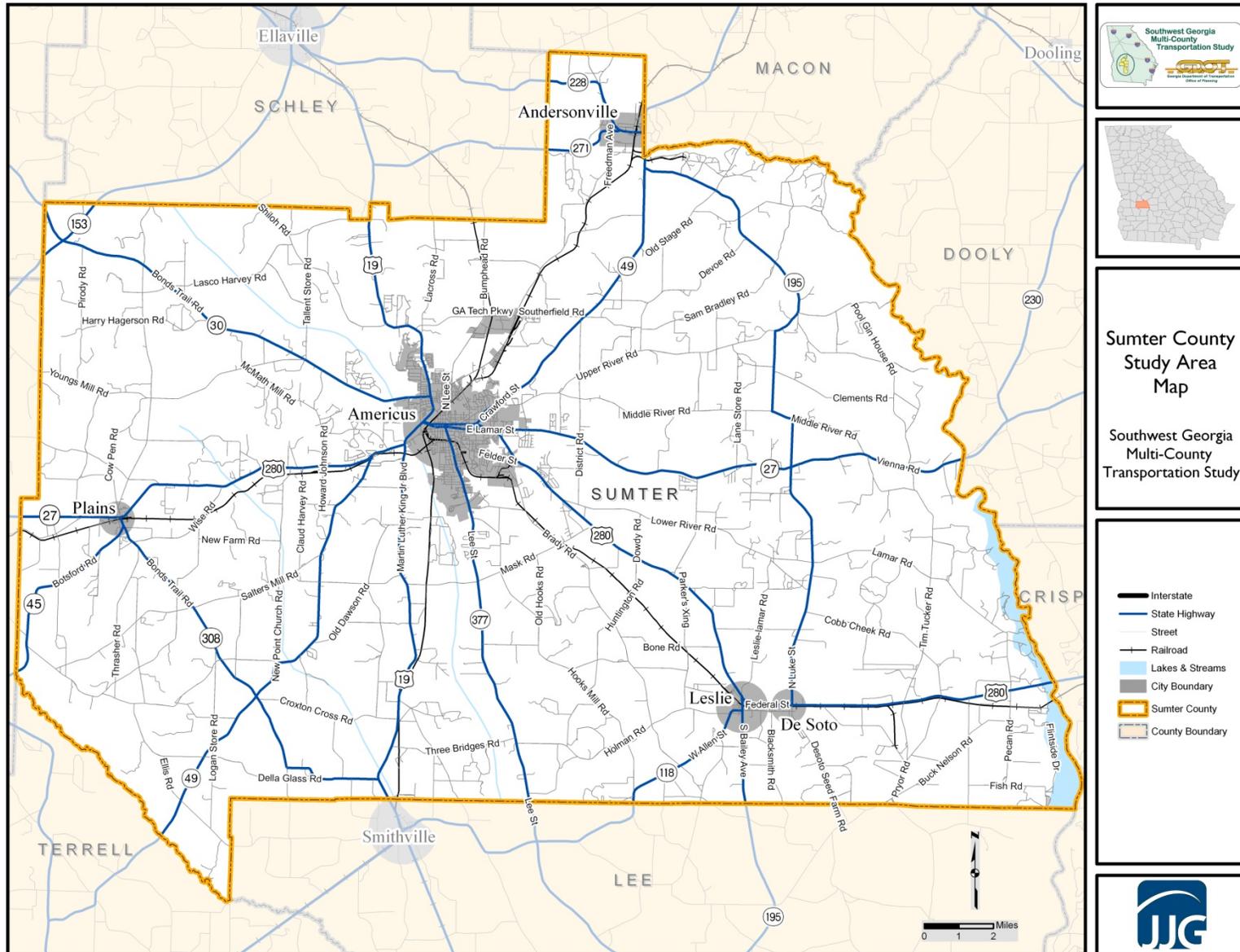
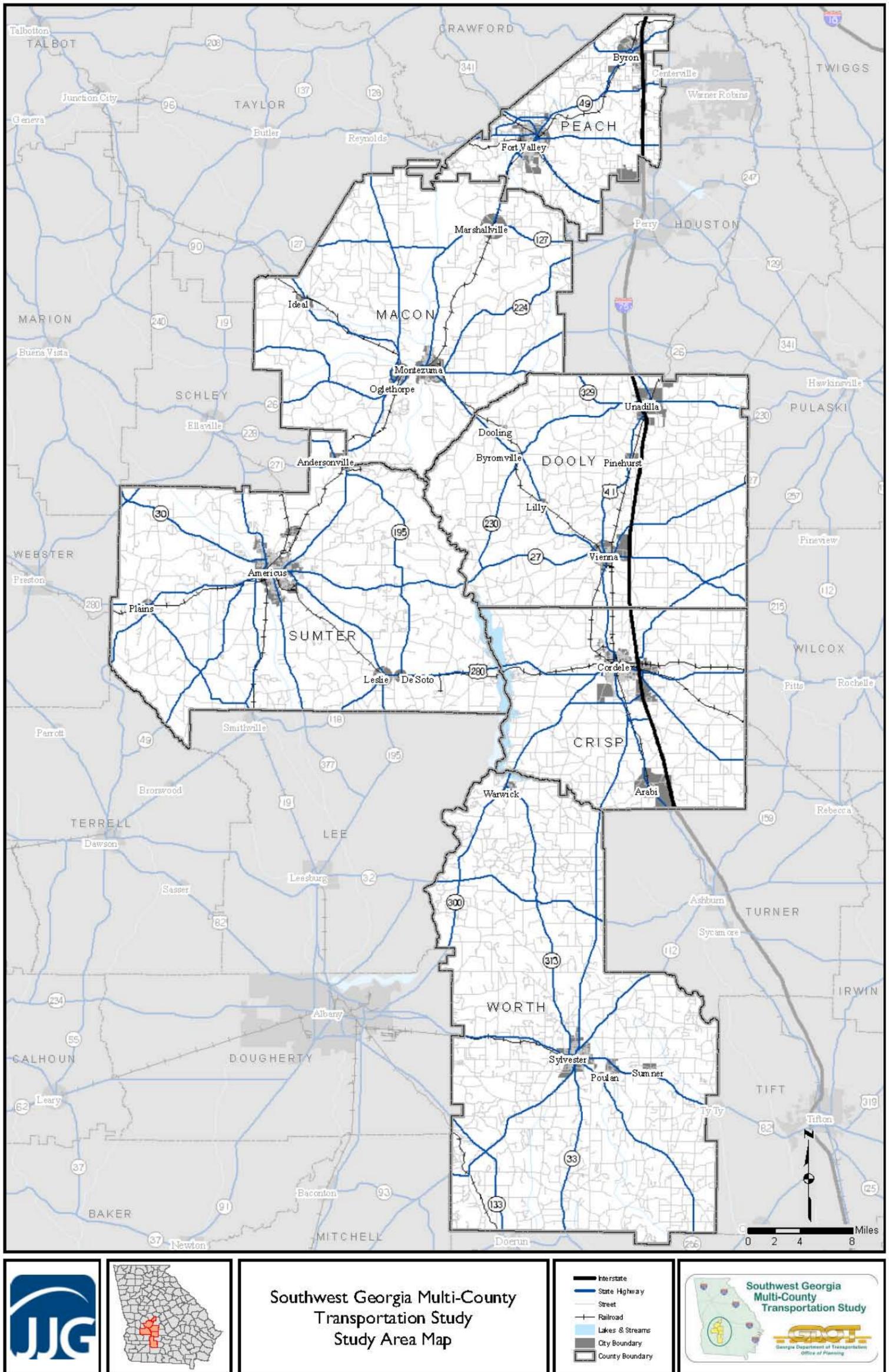


FIGURE 1.2: MAP OF SIX-COUNTY STUDY AREA



- Fort Valley State University in Peach County, a Historically Black Land Grant University located in the City of Fort Valley.
- Jimmy Carter National Historic Site in Sumter County. This historic area includes the thirty-ninth president's current residence, boyhood farm, school, and the town railroad depot, which served as his campaign headquarters during the 1976 Presidential Election.
- Worth County's annual Georgia Peanut Festival, held in Sylvester each October.

### 1.3 OVERVIEW OF DATA SOURCES

The data presented in the Southwest Georgia Multi-County Transportation Study include a variety of sources ranging from GDOT, counties within the six-county study area, Middle Georgia RC, River Valley RC, Southwest Georgia RC, U.S. Census Bureau, National Wetlands Inventory and key stakeholders in the region. See **Appendix A** for an inventory of all GIS data sources.

Demographic and socioeconomic data were collected primarily from the U.S. Census Bureau, local comprehensive plans and other various planning documents. In addition, this report includes other local studies and data sources from the Georgia Department of Labor (GDOL) and U.S Department of Commerce.

In order to analyze existing and future travel patterns and traffic conditions, a travel demand model was developed for the six-county study area. A travel demand model utilizes information such as roadway networks, population, and employment data to calculate the existing or future demand for transportation facilities. The travel demand model originally developed for the Southwest Georgia Interstate Study (2009) was modified and recalibrated for use in this study.

### 1.4 STUDY PROCESS

This study began with the collection of transportation data within the six-county study area, including a review of studies previously conducted in the region. Input from local agencies, stakeholders, and the general public regarding transportation issues and growth patterns was solicited and considered during the development of this study.

A travel demand model was prepared for the six county area based on much of the data presented in this report. This information includes demographic and land use data, existing transportation infrastructure and traffic conditions, as well as planned and programmed projects within each county.

Based on the information gathered, existing conditions and projected future conditions were evaluated. With the aid of stakeholders, the study goals and objectives were developed based on the counties' comprehensive plans. With these goals in mind, transportation recommendations were developed and prioritized for each county. This final transportation study is the result and documentation of these previous steps.

## 2. DEMOGRAPHICS

The demographic information discussed in this section includes general population, employment, and for environmental justice purposes, minority and low-income households. Demographics in this section are presented by Census Block Group, Census Tract, and Traffic Analysis Zone (TAZ). TAZs are relatively small units of geography used in travel demand modeling to relate different land-use patterns with trip purposes and trip end frequency.

### 2.1 EXISTING POPULATION

As depicted in **Table 2.1** below, Sumter County had an estimated population of 33,200 in 2000. Between 1990 and 2000, Sumter County's population grew by almost ten percent. During the same decade, the percentage of growth and annual rate of growth exhibited in the state of Georgia outpaced that of Sumter County. According to the *Joint Comprehensive Plan for Sumter County* (2004), during the period 1960 to 1990, growth of the county's municipal population outpaced that of the rural area. Between 1990 and 2000, the opposite was true: the growth of rural Sumter County outpaced that of its five cities combined.

By 2006, Sumter County's population dropped 2.1 percent from its 2000 population, down to 32,490. During this same period, the state of Georgia maintained its strong growth trend of 2.3 percent per year.

**TABLE 2.1: HISTORIC POPULATION GROWTH FOR SUMTER COUNTY**

	1990	2000	2006	1990 - 2000		2000 - 2006	
				Percent Change	Annual Growth Rate	Percent Change	Annual Growth Rate
Sumter County	30,228	33,200	32,490	9.8%	0.94%	-2.1%	-0.36%
State of Georgia	6,478,216	8,186,453	9,363,941	26.4%	2.37%	14.4%	2.27%

Source: 2000 US Census

According to the 2006 population data shown in **Figure 2.1** on page 6, Sumter County's most densely populated areas are located in Americus along SR 27, SR 377 and US 19. Approximately 85 percent of Sumter County's area is considered to be extremely low density, which translates to one person per ten acres of land. Due to the overall rural nature of Sumter County, the population density maps herein are expressed in persons per ten acres rather than persons per acre.

### 2.2 FUTURE POPULATION

Sumter County is projected to have a population of 36,911 by 2035, an increase of 13.6 percent, as can be seen in **Table 2.2** below. **Figure 2.2** on page 7 illustrates the 2035 population density in Sumter County. Areas of high population densities are expected to be found in 2035 in the same areas they are currently present, and these areas are not projected to add significant density from 2006 to 2035.

**TABLE 2.2: SUMTER COUNTY POPULATION FORECAST**

	2006	2035	2006 - 2035	
			Percent Change	Annual Growth Rate
Sumter County	32,490	36,911	13.6%	0.44%

Source: Travel Demand Model

FIGURE 2.1: EXISTING (2006) SUMTER COUNTY POPULATION DENSITY BY TAZ

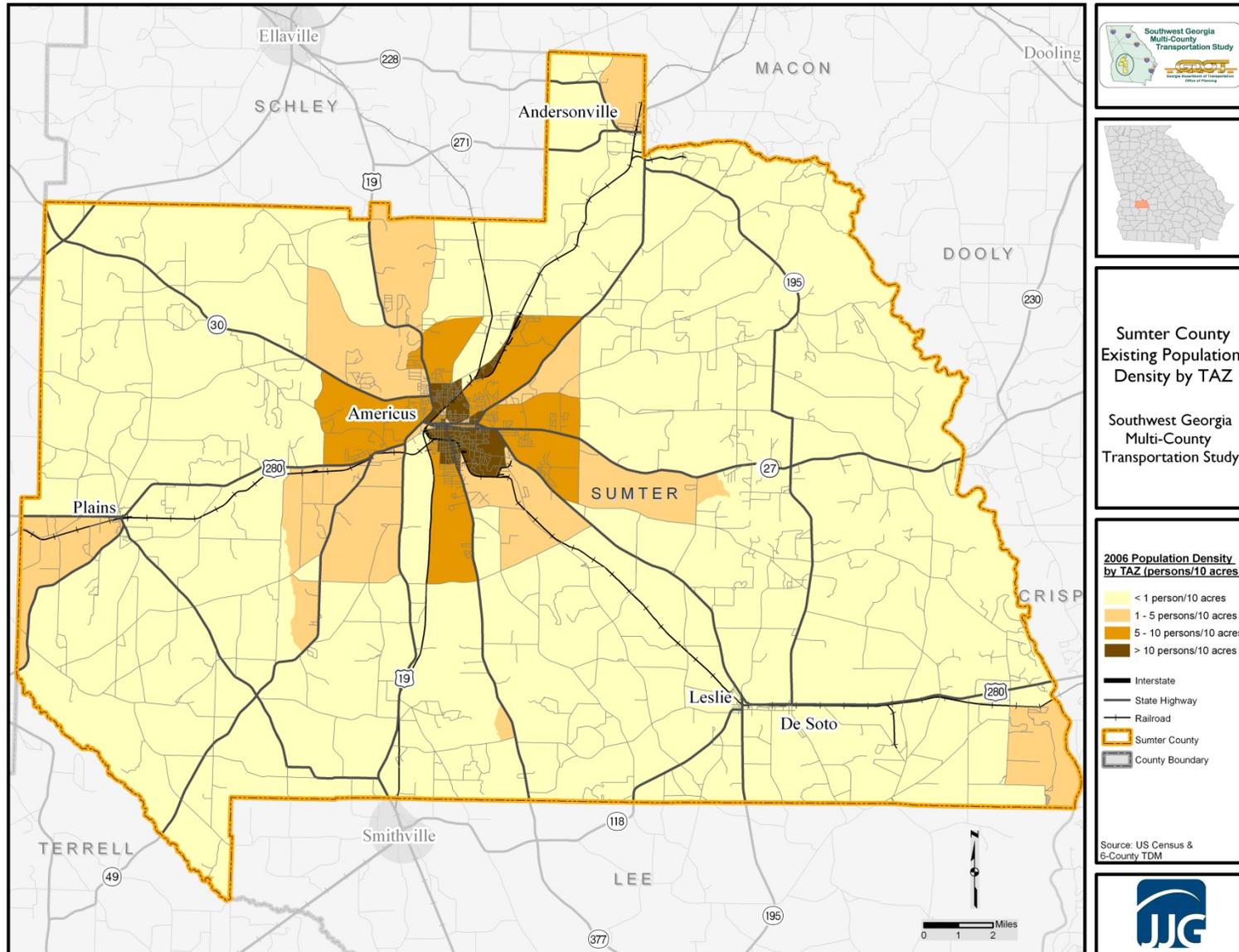
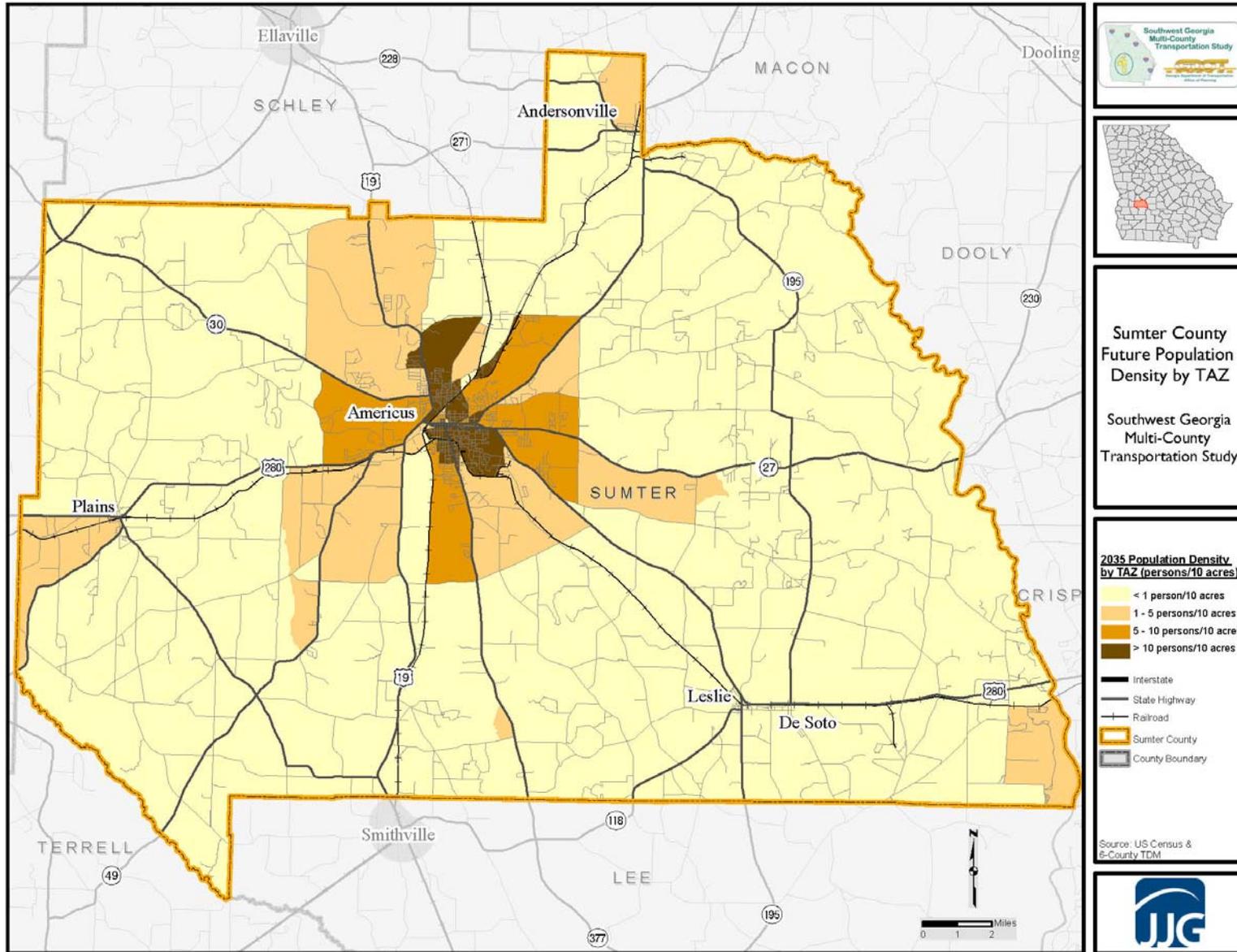


FIGURE 2.2: FUTURE (2035) SUMTER COUNTY POPULATION DENSITY BY TAZ



Future population for the six-county study area was determined by using growth rates based on continuation of past trends and growth assumptions outlined in the individual county comprehensive plans. The population estimates shown in the county comprehensive plans are very similar to the projections used in this study. The population projections developed as part of the Sumter County comprehensive plan are based on a combination of previous Census trends and estimates by Woods and Poole Economics, Inc. In addition, high-growth areas were ascertained through interviews with representatives of Sumter County. For much of the study area, a uniform growth rate was applied. For counties with high growth areas or expected land use changes, population projections were modified to account for these changes. A detailed methodology used to develop the future population data is included in the separate Travel Demand Model Development technical report.

### 2.3 EXISTING EMPLOYMENT

As depicted in **Table 2.3** below, with over 12,700 jobs recorded in 2006, Sumter County has the highest number of jobs in the six-county study area. Service jobs make up 52 percent of Sumter County employment. The second largest sector is manufacturing, with 19 percent. Appropriately, Sumter County's top five employers are Cooper Lighting, GA Southwestern State University, Magnolia Manor, Sumter Regional Hospital, and Wal-Mart.

**TABLE 2.3: SUMTER COUNTY CURRENT EMPLOYMENT**

County	AMC	MFG	WTW	RET	SER	Total
Sumter County 2006	1,336	2,409	753	1,578	6,714	12,790
<i>Share of County Employment</i>	10%	19%	6%	12%	52%	100%

Note: AMC – Agricultural, Mining and Construction employment  
 MFG – Manufacturing employment  
 WTW – Wholesale, Trucking and Warehouse employment  
 RET – Retail employment  
 SER-Service employment  
 Source: GDOL; U.S. Bureau of Labor Statistics.

As illustrated in **Figure 2.3** on page 9, in 2006, the highest-density employment areas in Sumter County were located along US 280, US 19, SR 27, and SR 377 in and around Americus. Approximately 2,400 acres in Sumter County have a population density of at least ten jobs per ten acres. Due to the rural nature of the six-county study area, existing employment density presented in terms of jobs per ten acres.

### 2.4 FUTURE EMPLOYMENT

Sumter County is expected to experience 12 percent growth between 2006 and 2035, to over 14,300 jobs in 2035 (**Table 2.4** on page 11). **Figure 2.4** on page 10 illustrates Sumter County's future employment density in jobs per ten acres. It is projected that Americus will add employment density on its west side, which is expected to have one to five jobs per ten acres in 2035. Other areas of employment density area expected to remain largely as they were in 2006. .

FIGURE 2.3: SUMTER COUNTY EXISTING (2006) EMPLOYMENT DENSITY BY TA

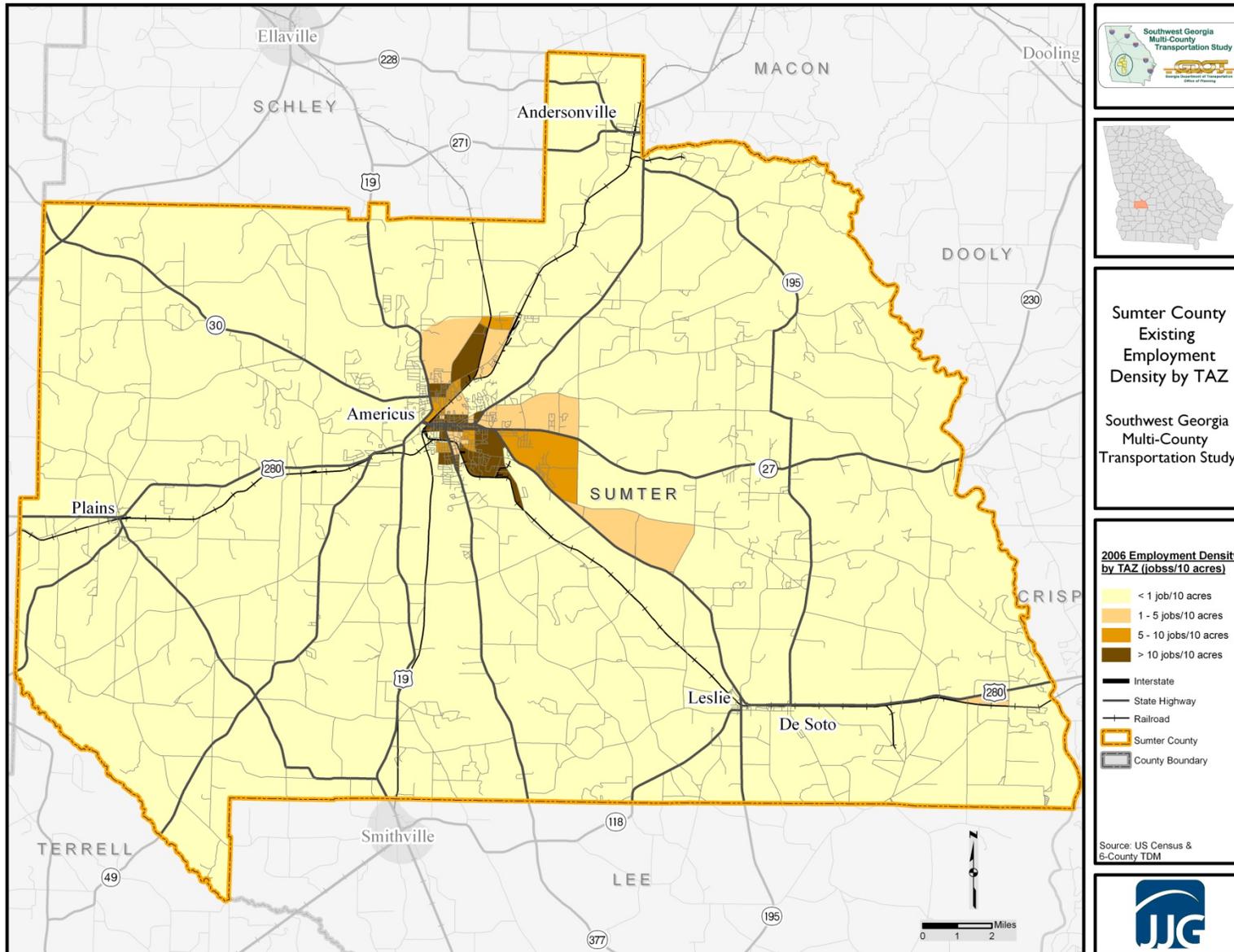
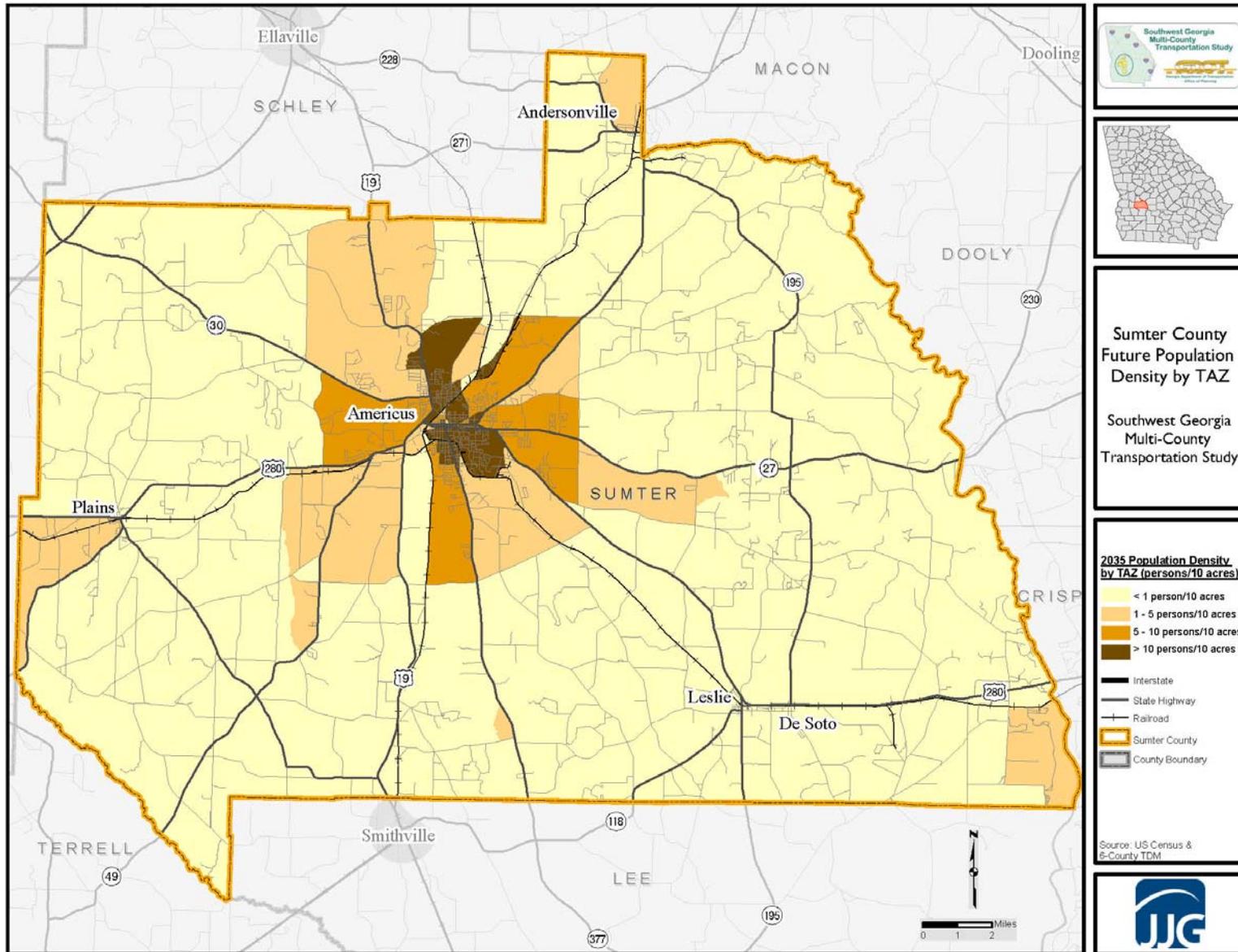


FIGURE 2.4: SUMTER COUNTY FUTURE (2035) EMPLOYMENT DENSITY BY TAZ



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

**TABLE 2.4: SUMTER COUNTY FUTURE EMPLOYMENT FORECAST**

County	AMC	MFG	WTW	RET	SER	Total	Annual Growth Rate
Sumter County 2006	1,336	2,409	753	1,578	6,714	12,790	
Sumter County 2035	1,499	2,699	845	1,769	7,523	14,329	0.39%
Growth	12.2%	12.0%	12.2%	12.1%	12.0%	12.0%	

AMC – Agricultural, Mining and Construction employment  
WTW – Wholesale, Trucking and Warehouse employment  
SER-Service employment

MFG – Manufacturing employment  
RET – Retail employment

Source: GDOL; U.S. Bureau of Labor Statistics.

The bulk of the Sumter County job increase is forecast to be in the service-providing sector, which will account for 53 percent of county employment in 2035 (**Table 2.5** below). As in 2005, wholesale and warehousing is expected to account for the least employment, with 6 percent of county jobs.

**TABLE 2.5: SUMTER COUNTY FUTURE EMPLOYMENT CONSTITUTION**

County	AMC	MFG	WTW	RET	SER	Total
Sumter County 2035	1,499	2,699	845	1,769	7,523	14,329
<i>Share of 2035 county employment</i>	<i>10%</i>	<i>19%</i>	<i>6%</i>	<i>12%</i>	<i>53%</i>	<i>100%</i>

AMC – Agricultural, Mining and Construction employment  
WTW – Wholesale, Trucking and Warehouse employment  
SER-Service employment

MFG – Manufacturing employment  
RET – Retail employment

Source: GDOL; U.S. Bureau of Labor Statistics.

In order to forecast employment for the six-county study area in the year 2035, linear growth estimates were developed at the county level based on GDOL 1990 to 2006 annual employment estimates by county. County level employment data for the 17-year period between 1990 and 2006 did not display a clear directional trend; individual county employment rose and fell during the time period, while for the study area as a whole there was a clear upward trend in employment. In addition to the linear growth rate, plans for future developments were also taken into account. Employment forecasts are based on the assumption that all the currently planned developments will reach build out by 2035.

## 2.5 ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 and related statutes assure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, and disability. Executive Order 12898 Federal Actions to Address Environmental Justice to Minority Populations and Low Income Populations, signed by President Clinton requires federal agencies to consider impacts to minority and low income populations as part of environmental analyses to ensure that these populations do not receive a disproportionately high number of adverse human health impacts as a result of a federally funded project. In 1998, FHWA issued a guidance document that established policies and procedures for complying with EO 12898 in relation to federally-funded transportation projects. This guidance defines a “disproportionately high and adverse effect” as one that is predominantly borne by, suffered by, or that is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or non-low-income population.

Minority persons are defined as those people belonging to the following groups: Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Hispanic or Latino. Census 2000 defines the first five groups as races, and Hispanic or Latino as an ethnicity. As such, people of this minority group can belong to any racial group but are still considered minorities with respect to Environmental Justice. Low-income persons are defined as those whose median household income is at or below the U.S. Department of Health and Human Services poverty threshold.

Census 2000 data from the P4 (Hispanic or Latino and Not Hispanic or Latino by Race) and P92 (Poverty Status in 1999 of Households by Household Type by Age of Householder) sample datasets were utilized to provide a quantitative analysis of the counties in the study area with respect to minority and ethnic populations and low-income households. Census data are grouped together by geographic area, of which blocks are the smallest and most precise form. The sensitivity of some information requires the Census Bureau to release it in the more general form of block groups. The data for this study were gathered at the most accurate level for which they were available: for race and ethnicity, at the block level; for income, at the block-group level.

### 2.5.1 MINORITY POPULATION

**Table 2.6** below presents the percentage of the total population of each county made up of racial and ethnic minorities. The population of Sumter County is 52.8 percent minority a higher percentage than the statewide average of 37.4 percent. Census blocks with populations that are 81 to 100 percent minority are found primarily in northern Americus, south of Plains, and southeast of De Soto. A map of the minority population in Sumter County can be found in **Figure 2.5** on page 13.

**TABLE 2.6: SUMTER COUNTY MINORITY POPULATION**

	Sumter County	State of Georgia
Total Population	33,200	8,186,453
Minority Population	17,528	3,057,792
Percent Minority	52.8%	37.4%

Source: 2000 US Census

### 2.5.2 LOW INCOME POPULATION

**Table 2.7** below presents the percentage of households in each county that have incomes under the poverty rate as determined by the federal government and reported by the US Census Bureau. Of Sumter County households, 21.2 percent have incomes under the poverty level, higher than the statewide average of 12.6 percent. As can be seen in **Figure 2.6** on page 14, the highest percentage of low income households is found northeast of Americus.

**TABLE 2.7: SUMTER COUNTY LOW INCOME POPULATION**

	Sumter County	State of Georgia
Total Households	11,990	3,006,369
Households with incomes below the poverty level, 1999	2,539	380,369
Percentage of low income households	21.2%	12.6%

Source:2000 US Census

FIGURE 2.5: MINORITY POPULATION IN SUMTER COUNTY (2000)

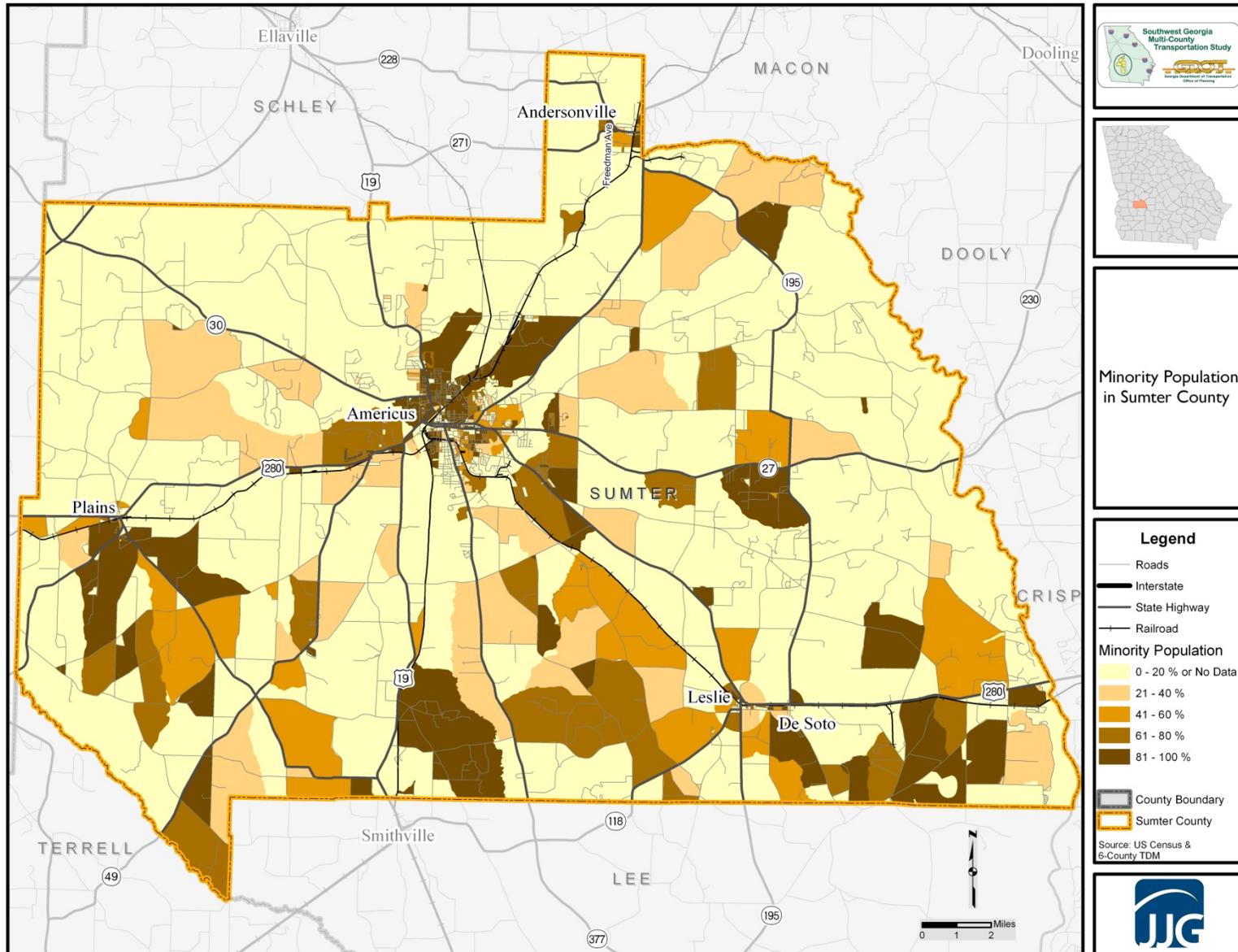
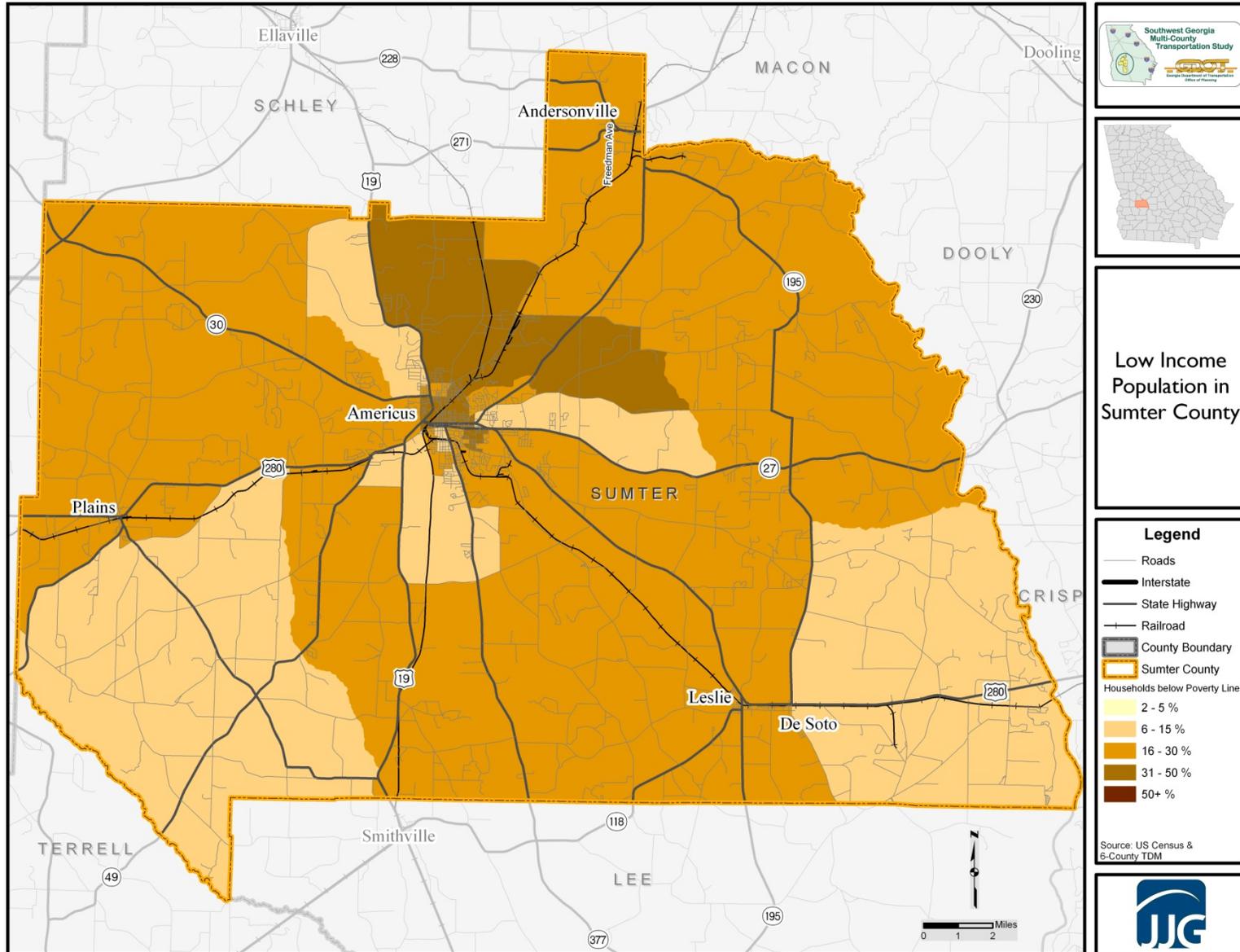


FIGURE 2.6: LOW INCOME HOUSEHOLDS IN SUMTER COUNTY (2000)



### 3. LAND USE

This section presents current and future land use in Sumter County, including protected areas and anticipated development. Parks and wetlands are presented here but further, detailed analysis of park and wetland resources will be necessary for any transportation project to proceed.

#### 3.1 EXISTING LAND USE

The land in unincorporated Sumter County is devoted primarily to agricultural uses and undeveloped acreage, with a small amount (two percent) being used for residences. Residential uses occupy a much larger share of the land in Sumter County's incorporated cities, Americus, Andersonville, De Soto, Leslie and Plains. Sumter County does not provide public utilities to its rural residents, but is exploring the option of installing a public water system as a means of fostering industrial and commercial development.

In Americus, Sumter County's largest city, only one percent of incorporated land is used for agriculture, while 43 percent is used for residential purposes. In other, smaller cities, such as Leslie, as much as 73 percent of incorporated land is used for agricultural purposes, and seven percent is used for residential purposes. All of the cities have some undeveloped land, from nine percent in Plains, up to 19 percent in Andersonville.

The City of Americus saw much of its commercial land uses shift away from the central business district in its downtown to the outskirts of town, particularly along the Macon highway, in the 1970s and 80s. It has since encouraged infill development and has annexed lands as residential development occurs along its edges, but continues to have a blighted area in the city's northwest section. An existing land use map for Sumter County can be found in **Figure 3.1** on page 16.

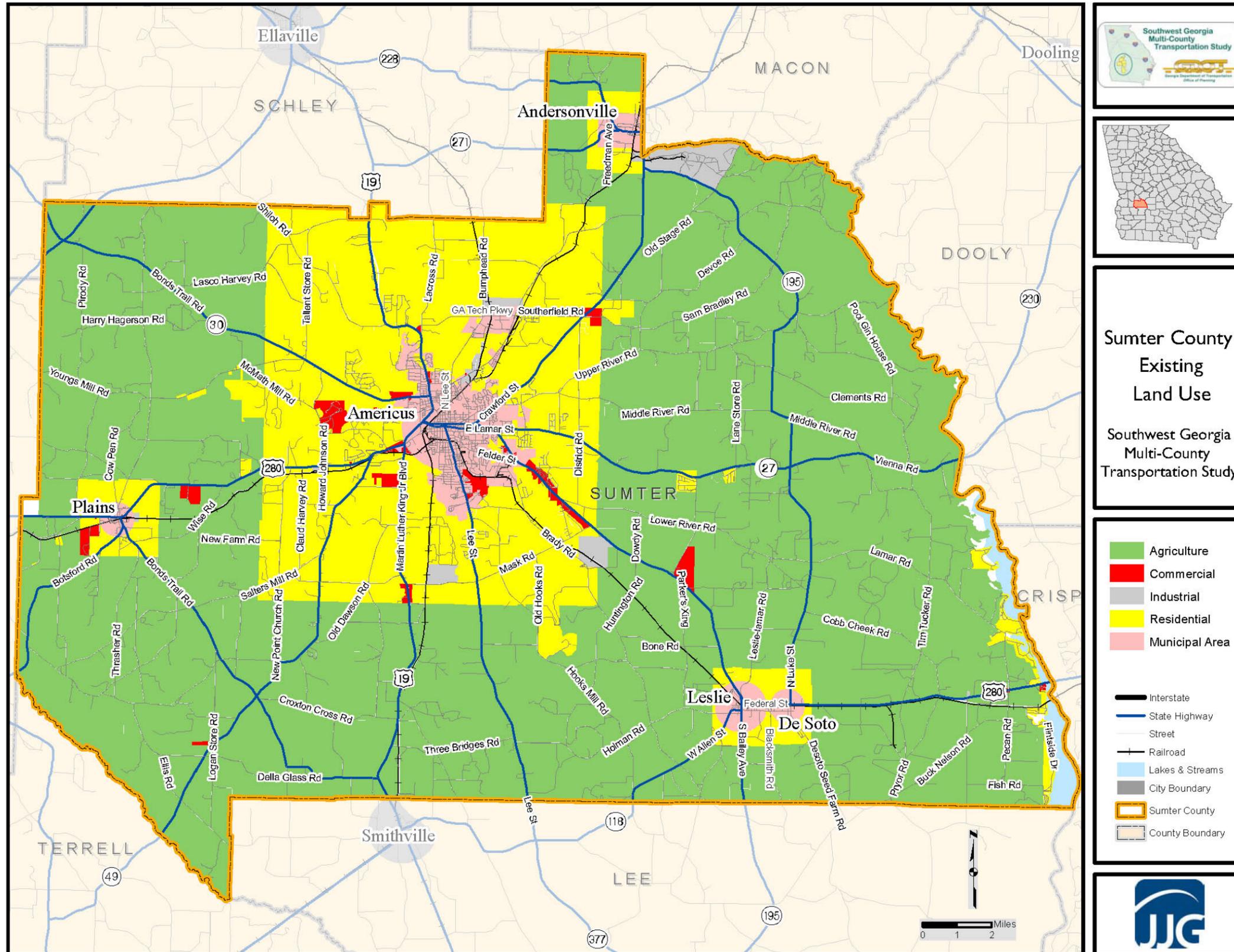
#### 3.2 FUTURE LAND USE

According to the Sumter County Comprehensive Plan (2004), the population of unincorporated Sumter County is expected to grow by 11 percent by 2025, for which an additional 678 acres of land will need to be devoted to residential uses, a three percent increase over the 2004 acreage. The increase in residential population is not expected to have much impact on commercial and industrial uses, which together are expected to require a two percent increase by 2025. Sumter County, however, anticipates increasing recreational and conservation land use by 11 percent in that same time frame. Transportation and public land uses are expected to grow by 11 and 12 percent, respectively, by 2025. The unincorporated county possesses the undeveloped and agricultural acreage to support these changes. No map of future land use in Sumter County is available.

The cities of Sumter County will similarly see agricultural and undeveloped land shift to other uses as follows:

- Americus plans to increase commercial land use acreage by 45 percent, industrial by 66 percent, and residential by 20 percent. These increases would likely cause a 34 percent increase in the land devoted to public and institutional uses as well. In return, Americus expects to decrease the amount of undeveloped land within its borders by more than half.
- Andersonville and De Soto expect to increase development for a reduction in vacant and agricultural lands.
- Leslie plans to increase public and institutional, residential, and transportation and utility land uses, but not commercial or industrial ones.

FIGURE 3.1: SUMTER COUNTY EXISTING LAND USE MAP (2004)



- Plains expects only the most minimal of land use changes.
- None of the cities is planning to add parks or recreation lands.

### 3.3 PROTECTED AREAS

Protected areas are locations which receive protection because of their environmental, cultural or similar value. A large number of protected areas exist which vary by level of protection and by the enabling laws. Examples include parks, reserves, wetlands, wildlife management areas (WMAs), natural areas (NAs), and places and structures of a historic nature. The identification of environmental resources and parks is important in the preparation of a transportation study for two main reasons. First, the preservation of these resources is important to all local, state, and federal stakeholders. Second, the early identification of resources is important when developing transportation plans since their existence could serve to preclude potential transportation facilities or alignments. This discussion focuses on parks, wetlands, and historic locations.

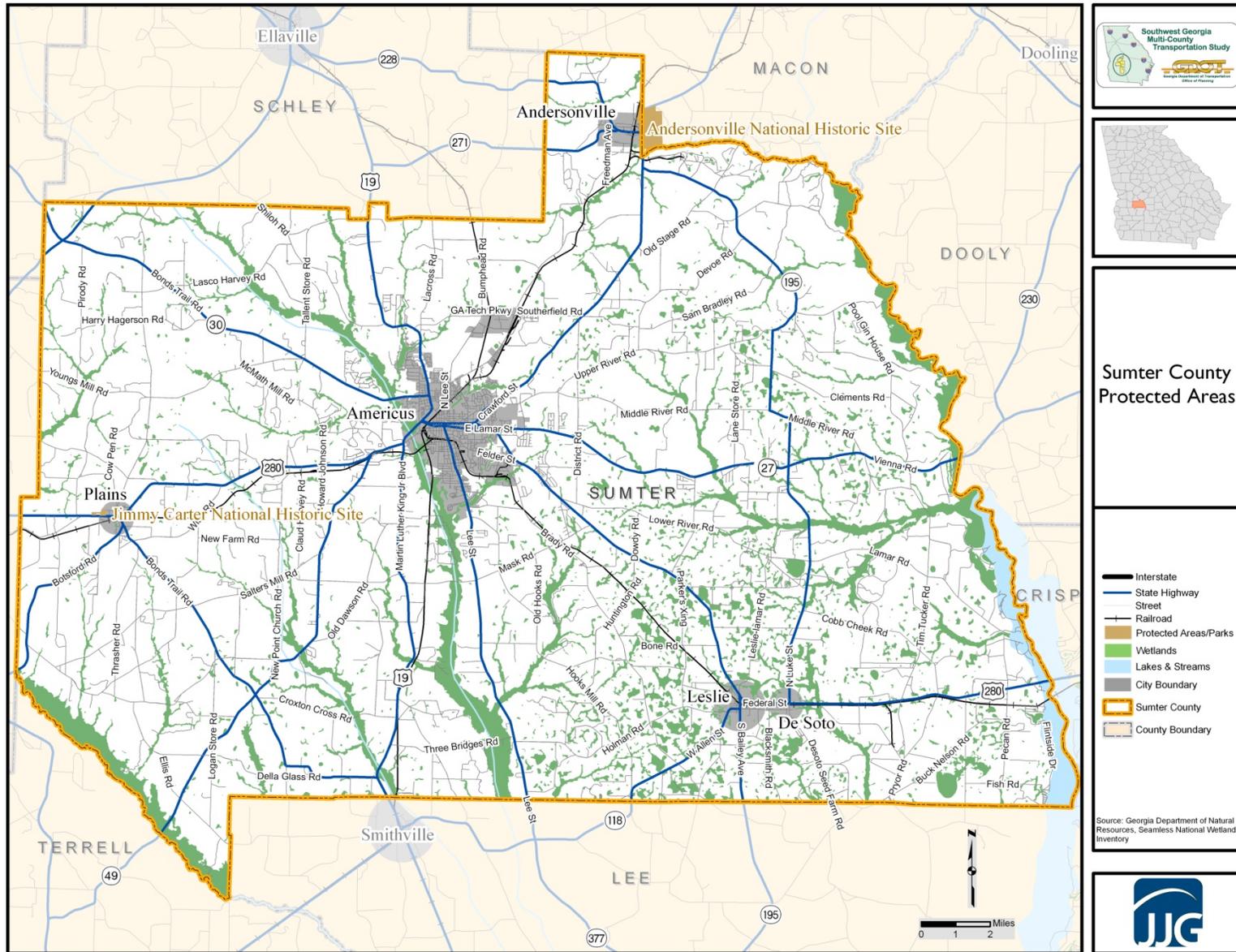
#### 3.3.1 PARKS/PROTECTED NATURAL AREAS

The Andersonville National Historic Site, in Macon and Sumter Counties, and the Jimmy Carter National Historic Site, in Sumter County are both classified as parks and historic sites. These locations are presented in **Figure 3.2** on page 18. There are no state parks or designated wildlife management areas or natural areas within Sumter County.

#### 3.3.2 WETLANDS

Wetlands are defined as areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes and bogs. Federal law and the Georgia Planning Act require protection of wetlands and other natural resources from adverse impact. Because of this, the Georgia Department of Natural Resources maintains a database that defines, identifies, and maps the categories of freshwater wetlands and habitats. **Figure 3.2** depicts the location of wetlands, rivers, open waters, and locations of key protected areas in Sumter County.

FIGURE 3.2: SUMTER COUNTY WETLANDS, PROTECTED AREAS, AND PARKS (2009)



### 3.3.3 NATIONAL REGISTER OF HISTORIC PLACES

According to the National Register of Historic Places, Sumter County contains eight places deemed worthy of preservation. They include the Jimmy Carter National Historic Site and two historic districts as well as other properties. A list of locations within Sumter County that are found on the National Register of Historic Places can be found in **Table 3.1** below.

**TABLE 3.1: SUMTER COUNTY HISTORIC PLACES**

City	County	Location	Address
Americus	Sumter	Americus Historic District	Irregular pattern along Lee St. with extensions to Dudley St., railroad tracks, Rees Park, and Glessner St.
Americus	Sumter	Ashby Street Shotgun Row Historic District	207, 209, and 211 Ashby St.
Americus	Sumter	Dismuke Storehouse	505 N. Lee St.
Americus	Sumter	Guerry-Mitchell House	723 McGarrah St.
Plains	Sumter	Jimmy Carter National Historic Site	300 N. Bond St.
Americus	Sumter	Liberty Hall	SE of Americus on S. Lee St.
Americus	Sumter	Lustron House at 547 Oak Avenue	547 Oak Ave.
Americus	Sumter	McBain, Newman, House	S of Americus on U.S. 19

Source: National Register of Historic Places

### 3.4 DEVELOPMENTS OF REGIONAL IMPACT

A review was performed for applications for Developments of Regional Impact (DRI) within Sumter County filed since 2001 that have been approved or are still pending. DRIs are large-scale projects that are likely to have regional impacts, beyond the boundaries of the local governments of their locations. DRIs are included in this study because, due to their size and/or nature, they can have transportation implications for the regional roadway network.

DRI applications are reviewed by the Regional Commissions, which issue a finding of whether or not the proposed project is in “the best interest of the Region and therefore the State.” The local government uses this recommendation in deciding whether to allow the project to proceed. This process is overseen by the Georgia Department of Community Affairs. Analysis of the application list in **Table 3.2** reveals that one DRI application for Sumter County was filed in 2007. This development for “active adults” in Americus has begun marketing its homes for proposed build out in 2010 - 2011. This development is not expected to place undue strain on the roadway network.

**TABLE 3.2: DRI APPLICATIONS IN THE CRISP COUNTY SINCE 2001**

DRI ID	Project	Type	Location	Initial Info Sub. Date	Current Status	RC Finding: In the best interest of the region?	Expected time frame: This phase/ Overall project	Total Estimated Traffic Volume
1543	The Village at SouthLand Ridge	Mixed Use	Americus, Sumter Co.	8/2/07	Initial Form Submitted	Pending	August, 2010/ August 2011	NA

Source: Georgia Department of Community Affairs

## **4. TRANSPORTATION INVENTORY**

This section presents an inventory of existing transportation facilities within Sumter County. This inventory includes roadway functional classifications, surfaces, and lane configurations, bridges, pedestrian and bicycle facilities, railroads, public transportation services, and safety of roadway segments and intersections.

### **4.1 ROADWAY INVENTORY**

#### **4.1.1 FUNCTIONAL CLASSIFICATION**

Functional classification is the process by which street and highway facilities are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. The functional classification designation of a given road also determines whether it is eligible for federal funds. Federal-aid roads are:

- Principal arterials,
- Minor arterials,
- Urban collectors, and
- Rural major collectors.

In addition, rural minor collectors can be eligible for federal funds. Urban or rural local roads are not eligible for federal-aid.

The hierarchy of roadway networks is defined by the role each type of road serves meeting access and mobility requirements within the system. The role of a local road is to provide access to land, with little emphasis on system mobility. Conversely, arterials emphasize a high level of mobility, serving long trips between activity centers with little concern for land access. Collectors offer a balance between mobility and land access, and provide connections between local roads and streets and arterials.

Urban and rural areas have fundamentally different characteristics as to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which all these elements are related in the definitions of highway function. The following section describes the differences in roads for rural and urban areas.

#### **Functional Systems for Rural Areas**

Rural principal arterials typically serve substantial statewide or interstate travel. These continuous facilities emphasize regional mobility and connect larger urban areas. These roads are designed for a relatively high rate of speed and often have limited access to adjacent land uses and street networks. Rural principal arterials are comprised of Interstate facilities as well as major rural highways. Rural minor arterials, in conjunction with rural principal arterials comprise a rural network that connects cities with towns. While generally not designed with limited or controlled access, these facilities allow for higher speeds and mobility than provided by collector roadways.

Rural major and minor collectors generally serve travel of primarily intra-county, rather than statewide or regional importance. These facilities provide a balance between mobility and land access. Trip length is

therefore generally shorter than rural arterials and posted speeds generally more moderate than rural arterials.

Rural local roads typically provide access to adjacent land and provide service to travel over shorter distances than collector and higher order systems. Rural local roads represent the largest type of road network within the county.

### Functional Systems for Urban Areas

Urban principal arterials serve the major centers of activity in a metropolitan area, are the highest traffic volume corridors, and serve the longest urban trips. These facilities carry a high proportion of the total urban area travel. Urban principal arterials should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the city centers. Characteristics of these roads include partially and fully controlled access and high speeds.

The urban minor arterial street system should connect to and support urban principal arterials and provide slightly lower mobility than the principal arterials. These usually serve a smaller geographic area and provide some local access. Urban minor arterials are usually lower speed facilities and generally do not have limited or controlled access.

Urban collectors provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. This classification of street is typically designed to distribute trips from the arterials to their ultimate destination. Speeds on these streets are relatively moderate.

Urban local streets comprise all facilities not on one of the higher systems. These streets serve primarily to provide direct access to abutting land and to the higher order systems. Speeds are typically low and through traffic movement is usually discouraged.

These classifications allow the safety of facilities across the state of Georgia to be evaluated relative to other facilities of similar design, traffic volumes and purpose. GDOT is responsible for collecting performance information from local and state reporting agencies for street and highway facilities. In most cases, GDOT also provides the functional classifications for state road facilities. Typical information collected includes Average Annual Daily Traffic (AADT); accident locations, equipment involved injuries and fatalities.

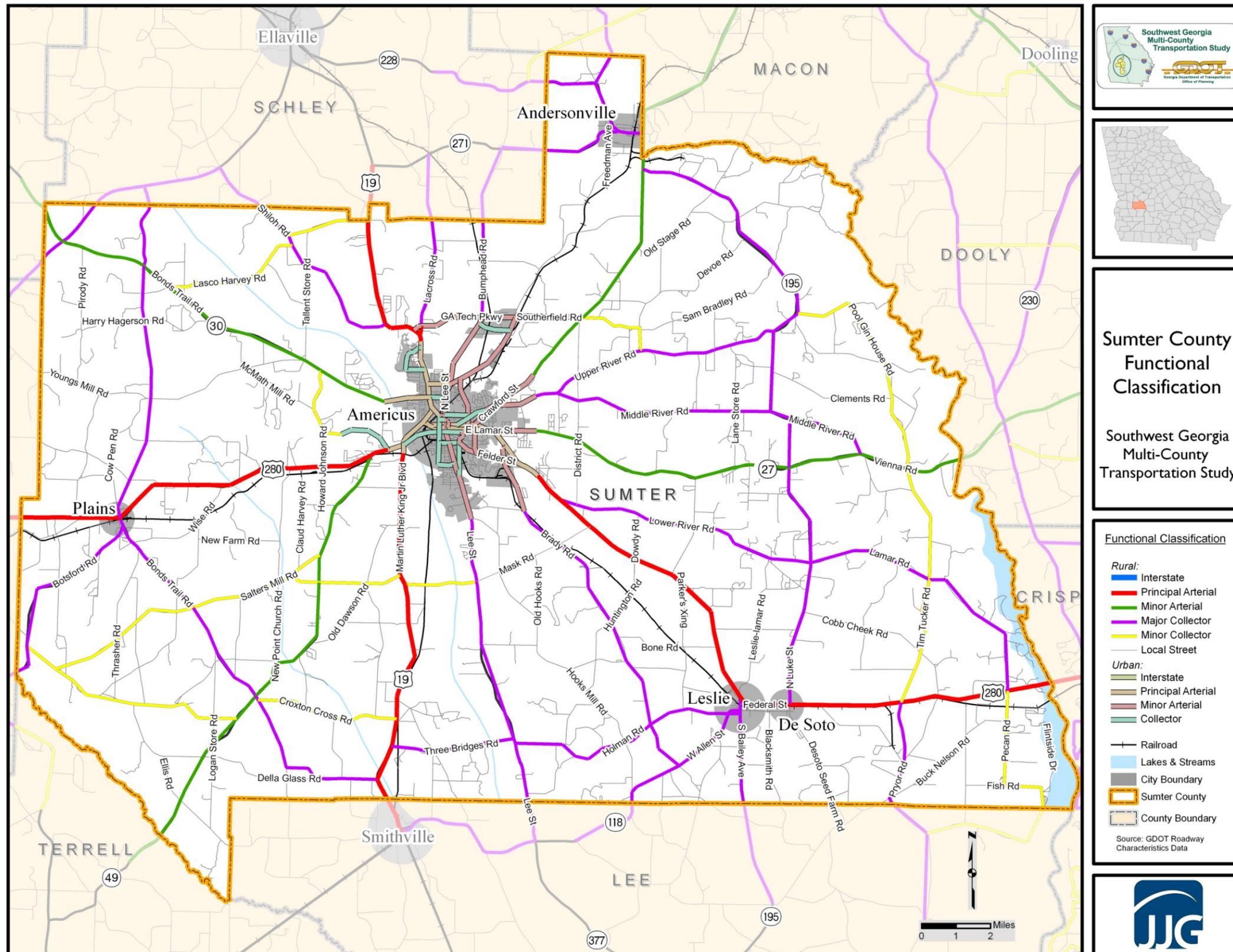
**Figure 4.1** on page 22 presents the Sumter County roadways by functional classification. While Sumter lacks direct access to interstates, the county maintains higher amount of arterial miles than the other respective counties. **Table 4.1** below presents the mileage and VMT for each functional classification in Sumter County.

**TABLE 4.1: FUNCTIONAL CLASSIFICATIONS IN SUMTER COUNTY**

	Rural Roadways		Urban Roadways	
	Mileage	VMT	Mileage	VMT
Interstate	0.00	0	0.00	0
Arterial	87.64	276,446	36.48	301,802
Collector	191.57	125,397	12.55	26,221
Local	353.23	154,973	105.23	85,168
Road Total	632.44	556,816	154.26	413,191

Source: GDOT Office of Transportation Data Mileage by Road Type and Road System

FIGURE 4.1: SUMTER COUNTY ROADWAY FUNCTIONAL CLASSIFICATIONS (2008)



**Sumter County Functional Classification**

Southwest Georgia Multi-County Transportation Study

**Functional Classification**

**Rural:**

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street

**Urban:**

- Interstate
- Principal Arterial
- Minor Arterial
- Collector

— Railroad  
 Lakes & Streams  
 City Boundary  
 Sumter County  
 County Boundary

Source: GDOT Roadway Characteristics Data



### 4.1.2 ROAD SURFACE

The surface type of a road determines capacity of a facility, its maintenance requirements, and the uses of its surrounding land. Sumter County had a higher percentage of paved roadways than state averages. In Sumter County, 17 percent of roadways are unpaved. **Table 4.2** below presents the road mileage by surface type for Sumter County.

**TABLE 4.2: SUMTER COUNTY ROAD MILEAGE BY SURFACE TYPE**

Road Type	Sumter County			State Totals		
	Total Mileage	Unpaved	Percent Unpaved	Total Mileage	Unpaved	Percent Unpaved
State Routes	170	0.0	0.0%	18,096	1	0.0%
County Roads	517	159	30.8%	84,558	27,986	33.1%
City Streets	99	1	1.0%	14,584	486	3.3%
Road Total	787	160	20.3%	117,238	28,473	19.5%

Source: GDOT office of Transportation Data 2007

### 4.1.3 LANE CONFIGURATION

Another important attribute reviewed from GDOT's RC database is the number of lanes provided on each road in the county. Roads in the county area primarily serve traffic in both directions. Additionally, the majority of the roads in the county are two-lane facilities. **Figure 4.2** on page 24 illustrates the number of lanes on roadways by county.

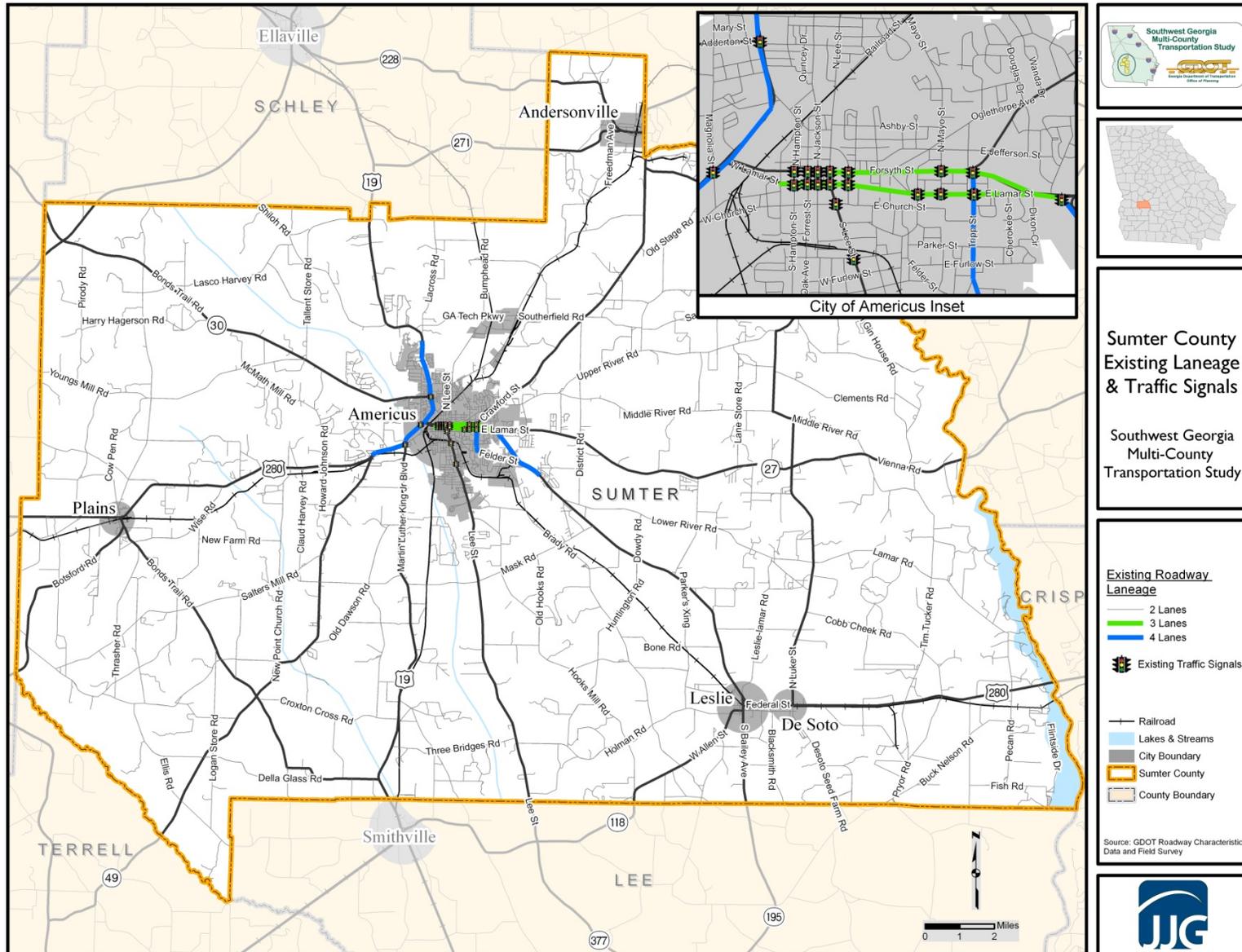
## 4.2 BRIDGE INVENTORY AND CONDITIONS ASSESSMENT

The following section will provide an analysis of current bridge conditions relative to sufficiency and importance to the overall roadway network in the study area. Maintaining bridges in good condition is important for safety and to avoid delays due to road closures and weight limits. The bridge sufficiency rating formula was created in part as a universally accepted method of collectively evaluating factors which indicate a bridge's condition and its ability to remain in service. The result of the standardized formula is a number between zero and 100, for which 100 represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge.

The collective factors which form a sufficiency rating are collected by GDOT and submitted to the Federal Highway Administration (FHWA) on an annual basis. Key factors which make up a sufficiency rating include the number of lanes relative to the roadway it carries, AADT, structural condition and deck condition.

It is important to note that sufficiency ratings do not necessarily indicate a bridge's ability to safely carry traffic loads. Measures used to determine a bridge's sufficiency also include metrics not related to the structural integrity. Factors that are used to calculate sufficiency that are not related to structural integrity include under-clearances, the bridge's location on the national highway system, conditions of the bridge approaches, and traffic safety features, like railing height, and the length of a detour should the bridge be closed. In total, there are 18 key factors used to calculate sufficiency ratings.

FIGURE 4.2: SUMTER COUNTY EXISTING LANEAGE AND TRAFFIC SIGNALS (2008)



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

The Highway Bridge Program uses sufficiency ratings to help prioritize bridges in need of repair or replacement. The Highway Bridge Program is authorized and funded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). To qualify for federal replacement funds, a bridge must have a rating of 50 or below. Bridges with a sufficiency of 50 to 80 meet the minimum qualifications for rehabilitation funding. Rehabilitation can include maintenance or repair of bridge decks, expansion joints, bridge railings, foundations, piers, etc. Bridge rehabilitation can be a cost efficient solution for bridges with sufficiency ratings below 50 if it can be demonstrated that the rehabilitation will improve the bridge to an acceptable sufficiency rating. It should be noted that bridges that qualify for federal funding by their sufficiency ratings are not guaranteed to receive such funds.

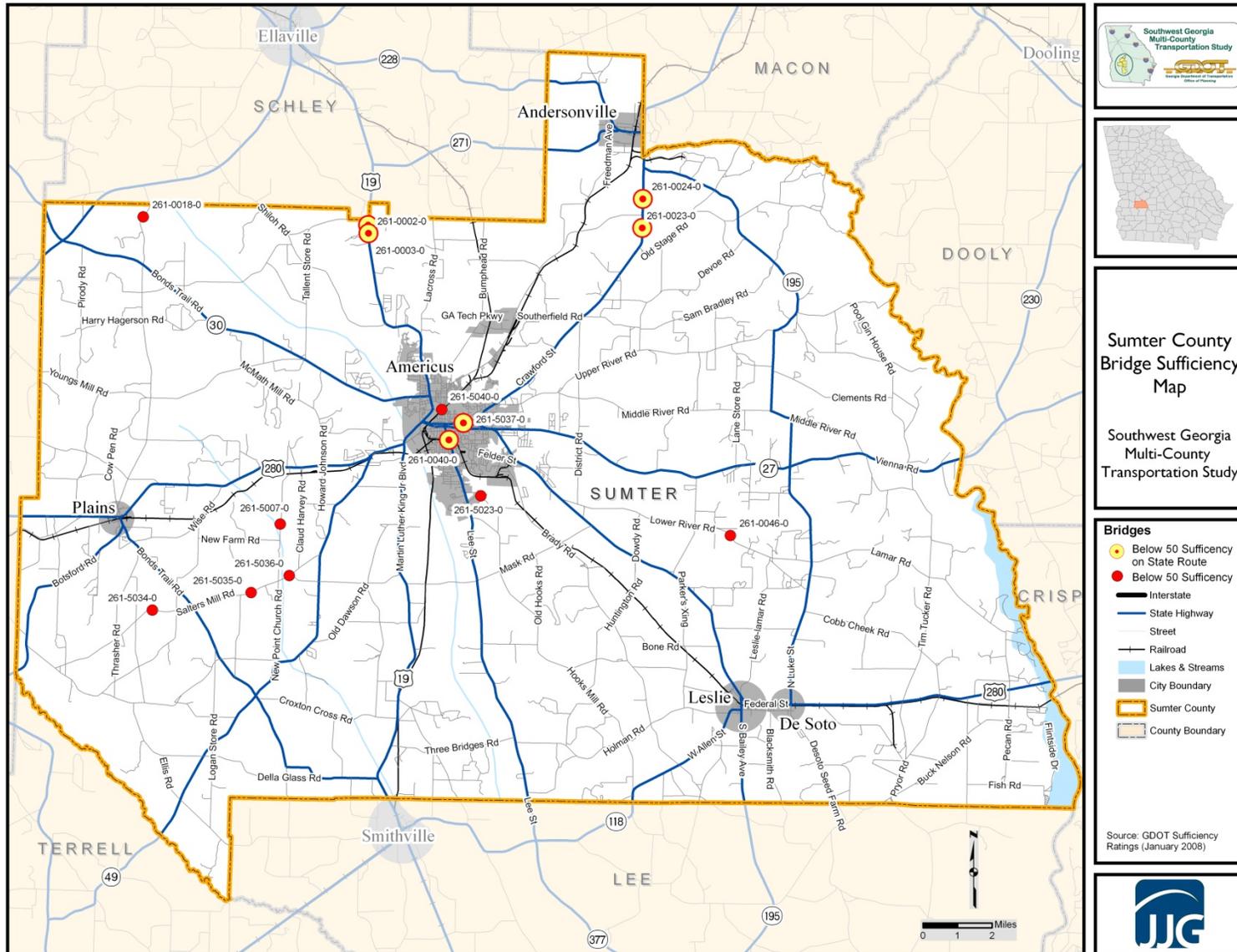
Sumter County had 14 bridges, or approximately 26 percent of bridges in the county, with sufficiency ratings below 50, meeting the minimum requirement for FHWA bridge replacement funding. Six of these bridges are on the State Route system. Please see **Table 4.3** below and **Figure 4.3** on page 26 for a description of facilities and locations.

**TABLE 4.3 SUMTER COUNTY BRIDGES WITH SUFFICIENCY RATINGS BELOW 50**

Bridge Serial No.	Facility Carried	Feature Intersected	Sufficiency	Year Built	On State Route System?	PI Number?
261-5007-0	New Point Ch Road	Muckaloochee Creek	20.32	1970	No	No
261-5040-0	Jackson Street	Town Creek	21.65	1950	No	No
261-5023-0	Murphys Mill Road	Murphys Mill Pond	23.33	1938	No	No
261-0018-0	State Route 45	Deer Creek	27.22	1953	Yes	No
261-5036-0	Salter Mill Road	Muckaloochee Creek	28.32	1966	No	No
261-5035-0	Salter Mill Road	Little Muckaloochee Creek	32.04	1966	No	No
261-0002-0	US 19	Bear Branch	34.61	1955	Yes	No
261-5034-0	Salter Mill Road	Pessell Creek	35.58	1966	No	No
261-0046-0	Lamar Road	Po Joe Branch	37.65	1951	No	No
261-0003-0	US 19 John Gordon	CSX Railroad	38.24	1948	Yes	No
261-0040-0	S. Lee Street/SR 377	Norfolk Railroad	45.17	1911	Yes	No
261-0023-0	State Route 49	Viney Creek	45.22	1920	Yes	No
261-0024-0	State Route 49	Sweetwater Creek	45.84	1920	Yes	No
261-5037-0	Reese Street	Muckalee Creek Tributary	48.61	1914	No	No

Source: GDOT January 2008

FIGURE 4.3: SUMTER COUNTY BRIDGE SUFFICIENCY (2008)



### 4.3 PEDESTRIAN AND BICYCLE FACILITIES

The information in this section regarding existing and planned bicycle and pedestrian facilities comes from the *Middle Flint Regional Bicycle and Pedestrian Plan*, which was prepared by the River Valley RC and submitted to GDOT in 2005, and from GDOT planned and programmed projects. Planned near-term pedestrian and bicycle facility improvements are included in GDOT's State Transportation Improvement Program (GDOT STIP) 2008-2011 and Work Program. The nature of the GDOT STIP and Work Program are covered in the GDOT Planned and Programmed Improvements Section presented later in this document.

#### 4.3.1 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Sidewalks are generally available in the cities and towns of Sumter County, particularly in their historic centers and older neighborhoods. Recreational walking and jogging paths and trails can be found in Americus at Finklea-Robinson Field Track, Georgia Southwestern State University, T.G. Barnum Senior Citizens Park, Muckalee Creek Park, and the W.L. Walton "Boon" Park.

Sumter County currently does not have a state designated bicycle route within its borders. As the *Middle Flint Regional Bicycle and Pedestrian Plan (2005)* notes, however, the state bicycle route designation does not imply access to bicycle facilities. Existing bicycle routes in the study area are mapped with the proposed bicycle routes in **Figure 4.4** on page 28.

#### 4.3.2 PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

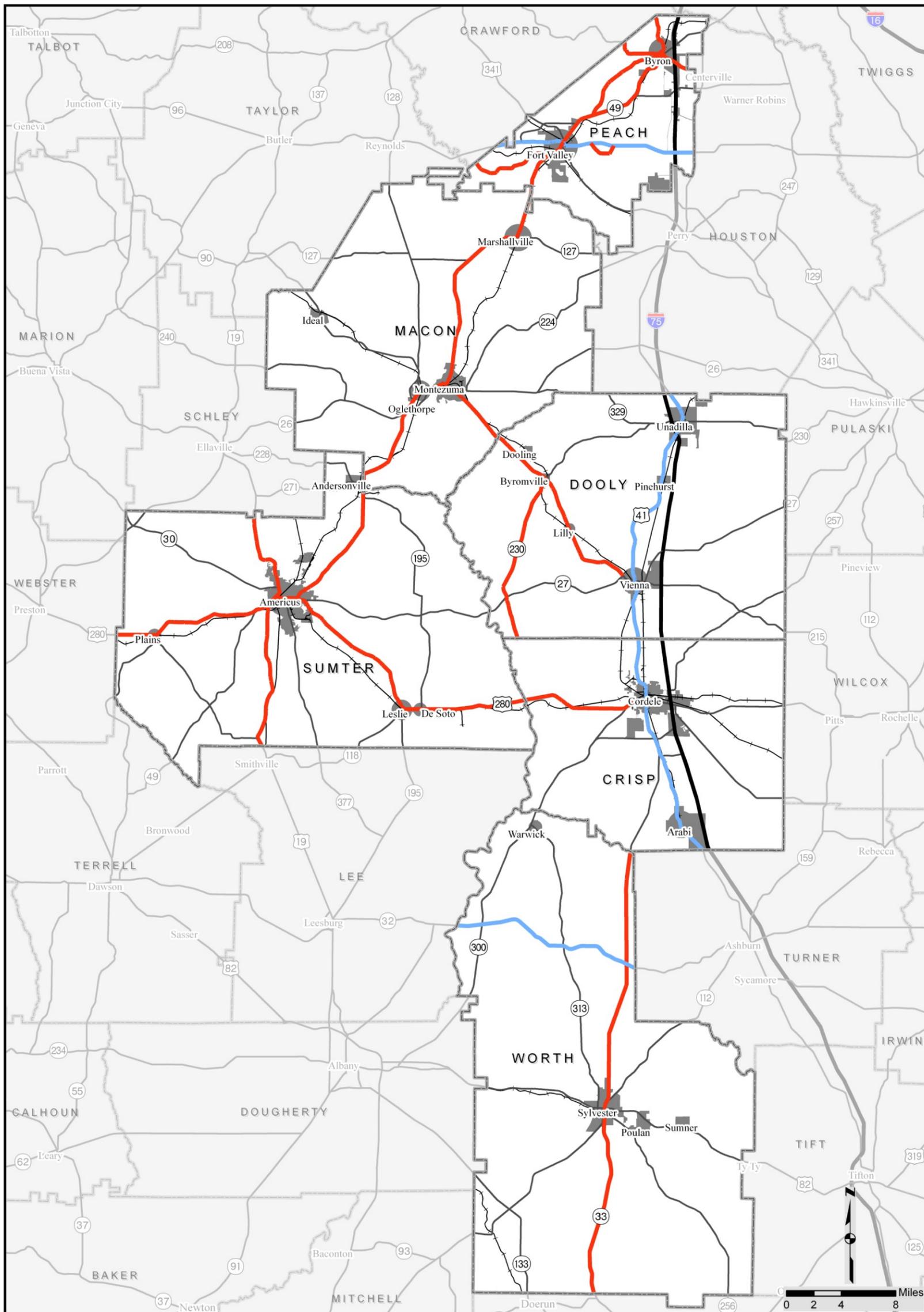
An inventory of recommendations from the RC bicycle and pedestrian plans listed above and GDOT are listed in **Table 4.4** below. GDOT recommendations are covered in greater detail in Chapter 6, Planned and Programmed Projects. Proposed bicycle routes in the six-county area are mapped with the existing bicycle routes in **Figure 4.4**.

**TABLE 4.4: PEDESTRIAN RECOMMENDATIONS IN SUMTER COUNTY**

Source	County	Facility Type	Recommendation
River Valley RC	Macon and Sumter	Bike	New bicycle route along SR 49 from Montezuma, in Macon County, to Americus, in Sumter County, by way of Andersonville.
River Valley RC	Crisp and Sumter	Bike	New bicycle route along US 280 from Americus, in Sumter County, to Cordele, in Crisp County, by way of Leslie and DeSoto.
River Valley RC	Sumter	Bike	Series of "GreenPrint" bicycle route spurs around Plains.
River Valley RC	Sumter	Bike	New bicycle route along US 280 from Americus, in Sumter County, to Preston, in Webster County, by way of Plains.
River Valley RC	Sumter	Bike	New bicycle route along SR 19 from Ellaville, in Schley County, to the southern Sumter County Line, via Americus.
GDOT	Sumter	Bike & Ped	Facility in Americus
GDOT	Sumter	Bike & Ped	Multi-Use Trail in Americus
GDOT	Sumter	Ped	Sidewalks in Plains

*Source: Middle Flint Regional Bicycle and Pedestrian Plan (2005)*

FIGURE 4.4: EXISTING AND PROPOSED BICYCLE ROUTES IN THE SIX-COUNTY STUDY AREA (2009)



		<p><b>Southwest Georgia Multi-County                  Transportation Study                  Existing and Planned Bike Routes</b></p>	<table border="0"> <tr> <td></td> <td>Existing Bike Route</td> </tr> <tr> <td></td> <td>Planned Bike Route</td> </tr> <tr> <td></td> <td>Interstate</td> </tr> <tr> <td></td> <td>State Highway</td> </tr> <tr> <td></td> <td>Railroad</td> </tr> <tr> <td></td> <td>City Boundary</td> </tr> <tr> <td></td> <td>County Boundary</td> </tr> </table> <p><small>Sources: GDOT Bicycle and Pedestrian Program, Warner Robins Area Transportation Study, Middle Georgia, Middle Flint, and Southwest Georgia Regional Bicycle and Pedestrian Plans.</small></p>		Existing Bike Route		Planned Bike Route		Interstate		State Highway		Railroad		City Boundary		County Boundary	
	Existing Bike Route																	
	Planned Bike Route																	
	Interstate																	
	State Highway																	
	Railroad																	
	City Boundary																	
	County Boundary																	

## 4.4 RAILROADS

Historically, a number of thriving communities within the six-county study area were established along the railroad lines at key locations to serve commerce. Today, a number of these railroads continue serving the study area. Please see **Figure 4.5** on page 29 for a map of these railroads in the study area.

Sumter County is served by three lines that all cross or connect in Americus. The first is operated by Norfolk Southern and links Albany to Macon. This mainline has also been identified by GDOT's Intercity Rail program as a corridor for passenger service from Albany to Atlanta. In Sumter County, this rail line passes from Smithville, in Lee County to the south, to Americus, Andersonville, and then to Oglethorpe in Macon County.

The second line, owned by GDOT and operated by Genesee and Wyoming, connects Americus to Columbus. From its terminus in Americus, this line passes through Sumter County to Ellaville in Schley County to the north.

The third line is the short line Heart of Georgia Railroad (HOG), which is owned by GDOT and operated by Atlantic Western Transportation. The HOG operates scenic, non-commuter service between Mahrt, Alabama and Vidalia, Georgia via Cordele and Americus. The SAM Short line Excursion Train uses this same line and provides service between Archery and Cordele.

## 4.5 PUBLIC TRANSPORTATION

Rural transit service can take the form of fixed-route, demand-responsive, or deviated fixed-route. Rural transit service can take the form of fixed-route, demand-responsive, or deviated fixed-route. A fixed-route system operates along a particular route according to a fixed schedule, such as a typical city bus service. A demand responsive system could include van services and shuttle bus systems that provide services only when or where they are required. Deviate fixed-route service combines aspect of both types of service by breaking from fixed-route service to make trips at other times or locations when requested.

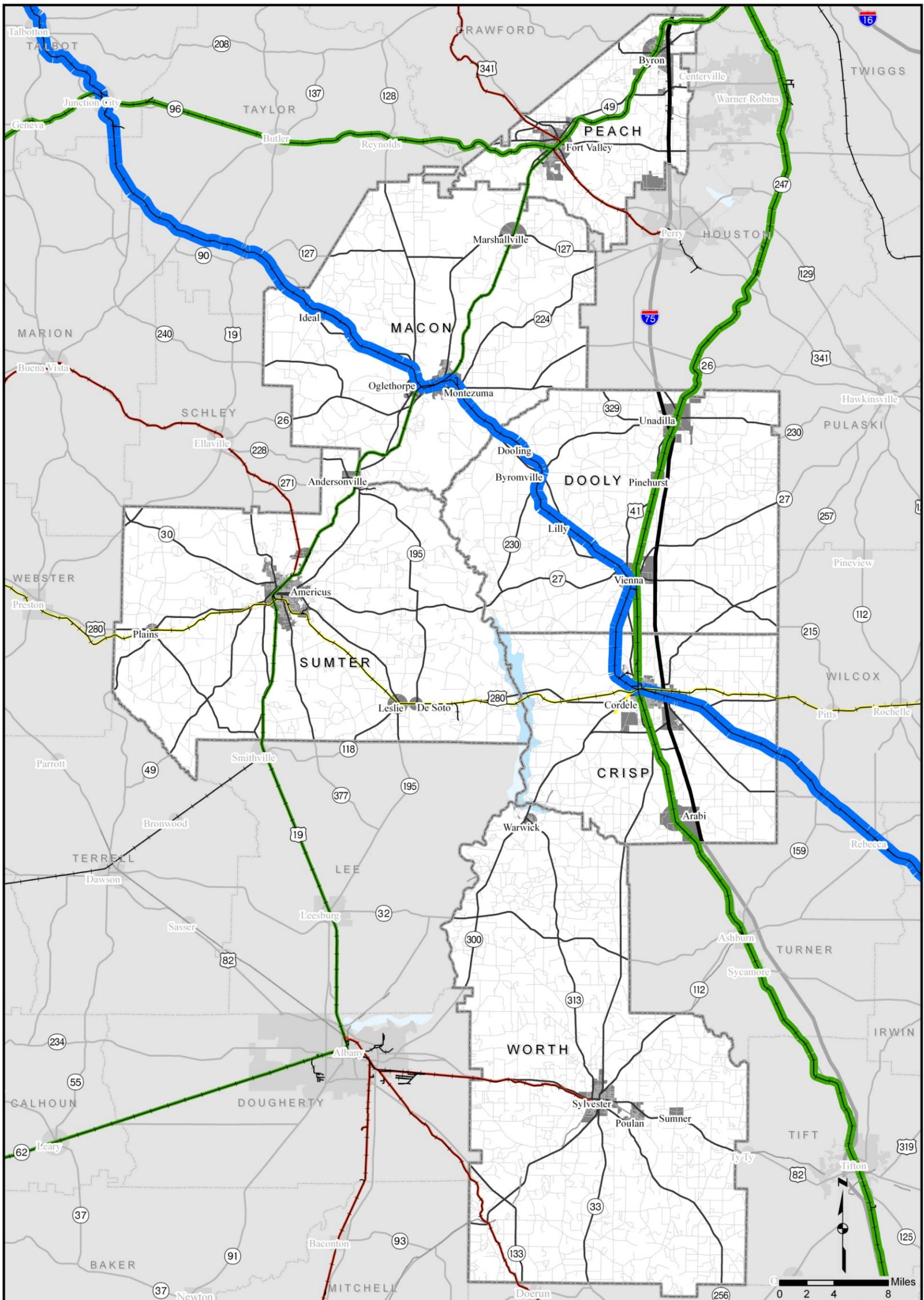
The service is often infrequent and is designed to accommodate persons traveling for medical, shopping and other personal business needs rather than commuting. Service tends to be catered to the individual due to the clientele and number of requested trips. Service is usually open to the general public unless otherwise noted. Service hours tend to be limited to weekdays, with schedules designed to allow for same day return trips on days service is provided. Americus Public Transit provides transit within Sumter County ((229) 924-4411).

## 4.6 SAFETY

Crashes occur most frequently at intersections, but can also occur along segments of a street or highway. Understanding where and why crashes occur is useful in measuring relative need and prioritizing projects. To pursue this end, crash data were analyzed using three distinct approaches.

First, a county analysis was conducted which compared crashes within each county to that of the state, per population, for the years 2000-2007. This analysis provides a generalized tool which compares each county relative to the likelihood of a crash occurring.

FIGURE 4.5: RAIL OWNERSHIP AND TONNAGE (2005)



 	<p><b>Southwest Georgia Multi-County                  Transportation Study                  Rail Ownership and Tonnage</b></p>	<p><b>Tonnage: Millions of Gross Tons</b></p> <ul style="list-style-type: none"> <li>0 - 2.99</li> <li>3.0 - 9.99</li> <li>10.0 - 24.99</li> <li>25.0 - 49.99</li> <li>50.0 - 74.99</li> </ul>	<p><b>Rail Ownership</b></p> <ul style="list-style-type: none"> <li>Shortlines</li> <li>GDOT</li> <li>Norfolk Southern</li> <li>CSX</li> </ul>	
		<p>Source: GDOT Office of Intermodal Programs</p>		

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

Second, an analysis was completed by road segment. Segment termini were established by using county lines, termini of a roadway facility, or location where a facility type changed. An example of a segment terminus would be the location where an urban arterial road facility type changed to a rural arterial, or from a local collector to an arterial, etc. Segments with crash rates higher than the state rate per 100 million vehicle miles (MVM) for their respective facility type were identified and noted. This analysis was conducted using the year 2007 data.

Facilities with high crash rates were compared to the statewide averages for their respective functional classifications. Functional classifications analyzed in this study were Urban Interstate, Rural Interstate, Urban Principal Arterial, Rural Principal Arterial, Rural Minor Arterial, Urban Collector, and Rural Major Collector.

Rates were normalized for each segment by comparing crashes per 100 million vehicles miles (MVM). Crash, injury and fatality rates were compared against the average of similar facilities across the State of Georgia, as is industry standard.

The third process used to analyze crash information identified intersections throughout the six-county study area with consistently high numbers of reported crashes annually. GDOT funds the use of Critical Analysis Reporting Environment (CARE) software for crash data analysis in Georgia. CARE software was used in this study to examine reported crashes and their respective locations for the years 2000-2007. Intersections which averaged higher than five crashes per year between 2000 and 2007 were considered to experience relatively high crash rates.

High crash rates at intersections are generally the result of high traffic volumes and congestion, not poor intersection geometry. In almost all instances, high crash rate intersections are on the most heavily travelled roadways within a county. When intersections with safety concerns are identified by local input or field investigation, these intersection are compared with the list of high crash intersections in order to identify whether operational or geometric improvements are necessary.

Four segments of the Sumter County road network experienced higher than state average crash rates when comparing each segment to its respective functional classification type. This analysis identified three segments of State Route 3 and one segment of State Route 377. SR 3/US 19 is on the National Highway System, and SR 377 is on the State Route system. **Table 4.5** below details segments and associated statistics.

**TABLE 4.5: 2007 SUMTER COUNTY CRASH RATE BY ROADWAY SEGMENT**

Roadway			Crashes	Crash Rate (per 100 million vehicle-miles (MVM))		Injuries
GDOT Route No.	Functional Classification	Beg - End MP	Number	Sumter County Road Segment	Statewide Avg.	Number
SR 3/US 19	Rural Principal Arterial	0 - 10.4	23	145	114	9
SR 3/US 19	Urban Principal Arterial	10.5 - 13.1	72	593	441	64
SR 3/US 19	Rural Principal Arterial	13.1 - 16.5	11	148	114	9
SR 377	Urban Minor Arterial	8.3 - 11.2	43	437	404	27

Source: CARE Data 2000-2007

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

Sumter County had 17 intersections averaging more than five crashes per year. These crashes occurred principally along East Lamar Street (SR 27) and Martin Luther King (SR 3). **Table 4.6** below and **Figure 4.6** on page 33 document hotspot intersections with five or more crashes per year. Neither roadway in the hot spot intersection of Parker Street at Tripp Street is in the State Route system. Therefore, any projects or safety improvements at this intersection may not be the responsibility of GDOT.

**TABLE 4.6: SUMTER COUNTY HOTSPOTS**

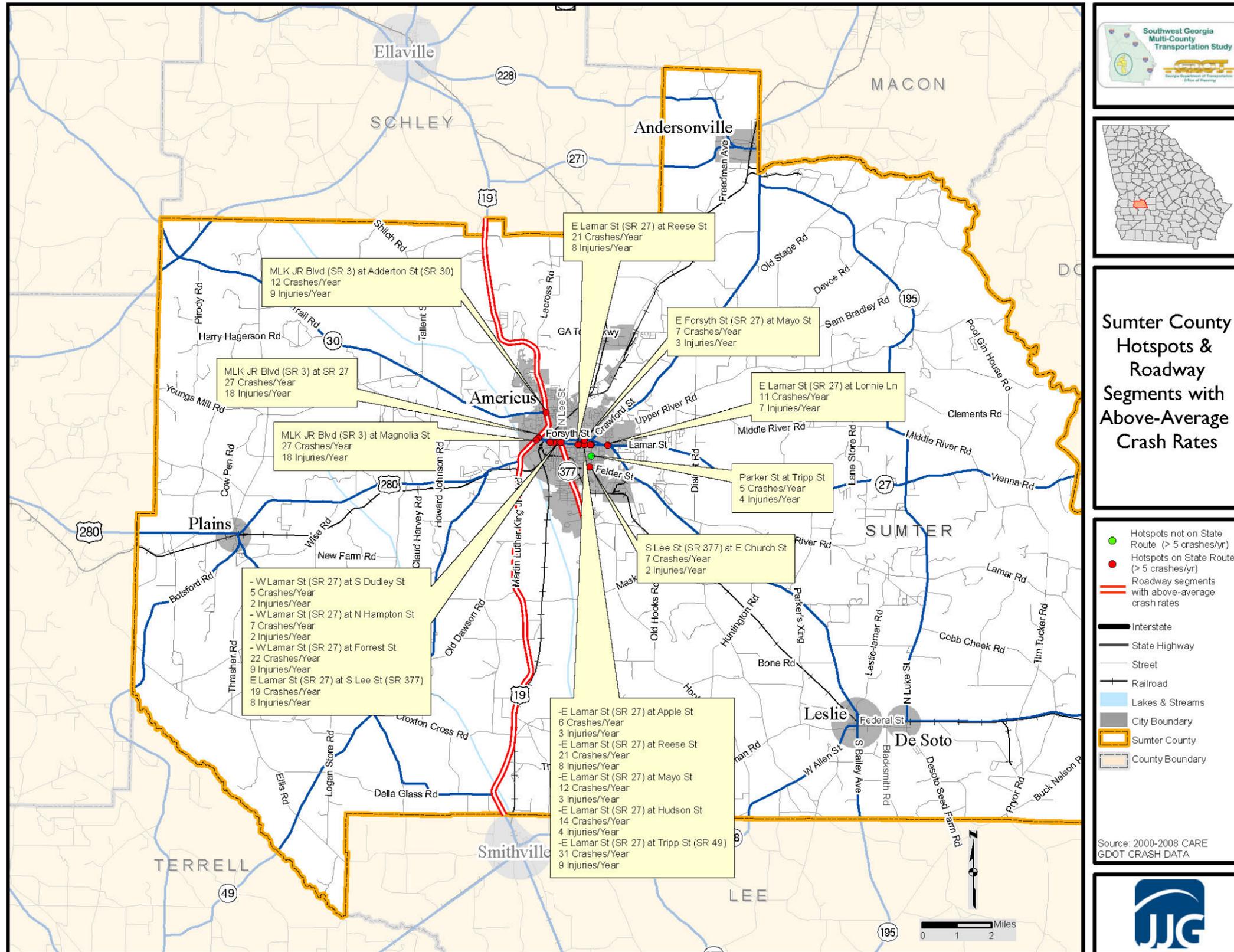
Intersection Location			Total (2000-2007)			Annual Average		
Location	MP	City	Crash	Injury	Fatality	Crash	Injury	Fatality
E Lamar Street(SR 27) at Tripp Street(SR 49)	14.09	Americus	249	68	0	31	9	0
Martin Luther King Jr Blvd (SR 19) at SR 27	11.54	Americus	212	144	0	27	18	0
Lamar Street(SR 27) at Forrest Street	13.21	Americus	176	69	0	22	9	0
E Lamar Street(SR 27) at Reese Street	13.89	Americus	169	61	0	21	8	0
E Lamar Street(SR 27) at S Lee Street(SR 377)	13.32	Americus	150	62	0	19	8	0
E Lamar Street(SR 27) at Hudson Street	14.17	Americus	113	30	0	14	4	0
E Lamar Street(SR 27) at Mayo Street	14.05	Americus	95	24	0	12	3	0
MLK JR Blvd (SR 19) at Adderton Street(SR 30)	12.24	Americus	93	71	0	12	9	0
E Lamar Street(SR 27) at Lonnie Lane	14.67	Americus	90	54	0	11	7	0
MLK JR Blvd (SR 19) at Magnolia Street	11.39	Americus	74	41	0	9	5	0
W Lamar Street(SR 27) at N Hampton Street	13.13	Americus	58	18	0	7	2	0
MLK JR Blvd (SR 19) at US 280	10.5	Americus	53	49	0	7	6	0
S Lee Street(SR 377) at E Church Street	11.01	Americus	52	18	0	7	2	0
E Forsyth Street(SR 27) at Mayo Street	0.81	Americus	52	23	0	7	3	0
E Lamar Street(SR 27) at Apple Street/Medical Park Road	13.75	Americus	47	21	0	6	3	0
W Lamar Street(SR 27) at S Dudley Street	12.99	Americus	43	17	0	5	2	0
Parker Street at Tripp Street	0.23	Americus	41	29	0	5	4	0

Source: CARE Data 2000-2007

Intersections are difficult to compare to one another over time and space, due to the differences in roadway types, intersection geometries, and factors such as signalization and sight-distance. GDOT maintains statewide crash rates for intersections by type; however, for the purposes of this study, intersection crash rates were compared within the county.

High crash rates at intersections are generally the result of high traffic volumes and congestion, not poor intersection geometry. In almost all instances, high crash rate intersections are on the most heavily travelled roadways within a county. High rates of accidents on segments or intersections may not be indicative of skewed geometry and may not be open to remediation based on geometric redesign.

FIGURE 4.6: HOTSPOTS AND ROADWAY SEGMENTS WITH ABOVE-AVERAGE CRASH RATES IN SUMTER COUNTY (2000-2007)



## 5. EXISTING AND FUTURE TRAFFIC CONDITIONS

In order to evaluate existing and future traffic conditions on roadways within each study county, a travel demand model was developed for the entire six-county study area. A travel demand model is a computer model used to estimate traffic volumes and travel patterns utilizing study area information such as roadway networks, land use information, and demographic data including population and employment. The travel demand model originally developed for the Southwest Georgia Interstate Study (2009) was modified and recalibrated for use in this study. The base, or existing, model year utilized was 2006 since this is the most recent year for accurate employment data from the Georgia Department of Labor. The future, or horizon, year utilized for this study was 2035.

The travel demand model was utilized to determine traffic conditions on all six-county study area roadways for base (2006) and horizon year (2035). Traffic conditions on study roadways are evaluated based on a Level-of-Service (LOS) analysis. LOS is a qualitative measure describing operational conditions and driver perceptions within a traffic stream. According to the 2000 Highway Capacity Manual (2000 HCM), six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing free-flow conditions with minimal delay and LOS F representing severe congestion with long vehicle delays. **Figure 5.1** on page 35 presents a graphical representation of the six levels of service.

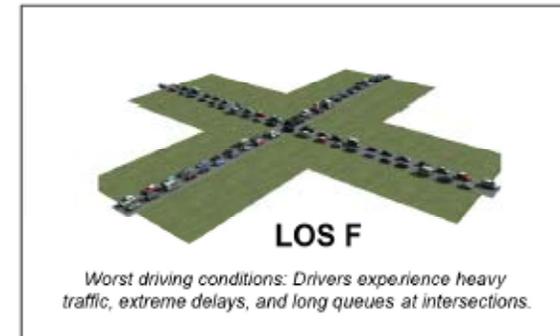
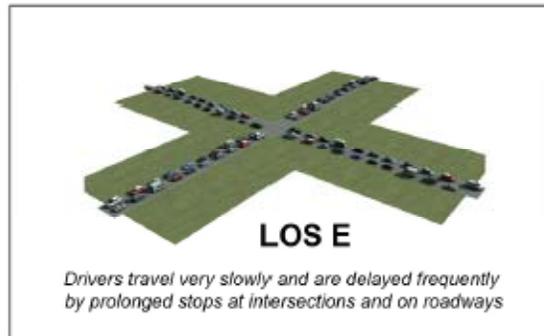
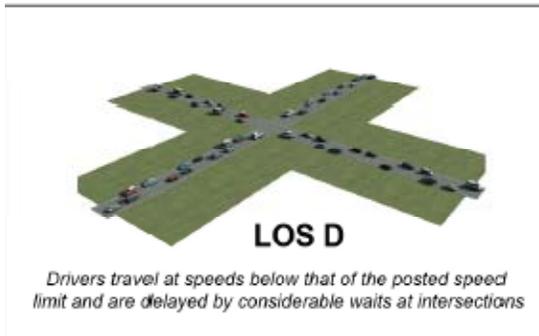
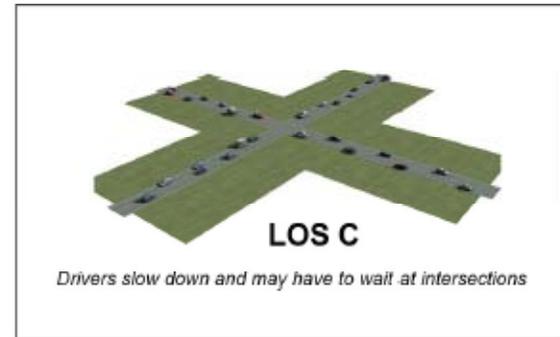
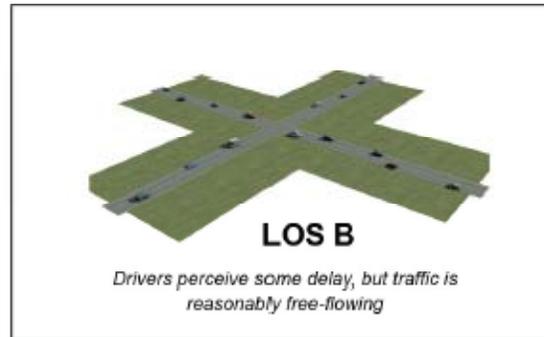
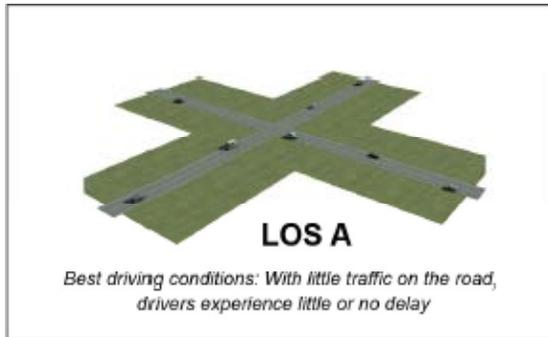
LOS for a roadway segment is based on the volume to capacity (V/C) ratio. V/C compares the traffic volumes on a roadway with the carrying capacity of that segment of road. V/C is the quantitative measure generated by the travel demand model that is utilized to determine the LOS of a roadway segment. The threshold for each LOS based on V/C is presented in **Table 5.1** below.

**TABLE 5.1: LEVEL OF SERVICE THRESHOLDS**

Level of Service (LOS)	Volume/Capacity Ratio
LOS A, B, C	$V/C < 0.75$
LOS D	$0.75 \leq V/C < 0.85$
LOS E	$0.85 \leq V/C < 1.00$
LOS F	$V/C \geq 1.00$

The travel demand model was utilized to identify existing and future roadway segments with deficient LOS. For planning level analysis, GDOT considers LOS C or better to be acceptable and considers LOS D, E, or F to be deficient. When developing long range transportation plans in rural counties, GDOT strives to provide LOS C or better for all study roadways. This section presents the existing (2006) and future (2035) traffic conditions for Sumter County.

FIGURE 5.1: REPRESENTATION OF LOS



## 5.1 EXISTING (2006) TRAFFIC CONDITIONS

Under existing conditions, most roadways within Sumter County operate at an acceptable LOS (C or better). The only roadway segments that operate at an unacceptable LOS (D or worse) are presented in **Table 5.2** below. A map identifying these deficient segments is presented in **Figure 5.2** on page 37.

**TABLE 5.2: EXISTING (2006) DEFICIENT ROADWAY SEGMENTS IN SUMTER COUNTY**

Roadway	From	To	LOS	Traffic Volume (AADT)
US 280 (Forsyth St)	Mayo St	SR 49 (Crawford St)	F	18,090
US 280 (Forsyth St)	SR 49 (Crawford St)	Manhattan St	E	13,860
US 280	Dixon Dr	Sun Valley Dr	E	17,330

Source: Travel Demand Model

As presented in **Table 5.2** and **Figure 5.2**, all roadway segments currently operating at unacceptable LOS are located in the City of Americus. Of these, the majority of deficient segments occur in the vicinity of the US 280 and SR 49 junction.

## 5.2 FUTURE (2035) TRAFFIC CONDITIONS

Under future conditions, most roadways within Sumter County operate at an acceptable LOS (C or better). The only roadway segments that operate at an unacceptable LOS (D or worse) are presented in **Table 5.3** below. A map identifying these deficient segments is presented in **Figure 5.3** on page 38.

**TABLE 5.3: FUTURE (2035) DEFICIENT ROADWAY SEGMENTS IN SUMTER COUNTY**

Roadway	From	To	LOS	Traffic Volume (AADT)
US 280 (Forsyth St)	Mayo St	SR 49 (Crawford St)	F	21,280
US 280 (Forsyth St)	SR 49 (Crawford St)	Manhattan St	E	15,870
US 280	Dixon Dr	Sun Valley Dr	E	28,240
SR 49 (Crawford St)	US 280 (Forsyth St)	Olgethorpe St	D	8,550

Source: Travel Demand Model

As presented in **Table 5.3** and **Figure 5.3**, all roadways operating at unacceptable under existing conditions are expected to worsen or stay the same. With moderate population and employment growth anticipated for Sumter County, this worsening of LOS on area roadway is expected without improvements to these deficient roadway segments.

FIGURE 5.2: EXISTING (2006) DEFICIENT ROADWAY SEGMENTS IN SUMTER COUNTY

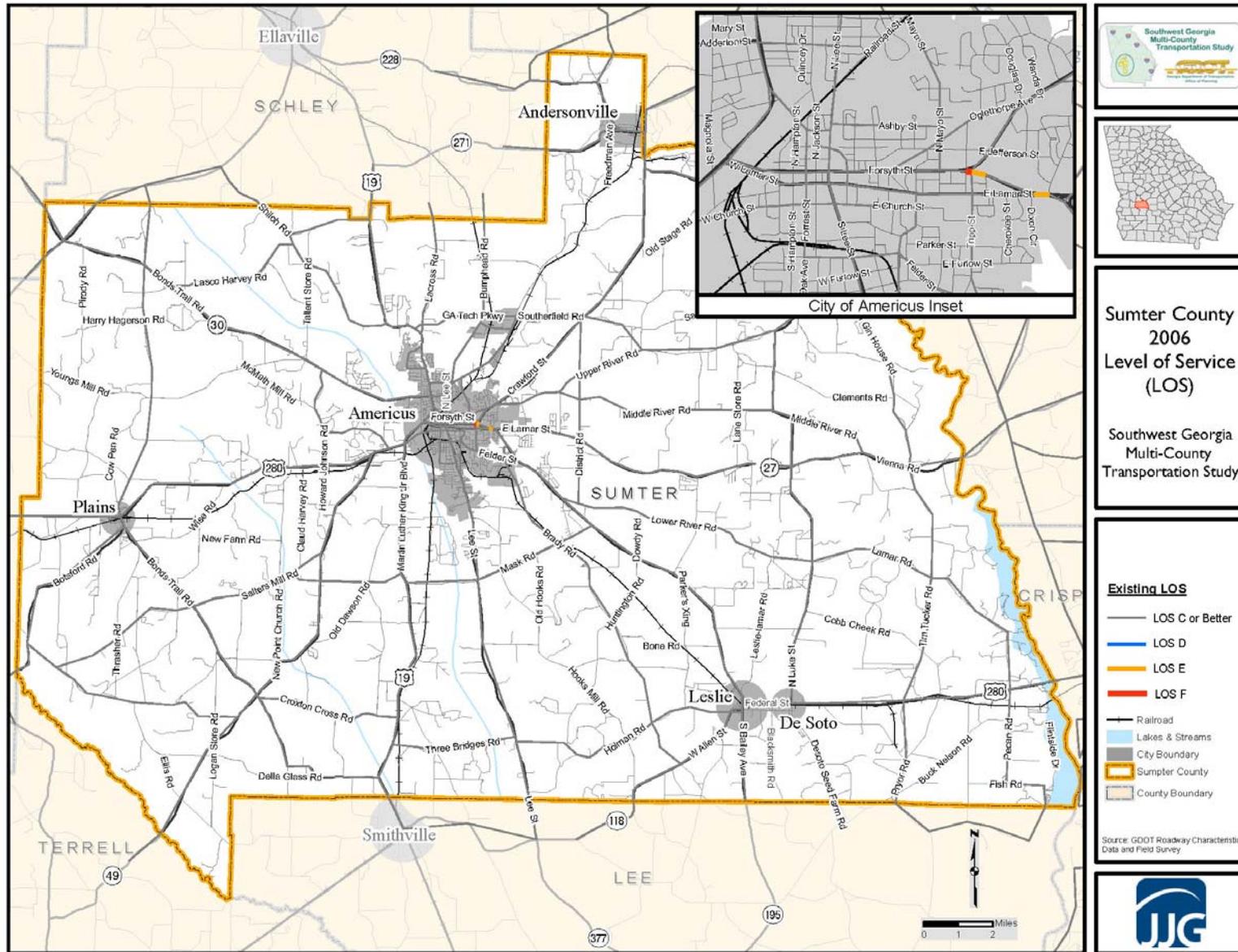
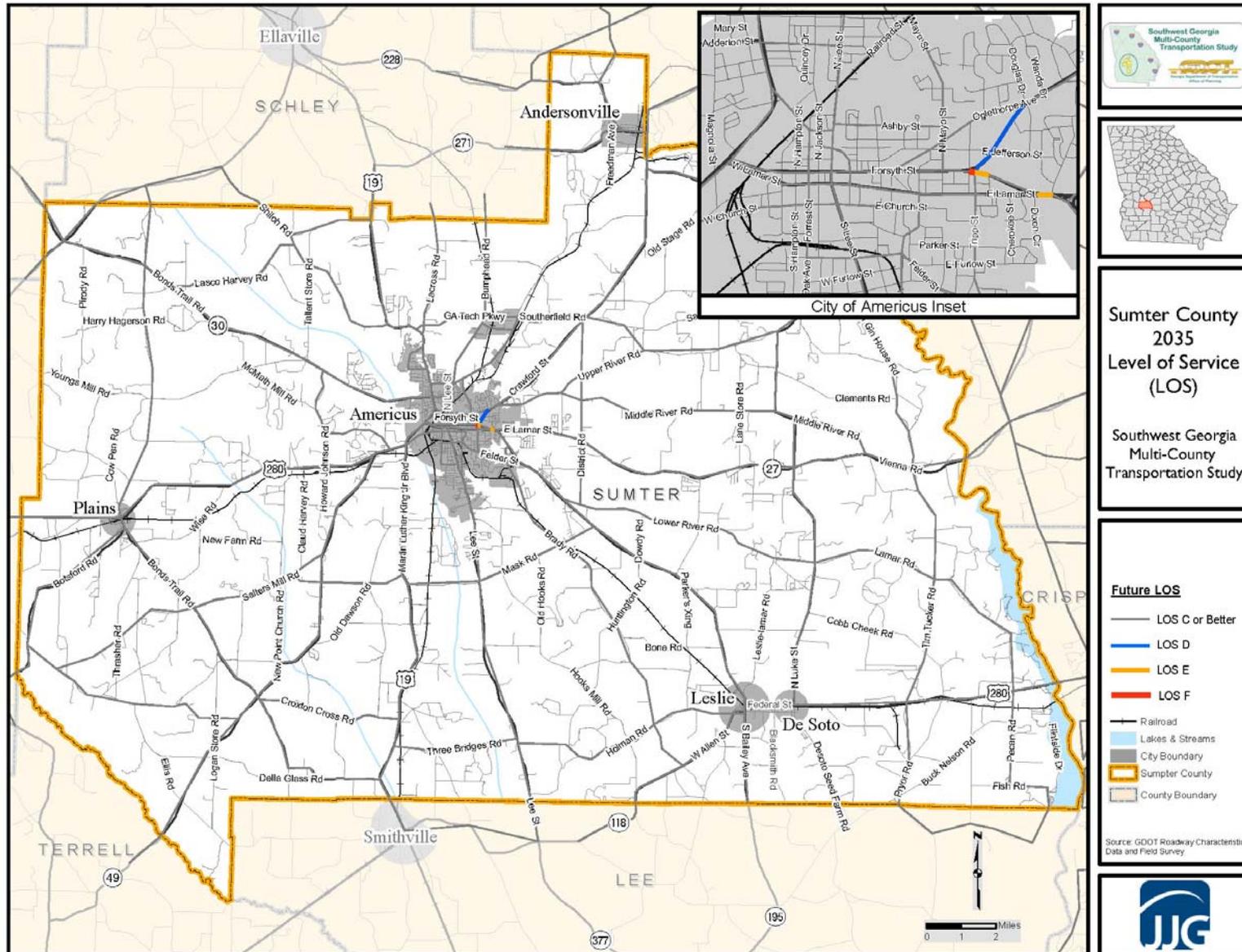


FIGURE 5.3: FUTURE (2035) DEFICIENT ROADWAY SEGMENTS IN SUMTER COUNTY



## 6. GDOT PLANNED AND PROGRAMMED PROJECTS

This section presents the projects planned and programmed for Sumter County from the GDOT STIP (2008-2011) and Work Program.

### 6.1 GDOT STIP (2008-2011) AND WORK PROGRAM

GDOT maintains two lists of transportation improvement projects, the State Transportation Improvement Program (mandated by the federal government) and the Work Program. The following paragraphs explain the differences between the two programs.

- The GDOT STIP for the 2008-2011 period– includes a list of federally funded and state funded priority transportation project elements (Preliminary Engineering, Right-of-Way, or Construction) proposed to be carried out in the current and next three years (a four-year plan). It is financially constrained (dollar value of projects programmed is equal to the anticipated revenues per program year), and includes projects consistent with the Statewide Transportation Plan. The GDOT STIP is approved by the FHWA and Federal Transit Administration (FTA) and includes all TIP projects as adopted by the Metropolitan Planning Organizations (MPO) and approved by the Governor.
- The Work Program is a listing of identified transportation projects that are eligible for federal and state funding with all project phases scheduled beyond the current GDOT STIP outside the fiscal years of the GDOT STIP.

Improvements listed in the GDOT STIP (2008-2011) and Work Program include improvements to transit, pedestrian and bicycle facilities, airports, and roadways. Those improvements applicable to pedestrian and bicycle facilities are covered in that section of this document

### 6.2 PLANNED AND PROGRAMMED PROJECTS FOR SUMTER COUNTY

**Table 6.1** on page 40 and **Figure 6.1** on page 42 present the projects and their descriptions as listed in the GDOT STIP (2008-2011) and Work Program for Sumter County, including the type of work, funding source, and construction programmed date for each.

Projects that utilize lump sum funding originate with exclusive state funding and are administrated by the Georgia Department of Transportation (GDOT). A portion of GDOT STIP funding is set aside for non-capacity projects in the following categories.

- Maintenance
- Safety
- Preliminary Engineering
- Roadway/Interchange Lightning
- Right of Way
- Transportation Enhancement
- Appalachia Local Access Road Program

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SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

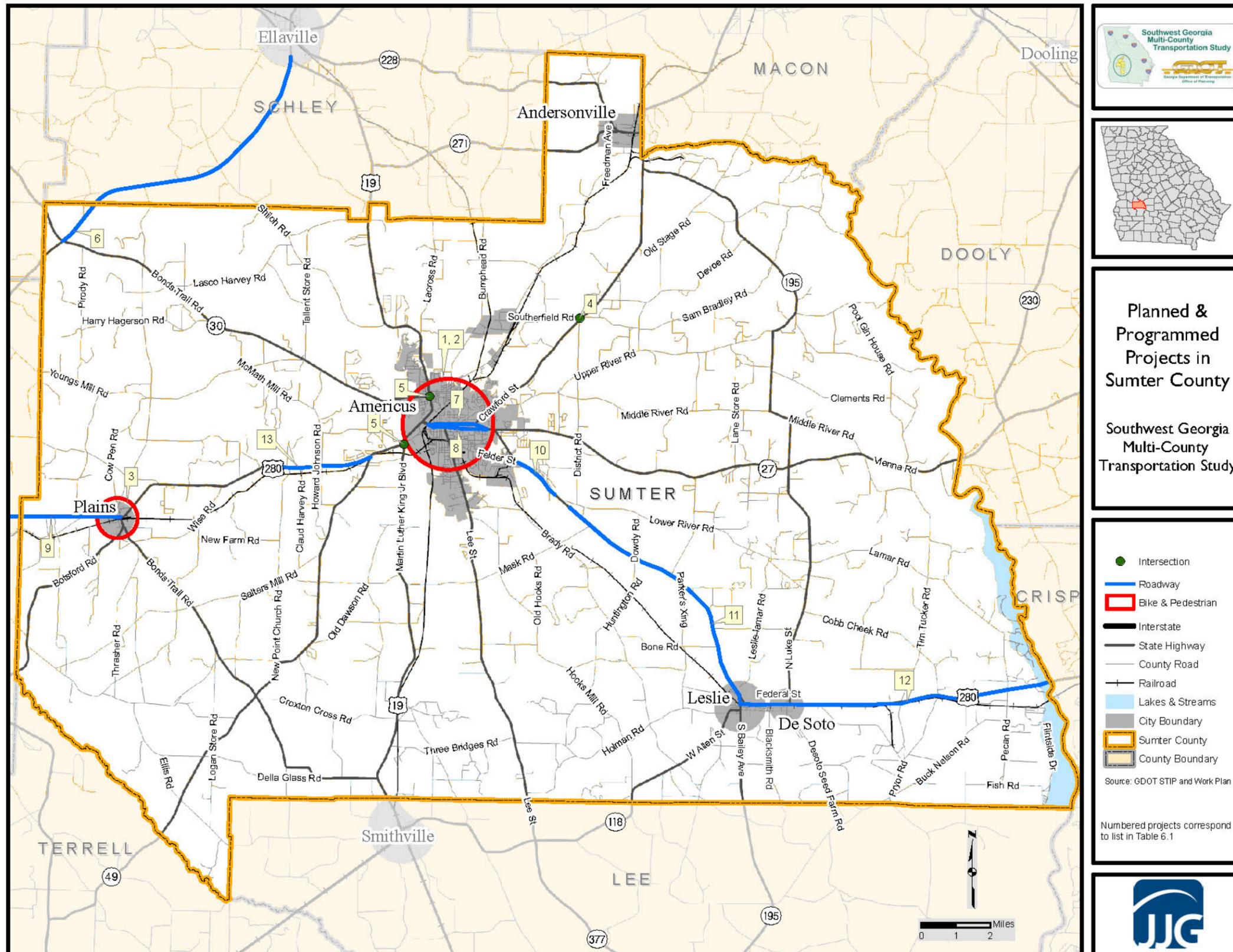
**TABLE 6.1: GDOT PLANNED AND PROGRAMMED PROJECTS IN SUMTER COUNTY**

Note: The most current project schedule can be found on Transportation Explorer under the Quick links sections of the Department's homepage ([www.dot.ga.gov](http://www.dot.ga.gov)).

Map No.	GDOT PI No.	Work Type	Description	Construction Programmed Date	Funding Source
1	0006549	Bike/Ped Facility	Americus Pedestrian Corridor: Phase II	LUMP	Federal
2	0008199	Bike/Ped Facility	Americus Pedestrian Corridor: Phase III	LUMP	Federal
3	0008200	Bike/Ped Facility	Plains Downtown Streetscape Improvements in Sumter County	LUMP	Federal
4	0005939	Intersection Improvement	CR 297/Southerfield Road @ SR 49 & District Line Road Ext	Beyond 2011	Federal
5	0007348	Signals	SR 3 @ SR 27/US 280 & SR 3 @ SR 30	LUMP	Federal
6	M003970	Resurface & Maintenance	SR 153 from SR 30/Sumter to SR 3/US 19/Schley	LUMP	Federal
7	M003932	Resurface & Maintenance	SR 27WE From SR 27 TO SR 3/US 19 In Americus	LUMP	Federal
8	M003933	Resurface & Maintenance	SR 27 From SR 3/US 19 TO SR 27WE/SR 30 In Americus	LUMP	Federal
9	0004753	Widening	SR 27 from SR 41/Webster to Plains City Limits/Sumter	Beyond 2011	State
10	322760-	Widening	SR 30/US 280 from CR 307/Felder Street to CR 311/Lamar Road	Beyond 2011	State
11	322770-	Widening	SR 30/US 280 From CR 311/Lamar Road to CS 500/Ferguson St	Beyond 2011	State
12	322775-	Widening	SR 30/US 280 From CS 500/Ferguson St to Lake Blackshear	Beyond 2011	State
13	322780-	Widening	SR 27/US 280 from SR 45 in Plains to SR 49 SW of Americus	Beyond 2011	Federal
not on map	0007995	Pavement Markings	Off-System Safety Improvements @ Sev CR Locations in Sumter County	LUMP	Federal

Source: GDOT

FIGURE 6.1: GDOT PLANNED AND PROGRAMMED PROJECTS IN SUMTER COUNTY



## 7. LOCAL INPUT

This section presents the public involvement activities conducted for the Southwest Georgia Multi-County Transportation Study and the resulting input. A complete record of Public Involvement activities can be found in **Appendix C**.

### 7.1 AGENCY INPUT

On December 3, 2008, GDOT held Agency Kickoff Meetings for the Southwest Georgia Multi-County Transportation Study. Due to the size of the six-county study area, two meetings were held—one in the north of the study area, one in the south. The first meeting took place at 10 a.m. at the Fairfield Inn in Cordele, Georgia, and the second, at 2:30 pm at the Flint Area Housing Authority conference room in Montezuma, Georgia.

Including GDOT and study staff, those attending the meeting were:

Robert Hughes, GDOT	Jenny Lee, JJG
Radney Simpson, GDOT	Perry Ivie, City of Unadilla
Pat Smeeton, JJG	Shane Pridgen, GDOT 4 <sup>th</sup> District
Jimmy Watson, Macon County Board of Commissioners	Gene Crapse, Crisp County Board of Commissioners
Audra Rojek, JJG	Bryan Barnett, Southwest Georgia RC
Inga Kennedy, PEQ	Carl Gamble, Crisp County Public Works
Jean Burnnett, City of Cordele	Stephen Sanders, Dooly County
Bob Rychel, Middle Georgia RC	Gerald Mixon, River Valley RC
Deborah Bridges, City of Sylvester	Michael Sudduth, Sumter County Planning and Zoning
Charles West, City of Unadilla	

The meeting began with introductions. Pat Smeeton, a consultant on the study team, then made a presentation about the nature of the study and the purpose of the meeting, copies of which were given to attendees. Attendees broke into groups and provided information about the transportation needs of the counties and cities that they represent. The input for each county from meeting attendees was summarized and used to create maps of perceived needs areas within each county.

Agency members were then asked to fill out questionnaires and provide suggestions for membership on the study's Advisory Committee, potential stakeholder interviewees, and goals and objectives of the study. Lastly, in order to inform more people about the study and to collect public input, Fact Sheets were given to attendees for them to distribute in the areas they represent.

### 7.2 ADVISORY COMMITTEE

The Advisory Committee was assembled for this study from state and local agency staff from across the six-county study area. The committee provided guidance and strategic direction to the study, primarily through setting the project's goals and objectives. The committee met twice over the course of the study.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

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Each meeting was held twice on the same day in separate locations to accommodate committee members from across the study area.

The first pair of Advisory Committee meetings were held on July 9, 2009, at 10:30 am at the Marriott Fairfield Inn and Suites in Cordele and at 1:30 pm at the Flint Area Consolidated Housing Authority in Montezuma. Including GDOT and study staff, those attending the meetings were:

Robert Hughes, GDOT	Pat Smeeton, JJG
Radney Simpson, GDOT	Erik Kruszewski, JJG
Rickey Blaylock, Peach County Zoning	Jimmy Watson, Macon County Public Works
John G. Turner, Macon County Planning & Zoning	Raymond Bridges, Sumter County Public Works
Marcia Johnson, Peach County Administrator	Willie Young, Sumter County Public Works.
Billie Segars, Peach County Public Works	Bryan Barnett, Southwest Georgia RC
Ralph Nix, Middle Georgia RC	Shane Pridgen, GDOT
Michael McDonald, GDOT	

Robert Hughes opened the meeting and began introductions. Then Pat Smeeton gave a presentation on the purpose of the study and progress made to date. The committee reviewed and commented upon the draft study goals that Mr. Smeeton presented. These goals are presented in the following section. After the presentation, the floor was opened to the questions and comments of meeting attendees. Areas that locals felt needed improvements were noted and added to the locally-identified needs areas for analysis.

The second Advisory Committee meetings were held March 25, 2010, at the same times and locations as the first round of meetings. Those attending the meetings were:

Kelly Gwin, GDOT	Pat Smeeton, JJG
Radney Simpson, GDOT	Audra Rojek, JJG
Cindy VanDyke, GDOT	Shane Pridgen, GDOT
Rickey Blaylock, Peach County Zoning	Robert McDaniel, Southwest Georgia RC
John G. Turner, Macon County Planning & Zoning	Bob Rychel, Middle Georgia RC
Brent Thomas, GDOT	Gerald Mixon, River Valley RC
Van Mason, GDOT	Carl Gamble, Crisp County Public Works
David Sparks, GDOT	Michael Sudduth, Sumter County Zoning Administration
Brink Stokes, GDOT	

Kelly Gwin opened the meeting by introducing herself as the new project manager and reviewing the purpose of the study. She then introduced Pat Smeeton, who gave a presentation on the means by which the study determined transportation needs in the study area, as well as the study findings. Maps of study recommendations were presented by county in posters for committee review and discussion. Committee feedback from this meeting called for the addition of study recommendations in Sumter County.

### 7.3 TRANSPORTATION GOALS AND OBJECTIVES

The goals and objectives of this study were prepared from a review of the goals and objectives of local studies and from guidance from stakeholders, primarily those on the Advisory Committee. The goals were determined to be as follows:



5. McMath Mill Road should be widened.
6. Widen US 280 from Crisp County Line to SR12A/District Line Rd.
7. SR 49/Oglethorpe Avenue needs to be brought up to state route standards by piping the ditches and purchasing right of way. There is a dip in the edge of the roadway on Highway 49 East between Lorraine Avenue and Forsyth Street. The DOT has tried to fix it once, but it still remains a hazard.

*Not on map:* Sumter County's current SPLOST has money earmarked for resurfacing. Many roads have deep ruts.

### **Safety/Pedestrian and Bicycle Issues and Needs** [REDACTED]

8. The intersection of Pecan Road and US 280, near Lake Blackshear, is in need of improvements.
9. Residents around Lake Blackshear would like bicycle lanes on roads around the lake.

### **Access/Connectivity Issues and Needs** [REDACTED]

10. A bypass has been proposed to the south and east of Americus. The route has been approved, but the roads currently in place are not sufficient for the traffic they are expected to carry and should be upgraded. The bypass would utilize Georgia Tech Parkway in the north, then connect to District Road in the east, and then connect to Mask Road in the south. It would have termini at LaCross Road in the north and at South Martin Luther King, Jr., Road in the south.
11. A new road connecting Pecan Road in the south with Vienna Road in the north, in the vicinity of Lake Blackshear, would help to create a desirable environment for development. The through route it would create would also allow for a parallel route to that currently in use, which would be especially valuable in times of hurricane evacuation.

*Not on map:* A traffic flow study of the entire county would be helpful in determining what we need to do.

### **Growth/Development Issues and Needs** [REDACTED]

12. Hooks Mill Road, south of Americus, has two dairies and other agricultural businesses on it. This road has narrow shoulders and poor surface conditions, and should be upgraded to support the agricultural economy.

## **7.7 CITY OF AMERICUS LOCALLY IDENTIFIED TRANSPORTATION ISSUES AND NEEDS**

### **Roadway Issues and Needs** [REDACTED]

13. Southerfield Road should be improved since it has almost all Sumter's schools on it, and traffic in the morning and after school is very heavy.
14. Spring Street in Americus is rutted and uneven with old railroad tracks still in it.
15. Hudson Street and Jefferson Street need to be repaved. They were both heavily damaged as a result of the 2007 tornado.
16. Mayo Street between Lamar Street and Southerfield Road needs to be widened. This street serves as a connector from two industrial parks to Americus. It also serves as a connector for school traffic and other industries. OR another street needs to be constructed to carry traffic from Southerfield to the other side of town.
17. Felder Street inside and outside the city limits of Americus also needs to be brought up to state route standards. There is virtually no right of way and the road is eroding at the ditches. The ditches are in some place as deep as a man is tall.

18. Thomas Drive between Felder Street and Hwy 280 East is being used as a connector street since the traffic light was installed in front of Lowes. This street is narrow and has a very sharp curve in it.

### **Safety/Pedestrian and Bicycle Issues and Needs**

19. The following intersections have signals that should be coordinated:
  - a. Georgia Tech Parkway at SR 49/Southerfield Road
  - b. Georgia Tech Parkway at Basket Factory Road
  - c. SR 49/Southerfield Road at Basket Factory Road
20. The intersection of Spring Street and Magnolia Street needs improvements.
21. The intersection of McMath Mill Road and US 280 needs improvements.
22. There is a five-way intersection in Americus that needs improvements at Carter Street/Southerfield Road, Bumphead Road, First Montgomery Road, and Northside Drive. There may be a need for a signal here, at the intersection of Bumphead Road and Southerfield Road.
23. Felder Street in the County needs a sidewalk for pedestrian traffic. Many college students and others walk to Walmart. The sidewalk is present inside the city, but stops at the culvert.
24. There is a need for traffic signalization at the intersection of Southerfield Road and Mayo Street.
25. The speed limit on Hwy 49 East between Lorraine Avenue and the Americus city limits needs to be reduced to 35. It is currently 45. When we approached the DOT about this a few years ago, we were told that it had to stay at 45. We have a fire substation there, church traffic, school bus traffic, and residential and commercial traffic. It is potentially dangerous.
26. There is a need for a turn arrow at the intersection on Church Street and South Lee Street going east and west.
27. Bicycle lanes are needed on S Lee Street and other state routes inside the city limits of Americus.
28. The intersection of S Lee Street, Elm Avenue, Columbia Avenue and Grand Avenue in Americus is a very dangerous intersection.
29. There is a need for traffic signalization at the intersection of E Lamar Street and Lonnie Lane. This intersection flows traffic from hotels, Ruby Tuesday's, commercial businesses and more than 100 apartments.

### **Truck and Railroad Issues and Needs**

30. Advertising South Georgia Tech Parkway as a truck route will greatly eliminate large truck traffic through historic downtown Americus.

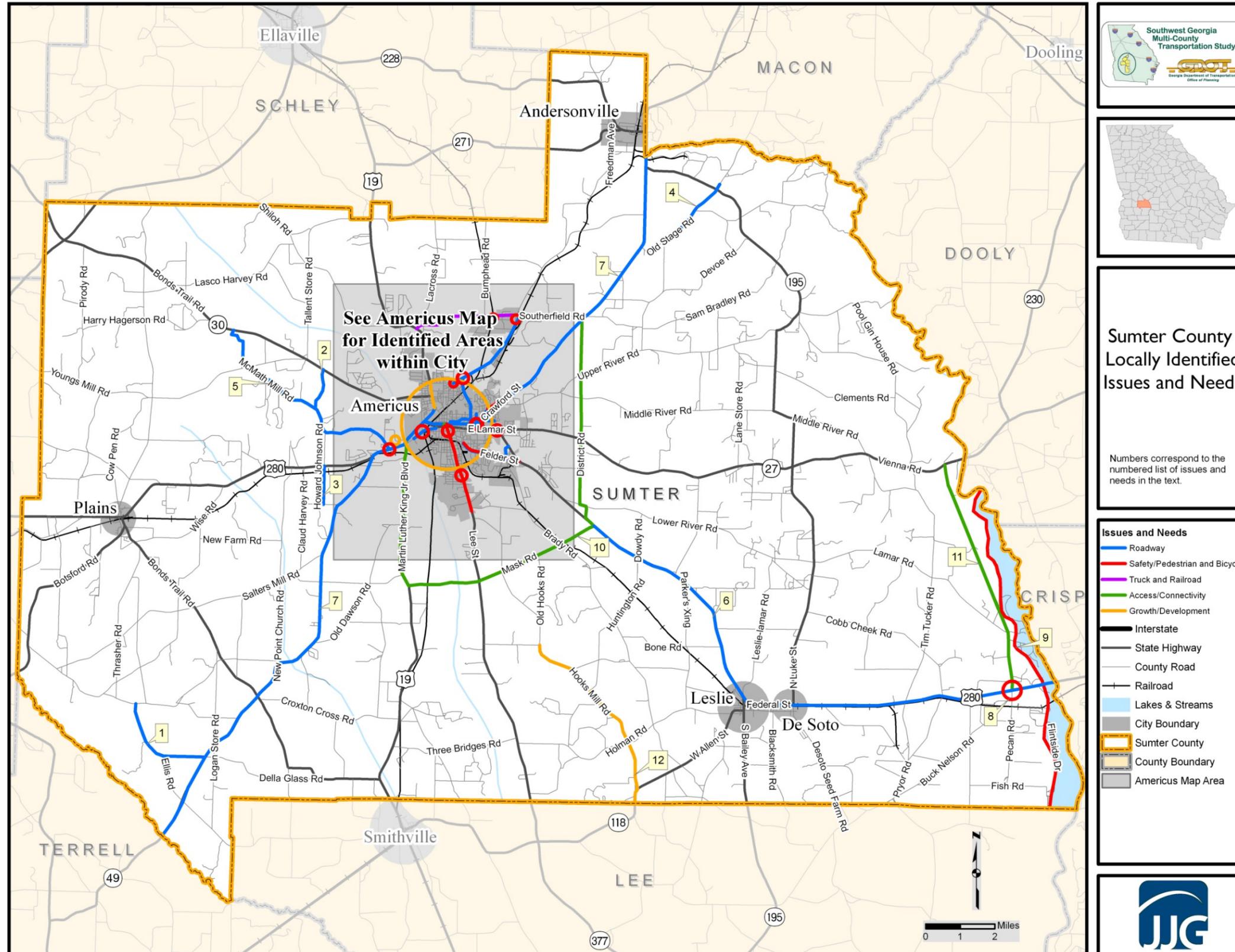
### **Access/Connectivity Issues and Needs**

31. We want to look at the feasibility of closing Jackson Avenue between Lamar and Forsyth downtown and creating an open air park. That will take up some parking spaces. We want to look at parking options for the downtown merchants and those who live downtown.

### **Growth/Development Issues and Needs**

32. The western portion of town seems to be the area of projected growth now. The area around 280 West and Hwy 19 may well become congested if the hospital moves to that area.
33. Sumter County wishes to protect historic downtown Americus as a tourist draw and an economic center.
34. With the widening of Highway 19, the City of Americus wants to develop a streetscape plan for that area within the city limits

FIGURE 7.1: SUMTER COUNTY LOCALLY-IDENTIFIED ISSUES AND NEEDS



**Sumter County Locally Identified Issues and Needs**

Numbers correspond to the numbered list of issues and needs in the text.

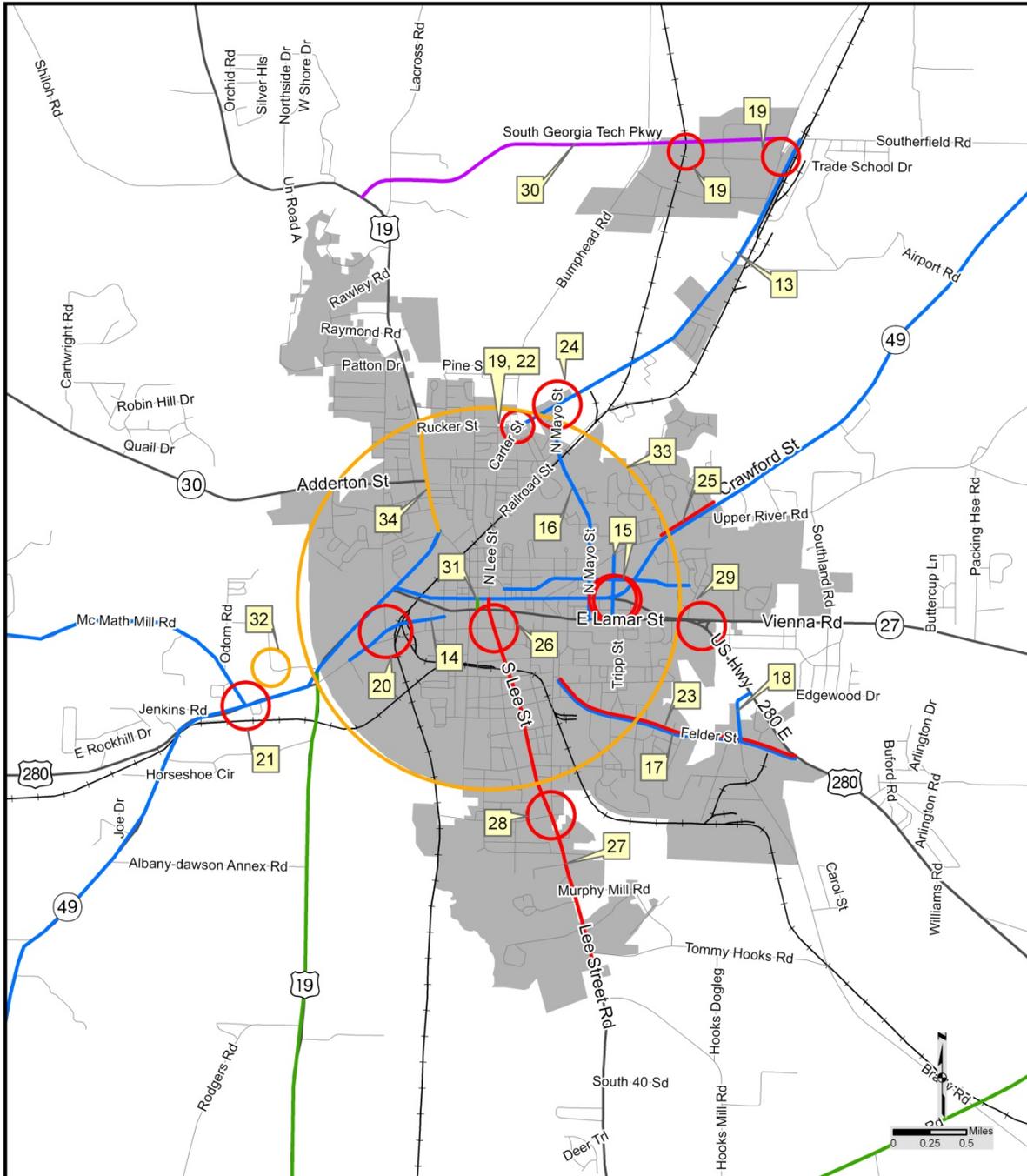
**Issues and Needs**

- Roadway
- Safety/Pedestrian and Bicycle
- Truck and Railroad
- Access/Connectivity
- Growth/Development
- Interstate
- State Highway
- County Road
- Railroad
- Lakes & Streams
- City Boundary
- Sumter County
- County Boundary
- Americus Map Area



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

**FIGURE 7.2: AMERICUS AREA LOCALLY-IDENTIFIED ISSUES AND NEEDS**



		<p><b>Americus Locally Identified Issues and Needs</b></p> <p><small>Numbers correspond to the numbered list of issues and needs in the text.</small></p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Roadway</li> <li><span style="color: red;">—</span> Safety/Pedestrian and Bicycle</li> <li><span style="color: purple;">—</span> Truck and Railroad</li> <li><span style="color: green;">—</span> Access/Connectivity</li> <li><span style="color: orange;">—</span> Growth/Development</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> County Road</li> <li><span style="border-bottom: 3px double black; width: 20px; display: inline-block;"></span> Interstate</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> State Highway</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Railroad</li> <li><span style="background-color: grey; width: 20px; height: 10px; display: inline-block;"></span> City Boundary</li> <li><span style="background-color: lightblue; width: 20px; height: 10px; display: inline-block;"></span> Lakes &amp; Streams</li> </ul>	
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## **8. RECOMMENDATIONS FOR SUMTER COUNTY**

This section presents the recommended transportation projects for Sumter County based on the analysis completed as part of this study. The type of projects considered included:

- Capacity Improvements (roadway widenings or new roadways)
- Operational Improvements (interchange or intersection improvements, traffic signal)
- Safety Improvements (roadway or intersection realignments)
- Bridge Replacement or Rehabilitation
- Pedestrian or Bicycle Improvements
- Maintenance

This section describes how these projects were identified, analyzed, and how their cost was estimated. The final list of projects identified within Sumter County is presented with project sheets providing additional information about each proposed improvement. An inventory of potential funding sources to support the list of proposed improvements is included at the end of this section.

### **8.1 METHODOLOGY**

Findings from the existing and future conditions, travel demand model projections, field observations, and public and agency input were analyzed to determine the need for potential transportation projects. Due to the six-county size of the study area, bicycle and pedestrian needs identified over the course of this study have been forwarded to the appropriate Regional Commission for review and possible inclusion in their respective regional bicycle and pedestrian plan updates. Locations identified by local agencies and the public as potentially in need of traffic signals, maintenance, or safety measures have been forwarded to the appropriate GDOT District Engineers. Please note that this is a planning-level study, not an official engineering study, and comments or recommendations herein are not a verified reflection of any needed improvements.

The final project recommendations for Sumter County can be divided into two main type of transportation improvements; capacity improvements and operational improvements. Capacity improvements are generally roadway widening or new location roadway projects. The need for capacity projects was identified by local input, field observation, and with the travel demand model. As described in an earlier section, the travel demand model developed for this study was utilized to determine traffic conditions in 2035. The results of this modeling effort identified roadway segments that are not expected to be able to accommodate traffic demands in the future. Operational improvements are projects that seek to address congestion or safety concerns at intersections or interstate interchanges. These are not roadway segments that need widening, rather, they are bottlenecks in the roadway network that reduce mobility and cause congestion. These projects were identified through local input and field observation. Operational improvements range from the reconstruction of a congested interstate interchange to the addition of turn lanes at a busy intersection.

#### **8.1.1 COST ESTIMATION**

Costs were estimated using GDOT Right-of-Way and Utility Relocation Cost Estimate Tool (RUCEST) and Trns-port Cost Estimation System Tool (CES) Software. In addition, Preliminary Engineering costs

were set at eight percent of construction costs. Individual assumptions for each project can be found in **Appendix B: Cost Estimates**.

To determine right of way costs, a survey of the project area was conducted using aerial photography and field investigation for adjacent land use types, presence of utilities and potential impacts to homes, businesses and institutions. This information was entered into RUCEST, which determined costs for right of way acquisition based on land use type and county given the additional or new right of way requirements for the project. RUCEST estimated utility relocation costs by utility type and location, and relocation and improvement costs based on market history. Contingency costs were added to right of way estimates, to cover damages (30 percent), scheduling (55 percent), and administration and court costs (60 percent, all costs cumulative). The resulting right of way and utility cost estimates were included when developing total project costs.

Construction costs were based on width, length and roadway functional classification, to which costs for additional or replacement traffic signals, turn lanes and bridges were added as needed. Turn lanes were included in cost estimates for major intersections or where intersection improvements were deemed necessary. Likewise, traffic signals were included at intersections where widening or other improvements would require their replacement or where they were deemed necessary as an intersection improvement.

In CES, costs for turn lanes were estimated using the same price per ton for asphalt and base/aggregate as the main project; these prices were estimated by CES given size and location of the project. Cost estimates for bridges were determined by CES based on materials costs and historic data. CES construction estimates were utilized in the development of total project costs, which included right of way, utility relocation, and preliminary engineering costs.

## 8.2 RESPONSE TO LOCALLY-IDENTIFIED NEEDS

During the public involvement process, study stakeholders and the general public were invited to identify transportation needs as they perceived them in the counties in which they live, play and work. These locally identified needs are presented and mapped in Section 8. Each of the perceived needs was then considered for transportation improvements by this study. **Table 8.1** below provides a response to each locally identified need, including projects proposed by this study.

**TABLE 8.1: RESPONSES TO LOCALLY-IDENTIFIED NEEDS**

<b>Locally Identified Transportation Need</b>	<b>Recommended Activities</b>
Pessell Creek Road needs to be paved. It is currently partly paved. This road connects SR49 with Thomas Mill Road.	Paving this segment of roadway would improve access and connectivity and is recommended as a potential local project by this study.
James Hart Road needs to be paved. This road connects Bonds Trail Road/SR 30 in the north to McMath Mill Road in the south.	Paving this segment of roadway would improve access and connectivity and is recommended as a potential local project by this study.
Howard Johnson Road needs to be paved south of US 280/SR 27 and north of Fox Stephens Road. With James Hart Road, Howard Johnson Road would create a connection between SR 30 in the north and US 280/SR 27 in the south.	Paving this segment of roadway would improve access and connectivity and is recommended as a potential local project by this study.
Old Stage Road should be paved between Neil Hodges Road to the south and just past the county line in the north.	Paving this segment of roadway would improve access and connectivity and is recommended as a potential local project by this study.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

Locally Identified Transportation Need	Recommended Activities
McMath Mill Road should be widened.	Projected 2035 traffic volumes do not exceed 5,000 ADT. As these volumes correspond to LOS C or better for this roadway segment, widening is not justified and is not recommended.
Widen US 280 from Crisp County Line to SR12A/District Line Rd.	The widening of US 280 is included in the GDOT planned and programmed projects (PI #s 322775- and 322770-).
SR 49/Oglethorpe Avenue needs to be brought up to state route standards by piping the ditches and purchasing right of way. There is a dip in the edge of the roadway on Highway 49 East between Lorraine Avenue and Forsyth Street. The DOT has tried to fix it once, but it still remains a hazard.	This concern has been forwarded to the GDOT Area Engineer for further study and appropriate maintenance.
The intersection of Pecan Road and US 280, near Lake Blackshear, is in need of improvements.	This concern has been forwarded to the GDOT Area Engineer for further study and appropriate maintenance.
Residents around Lake Blackshear would like bicycle lanes on roads around the lake.	Bicycle and pedestrian needs have been forwarded to the River Valley Regional Commission for study and possible inclusion in the Regional Bicycle and Pedestrian Plan.
A new road connecting Pecan Road in the south with Vienna Road in the north, in the vicinity of Lake Blackshear, would help to create a desirable environment for development. The through route it would create would also allow for a parallel route to that currently in use, which would be especially valuable in times of hurricane evacuation.	A new road connecting Pecan Road and Vienna Road is not necessary to accommodate existing or projected traffic volumes. No new roadway is recommended.
Hooks Mill Road, south of Americus, has two dairies and other agricultural businesses on it. This road has narrow shoulders and poor surface conditions, and should be upgraded to support the agricultural economy.	Existing and projected traffic volumes on this road are insufficient to necessitate widening of the roadway. Concerns regarding the surface conditions have been forwarded to the GDOT Area Engineer for further study and appropriate maintenance.
Southerfield Road should be improved since it has almost all Sumter's schools on it, and traffic in the morning and after school is very heavy.	Projected 2035 traffic volumes do not exceed 3,500 ADT. As these volumes correspond to LOS C or better for this roadway segment, no improvements are recommended for this segment.
Spring Street in Americus is rutted and uneven with old railroad tracks still in it.	Resurfacing this roadway would address safety issues and is recommended as a potential local project by this project.
Hudson Street and Jefferson Street need to be repaved. They were both heavily damaged as a result of the 2007 tornado.	Resurfacing these roadways would address safety issues and is recommended as a potential local project by this project.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

Locally Identified Transportation Need	Recommended Activities
<p>Mayo Street between Lamar Street and Southerfield Road needs to be widened. This street serves as a connector from two industrial parks to Americus. It also serves as a connector for school traffic and other industries. OR another street needs to be constructed to carry traffic from Southerfield to the other side of town.</p>	<p>Projected 2035 traffic volumes do not exceed 10,500 ADT. As these volumes correspond to LOS C or better for this roadway segment, widening is not justified and is not recommended.</p>
<p>Felder Street inside and outside the city limits of Americus also needs to be brought up to state route standards. There is virtually no right of way and the road is eroding at the ditches. The ditches are in some place as deep as a man is tall.</p>	<p>Maintenance and safety concerns about this roadway have been forwarded to the GDOT District Area Engineer for study.</p>
<p>Thomas Drive between Felder Street and Hwy 280 East is being used as a connector street since the traffic light was installed in front of Lowes. This street is narrow and has a very sharp curve in it.</p>	<p>This study recommends improvements to Thomas Drive from US 280 to Felder Street to accommodate new traffic pattern.</p>
<p>The following intersections should have signals that should be coordinated: Georgia Tech Parkway at SR 49/Southerfield Road; Georgia Tech Parkway at Basket Factory Rd ; SR 49/Southerfield Road at Basket Factory Road</p>	<p>These intersections do not have high occurrences of accidents. No signalization is recommended.</p>
<p>The intersection of Spring Street and Magnolia Street needs improvements.</p>	<p>This intersection does not have a high occurrence of accidents or high traffic volumes. No improvements are recommended.</p>
<p>The intersection of McMath Mill Road and US 280 needs improvements.</p>	<p>This intersection does not have a high occurrence of accidents. No improvements are recommended.</p>
<p>There is a five-way intersection in Americus that needs improvements at Carter Street/Southerfield Road, Bumphead Road, First Montgomery Road, and Northside Drive. There may be a need for a signal here, at the intersection of Bumphead Road and Southerfield Road.</p>	<p>This study recommends improvements to this intersection. Although a request for a signalization study has been sent to the GDOT District Area Engineer, because none of the roads at this intersection are State Routes, the signalization study may be the local government's responsibility.</p>
<p>Felder Street in the County needs a sidewalk for pedestrian traffic. Many college students and others walk to Walmart. The sidewalk is present inside the city, but stops at the culvert.</p>	<p>Bicycle and pedestrian needs have been forwarded to the River Valley Regional Commission for study and possible inclusion in the Regional Bicycle and Pedestrian Plan.</p>
<p>There is a need for traffic signalization at the intersection of Southerfield Road and Mayo Street.</p>	<p>A signalization study is recommended at this location. Although a request for a signalization study has been sent to the GDOT District Area Engineer, because none of the roads at this intersection are State Routes, the signalization study may be the local government's responsibility.</p>

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

Locally Identified Transportation Need	Recommended Activities
The speed limit on Hwy 49 East between Lorraine Avenue and the Americus city limits needs to be reduced to 35. It is currently 45. When we approached the DOT about this a few years ago, we were told that it had to stay at 45. We have a fire substation there, church traffic, school bus traffic, and residential and commercial traffic. It is potentially dangerous.	This concern has been forwarded to the GDOT Area Engineer for further study and appropriate maintenance.
There is a need for a turn arrow at the intersection on Church Street and South Lee Street going east and west.	A signalization study at this location has been requested from the GDOT District Area Engineer.
Bicycle lanes are needed on S Lee Street and other state routes inside the city limits of Americus.	Bicycle and pedestrian needs have been forwarded to the River Valley Regional Commission for study and possible inclusion in the Regional Bicycle and Pedestrian Plan.
The intersection of S Lee Street, Elm Avenue, Columbia Avenue and Grand Avenue in Americus is a very dangerous intersection.	This study recommends realignment of this intersection.
There is a need for traffic signalization at the intersection of E Lamar Street (US 280) and Lonnie Lane. This intersection flows traffic from hotels, Ruby Tuesday's, commercial businesses and more than 100 apartments.	This intersection experiences a high rate of accidents and a signalization study has been requested from the GDOT District Area Engineer.
Advertising South Georgia Tech Parkway as a truck route will greatly eliminate large truck traffic through historic downtown Americus.	This concern has been forwarded to the GDOT Area Engineer for further study.
The western portion of town seems to be the area of projected growth now. The area around 280 West and Hwy 19 may well become congested if the hospital moves to that area.	In the event of the hospital's planned construction at this site, appropriate operational improvements are recommended.
With the widening of Highway 19, the City of Americus wants to develop a streetscape plan for that area within the city limits	Bicycle and pedestrian needs have been forwarded to the River Valley Regional Commission for study and possible inclusion in the Regional Bicycle and Pedestrian Plan.

### 8.3 PLANNED AND PROGRAMMED PROJECTS

One mission of the Southwest Georgia Multi-County Transportation Study was to assess currently identified projects, or those projects listed in GDOT's GDOT STIP (2008-2011) and Work Program, for their efficacy in remedying the transportation problems of their area. The assessment of currently identified projects in Sumter County is presented in **Table 8.2** on page 54.

The Governor's Road Improvement Program (GRIP) consists of proposed economic developmental highways in Georgia. The Georgia General Assembly originally adopted GRIP (Section 32-4-22 of the Official Code of Georgia Annotated (updated 4/29/05)) in 1989, and added new routes in 2001 and 2005. The purpose of GRIP is to foster connectivity among Georgia cities, provide opportunities for growth, and provide safe and effective transportation throughout the state.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

**TABLE 8.2: PLANNED AND PROGRAMMED PROJECTS IN SUMTER COUNTY**

<b>GDOT PI No.</b>	<b>Work Type</b>	<b>Description</b>	<b>Recommendation</b>
0006549	Bike/Ped Facility	Americus Pedestrian Corridor: Phase II	Project addresses previously identified pedestrian and bicycle needs; recommend its continued inclusion in GDOT STIP/Work Program.
0008199	Bike/Ped Facility	Americus Pedestrian Corridor: Phase III	Project addresses previously identified pedestrian and bicycle needs; recommend its continued inclusion in GDOT STIP/Work Program.
0008200	Bike/Ped Facility	Plains Downtown Streetscape Improvements in Sumter County	Project addresses previously identified pedestrian and bicycle needs; recommend its continued inclusion in GDOT STIP/Work Program.
0005939	Intersection Improvement	CR 297/Southerfield Road @ SR 49 & District Line Road Ext	Project addresses previously identified safety issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
0007348	Signals	SR 3 @ SR 27/US 280 & SR 3 @ SR 30	Project addresses previously identified safety issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
M003970	Resurface & Maintenance	SR 153 from SR 30/Sumter to SR 3/US 19/Schley	Project addresses maintenance issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
M003932	Resurface & Maintenance	SR 27WE From SR 27 TO SR 3/US 19 In Americus	Project addresses maintenance issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
M003933	Resurface & Maintenance	SR 27 From SR 3/US 19 TO SR 27WE/SR 30 In Americus	Project addresses maintenance issues and is recommended for continued inclusion in the GDOT STIP/Work Program.
0004753	Widening	SR 27 from SR 41/Webster to Plains City Limits/Sumter	Project's continued inclusion in GDOT STIP/Work Program is recommended contingent upon its continued inclusion in GRIP.
322760-	Widening	SR 30/US 280 from CR 307/Felder Street to CR 311/Lamar Road	Project's continued inclusion in GDOT STIP/Work Program is recommended contingent upon its continued inclusion in GRIP.
322770-	Widening	SR 30/US 280 From CR 311/Lamar Road to CS 500/Ferguson St	Project's continued inclusion in GDOT STIP/Work Program is recommended contingent upon its continued inclusion in GRIP.
322775	Widening	SR 30/US 280 From CS 500/Ferguson St to Lake Blackshear	Project's continued inclusion in GDOT STIP/Work Program is recommended contingent upon its continued inclusion in GRIP.
322780-	Widening	SR 27/US 280 from SR 45 in Plains to SR 49 SW of Americus	Project's continued inclusion in GDOT STIP/Work Program is recommended contingent upon its continued inclusion in GRIP.
0007995	Pavement Markings	Off-System Safety Improvements @ Sev CR Locations in Sumter County	Project addresses previously identified safety and maintenance issues and is recommended for continued inclusion in the GDOT STIP/Work Program.

## 8.4 POSSIBLE HOSPITAL RELOCATION

According to agency input, a new hospital is planned for Americus in the near future. The hospital is expected by many to be sited on SR 3 in west Americus, which may lead to congestion on US 280 and US 19, and may make operational improvements necessary.

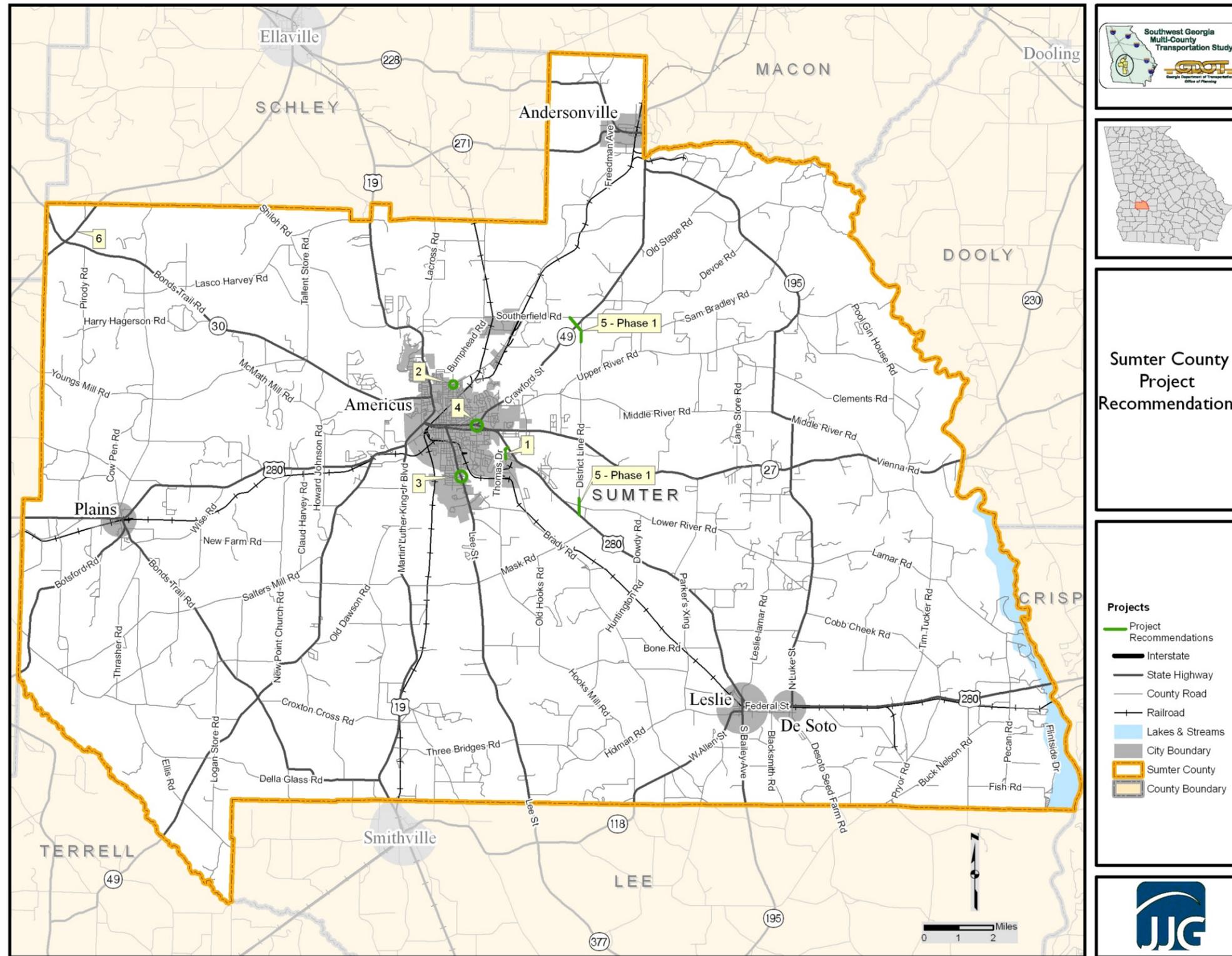
## 8.5 RECOMMENDED TRANSPORTATION IMPROVEMENTS

From the locally identified needs, field observations, as well as from the results of travel demand modeling projections, recommendations for transportation improvements were made. A list of transportation improvements recommended for Sumter County is presented in **Table 8.3** below and a map of recommended projects can be found in **Figure 8.1** on page 56. Project sheets for each recommendation with further details and location maps are presented on pages 57 through 61.

**TABLE 8.3: RECOMMENDATIONS FOR SUMTER COUNTY**

Map ID	Project Name	Project Description	Cost Estimate
1	Thomas Drive Improvements	Improve Thomas Drive with center turn lane.	\$2,037,512.34
2	Intersection Improvements at Carter Street/Southerfield Road, Bumphead Road, First Montgomery Road, and Northside Drive in Americus	Re-align five-legged intersection for improved traffic flow and safety.	\$2,254,614.35
3	Intersection realignment at S Lee Street, Elm Avenue, Columbia Avenue and Grand Avenue in Americus	Re-align five-legged intersection for improved traffic flow and safety.	\$1,134,252.11
4	Intersection Improvements to US 280 at SR 49	Operational improvements to intersection by adding left and right turn lanes	\$1,329,070.84
5 - Phase 1	Improvements to District Line Road	Extending District Line Road to Southerfield Road and US 280	\$ 3,820,207.75
5 - Phase 2	Improvements to District Line Road	Extending District Line Road to Southerfield Road and US 280	\$ 2,465,713.12

FIGURE 8.1: RECOMMENDATIONS FOR SUMTER COUNTY



Sumter County  
 Project  
 Recommendations

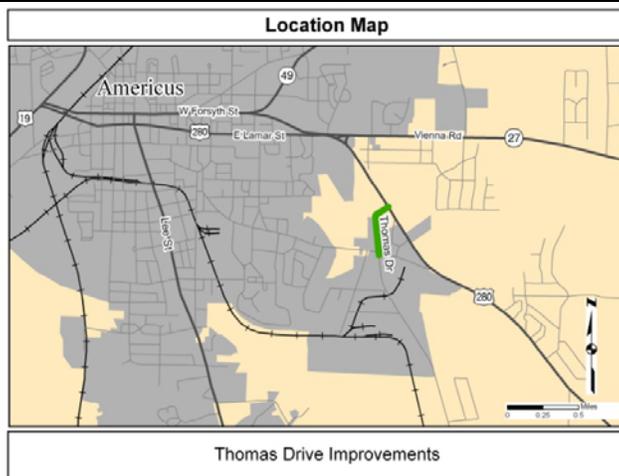
**Projects**

- Project Recommendations
- Interstate
- State Highway
- County Road
- Railroad
- Lakes & Streams
- City Boundary
- Sumter County
- County Boundary



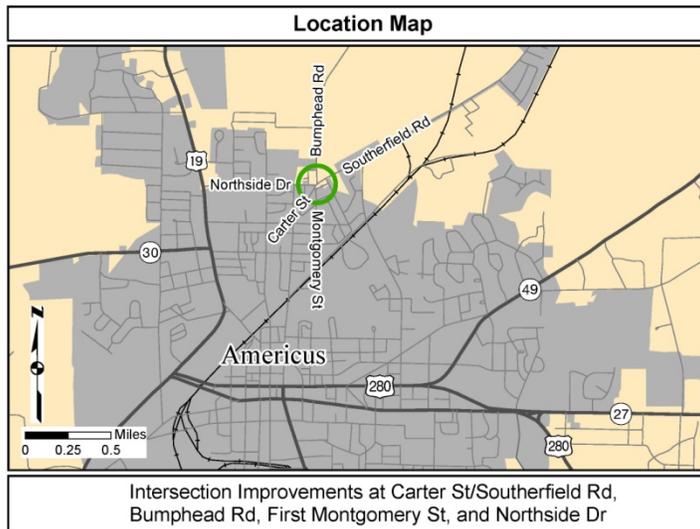
## 8.6 PROJECT SHEETS

Project Name: Thomas Drive							
<b>Description:</b> Improvements to Thomas Drive					County	Sumter	
					GDOT District	3	
					Congressional District:	2	
Traffic Vol.:	2006:	5,200		2035:	6,260	RC/MPO:	River Valley RC
Truck %	2006:	24%		2035:	24%	Length (miles):	.36
No. of Lanes	Existing:	2		Recommended:	2	Route #:	CR 346
Functional Classification:				Urban Local Road		Beginning and Ending Points:	Felder St. & US 280
<p><b>Project Need and Purpose:</b> The signalized intersection of Thomas Drive with US 280 makes Thomas Drive an attractive route for traffic wishing to safely access US 280 during peak traffic periods. For this reason, much of the traffic on Felder Street, which provides access to much of southern Americus, utilizes Thomas Drive to travel to US 280. Furthermore, Thomas Drive serves the heavy truck traffic generated from the industrial developments immediately south of Felder Street. With a Wal-Mart store located in the immediate vicinity, traffic on area roads can become congested. Improvements are needed to Thomas Drive to safely and adequately accommodate the increasing automobile and truck demand on this roadway.</p> <p><b>Logical Termini:</b> The western terminus is located at the intersection of Thomas Drive and Felder Street. Since a large percentage of traffic utilizing Thomas Drive travels to and from Felder Street this point provides logical termini. The eastern terminus is the signalized intersection of US 280 and Thomas Drive. Since the majority of Thomas Drive traffic travels to and from US 280, this intersection provides a logical terminus.</p>							
Project Phase	Preliminary Engineering	Right-of-Way		Utility Relocation	Construction	Total	
Cost Estimate	\$112,449.69	\$70,341.82		\$449,100.00	\$1,405,621.13	\$2,037,512.64	
					Project Type (Local/GDOT):		Local



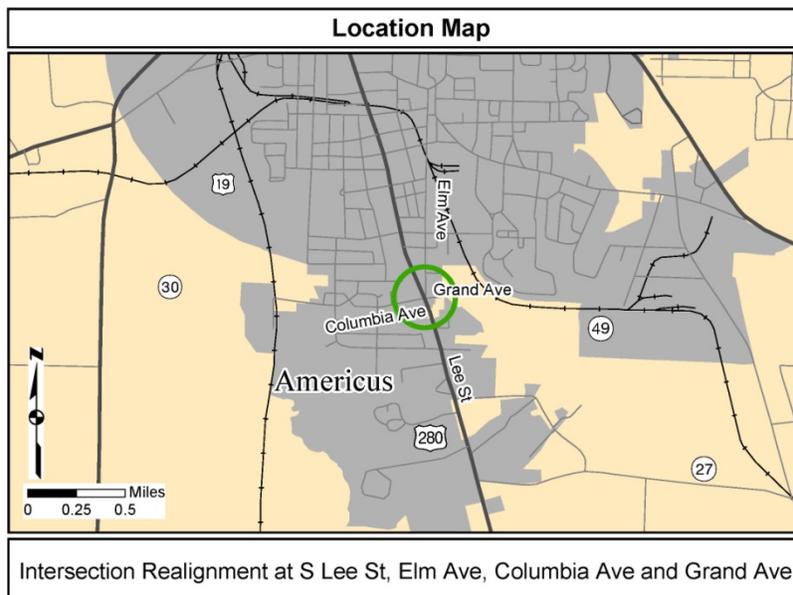
SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

<b>Project Name: Carter Street/Southerfield Road, Bumphead Road, First Montgomery Road, and Northside Drive</b>						
<b>Description:</b> Intersection Improvements at Carter Street/Southerfield Road, Bumphead Road, First Montgomery Road, and Northside Drive in Americus				County	Sumter	
				GDOT District	3	
				Congressional District:	2	
Traffic Vol.:	2006:	4,800	2035:	6,130	RC/MPO:	River Valley RC
Truck %	2006:	30%	2035:	27%	Length (miles):	NA
No. of Lanes	Existing:	NA	Recommended:	NA	Route #:	
Functional Classification:			Urban Minor Arterials		Beginning and Ending Points:	NA
<p><b>Project Need and Purpose:</b> The intersection of Carter Street/Southerfield Road, Bumphead Road, First Montgomery Road, and Northside Drive in northern Americus is five-legged intersection with stop sign control on the side streets. Furthermore, the intersection is located on a curve on Carter Street/Southerfield Road. The proposed project would realign this intersection in order to safely and adequately accommodate the convergence of these roadways.</p> <p><b>Logical Termini:</b> Since this is an operational improvement, the logical termini would be the points at which improvements would tie back into existing roadways.</p>						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$144,998.06	\$103,168.00	\$193,972.50	\$1,812,475.79	\$2,254,614.35	
				Project Type (Local/GDOT):	GDOT	



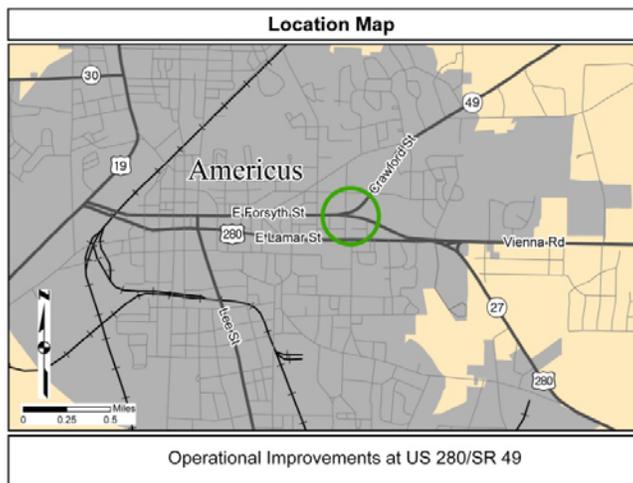
SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

<b>Project Name: Intersection Realignment Lee Street (SR 377), Columbia Ave, Elm Ave, and Grand Ave</b>						
<b>Description:</b> Intersection Realignment at South Lee Street, Columbia Avenue, Elm Avenue, and Grand Avenue				County	Sumter	
				GDOT District	3	
				Congressional District:	2	
Traffic Vol.:	2006:	9,600	2035:	10,700	RC/MPO:	River Valley RC
Truck %	2006:	13%	2035:	13%	Length (miles):	NA
No. of Lanes	Existing:	NA	Recommended:	NA	Route #:	SR 377
Functional Classification:			Urban Minor Arterial		Beginning and Ending Points:	NA
<p><b>Project Need and Purpose:</b> The intersection of South Lee Street (SR 377), Columbia Avenue, Elm Avenue, and Grand Avenue in southern Americus is five-legged intersection with stop sign control on the side streets. With five approaches to this intersection, the potential for driver confusion and unsafe intersection operation is higher than with standard four-legged intersection. The proposed project would realign this intersection in order to safely and adequately accommodate the convergence of these roadways.</p> <p><b>Logical Termini:</b> Since this is an operational improvement, the logical termini would be the points at which improvements would tie back into existing roadways.</p>						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$18,080.29	\$832,378.18	\$57,790.00	\$226,003.64	\$1,134,252.11	
				Project Type (Local/GDOT):	GDOT	



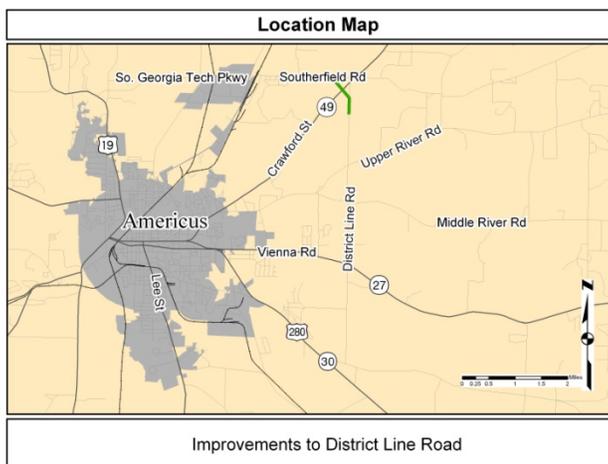
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SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

Project Name: US 280/SR 49 Operational Improvements						
<b>Description:</b> Addition of right and left turn lanes to intersection of US 280 and SR 49 in Americus					County	Sumter
					GDOT District	3
					Congressional District:	2
Traffic Vol.:	2006:	20,600	2035:	21,280	RC/MPO:	River Valley RC
Truck %	2006:	14%	2035:	11%	Length (miles):	NA
No. of Lanes	Existing:		Recommended:		Route #:	US 280
Functional Classification:			Urban Principal Arterial		Beginning and Ending Points:	NA
<p><b>Project Need and Purpose:</b> This project would add turn lanes and through lanes to the intersection of US 280 and SR 49. US 280 is the primary roadway providing east-west mobility through Americus. US 280 currently has three westbound lanes to the east and west of the intersection with SR 49, however, there are only two westbound through lanes traversing the intersection. This bottleneck situation causes queuing on US 280 westbound under existing conditions. This segment on US 280 is expected to operate at LOS F by 2035 without improvement. SR 49 immediately north of US 280 is also expected to experience congested conditions in the future. The proposed project would add an additional westbound through lane to the intersection and an additional southbound right turn lane to accommodate right turning traffic from SR 49 onto US 280.</p> <p><b>Logical Termini:</b> Since this is an operational improvement, the logical termini would be the points at which improvements would tie back into existing roadways.</p>						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$69,201.12	\$265,735.76	\$129,120.00	\$865,013.96	\$1,329,070.84	
			Project Type (Local/GDOT):		GDOT	



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

<b>Project Name: Improvements to District Line Road (Phase 1)</b>						
<b>Description:</b> This project would extend and realign District Line Road to improve mobility and connectivity around northern and eastern Americus. The project would extend and realign District Line Road to the north and south to provide improved connections with Southerfield Road (S. GA Tech Pkwy) and US 280. Phase 1 would include the northern extension of District Line Road and intersection improvements to District Line Road at Southerfield Road/CR 366.					County	Sumter
					GDOT District	3
					Congressional District:	2
Traffic Vol.:	2006:	1,200	2035:	1,270	RC/MPO:	River Valley RC
Truck %	2006:	19%	2035:	22%	Length (miles):	.2
No. of Lanes	Existing:	0	Recommended:	2	Route #:	CR 12
Functional Classification:			Rural Local Road		Beginning & Ending Points:	N/A
<b>Project Need and Purpose:</b> Multiple federal and state routes, including US 280, SR 49, US 19, and SR 27 all converge in downtown Americus. US 280 through downtown experiences congestion under existing conditions. By 2035, this congestion is expected to worsen. The purpose of this project is to provide improved connections of District Line Road with Southerfield Road (S. GA Tech Pkwy) and US 280, thus providing a continuous alternate route for traffic wishing to avoid downtown Americus on the northern and eastern sides of Americus. Trucks and automobiles could utilize this route to avoid the congestion on US 280 in downtown Americus.						
<b>Logical Termini:</b> Since this is an operational improvement, the logical termini would be the points at which improvements would tie back into existing roadways.						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$ 276,449.13	\$ 46,894.55	\$ 41,250.00	\$ 3,455,614.07	\$ 3,820,207.75	
				Project Type (Local/GDOT):	Local	



SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

<b>Project Name: Improvements to District Line Road (Phase 2)</b>						
<b>Description:</b> This project would extend and realign District Line Road to improve mobility and connectivity around northern and eastern Americus. The project would extend and realign District Line Road to the north and south to provide improved connections with Southerfield Road (S. GA Tech Pkwy) and US 280. Phase 2 would include the southern extension of District Line Road to US 280/SR30.					County	Sumter
					GDOT District	3
					Congressional District:	2
Traffic Vol.:	2006:	1,200	2035:	1,270	RC/MPO:	River Valley RC
Truck %	2006:	19%	2035:	22%	Length (miles):	.2
No. of Lanes	Existing:	2	Recommended:	2	Route #:	CR 12
Functional Classification:			Rural Local Road		Beginning & Ending Points:	N/A
<p><b>Project Need and Purpose:</b> Multiple federal and state routes, including US 280, SR 49, US 19, and SR 27 all converge in downtown Americus. US 280 through downtown experiences congestion under existing conditions. By 2035, this congestion is expected to worsen. The purpose of this project is to provide improved connections of District Line Road with Southerfield Road (S. GA Tech Pkwy) and US 280, thus providing a continuous alternate route for traffic wishing to avoid downtown Americus on the northern and eastern sides of Americus. Trucks and automobiles could utilize this route to avoid the congestion on US 280 in downtown Americus.</p> <p><b>Logical Termini:</b> Since this is an operational improvement, the logical termini would be the points at which improvements would tie back into existing roadways.</p>						
Project Phase	Preliminary Engineering	Right-of-Way	Utility Relocation	Construction	Total	
Cost Estimate	\$ 175,505.08	\$ 46,894.55	\$ 49,500.00	\$ 2,193,813.49	\$ 2,465,713.12	
				Project Type (Local/GDOT):	Local	



## 8.7 SUMTER COUNTY RECOMMENDATIONS

**Table 8.4** on page 63 displays a complete list of projects recommended by this study for Sumter County, along with the project limits, configuration, source, type, implementation timeline and potential funding source of each. The source of the recommendation refers to whether the need for the project was first identified by a local representative or by data analysis. The implementation timeline for each project was determined by the general need for the project and the difficulty of financing its implementation. Therefore, projects with higher costs were generally determined to be longer-range in nature. For the purposes of the implementation timeline, short-term projects are expected to be implemented within one to five years; mid-term projects, within five to ten years; and long-range projects, more than ten years from the time of this study. The potential funding sources column notes those funding sources for which each project is eligible. No steps have been taken by this study towards securing such funding nor are any projects guaranteed access to funding.

SOUTHWEST GEORGIA MULTI-COUNTY TRANSPORTATION STUDY  
SUMTER COUNTY LONG RANGE TRANSPORTATION PLAN

**TABLE 8.4: COMPLETE RECOMMENDATIONS FOR SUMTER COUNTY**

Facility	Project Limits		Configuration		Source	Project Type	Implementation Timeline			Potential Funding Source		
	From	To	Existing	Proposed			Short-term	Mid-term	Long-term	Federal	State	Local
Thomas Dr.	Felder Rd.	US 280	2-lane roadway	2-lane roadway with continuous median	Locally Identified	Widening		X			X	X
Carter St./ Southerfield Rd.	Bumphead Rd., First Montgomery Rd., and Northside Dr.		2-lane roadway	2-lane roadway	Locally Identified	Intersection Improvements			X		X	X
S Lee St.	Elm Avenue, Columbia Avenue and Grand Avenue in Americus		2-lane roadway	2-lane roadway	Locally Identified	Intersection Realignment			X		X	X
US 280	SR 49		2-lane roadway	3-lane roadway	Analysis	Intersection Improvements	X			X	X	X
District Line Rd. Phase 1 and 2	SR 49	US 280	Roadway extends to SR 49 and Lamar Rd.	Roadway extends to Southerfield Rd. and US 280	Locally Identified	Roadway Extension and Intersection Realignments		X				X
Pessell Creek Road	SR49	Thomas Mill Road	2-lane roadway	2-lane roadway	Locally Identified Issue	Paving		X				X
James Hart Road	Bonds Trail Road/SR 30	McMath Mill Road	2-lane roadway	2-lane roadway	Locally Identified Issue	Paving		X				X
Howard Johnson Road	US 280/SR 27	Fox Stephens Road	2-lane roadway	2-lane roadway	Locally Identified Issue	Paving		X				X
Old Stage Road	Neil Hodges Road	County line	2-lane roadway	2-lane roadway	Locally Identified Issue	Paving		X				X
Spring Street	SR 49	Dudley St	2-lane roadway	2-lane roadway	Locally Identified Issue	Resurfacing		X				X
Hudson Street	US 280	Oglethorpe Ave	2-lane roadway	2-lane roadway	Locally Identified Issue	Resurfacing		X				X
Jefferson Street	Mayo Street	Hudson	2-lane roadway	2-lane roadway	Locally Identified Issue	Resurfacing		X				X

## 8.8 TRANSPORTATION FUNDING RESOURCES

Planning for and successfully implementing a transportation plan relies on the identification and effective utilization of available transportation funds. Generally, funding is provided at the federal, state and local levels. It is important to note that, while a wide array of funds may be available for transportation improvements, funds at each level are limited.

### 8.8.1 FEDERAL FUNDING SOURCES

The primary source for relatively costly roadway, transit, bicycle and pedestrian projects is federal funding authorization provided by Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Federal funding requires that project sponsors contribute a portion of the project's cost, typically 20 percent or more of the total cost. Project sponsors can be state or local, or both. Federal funding sources may be available to those rural roads classified as major collectors or above, or urban roads designated as collectors or above. Due to the large number of projects vying nationwide for federal funding, federal funds are limited and require stringent regulation.

### 8.8.2 STATE FUNDING SOURCES

State funds are also an important component of transportation funding, primarily for capital projects (those requiring construction or equipment costs). As with federal funds, rural roads classified as major collectors or above, or urban roads designated as collectors or above, are potentially eligible for state funding sources.

The State of Georgia collects two types of taxes on motor fuels to help fund transportation infrastructure projects. Along with the *Prepaid State Tax*, by which three percent of average retail price of fuel is dedicated to transportation, and a bond program, the state of Georgia has the *Fuel Excise Tax*, which places a 7.5 cents tax on each gallon of fuel purchased. Since this tax is based solely on the volume of gasoline sold, it is not indexed to inflation. Revenues increase only with an increase in roadway usage, and revenue increases from travel are offset due to improved engine technology and higher fuel efficiency of vehicles. Due to these factors, the funding ability generated by this tax has been in decline. At this time, State funding is limited, although efforts are underway to identify a potential new source of state funding to supplement the transportation gas tax.

### 8.8.3 LOCAL FUNDING SOURCES

HB 277 was signed by Governor Sonny Purdue June 2, 2010. The law allows each region to designate a list of selected transportation projects within its boundaries. These projects would be financed by a regional one percent sales tax over ten years, if approved by voters within the region. Project lists will undergo initial developments in the fall of 2010 and referendums will take place in 2012.

Projects along local roads and rural minor collectors are typically funded through local sources. Use of local funding provides local agencies with additional control and direction over the project, but requires expenditure of local resources. Localities within the State of Georgia are able to collect three types of taxes to generate funds for transportation infrastructure projects.

Local governments may, in some cases, also levy fees for this purpose. These may include a *Special Local Option Sales Tax (SPLOST)*, which can be levied by a county via voter referendum for the purpose of raising money to build and maintain transportation and other public facility improvements; *Tax Allocation Districts (TAD)* can fund infrastructure projects, including transportation projects, with bonds from a limited area targeted for accelerated growth; *Community Improvement Districts (CID)* can fund

infrastructure projects, including transportation projects, in a limited area at the discretion of existing commercial property owners; and *Impact Fees*, which are one-time fees charged in association with a new development and are designed to cover part of the cost of providing public facilities to support the development.