

Troup County Long-Range Transportation Plan

February 26, 2024



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Appendices

Appendix A – Project Fact Sheets

Appendix B – Travel Demand Model Methodology

Appendix C – FHWA Planning Emphasis Areas

Appendix D – Environmental Screening Results Table

Appendix E – Advisory Committee Meeting Summaries

Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AC	Advisory Committee
ACS	American Community Survey
AFC	Alternative Fuel Corridor
ATSDR	Agency for Toxic Substances and Disease Registry
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law
CDC	Center for Disease Control
CRP	Carbon Reduction Program
DRI	Development of Regional Impact
EJ	Environmental Justice
EPA	Environmental Protection Agency
ETC	Equitable Transportation Community
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GCIS	Grade Crossing Inventory System
GDOT	Georgia Department of Transportation
GIS	Geospatial Information Systems
GPA	Georgia Ports Authority
GRAD	Georgia Ready for Accelerated Development
GRTA	Georgia Regional Transportation Authority
GSTDM	Georgia Statewide Travel Demand Model
GTFS	Ground Transportation Feed Specification
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
ICE	Intersection Control Evaluation
IIJA	Infrastructure Investment and Jobs Act

INFRA	Nationally Significant Multimodal Freight & Highway Projects Program
IRI	International Roughness Index
LEHD	Longitudinal Employer-Household Dynamics
LGC	LaGrange-Callaway Airport
LMIG	Local Maintenance & Improvement Grant
LOS	Level of Service
LRTP	Long Range Transportation Plan
LTS	Level of Traffic Stress
MARTA	Metropolitan Atlanta Rapid Transit Authority
METRA	Metropolitan Transit System
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NBI	National Bridge Inventory
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
NHPP	National Highway Performance Program
NHS	National Highway System
NRHP	National Register of Historic Places
NTD	National Transit Database
PMT	Project Management Team
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
PSAP	Pedestrian Safety Action Plan
PSR	Preconstruction Status Report
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RHST	Rural and Human Services Transportation
RITIS	Regional Integrated Transportation Information System
ROI	Return on Investment
ROW	Right of Way
RSA	Road Safety Audit
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act
SE	Socioeconomic

SMART	Strengthening Mobility and Revolutionizing Transportation Grants Program
SPLOST	Special Purpose Local Option Sales Tax
SS4A	Safe Streets for All
SSTP	Statewide Strategic Transportation Plan
STIP	Statewide Transportation Improvement Program
SVI	Social Vulnerability Index
SWTRP	Statewide Transit Plan
TAD	Tax Allocation District
TAMP	Transit Asset Management Program
TAP	Transportation Alternative Program
TDP	Transit Development Plan
TEA-21	Transportation Efficiency Act for the 21st Century
TNC	Transportation Network Companies
TPM	Transportation Performance Measures
TTFP	Transit Trust Fund Program
USDOT	United States Department of Transportation
VHD	Vehicles Hours of Delay
VHT	Vehicle Hours Travelled
VMT	Vehicle Miles Travelled
VRU	Vulnerable Road Users
YOE	Year of Expenditure

ES-1 Executive Summary

This executive summary highlights the key components of the 2050 Long-Range Transportation Plan for Troup County, Georgia. This summary provides an overview of the chapters covered in the plan, including key maps and figures that summarize major components of the plan such as agency and stakeholder involvement, existing and future conditions analyses, identified projects, and funding opportunities and next steps.

ES-1.1 Plan Purpose

The *Troup County Long-Range Transportation Plan* identifies projects based on existing and forecasted future conditions of the transportation network through the year 2050. Freight is an important element of the plan, and freight travel patterns were evaluated, including effects on downtown LaGrange. Identified projects reflect the anticipated growth in population and employment within the county, particularly growth related to freight-related land use, such as manufacturing and distribution.

ES-1.2 Agency Involvement

The plan was developed with robust input from a variety of stakeholder agencies. The plan was led by the Project Management Team (PMT), comprised of participants from GDOT, Troup County, the City of LaGrange, and the consulting team. The Advisory Committee (AC) encompassed key stakeholders who provided guidance and feedback at three key milestones throughout the process. An example of an Advisory Committee meeting workshop is shown in **Figure ES-1**. The AC members include:

1. GDOT – Office of Planning and District Three
2. Troup County
3. City of LaGrange
4. City of Hogansville
5. City of West Point
6. Three Rivers Regional Commission
7. Downtown LaGrange Development Authority
8. West Point Development Authority
9. Hogansville Downtown Development Authority
10. LaGrange-Troup County Chamber of Commerce
11. Troup Transit
12. Kia Motors Manufacturing
13. Troup County School System
14. Georgia Ports Authority



Figure ES-1: Example of an Advisory Committee Meeting Workshop

The AC was integral in developing the plan’s goals and objectives, which reflect what the plan aims to achieve. The previous (2006) plan’s goals were presented and refined based on feedback received during the first AC meeting and to align with the 2021 Georgia’s Statewide Strategic Transportation Plan (SSTP) Framework. The updated goals and objectives are shown in **Figure ES-2**.

Study Goals and Objectives

Goals & Objectives were updated based on Advisory Committee input

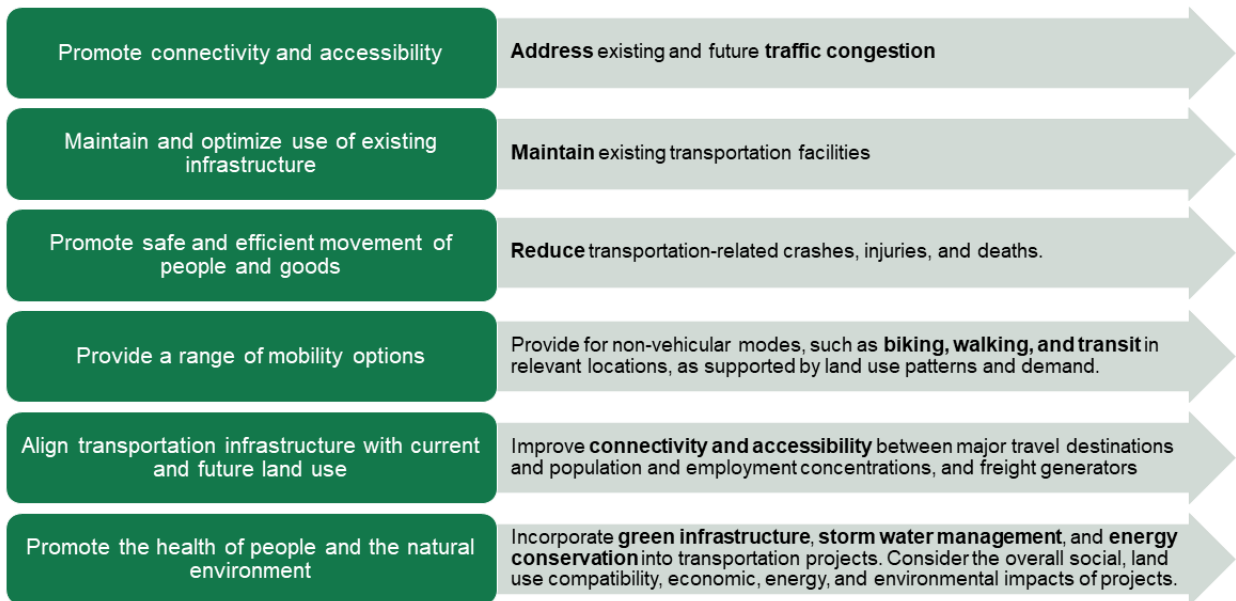


Figure ES-2: Goals & Objectives

In addition to the PMT and AC meetings, the planning team also coordinated with teams working on ongoing studies including the Georgia Freight Plan and the LaGrange Bypass Scoping Study. The team also held separate meetings

with the Georgia Ports Authority (GPA) and Kia Motors Manufacturing due to their anticipated growth and expansion plans in the region. These meetings provided valuable insight to better understand the changes within Troup County and the development plans of these entities, which were used to inform the planning process, recommendations, and future infrastructure plans.

ES-1.3 Demographic Information

The demographic analyses include population, income, employment, and social equity. Troup County is home to several industrial developments, including the forthcoming West Central Inland Port. The county had a population of 69,400 in 2020.¹ Troup County’s population was 0.7% of Georgia’s total population. There were 30,400 employed residents and a total of 38,300 jobs in Troup County, which is 0.9% of all jobs in the state. Key demographics are summarized in **Figure ES-3**.

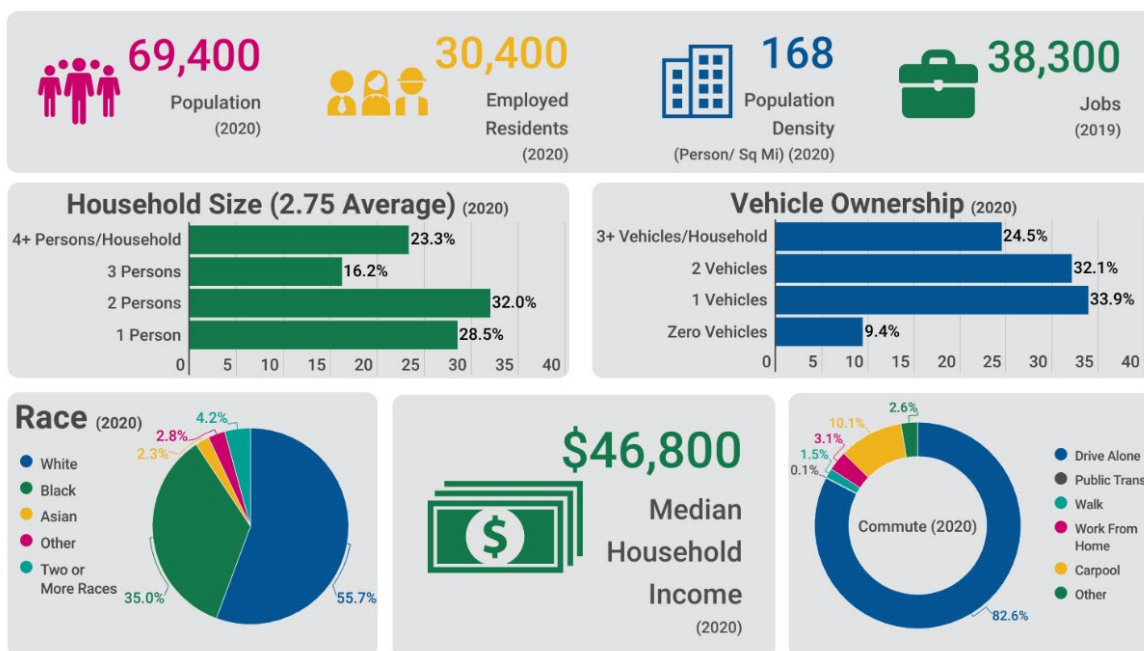


Figure ES-3: Existing (2020) Demographics

Manufacturing makes up the largest portion (30%) of employment sectors within Troup County, highlighting the importance of freight transportation in the area. The county’s top five employment sectors, comprising of nearly 70% of the county’s total employment, are outlined in **Figure ES-4**.

¹ American Community Survey (ACS), 5-Year Estimates (2016-2020)
www.arcadis.com

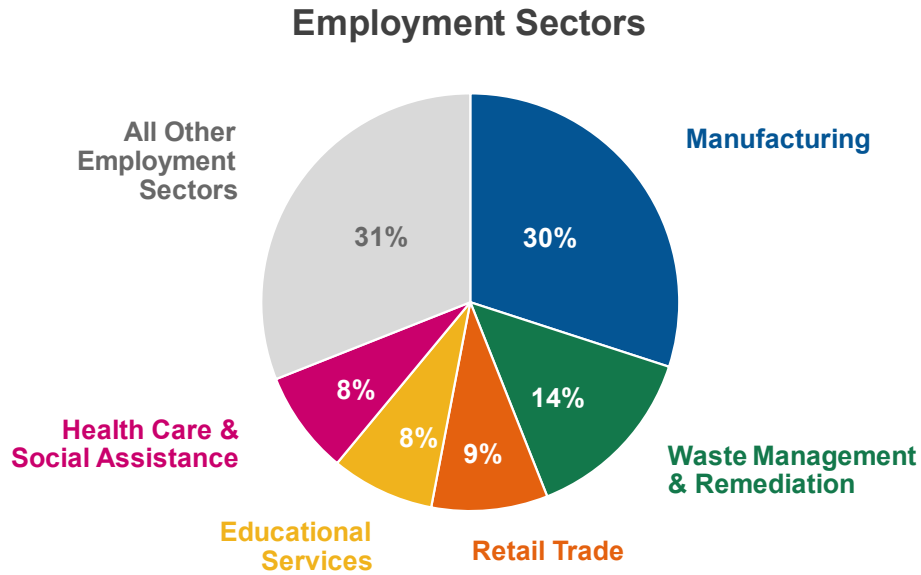


Figure ES-4: Employment Sectors

Past and projected future population and employment growth are shown in **Figure ES-5**. The average annual growth rate for population is 0.78%, and the average annual employment growth is 1.69%. By 2050, Troup County population is expected to reach 86,700 (0.5% of Georgia’s projected 2050 population) and employment will reach 64,600 (0.7% of Georgia’s projected 2050 employment).

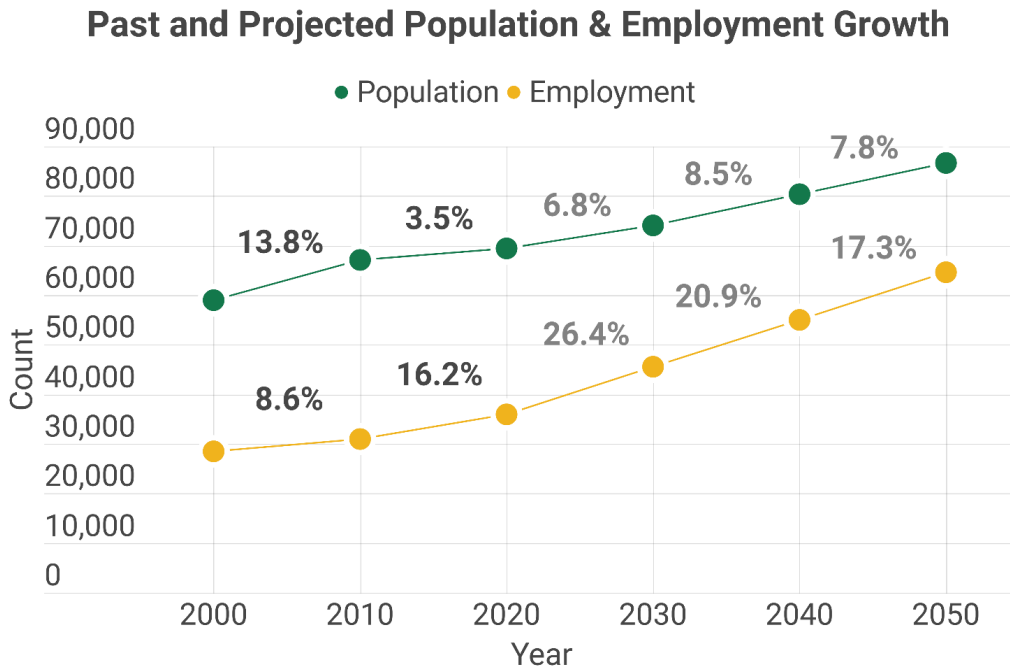


Figure ES-5: Past & Projected Population & Employment

Troup County includes diverse demographics and socioeconomic conditions. Social equity was assessed based on three data sources: the Federal Justice40 Initiative, Environmental Protection Agency’s Environmental Justice Screen (EPA EJScreen), and the Centers for Disease Control and Prevention’s Social Vulnerability Index (CDC SVI).

The Justice40 Initiative, authorized under Executive Order 14008 and signed on January 27, 2021, aims to deliver 40% of all benefits of federal investments in sustainable transportation to disadvantaged communities. As the map in **Figure ES-6** shows, 11 of the 18 Census tracts in the county are considered disadvantaged. These Census tracts comprise 61% of the county. The Justice40 disadvantaged areas, under federal initiative, are prioritized for federal spending, including discretionary grants. For some federal funding sources, the federal share could provide up to 100% funding for projects identified in historically disadvantaged communities.

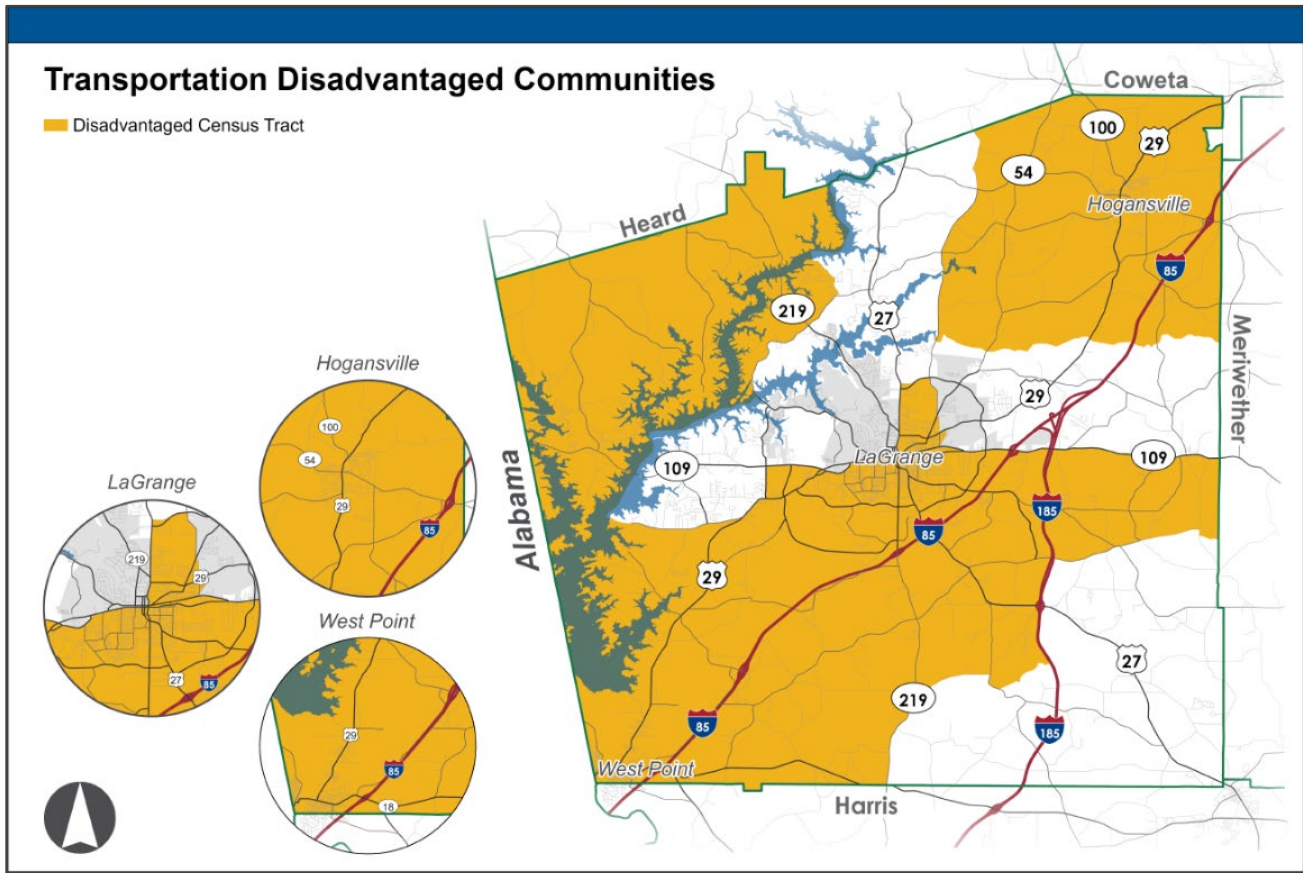


Figure ES-6: Transportation-Disadvantaged Communities

Data Source: USDOT Equitable Transportation Community Explorer, 2023

ES-1.4 Land Use and Development

Land use is critical in understanding the transportation improvements needed to support future growth and development. The county and city comprehensive plans were reviewed to assess land use and development patterns. Additionally, major planned and potential development sites were identified that could have substantial effects on the transportation system, including Developments of Regional Impact (DRIs) and other planned

developments. The anticipated population and employment associated with planned developments were incorporated into the travel demand model to reflect future travel patterns and volumes more accurately.

ES-1.5 Review of Existing Studies, Plans, and Documents

All relevant statewide, countywide, and city-level plans were reviewed to explore past recommendations for Troup County's transportation future, including:

- **Statewide Plans**
 - GDOT 2021 Statewide Strategic Transportation Plan: 2050 Statewide Transportation Plan (SSTP/SWTP)
 - GDOT Statewide Transportation Improvement Program (STIP FY 2024-2027)
 - GDOT Statewide Transit Plan (2022)
 - GDOT Georgia 2050 Rural and Human Services Transportation Plan (2023)
 - GDOT Bicycle Safety Action Plan (2018)
 - GDOT Pedestrian Safety Action Plan (2018-2022)
 - GDOT Georgia Freight Plan (2023)
 - GDOT Statewide Air Cargo Study (2022)
- **Countywide Plans**
 - Troup County Multi-Modal Transportation Study (2006)
 - Troup County Comprehensive Plan (2021-2041)
- **Citywide Plans**
 - City of Hogansville Comprehensive Plan Update (2021)
 - City of LaGrange Comprehensive Plan (2021-2041)
 - City of West Point Comprehensive Plan Update (2021-2040)
 - LaGrange Gateway Corridors Plan (2016)

ES-1.6 Assessment of Existing Transportation Facilities

The assessment of the current conditions of the transportation system included safety, roadway operating conditions, bridge and pavement, freight, bicycle and pedestrian infrastructure, public transportation, and aviation.

Safety

The heatmap in **Figure ES-7** shows the distribution of all recorded crashes that occurred not on an interstate. Areas in red have a denser concentration of crashes, while areas in green have a sparser concentration. Of those non-interstate crashes, 0.7% involved a pedestrian, 0.2% involved a bicycle, 1.7% resulted in at least one serious injury, and 0.4% were fatal. The highest densities of non-interstate crashes are in the cities of LaGrange and West Point. Some of the highest crash locations are seen at intersections along US 27, US 29, SR 100, and SR 109.

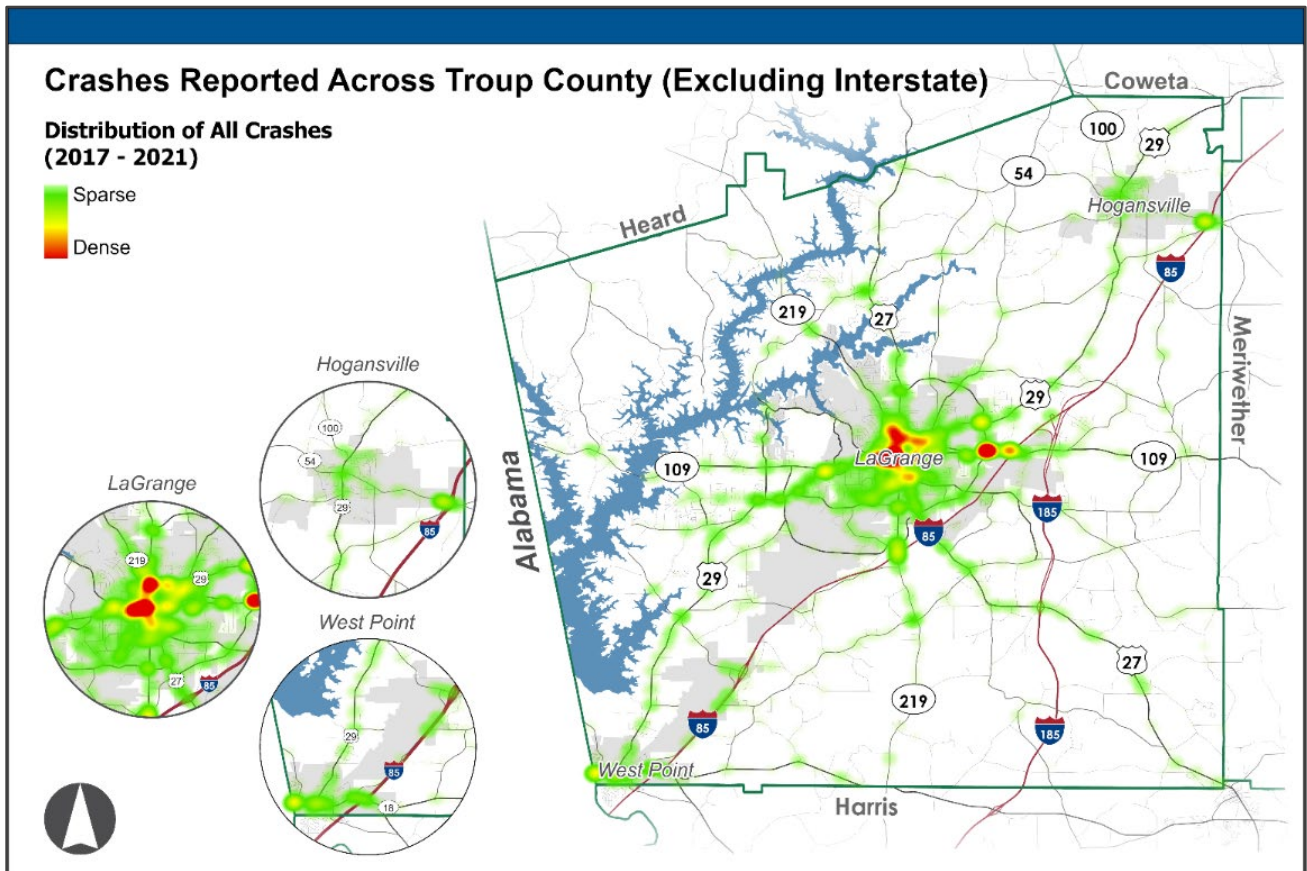


Figure ES-7: Crash Locations Heatmap

Data Source: GDOT Numetric, 2017-2021

Roadway Operating Conditions

Level of Service is a measure of roadway traffic congestion on a scale from A (free flow conditions) to F (gridlock) as shown in **Figure ES-8**. It is based on the ratio of traffic volume to roadway capacity (number of travel lanes). While there are some limitations to the use of volume to capacity ratios for assessing traffic congestion, this approach is common in planning studies to provide an approximation of roadway traffic congestion. In Troup County, most roadways operate at LOS C or better. However, there are some areas of higher congestion, as indicated in the 2020 existing travel demand model and in stakeholder input, such as I-85, US 27/Hamilton Road, US 29/Vernon Street, SR 219/ Mooty Bridge Road, and SR 109/ Greenville Road/Lafayette Parkway. The typical threshold for an acceptable LOS is D or better in urban areas and LOS C or better in rural areas.

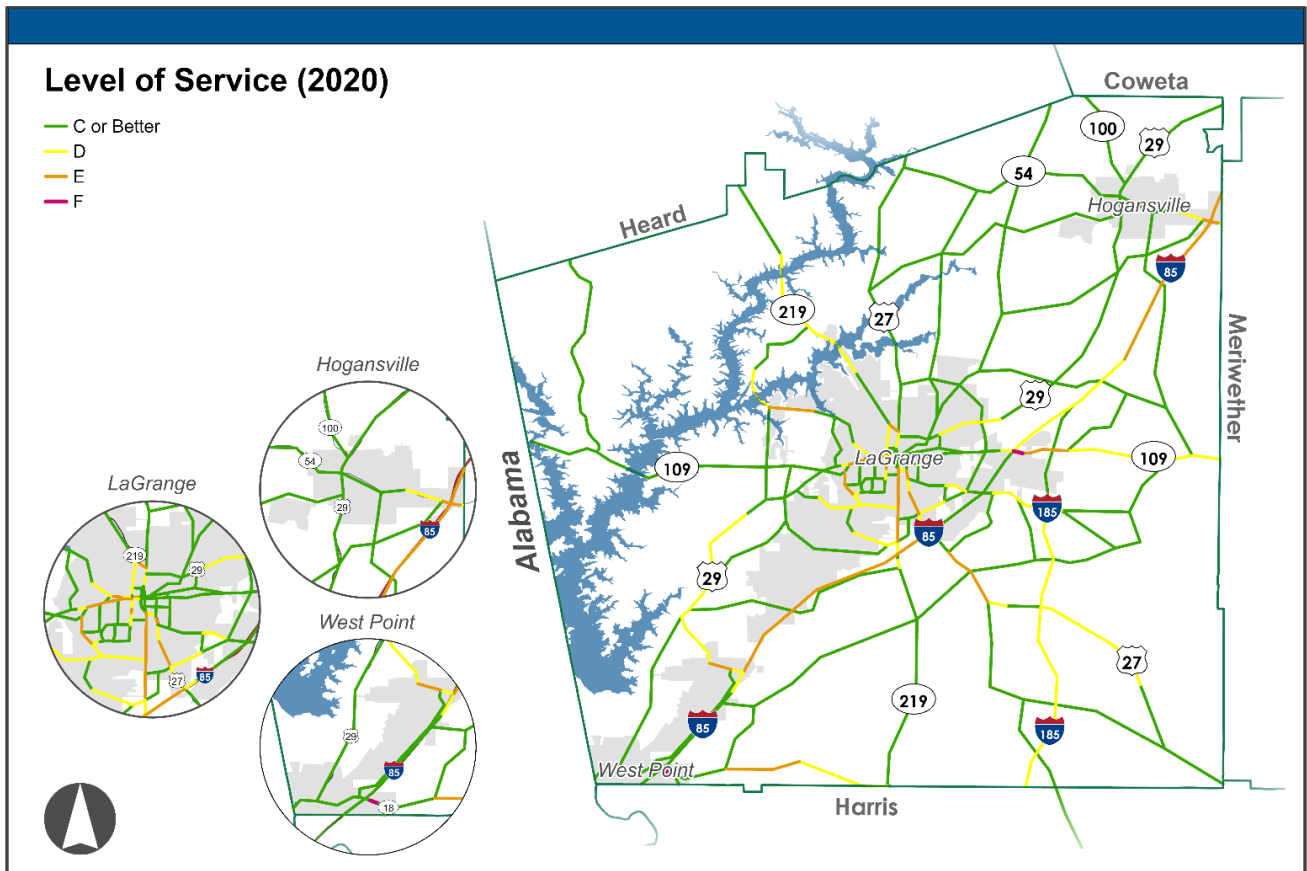


Figure ES-8: 2020 Daily Level of Service

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset)

Bridge & Pavement Conditions

Maintenance of bridge and pavement conditions is essential to the safe and efficient movement of people and goods. There are 168 bridges in Troup County, as identified by the Federal Highway Administration (FHWA) in its 2023 National Bridge Inventory (NBI). Of these bridges, 96 (57%) are GDOT owned and maintained, 71 (42%) are city or county owned, and one (<1%) is privately owned. **Figure ES-9** shows bridge conditions based on the 2023 NBI data. Three bridges are shown as poor condition in the study area; however, none of them are on state routes or the National Highway System (NHS).

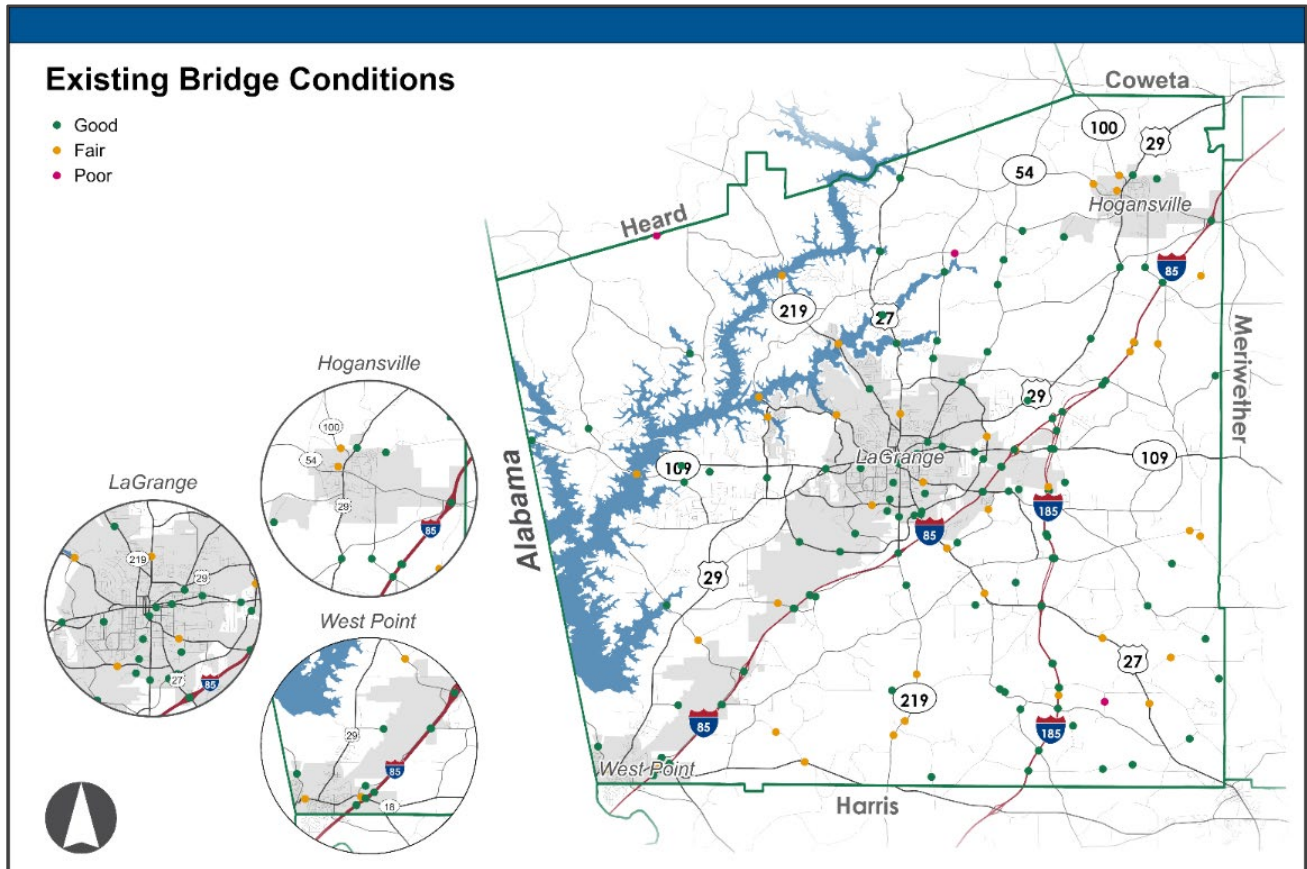


Figure ES-9: Existing Bridge Conditions

Data Source: NBI, 2023

Most roads in the county are in good or fair condition, according to the 2019 federal Highway Performance Monitoring System (HPMS). Road segments with poor pavement conditions are in the City of LaGrange, several locations along I-85, Lower Big Springs Road, and Stovall Road.

Freight

Freight is an essential element of the transportation system, particularly in Troup County where manufacturing makes up nearly one-third of jobs. There are several manufacturing facilities, warehouses, and distribution centers located within Troup County. Some of the larger facilities are Kia Motors, Walmart Distribution Center, Duracell, Weiler, Milliken, Interface, Sewon, and Badcock. Most of the freight-related land uses are concentrated along the I-85 corridor through LaGrange and West Point. According to Freight Analysis Framework (FAF) Version 5, the highest average daily truck trips occur on I-85, I-185, US-27, SR 109, and SR 219, as shown in **Figure ES-10**.

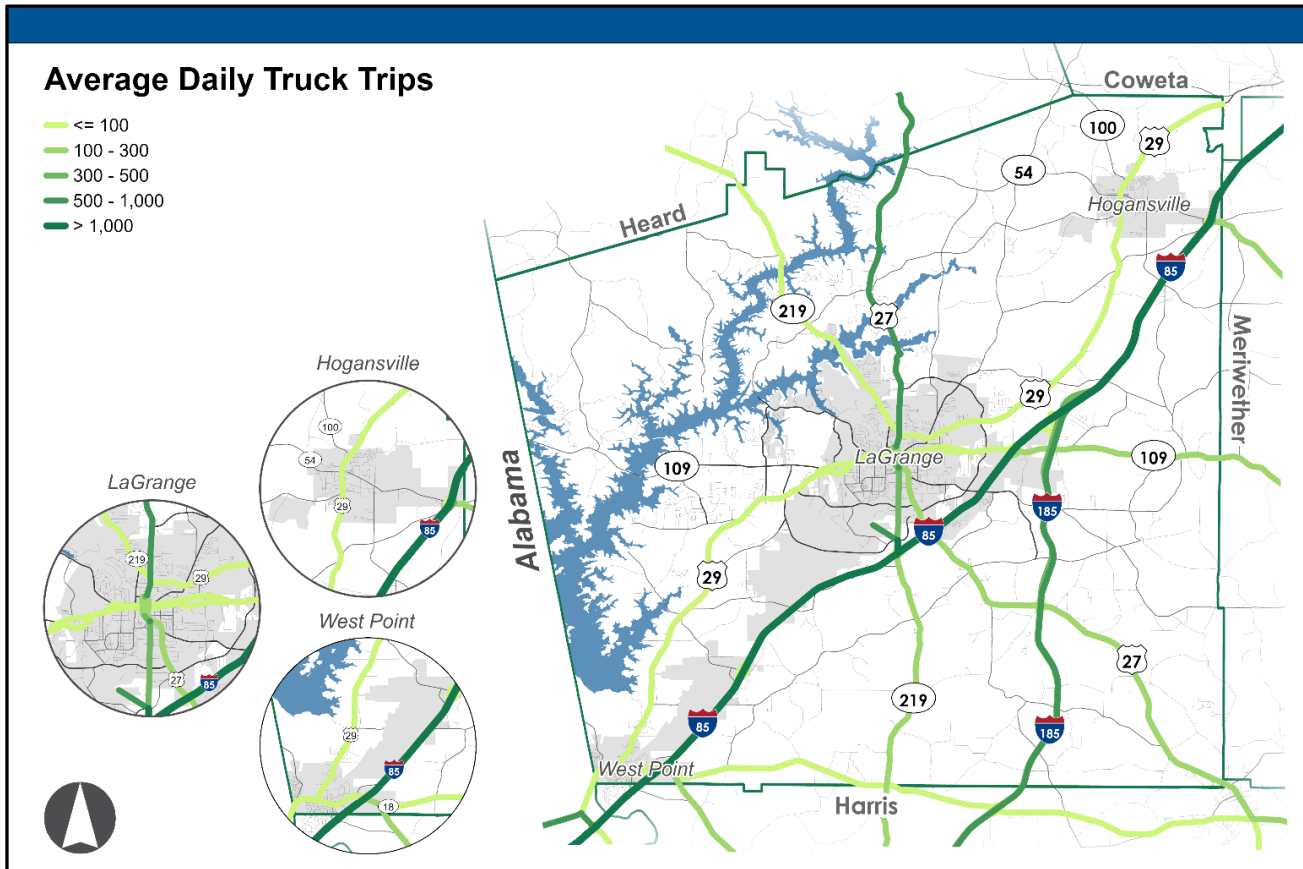


Figure ES-10: Average Daily Truck Trips in 2022

Data Source: Freight Analysis Framework Version 5

Bicycle & Pedestrian Infrastructure

Although bicycle and pedestrian travel make up a small portion of transportation in the county, it is important to ensure that safe and adequate facilities are available to those not using a vehicle. The downtown areas in LaGrange, Hogansville, and West Point have sidewalks on at least one side of many but not all streets, and crosswalk markings and pedestrian signals are present at some intersections. Dedicated bicycle lanes are provided along a few roadways such as County Club Road, Youngs Mill Road, and Calumet Center Road in LaGrange. Otherwise, dedicated on-street bicycle facilities are not prevalent across the county. The Thread Trail is a paved urban, multiuse trail that will ultimately form a 30-mile rail network extending beyond the downtown core to surrounding communities and destinations. Several sections are currently open or being constructed, as shown in **Figure ES-11**.

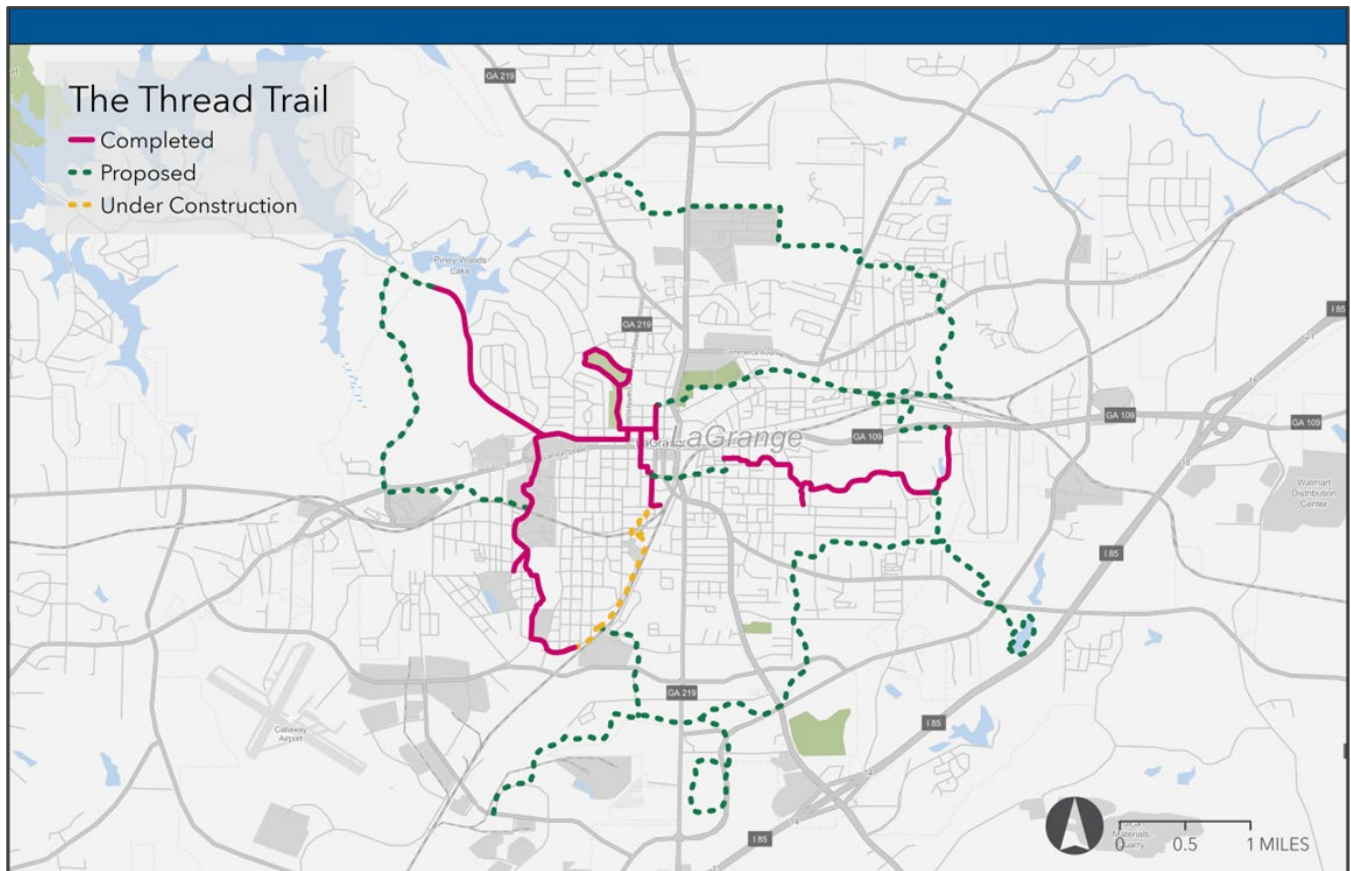


Figure ES-11: The Thread Trail

Data Source: TheThreadTrail.org

Public Transportation

Troup County offers demand response public transportation service through Troup Transit. This is a program that is offered by Troup County Parks and Recreation and gives priority to elderly individuals as well as individuals with disabilities. **Figure ES-12** shows information relating to Troup Transit’s average ridership, vehicles, and expenses between FY 2019 and FY 2021 from the National Transit Database (NTD).

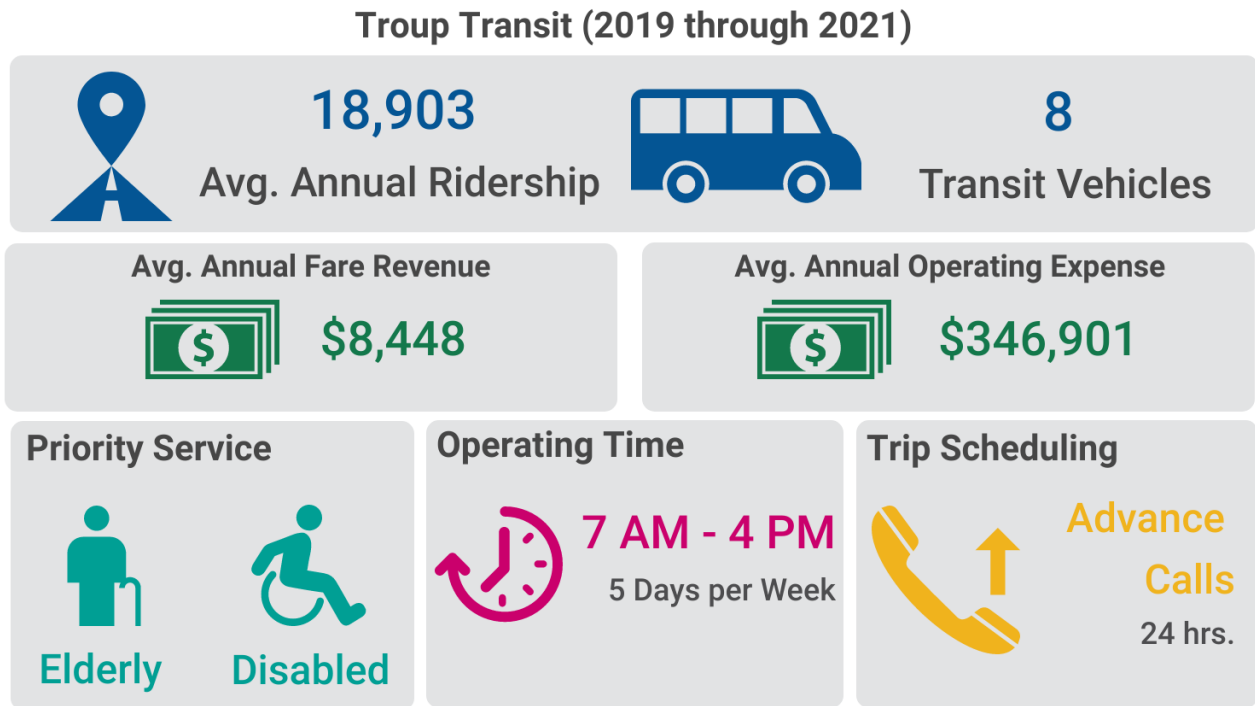


Figure ES-12: Troup Transit Facts, FY 2019-2021 Averages

Data Source: National Transit Database, FY 2019-2021

Aviation

There is one publicly operated airport in Troup County, which is the LaGrange-Callaway Airport. The airport is located three miles from the heart of the City of LaGrange (**Figure ES-13**). The airport currently serves the needs of general and business aviation users and operates two runways and forty hangars throughout its concourse. In 2021, the airport had 15,100 aircraft operations, with 99% as general aviation and 1% as military aviation.

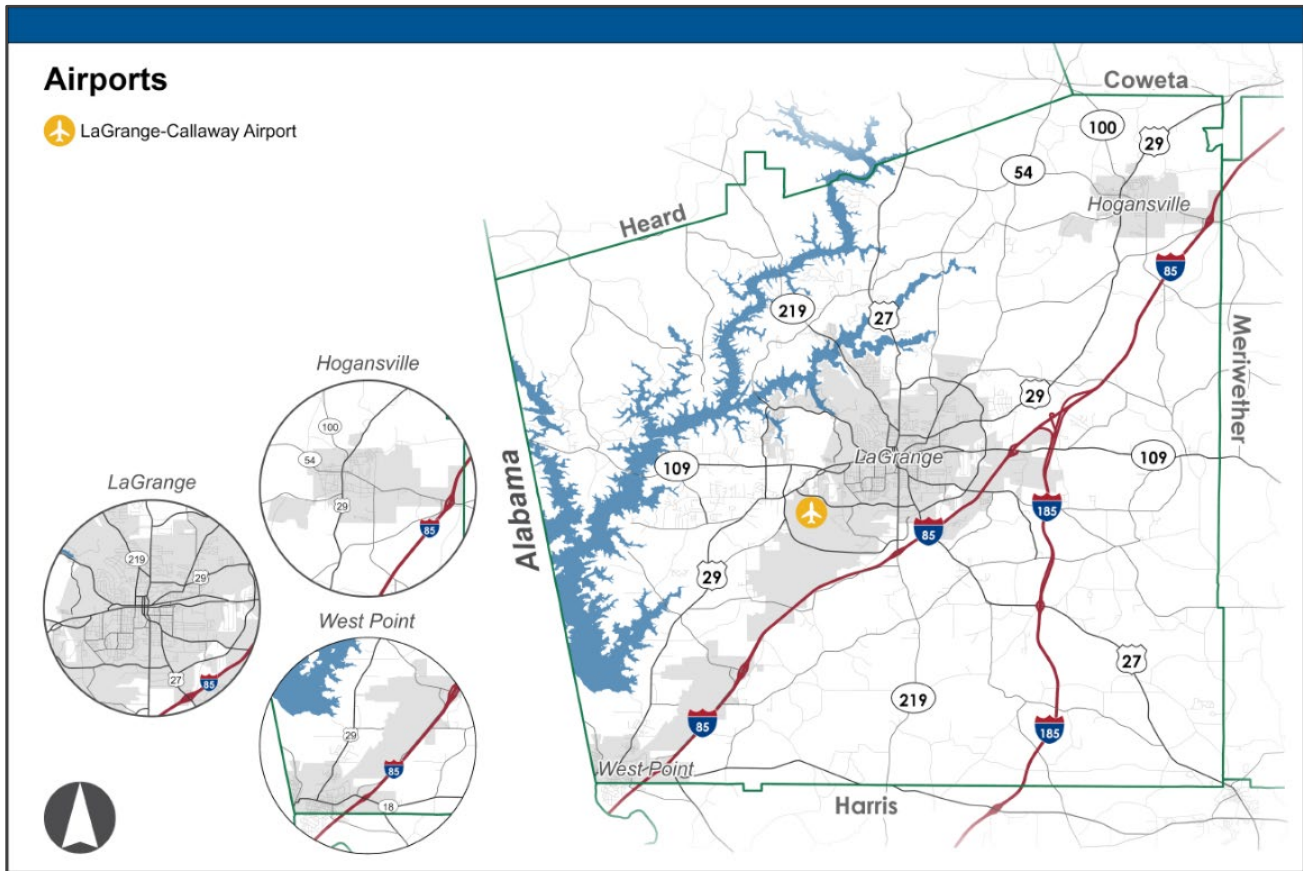


Figure ES-13: Airport

ES-1.7 Future Conditions and Potential Improvements

The future conditions analysis focuses on opportunities for improvements throughout the transportation system. One of the key components is the future travel demand model analysis. This analysis takes into account the future population and employment forecasts and associated vehicular trips on the roadway network to project future roadway operating conditions if no additional roadway projects are constructed (beyond those already planned for construction within the next three years). Two future baseline years were evaluated: 2035 and 2050, as shown in **Figure ES-14** and **Figure ES-15**.

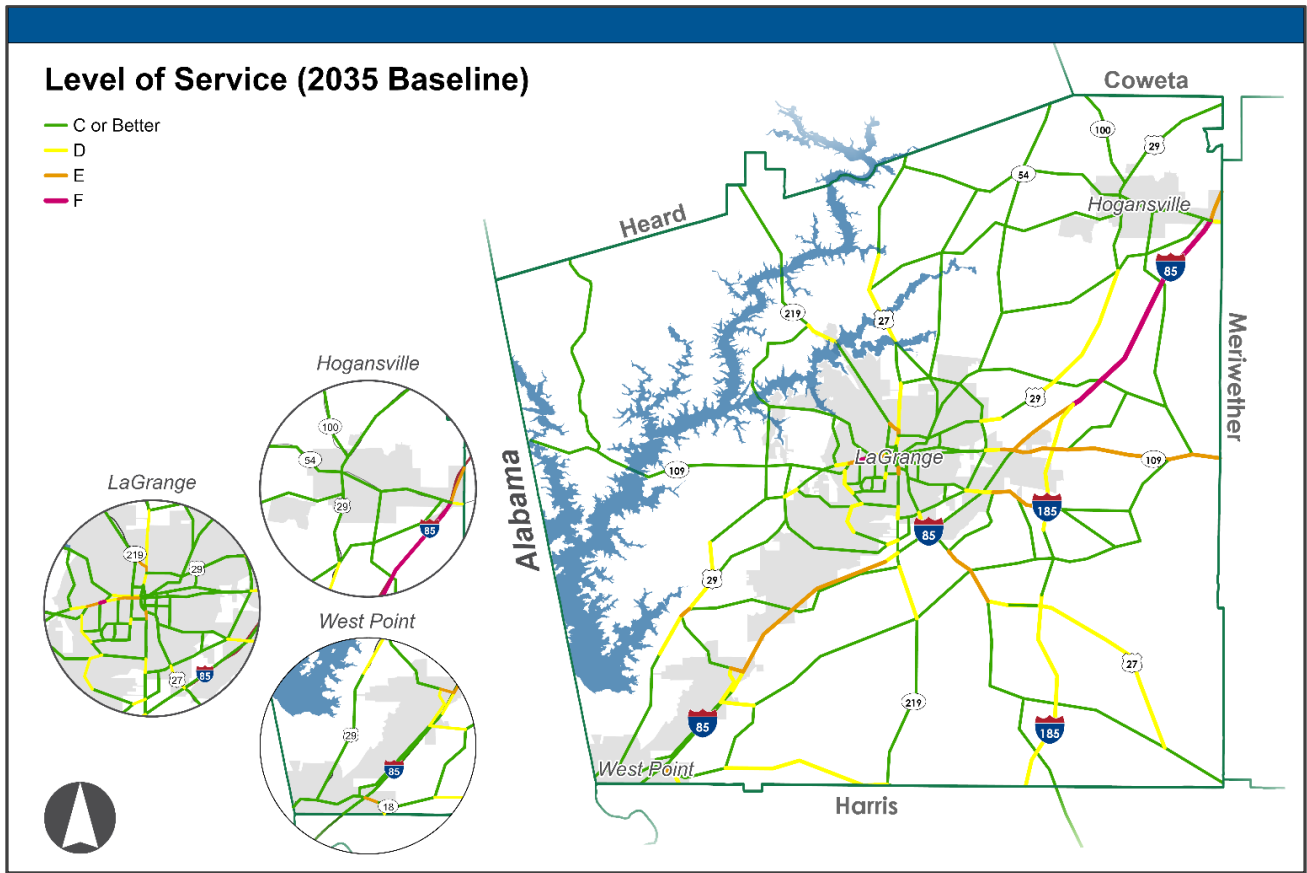


Figure ES-14: 2035 Baseline Level of Service, Daily

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), with socioeconomic data updated based on stakeholder input

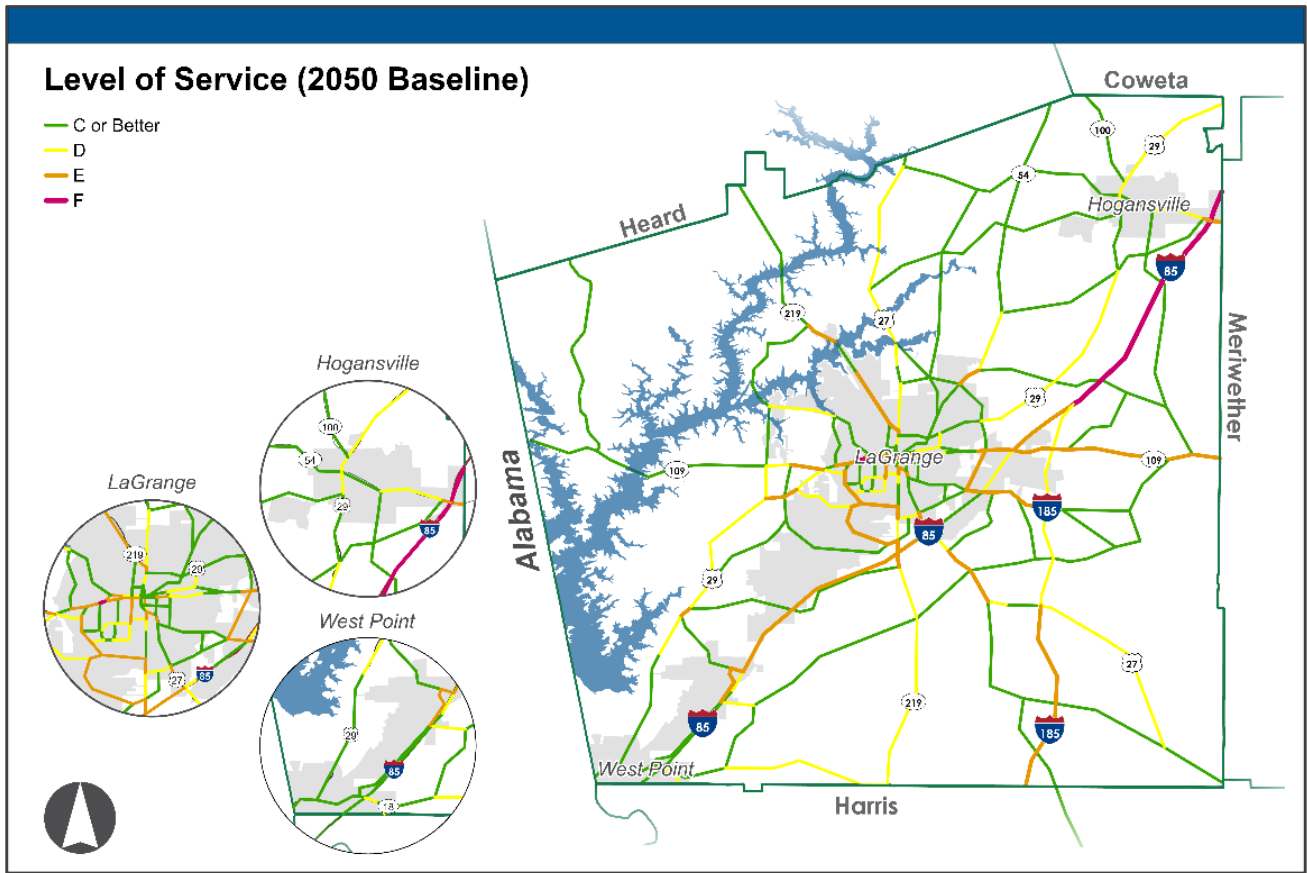


Figure ES-15: 2050 Baseline Level of Service, Daily

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), with socioeconomic data updated based on stakeholder input

ES-1.8 Identified Projects

The result of the planning process is a list of identified transportation projects based on the review of previous and existing plans, analysis of existing conditions, stakeholder input, and assessment of potential improvements based on the expected future conditions. **Figure ES-16** provides a summary of the identified projects.

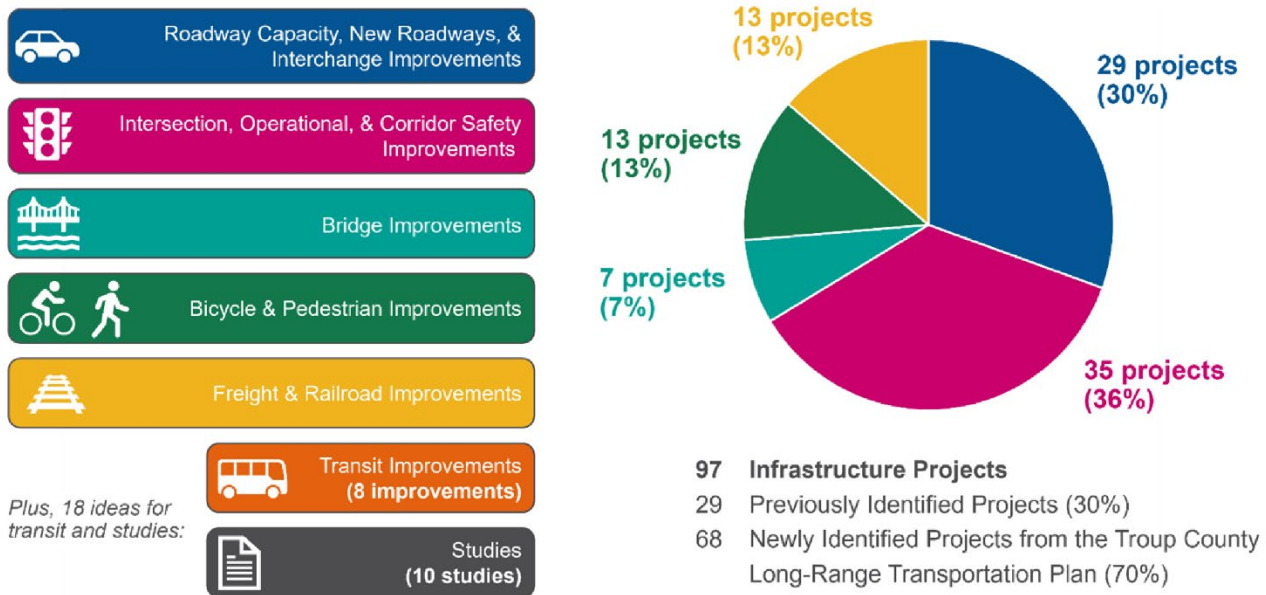


Figure ES-16: Summary of Identified Projects

Executive Summary

The map of all identified projects (**Figure ES-17**) shows a concentration of projects along state routes in and around the City of LaGrange, City of Hogansville, and City of West Point. Capacity projects provide increased access through the county and between each of the cities, while intersection and bicycle or pedestrian projects are located in areas of high-density land use, such as downtown LaGrange.

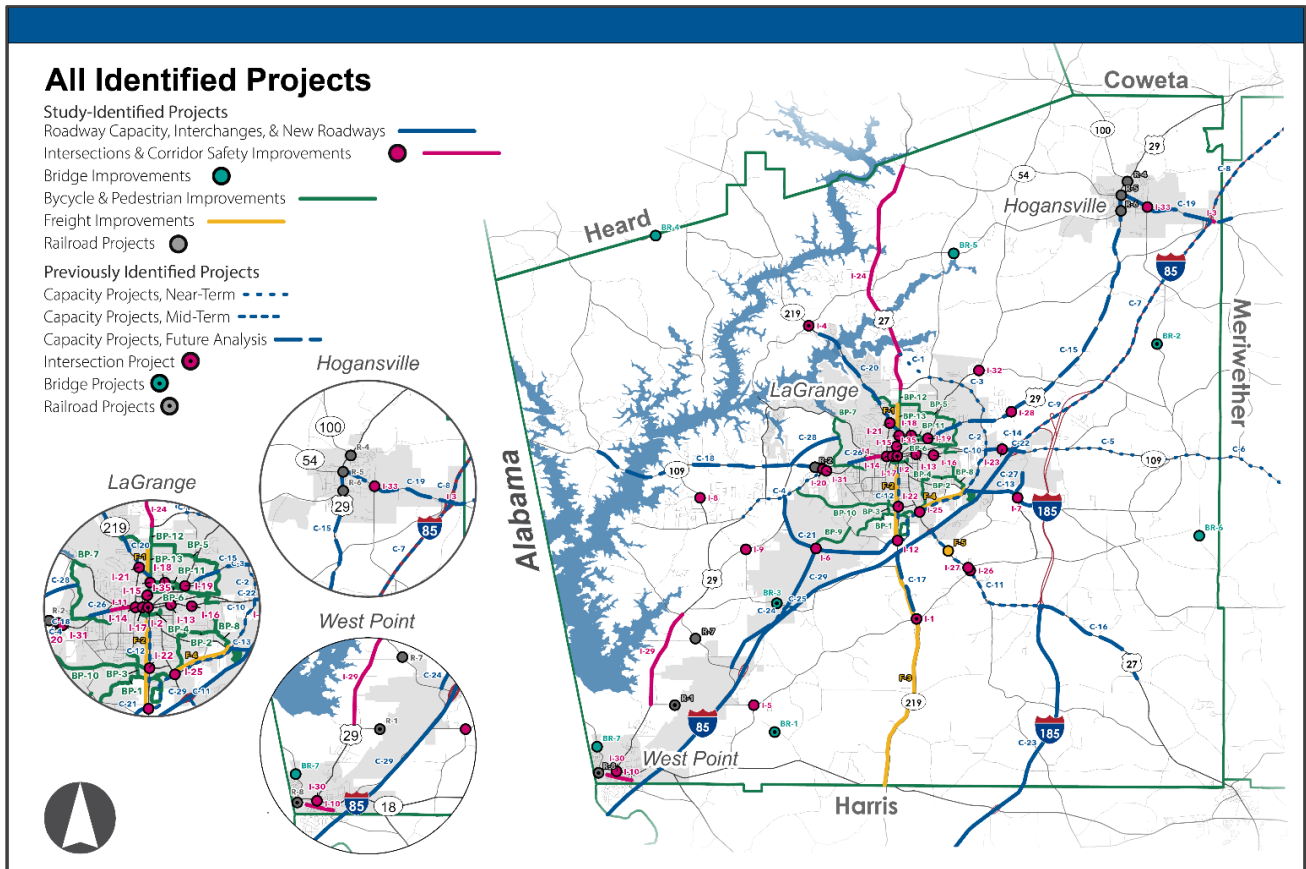


Figure ES-17: All Identified Projects

ES-1.9 Project Evaluation

The project evaluation framework uses qualitative and quantitative measures to demonstrate how well projects align with the plan’s stated goals and objectives and demonstrates each project’s need and validity for funding and project implementation. **Table ES-1** summarizes the plan goals and the associated evaluation measures, and their applicability to each project type.

Table ES-1: Project Evaluation Measures

Goal	Objective	Evaluation Measure	Capacity	Intersection	Bridge	Bike/Ped	Freight	Railroad	Transit	Study
Promote connectivity and accessibility	Address existing and future traffic congestion	Project reduces congestion or improves bridges on the roadway network	Y	Y	Y	Y	N	Y	Y	Y
		Project improves freight movement on national or state freight routes	Y	Y	Y	N	Y	Y	N	Y
Maintain and optimize use of existing infrastructure	Maintain existing transportation facilities	Project improves existing transportation facilities	Y	Y	Y	Y	Y	Y	Y	Y
Promote safe and efficient movement of people and goods	Reduce transportation-related crashes, injuries, and deaths	Project is expected to reduce crashes, improve infrastructure safety at an intersection or along a corridor, or increase efficiency of movement through transit.	Y	Y	Y	Y	Y	Y	Y	Y
Provide a range of mobility options	Provide for non-vehicular modes, such as biking, walking, and transit in relevant locations, as supported by land use patterns and demand	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Y	N	N	Y	N	N	Y	Y
		Project provides access and connections to existing or planned trails	N	N	N	Y	N	N	N	Y
Align transportation infrastructure with current and future land use	Improve connectivity and accessibility between major travel destinations and population and employment concentrations, and freight generators	Project improves connectivity to key activity centers, including freight-related land uses	Y	Y	N	Y	Y	Y	Y	Y
Promote the health of people and the natural environment	Incorporate green infrastructure, storm water management, and energy conservation into transportation projects	Project incorporates green infrastructure or sustainability	Y	Y	Y	Y	Y	Y	Y	Y
	Consider the overall social, land use compatibility, economic, energy, and environmental impact of projects	Project preserves the County's natural areas	Y	N	N	N	Y	Y	N	Y
		Project minimizes air quality impacts of transportation	Y	Y	N	Y	Y	Y	Y	Y

ES-1.10 Environmental Screening

A desktop environmental screening was performed to determine each project’s proximity to natural (e.g., wetlands), cultural (e.g., National Register of Historic Places [NRHP] eligible or listed properties), and social (e.g., community resources) environmental resources using a 500-foot buffer. The purpose of this analysis was to determine the potential complexity of the environmental clearance process for each identified project. An example of the analysis performed for each project is shown in **Figure ES-18**.

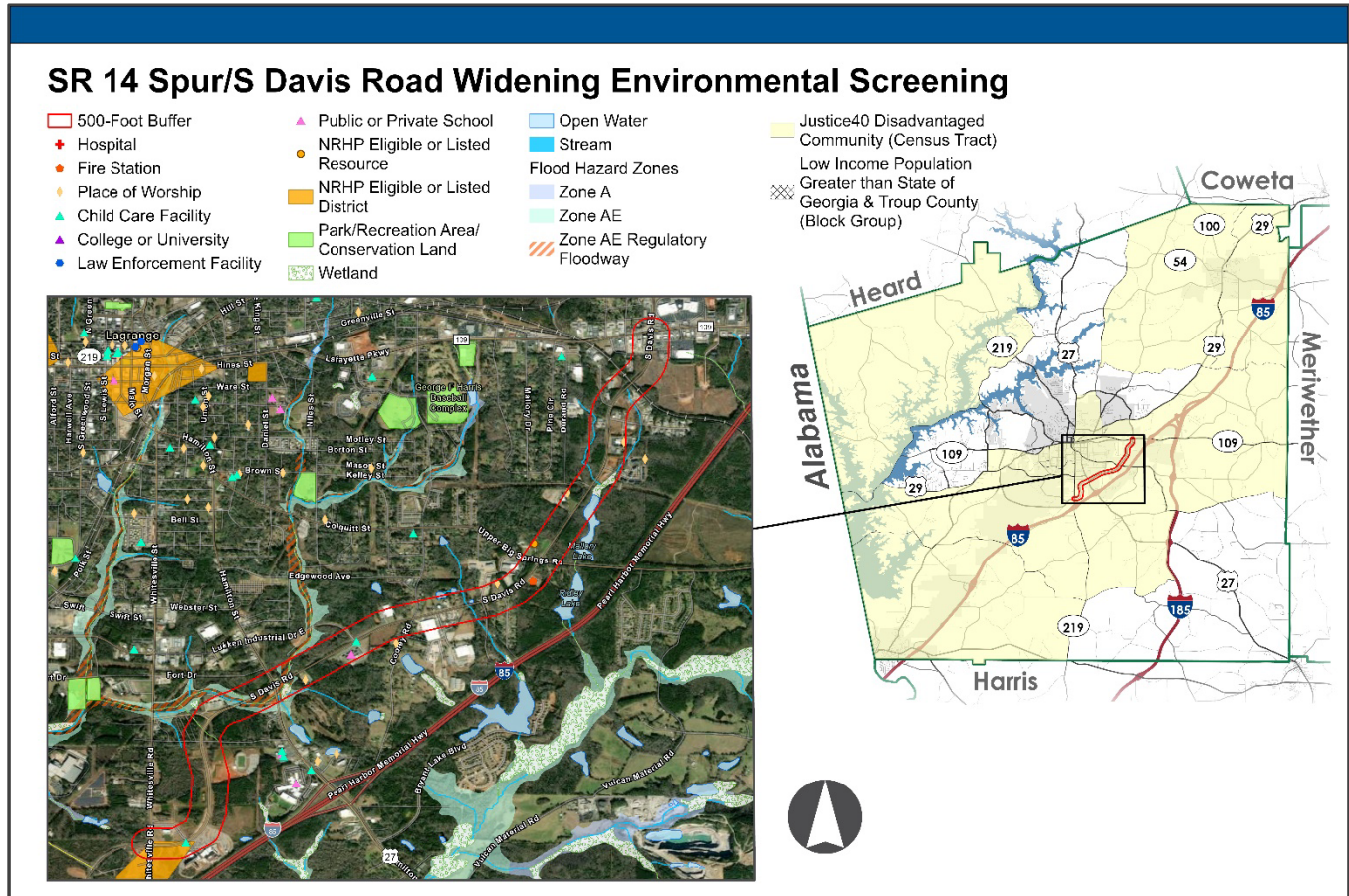


Figure ES-18: Project C-10 Environmental Screening

Of the approximately 97 projects that were screened for environmental resources, 90 of those are within a Justice40 Disadvantaged Community U.S. Census Bureau Census tract and/or a U.S. Census Bureau block group that was identified as having higher low-income populations than Troup County and the State of Georgia. Additional desktop research and windshield surveys would be required for programmed projects located within these Census tracts and/or block groups to identify potential Environmental Justice (EJ) communities. If EJ communities are identified within a project area, the decision-making process may include coordination with community leaders, community engagement through public involvement, and an evaluation of the project’s potential to impacts to these communities. The evaluation should consider how the communities are affected by changes to access, displacements or significant right-of-way (ROW) takes, alterations to traffic patterns, increased community isolation, impacts to community cohesion, or other issues of community concern and controversy. Efforts to avoid and

minimize impacts to Environmental Justice communities must be considered as part of the federally required National Environmental Policy Act (NEPA) process.

ES-1.11 Funding

Troup County has historically received funding from federal, state, and local-level agencies to finance roadway, transit, and active-transportation-related projects. The funding sources can be applied to identified projects as appropriate based on the criteria set for each funding program. Most of the funding for transportation projects in Troup County is from federal funding provided through GDOT, often with a percentage match required from local sources. Many of the identified projects are eligible for federal discretionary grants, as well.

Federal Funding

Federal funding comes primarily from FHWA and Federal Transit Administration (FTA) formula funds, which are apportioned at the state and regional levels. The current federal transportation funding authorization legislation is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which provides funding for federal fiscal years 2022 through 2026. In addition to formula funds, the BIL also includes several discretionary grant programs that applicants such as cities, state DOTs, and metropolitan planning organizations (MPOs) can request through a competitive application process.

State Funding

GDOT facilitates the allocation of funding received from most federal funding programs and is responsible for statewide distribution to all congressional districts for use in federal, state, and local level projects. The funding plan is outlined in the STIP document that is updated every 4 years. The FY 2024 – 2027 STIP indicates that there is \$1.6 billion allocated for state highway projects, of which \$1.35 billion is put towards federal matching, statewide. There are several sources of state funding, including the motor fuels state tax and special diesel fuel tax. The fuel taxes can only be used for roadway and bridge projects, so other project types can be financed through other sources and funding programs.² GDOT also provides funding for transit through the Transit Trust Fund Program (TTFP) which can be used for any transit related project that will help support or expand the network.³

Local Funding

Cities and counties fund projects from a variety of sources, but the primary locally generated sources or “own source” funds come from sources such as property and sales tax revenues. The Special Purpose Local Option Sales Tax (SPLOST) is a primary local funding source for transportation projects. Troup County’s current SPLOST (SPLOST V) is for the six-year period beginning January 1, 2019 through 2024 and is expected to generate approximately \$70 million dollars. Troup County SPLOST funds are an essential source of locally controlled funding for transportation projects and can provide the required local match to state and federal funds and to leverage those larger funding sources, advancing projects more quickly. Troup County also has two Tax Allocation Districts (TADs) – the Gateway TAD and the Mill Creek TAD that generate revenue for those areas.⁴

² GDOT, STIP, https://www.dot.ga.gov/InvestSmart/STIP/FY24-27/STIP_FY24_27_Final.pdf

³ GDOT, Transit Trust Fund Program, <https://www.dot.ga.gov/GDOT/Pages/TTFP.aspx>

⁴ Troup County Georgia 2022 Annual Comprehensive Financial Report, <https://www.troupcountyga.gov/Content/Documents/finance/2022/Troup%20County%20Georgia%202022%20Annual%20Comprehensive%20Financial%20Report.pdf>

ES-1.12 Conclusions

The *Troup County Long-Range Transportation Plan* should serve as the foundation for Troup County's transportation planning efforts and a starting point for addressing transportation opportunities. It should be reviewed and updated periodically to incorporate the latest data and to ensure that the plan's assumptions and projects effectively address the county's transportation opportunities.

1 Introduction

The *Troup County Long-Range Transportation Plan* is a long-range planning study to identify future transportation investments within the county. The plan was developed through coordination among Troup County, the cities of LaGrange, Hogansville, and West Point, the Georgia Department of Transportation (GDOT), a stakeholder Advisory Committee, and a consulting team comprised of Arcadis and Modern Mobility Partners. This report documents the planning process, demographic data, existing and future operating conditions for the transportation system, multi-modal transportation projects, environmental screening of projects, and a project funding summary.

1.1 Plan Purpose

The purpose of the *Troup County Long-Range Transportation Plan* is to identify potential projects based on existing and forecasted future opportunities for the transportation network through the year 2050. The plan will serve as the Long-Range Transportation Plan (LRTP) for the county, including the cities of Hogansville, LaGrange, and West Point. Freight is an important element of the plan, and freight travel patterns were evaluated, including effects on downtown LaGrange, and identified projects reflect the anticipated growth in population and employment within the county, particularly as it relates to freight-related land use, such as manufacturing and distribution.

1.2 Study Area Description

The study area, shown in **Figure 1-1**, includes all of Troup County, which covers approximately 414 square miles in west central Georgia. The county includes three incorporated municipalities: the City of LaGrange, City of West Point, and City of Hogansville, all of which are located along I-85. The county is southwest of Atlanta, north of Columbus, and shares its western border with Alabama. It was established in 1826 after the United States acquired the land from the Creek Nation. West Point Lake extends through much of the western and northwest part of the county.

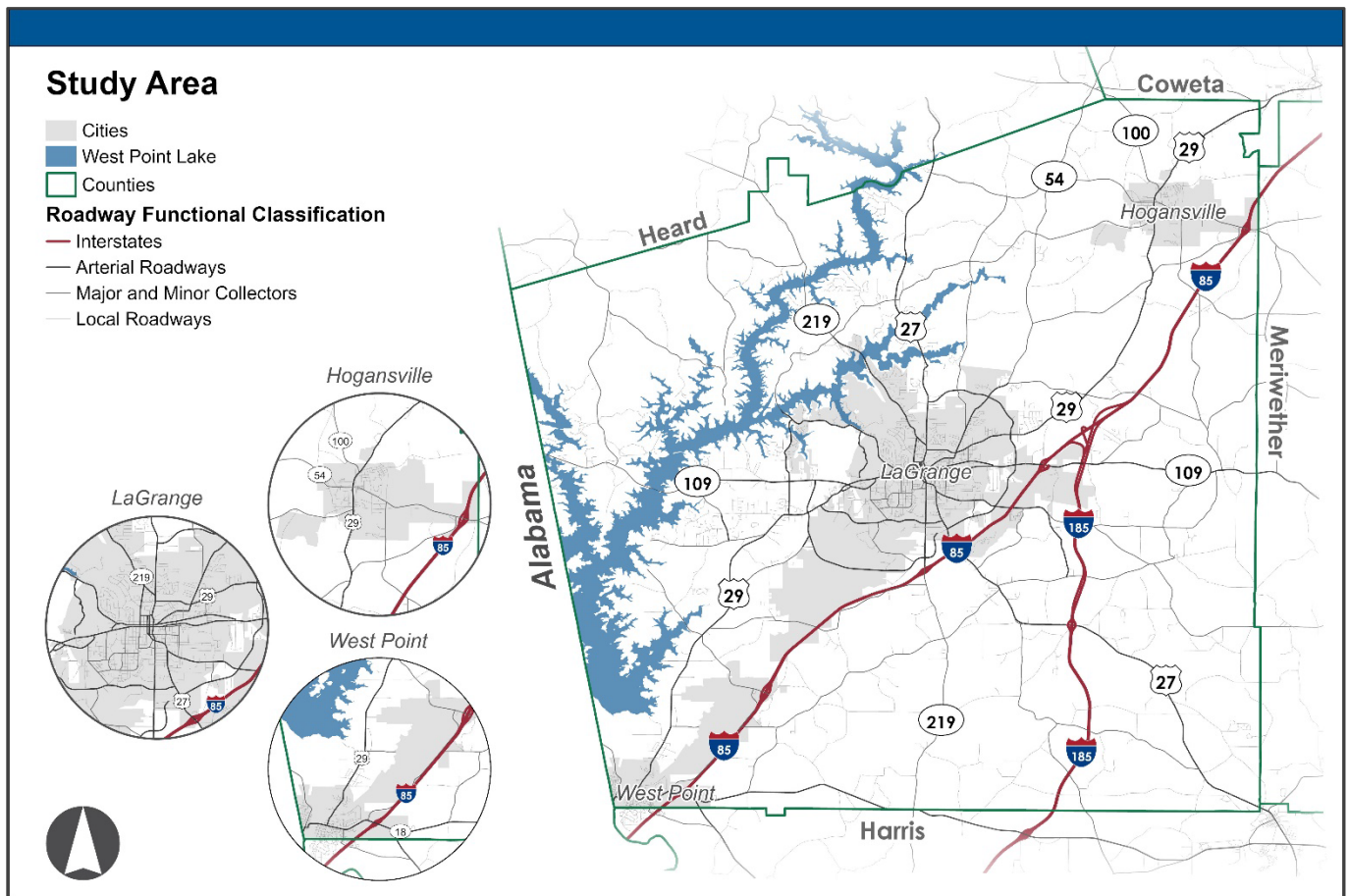


Figure 1-1: Study Area Map

1.3 Planning Process

There are several steps to the planning process, as outlined in the process diagram in **Figure 1-2**. Stakeholder coordination among GDOT, Troup County, the cities, and other stakeholders occurred throughout the process and is described in more detail in **Chapter 2 Agency Involvement**. The planning process began with an assessment of exiting transportation conditions, such as analyses of safety, roadway operations, freight patterns, transit, bicycle, and pedestrian facilities. Next, the plans' goals and objectives were identified, and future conditions of the transportation system were forecasted. A list of draft projects was prepared, and projects went through environmental screening and project evaluation. Planning-level cost estimates were identified for each project, and the project list was finalized with input from the stakeholders. Upon completion of the plan, the next steps are to continue coordination among stakeholders and with local, regional, and statewide plans and implement projects.

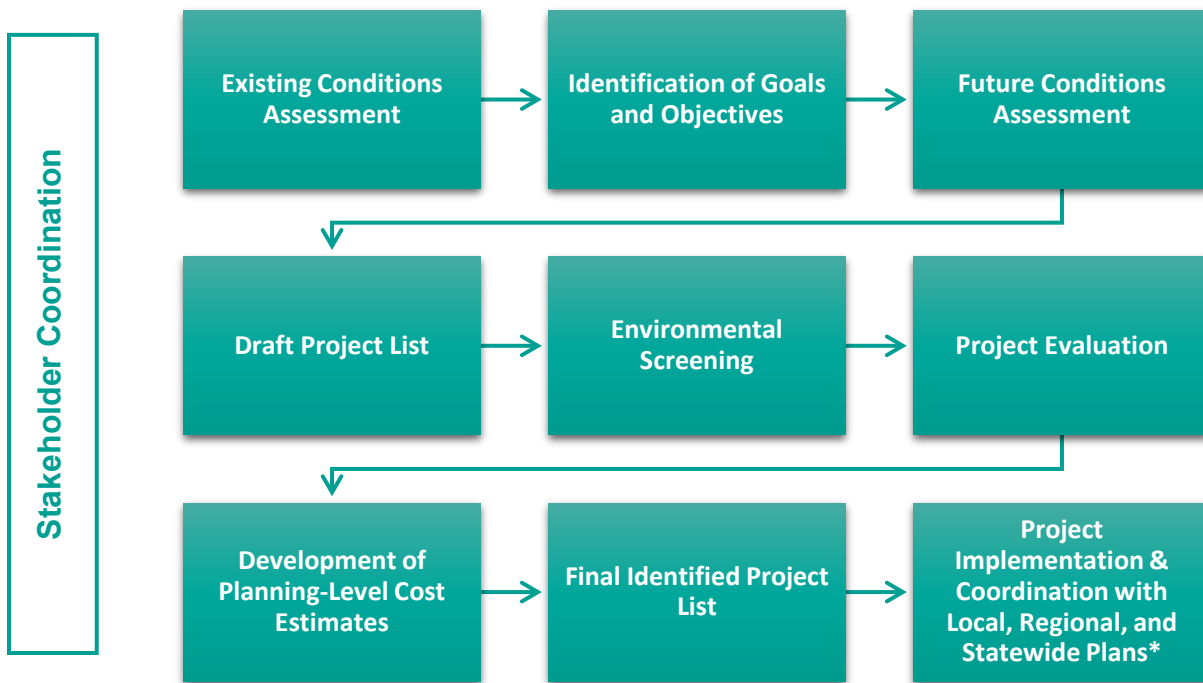


Figure 1-2: Planning Process Overview

* Project implementation is subject to funding availability.

2 Agency Involvement

Agency involvement occurred throughout the planning process to gain valuable insight into the local perspectives within the county. The plan was led by the Project Management Team (PMT), comprised of participants from GDOT, Troup County, the City of LaGrange, and the consulting team. Additionally, a larger stakeholder Advisory Committee (AC) was established to provide guidance and feedback at key milestones throughout the process. Other meetings were held to coordinate with key stakeholders and ongoing initiatives.

2.1 Project Management Team and Advisory Committee

The PMT group met frequently throughout the planning process to guide the development of the plan. The group discussed plan progress and upcoming milestones. This group reviewed all draft projects and materials prior to distribution to the AC.

In addition to the PMT, stakeholder agencies were involved in the planning process through participation in the AC. The AC included representatives from the following agencies:

1. GDOT – Office of Planning and District Three
2. Troup County
3. City of LaGrange
4. City of Hogansville
5. City of West Point
6. Three Rivers Regional Commission
7. Downtown LaGrange Development Authority
8. West Point Development Authority
9. Hogansville Downtown Development Authority
10. LaGrange-Troup County Chamber of Commerce
11. Troup Transit
12. Kia Motors Manufacturing
13. Troup County School System
14. Georgia Ports Authority
15. Troup Strategy Center

2.2 Advisory Committee Meetings

There were three AC meetings during the planning process, as described below. The dates and locations are shown in **Table 2-1**.

Table 2-1: Advisory Committee Meeting Summary Table

Meeting	Date	Location
Stakeholder Advisory Committee Meeting #1	April 17, 2023	Troup County Agricultural Education Center, 2168 Pegasus Parkway, LaGrange
Stakeholder Advisory Committee Meeting #2	September 8, 2023	Troup County Fire Administration Building, 2495 Hamilton Road, LaGrange
Stakeholder Advisory Committee Meeting #3	January 19, 2024	Troup County Fire Administration Building, 2495 Hamilton Road, LaGrange

2.2.1 Advisory Committee Meeting #1

The first AC meeting was held on April 17, 2023, and served as an introduction to the planning process (**Figure 2-1**). The presentation to stakeholders focused on explaining the purpose of the plan, providing an overview of existing demographic and transportation conditions, and seeking feedback from the stakeholders regarding draft plan goals and objectives. A live polling tool was used, in which attendees provided feedback on locations of traffic congestion, relevance of each of six draft goals, suggestions for revisions to the draft goals, relevance of draft objectives, feedback on the draft objectives, and what works well versus what could be improved in terms of transportation in Troup County. The poll results revealed that most of the draft goals and objectives were still relevant, although the goal of “Accommodating mobility without the use of automobiles” was less relevant than the rest (**Figure 2-2**). Similarly, most draft objectives were still relevant, scoring at least 3 on a scale of 1-5, except for “Provide for non-vehicular modes, such as biking, walking, and transit,” which scored 2.8 out of 5.



Figure 2-1: Advisory Committee Meeting #1



Figure 2-2: Live Polling Responses to Draft Goals during Advisory Committee Meeting #1



Figure 2-3: Live Polling Responses to Draft Objectives during Advisory Committee Meeting #1

2.2.2 Advisory Committee Meeting #2

During the second Advisory Committee meeting, held on September 8, 2023, the presentation included the updated goals and objectives (based on feedback from the first AC meeting), a summary of the environmental screening process, the modeled future traffic conditions, and a summary of how the draft projects were developed. The presentation was followed by a workshop session, during which participants provided feedback about the draft projects shown on the maps provided. Ultimately, that feedback was then used to refine and finalize the project list. **Figure 2-4** depicts the workshop session during the second AC meeting.



Figure 2-4: Workshop Session during Advisory Committee Meeting #2

2.2.3 Advisory Committee Meeting #3

At the third, and final, meeting on January 19, 2024, the maps and list of identified projects were presented. The meeting included a presentation summarizing the planning process, final list of projects, and next steps. **Figure 2-5** depicts the presentation portion of the meeting. Following the presentation, stakeholders viewed the projects shown on display boards in an open house format.



Figure 2-5: Presentation during Advisory Committee Meeting #3

2.3 Other Coordination Meetings

Additional outreach occurred to coordinate with ongoing studies and key stakeholders:

- **Georgia Freight Plan** – This plan concluded in March 2023, during the *Troup County Long-Range Transportation Plan*. Analysis and findings from the freight plan, such as top counties for origin and destination of manufacturing tonnage, freight-intensive land uses, the importance of US 27 as an alternate route to I-85 between Tennessee and Florida, and truck parking locations were incorporated into this plan.
- **LaGrange Bypass Scoping Study** – This study (PI 0016838) occurred concurrently with the *Troup County Long-Range Transportation Plan* and evaluated the possibility of a truck-only facility. The scoping study team provided frequent updates throughout the planning process. Ultimately, the scoping study did not determine a need for a truck-only facility due to low truck volumes and the public’s desire for a solution applicable to all traffic types. Therefore, that was not included in this plan’s final project list.
- **Georgia Ports Authority** – The PMT met with the Georgia Ports Authority on May 22, 2023, to gain understanding of the timing and scale of the forthcoming West Central Inland Port. Based on the location and assumptions about freight tonnage and jobs associated with the facility, the travel demand model was updated to account for trips to and from the port. This provided for a more accurate and useful future model, as the port is likely to affect travel demand and volumes.
- **Kia Motors Manufacturing** – The PMT met with a representative from Kia on July 11, 2023. During the meeting, topics of discussion included access to and from the Kia manufacturing facility in West Point, employee and freight access issues, and potential future needs and solutions. The potential opportunities are incorporated in **Chapter 7 Future Conditions and Potential Improvements**.
- **GDOT Offices** – Identified projects were reviewed during meetings and email coordination with GDOT’s Offices of Utilities, Bridge Design & Maintenance, and Traffic Operations. Ongoing coordination occurred between GDOT Planning and District Three throughout the process via the PMT.
- **Cities** – Toward the end of the planning process, one-on-one meetings were held with the mayors of West Point (November 13, 2023) and Hogansville (November 14, 2023). The purpose of the meetings was to

review and ensure support for the identified projects. The City of LaGrange was involved throughout the process as a member of the PMT.

2.4 Goals and Objectives

The *Troup County Long-Range Transportation Plan* goals and objectives align with statewide goals from Governor Brian Kemp and GDOT and were further refined to reflect what the plan plans aim to achieve. The plan goals and objectives were developed based on input from the PMT and AC stakeholders. The previous (2006) plan’s goals were presented and refined based on feedback received during the first AC meeting. The updated goals and objectives are shown in **Figure 2-6**.

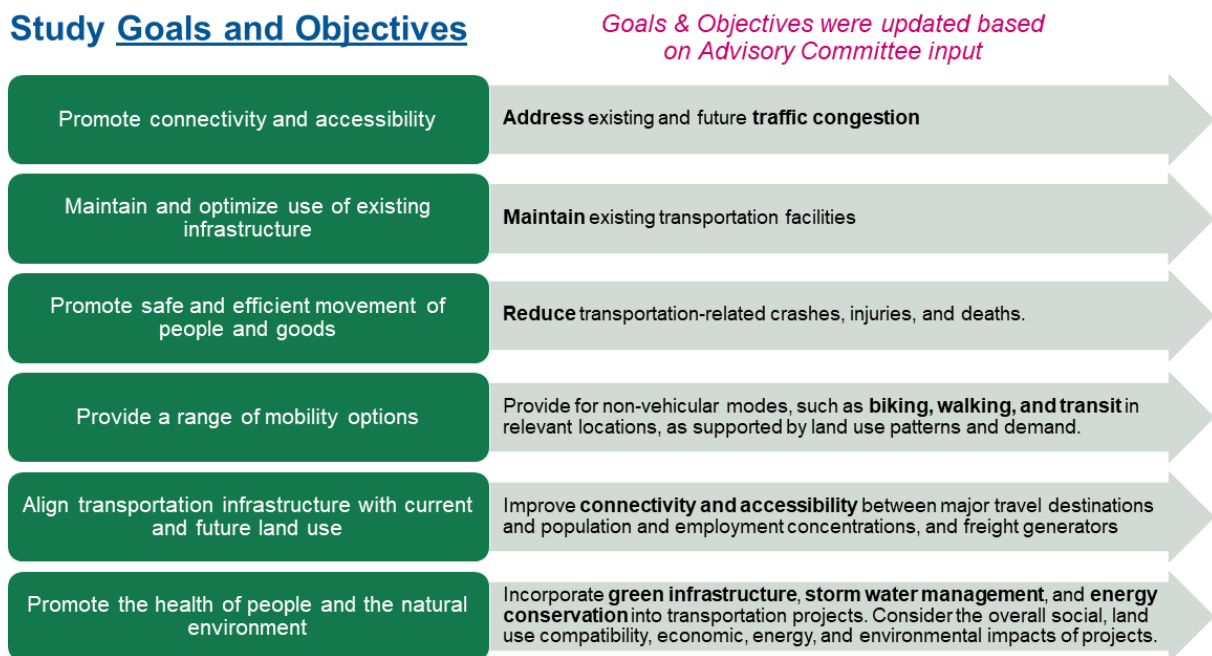


Figure 2-6: Goals & Objectives

The goals and objectives, and the plan itself, also align with Georgia’s Statewide Strategic Transportation Plan (SSTP) Framework, shown in **Figure 2-7**. The plan has a freight focus and is located in an emerging metro/rural part of the state. It advances the SSTP through more detailed investments described in the plan, and identification of projects that align with the SSTP investment strategies (foundational, catalytic, and innovation investments).

Lastly, the planning process included partnerships with stakeholders, including Troup County, the cities, and businesses.

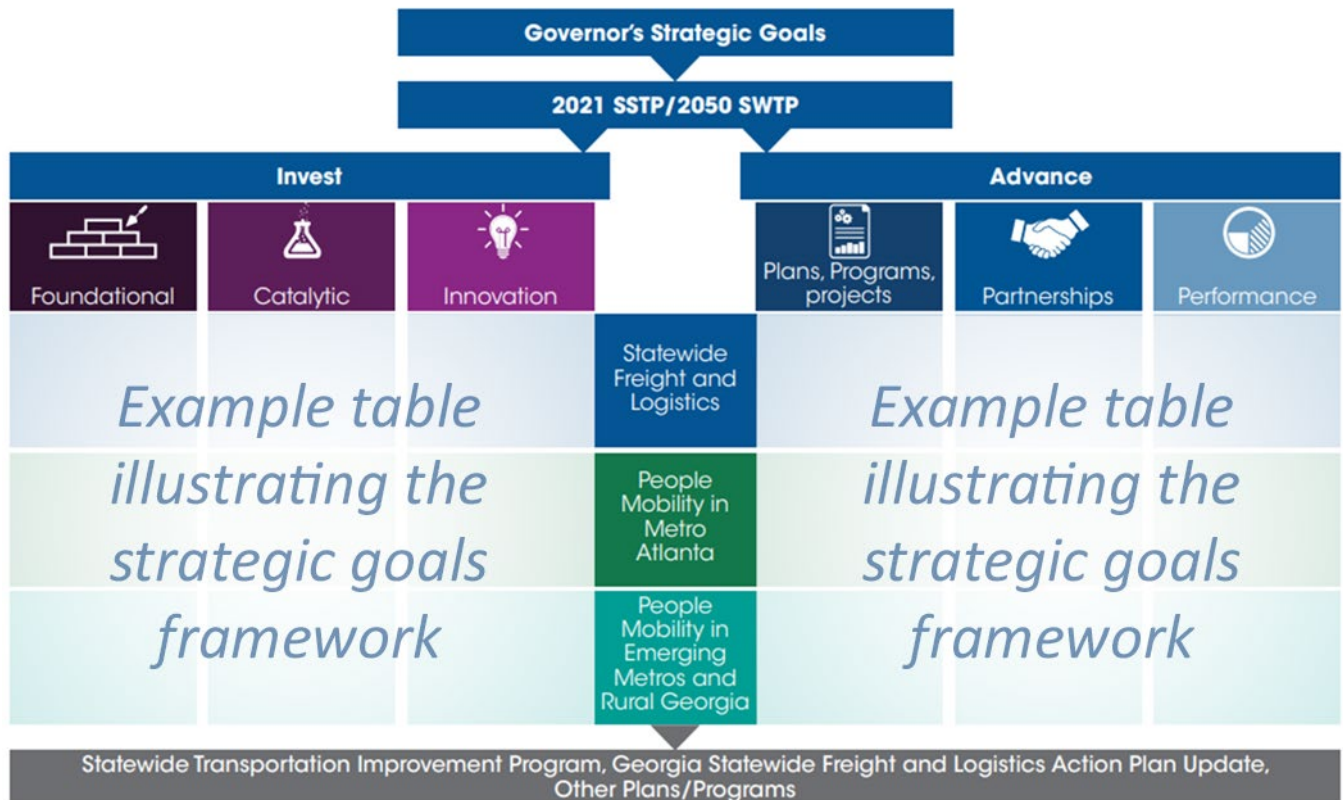


Figure 2-7: Georgia Statewide Strategic Transportation Plan Framework (2021)

3 Demographic Information

The demographic analysis includes population, income, employment, and social equity. Troup County is home to several industrial developments, including the forthcoming West Central Inland Port. As the County continues to grow, the characteristics of the residents and workers provide an understanding of the current communities and help inform future transportation investment opportunities.

The demographic data were obtained from the most recent available U.S. Census Bureau’s 2020 American Community Survey (ACS), the 2019 Longitudinal Employer-Household Dynamics (LEHD), and the Georgia Statewide Travel Demand Model (GSTDM) (2015/2050 GSTDM Dataset, with updated socioeconomic data based on input from the county and cities related to upcoming developments). The county had a population of 69,400 based upon 2020 ACS 5-Year Estimates. In 2020, Troup County’s population was 0.7% of Georgia’s total population. There were 30,400 employed residents and a total of 38,300 jobs in Troup County, which is 0.9% of all jobs in the state. The 2020 median household income was \$46,800, nearly 25% less than the median household income for the state, \$61,200. Further demographics are summarized in **Figure 3-1**.

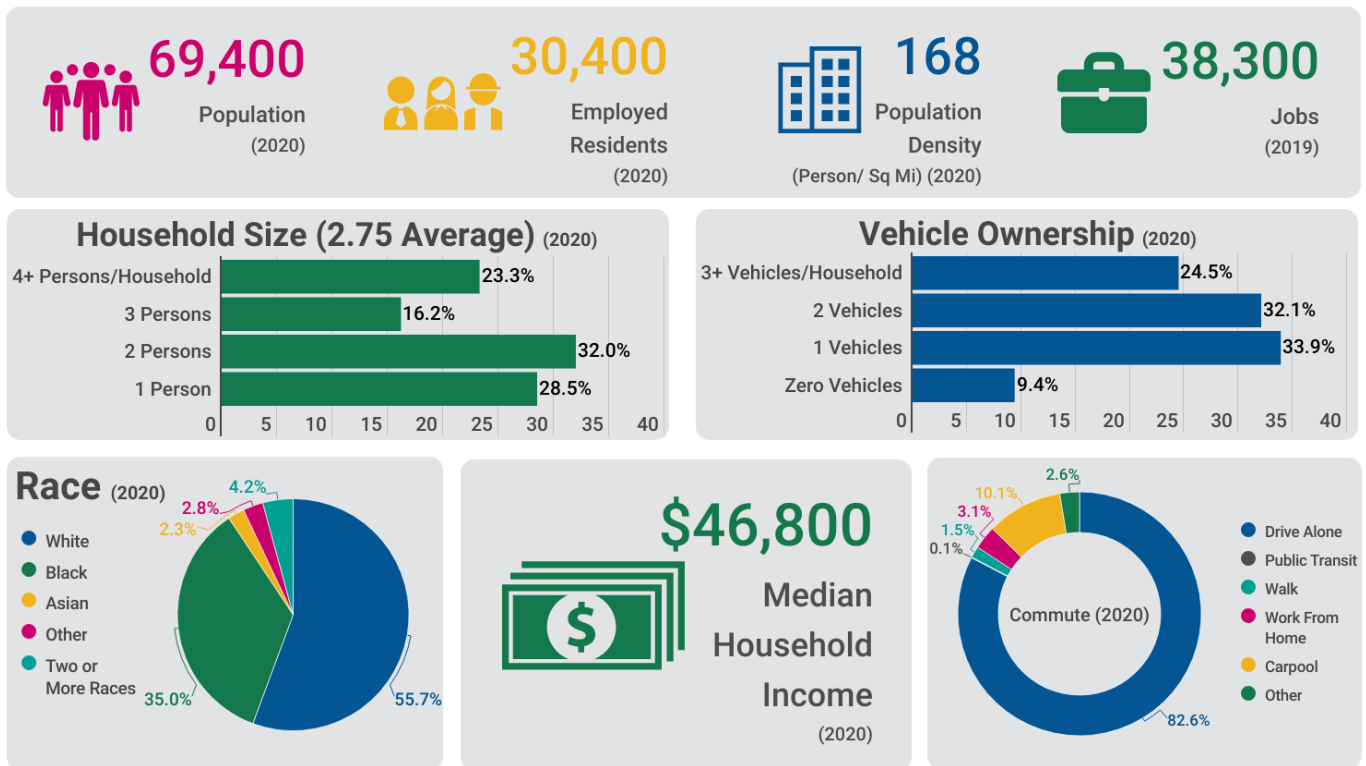


Figure 3-1: Existing Demographics

Data Source: American Community Survey (ACS), 5-Year Estimates (2016-2020); Longitudinal Employer-Household Dynamics (LEHD), 2019

3.1 Population

Past and projected future population growth patterns, presented in the following sections, are essential in understanding and planning for the future transportation system and for developing the socioeconomic inputs for the travel demand model.

3.1.1 Existing Population

The City of LaGrange has the highest population density with some areas having up to 5,000 people per square mile. Otherwise, the county is primarily rural, with less than 500 people per square mile in areas outside LaGrange, visualized in **Figure 3-2**. Population data was obtained from GDOT’s Statewide Travel Demand Model (GSTDM).

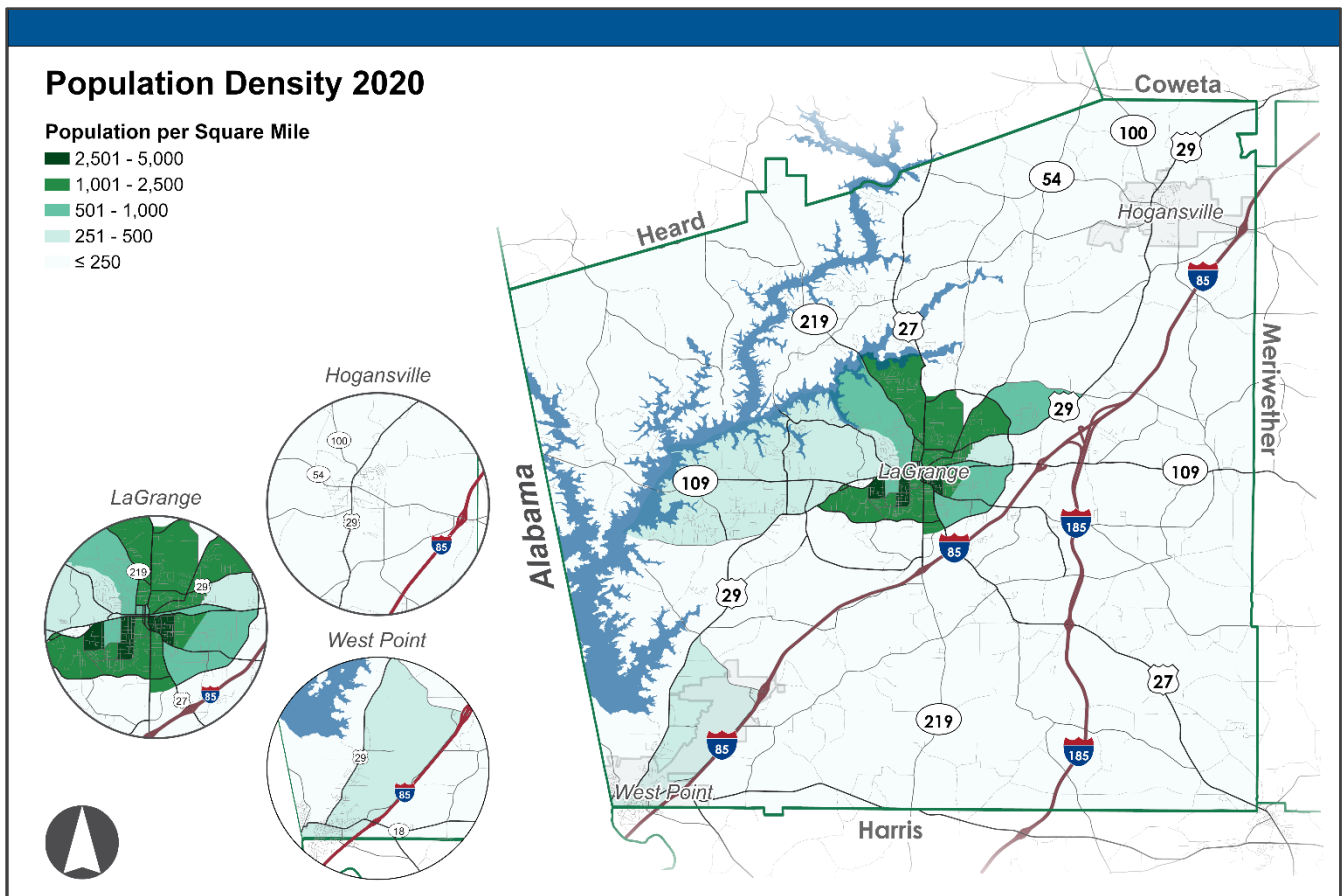


Figure 3-2: Population Density

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021

3.1.2 Historic Population Growth

Historically, Troup County experienced moderate population growth, with an average increase of 9% each decade since 1980, as shown in **Figure 3-3**. Troup County’s total population growth between 1980 to 2020 was 19,400 new residents, an increase of 39% over the 40-year period. For comparison, the population of Georgia increased by 96% over the same period.

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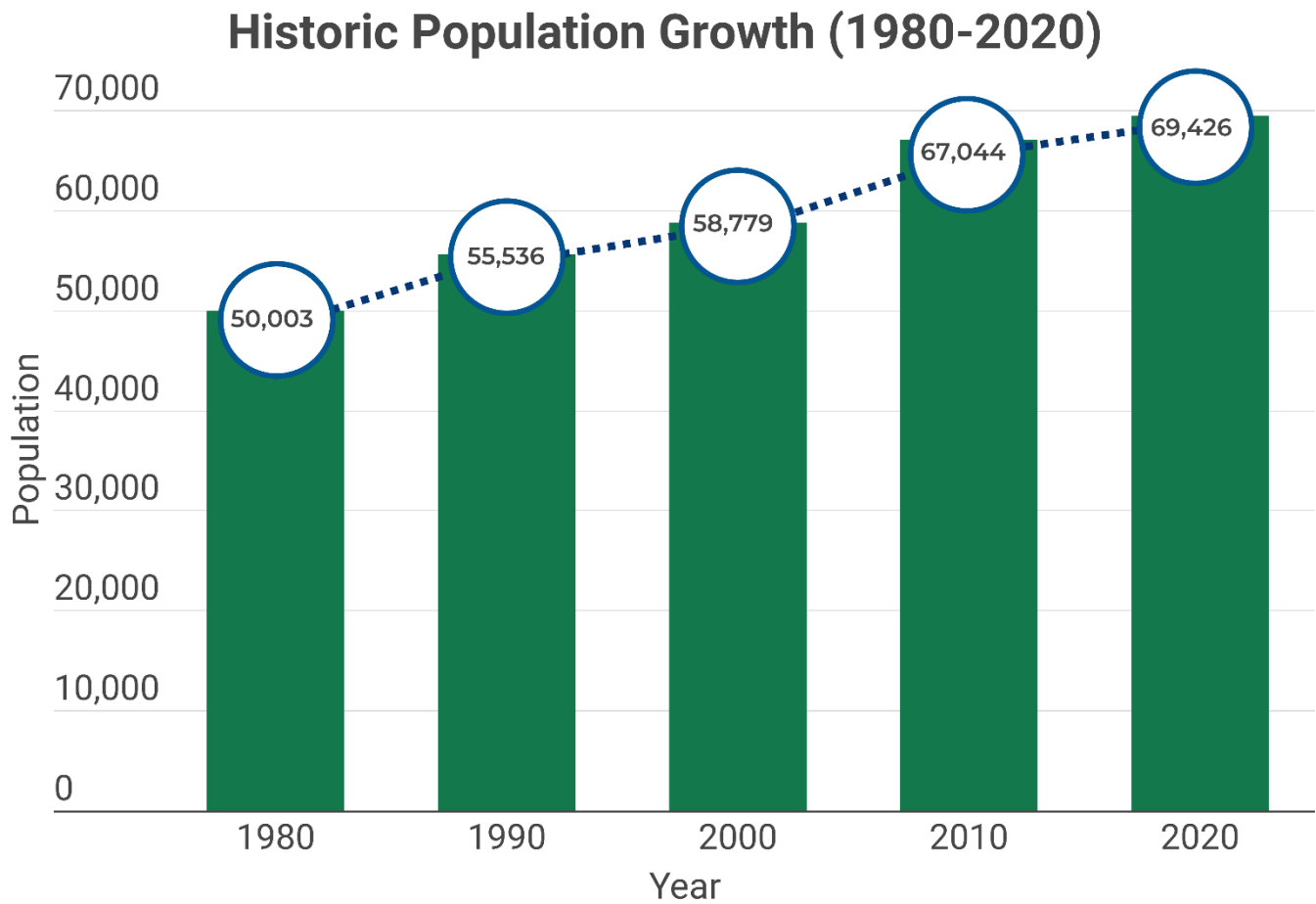


Figure 3-3: Troup County Historic Population Growth

Data Source: U.S. Census Bureau, 1980-2020

3.1.3 Future Population Projection

The future population and employment forecasts presented here are consistent with those used in the GSTDM, which is used to model the future transportation system for this plan.

Troup County’s population is projected to increase about .78% per year through 2050, as shown in **Figure 3-4**. Overall, from 2020 to 2050 the population is projected to increase 25%. This rate of population growth is similar to past population growth, as the county saw about 25% population growth over the 30-year period from 1990 to 2020.

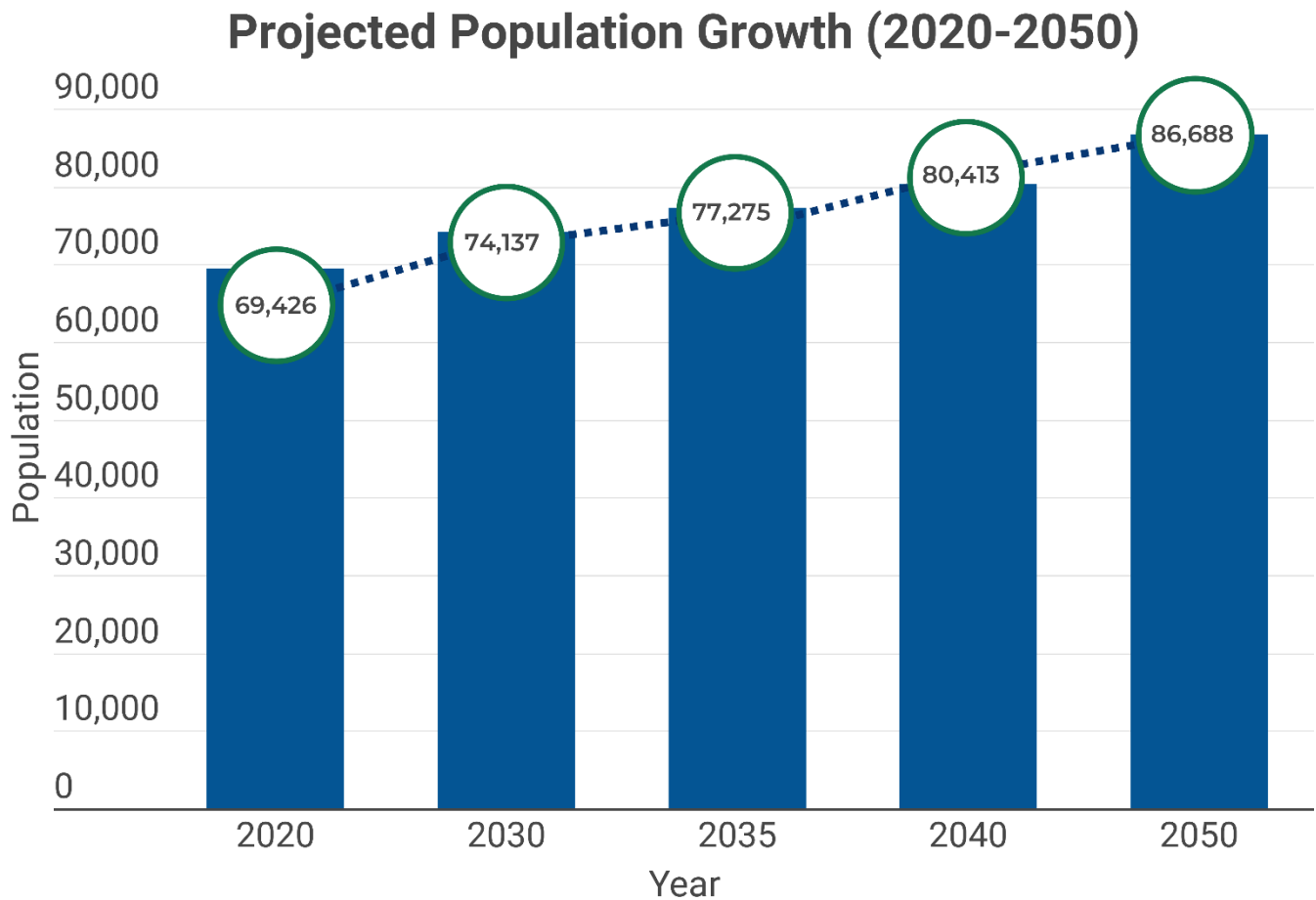


Figure 3-4: Troup County Future Population Growth

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input.

Figure 3-5 shows the forecasted population density for Troup County in 2050. The highest population density areas are located around the eastern and southwestern sides of LaGrange and Hogansville. The population is set to grow the most in the cities, particularly in and around LaGrange. Most rural areas are not expected to experience significant population growth. **Figure 3-6** shows the forecasted change in population from 2020 to 2050 with highest growth expected in the cities and along I-85.

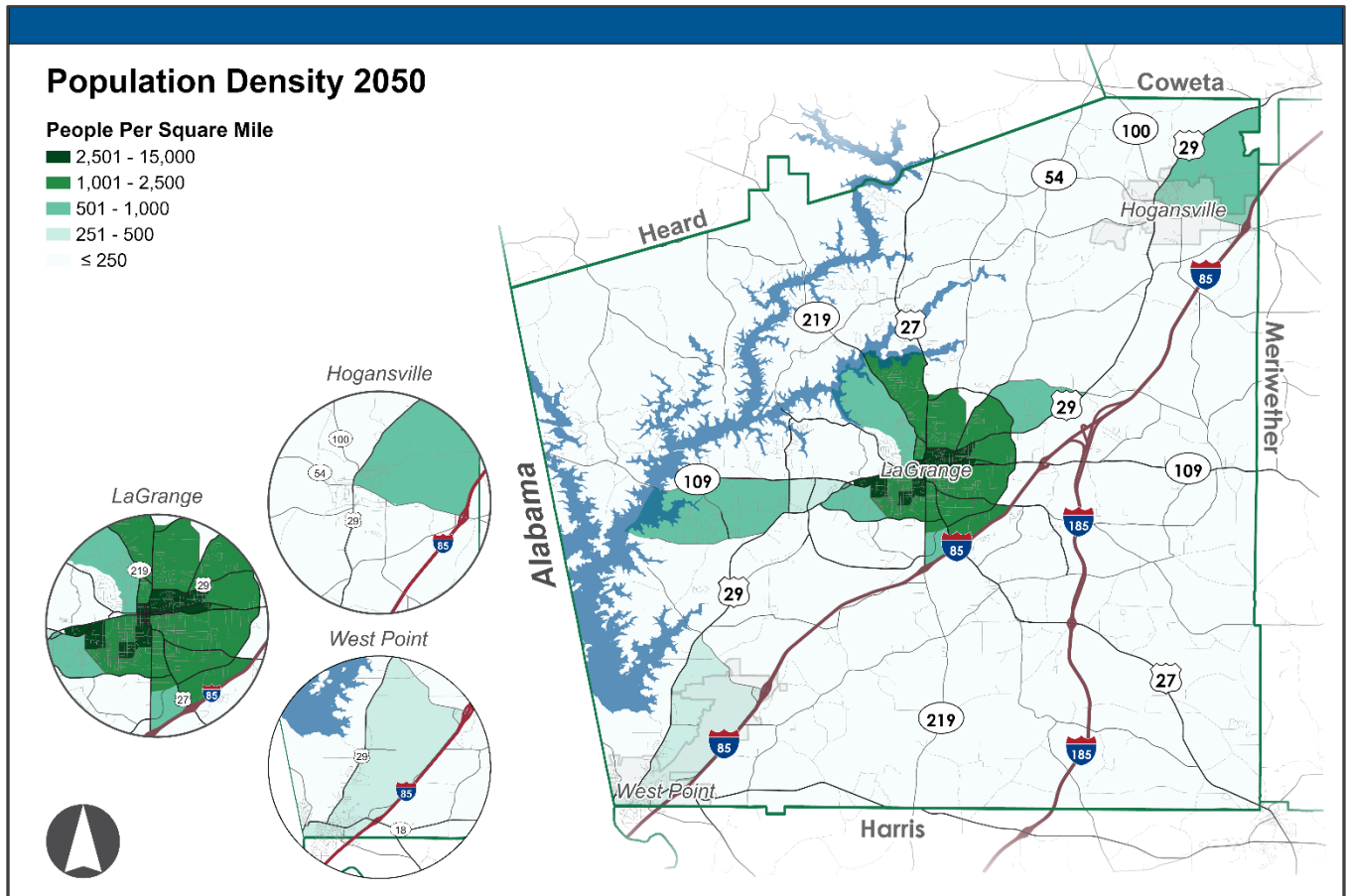


Figure 3-5: Future Population

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input.

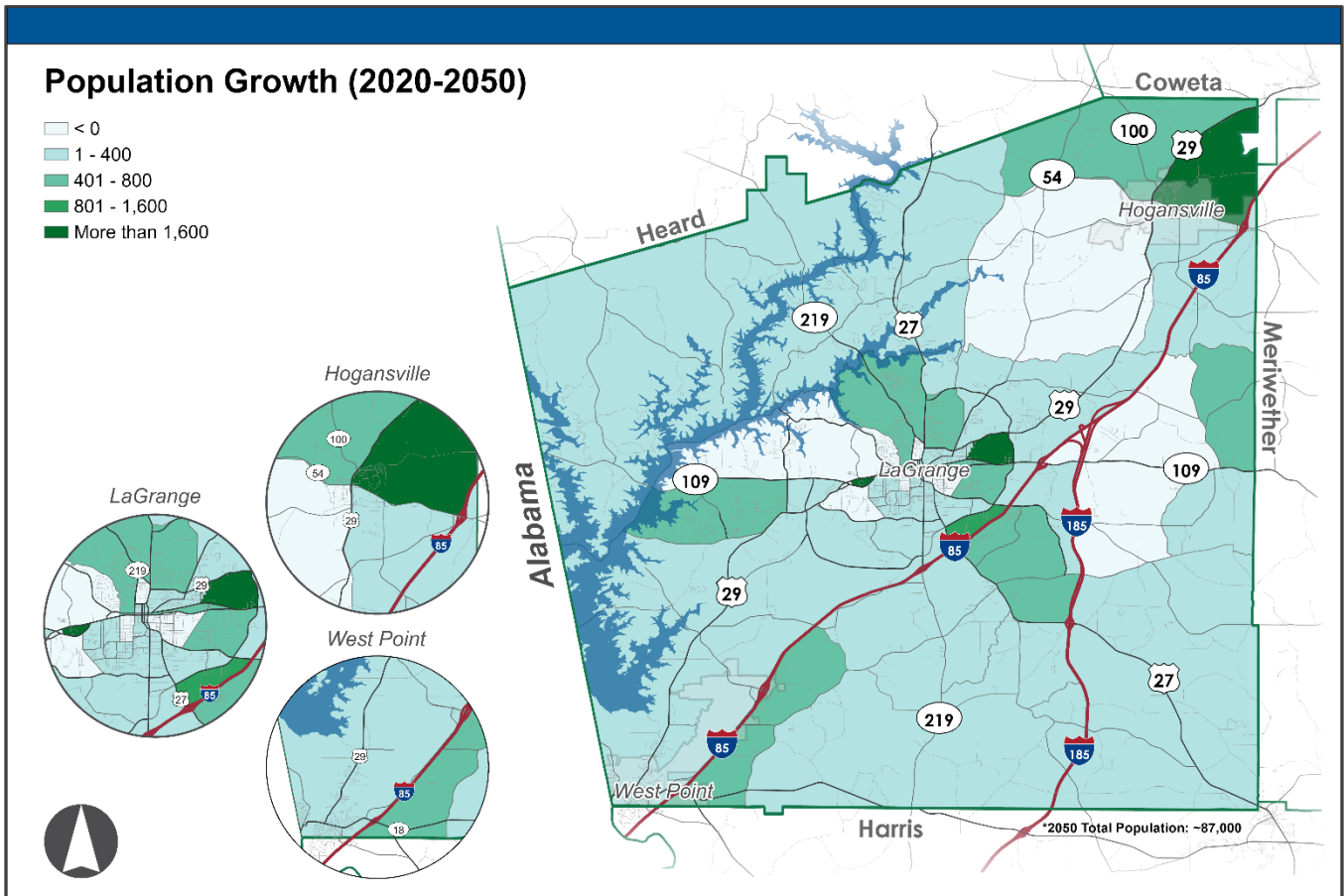


Figure 3-6: Forecasted Population Growth (2020-2050)

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input.

3.2 Employment

It is essential to understand the employment dynamics within Troup County in the development of a transportation plan. The types of jobs available, the locations people work, and future employment trends play a fundamental role in shaping the transportation network within the county.

3.2.1 Existing Employment

As of 2020, employment is most concentrated in the cities – LaGrange in the center of the county, and West Point in the southwest, as shown in **Figure 3-7**. According to the GSTDM (2020) there are approximately 36,000 jobs in the county. Major employers include Interface Flooring Systems, Milliken, Walmart, WellStar Health System, and the Hyundai and Kia Assembly plants.

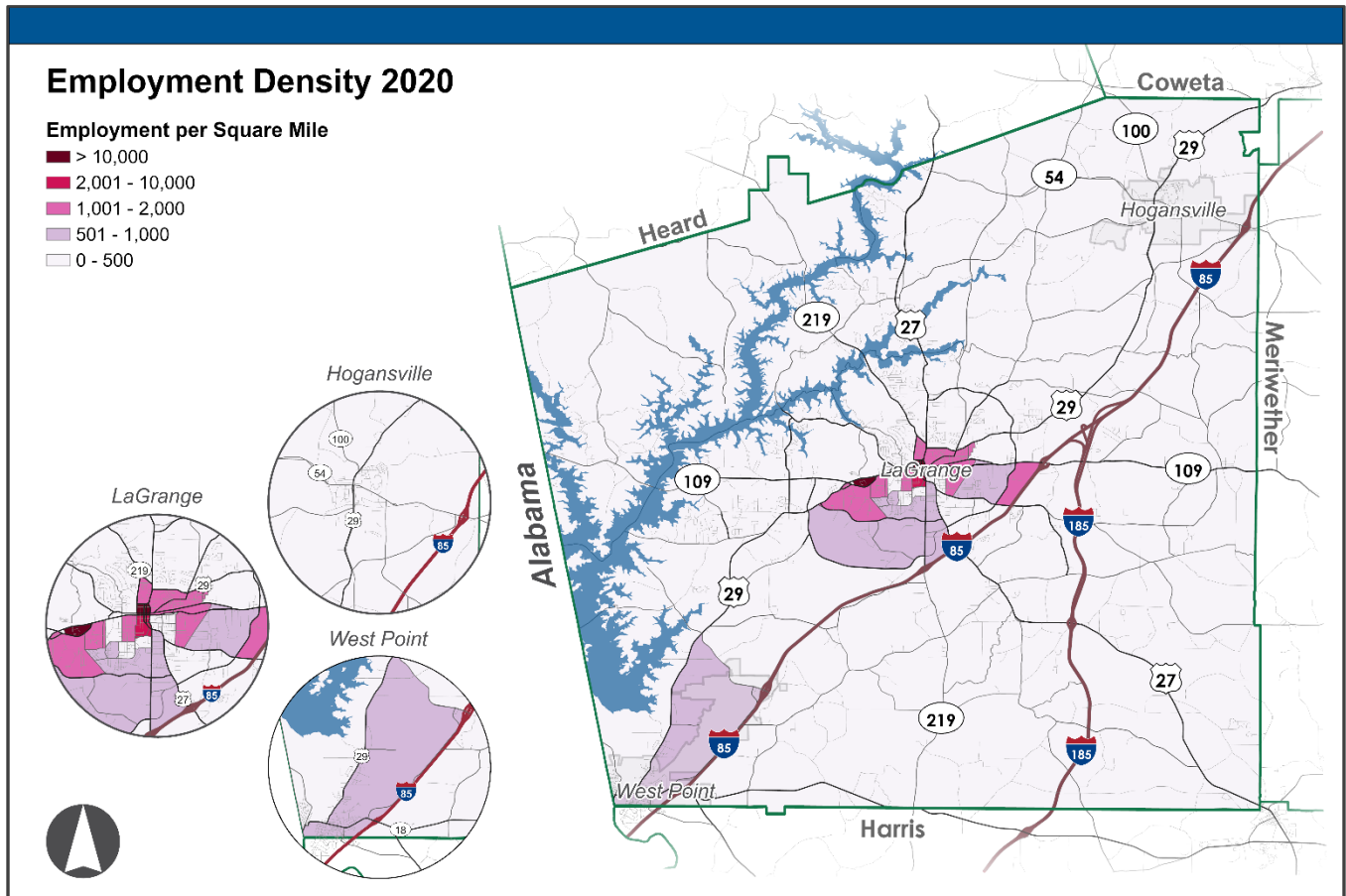


Figure 3-7: Employment Density

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021.

Based on 2020 Longitudinal Employer-Household Dynamics (LEHD) data from the U.S. Census, the majority (57%) of workers employed in Troup County reside outside of the county. Forty-three percent (43%) of people who work in Troup County also live in the county, and 47% of employed residents of Troup County work outside the county, as shown in **Figure 3-8**.

Inflow/Outflow Job Counts in 2020

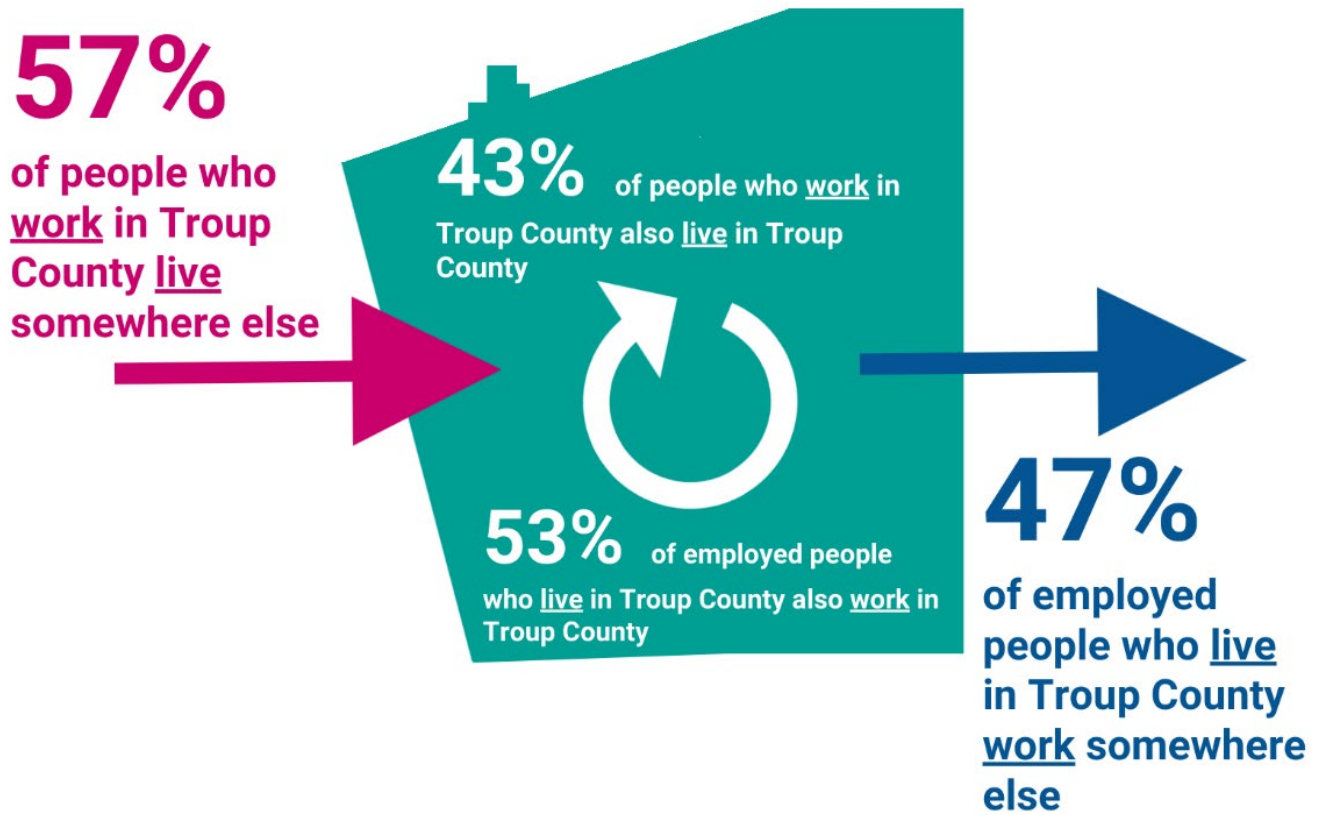


Figure 3-8: Troup County Job Flow

Data Source: LEHD, 2020

The county’s top five employment sectors, comprising of nearly 70% of the county’s total employment, are outlined in **Figure 3-9**.

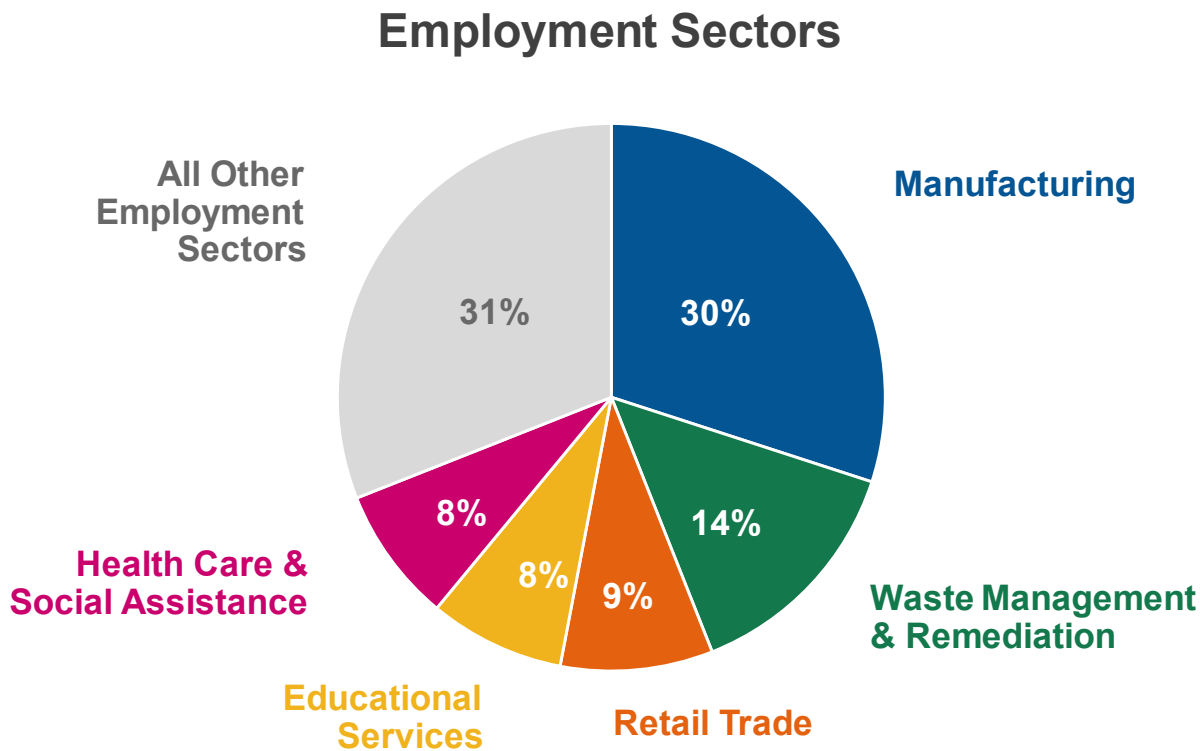


Figure 3-9: Employment Types

Data Source: North American Industry Classification System (NAICS) Industry Sector, 2020.

3.2.2 Future Employment Projection

Employment is expected to continue to grow, largely associated with the automotive and other manufacturing activities in the area. Between 2020 and 2050, Troup County is forecast to gain approximately 28,600 jobs, according to the GSTDM, shown in **Figure 3-10**.

Projected Employment Growth (2020-2050)

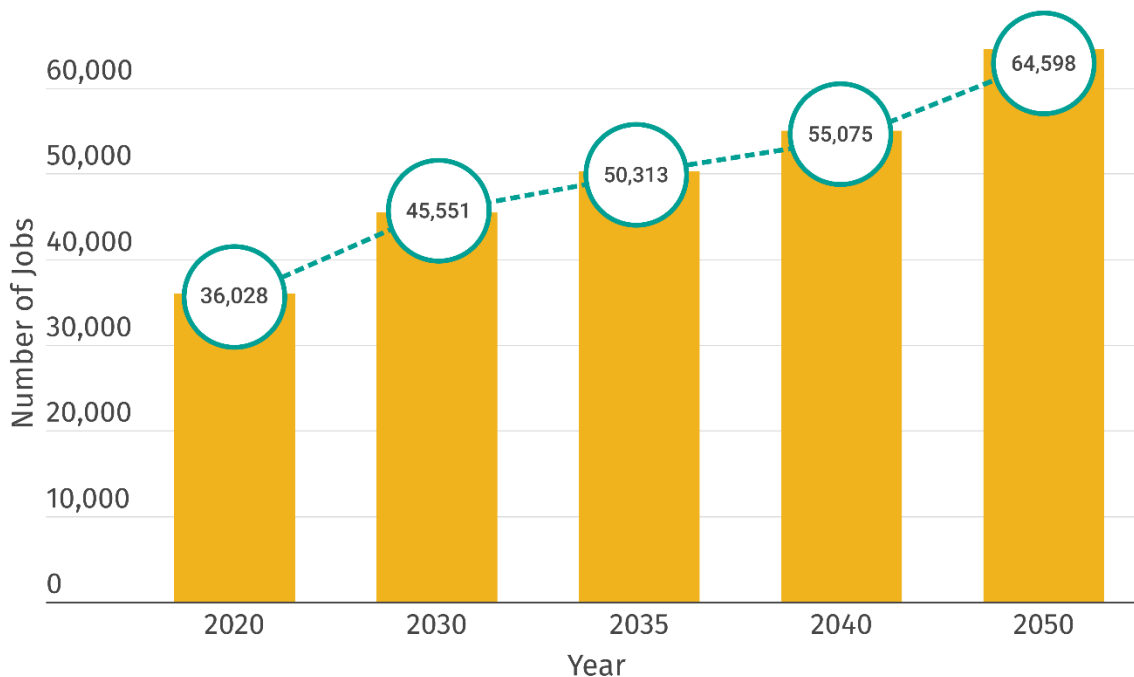


Figure 3-10: Employment Growth (Number of Jobs) (2020-2050)

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input.

Figure 3-11 shows the projected employment density in Troup County in the year 2050. The areas with the highest employment density are in LaGrange and West Point, especially near the existing Kia manufacturing plant. There is also predicted to be increased employment growth southwest of LaGrange due to the establishment of several manufacturing and logistics facilities in the area. The projected growth accounts for anticipated growth at Kia and other major existing and planned employment areas, including the planned inland port facility, which is expected to spur additional job growth in the area.

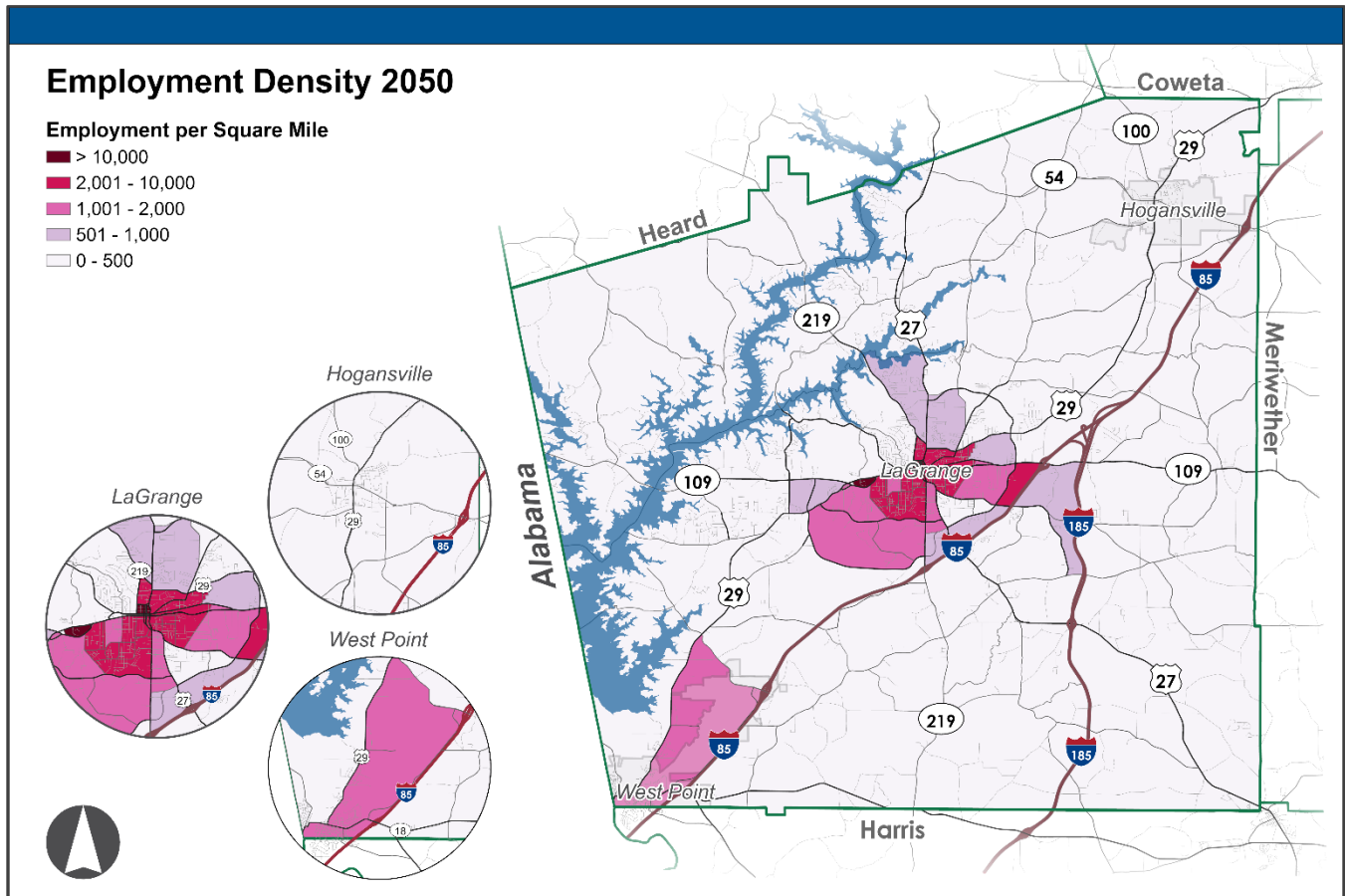


Figure 3-11: Projected Employment Density (2050)

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input.

In terms of employment growth, the areas forecast to grow the most are in LaGrange, particularly between West Lukken Industrial Dr and Pegasus Parkway and along SR 109, as well as near the Kia plant in West Point.

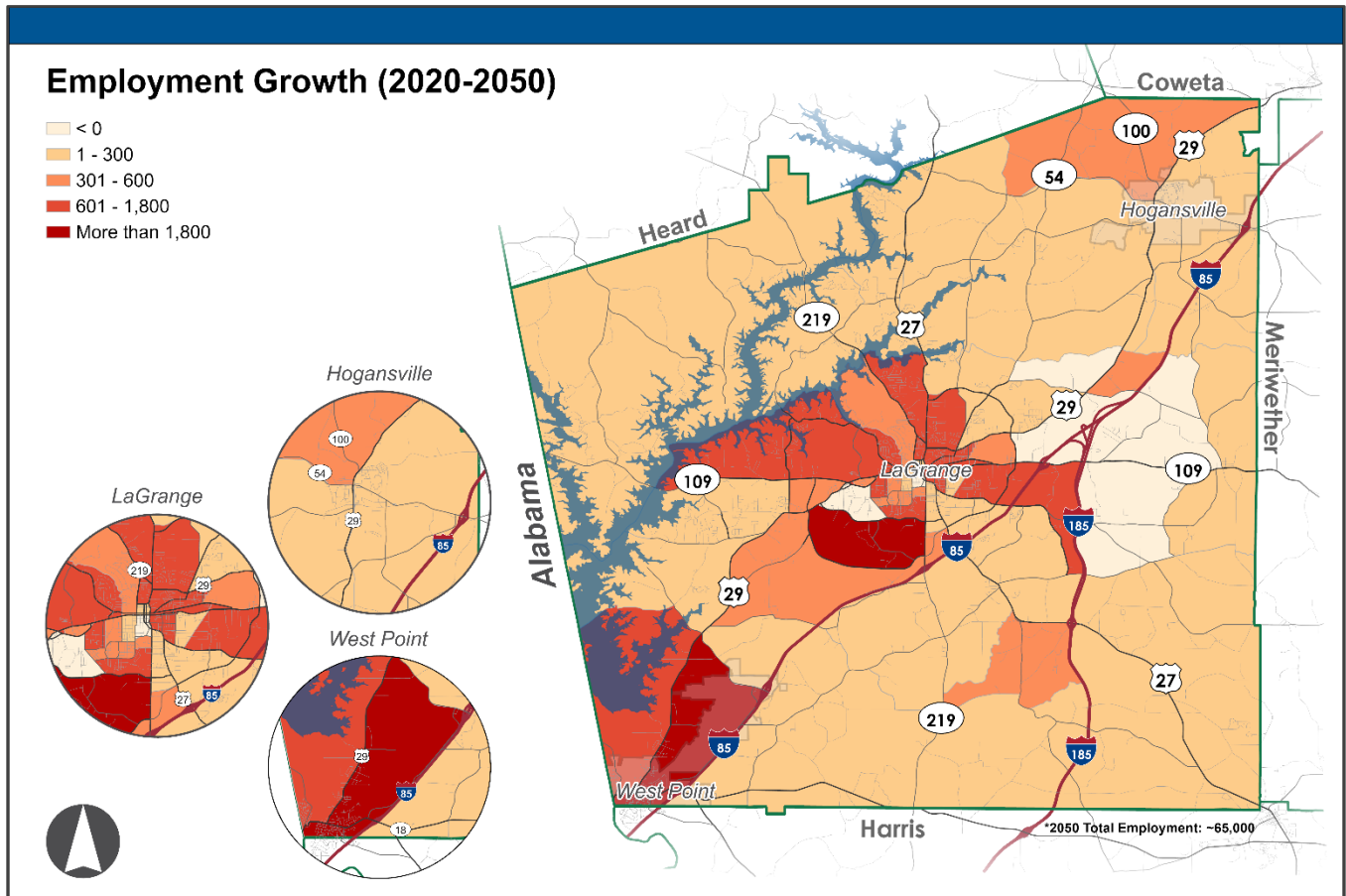


Figure 3-12: Forecasted Employment Growth (2020-2050)

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input

3.3 Future Socioeconomic Growth Projections

The future socioeconomic (SE) growth projections are based on the 2050 GSTDM data that has been developed with input from both GDOT and individual stakeholders of this plan. In addition to the previously programmed growth in the model, the SE data have incorporated planned growth from Developments of Regional Impact (DRIs) and entitled projects identified by Troup County stakeholders. A full list of the DRIs is listed in **Section 4.2 Developments of Regional Impact**. Past and projected future population and employment growth are shown in **Figure 3-13**. The average annual growth rate for population is 0.78%, and the average annual employment growth is 1.69%. By 2050, Troup County population is expected to reach 86,700 and employment will reach 64,600, according to projected growth.

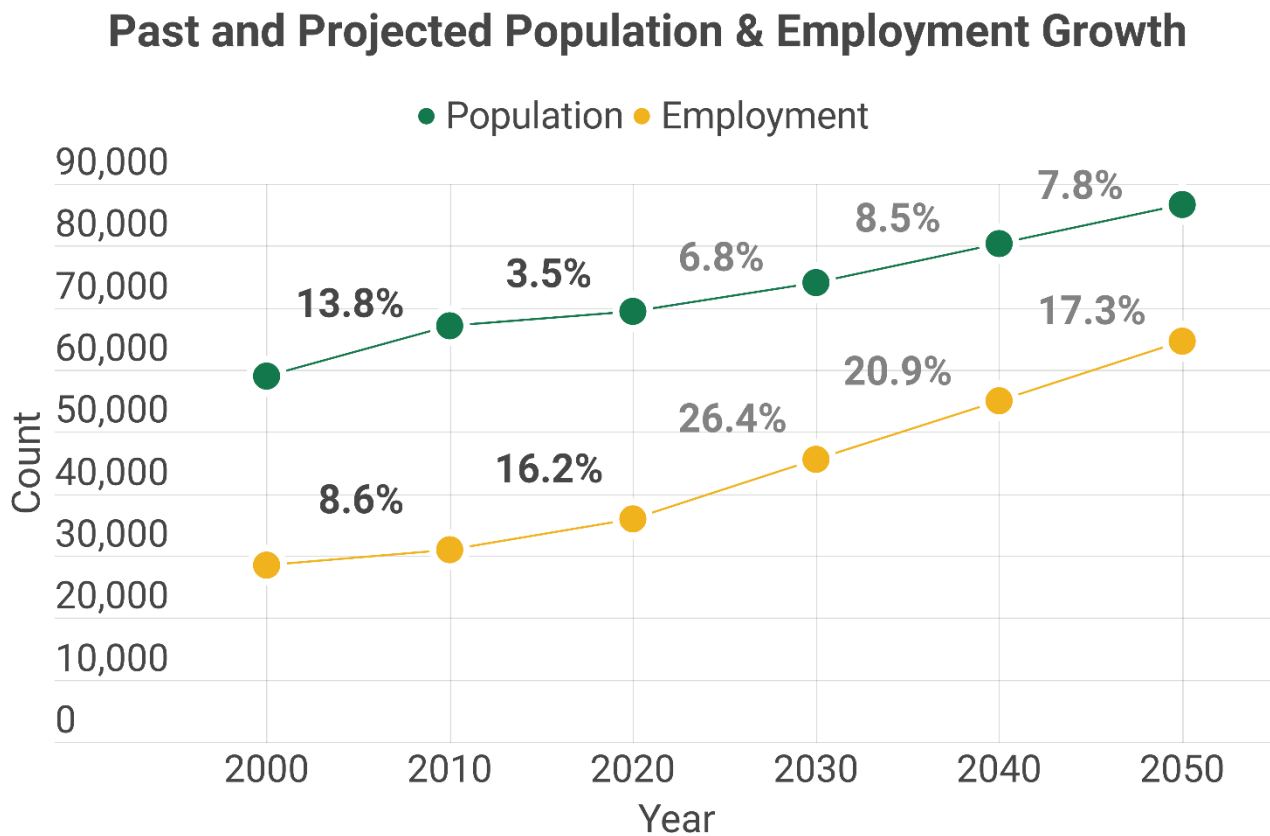


Figure 3-13: Past & Projected Population & Employment

Data Source: Data Source: U.S Census Bureau 2000-2020, U.S. Bureau of Labor Statistics; Future Years GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), based on Georgia Office of Planning and Budget, 2021 and stakeholder input.

3.4 Social Equity

Troup County includes diverse demographics and socioeconomic conditions. The following section evaluates environmental justice factors, incorporating federal government or agency initiatives and metrics to identify communities with potential environmental justice concerns. The following tools were used:

- Federal Justice40 Initiative
- Environmental Protection Agency’s Environmental Justice Screen (EPA EJScreen)
- Centers for Disease Control and Prevention’s Social Vulnerability Index (CDC SVI)

3.4.1 Justice40

The Justice40 Initiative, authorized under Executive Order 14008 and signed on January 27, 2021, aims to deliver 40% of all benefits of federal investments in sustainable transportation to disadvantaged communities.⁵ Following

⁵ USDOT. Justice40 Initiative. Accessed via <https://www.transportation.gov/equity-Justice40>

the Executive Order, the U.S. Department of Transportation (USDOT) developed the Equitable Transportation Community (ETC) Explorer. The ETC Explorers uses 2020 Census tract data to explore the cumulative burdens communities experience, as a result of underinvestment in transportation, in the following five components:

- Transportation Insecurity
- Climate and Disaster Risk Burden
- Environmental Burden
- Health Vulnerability
- Social Vulnerability

Forty indicators were used to develop the five components, and the tool provides the ability to understand a tract's disadvantage for each component, and as a whole. Tracts that score over the 65th percentile for each component are considered disadvantaged in that component. Percentiles are a way to compare the Census tract to all other tracts in the state. For example, if a tract is in the 76th state percentile for the environmental component, this means that the residents of the tract experience greater environmental burdens than 76% of all of tracts in the state. Disadvantaged Census tracts in Troup County are shown in **Figure 3-14**. As the map shows, 11 of the 18 Census tracts in the county are considered overall disadvantaged. These tracts comprise 61% of the county.

Of these 11 tracts, six were above the 80th percentile for transportation insecurity. Transportation insecurity occurs when people are unable to get where they need to go in order to meet the needs of their daily life regularly, reliably, and safely. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.⁶ Three elements factor into the transportation insecurity component: transportation access, transportation cost burden, and transportation safety. Residents in these tracts experience longer commute times, difficulty traveling to where they want to go, spend a large percentage of household income on transportation, and experience higher levels of traffic fatalities. As a result, these factors may influence transportation decision-making. For example, households with greater transportation cost burden may limit trip-making to essential needs. Furthermore, lower-income households rely on other means of travel than private automobiles, at a higher rate.⁷

The Justice40 disadvantaged areas, under federal initiative, are prioritized for federal spending, including discretionary grants. As such, projects identified in these areas offer additional grant opportunities or flexible match requirements. To implement the Justice40 initiative the USDOT has specified covered funding programs that align with similar goals and will emphasize impact to historically disadvantaged communities. Some example programs are the Carbon Reduction Program (CRP), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets 4 All (SS4A), Strengthening Mobility and Revolutionizing Transportation Grants Program (SMART). RAISE discretionary program is one example where the federal government could provide 100% funding for projects identified in historically disadvantaged communities.⁸

⁶ USDOT. Equitable Transportation Community Explorer. Accessed via <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

⁷ TRB. Travel Patterns of the Low Income. Accessed via <https://onlinepubs.trb.org/onlinepubs/Conferences/2018/NHTS/BanerjeeTravelPatternsofLowIncomeHouseholds.pdf>

⁸ USDOT. Understanding Non-Federal Match Requirements. Accessed via <https://www.transportation.gov/grants/dot-navigator/understanding-non-federal-match-requirements>
www.arcadis.com

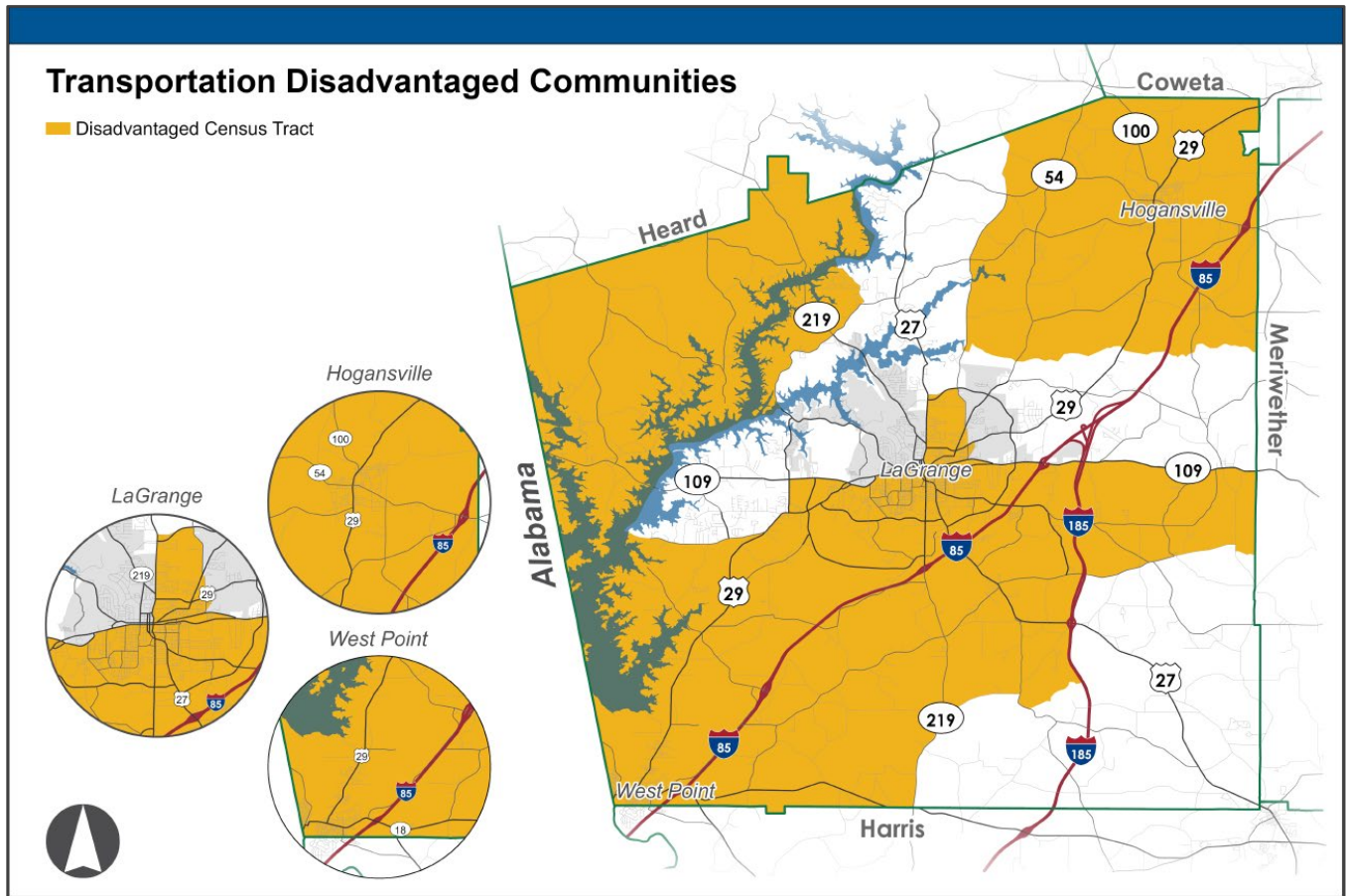


Figure 3-14: Transportation-Disadvantaged Communities

Data Source: USDOT Equitable Transportation Community Explorer, 2023

3.4.2 EJScreen

The EPA’s environmental justice mapping and screening tool, EJScreen, identifies areas with EJ populations, which include people of color, people with low incomes, populations exposed to potential environmental quality issues, and other environmental and demographic indicators that may indicate environmental and health risks. There are twelve EJ indicators, which combine the demographic indicators with an environmental factor.⁹

Key findings of the study area’s EJScreen report are shown in **Figure 3-15**. EJScreen compares a community (Troup County) to the rest of the state and nation using percentiles. The percentile indicates what percentage of the state of Georgia or U.S. population has an equal or lower value, meaning less potential for risk or exposure, compared to Troup County. Relative to the state of Georgia, the county is above the 60th percentile for most EJ indices, indicating that the county’s population has a higher susceptibility to these risks than 60% of all Georgians. The lowest performing indices, or highest percentiles are found in Air Toxics. Troup County has an Air Toxics Respiratory Hazard Index that is higher than 67% of the state of Georgia and higher than 80% of the U.S., indicating a greater risk for adverse health effects.

⁹ US Environmental Protection Agency, EJScreen: Environmental Justice Screening and Mapping Tool, <https://www.epa.gov/ejscreen/what-ejscreen>
www.arcadis.com

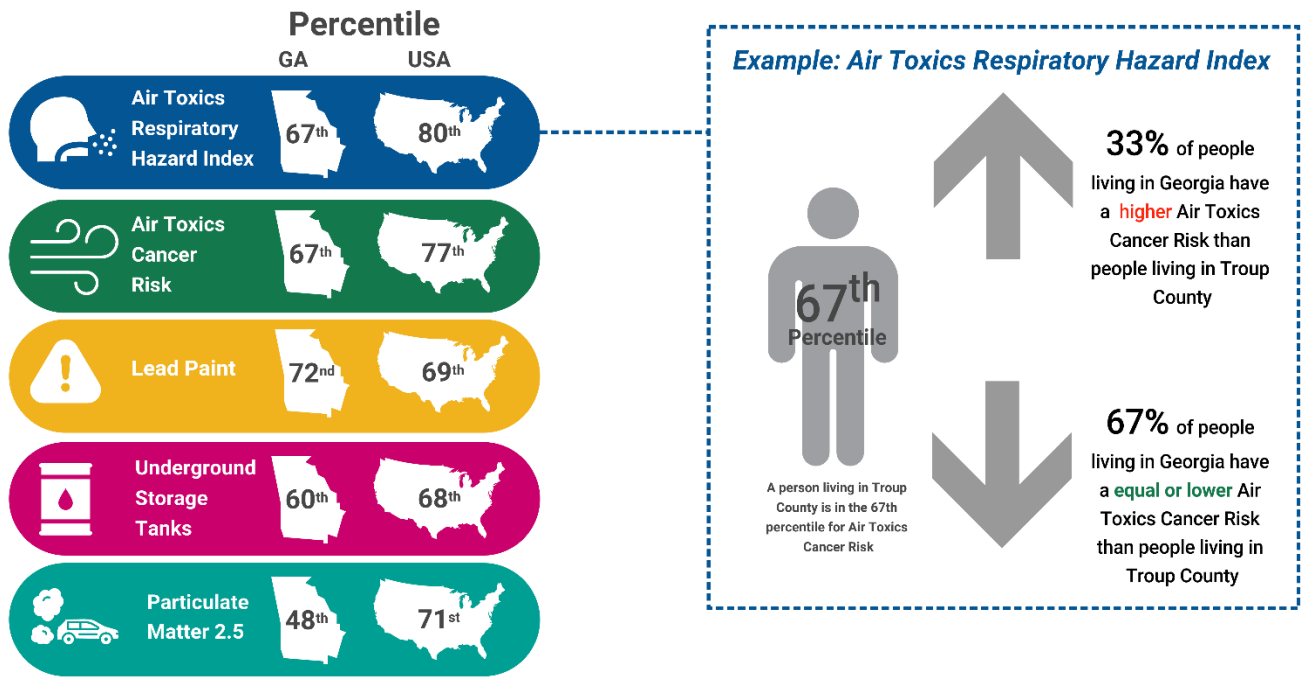


Figure 3-15: EJScreen Indexes

Data Source: EPA EJScreen, 2022

In addition to environmental quality indicators, EJScreen uses low-income as a socioeconomic indicator that factors into susceptibility to environmental pollution. The percentage of each Troup County Census tract that is low income, defined as having an income below the federal poverty threshold, is shown in **Figure 3-16**. The areas with relatively higher percentages of low-income population are primarily in the central LaGrange area near Downtown.

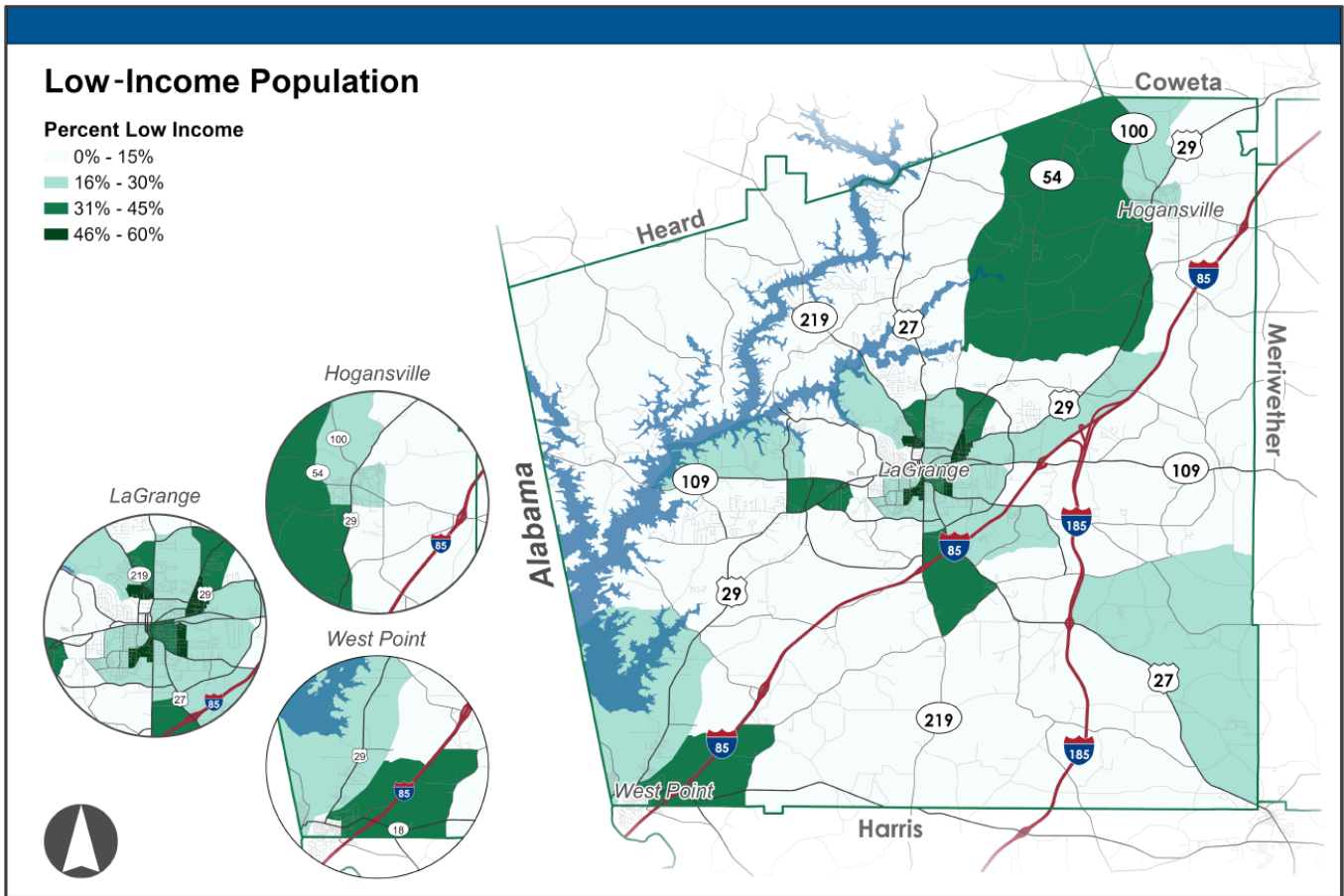


Figure 3-16: Low-Income Population

Data Source: American Community Survey (ACS) 5-Year Estimates (2016-2020)

3.4.3 Social Vulnerability Index

The Center for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR) provides databases to help planners and public officials to identify and map communities that will most likely need support before, during, and after a hazardous event. This dataset includes the Social Vulnerability Index (SVI),¹⁰ which identifies populations who are especially at risk in public health emergencies. These populations are identified based on factors like socioeconomic status, household composition, minority status, transportation, and others shown in **Figure 3-17**. The areas with higher SVI values correspond with the Justice40 disadvantaged communities, EJ areas, and low-income areas.

¹⁰ Centers for Disease Control and Prevention, CDC/ATSDR Social Vulnerability Index (SVI), https://www.atsdr.cdc.gov/placeandhealth/svi/at-a-glance_svi.html

4 Land Use and Development

Land use is critical in understanding the transportation improvements needed to support future growth and development. The county and city comprehensive plans were reviewed to assess land use and development patterns. Additionally, major planned and potential development sites were identified that could have substantial effects on the transportation system. As previously mentioned, the anticipated population and employment associated with planned development were incorporated into the travel demand model to more accurately reflect future travel patterns and volumes.

4.1 Land Use & Character Areas

Unincorporated Troup County, City of LaGrange, City of Hogansville, and City of West Point identify Character Areas in their respective comprehensive plans. Character Areas are specific geographic areas within a community that have distinct characteristics, have the potential to evolve into a unique area when provided specific and intentional guidance, or require special attention due to unique development issues.¹¹ Recommended land uses are defined for each Character Area. **Figure 4-1**, **Figure 4-2**, **Figure 4-3**, and **Figure 4-4** show the Character Areas for unincorporated Troup County, Hogansville, LaGrange, and West Point.

Unincorporated Troup County consists of Agricultural and Agricultural Residential, with Suburban and Urban Character Areas surrounding the cities. There are some areas of Commercial and Industrial along major corridors near LaGrange. Surrounding West Point Lake is Conservation and Lakeside Residential.

¹¹ Georgia Department of Community Affairs, Discovering and Planning Your Community Character: A Guidebook for Citizens and Local Planners, <https://www.dca.ga.gov/sites/default/files/characterareaguide.pdf>

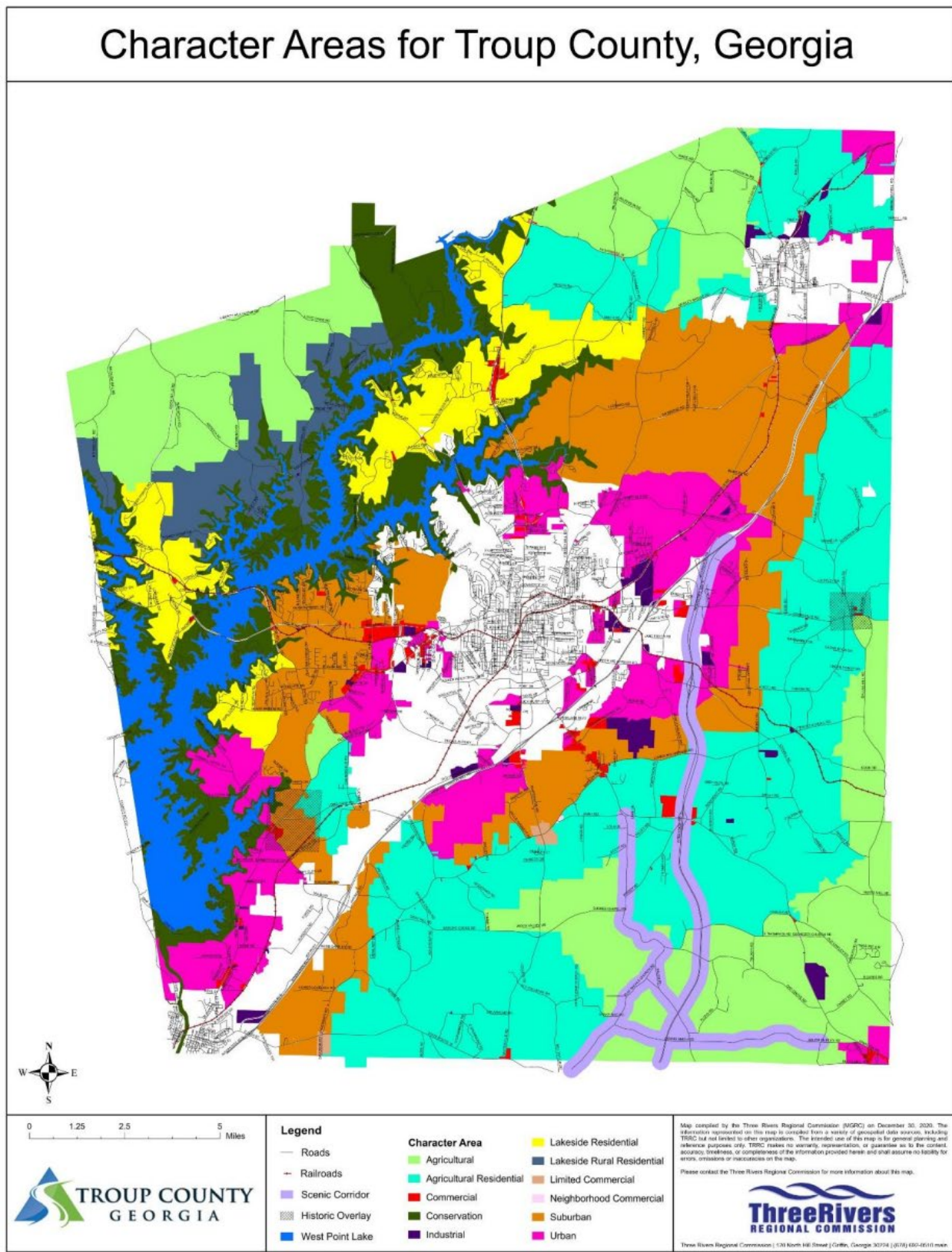


Figure 4-1: Unincorporated Troup County Character Areas

Image Source: Troup County CTP, 2021

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In the City of Hogansville, the character areas include Downtown, Commercial (along US 29/Hogansville Rd), West End, Industrial (along the east side of US 29/Hogansville Rd), Residential, Village, Public Lands, Lake Jimmy Jackson, and Interstate.

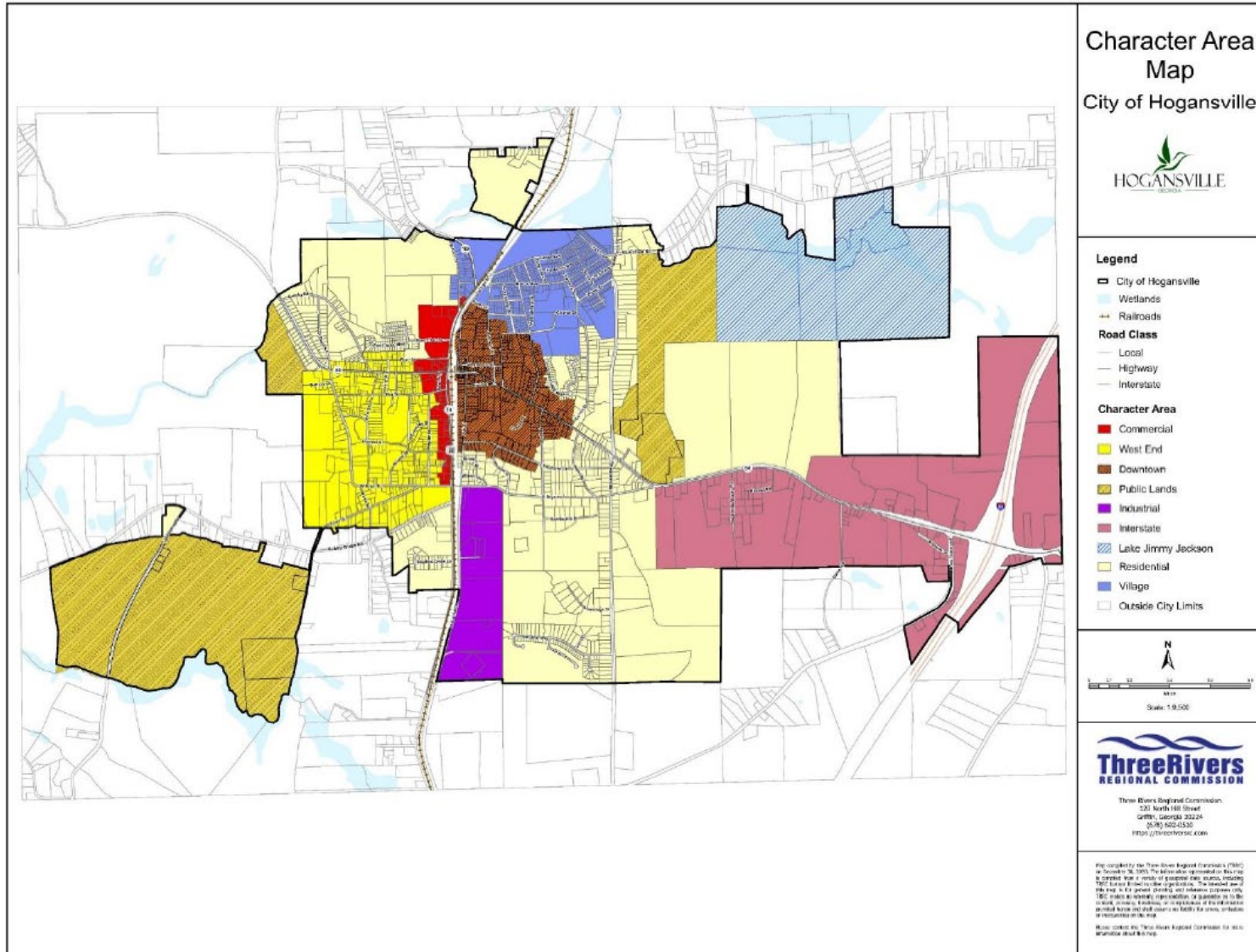


Figure 4-2:
Hogansville Character
Areas

Image Source:
Hogansville
Comprehensive Plan
Update, 2021

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Character areas in LaGrange’s city core and major corridors include Downtown, Activity Center, Commercial Development, Commercial Redevelopment, Traditional Neighborhood Stable, and Traditional Neighborhood Redevelopment. The surrounding areas include Developing Neighborhood, Parks, and Industrial.

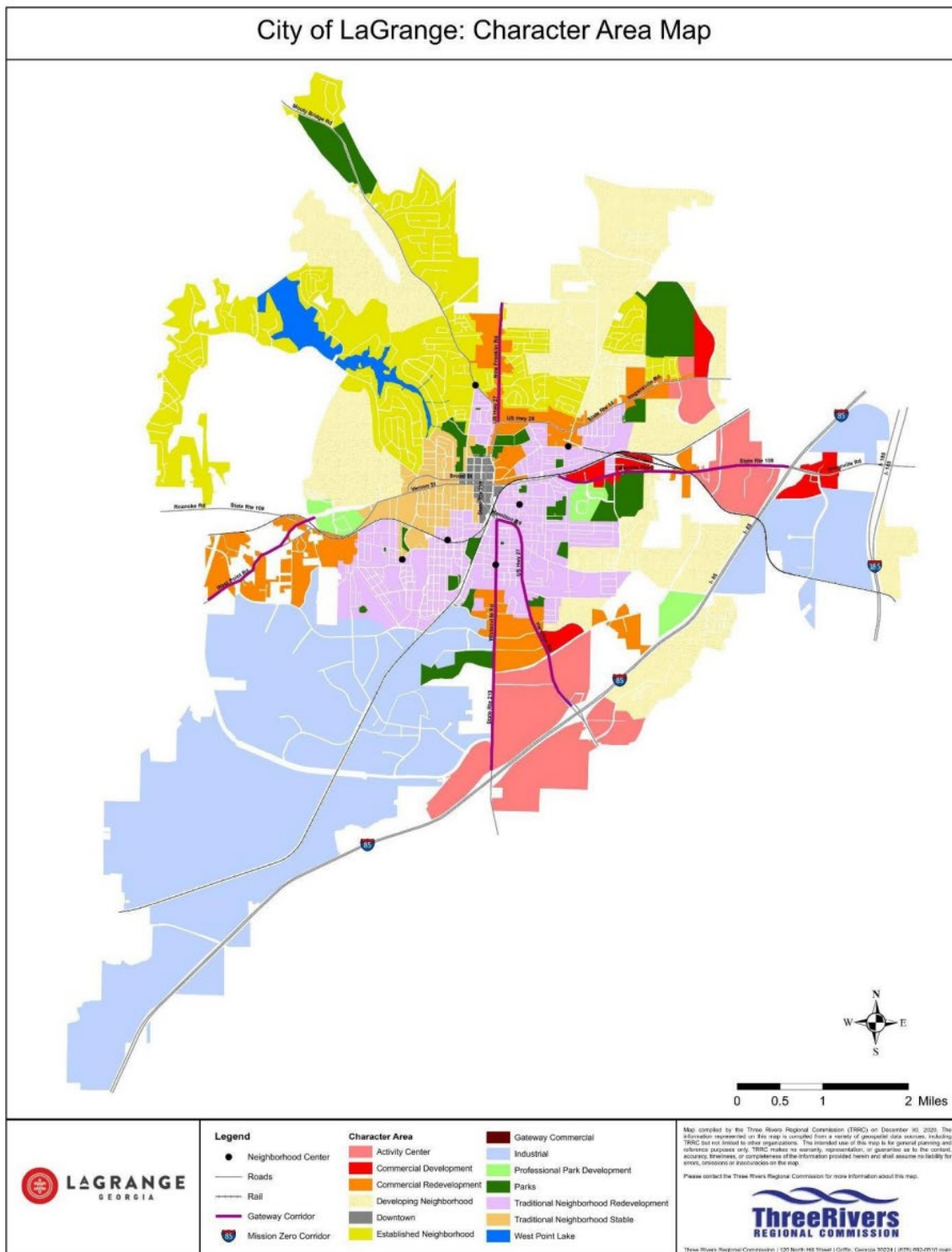


Figure 4-3: LaGrange Character Areas

Image Source: LaGrange Comprehensive Plan, 2021

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In West Point, the downtown core includes Historic Downtown, Redevelopment Corridor, Traditional Residential, and Recreation/Green Space, surrounded by Established Residential. Along the interstate is a large swath of Industrial, which is where the Kia Motors Manufacturing is located, as well as Developing Commercial. As employment opportunities, institutions such as Point University, and overall activity within West Point continue to increase, so will the demand for additional retail and hotel capacity. Adjacent to Industrial and Developing Commercial areas are Developing Residential, intended to provide housing to support the growth of the county.

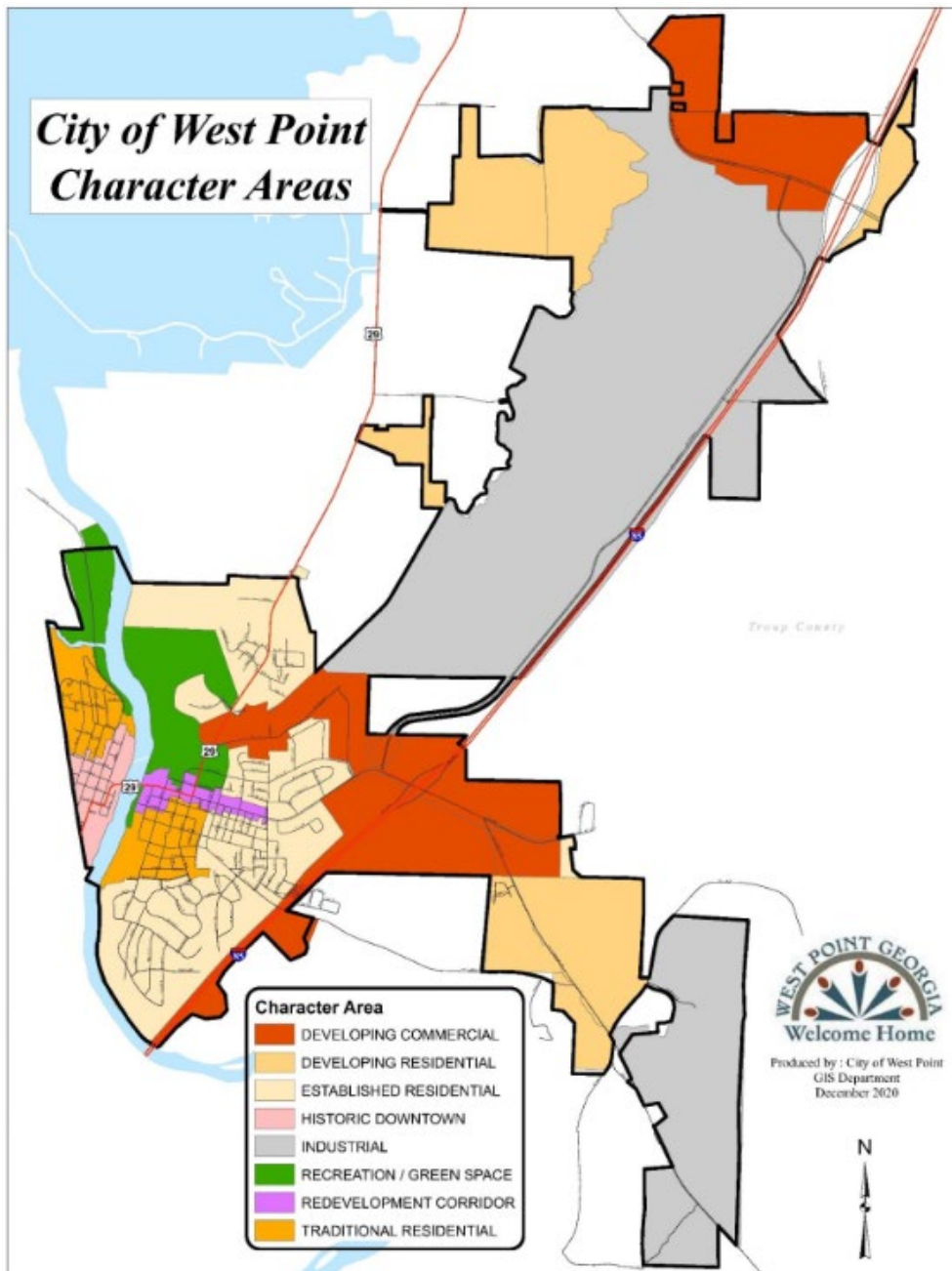


Figure 4-4: West Point Character Areas

Image Source: West Point Comprehensive Pla Update, 2020

4.2 Developments of Regional Impact

There were 14 Developments of Regional Impact (DRIs) in Troup County submitted from 2017 to 2023, as shown in **Figure 4-5** and **Table 4-1**. Most developments are mixed-use or industrial projects. One development is currently under construction, Creekview Vista, a mixed-use development consisting of multifamily apartments, townhomes, and retail.¹² Across all 14 DRIs, over 4,000,000 square feet of retail and 6,200 units of housing would be developed.¹³ These sites were accounted for in the future growth projections for the travel demand model used in this plan to forecast future traffic conditions. Submittal of a DRI application does not guarantee that the proposed development will be built, but knowing where major developments are proposed is still useful in the planning process.

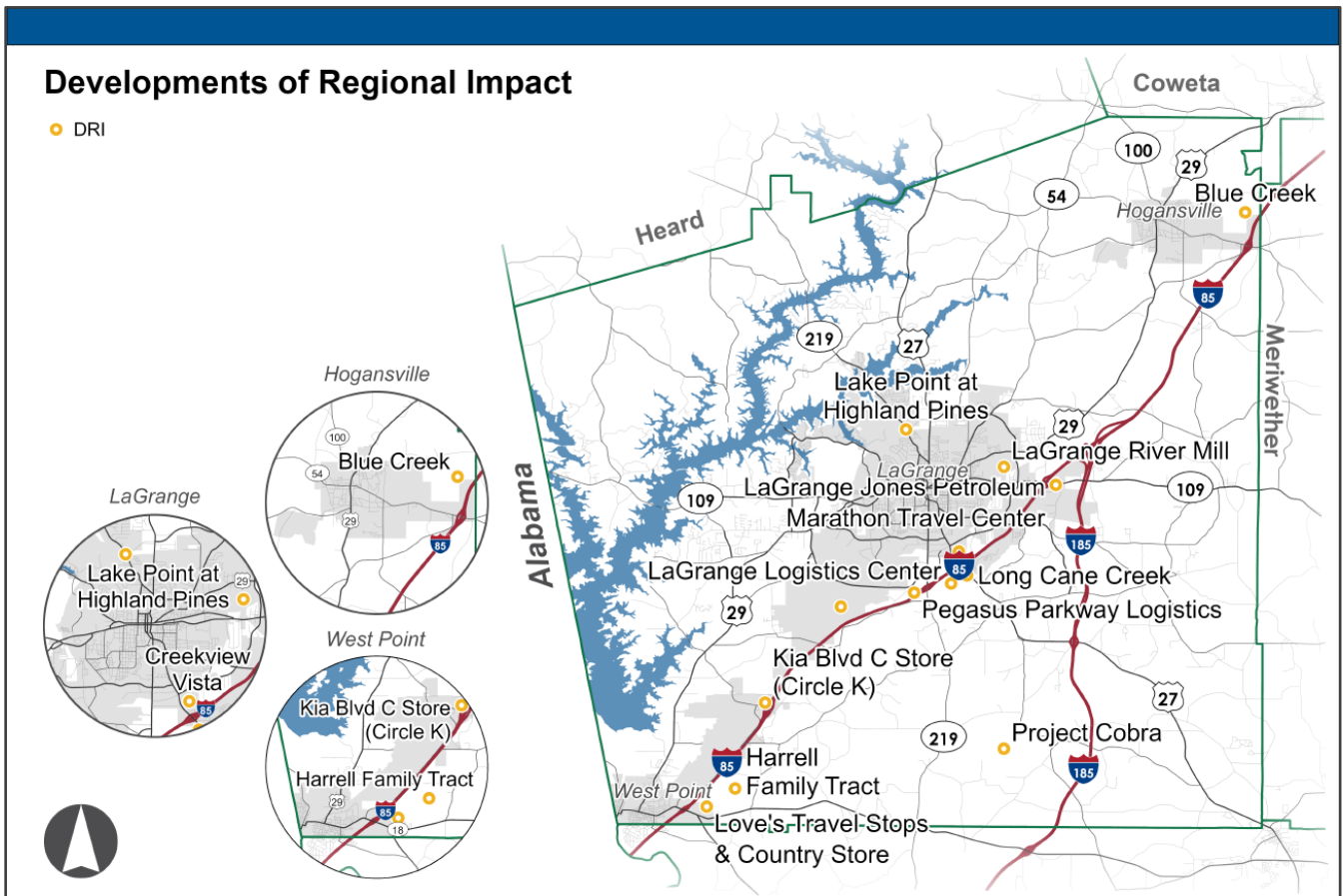


Figure 4-5: Developments of Regional Impact

Data Source: Georgia Department of Community Affairs

¹² PR Newswire, *Vista Residential Partners Announces Groundbreaking on 36 Acres for Development of 279-Unit Creekview Vista in LaGrange, GA*, <https://www.prnewswire.com/news-releases/vista-residential-partners-announces-groundbreaking-on-36-acres-for-development-of-279-unit-creekview-vista-in-lagrange-ga-301653681.html>

¹³ Georgia Department of Community Affairs, *Developments of Regional Impact*, <https://apps.dca.ga.gov/DRI/default.aspx>

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Table 4-1: DRIs in Troup County

DRI #	Project	City	DRI Review Status	Development Type	Construction Status	Expected Build-Out Year	Projected Trips Generated
3614	Blue Creek	Hogansville	Completed	Mixed Use	Not Started	2037	1,480 AM Peak, 1,978 PM Peak
3711	Creekview Vista (Phase I, II, III)	LaGrange	Request for Comments Made	Mixed Use	Under Construction	2027	6,441
3915	Harrell Family Tract	West Point	Warrants Regional Review	Mixed Use	Not Started	2041	1,272 AM Peak, 2,044 PM Peak
2784	Kia Blvd C Store (Circle K)	West Point	Completed	Truck Stop	Not Started	2019	5,760
3763	LaGrange Jones Petroleum Marathon Travel Center	LaGrange	Completed	Commercial	Not Started	2025	1,700
3777	LaGrange Logistics Center	LaGrange	Completed	Warehouse & Distribution	Not Started	2027	4,366
3487	LaGrange River Mill, LLC	LaGrange	DRI Determination Made	Mixed Use	Not Started	2026	1,400 (Peak hours)
3761	Lake Point at Highland Pines	LaGrange	Completed	Mixed Use	Not Started	2037	13,886
2806	Long Cane Creek	LaGrange	Completed	Mixed Use	Not Started	Not Provided	1,318 AM Peak, 1,120 PM Peak
3694	Love's Travel Stops & Country Store	West Point	Completed	Truck Stop	Not Started	2023	6,577
3767	Pegasus Parkway Logistics	LaGrange	Completed	Industrial	Not Started	2025	2,588
3188	Project Cobra	West Point	Completed	Industrial	Not Started	2021	640 (Peak hours)
2708	Sentury Tire Plant	LaGrange	Completed	Industrial	Not Started	2019	4-5 trucks per hour, during daytime operation
3532	The Hamilton	LaGrange	Initial Form Submitted	Mixed Use	Not Started	2028	Not Provided

4.3 Entitled Developments

As the largest city in the County, developments in LaGrange have the potential to impact travel patterns throughout Troup County. There were over 40 entitled projects in LaGrange as of April 2023, as shown in **Figure 4-6**. Entitled projects have obtained all the jurisdictional legal approvals for their development plans. In total, these entitled projects will create 2,500 units of multi-family housing, 1,100 townhomes, 900 single-family homes, and 30 commercial units.

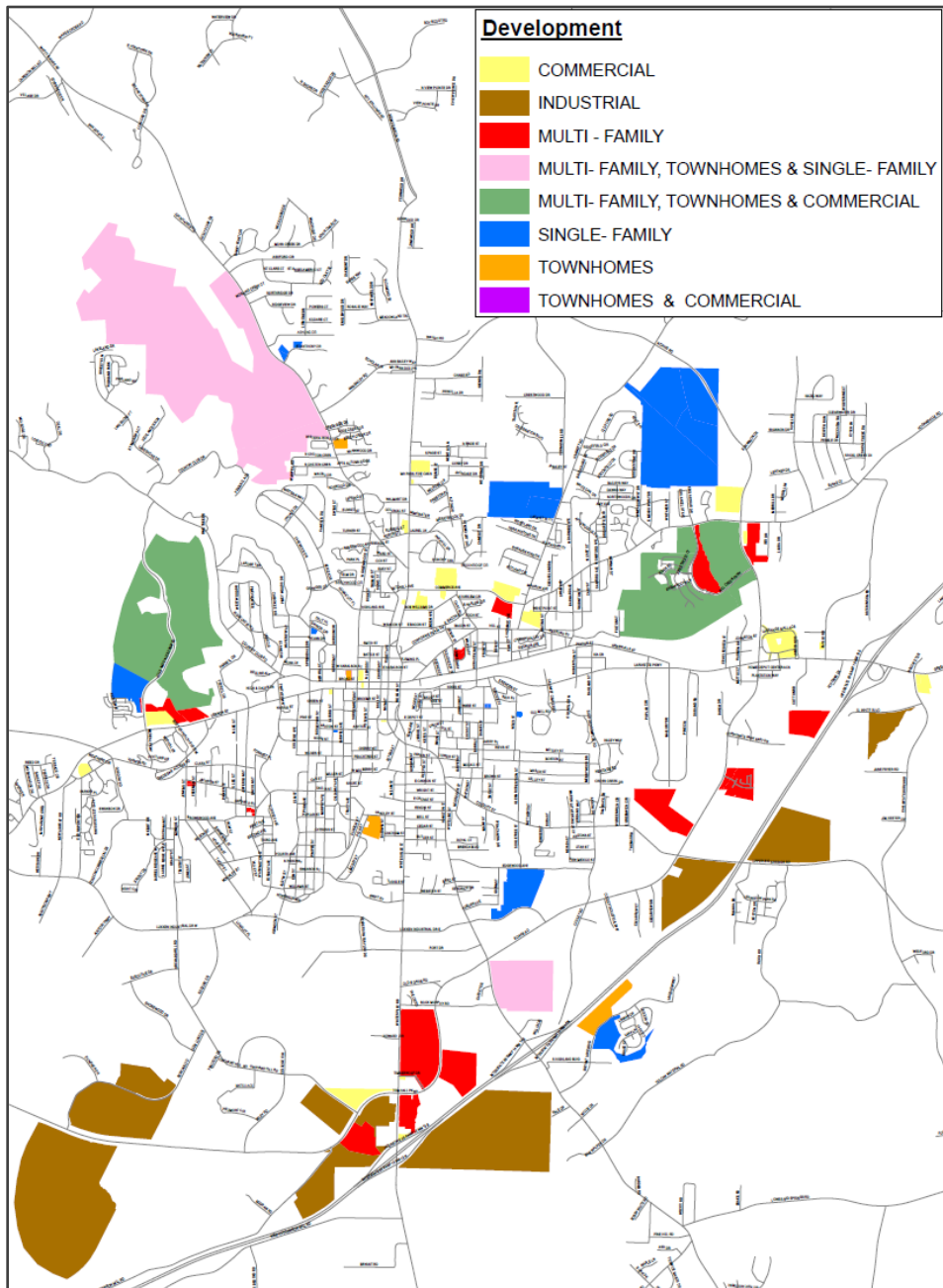


Figure 4-6: Entitled Projects in LaGrange

Image Source: City of LaGrange, 2023

4.4 GRAD Sites

Georgia lists industrial certified sites that are ready for fast-track construction projects in the Georgia Ready for Accelerated Development (GRAD) Program. These sites have met the program's due diligence standards, which include Phase I environmental assessment, preliminary geotechnical investigation, cultural and endangered species investigation, zoning designation, utility service assessment, and wetlands and stream delineation.¹⁴ As of October 2023, there were no GRAD sites within Troup County.

4.5 Georgia SiteSelector Certified Sites

As of October 2023, there were 16 certified sites in Troup County on the Georgia SiteSelector map, as shown in **Figure 4-7** and **Table 4-2**.¹⁵ These are locations that are available for development. Most are located around LaGrange, and there are also sites along I-85 in West Point and Hogansville.

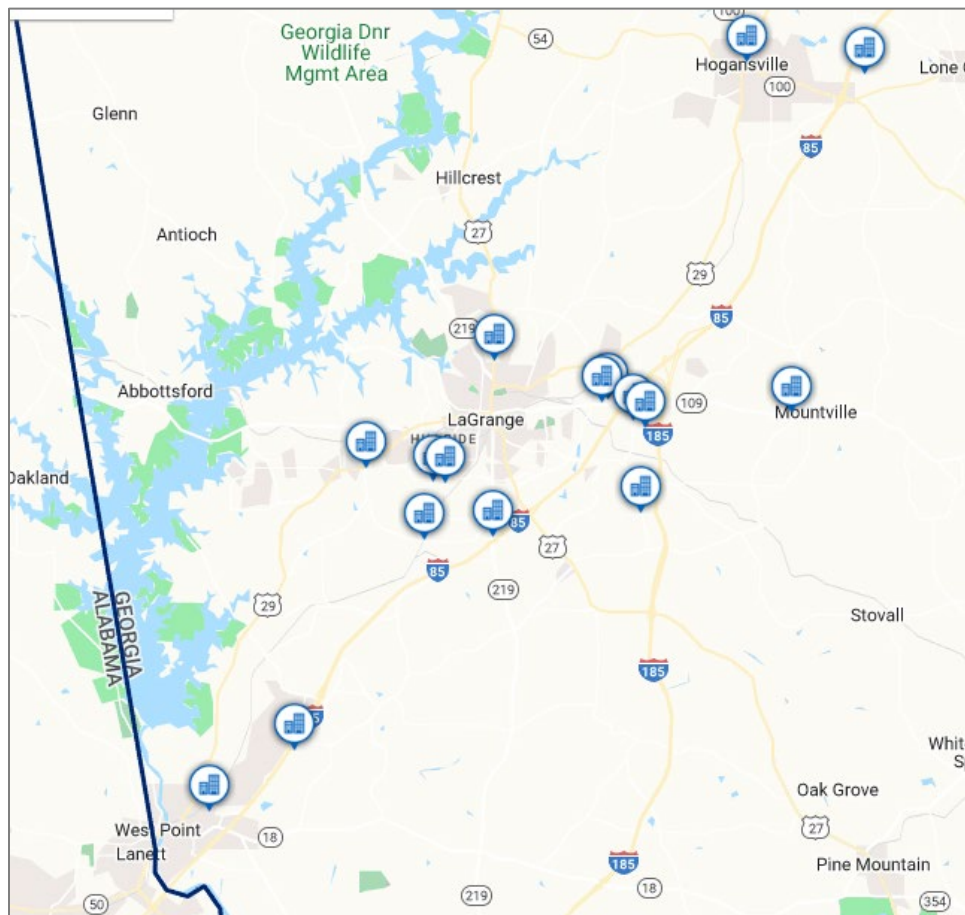


Figure 4-7: Georgia SiteSelector Certified Sites in Troup County

Image Source: Georgia SiteSelector, October 2023

¹⁴ State of Georgia, GRAD Certified Sites, <https://www.georgia.org/grad-certified-sites>

¹⁵ State of Georgia, SiteSelector, <https://www.georgia.org/site-selector>

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Table 4-2: Georgia SiteSelector Certified Sites in Troup County, October 2023

Property Name	Property Address	City	Type
BTS Opportunity Meriwether Park Drive	Meriwether Park Dr	Hogansville	Industrial
202/204 Commerce St	202 Commerce St	Hogansville	Commercial
4117 Greenville Rd, LaGrange, GA 30241	4117 Greenville Rd	LaGrange	Commercial
Troup Logistics Center	385 Callaway Church Rd	LaGrange	Industrial
Pegasus Industrial II	614 Pegasus Parkway	LaGrange	Industrial
25 Patillo Rd	25 Patillo Rd	LaGrange	Office: Investment
Freddy's Frozen Custard & Steakburgers	No Address	LaGrange	Commercial
50 SL White Blvd	50 SL White Blvd	LaGrange	Industrial
Circle K Sale-Leaseback	2457 Whitesville Rd	LaGrange	Commercial
LaGrange Logistics	1508 Redding Dr	LaGrange	Industrial
Lafayette Logistics Park	Pegasus Parkway	LaGrange	Industrial
NR Auto	808 New Franklin Rd	LaGrange	Office: Investment
<i>(Not provided)</i>	1571 W Lukken Industrial Dr	LaGrange	Industrial
Popeyes Louisiana Kitchen	1511 Lafayette Pkwy	LaGrange	Commercial
<i>(Not provided)</i>	1233 O G Skinner Dr	West Point	Commercial
West Point Business Park Build-to-Suit	Webb Bartley Road	West Point	Industrial

5 Review of Existing Studies, Plans, and Documents

In the creation of this *Troup County Long-Range Transportation Plan*, various statewide, countywide, and city-level plans were reviewed to explore past recommendations for Troup County’s transportation future.

This section notes key highlights from the following plans:

- Statewide Plans
 - GDOT 2021 Statewide Strategic Transportation Plan: 2050 Statewide Transportation Plan
 - Statewide Transportation Improvement Program (STIP FY 2024-2027)
 - GDOT Statewide Transit Plan (2022)
 - GDOT Georgia 2050 Rural and Human Services Transportation Plan (2023)
 - GDOT Bicycle Safety Action Plan (2018)
 - GDOT Pedestrian Safety Action Plan (2018-2022)
 - GDOT Georgia Freight Plan (2023)
 - GDOT Statewide Air Cargo Study (2022)
- Countywide Plans
 - Troup County Multi-Modal Transportation Study (2006)
 - Troup County Comprehensive Plan (2021-2041)
- Citywide Plans
 - City of Hogansville Comprehensive Plan Update (2021)
 - City of LaGrange Comprehensive Plan (2021-2041)
 - City of West Point Comprehensive Plan Update (2021-2040)
 - LaGrange Gateway Corridors Plan (2016)

5.1 Statewide Plans

5.1.1 GDOT 2021 Statewide Strategic Transportation Plan: 2050 Statewide Transportation Plan

The *2021 Statewide Strategic Transportation Plan: 2050 Statewide Transportation Plan*¹⁶ combines GDOT’s investment strategies with its long-range comprehensive transportation plan. Highlights from this plan include emphasis on performance-based planning approaches, investment in support of economic development opportunities, and focus on freight operations improvement and rural development. Initiatives to collaborate with other agencies and public-private partnership are discussed, as are ways to incorporate new federal planning requirements.

The plan includes three investments categories:

1. Statewide freight and logistics
2. People mobility in metro Atlanta
3. People mobility in emerging metros and rural Georgia

The plan included the following investment strategies:

1. Foundational investments - taking care of our existing transportation system

¹⁶ Georgia Department of Transportation, 2021.

https://www.dot.ga.gov/InvestSmart/SSTP/GDOT_FINAL_2021SSTP.pdf

www.arcadis.com

Troup County Long-Range Transportation Plan

Chapter 5 – Review of Existing Studies, Plans, and Documents

2. Catalytic investments - growing Georgia's economy
3. Innovation investment - preparing for transportation demands of the future.

The investment categories that are applicable to the Troup County Transportation Plan are Statewide Freight and Logistics and People Mobility in Emerging Metros and Rural Georgia. Examples of specific strategies under the Foundational, Catalytic, Innovation strategy framework are shown in **Table 5-1**.

Table 5-1: SSTP Investment Strategies

Investment Strategy	Statewide Freight and Logistics	People Mobility in Emerging Metros and Rural Georgia
<p><u>Foundational Investments</u></p> <p>Taking care of our existing transportation system</p>	<ul style="list-style-type: none"> » Commercial motor vehicle and rail safety » Asset management for key freight corridors including truck routes and GDOT-owned rail corridors » New Freight Operations Lump Sum Program 	<ul style="list-style-type: none"> » Highway and rail safety » Asset management, especially bridges in freight-intensive areas » ITS and regional traffic operations and incident management » New Rural Development Lump Sum Program » Emergency response, including evacuation routing
<p><u>Catalytic Investments</u></p> <p>Strategic expansion to support economic development</p>	<ul style="list-style-type: none"> » Major Mobility Investment Program, including truck only lanes in Central Georgia and Savannah area connections » Options to address freight bottlenecks » Intermodal connections based on freight demand » Connectivity to Georgia Ready for Accelerated Development (GRAD) sites and other industrial and agricultural sites » Rail capacity projects on GDOT-owned corridors 	<ul style="list-style-type: none"> » Strategic capital investments in rural corridors » Strategic capacity investments in emerging metro areas » Enhanced connectivity to GRAD sites and other industrial and agricultural sites
<p><u>Innovation Investments</u></p> <p>Positioning Georgia's transportation system for the future</p>	<ul style="list-style-type: none"> » Real-time information sharing » Freight vehicle technologies » Freight corridor technologies » Supply chain management systems 	<ul style="list-style-type: none"> » Rural broadband infrastructure for transportation technologies » Preparing for connected and automated vehicles » Integrated corridor management, to maximize use of existing rights-of-way

Governor Brian Kemp’s vision is the driving factor for the plan’s goal areas. The Governor has outlined four strategic goals, and GDOT has identified the following supporting priorities:

1. Make Georgia # 1 for small business
 - a. Expand Georgia’s role as a world-renowned hub for global commerce
 - b. Develop a skilled workforce to meet current and future opportunities across the industry spectrum
 - c. Ensure taxpayers can easily navigate and find necessary information through government interfaces
2. Reform State Government
 - a. Maximize taxpayer value with conservative budgeting
 - b. Expand public-private partnerships and leverage technology to best utilize limited State resources
3. Strengthen rural Georgia
 - a. Increase rural broadband access for economic growth
 - b. Deploy regional strike teams to areas with economic challenges or lessening populations to collaborate with local leaders and seek opportunities for growth
4. Put Georgians first
 - a. Improve transportation safety and security

5.1.2 Statewide Transportation Improvement Program (STIP FY 2024-2027)

The *Statewide Transportation Improvement Program* outlines federally funded and fiscally constrained transportation investment projects that support Georgia’s strategic transportation goals and policies. The STIP provides details on project schedules and projected phases of work that are subject to change. The STIP represents the first four years of the 2050 long-range SSTP. This document addresses compliance with federal law, transportation performance management, public involvement, funding sources and types, freight development, innovative technology and initiatives, and impact on air quality. Strategies for implementation and details on how these topics will be addressed in the proposed investment projects are discussed. The STIP provides a summary of project costs for Troup County, which excludes lump sum projects, and totals over \$2.2 million. The FY 2024-2027 STIP lists four projects in Troup County, as shown in **Table 5-2**.¹⁷

Table 5-2: FY 2021-2024 STIP Projects

PI Number	Year	Work Type	Project Description	Total Project Cost
T007354	2024	Intermodal	FY 2024-TROUP COUNTY-SEC.5311-CAPITAL AND OPERATIONS	\$518,750
T008256	2025	Intermodal	FY 2025-TROUP COUNTY-SEC.5311-CAPITAL AND OPERATIONS	\$564,008
T008258	2026	Intermodal	FY 2026-TROUP COUNTY-SEC.5311-CAPITAL AND OPERATIONS	\$564,008
T008259	2027	Intermodal	FY 2027-TROUP COUNTY-SEC.5311-CAPITAL AND OPERATIONS	\$564,008

¹⁷ State of Georgia, 2021. *FY 2024-2027 STIP*, <https://www.dot.ga.gov/GDOT/Pages/STIP.aspx>

5.1.3 GDOT Statewide Transit Plan (2022)

The *Statewide Transit Plan*¹⁸ (SWTRP) assigns context to the current state of transit in Georgia, and outlines plans for the future of transit on the 2050 horizon. Considering GDOT's goal of following a multimodal approach to transportation, connectivity and accessibility are at the forefront of developing the goals and objectives of the 2022 SWTRP.

The plan identifies five goals aligned with Governor Kemp's Strategic Goals and GDOT Focus Areas:

1. Provide a safe and sustainable public transit network
2. Optimize public transit programs to best meet public transit systems and travelers' needs
3. Ensure public transit coverage across the state to support mobility and access for all
4. Connect rural transit to regional and urban centers
5. Leverage technology and innovation to support public transit ridership and performance

Based on these five goals and corresponding objectives, 20 performance measures were developed to assess the progress towards reaching these goals. The plan discusses the counties that are served by transit, which make up 13 counties in the Atlanta region and fall within the Georgia Regional Transit Authority (GRTA) boundary. Troup County lies just outside of this region, as it is served through rural transit. There are no multimodal transit centers in Troup County, but there are intercity bus stations. Like many rural counties, Troup does not have a Transit Development Plan (TDP), and in order to remedy this, the SWTRP Needs Assessment Report outlined near-term strategies for developing TDPs in counties that do not have one. The first step proposed is creating a guidebook for TDP development to show agencies and communities what standards, considerations, and components they should follow, as well as best practices. Additionally, considering the development of regional TDPs instead of single-county TDPs could be useful for many of these rural counties. A progress check was conducted on this near-term strategy, and in November 2021, GDOT published a TDP guidebook for regional agencies to begin developing regionally focused TDPs that still account for local transportation issues on a county level.¹⁹

5.1.4 Georgia 2050 Rural and Human Services Transportation Plan (2023)

GDOT, in partnership with the Department of Human Services (DHS) and the Department of Community Health (DCH), developed the *Georgia 2050 Rural and Human Services Transportation*²⁰ (RHST) Plan. RHST provides mobility services for the benefit of persons with disabilities, older adults, and persons without a vehicle. RHST includes services provided by public transit operators, human service agencies, private transportation providers, and private nonprofit agencies.

The RHST plan outlines recommendations to guide and advance the coordination of RHST throughout the state. Six goals were developed for the plan for improving the coordination and optimizing of Georgia's RHST System:

1. Provide coordinated and efficient rural and human services transportation
2. Provide a safe and sustainable RHST network
3. Optimize RHST programs to best meet RHST systems' and travelers' needs
4. Ensure RHST coverage across the state to support mobility and access for RHST users

¹⁸ Georgia Department of Transportation, 2022. *Statewide Transit Plan*. <https://www.dot.ga.gov/InvestSmart/Transit/Documents/TransitPlan/SWTRP%202022%20Implementation%20Report.pdf>

¹⁹ Georgia Department of Transportation, 2021. *Transit Development Plan Guidebook*. <https://transit-development-plan-tdp-guidebook-gdot.hub.arcgis.com/>

²⁰ State of Georgia, 2023. *Georgia 2050 Rural and Human Services Transportation Plan*. <https://rhst-gdot.hub.arcgis.com/>

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5. Connect rural transportation to regional and urban centers
6. Leverage technology and innovation to support RHST ridership and performance

The RHST Needs Assessment provides further information on the Troup Transit system. Troup Transit’s demand-response service provided 32,249 annual trips in 2019. Demand-response transit is available in all neighboring Georgia counties except for Harris County. The Needs Analysis determined that the highest levels of transit demand are within the northeastern and southwestern regions of the county, as shown in **Figure 5-1**.

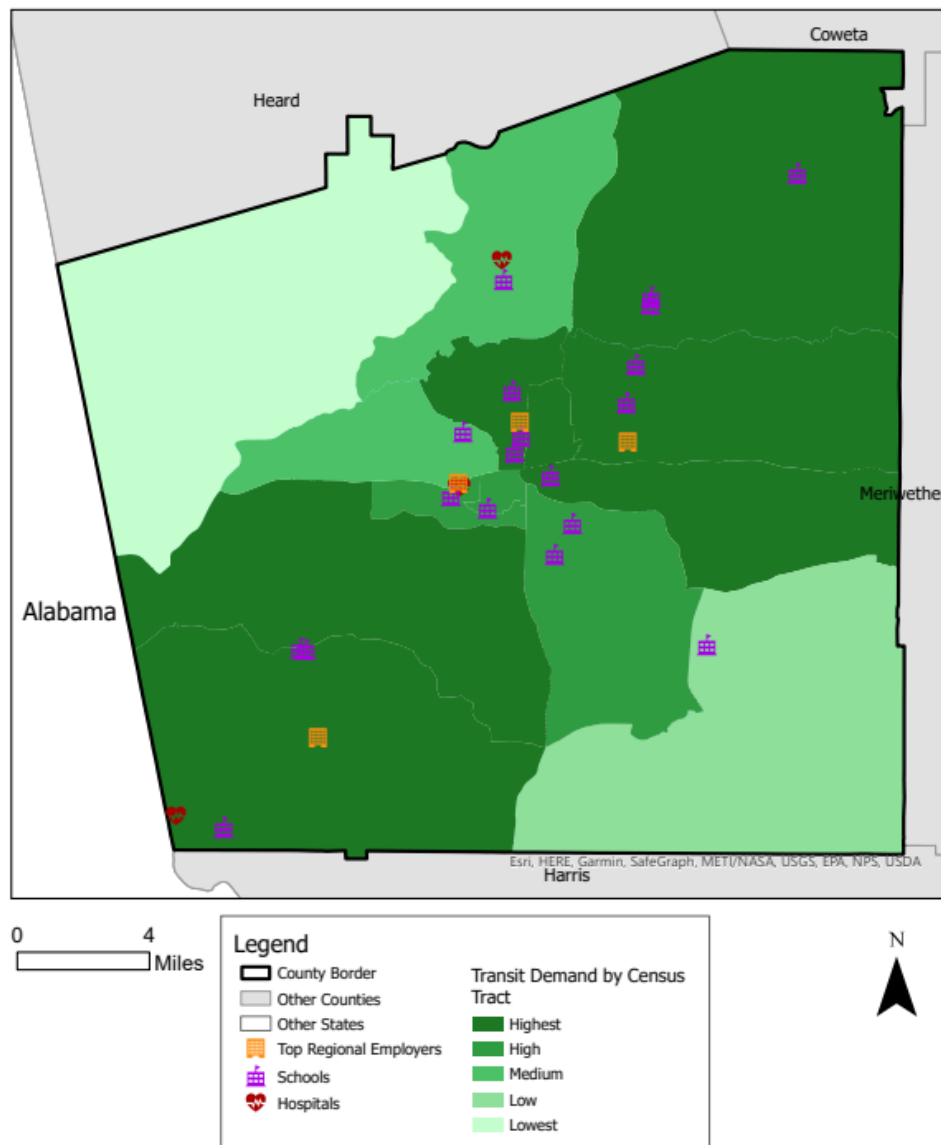


Figure 5-1: Transit Need Areas

Source: GA 2050 RHST Plan

For the county, the Needs Assessment recommends the development of a Transit Asset Management Program (TAMP), gaining support for General Transit Feed Specification (GTFS) and National Transit Database (NTD) development, and obtaining resources for regular maintenance of transit vehicles. In addition, based on a

community rider survey, the highest priorities for improvements included connecting different parts of communities, cities, and providing access to jobs and healthcare. Some of the identified RHST technologies priorities included converting transit vehicles to electric or lower-emission vehicles, partnering with ride-hailing companies, and viewing real-time arrival information through a smartphone application, website, and/or text messaging service.

The plan's recommendations were developed after completing the Needs Assessment and other stakeholder and public engagement. Over 80 recommendations were developed. The five recommendations that were most aligned with the plan goals were:

- Create connections to activity centers
- Expand capacity of rural systems
- Adopt flexible service for micro transit services
- Connect rural areas with areas of high development
- Leverage intercity and long-distance transportation services

5.1.5 GDOT Bicycle Safety Action Plan (2018)

The *Bicycle Safety Action Plan*²¹ provides guidance on the current state of bicycle safety in Georgia, including when and where crashes occur, how to evaluate data when making decisions, and what level of funding and investment is required to develop active solutions for bicycle safety. The plan identifies priority locations with opportunities for improvement to focus the resources and funding. The plan states the goal of zero deaths through creating safe environments for bicycling and strives to reduce bicyclist crashes and injuries.

The plan identifies four objectives and supporting strategies. The objectives are:

- Gather data that helps optimize selection of safety improvements
- Systematically and reliably incorporate proven bicyclist safety countermeasures during the design process
- Train and engage partners on strategies that will increase bicyclist safety
- Establish and allocate funding streams needed to achieve all strategies

Other statewide plans, regional plans, school and campus plans, city or countywide plans, and trails and parks plans are referenced for more information. Troup County is not among the top ten list of Georgia cities and jurisdictions with most bicycle collisions for the 2005-2015 timeframe. The plan still provides good guidance for application in the foreseeable future. On a state level, there is focus on developing strategies to count bicycles and calculate rates of collisions, as well as tracking the existing state of cycling infrastructure. From this data, safety audits and procedures can be developed to determine where safety improvement efforts and performance measures should be concentrated. The results will indicate where funding can be obtained and allocated. Prioritization of projects will direct engagement of internal and external stakeholders, whether that is through training workshops on safe street design or ensuring the public is educated on cycling safety. On a local level, the emphasis is on education of the public, especially roadway users, and strengthening the voice of advocacy organizations to strengthen the community and increase resource availability for ensuring safety.

²¹ Georgia Department of Transportation, 2018. *Bicycle Safety Action Plan*.
http://dlg.galileo.usg.edu/gqpd/docs/2018/ga/t700/pm1/2018/b5/elec_p_btext.con/1.pdf
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5.1.6 GDOT Pedestrian Safety Action Plan (2018-2022)

The *Pedestrian Safety Action Plan*²² provides guidance to GDOT, Georgia Department of Public Health, and other safety-related agencies and advocates on the current state of pedestrian safety, investment strategies for developing safety solutions, targeting locations with opportunity for improvement with resources and funding, and promoting safe environments for living healthy and active lifestyles.

The Federal Highway Administration (FHWA) and the *Georgia Strategic Highway Safety Plan* identified their vision zero goal for pedestrian fatalities in the next 20 to 30 years, after achieving an 80% reduction in pedestrian and bicycle fatalities in the next 15 years. Target guidelines were developed for what the goal and projected fatalities might be from 2018 to 2022. Eleven strategies were prioritized under five categories:

Data

1. Collect, map, and publish data on pedestrian safety, the walking environment, pedestrian crashes, and safety risks.

Transportation Planning and Policy

2. Incorporate pedestrian safety strategies, treatments and performance measures into state transportation plans, policies, and design guides.
3. Incorporate pedestrian safety strategies and performance measures into regional and local plans.

Transportation Infrastructure Projects

4. Assess new construction and maintenance projects on state routes for opportunities to incorporate pedestrian safety elements early in the process.
5. Use crash data and annual road safety audits to identify roads with ongoing pedestrian issues. Collaborate with regional and local governments to prioritize selection and implementation of safety improvements on those roads.
6. Proactively identify and mitigate systemic pedestrian safety hazards on Georgia roads.

Education, Enforcement, and Outreach

7. Create and distribute educational material to promote safety for pedestrians.
8. Provide annual trainings on pedestrian safety that target transportation and public health professionals, law enforcement officers, elected officials, and community advocates.
9. Increase outreach and education on pedestrian safety for state, regional, and local agencies and facilitate collaboration between them.

Funding

10. Allocate target level of Highway Safety Improvement Program (HSIP), 402, 405h, regional, and local funds to pedestrian safety projects.
11. Align fund expenditures on pedestrian safety projects and programs with focus designations, data on pedestrian crash and fatality factors, and proven countermeasures.

Each strategy also identifies key tasks and action items which were accompanied by the responsible party and timeframe. The policies and programs of different jurisdictions (education, law enforcement, engineering, transportation, and land use planning) were outlined to understand what information is currently available. Funding opportunities from the 402 State Highway Safety Program (HSIP) Metropolitan Planning Organizations (MPOs) and

²² Georgia Department of Transportation, 2018. *Pedestrian Safety Action Plan*.
http://dlg.galileo.usg.edu/gqpd/docs/2018/ga/t700/pm1/2018/p4/elec_p_btext.con/1.pdf
www.arcadis.com

Regional Commissions, and local funding options were discussed. Based on the locations where most of the pedestrian crashes, injuries, or fatalities were reported from 2011-2015, the Pedestrian Safety Action Plan (PSAP) identified 12 Focus Counties. Within these 12 counties, over half of them occurred in a city. There were seven cities identified outside of the Focus Counties, and one of them being LaGrange, which had one of the highest injury rates at 85%. From 2011 to 2015, Troup County recorded 129 pedestrian-involved crashes total.

5.1.7 Georgia Freight Plan (2023)

The *Georgia Freight Plan*²³ is a BIL-compliant Freight Plan that provides a comprehensive assessment of the freight activities and ongoing activities in the state of Georgia. Policies and strategies from previous and existing documents were reviewed and integrated into this plan to determine how freight projects and investments should be prioritized. Specific goals for addressing freight-related opportunities were developed based on Governor Kemp's State Strategic goals and the goals outlined by the National Freight Highway Program. Some of these goals include:

1. Updating current freight infrastructure and operations and improve safety and performance
2. Reducing cost and time of goods delivery while increasing the resilience of supply chains
3. Expanding the use of existing and new data to support freight logistics
4. Improve connectivity and capacity within revenue streams based on return on investment (ROI) analysis
5. Support site development and Georgia Port Authority's inland ports
6. Support manufacturing, agriculture, and distribution
7. Environmental stewardship and maintaining equitable policies

This freight plan focuses on the major freight corridors and ports that are vital to growing and maintaining the state's economy. There are two interstates that pass through Troup County, I-85 and I-185, that serve as major corridors for freight movement. Additionally, the US-27, I-85, and I-185 running through Troup County are part of Georgia's designated freight corridors, and the latter two are a part of the Primary Highway Freight System which means they are identified as being two of the most critical highway portions in the National Highway System. For Troup County, freight is an integral part of the transportation network, and working towards the goals mentioned above will benefit the economic growth and development of the county.

5.1.8 Statewide Air Cargo Study (2022)

The *Statewide Air Cargo Study*²⁴ is a study developed in 2021 to identify the current state of the air cargo industry in Georgia and determine how to meet future air cargo demand. Outlined in the study are five objectives:

1. Providing a general understanding of the air cargo industry
2. Identifying current air cargo operators and scheduled air cargo services in Georgia
3. Determining how air cargo activity may increase
4. Evaluating facilities at selected airports with air cargo operators to identify needed improvements
5. Estimating investment to accommodate future air cargo activity

There are airports with scheduled air cargo flights as well as ad hoc or on-demand air cargo activity. In Troup County, the LaGrange-Callaway (LGC) airport manages 1 to 3 ad hoc operations per month, and at a county level, there are a number of automotive manufacturing, aerospace manufacturing, and distribution centers. The ad hoc

²³ Georgia Department of Transportation, 2023. *Georgia Freight Plan*.

<https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

²⁴ Georgia Department of Transportation, 2022. *Statewide Air Cargo Study*.

https://www.dot.ga.gov/InvestSmart/Aviation/Documents/AirCargo/TechnicalReport_AirCargoStudy.pdf

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support from the LaGrange-Callaway airport is critical to the Kia assembly plant for the transport of automobile parts and tool shipments. Additionally, LGC supports other air cargo operators, and it was included in an evaluation of airports across Georgia of the range of attributes available to serve an integrated express carrier. LGC LaGrange ranked in the medium range for its attributes to serve an integrated express carrier.²⁴

5.2 Countywide Plans

5.2.1 Troup County Multi-Modal Transportation Study (2006)

The *Troup County Multi-Modal Transportation Study*²⁵ was initiated to develop a long-term 2035 horizon Multi-Modal Transportation Plan, in collaboration with the City of LaGrange and GDOT. The study focuses on Troup County and its three incorporated municipalities to analyze the commercial and population growth of the area, specifically along the I-85 corridor, to determine how communities are impacted by the economic conditions and growth patterns. Public engagement activities, including open house workshops and study advisory group meetings, were conducted to include the local community in the decision-making process. Demographic data, land use patterns, and existing transportation facilities were reviewed to determine what level of development is required.

The study reports key findings from their data analysis on the different modes of travel and developed goals and objectives for the future. The initial analysis of bicycle and pedestrian systems showed that sidewalks were present only in town centers and they were discontinuous. The study recommended pedestrian and bicycle infrastructure and safety projects in areas of Troup County that were lacking, such as LaGrange, West Point, and Hogansville. In terms of transit, coordination with transit operators including Georgia Regional Transportation Authority (GRTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), and the Metropolitan Transit System (METRA) in Muscogee County were suggested, as well as vanpool and Park and Ride lots. Bridges that fell below a rating of 75 were recommended for improvement and prioritized. Roadway widening projects, connectivity improvements, and right of way (ROW) protection corridor projects were prioritized following the evaluation process. Intersections were selected as prioritized projects based on Average Annual Daily Traffic (AADT) and crash occurrences, especially those resulting in fatalities. Funding sources through Federal Title I Apportionments, and State Tax based funding were identified, as well as local Special Purpose Local Option Sales Tax (SPLOST) funds. The result from this study was a LRTP that was developed following the Transportation Efficiency Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU).

5.2.2 Troup County Comprehensive Plan (2021-2041)

The *Troup County Comprehensive Plan*²⁶ provides goals, guidance and policy standards for the future growth and development of the county. The plan also evaluates existing conditions of the country to identify areas for improvement, opportunities, and implementation strategies. The study identified a lack of efficient east-west traffic flow and the opportunities for more public transportation or expanded Troup Transit services. Thus, the plan's goal for transportation is, "a multi-modal transportation system that provides adequate access and connectivity for all users."

Three policies and subsequent implementation strategies were developed to support this goal:

- Promote connectivity of our road network between employment, residential, and activity areas

²⁵ Troup County, 2006. *Multi-Modal Transportation Study*.

https://dlg.galileo.usg.edu/ggpd/docs/2006/ga/t700_pp6/m1/2006/t7/elec_p_btext.con/1.pdf

²⁶ Troup County, 2021. *Comprehensive Plan*.

<https://www.troupcountyga.gov/Content/Documents/planning/TroupCounty-ComprehensivePlan-2021-13.pdf>

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Troup County Long-Range Transportation Plan

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- Use the 2006 Multi-Modal Transportation Study Complete Streets policy to determine where pedestrian and bike accessibility is feasible and require road connectivity between activity nodes
- Protect gateway corridors from potential negative and visual impact of development
 - Implement and update the gateway corridor plan as well as the sign ordinance
- Support initiatives that can assist in public transportation improvements
 - Apply for grants that maintain and expand Troup Transit operations, conduct a feasibility study for fixed route transit, and determine best options for improving road connectivity to major employers

During the planning process, the Ray was identified as a unique opportunity for sustainable development and growth. As shown in **Figure 5-2**, the Ray is an 18-mile stretch of I-85 from LaGrange to West Point that serves as a living lab for innovative transportation technologies. These technologies include solar-powered vehicle charging, solar-paved highways, tire safety check stations, and environmental features such as bioswales and pollinator gardens.



Figure 5-2: The Ray

Source: <https://omniair.org/news/allie-headlines-v2x-workshop/>

5.3 Citywide Plans

5.3.1 City of Hogansville Comprehensive Plan Update (2021)

The *City of Hogansville Comprehensive Plan*²⁷ provides policy guidance for the city's future growth and development. Transportation opportunities for improvement include increasing multi-modal accessibility, public transportation options, wayfinding, lighting, and truck parking. The Interstate Character Area, I-85 at Exit 28, serves as a major gateway to the city. Recommended development patterns for this area include enhancing appearance with appropriate signage, landscaping, and lighting, retrofitting existing strip development, and limiting curb cuts. The 2021-2026 Community Work Program developed for the plan includes the following transportation projects:

- Design, construct and install roundabouts and lights at I-85 entrances and exits
- Construct new and improve existing sidewalks citywide
- Road repair, stormwater repairs at Pine Street
- Streetscape project for sidewalk from Collier St to former Fred's store

5.3.2 City of LaGrange Comprehensive Plan (2021-2041)

The *City of LaGrange Comprehensive Plan*²⁸ provides goals, guidance, and policy standards for the future growth and development of the city. Gaps in the current transportation system identified in the plan include lack of east-west connectivity, lack of multi-modal facilities, and the need to increase transit options. The transportation goal of the Comprehensive Plan is to "maximize transportation network efficiency, options and alternatives." Several policies will support the goal, including utilizing Complete Street design, increasing bicycle and pedestrian infrastructure, promoting The Ray, and supporting The Thread through implementation of a master plan.

The Thread, shown in **Figure 5-3**, is identified as a major opportunity for the city. The Thread, a multi-use trail throughout the city, is an ongoing project aimed to increase the health and wellbeing of users, as well as provide a mode of transportation for those without a motorized vehicle. The Thread provides pedestrian access to multiple destinations including parks, downtown Lafayette Square, and LaGrange College, with plans to expand to West Georgia Medical Center, Great Wolf Lodge, and West Georgia Technical College. Other goals of The Thread include stimulating adjacent property values and increasing the city's appeal to a younger demographic to promote employment and commercial activities.

The Comprehensive Plan identifies the following transportation projects in its 2021-2025 Community Work Program:

- North Lafayette Square Streetscape Project
- The Thread
- City Street Repaving Work
- Hamilton Road Widening Project
- Construct and Inland Port in the Georgia International Business Park (GIBP)
- Implement the URWays Workforce Transportation Model (ride-share service)
- Complete Entrance Road and Intersection into Callaway South Property off Pegasus Parkway

²⁷ City of Hogansville, 2021. *City of Hogansville 2021 Comprehensive Plan*.

https://www.dca.ga.gov/sites/default/files/hogansville_2021-2041_comprehensive_plan_adopted.pdf

²⁸ City of LaGrange, 2021. *City of LaGrange Comprehensive Plan*. <http://www.lagrangega.org/Content/Templates/documents/LaGrange-Comprehensive-Plan-2021-2041.pdf>

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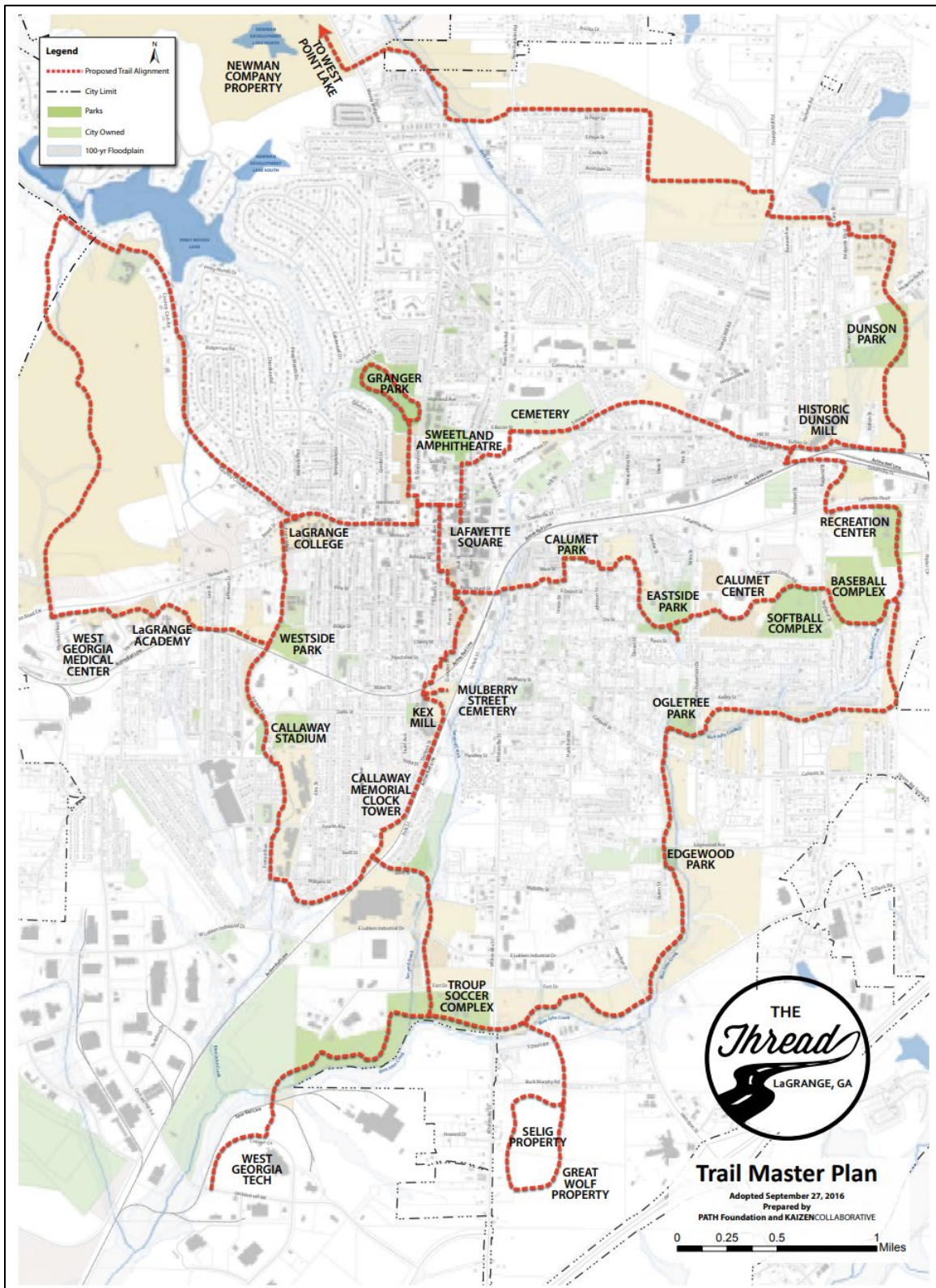


Figure 5-3: The Thread

Source: The Thread City of LaGrange Trail System Master Plan

5.3.3 City of West Point Comprehensive Plan Update (2021-2040)

The *City of West Point Comprehensive Plan 2021-2040*²⁹ assesses current conditions of the city and provides guidance for future growth and development. Identified areas for improvement include pedestrian and bicycle facilities in certain areas of the city and the need for multi-modal transportation options. As such, the goal of transportation is to “enhance and create efficient transportation options that increase mobility and access including employment, goods and services, healthcare and recreation.” Like the Comprehensive plans of LaGrange and Hogansville, policies to improve transportation include exploring Complete Street concepts and increasing pedestrian and bicycle connectivity. Additional policies include promoting compact mixed-use development and improving safety along railroad intersections.

Areas around the two I-85 interchanges in West Point are classified as “Developing Commercial” Character Areas. Serving as an entryway to Georgia, the areas along I-85 at SR 18 have the potential for future growth. In addition, due to the presence of the nearby Kia Motors Manufacturing facility and Point University, the city anticipates demand for additional retail and hotel capacity in this Character Area.

One transportation-related project was identified in the five-year Community Work Program, which was to establish and maintain good communications with the Ray C. Anderson Foundation or “The Ray” I-85 Corridor.

5.3.4 LaGrange Gateway Corridors Plan (2016)

The LaGrange Gateway Corridors plan focuses on enhancing access to the major corridors of Lafayette Parkway (SR 109), Hamilton Road (US 27) and Whitesville Road (SR 219), while strategically and sustainably planning for the city’s future growth. The plan includes several detailed recommendations and renderings for the three corridors, that emphasize landscaping, pedestrian connectivity and other alternative modes, and developing a sense of character for the corridors.³⁰

²⁹ City of West Point, 2021. *City of West Point Comprehensive Plan*.

<https://www.dca.ga.gov/sites/default/files/westpointcomprehensiveplanupdate2021-2040adopted.pdf>

³⁰ City of LaGrange, 2016. *LaGrange Gateway Corridors Plan*. <http://www.lagrange-ga.org/Content/Templates/documents/community-development/lagrange-gateway-corridors-plan-final.pdf>

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On Lafayette Parkway, recommendations from I-85 to South Davis Road include removing the dedicated turn lanes to create a five-lane road with two travel lanes in each direction and a center turn lane, and a median where feasible. A sidewalk and 12' multiuse path are also proposed, as shown in **Figure 5-4**.



Figure 5-4: Recommendations for Lafayette Parkway from I-85 to South David Road

Image Source: LaGrange Gateway Corridors Plan (2016)

Recommendations for Lafayette Parkway from South Davis Road to downtown include removal of the turn lane and reducing travel lane widths to control speed and create a large median, shown in **Figure 5-5**. For the downtown portion of the corridor, recommendations include the addition of street furniture that features several amenities for various users including benches, bicycle racks, and ornamental lamp posts, shown in **Figure 5-6**.

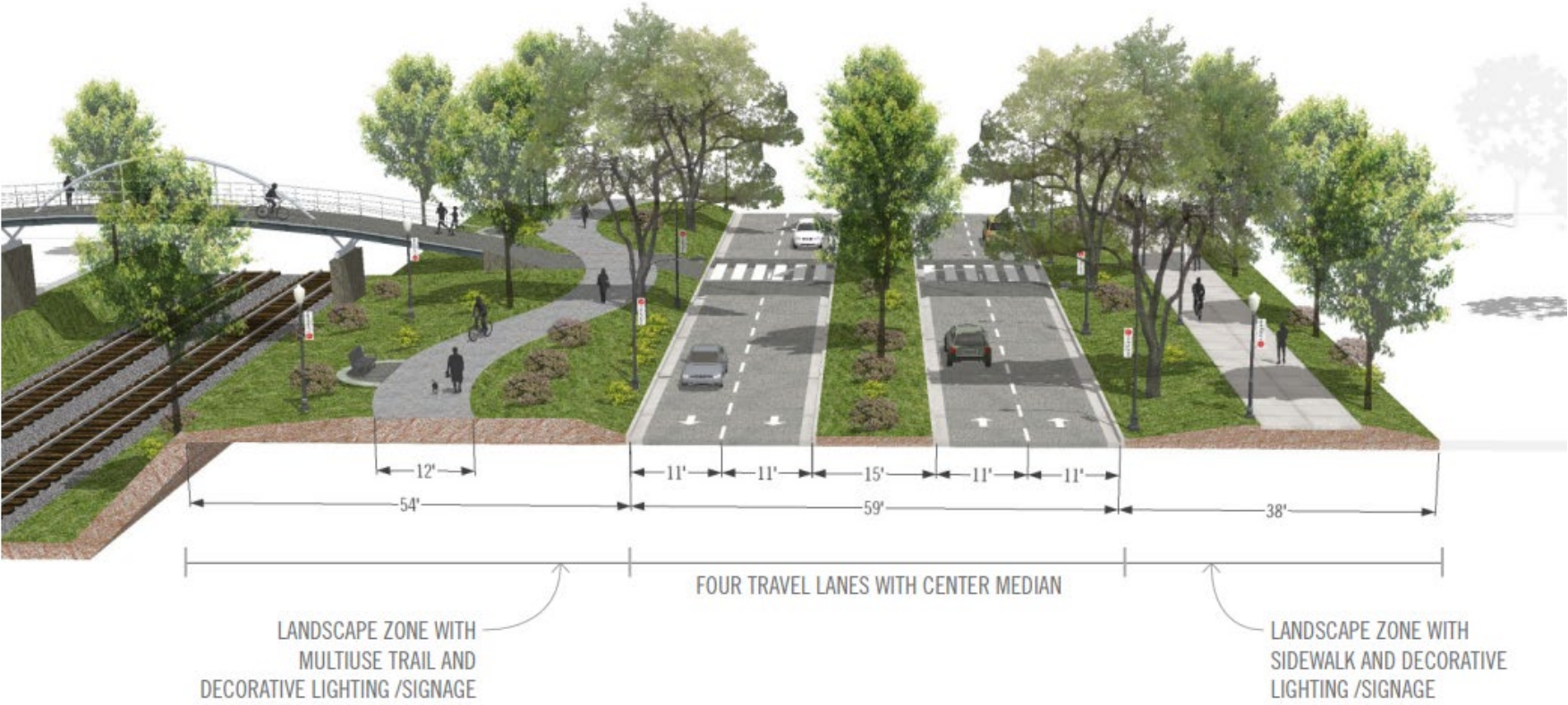


Figure 5-5: Recommendations for Lafayette Parkway from South David Road to Downtown

Image Source: LaGrange Gateway Corridors Plan (2016)

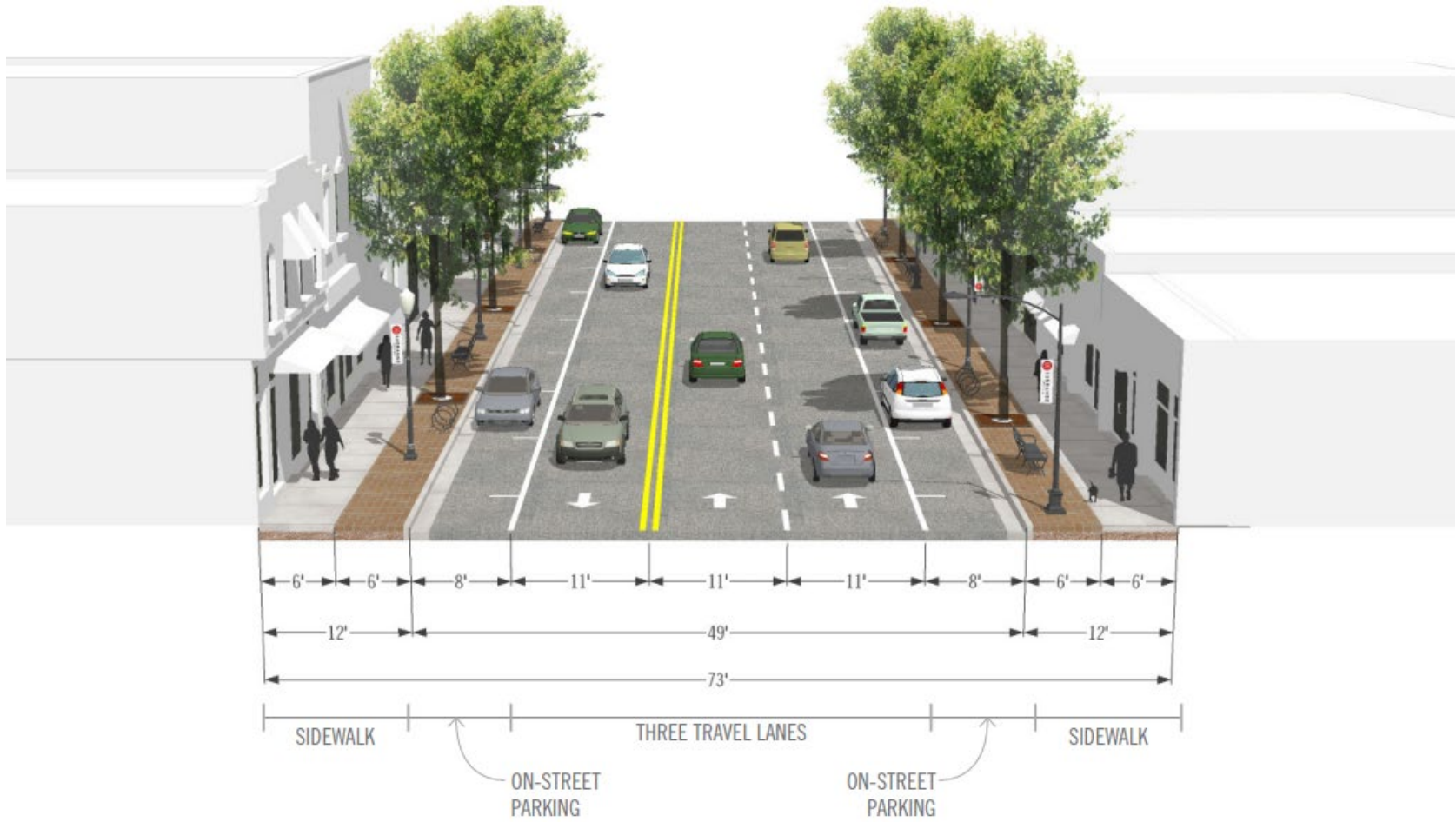


Figure 5-6: Recommendations for Lafayette Parkway in Downtown

Image Source: LaGrange Gateway Corridors Plan (2016)

Chapter 5 – Review of Existing Studies, Plans, and Documents

Although there is a proposed GDOT project to widen Hamilton Road from two to four lanes, recommendations for the road in the Gateway Corridors Plan build upon this proposal. The recommendation retains the four travel lanes, but exchanges the center turn lane for a planted median. In addition, it proposes wider, 8-foot sidewalks outside of the public right-of-way, illustrated in **Figure 5-7**.

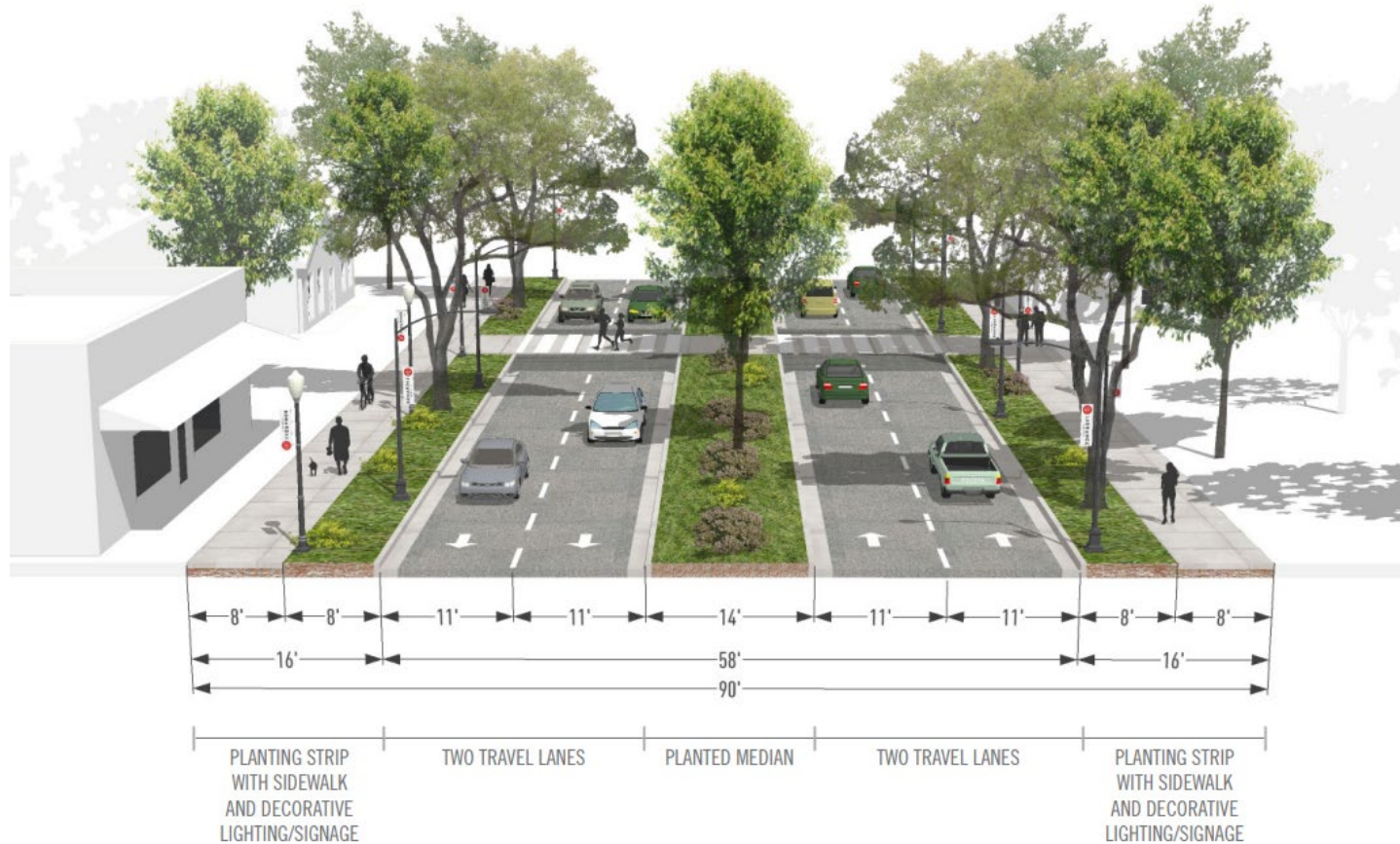


Figure 5-7: Recommendations for Hamilton Road from I-85 to Whitesville Road

Image Source: LaGrange Gateway Corridors Plan (2016)

Chapter 5 – Review of Existing Studies, Plans, and Documents

Recommendations are similar for Whitesville Road. As illustrated in **Figure 5-8**, two travel lanes with a landscaped median and a 12-foot multiuse trail are recommended from Pegasus Parkway to Lukken Industrial Drive.

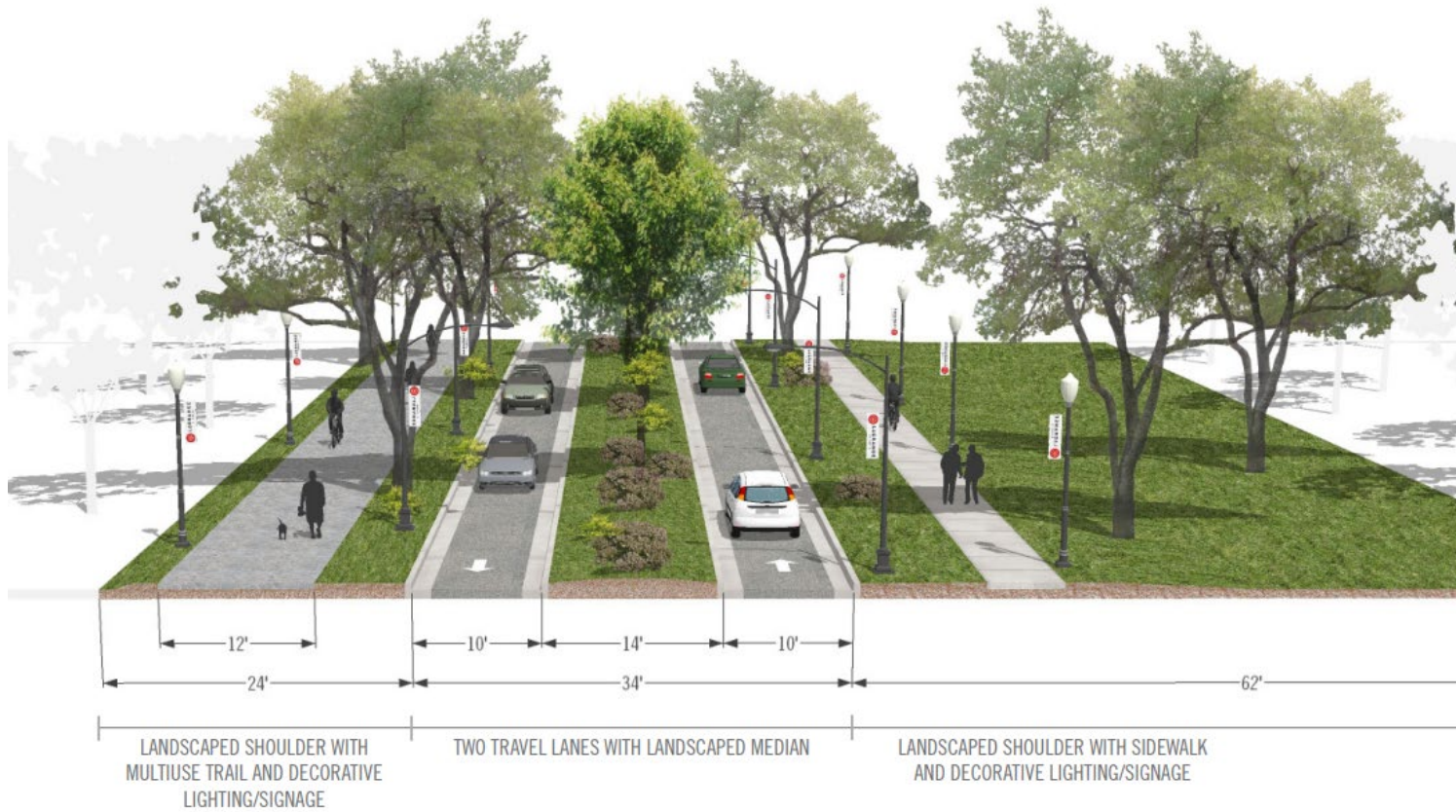


Figure 5-8: Recommendations for Whitesville Road from Pegasus Parkway to Lukken Industrial Drive

Image Source: LaGrange Gateway Corridors Plan (2016)

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Recommendations for the portion of Whitesville Road from Lukken Industrial Drive to the bridge prior to reaching downtown include 13-foot sidewalks with decorative lighting and signage, with a long-term option to remove the center turn lane for the introduction of two dedicated bicycle lanes, shown in **Figure 5-9**.



Figure 5-9: Recommendations for Whitesville Road from Pegasus Parkway to Bridge

Image Source: LaGrange Gateway Corridors Plan (2016)

6 Assessment of Existing Transportation Facilities

The following sections describe the current conditions of the transportation system, including safety, roadway operating conditions, bridge and pavement, freight, bicycle and pedestrian infrastructure, public transportation, and aviation. Existing conditions data was collected from a variety of sources, as described in the following sections.

6.1 Safety and Crashes

According to GDOT’s crash reporting database (Numetric), 15,418 roadway crashes were reported in Troup County between 2017-2021.³¹ **Table 6-1** shows a summary of crash statistics for each year, broken down by crash severity, roadway users, and manner of collision. Year-over-year crash trends for the county are fairly consistent with national trends, with the annual number of crashes being relatively steady from 2018 to 2020 followed by a sharp increase from 2020 to 2021. The two most frequent crash types over the study period were Rear End (4,480) and Not a Collision With a Motor Vehicle (4,409). Such a high frequency of the latter crash type is a particular concern, as crashes involving stationary objects, buildings, or non-vehicle road users, such as bicyclists and pedestrians, are more likely to cause serious injury or death for those involved.³² **Table 6-2** summarizes the number of fatalities and serious injuries resulting from roadway crashes over the study period, broken down by roadway user. The number of fatalities and serious injuries on roadways increased each year in the study period, with a more than 100% increase from 2017 to 2021.

Table 6-1: Crash Data Summary

Crashes in Troup County	2017	2018	2019	2020	2021	Total
Number of Crashes Total	3,132	2,997	2,967	2,981	3,341	15,418
Number of Crashes by Severity						
(K) Fatal Injury	16	13	8	12	19	68
(A) Suspected Serious Injury	32	48	61	63	67	271
(B) Suspected Minor/Visible Injury	282	273	219	238	253	1,265
(C) Possible Injury / Complaint	553	454	497	461	483	2,448
(O) No Injury /Property Damage Only	2,234	2,183	2,153	2,169	2,466	11,205
Unknown / Unreported	15	26	29	38	53	161
Total	3,132	2,997	2,967	2,981	3,341	15,418
Number of Crashes by Road User						
Pedestrian-Related Crashes	21	18	22	16	19	96
Bicycle-Related Crashes	5	6	8	4	8	31
Truck-Related Crashes	133	123	125	96	115	592

³¹ GDOT, Numetric, <https://gdot.aashtowaresafety.com/crash-query#/metrics> (2017-2021 was the most recent available data at the time of data collection in 2023.)

³² Overview - Type of Crash, National Safety Council, <https://injuryfacts.nsc.org/motor-vehicle/overview/type-of-crash/>

Chapter 6 – Assessment of Existing Transportation Facilities

Crashes in Troup County	2017	2018	2019	2020	2021	Total
Other Vehicular Crashes	2,973	2,850	2,812	2,865	3,199	14,699
Total	3,132	2,997	2,967	2,981	3,341	15,418
Number of Crashes by Manner of Collision						
Head On	55	49	35	77	94	310
Sideswipe-Opposite Direction	65	53	73	93	97	381
Not a Collision with Motor Vehicle	843	852	828	940	946	4,409
Left Angle Crash	272	225	249	275	301	1,322
Right Angle Crash	58	46	56	52	67	279
Angle (Other)	607	601	602	494	509	2,813
Sideswipe-Same Direction	233	235	238	265	369	1,340
Rear End	973	923	873	771	940	4,480
Unknown / Unreported	26	13	13	14	18	84
Total	3,132	2,997	2,967	2,981	3,341	15,418

Data Source: GDOT Numetric, 2017-2021

Table 6-2: Fatality & Injury Data Summary

Fatalities & Injuries in Troup County	2017	2018	2019	2020	2021	Total
Total Number of Fatalities and Serious Injuries	82	85	117	122	167	573
Number of Fatalities by Road User						
Pedestrian Fatalities	4	0	0	1	3	8
Bicycle Fatalities	0	1	0	1	0	2
Motorist/Non-VRU Fatalities	14	12	10	13	19	68
Total	18	13	10	15	22	78
Number of Serious Injuries by Road User						
Pedestrian Serious Injuries	4	4	4	3	4	19
Bicycle Serious Injuries	1	1	0	2	0	4
Motorist/Non-VRU Serious Injuries	59	67	103	102	141	472
Total	64	72	107	107	145	495

Data Source: GDOT Numetric, 2017-2021

Crashes were reported across the county on interstates, state highways, and local roads. **Figure 6-1** is a heatmap showing the distribution of all recorded crashes that occurred not on an interstate. Areas in red have a more dense concentration of crashes, while areas in green have a more sparse concentration. Of those non-interstate crashes, 0.7% involved a pedestrian, 0.2% involved a bicycle, 1.7% resulted in at least one serious injury, and 0.4% were fatal. The highest densities of non-interstate crashes are in the cities of LaGrange and West Point. Some of the highest crash locations are seen at intersections along US 27, US 29, SR 100, and SR 109.

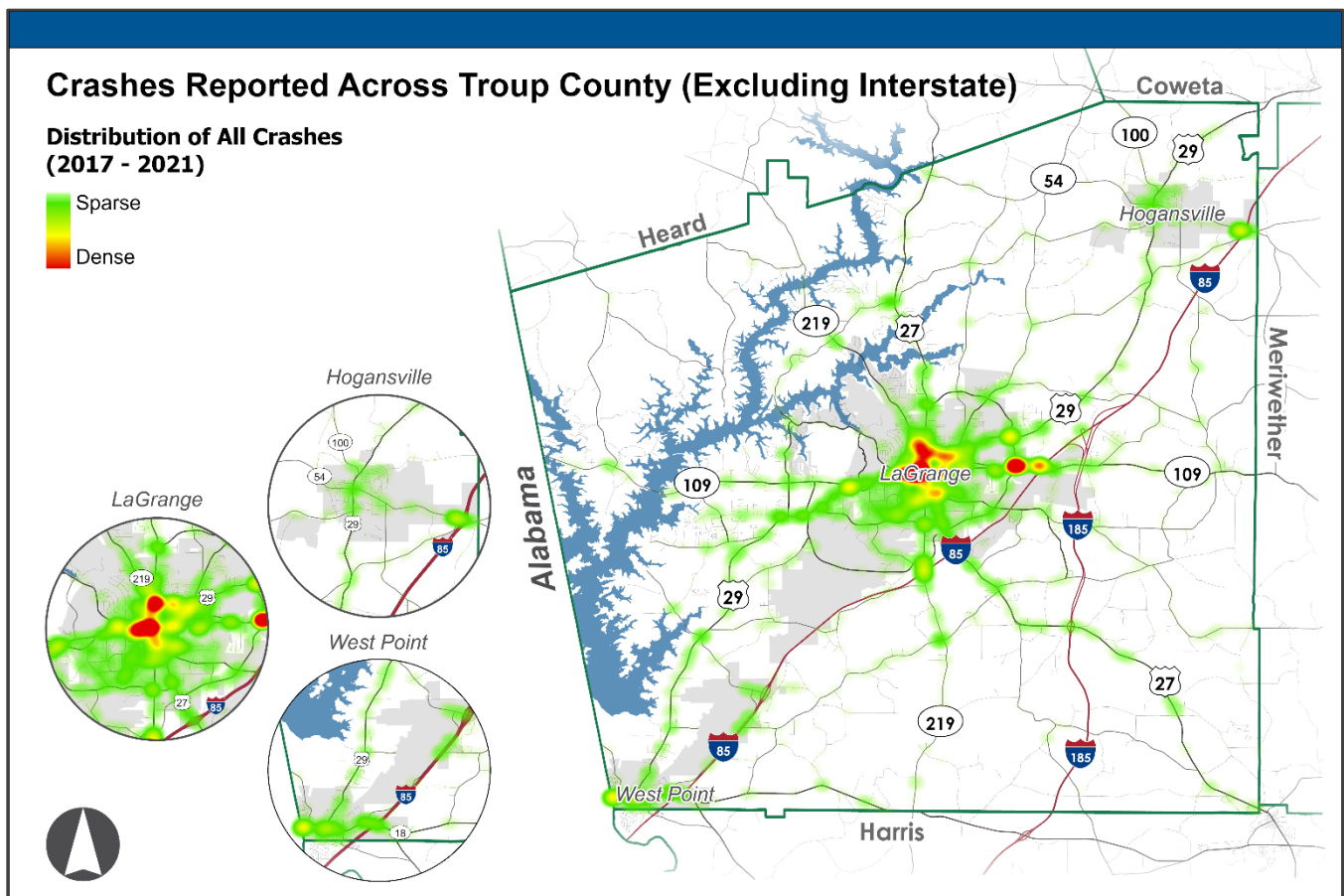


Figure 6-1: Crash Locations Heatmap

Data Source: GDOT Numetric, 2017-2021

Figure 6-2 shows crashes involving commercial trucks are most concentrated along I-85 and US 219, while **Figure 6-3** and **Figure 6-4** show crashes involving pedestrians and bicycles, also referred to as Vulnerable Road Users (VRUs), are most concentrated in downtown LaGrange. Severe injury and fatal crashes are relatively evenly distributed across the network, shown in **Figure 6-5** and **Figure 6-6**, with a clustering of severe-injury crashes in LaGrange.

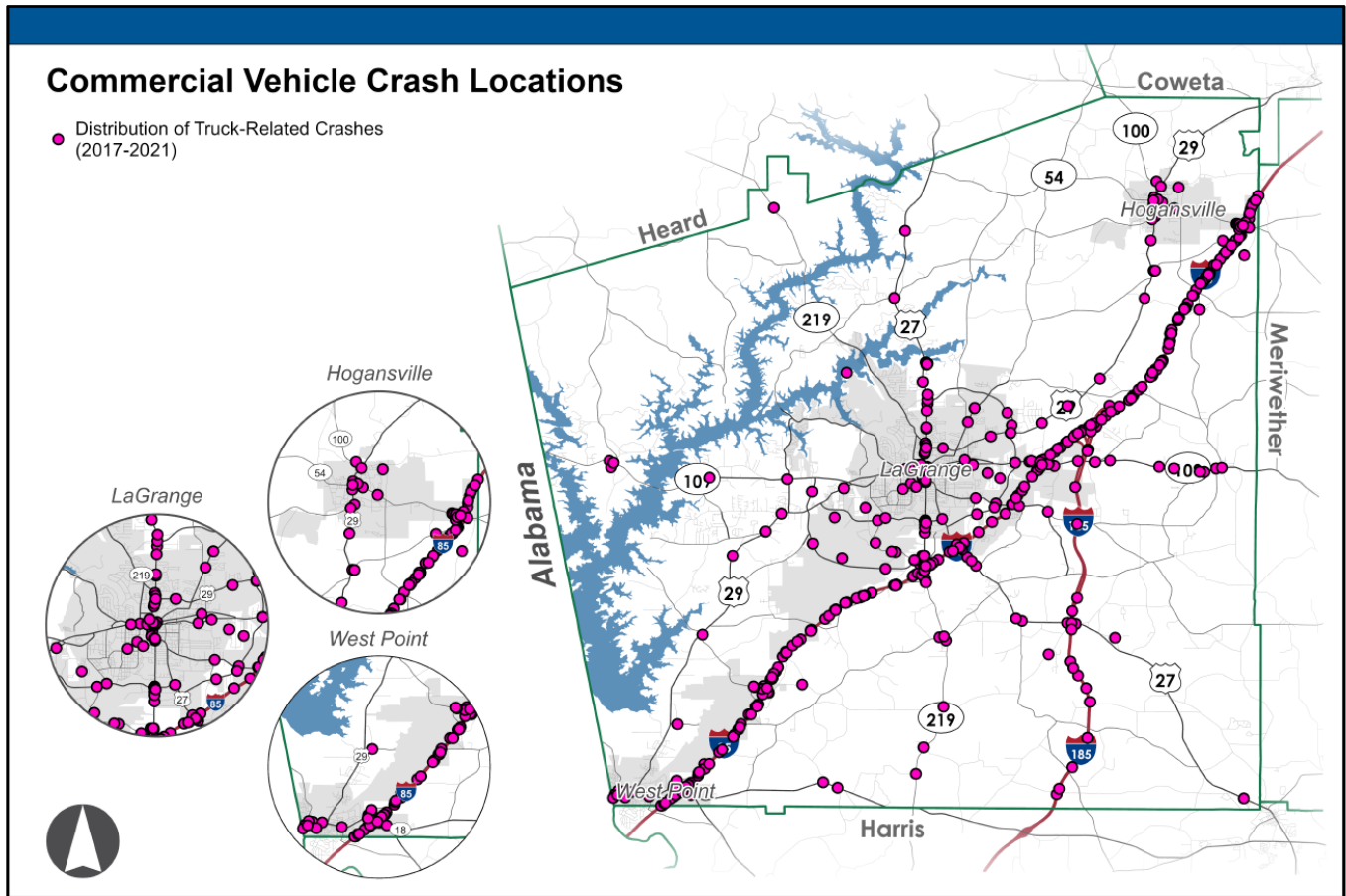


Figure 6-2: Commercial Vehicle Crash Distribution

Data Source: GDOT Numetric, 2017-2021

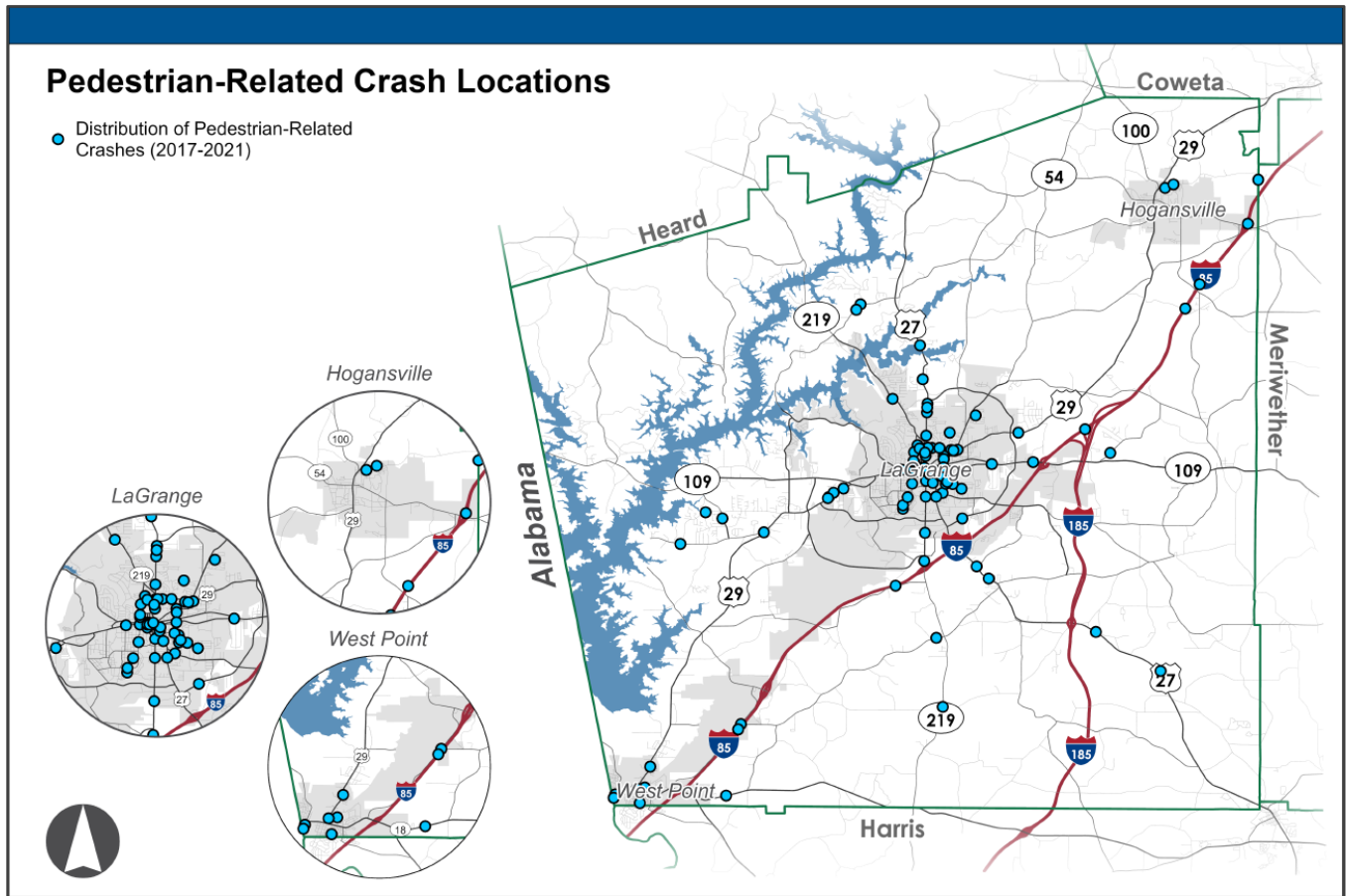


Figure 6-3: Pedestrian-Related Crash Locations

Data Source: GDOT Numetric, 2017-2021

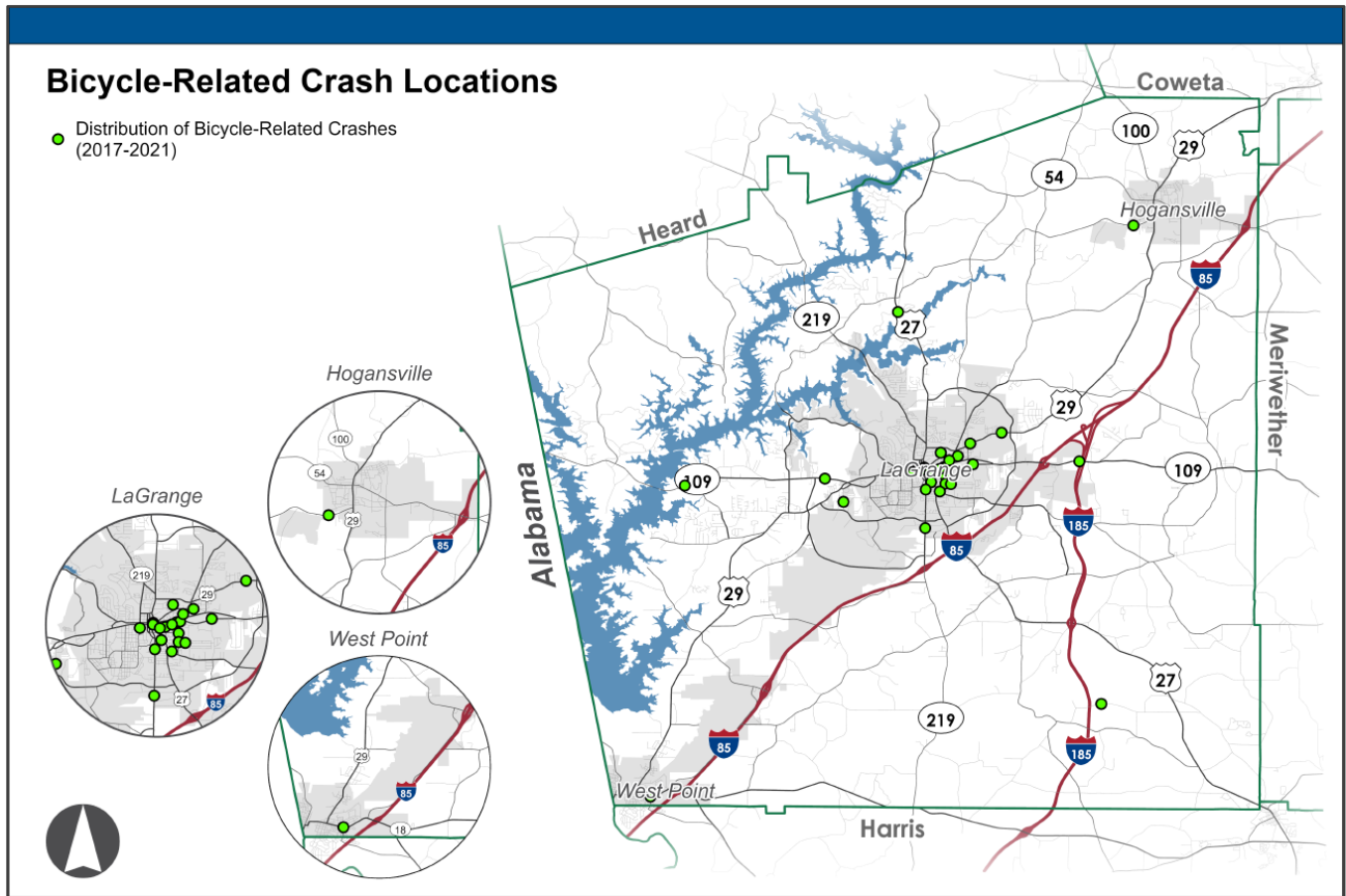


Figure 6-4: Bicycle-Related Crash Locations

Data Source: GDOT Numetric, 2017-2021

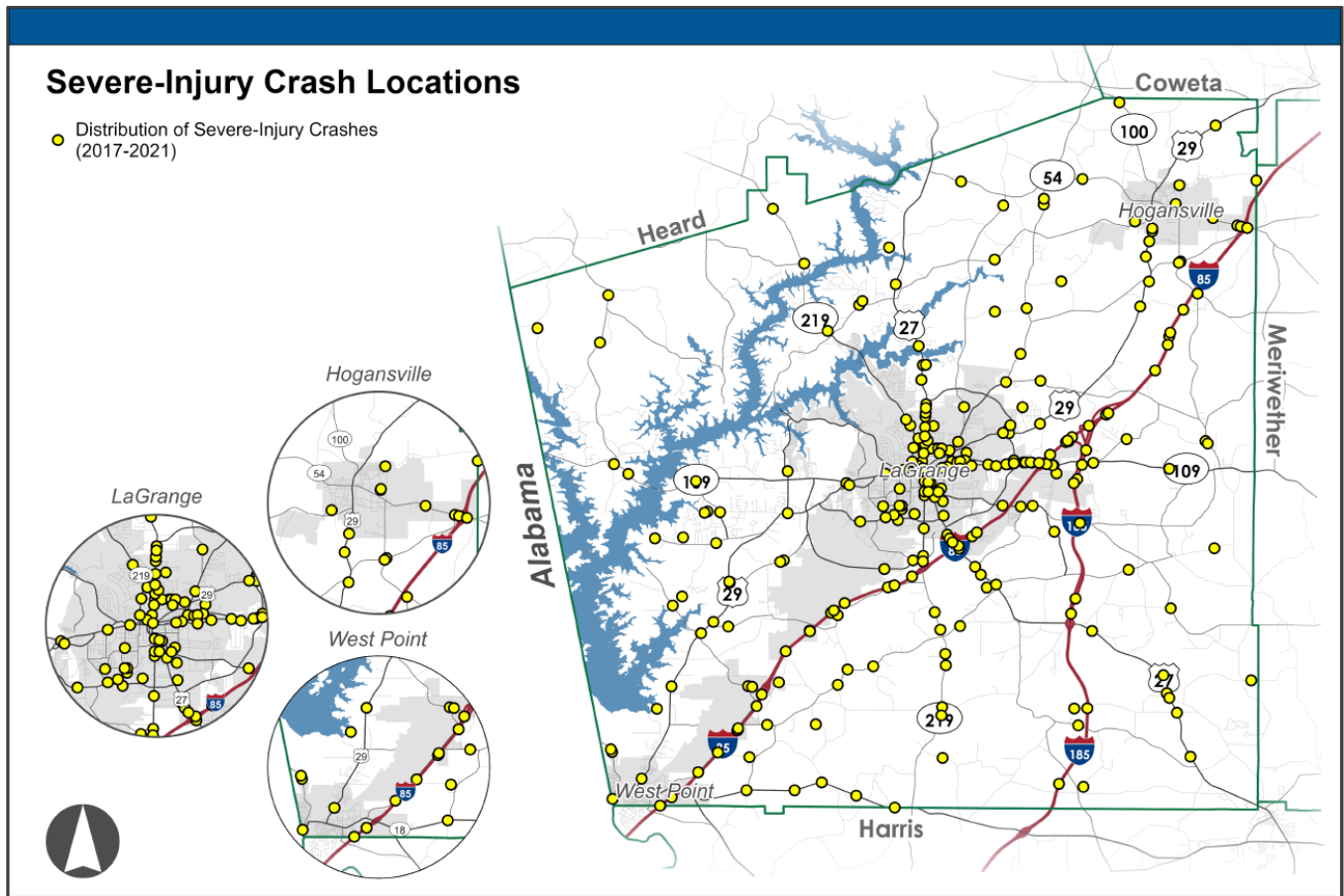


Figure 6-5: Severe-Injury Crash Locations

Data Source: GDOT Numetric, 2017-2021

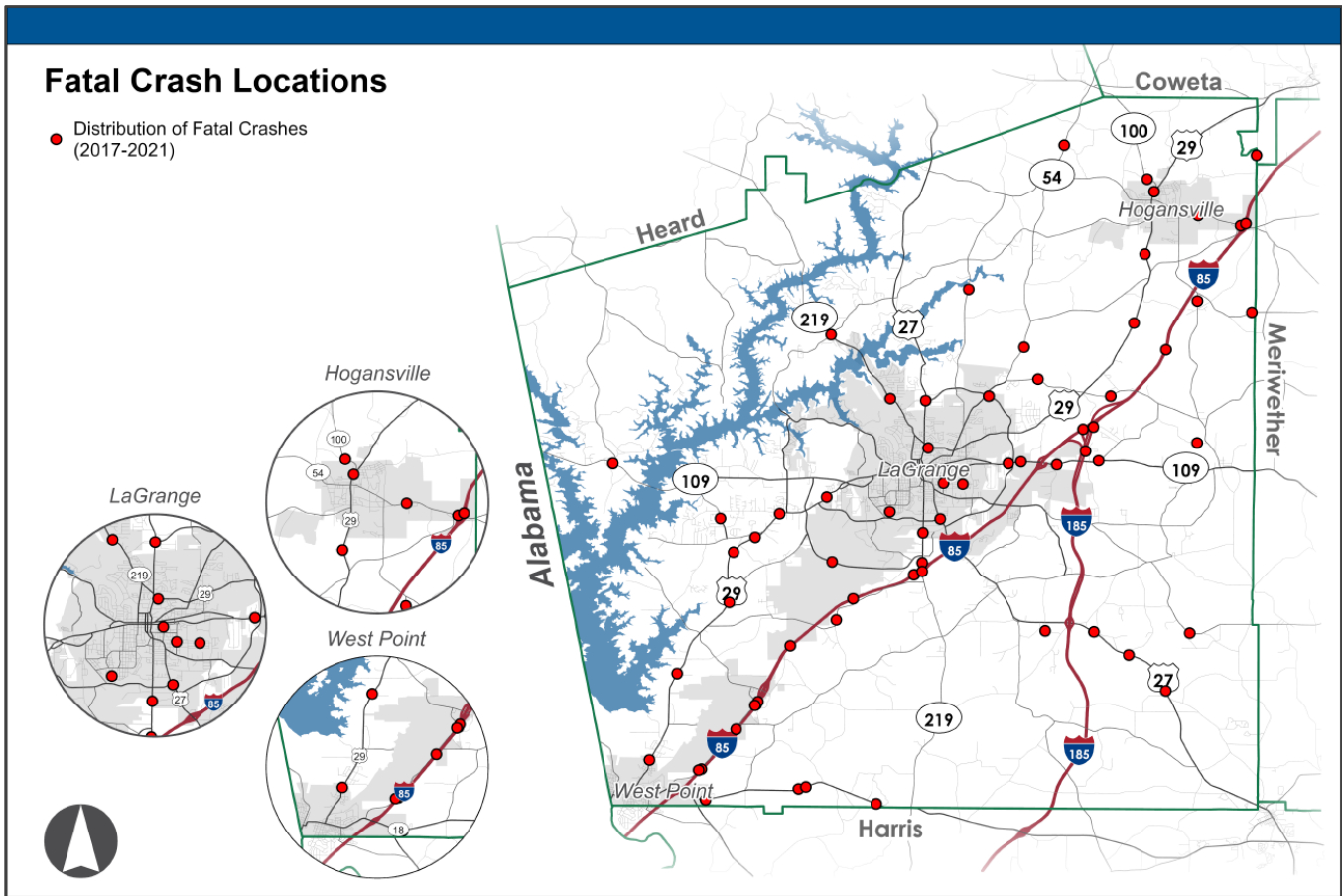


Figure 6-6: Fatal Crash Locations

Data Source: GDOT Numetric, 2017-2021

6.2 Roadway Operating Conditions

There are many ways to assess roadway operating conditions. One of the most common ways to describe traffic congestion is Level of Service (LOS), which assigns a letter to various congestion levels. Level of Service refers to alphabetical representations of roadway volume-to-capacity ratios that can describe traffic performance on a road or corridor segment. LOS levels range from A to F with levels A-C representing the most optimal traffic conditions. Similarly, it is useful to compare the amount of time it takes to make a trip during congested times and during non-congested, or “free flow” conditions. Speed is another important measure of roadway operation conditions, and origin-decision analysis reveals where people typically travel to and from.

The GSTDM is a travel demand model used to replicate the travel demand on transportation networks within a study area. The model uses a four-step transportation planning process which includes trip generation, trip distribution, mode choice, and trip assignment. The output consists of **daily volumes and level of service** for road segments in the study area. The model uses daily LOS, representing average volumes throughout the day; however, congestion tends to be higher during peak travel times on weekday mornings and afternoon and lower during off-peak travel times. Additionally, the GSTDM model can be used to forecast future demand on

transportation networks based on different SE data assumptions and can be used for identifying transportation network deficiencies and prioritizing transportation projects.

6.2.1 Level of Service

Level of Service is a measure of roadway traffic congestion on a scale from A (free flow conditions) to F (gridlock) as shown in **Figure 6-7**. It is based on the ratio of traffic volume to roadway capacity (number of travel lanes). While there are some limitations to the use of volume to capacity ratios for assessing traffic congestion, this approach is common in planning studies to provide an approximation of roadway traffic congestion. In Troup County, most roadways operate at LOS C or better as shown in **Figure 6-8**. However, there are some areas of higher congestion as indicated in the 2020 baseline travel demand model and in stakeholder input. Congested segments are listed in **Table 6-3**. The typical threshold for an acceptable LOS is D or better in urban areas and C or better in rural areas.

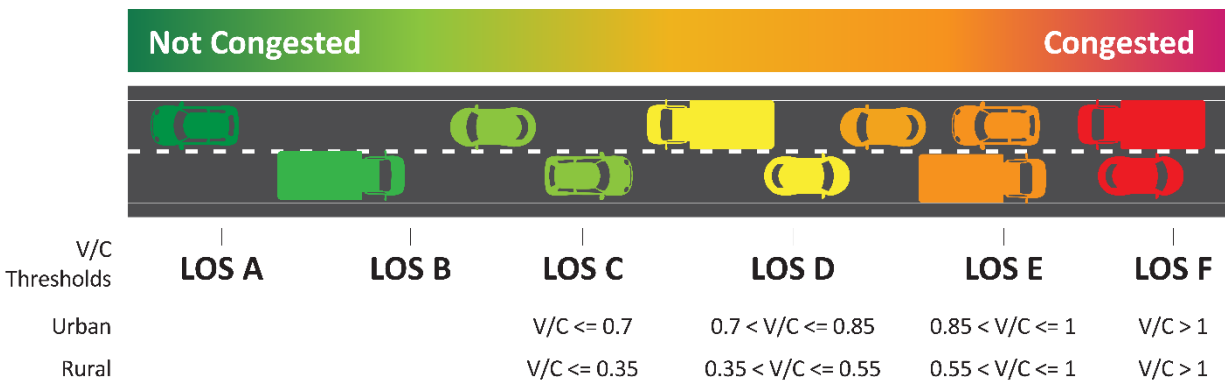


Figure 6-7: Level of Service

Image Source: Modern Mobility Partners

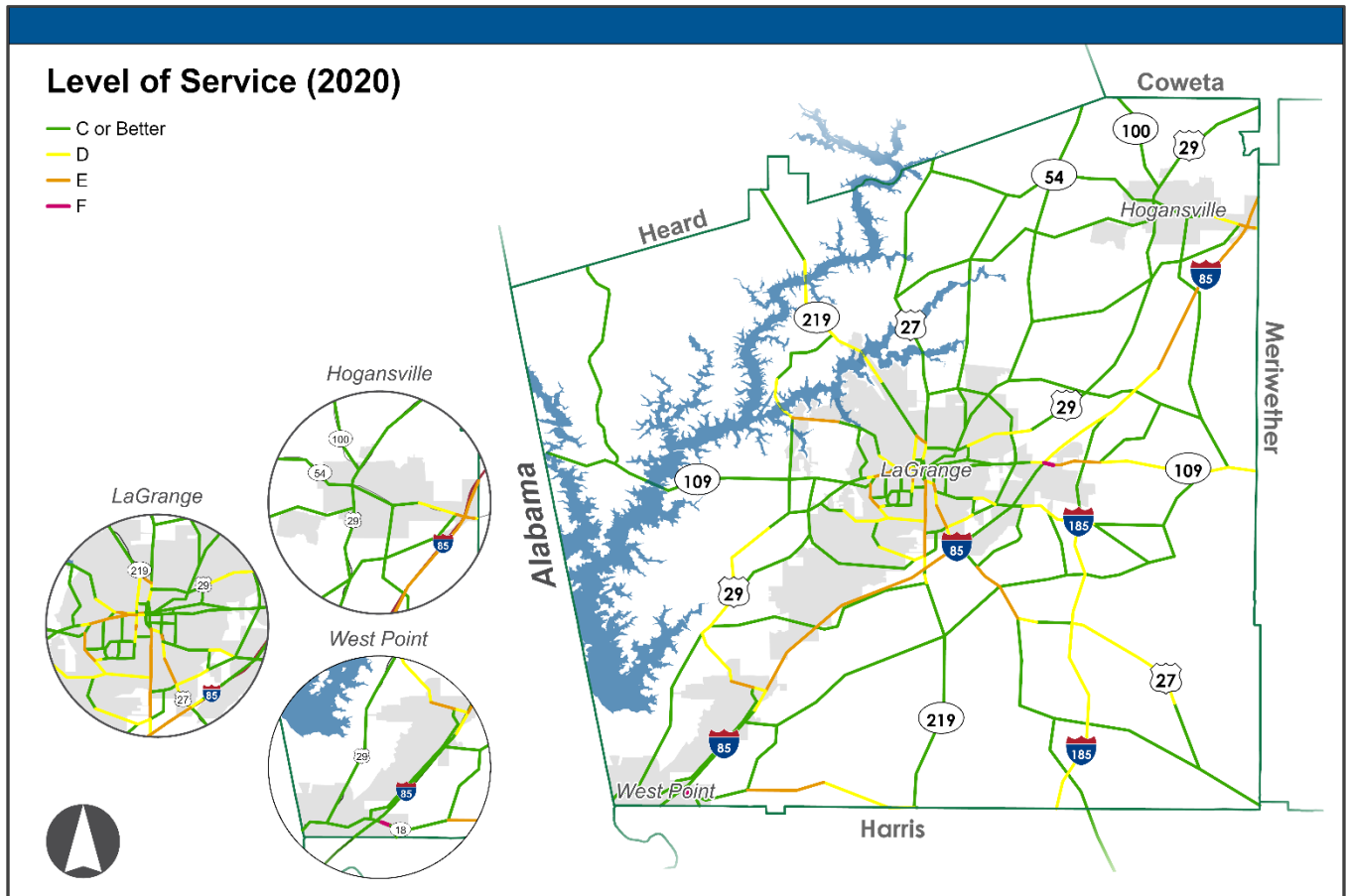


Figure 6-8: 2020 Level of Service, Daily

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset)

Table 6-3: Congested Roadway Segments

Roadway	From	To	Jurisdiction	Average Volume	Average Volume/ Capacity Ratio	LOS
SR 18	I-85	SR 103	West Point	17,500	>1.0	F
SR 109/Greenville Rd	I-85	I-185	LaGrange	14,600	>1.0	F
I-85	I-185	Meriwether County Line	Unincorporated Troup County	51,800	.78	E
South Davis Rd	US 29/ Hogansville Rd	SR 109/Lafayette Pkwy	LaGrange	10,700	.75	D

Roadway	From	To	Jurisdiction	Average Volume	Average Volume/ Capacity Ratio	LOS
US 27/Hamilton Rd	Main St	Colquitt St	LaGrange	13,900	.75	D
US 29/Vernon St	Panther Way (LaGrange College)	Main St (Lafayette Square)	LaGrange	15,300	.73	D
SR 219/Mooty Bridge Rd	North Greenwood St	US 27	LaGrange	10,400	.73	D
US 27/Hamilton Rd	Vulcan Material Rd	Lower Big Springs Rd	LaGrange	16,000	.70	D
SR 219/Whitesville Rd	US 27/Hamilton Rd	I-85	LaGrange	10,900	.70	D
SR 18	Shoemaker Rd	Adams Rd	Unincorporated Troup County	11,000	.68	E
Jenkins St/Troup St	Vernon Rd	4 th Ave	LaGrange	8,700	.67	C or better
US 29/Hogansville Rd	Youngs Mill Rd	North Davis Rd	LaGrange	9,500	.67	C or better
US 29/SR 14/W Point Rd	W Lukken Industrial	Teaver Rd	LaGrange	8,600	.59	C or better
Kia Blvd	Sandtown Rd	I-85	West Point	13,800	.53	D-E
SR 109/Lafayette Pkwy	South Davis Rd	I-85	LaGrange	22,000	.51	C or better
US 27/New Franklin Rd	Alton Dr (Walmart Supercenter)	Lafayette Pkwy	LaGrange	21,600	.50	C or better

6.2.2 Congested vs Free-Flow Travel Time

Another way to look at roadway traffic congestion is to compare how long it takes on average to travel a roadway segment during congested times and during non-congested time when traffic is flowing freely. This comparison is also called travel time index and is expressed as a ratio in **Figure 6-9**. A value of 1.0 indicates little to no congestion meaning it takes the same amount of time to travel that road segment no matter what time of day, while a value of 2.0 indicates that it would take twice as long during congested periods. The map shows similar areas of congestion as in the 2020 LOS map.

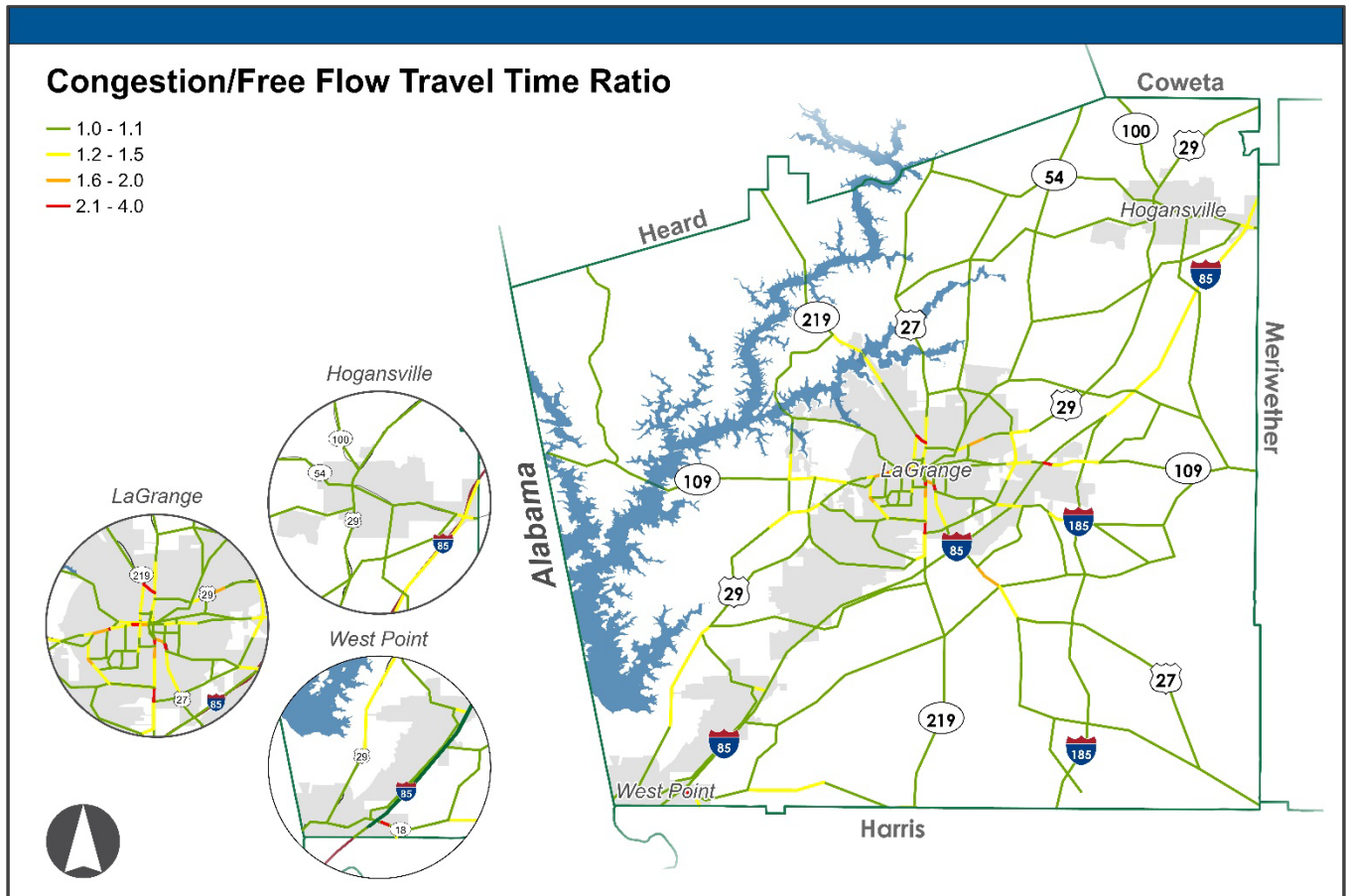


Figure 6-9: Comparison of Congested vs Free Flow Travel Time, 2020

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset)

There are higher congestion time ratios located in downtown LaGrange along SR 27 and SR 109 that show congestion ratios greater than 2.0. Otherwise, the rest of Troup County show congestion ratios under 1.5.

6.2.3 Speed

Like LOS and travel time, speed is an indicator of roadway travel conditions and congestion. Speed data was obtained from the Regional Integrated Transportation Information System (RITIS) and is shown for roadways where the data is available. **Figure 6-10** shows the PM Peak Time (4:00 – 8:00 PM) speeds on major roads in Troup County. Slower speeds mostly occur in the downtown LaGrange area on US 27 with the highest congestion and lowest speeds on SR 109 connecting to I-85. On I-85, speeds reduce substantially only for the northbound direction during the PM peak. PM peak is a useful measure because it represents the most congested time of day.

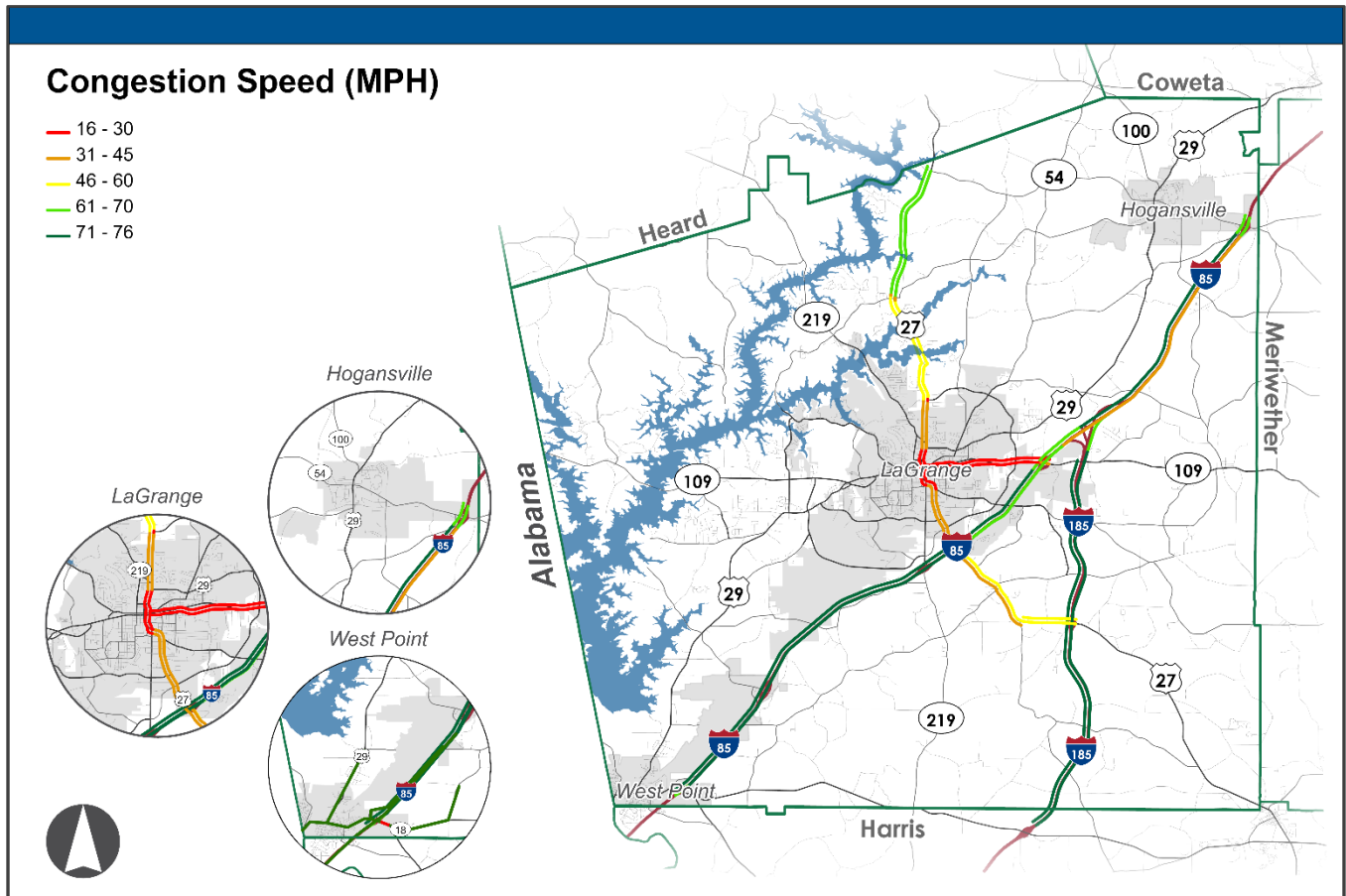


Figure 6-10: PM Peak-Period Speed

Data Source: RITIS

The Off-Peak (10:00 AM - 2:00 PM) speed map in **Figure 6-11** shows a similar story to the peak speed map. One difference is that speeds on I-85 are higher during off-peak periods. Also, there is a north-bound segment of US 27 traveling away from LaGrange that gets slower during off-peak periods. For context, the maximum driving speeds for Georgia are 30 mph in urban districts, 35 mph on unpaved county roads, and 70 mph on rural interstates. The lower speeds in LaGrange do not necessarily indicate congestion, as speed limits are lower in the city. This analysis of congested and off-peak speed shows a similar pattern to the other measures of roadway congestion.

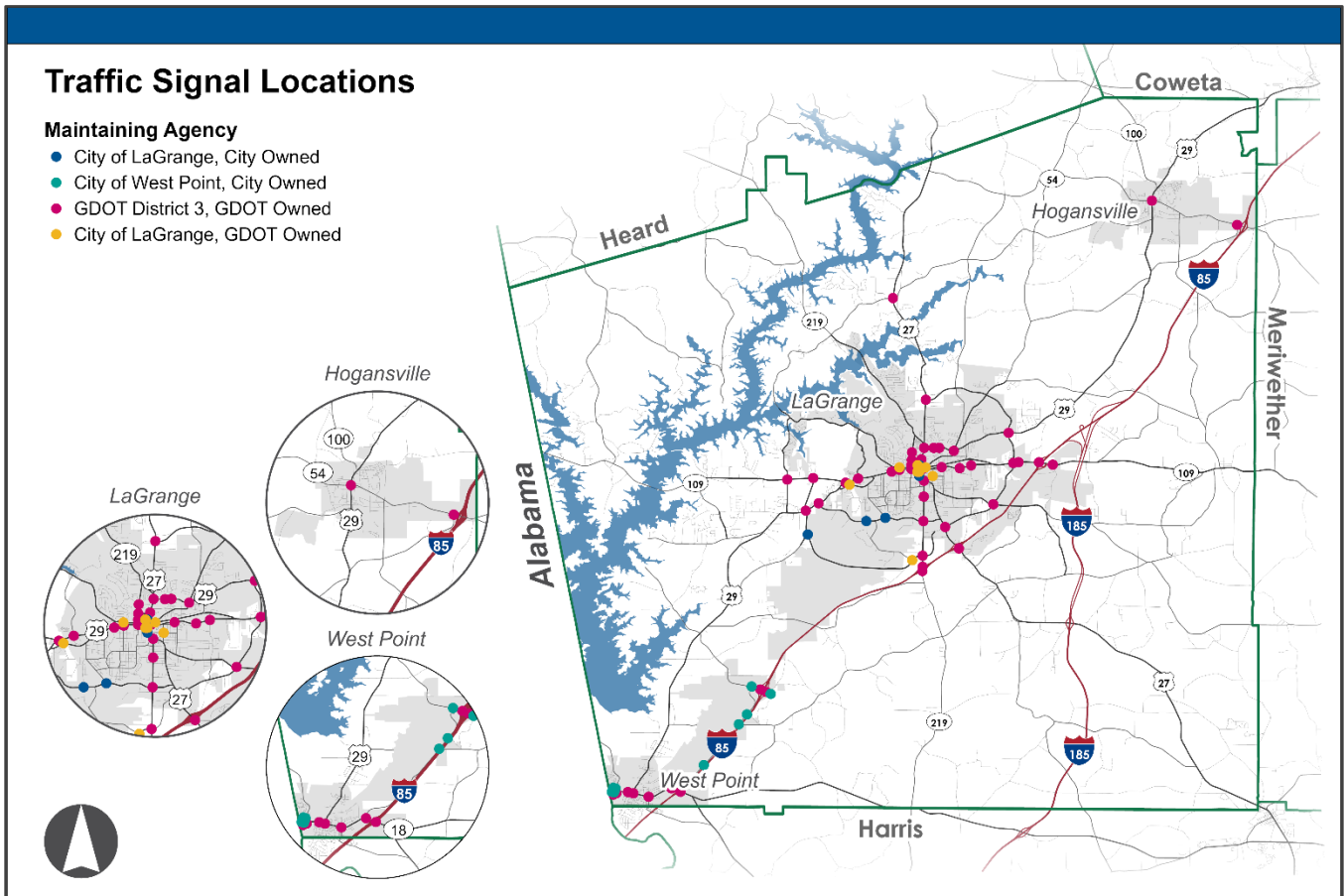


Figure 6-12: Troup County Traffic Signal Locations, Categorized by Maintaining Agency

Data Source: SigOps GDOT, 2023

6.4 Bridge and Pavement Conditions

Maintenance of bridge and pavement conditions is essential to the safe and efficient movement of people and goods. The following is a summary of existing bridge and pavement conditions in Troup County.

6.4.1 Bridge Conditions

There are 168 bridges in Troup County, as identified by the Federal Highway Administration in its 2023 National Bridge Inventory (NBI). Of these bridges, 96 (57%) are GDOT owned and maintained, 71 (42%) are city or county owned, and one (<1%) is privately owned. **Figure 6-13** shows all bridges in the county and their current condition using the good/fair/poor designation required in the federal transportation performance measures (TPMs). Forty-one percent (41%) of the bridges are on the National Highway System (NHS). NHS bridges are critical because they are on roadways that have been identified as important to the nation’s economy, defense, and mobility. NHS bridges may be eligible for certain federal funds for replacement when they have reached the end of their lifecycle. Seventy-four percent (74%) of the bridges are in good condition and 24% are in fair condition. There are three bridges in poor condition in the study area; however, none of them are on the NHS.

It should be noted that this is the most recent available NBI data but bridge improvements have been made since their assessment, so some bridges shown as poor or fair condition may be in good condition now.

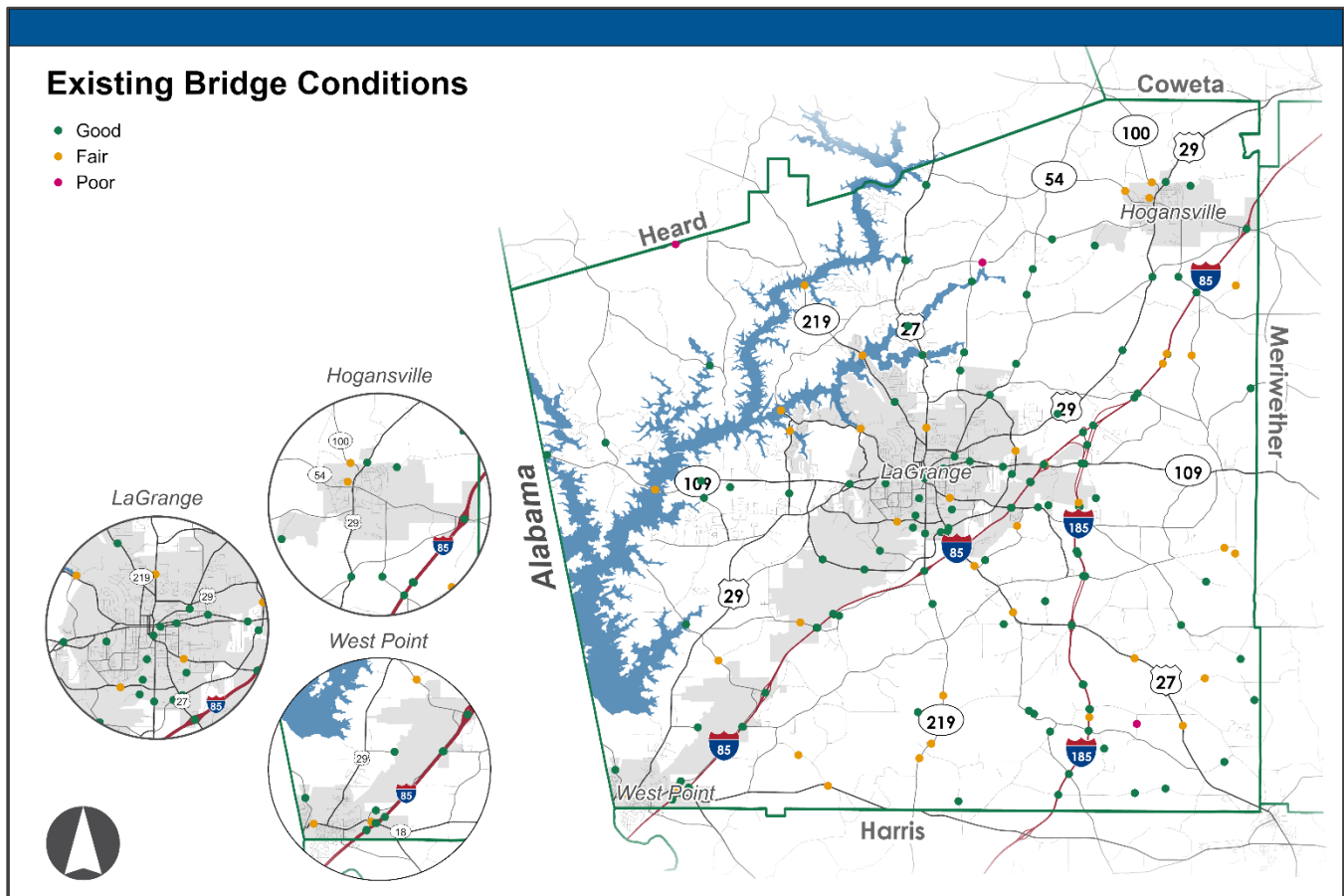


Figure 6-13: Existing Bridge Conditions

Data Source: NBI, 2023

Table 6-4 shows the location and age of bridges in poor condition in the county, as of 2023.

Table 6-4: Bridges in Poor Condition

Road	Feature	Year Built
Thompson Road	Polecat Creek	1965
Mobley Bridge Road	Yellow Jacket Creek	1950
Glenn Road	Whitewater Creek	1965

Data Source: NBI, 2023

6.4.2 Pavement Conditions

Pavement conditions of road segments, as of 2019, are shown in **Figure 6-14** according to the good/fair/poor designation required in the federal TPMs. These designations are based on International Roughness Index (IRI),

www.arcadis.com

which evaluates the road surface roughness. A higher IRI value indicates poorer pavement condition. The road segments with poor pavement conditions concentrate in the City of LaGrange, several locations on I-85, Lower Big Springs Road, and Stovall Road. A few roads have a long segment where the current pavement condition is fair, including SR 18, SR 54, SR 100, Lower Big Springs Road, Stovall Road, Big Springs Mountville Road, Wares Cross Road, Cameron Mill Road, Whitaker Road, and Rock Mills Road. It should be noted that the pavement condition data is from an assessment performed in 2019 and pavement conditions could have since changed.

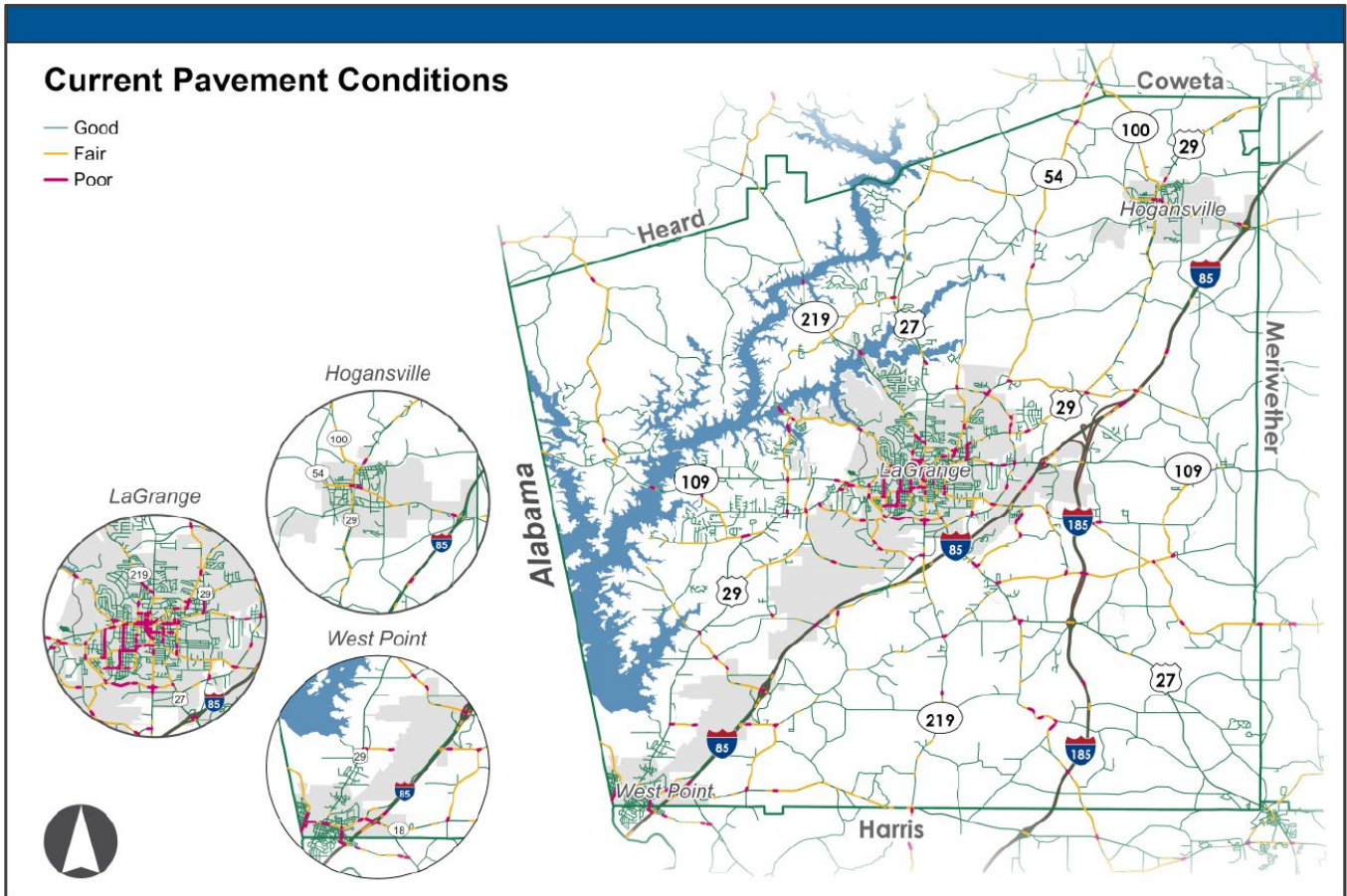


Figure 6-14: Current Pavement Conditions

Data Source: Highway Performance Monitoring System, 2019

6.5 Freight

Freight is an essential element of the transportation system, particularly in Troup County where manufacturing makes up nearly one-third of jobs.

The *Georgia Freight Plan* (2023) includes a truck freight network made up of roadways that serve large volumes of trucks. There are four Statewide Designated Freight Corridors going through the county, including I-85, I-185, US 27, and SR 109, as shown in **Figure 6-15**.

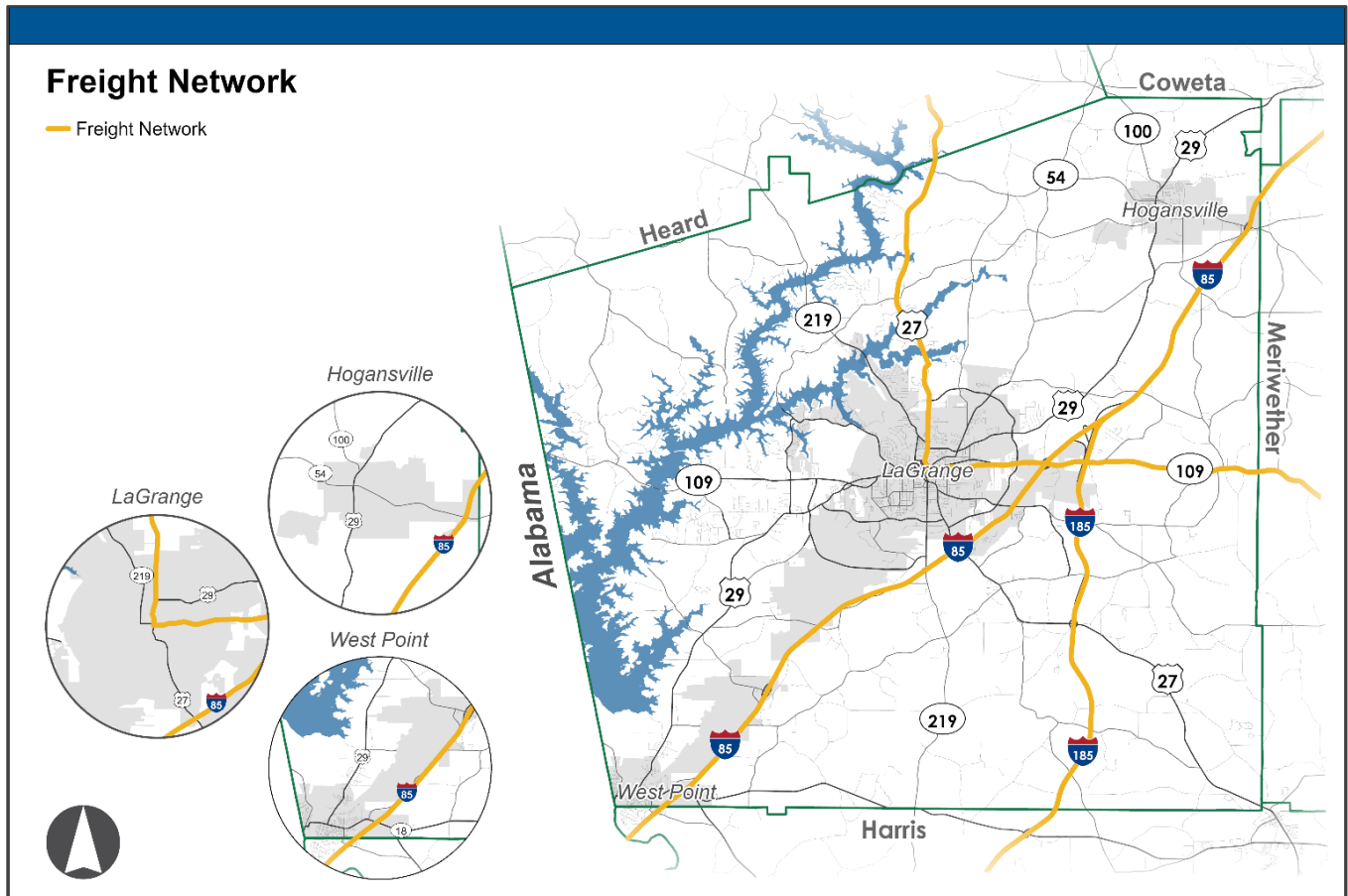


Figure 6-15: Georgia Statewide Designated Freight Corridors

Data Sources: GDOT, Georgia Freight Plan, Georgia Statewide Designated Freight Corridors, 2023

6.5.1 Freight-Related Land Use and Activity

There are several manufacturing facilities, warehouses, and distribution centers located within Troup County. Some of the larger facilities are Kia Motors, Walmart Distribution Center, Duracell, Weiler, Milliken, Interface, Sewon, and Badcock. Most of the freight-related land uses are concentrated along the I-85 corridor through LaGrange and West Point. **Figure 6-16** shows the locations of freight-related land uses within the county.

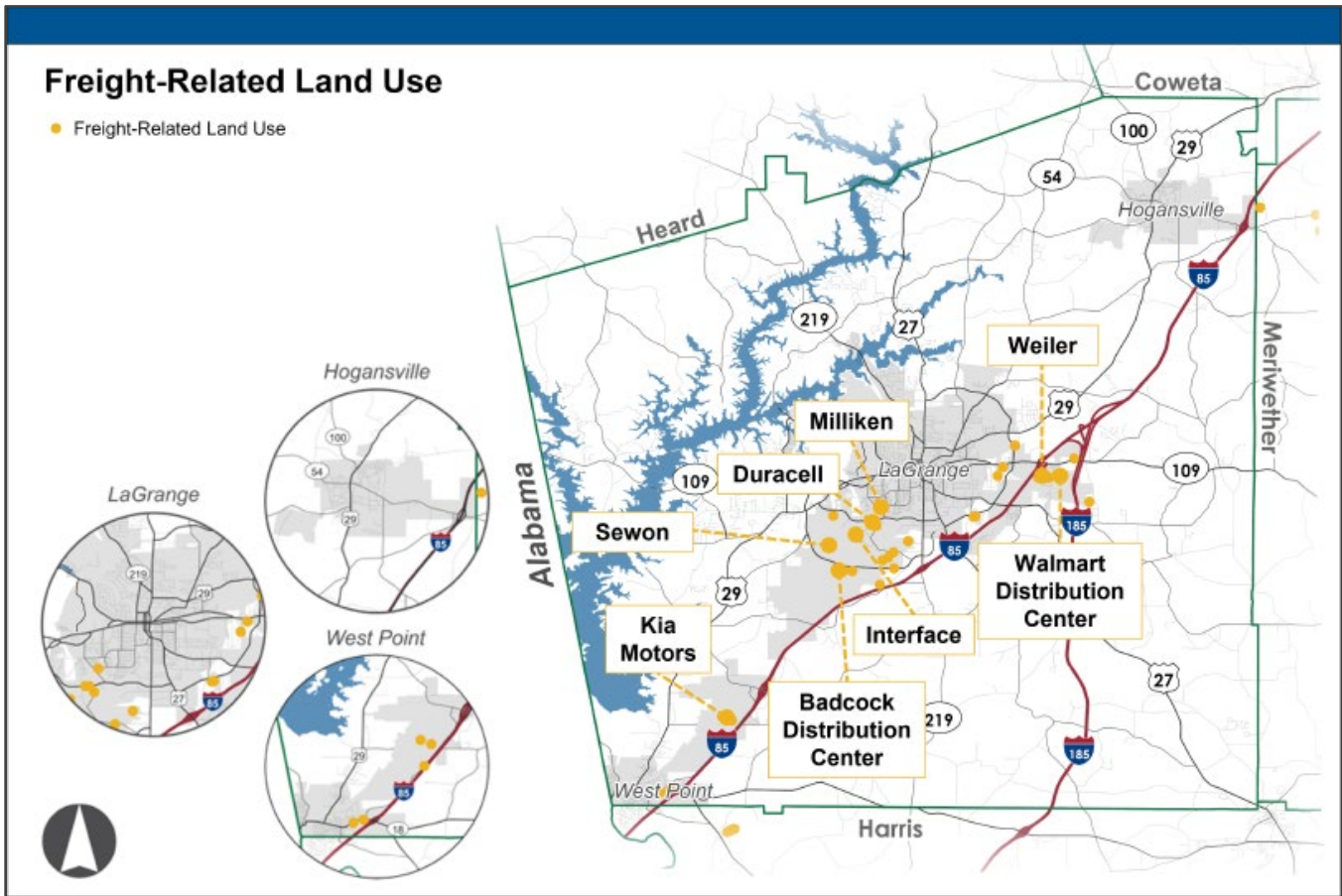


Figure 6-16: Freight-Related Land Use

Data Source: Georgia Power Select Georgia Existing Industrial Buildings, Google Earth

6.5.2 Truck Freight Activity and Commodities

According to Transearch commodity data, Troup County had 1,539,000 tons of goods shipped out and 1,418,000 tons of goods shipped into the county in 2019. The top three commodity types originating from Troup County were Machinery (38.7%), Bulk/Secondary/Intermodal (12.5%), and Textile (12.2%). The top three commodity types terminating within Troup County were Mining (24.0%), Waste (13.2%), and Bulk/Secondary/Intermodal (11.8%).

The Freight Analysis Framework (FAF) is provided by the Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA) and uses 2017 Commodity Flow Survey (CFS) and international trade data. The current version is FAF 5, with a base year of 2017 and forecast year through 2050. According to FAF Version 5, as illustrated in **Figure 6-17**, the annual tonnage being transported by truck on I-85 was estimated to be over 10,000 tons, followed by I-185 with estimated tonnage between 5,000 and 10,000 tons and US 27 with estimated tonnage between 2,000 and 5,000 tons.

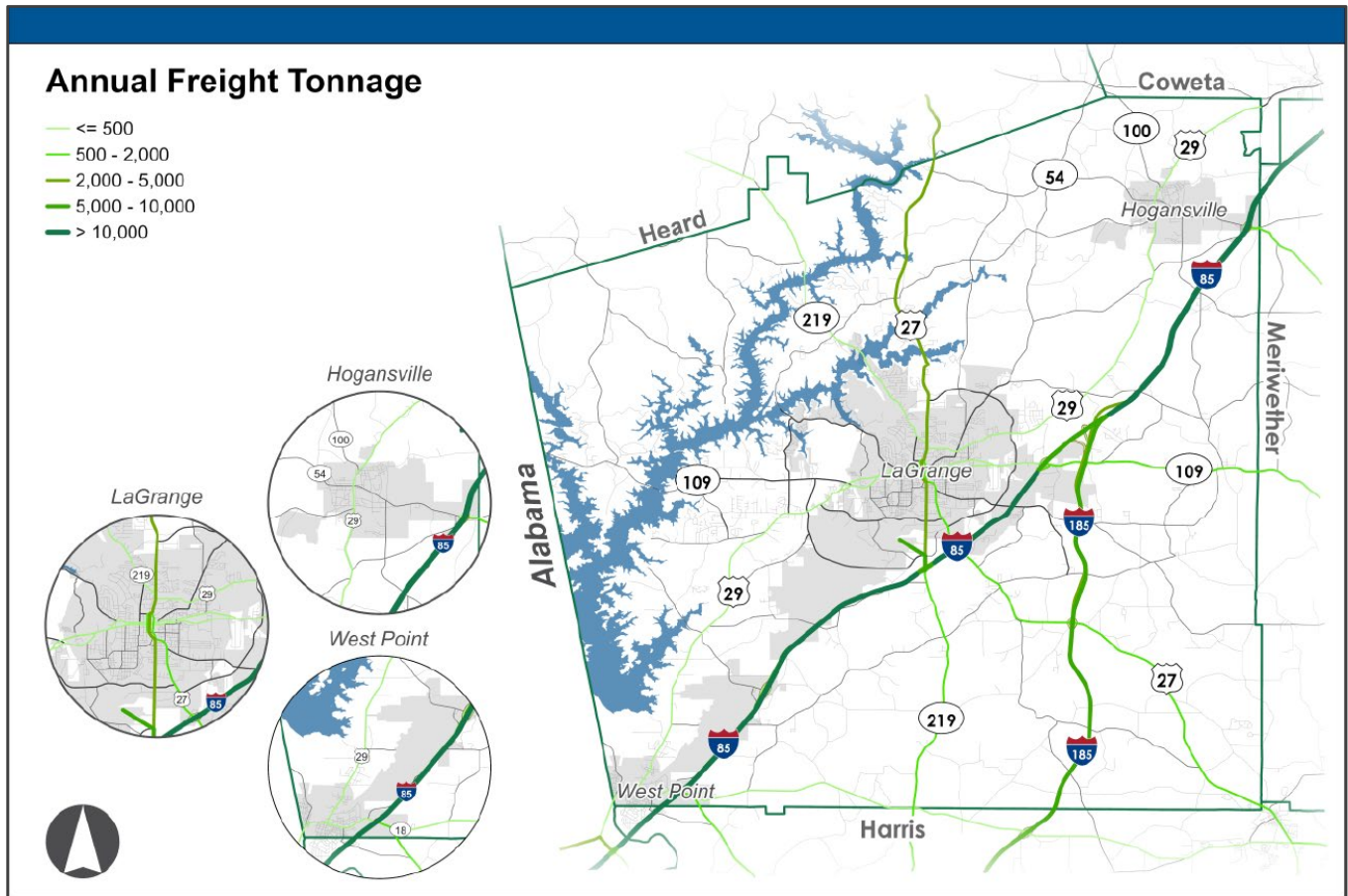


Figure 6-17: Annual Freight Tonnage in 2022

Data Source: Freight Analysis Framework Version 5

FAF 5 average daily truck traffic data shows higher truck volumes on interstates, US routes, and state routes, including I-85, I-185, US 27, US 29, SR 109, and SR 219, as shown in **Figure 6-18**. I-85 is the only corridor in the county with estimated average daily truck trips of over 1,000, having over 2,000 daily truck trips in some sections.

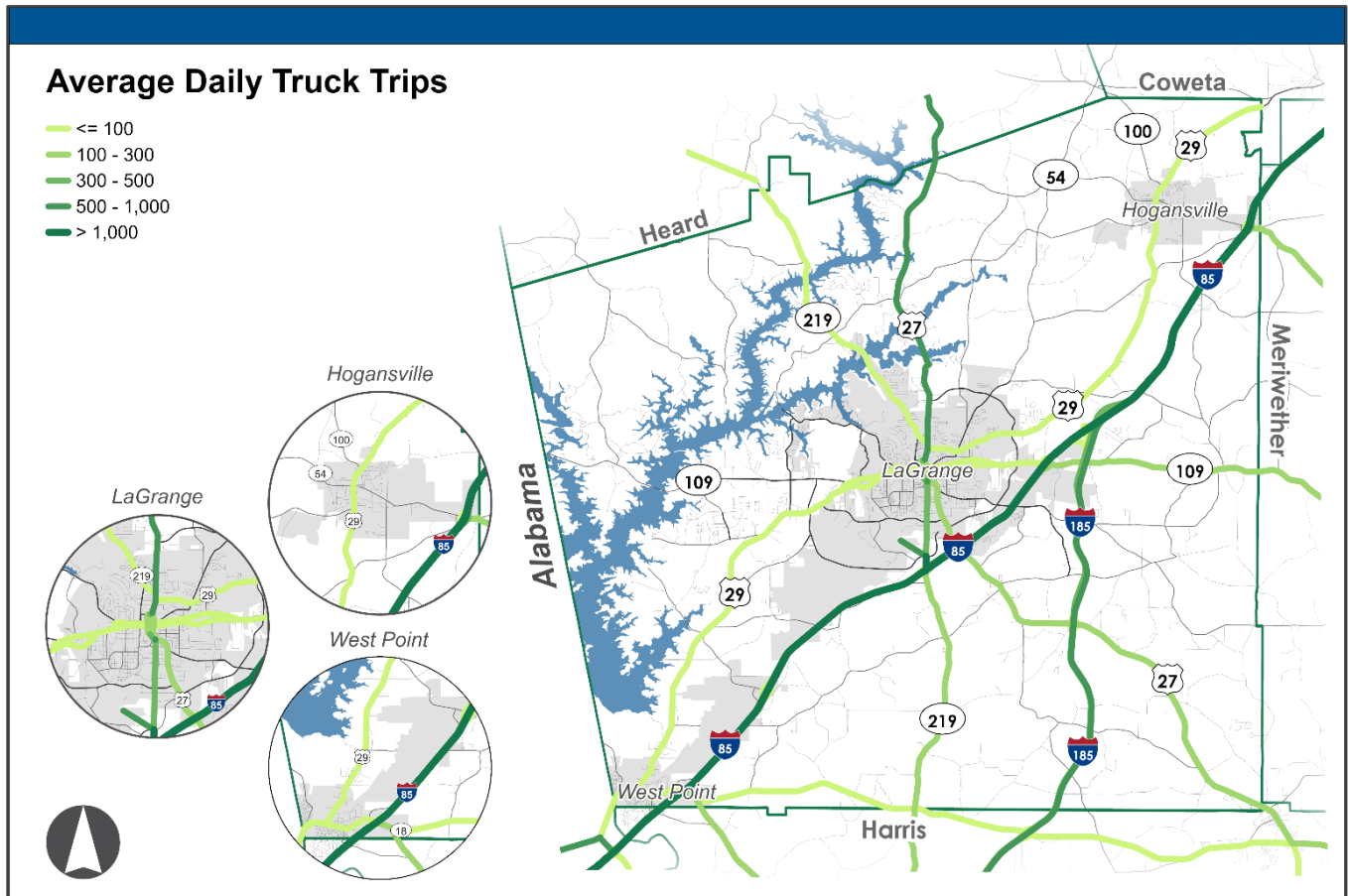


Figure 6-18: Average Daily Truck Trips in 2022

Data Source: Freight Analysis Framework Version 5

6.5.3 Freight Origin-Destination Analysis

Most truck trips that begin in Troup County go outside the county. Less than 2% stay within the county, 31% go to the rest of Georgia, 10% go to Alabama, 6% go to Texas, and 4-5% go to Tennessee and Florida each. The remaining 42% travel elsewhere to other states. The destination counties and states are shown in **Figure 6-19**.

Truck Destinations

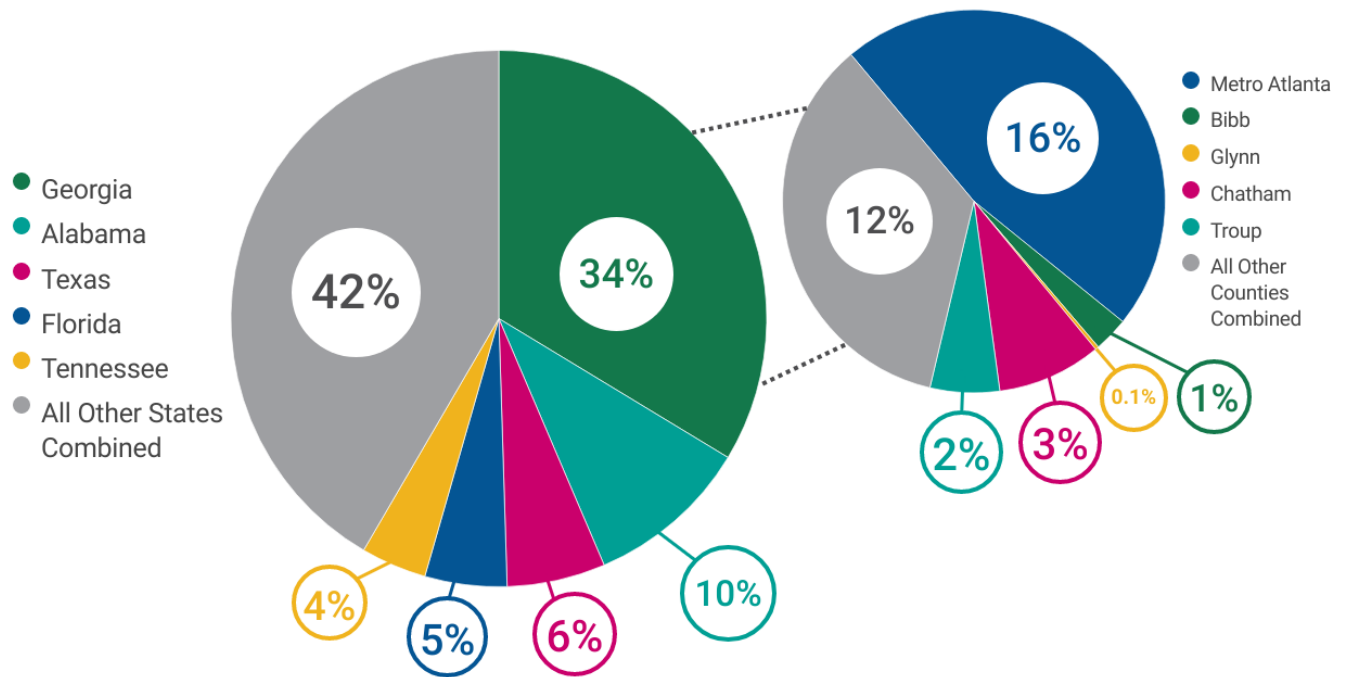


Figure 6-19: Truck Destinations from Troup County

Data Source: Transearch, 2019

Origins and destinations of truck trips were generated by applying conversion factors from the Transearch manual to the truck freight tonnage going to other counties and states. **Table 6-5** shows the tons per truck per commodity group. This approach provides an estimate and does not reflect actual truck trips but is used for the purpose of comparison.

Table 6-5: Tons per Truck by Commodity Group

Commodity Group	Tons per Truck
Agriculture products	16.91
Non-metallic mining	24.31
Food and Tobacco products	22.93
Textile and apparel products	20.05
Lumber, wood, and furniture products	24.40
Paper and printing products	23.18
Chemical products	20.85
Petroleum and coal products	24.16

Commodity Group	Tons per Truck
Rubber, plastic, and leather products	11.94
Clay, stone, glass and concrete products	16.24
Primary metal products	24.90
Fabricated metal products	17.97
Machinery and transportation equipment	14.36
Instruments, and miscellaneous manufacturing products	16.21
Waste and scrap materials	23.92
Mail and miscellaneous freight shipments	20.56
Waste hazardous substances and hazardous materials	23.92
Bulk movement, secondary, intermodal, and warehouse traffic	17.06

According to Transearch freight volume data, the Georgia counties that receive the greatest freight volume from Troup County are mostly located in the metro Atlanta area and Savannah (Chatham County), as shown in **Figure 6-20**. **Figure 6-21** shows the origin counties for freight tonnage going to Troup County in 2019.

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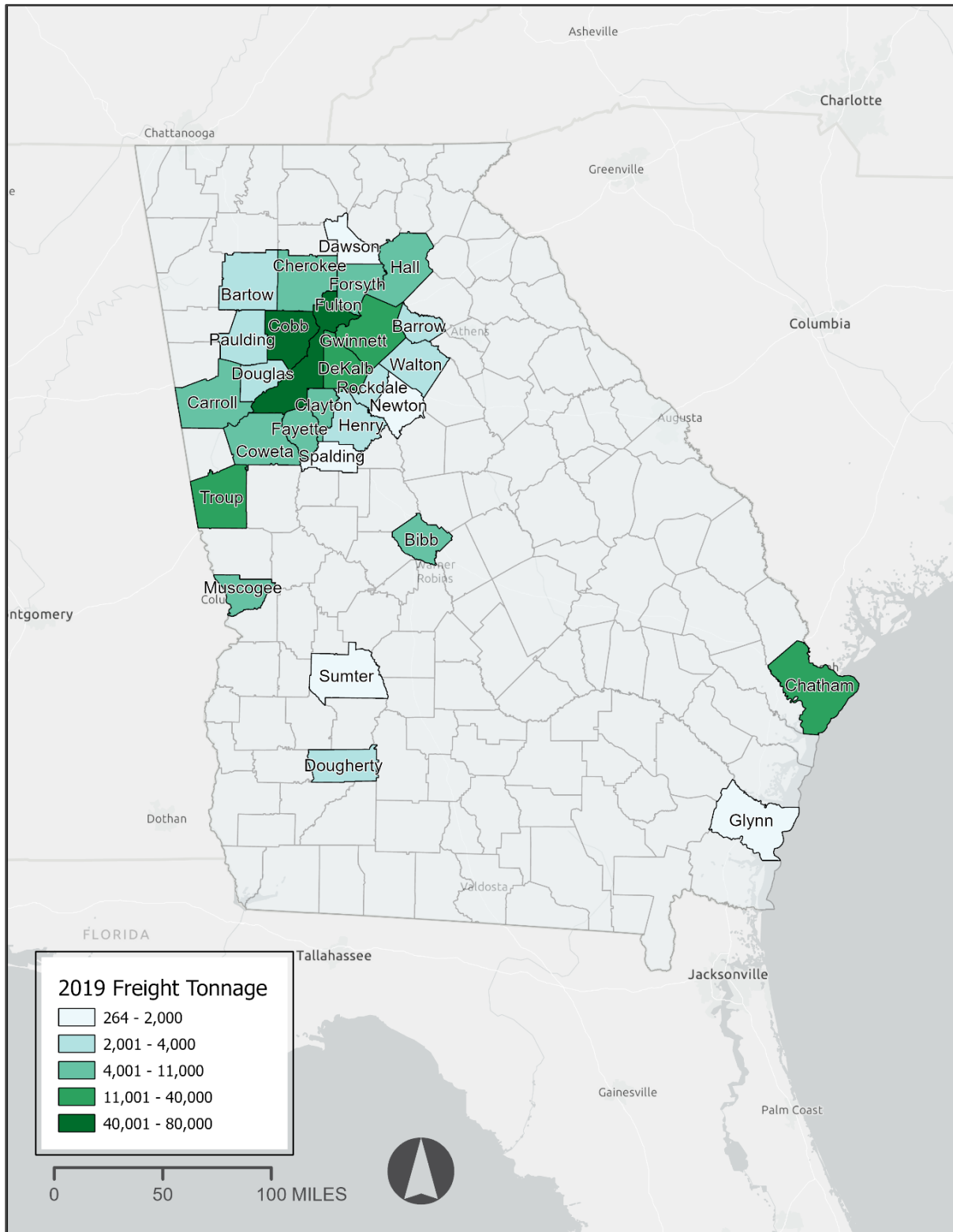


Figure 6-20: Freight Tonnage with Origin in Troup County

Data Source: Transearch, 2019

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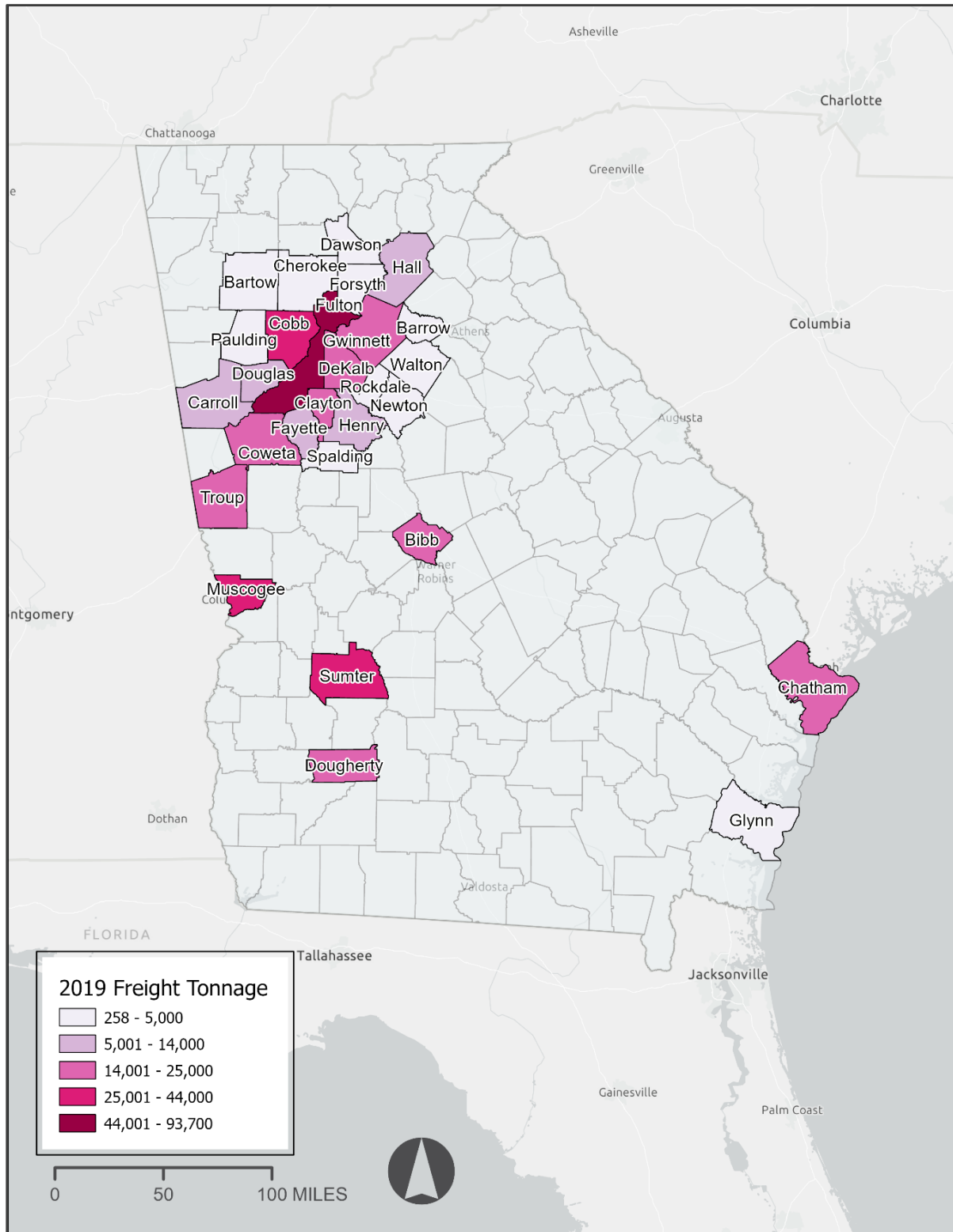


Figure 6-21: Freight Tonnage with Destination in Troup County

Data Source: Transearch, 2019

Of Georgia's 159 counties, Troup County is ranked 18th in origin and destination of manufacturing tonnage. The maps in **Figure 6-22** show the origins and to destination in each Georgia county by manufacturing tons.

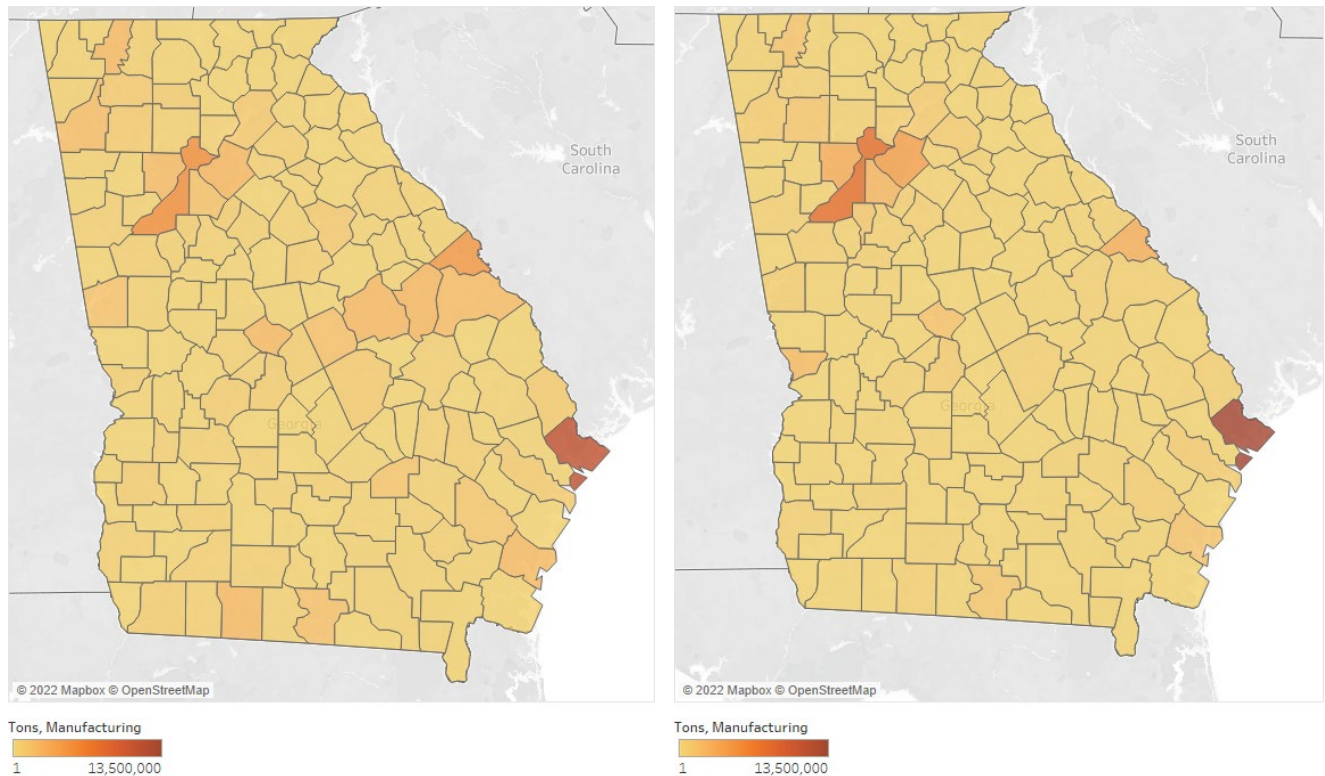


Figure 6-22: Top Origin (Left) and Destination (Right) Counties for Manufacturing Tonnage in GA.

Data Source: GDOT State Freight Plan Update (2023) using FAF 5 Data

6.5.4 Truck Parking

As shown in **Figure 6-23**, there are two public truck parking facilities located at weigh stations near I-85 Exit 23 with total truck parking spaces of 40, and six private truck parking locations throughout the county with total truck parking spaces of 212, along I-85 and SR 219. Based on recent analysis of truck parking, GDOT has reviewed and assessed truck parking across the state to identify potential strategies for increasing truck parking availability, such as additional truck parking capacity at rest areas, welcome centers and/or weigh stations through expansion on existing state-owned ROW or the repurposing or restriping of existing car parking spaces to serve trucks.

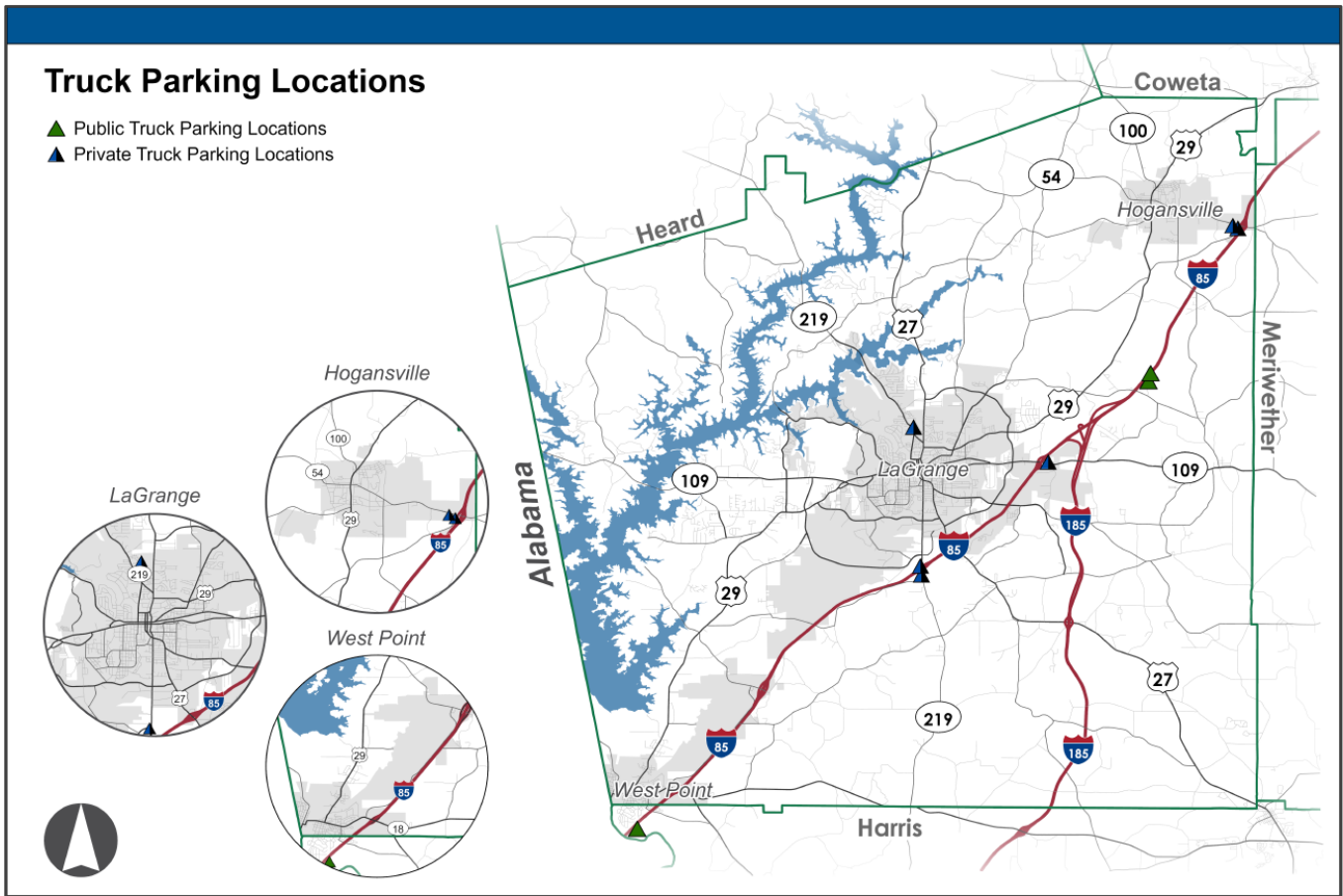


Figure 6-23: Truck Parking Locations in Troup County

Data Source: GDOT Truck Parking Analysis (2021)

6.5.5 Railroad Facilities

There are two freight rail lines crossing the study area, totaling 61 miles of tracks, one running from east to west over West Point Lake connecting Alabama and Georgia, the other one running from northeast to southwest paralleling US 29 that connects to the railroad hubs in Atlanta and Greenville. The two rail lines intersect in LaGrange. Both railroads are operated by CSX. **Figure 6-24** shows the railroad network within Troup County.

At-grade railroad crossing data was acquired from Federal Railroad Administration (FRA) Grade Crossing Inventory System (GCIS). There are 76 at-grade railroad crossings in Troup County, as shown in **Figure 6-24**. The total daily number of daylight (6:00 AM – 6:00 PM) through trains are as many as 34, and the total daily number of nighttime (6:00 PM – 6:00 AM) through trains are up to 14.

Out of the 76 at-grade railroad crossings, only two have advance warning systems in place, nine have flashing lights, and 32 have roadway gate arms installed. All the railroad crossings are equipped with at least one safety device, including pavement marking, stop/yield sign, flashing light, and/or gate arm. The crossings may become a cause for safety concerns in the coming years with the increase in freight movements.

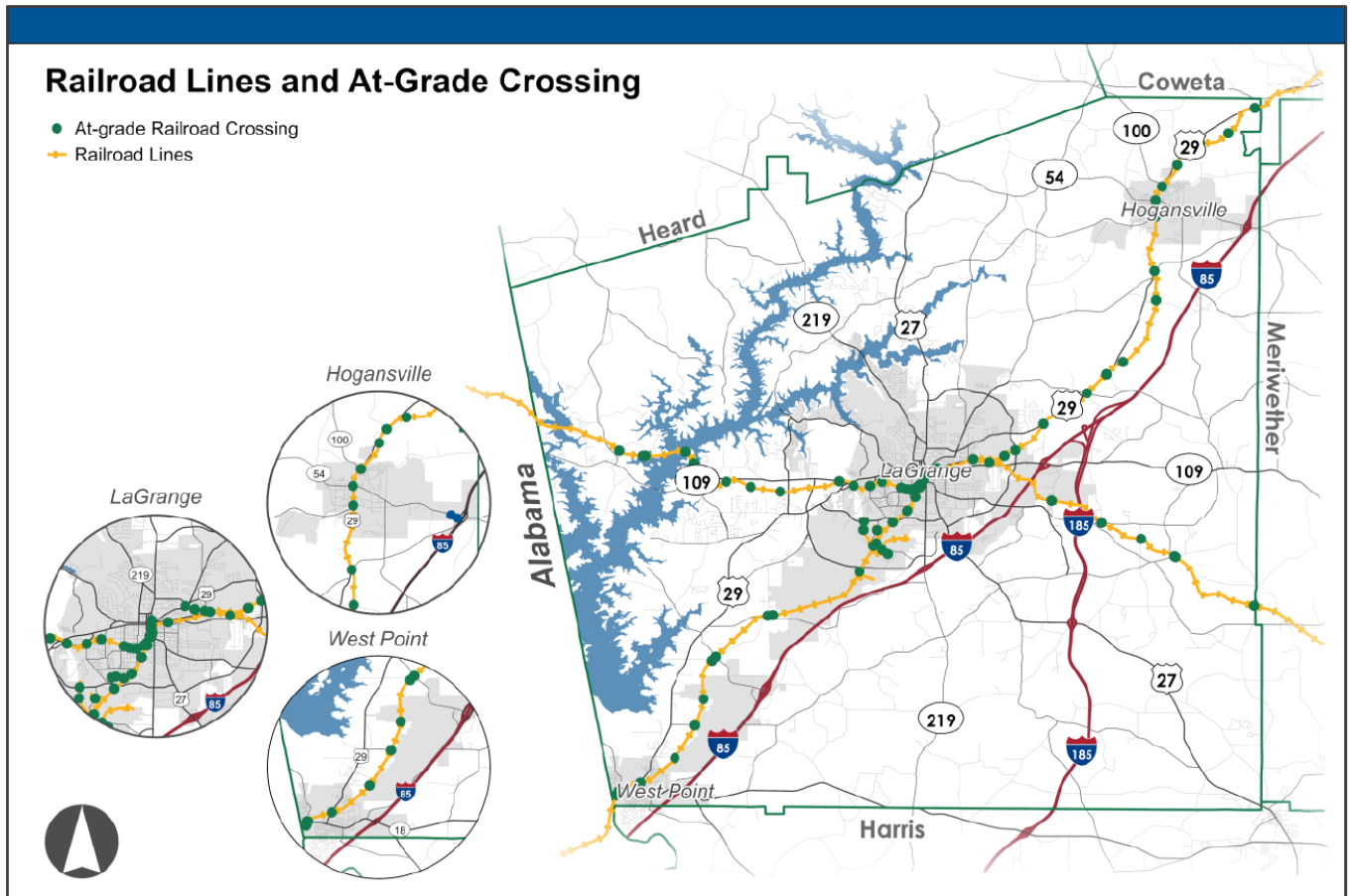


Figure 6-24: Railroad Lines and At-Grade Railroad Crossings

Data Source: Federal Railroad Administration, 2021

6.5.6 Inland Port

The Georgia Ports Authority plans to construct an inland port facility in Troup County. The inland port is presented in both the Troup County and the City of LaGrange Comprehensive Plans. The Troup County Comprehensive Plan identifies an inland port as a potential opportunity for the county to support economic development. The port project is still in the early concept stage. It is planned to be located on a 200-acre parcel between I-85 and I-185, east of Callaway Church Road and north of the CSX rail line. The total volume of freight is estimated to be 100,000 rail lifts annually, largely supporting the automotive industry. There are similar inland ports around the state in northwest Georgia and a new facility soon to be under construction in northeast Georgia.³³

6.6 Bicycle and Pedestrian Infrastructure

Although bicycle and pedestrian travel make up a small portion of transportation in the county, it is important to ensure that safe and adequate facilities are available to those not using a vehicle. Much of the county is rural and would not be expected to need an extensive bicycle and pedestrian network for non-recreational travel purposes.

³³ Georgia Ports Authority, <https://gaports.com/facilities/inland-ports/>

www.arcadis.com

Rather, these facilities are provided in areas where bicyclists and pedestrians would be expected, such as the cities’ downtowns.

6.6.1 Pedestrian Facilities

The downtown areas in LaGrange, Hogansville, and West Point have sidewalks on at least one side of many but not all streets, and crosswalk markings and pedestrian signals are present at some intersections. There are some gaps in the sidewalk network where additional facilities would be beneficial, especially near community resources like schools, parks, churches, libraries, and grocery stores.

6.6.2 Bicycle Facilities

Dedicated bicycle lanes are provided along a few roadways such as County Club Road, Youngs Mill Road, and Calumet Center Road in LaGrange. Otherwise, dedicated on-street bicycle facilities are not prevalent across the county.

6.6.3 Trails

The Thread Trail is a paved urban, multiuse trail. The sections that are currently open are in and around Downtown LaGrange connecting Granger Park, West Haralson Street, Broad Street, County Club Road, Church Street, North Lewis Street, Bull Street, Pierce Street, and through LaGrange College. The trail is part of a 30-mile planned trail network extending beyond the downtown core to surrounding communities and destinations.³⁴ **Table 6-6** and **Figure 6-25** show the segments that make up the Thread Trail System. Additionally, there are several unpaved trails in the parks and natural areas surrounding West Point Lake.

Table 6-6: Thread Trail Segments

Trail Segment	From	To
Granger Park Trail	West Haralson Street	Smith Street
Country Club Road Trail	Roundabout on the north side of LaGrange College at Broad Street	Southwest side of Country Club Road north of Hollis Hand Elementary School at the new connector road
Vernon Woods Drive Extension Trail	Country Club Road	Vernon Street and Vernon Woods Drive Intersection
Vernon Street to Forrest Avenue	Vernon Woods Drive and Vernon Street Intersection	Forrest Avenue at the entrance drive to Cleveland Field
LaGrange College Connection	West side of Forrest Ave N of the railroad bridge	SW corner of the N Greenwood St and Haralson St Intersection
Forrest Avenue to Swift Street	W side of Forrest Ave N of the railroad bridge	NW of railroad at Swift St

³⁴ The Thread, <https://thethreadtrail.org/about/maps/>
www.arcadis.com

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Trail Segment	From	To
Swift Street to Soccer Complex	N side of Swift St prior to railroad crossing	Troup Soccer Complex at Blue John Creek
Soccer Complex to West Georgia Tech	N side Blue John Creek within Troup Soccer Complex	W Georgia Tech Campus at Orchard Hill Rd
Soccer Complex to Ogletree Park	N side Blue John Creek within Troup Soccer Complex	SW corner of Ogletree Park on the N side of Blue John Creek
Blue John Creek to I-85	N side of Blue John Creek E of Whitesville Rd	Southern loop trail around the Selig and Great Wolf Developments
Ogletree Park to Baseball Complex	N side of Blue John Creek within Ogletree Park	SE corner of George Harris Baseball Complex
Swift Street to Cherry Street	Swift St W of the rail line	Cherry St at Pierce St
South Downtown Connection	Cherry St at Pierce Street	NW corner of Haralson St at Greenwood St
East Downtown Connection	Byron Hurst St at E Depot St	SE corner of Calumet Park at S Dawson St
Calumet Park to Calumet Center	SE corner of Calumet Park at S Dawson St	Business Park at Old Mill Rd
Calumet Center to Baseball Complex	Old Mill Rd within the Business Park	SE corner of George Harris Baseball Complex
Baseball Complex to Abandoned Rail	SE corner of George Harris Baseball Complex	Abandoned rail corridor at Rail Road St and Fulton St
North Downtown Connection	North side of Haralson St at Lewis St	Cemetery at Bacon St
Cemetery to Abandoned Rail	S side of Bacon St at the Cemetery	Fulton St at the abandoned rail corridor
Abandoned Rail to Dunson Park	N side of Fulton St at Barnard Ave	Hogansville Rd across from Sun Ridge Apartments
Dunson Park to Moody Bridge Road	N side of Hogansville Rd at the entrance to Sun Ridge Apartments	Newman Co. property at Mooty Bridge Rd

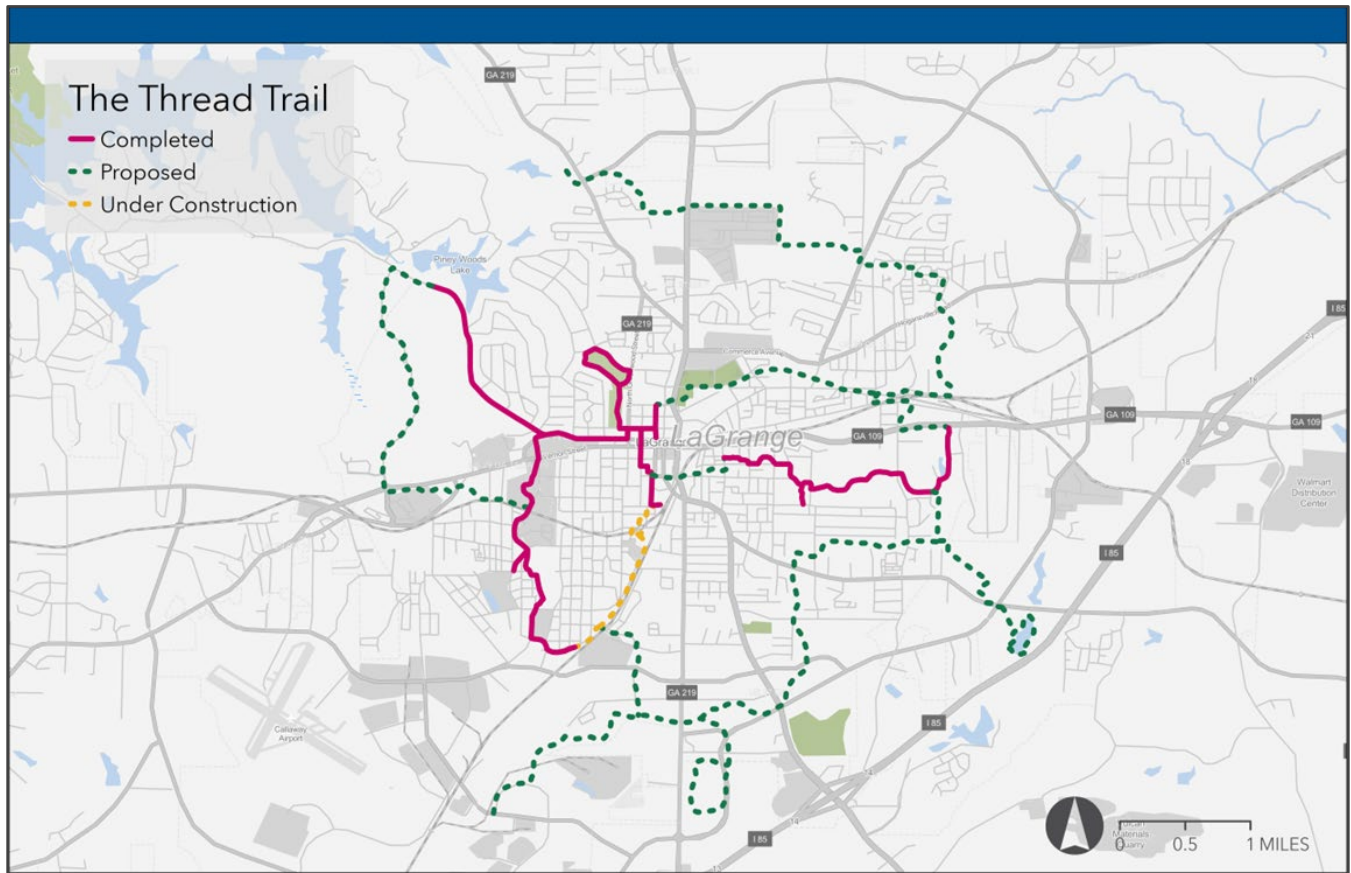


Figure 6-25: The Thread Trail

Data Source: TheThreadTrail.org

6.7 Public Transportation

Troup County offers demand response public transportation service through Troup Transit. This is a program that is offered by Troup County Parks and Recreation and gives priority to elderly individuals as well as individuals with disabilities. Currently, Troup Transit operates between 7:00 AM and 4:00 PM for five days of the week. The service costs \$2.00 for a one-way trip and requires a call from users 24 and 48 hours in advance. **Figure 6-26** shows information relating to Troup Transit’s average ridership, vehicles, and expenses between FY 2019 and FY 2021 from the National Transit Database.

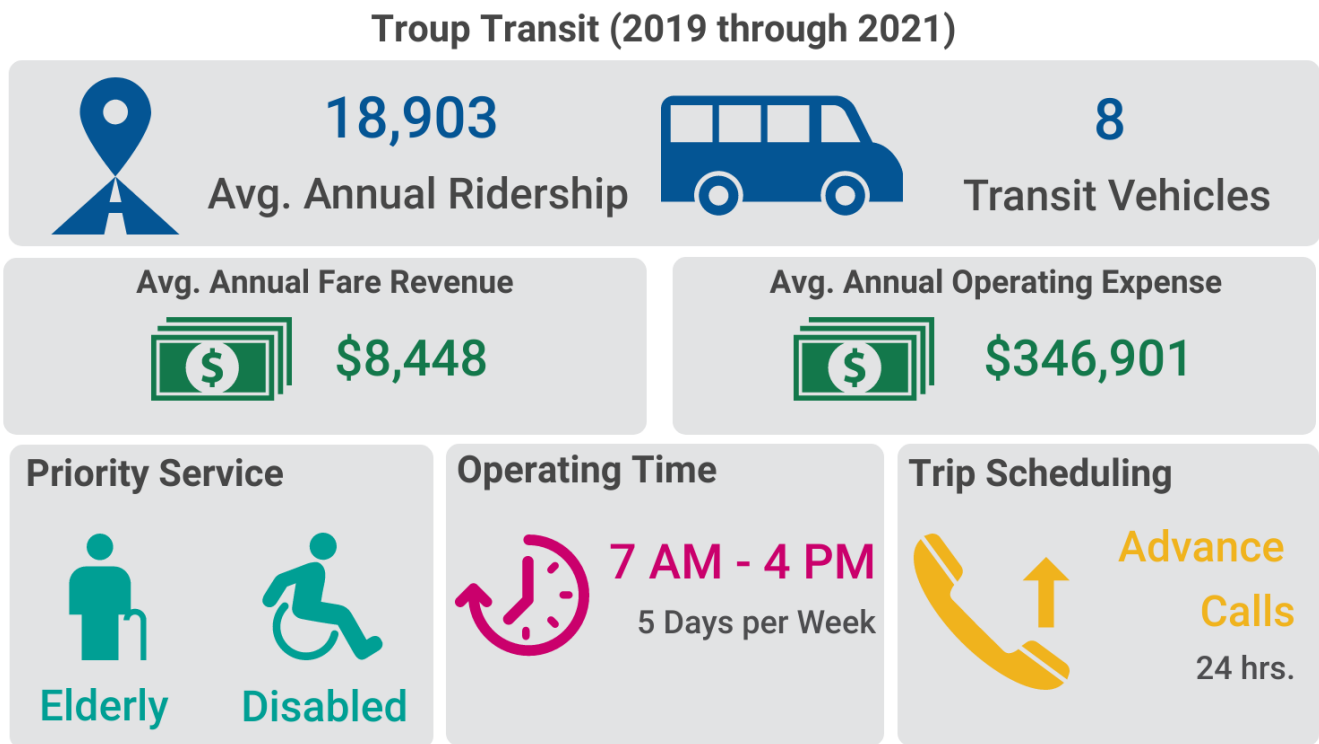


Figure 6-26: Troup Transit Facts, FY 2019-2021 Averages.

Data Source: National Transit Database, FY 2019-2021.

6.8 Aviation

There is one publicly operated airport in Troup County, which is the LaGrange-Callaway Airport. The airport is located three miles from the heart of the City of LaGrange, which can be seen in **Figure 6-27**. The airport currently serves the needs of general and business aviation users and operates two runways and forty hangars throughout its concourse. In 2021, the airport had 15,100 aircraft operations, with 99% as general aviation and 1% as military aviation.

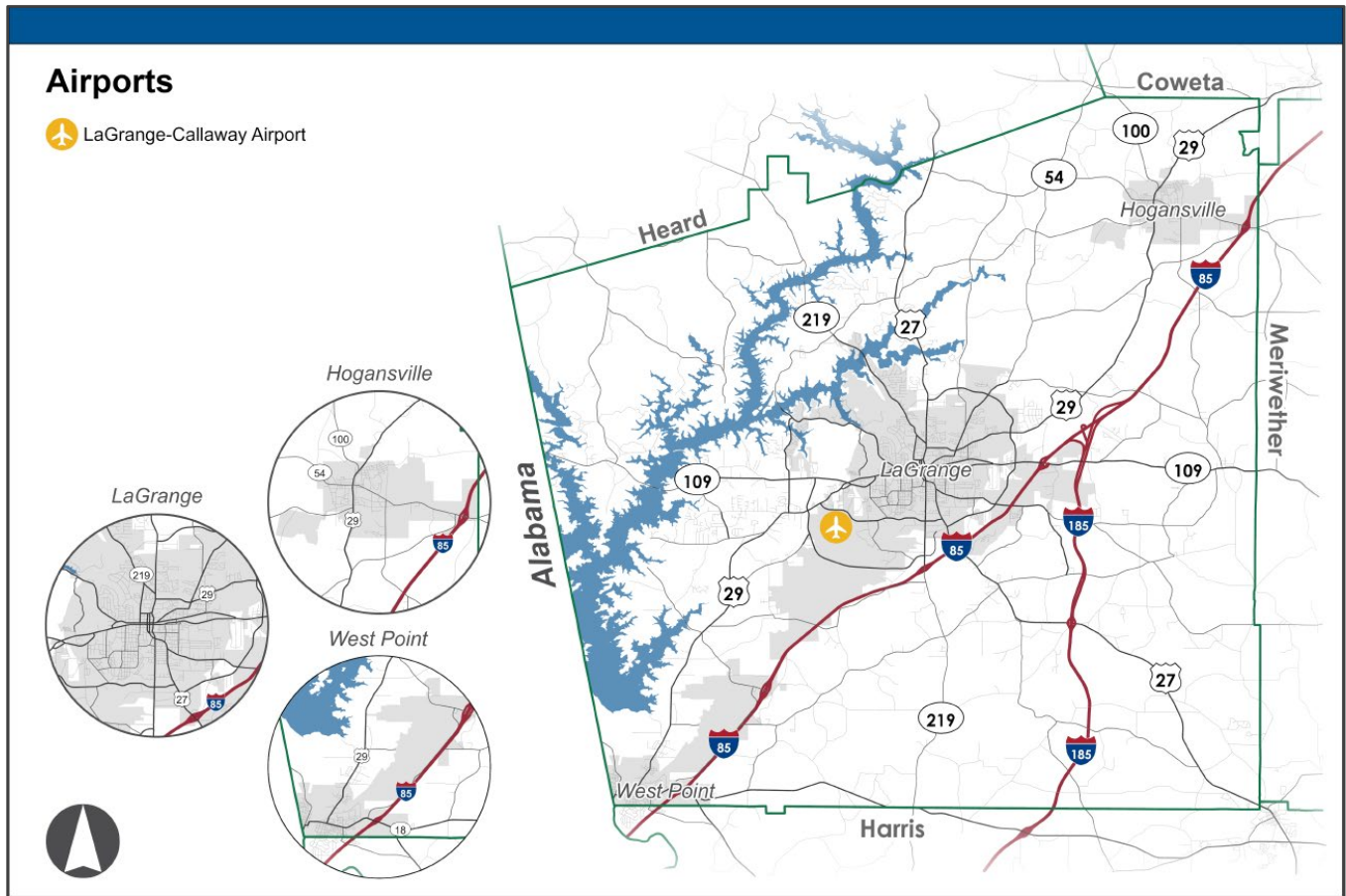


Figure 6-27: Airport

7 Future Conditions and Potential Improvements

This chapter describes anticipated future conditions related to the transportation system and the process for identifying potential improvements, such as transportation infrastructure projects. A complete list, map, and summary of the final projects is provided in **Chapter 8 Identified Projects**.

7.1 Safety Improvements at Crash Hotspots

This section summarizes safety issues in the county based on an assessment of crash data presented in **Section 6.1 Safety and Crashes** and makes suggestions towards the types of projects and policies that could be implemented to address those issues. Additionally, with forecasted increases in population and employment throughout the county, and the associated increase in people and vehicles on the roadways, road safety cannot be expected to improve without targeted investments in safety-related projects. Evaluation of high-crash locations from historical data helps to identify priority locations for such improvements.

Within Troup County, there were 15,418 crashes, 495 serious injuries, and 78 fatalities reported between 2017 and 2021 from GDOT's Numetric crash database. High-crash intersections and corridors are shown in **Figure 7-1**. The subsequent sections assess high-crash intersections and corridors.

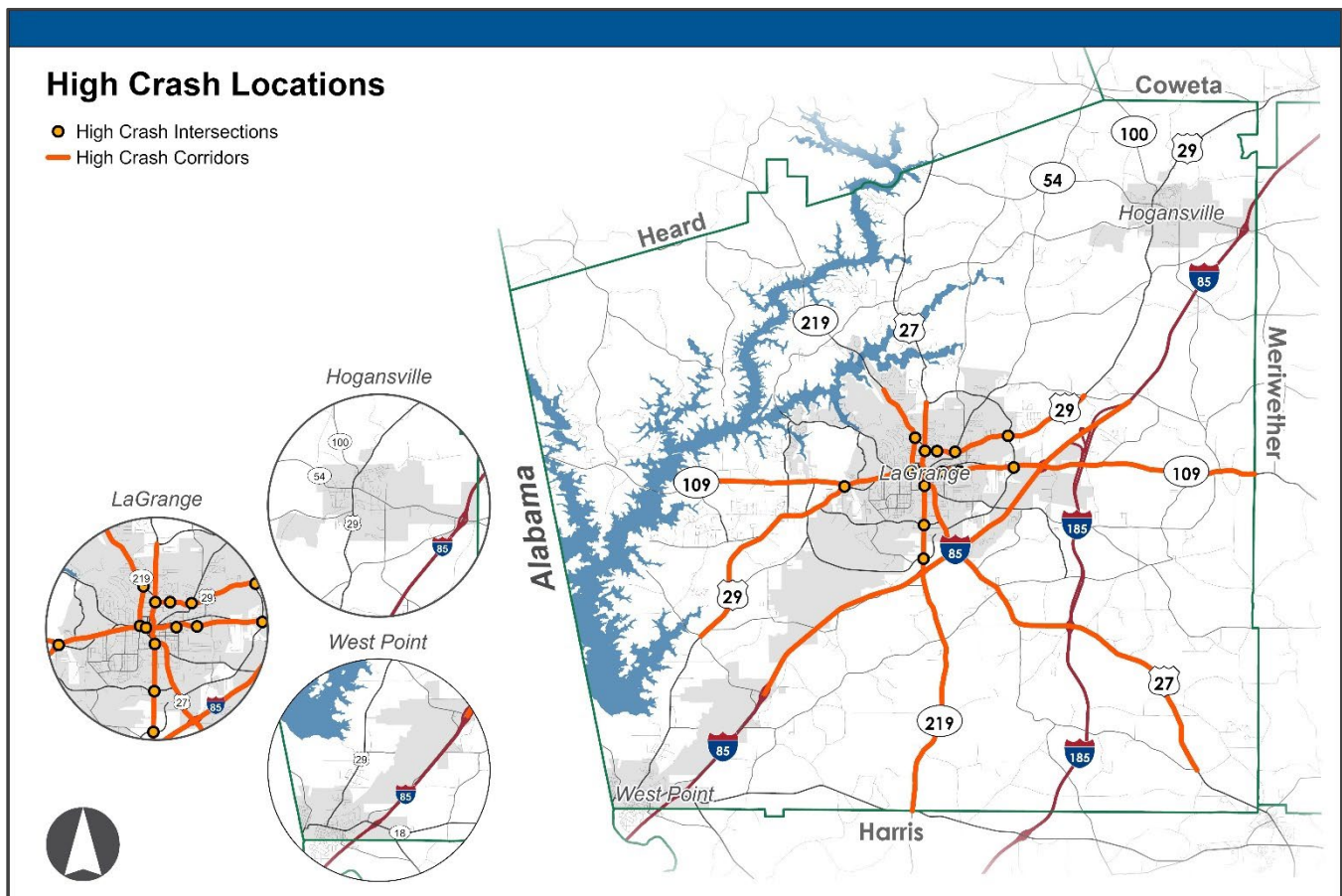


Figure 7-1: High-Crash Locations

Data Source: GDOT Numetric 2017-2021

7.1.1 High-Crash Intersections

GDOT Numeric’s intersection analysis tool was used to analyze crash data and to identify high-crash intersections. A threshold of 50 crashes over the 5-year period was selected to represent high-crash intersections. **Table 7-1** below lists intersections above this threshold in order by crash rate, which measures the number of crashes occurring for every million vehicles entering the intersection. All intersections listed here, except for SR 219/Whiteville Road & Pegasus Parkway, are located within the city limits of LaGrange.

Table 7-1: High Crash Intersection (2017-2021)

Intersection	Crash Rate (Per Million Vehicles Entering the Intersection)	# of Crashes (2017-2021)	Control Type
SR 109/Lafayette Parkway @ South Davis Road	5.24	346	Signalized
SR 219 @ Pegasus Parkway	4.01	100	Signalized
SR 14/Hogansville Road @ South Davis Road	3.07	96	Signalized
SR 109/Lafayette Parkway @ Horace King Street	3.01	121	Signalized
US 29/Vernon Rd/Greenville Road @ N Greenwood Street	2.98	275	Signalized
US 27/SR 219 @ Whitesville Street	2.79	118	Signalized
SR 109 @ Calumet Center Road	2.30	80	Signalized
US 29 @ Bull Street/W Lafayette Square	2.18	178	Signalized
US 29 @ Buena Vista Avenue	2.04	59	Unsignalized
US 29 @ Young Miller Road	2.00	98	Signalized
US 29 @ Roanoke Road	1.74	69	Signalized
SR 219/Mooty Bridge Road @ N Greenwood Street	1.67	55	Unsignalized
SR 219 @ Lukken Industrial Drive W	1.36	50	Signalized

In March of 2022, GDOT conducted a Road Safety Audit (RSA) on SR 109/Lafayette Pkwy from Pine Circle to Callaway Church Rd.³⁵ The RSA produced improvement recommendations to address safety concerns along the corridor, including a recommended intersection re-configuration and signalization project at SR 109 & Chick-Fil-A Driveway near Patillo Rd. That project is included in the project list in **Chapter 8 Identified Projects**. Other recommendations from the RSA are already in progress.

The intersection at SR 109/Lafayette & South Davis Road was studied in detail as part of a GDOT RSA, and improvements for the intersection are included within PI 0014079: SR 14 Spur/S. Davis Road widening from SR

³⁵ GDOT (2022), Road Safety Audit – Final Report: SR 109/Lafayette Pkwy

109/Lafayette Parkway to SR 14/U.S.20/Hogansville Road. Therefore, this plan does not identify additional safety improvements at that location.

Another RSA was conducted in August of 2023 on SR 1/SR 219/US 27/New Franklin Road from Fleming Place to Alton Drive. Several recommendations were made and discussed with the Troup County planning team. Ultimately, two projects were added for intersection improvements at US 27 at Franklin Street and pedestrian crossing improvements on US 27 near Colonial Street/Walmart entrance area. Some areas highlighted in the RSA were located at the termini of existing capacity projects that are anticipated to include the intersections (e.g., US 27 at Mooty Bridge Road and SR 109 at Calloway Church Road).

For the remaining twelve high-crash intersections, a list of potential improvements to address possible safety matters is included in **Chapter 8 Identified Projects**. These intersections should be analyzed further using GDOT's Intersection Control Evaluation (ICE) to understand the exact causes of crashes and identify the most appropriate solutions. The ICE should include an assessment of roadway geometry, lane and signal configurations, and pavement and lighting conditions. FHWA offers the following proven safety countermeasures for consideration:

- Intersection safety improvements
- Install reflective signal backplates to improve signal visibility
- Access management (i.e., limiting driveway access adjacent to intersections)
- Implement dedicated left-turn lanes/protected left-turn phases
- Conduct signal warrant studies at unsignalized intersections
- Roundabout replacement

7.1.2 High-Crash Corridors

Based on the previously presented crash data, five major corridors were identified as part of a high-crash network across Troup County: I-85, US 27, US 29, SR 109, and SR 219. These corridors account for 62.8% of roadway fatalities (49 out of 78), 57.0% of severe injuries (282 out of 495), and 45.5% of all crashes (7,021 out of 15,418) within Troup County from 2017-2021.

This network includes interstate, major arterial, minor arterial, and collector corridors, experiencing a wide range of traffic volumes. These corridors should be further analyzed with RSAs to understand the degree of safety deficiencies and the most appropriate countermeasures to reduce crashes. RSAs should include an assessment of speeding behavior, roadway geometry, access management, and pavement conditions. To narrow the focus and increase programmability of identified projects, opportunities for corridor safety audits were identified for the follow segments:

- US 27/Martha Berry Highway from Davis Road Bypass/N Davis Road to US 29/SR 14/Commerce Drive
- US 27/Martha Berry Highway from US 29/ SR 14/Commerce Drive to I-85 Interchange
- US 27/Hamilton Road from I-185 Interchange to Oak Grove Road
- US 29/West Point Road from Roanoke Road to Lower Glass Bridge Road
- SR 109 from Roanoke Rd to Pine Circle
- SR 219 from Northridge Rd to US 29/SR 109
- SR 219 from US 29/SR 109 to I-85 Interchange

There are several specific potential projects along these corridors, as well. Depending on the implementation timeframes of the projects, it may be beneficial to conduct these RSA studies ahead of those infrastructure projects in order to identify opportunities for safety improvements when developing the specific scope elements for those infrastructure projects.

7.2 Improvements to Address Future Roadway Operating Conditions

Future roadway congestion is forecasted using the GSTDM. At the time of the modeling for this plan, the current model was the 2015/2050 GSTDM. The future population and employment growth for the county were updated based on direct input from the cities and county. The updated model reflects higher future population and employment growth than the statewide estimates. In addition to accounting for future growth, the future 2035 and 2050 baseline (also referred to as “no-build”) models also reflect any projects that are underway or programmed for construction within the next three years.

7.2.1 Future Baseline LOS Conditions

Future LOS forecasts are referred to as baseline (or “no-build”) because they do not include any additional transportation improvement projects beyond what has already been built and the projects programmed for construction within the next three years (listed in **Table 7-2**). The future baseline forecasts include additional trips and congestion associated with forecasted population and employment growth. The maps in **Figure 7-2** and **Figure 7-3** show the 2035 and 2050 forecast LOS, based on roadway volume to capacity ratios. These maps help to identify areas that are anticipated to become congested and may benefit from transportation projects to prevent or mitigate congestion. Once projects are identified, the baseline maps are compared to the “build” maps, which include the identified projects, to assess how well the proposed improvements address future congestion. It should be noted that the model only takes into account roadway and transit capacity and interchange projects. However, there are many other project types that can reasonably be expected to provide congestion and other benefits. For example, intersection operational improvements and access management strategies can provide substantial congestion relief but are not reflected in the model.

Table 7-2: Near-Term Capacity Projects included the Future Baseline Scenarios

Project Ref. No.	Facility	Extents	Existing Configuration	Improved Configuration	Source
C-1	LaGrange Bypass	CR 282/Youngs Mill Road to SR 1/US27/Martha Berry Highway	0 lanes	4 lanes	GDOT PI 0014077
C-2	SR 14 Spur/N Davis Road	S of SR 109/Lafayette Parkway to SR 14/US 29/Hogansville Road	2 lanes	4 lanes	GDOT PI 0014079
C-3	LaGrange Bypass/N Davis Road	SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road	2 lanes	4 lanes	GDOT PI 0014078
N/A	SR 1/US 27/LAGRANGE	Auburn Street to SR 219/Morgan Street	2 lanes	4 lanes	GDOT PI 322250-
N/A	I-85 @ SR 18 & SR 18 @ SR 103	I-85 @ SR 18 & SR 18 @ SR 103	Unsignalized intersections	Roundabouts	GDOT PI 0009975

Figure 7-2 shows the baseline LOS map for 2035 in Troup County. LOS F can be found on the northeast portion of I-85 and on a small segment of SR 109 within LaGrange. Additional LOS E segments are found on other parts

of I-85 and SR 109 outside LaGrange, meaning daily congestion can be found on these road segments. For the most part, rural road segments are showing relatively little congestion with LOS C or better.

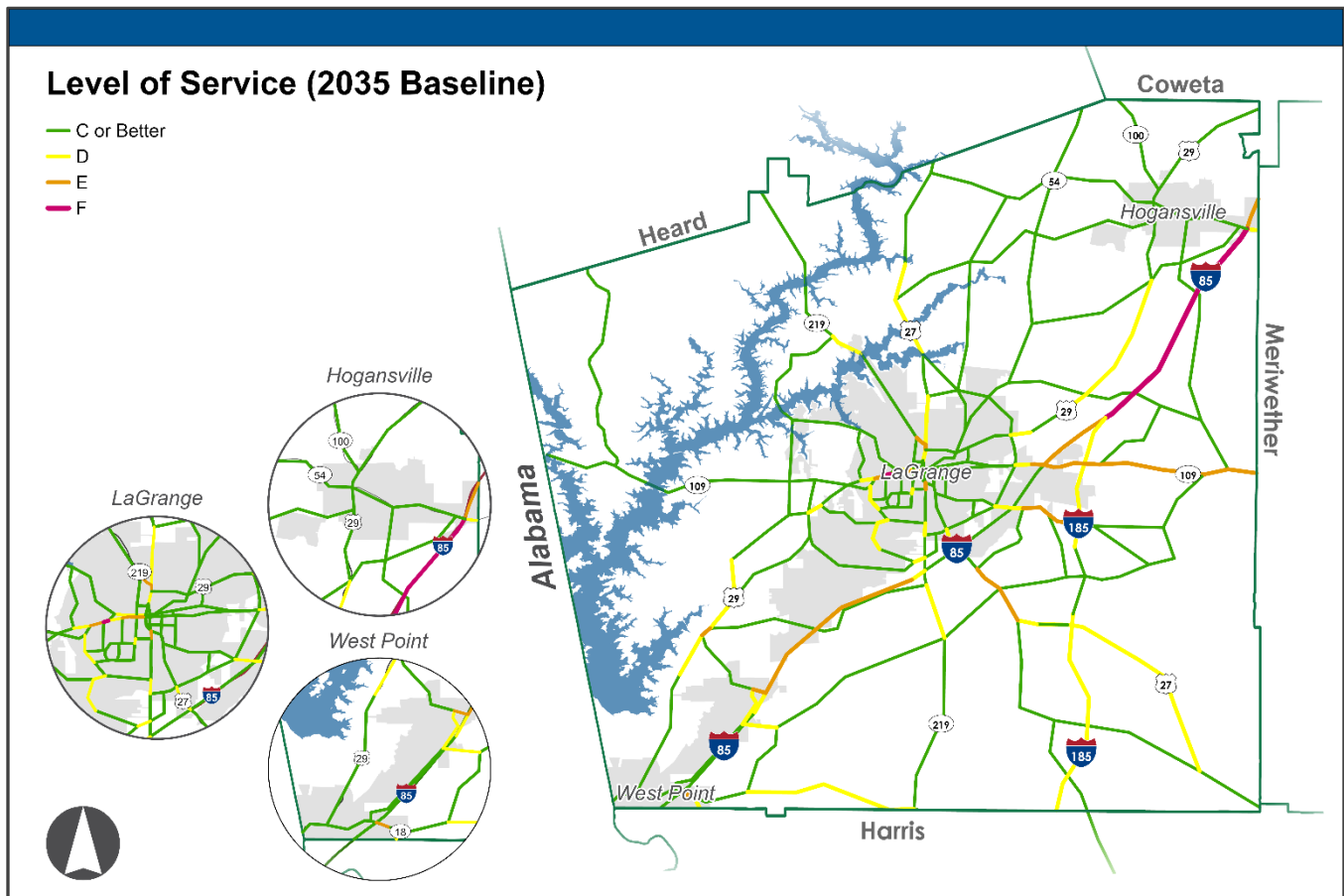


Figure 7-2: 2035 Baseline Level of Service, Daily

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), with socioeconomic data updated based on stakeholder input

Figure 7-3 shows the baseline LOS conditions for the year 2050. In 2050, most of the LOS C or better becomes more congested to LOS D, and LOS D similarly becomes more congested into LOS E. The segments of I-85 and SR 109 continue to operate at LOS F. Daily congestion increases overall, but especially in areas of LaGrange, Hogansville, and US 27.

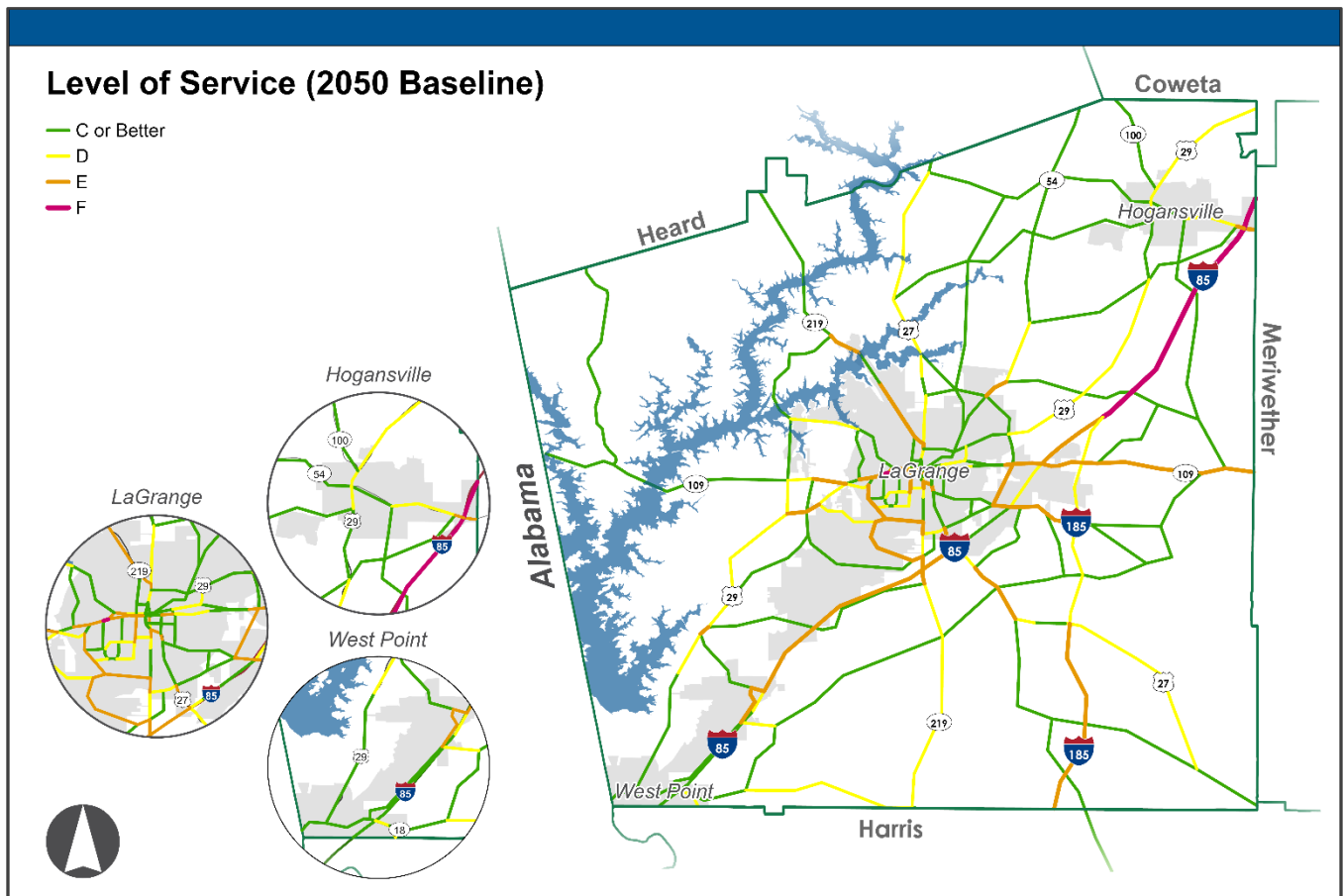


Figure 7-3: 2050 Baseline Level of Service, Daily

Data Source: GDOT Georgia Statewide Travel Demand Model, (2015/2050 GSTDM Dataset), with socioeconomic data updated based on stakeholder input

7.2.2 Congestion-Related Projects

Projects were identified to address existing and future traffic congestion and associated operational issues. In some cases, roadway widening to add more travel lanes or new roadways were determined to be necessary to accommodate future growth projections. In other cases, operational improvements such as access management, turn-lanes, or signal improvements were identified. Due to the costs and impacts of roadway widening and new roads, all options were considered before identifying the selected solution. The identified projects list, including congestion-related projects, is provided in **Chapter 8 Identified Projects**.

7.3 Bridge Improvements

Within Troup County, there are 170 bridges. Of these, 57% are owned and maintained by GDOT, 42% are owned by the city or county, and <1% is privately owned. As mentioned in **Section 6.4.1 Bridge Conditions**, three bridges were noted as being in poor condition as of 2023 National Bridge Inventory data, but one (Thompson Road at Polecat Creek) was recently improved as of late 2023.

As shown in **Table 7-3**, seven bridges are identified for improvement. All identified bridge projects were reviewed by the GDOT Bridge Office to ensure that they align with that office’s determination of bridge conditions and project statuses. In addition to these bridges, other bridges will experience a decline in condition over time. GDOT, Troup County, and the cities should continue to inspect bridges at regular intervals to update condition ratings and prioritize those that are in poor condition.

Table 7-3: Bridges in Need of Improvements

Road	Feature	Reason for Improvement
Mobley Bridge Road	Yellow Jacket Creek	2023 NBI Poor Condition Bridge
Glenn Road	Whitewater Creek	2023 NBI Poor Condition Bridge
Adams Road	Big Branch	PMT/Troup County Input
Mountville Hogansville Road	Beech Creek	PMT/Troup County Input
Dallas Mill Road	Big Springs Creek	PMT/Troup County Input
3rd Avenue/South State Line Road	Oseligee Creek	Advisory Committee Meeting Input
CR 99/Cannonville Road	Long Cane Creek, 3 Mi SW of LaGrange	GDOT Project PI 371071-

7.4 Freight Improvements

There are four corridors in Troup County that are part of the Georgia Statewide Freight Network – I-85, I-185, US 27 and SR 109. US 29 and SR 219, while not part of the Statewide Freight Network, are two other major corridors in the county that carry a significant volume of daily freight traffic. There are two CSX-operated freight rail lines with 76 at-grade crossings in the study area. As both truck and rail freight traffic in and through the county continues to increase, improvements should be made to the freight network to accommodate growing industry activity, while also mitigating negative freight impacts on residents of Troup County. This section outlines currently planned freight improvement projects in Troup County and identifies additional projects.

7.4.1 Future Freight Forecasts

According to Transearch freight forecasts, the tonnage of materials moved by freight for Georgia’s key industry groups will approximately double from 2019 to 2050, as shown in **Figure 7-4**.

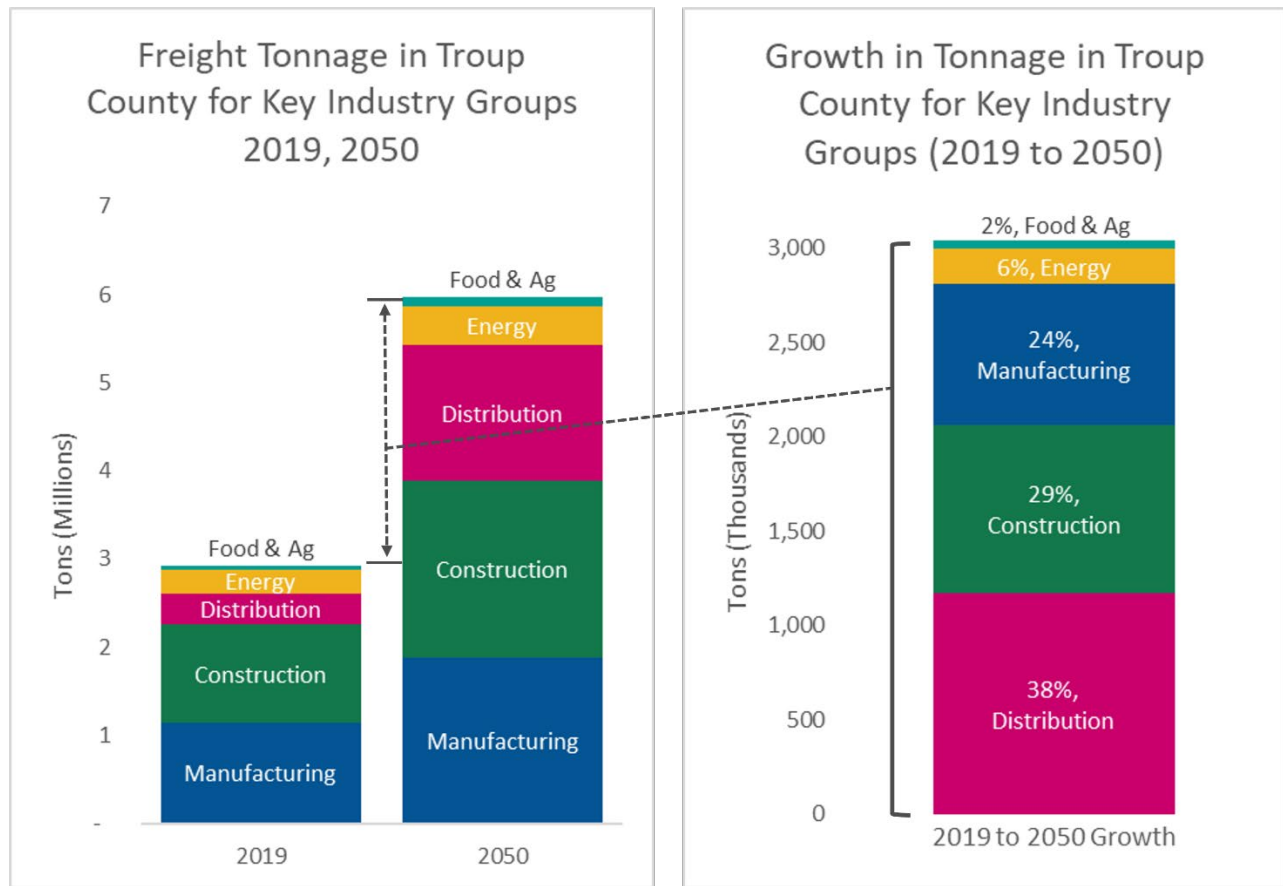


Figure 7-4: Forecasted Growth in Freight Tonnage

Data Source: Transearch Freight Analysis

Also based on Transearch freight volume forecasts, the Georgia counties that will receive the greatest freight volume from Troup County in 2050 are mostly located in the metro Atlanta area and Savannah (Chatham County), as shown in **Figure 7-5**. **Figure 7-6** depicts the origin counties for freight tonnage going to Troup County in 2050. This is a similar pattern to the 2019 Transearch data presented in **Section 6.5 Freight**.

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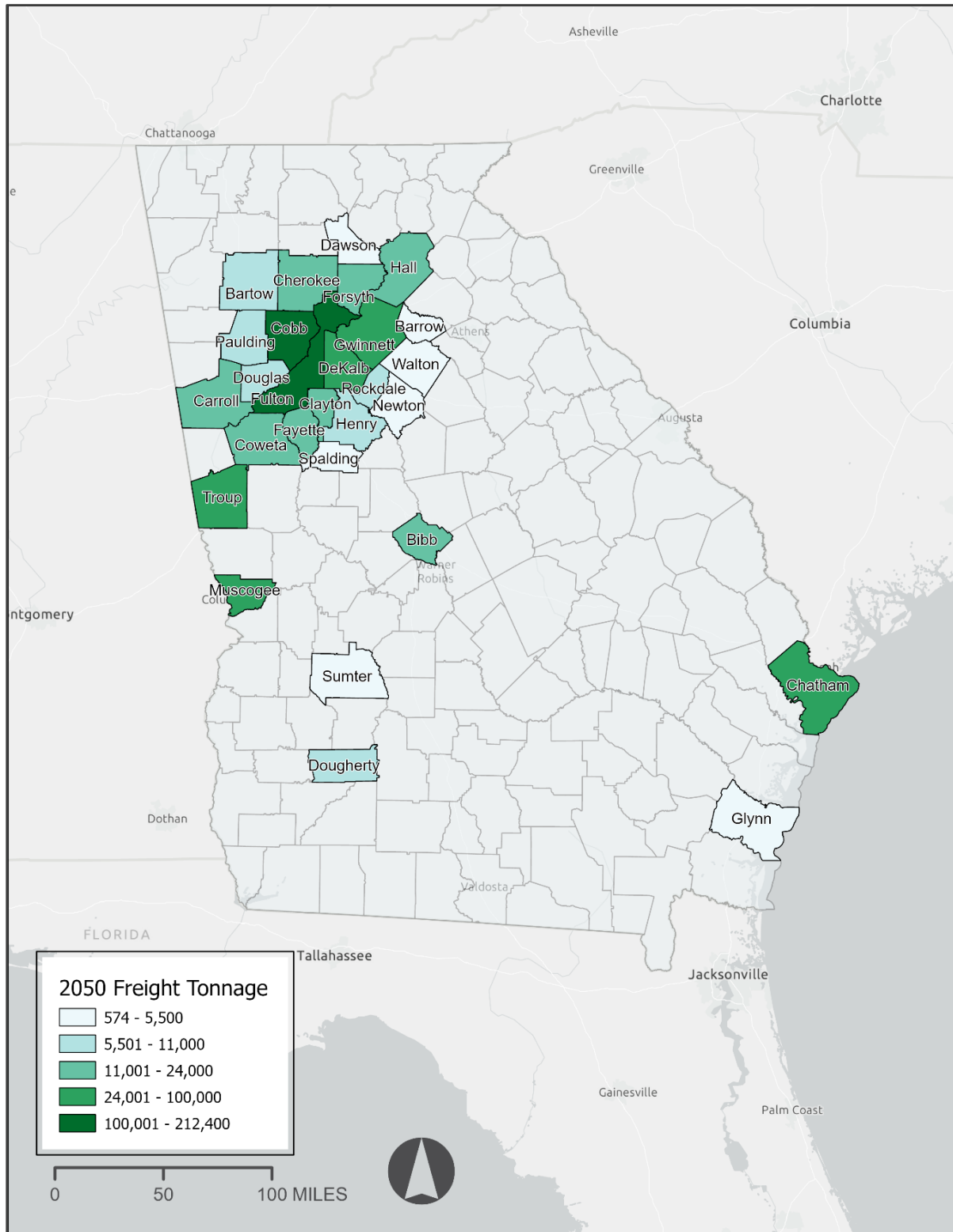


Figure 7-5: Freight Tonnage with Origin in Troup County, 2050

Data Source: Transearch, 2050

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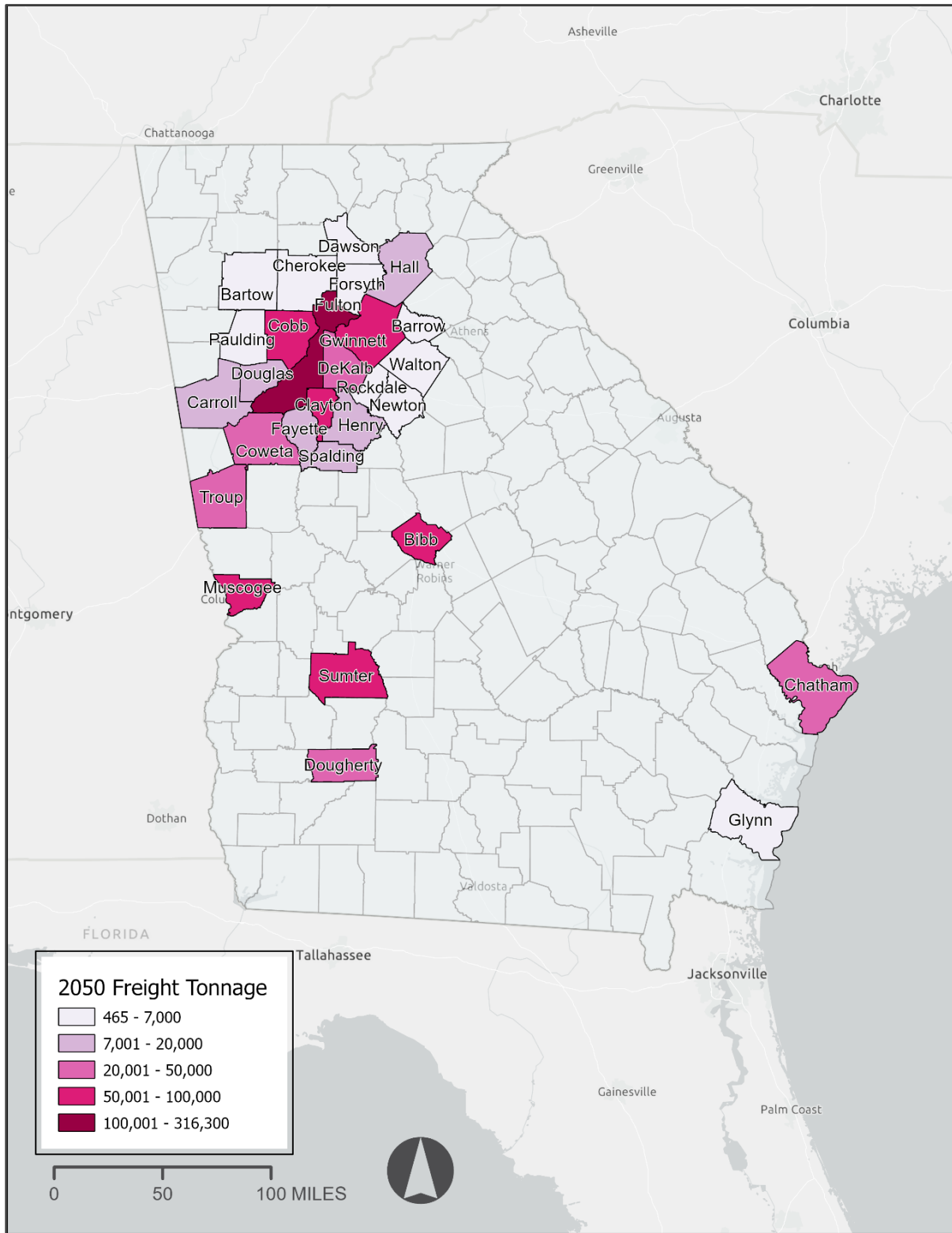


Figure 7-6: Freight Tonnage with Destination in Troup County, 2050

Data Source: Transearch, 2050

7.4.2 Planned/Underway Freight Projects

The US 27 corridor, SR 109, and the interstates (I-85 and I-185) carry substantial truck volumes and are on Georgia's State Freight Network. The Georgia Freight Plan (2023) identifies US 27 as a potential alternate freight route between Tennessee and Florida, relieving truck traffic in metro-Atlanta and directing more truck traffic through LaGrange and Troup County. As such, there are multiple improvement projects planned or underway at the following locations along the US 27 corridor:

- PI 322250 - US 27 from Auburn Street to SR 219/Morgan Street, widening to four lanes (under construction, as of late 2023)
- PI 0008670 - US 27 from CR 188/Old Chipley Road to I-185 – widening to four lanes (long-range)
- PI 0008671 - US 27 from I-185 to I-85, widening to four lanes (long-range)

The latter two projects are included as identified projects in this plan.

7.4.2.1 Freight Connectivity Between US 27 and the Interstates

For several years, there have been discussions among GDOT and the county and cities about potential bypasses around LaGrange to facilitate access between US 27 and I-85 and I-185 without traveling through downtown LaGrange. Several alignments and solutions have been considered to varying degrees. For example, a bypass north of LaGrange (PI 362910-) and an interchange connecting directly to I-85 and I-185 (PI 310730-) were planned but ultimately discontinued in 2016 due to cost and environmental concerns (such as wetlands, lake, archaeology, etc.).

7.4.2.1.1 Truck-Only Bypass Scoping Study

Concurrent to the *Troup County Long-Range Transportation Plan*, a LaGrange Truck Bypass scoping study was conducted and concluded in fall 2023. This project was a scoping phase to study concepts for a new 1.5-mile truck-only bypass located between the interchange of I-85 and I-185 to the stub at SR 1/US 27 three miles north of downtown LaGrange in Troup County. The scoping study was conducted from the cancelation of the two aforementioned projects (PI 362910- and PI 310730-). The scoping study did not ultimately recommend a truck-only bypass at this location.

7.4.2.1.2 Three-Phase Bypass

As an alternative to the previously considered bypass connecting directly to I-85 and I-185, a scaled-down alternative alignment, the “three-phase bypass” (PI 0014077, PI 0014078, PI 0014079) was programmed by GDOT, as shown in **Figure 7-7**. This bypass shifted the southern terminus of the corridor from I-185 to the intersection of SR 109 at SR 14 west of I-85. Right-of-way acquisition of the three-phase bypass was underway during development of this *Troup County Long-Range Transportation Plan*.

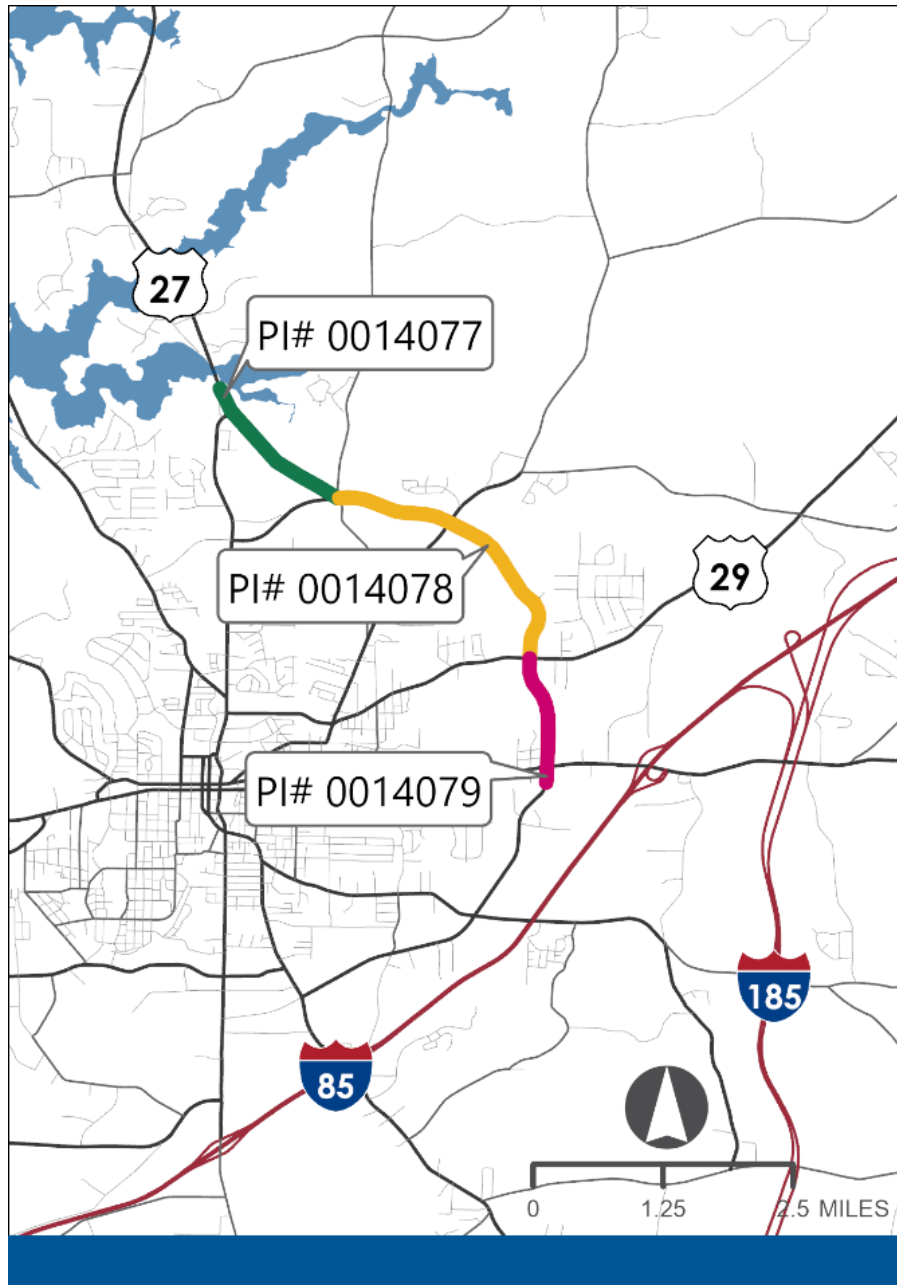


Figure 7-7: Three-Phase Bypass on North Davis Road

7.4.2.1.3 Other Related Projects

A few other projects have been considered and added to GDOT's long-term program (beyond 2050). These include widening South Davis Road from SR 109 to SR 219 (PI 0008678) and widening SR 1/US 27 from I-185 to I-85 (PI 0008671). Together with the three-phase bypass, these projects would provide additional continuous four-lane facilities from US 27 to I-85 and I-185 around LaGrange. These longer-term projects were also evaluated as part of this plan.

7.4.2.1.4 Proposed Improvements to Freight Connectivity Between US 27 and the Interstates

The potential improvements shown in **Table 7-4** were identified as part of this plan to address connectivity among US 27, I-85, and I-185.

Table 7-4: Proposed Improvements to Freight Connectivity Between US 27 and the Interstates

Facility	Extents	Project Description	How it Addresses US 27 & Interstate Connectivity
LaGrange Bypass	CR 282/Youngs Mill Road to SR 1/US27/Martha Berry Highway	0 to 4 lanes (includes intersection improvements at N Davis Road @ Youngs Mill Road)	Improves northern most portion of the existing N Davis Road Bypass by addressing the existing curve and providing a 4-lane facility
SR 14 Spur/N Davis Road	S of SR 109/Lafayette Parkway to SR 14/US 29/Hogansville Road	2 to 4 lanes (includes intersection improvements at SR 14/Hogansville Road @ South Davis Road and at SR 109/Lafayette Parkway @ South Davis Rd)	Widens the existing N Davis Road Bypass to 4 lanes
LaGrange Bypass/N Davis Road	SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road	2 to 4 lanes (includes intersection improvements at N Davis Road @ Hammett Road)	Widens the existing N Davis Road Bypass to 4 lanes, and improves intersection
SR 14 Spur/South Davis Road	SR 109/Lafayette Parkway to SR 219/Whitesville Road via Tom Hall Parkway	2 to 4 lanes; Freight improvements including signage, increasing turn radii	Widens the existing South Davis Road Bypass to 4 lanes, and provides improvements for trucks
SR 1/US 27/Martha Berry Highway/Hamilton Road	I-185 to I-85	2 to 4 lanes	Increases capacity between the existing I-85 and I-185 interchanges on US 27
Upper Big Springs Road	SR 14 Spur/South Davis Road to I-185	2 to 4 lanes	Increased capacity on Upper Big Springs Road connecting the N Davis Bypass to I-185 interchange

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Facility	Extents	Project Description	How it Addresses US 27 & Interstate Connectivity
SR 109, including I-85 @ SR 109/Greenville Road interchange	South Davis Road to Callaway Church Road	Assessment of a series of coordinated improvements in the I-85 @ SR 109 interchange area. Improvements may include (1) interchange modification to accommodate northbound truck access to I-85 from SR 109/Greenville Road, such as reconfiguring the loop ramp to a direct NB ramp from SR 109 WB to I-85 NB. An interim or alternative improvement to the existing interchange (such as to signaling the existing NB entrance ramp intersection and lane reassignment) may be beneficial while a longer-term interchange ramp modification is analyzed. (2) Evaluation of roundabouts at the I-85 ramps. (3) Access management improvements along SR 109/Lafayette Parkway east and west of I-85.	Addresses operational challenges and improves connectivity between SR 109, N Davis Bypass, and I-85 NB
Callaway Church Road	Upper Big Springs Road to Jane Fryer Road	2 to 4 lanes	Provides for continuous 4-lane facility on Callaway Church Road to Upper Big Springs Road, which connects to I-185 interchange and N Davis Road Bypass
Pegasus Parkway	SR 219/Whitesville Road to SR 109/SR14/US 27/West Point Road	2 to 4 lanes	Expands capacity on existing bypass section
Pegasus Parkway (New Roadway)	SR 109/Roanoke Road to Roundabout in the middle of Hills and Dales Farm Road	0 to 2 lanes	Extends existing bypass north of Pegasus Parkway

Facility	Extents	Project Description	How it Addresses US 27 & Interstate Connectivity
SR 1/US 27/Hamilton Road @ South Davis Road and Tom Hall Parkway	SR 1/US 27/Hamilton Road @ South Davis Road and Tom Hall Parkway	Intersection operational improvements	Improves operations at South Davis Bypass intersection with US 27, near I-85 interchange
South Davis Road	Upper Big Springs Road to US 27/Hamilton Road	Signage, widen lanes, increase turn radii	Provides for improved operations for trucks (may be an interim improvement ahead of or in conjunction with widening to 4 lanes)
Northwest Bypass Study		Northwest Bypass Study to assess options for connectivity between the existing bypass segments	Would identify potential alignment for completion of the last portion of the LaGrange Bypass

7.4.3 Identified Freight Roadway Improvements

To support growing freight-related businesses in Troup County and increasing through-traffic on established freight routes, freight improvements should be made to corridors not on the State Freight Network that still experience high volumes of truck traffic. Improvements to consider include widening existing lanes, increasing turn queue storage length, upgrading surface material from asphalt to concrete, deploying access management to reduce number of conflict points with driveways, and reconfiguring intersections for wider turn radii. The following roadway segments were identified for potential corridor freight improvements on their own or in conjunction with other projects, such as planned widenings.

- SR 219/Whiteville Road (from US 27 to Pegasus Parkway)
- SR 219/Whiteville Road (from New Hutchinson Mill Road to SR 18/county line)
- SR 109/Greenville Road (from Callaway Church Road to Meriwether County line)
- US 27 (from US 29/Commerce Avenue to North Page Street)
- South Davis Road (from Upper Big Springs Road to US 27/Hamilton Road)

In addition to the above high truck traffic corridors, Davis Road from US 27/Hamilton Road to US 27/Martha Berry Highway should also be considered for freight corridor improvements. US 27, US 29, SR 219, and SR 109 all intersect at the center of LaGrange, bringing high volumes of truck traffic to the narrow streets of LaGrange’s downtown, creating bottlenecks. Rather than applying freight corridor treatments to the historic downtown neighborhood, Davis Road in east LaGrange should be modified (including widening) to function as a bypass to redirect north-south truck traffic on SR 219 and US 27 away from and around downtown LaGrange. Additionally, through-access for large trucks should be restricted on Bull Street and Main Street in downtown LaGrange. All identified freight projects are shown in **Chapter 8 Identified Projects**.

7.4.4 Identified Freight Railroad Improvements

At-grade rail crossings without active warning devices are known as passive crossings. These types of crossings have no method of indicating if a train is approaching or occupying the crossing, and therefore can present a hazard to vehicles approaching the crossing. Of the 76 at-grade crossings in Troup County, 67 are passive, lacking active flashing indicator beacons, and 44 lack safety gate arms. These crossings should be further evaluated for active crossing safety improvements such as installation/upgrade of active warning safety devices to alert drivers to oncoming trains. Federal funds for safety improvements at at-grade rail crossings may be available for upgrading these crossings through the Section 130 Program, administered by GDOT.³⁶

In addition to safety issues, the FRA, local reports, and stakeholder engagement indicate that some at-grade crossings are regularly blocked by stationary trains for extended periods of time.³⁷ These crossings serve as key connection points between communities and places of business, requiring significant detours for vehicles and reducing connectivity for residents and commuters. **Table 7-5** below provides a list of crossings reported as being frequently blocked and additional information on each location. GDOT Planning met with the GDOT Office of Utilities to discuss and refine the potential railroad crossing projects.

Table 7-5: Frequently Blocked At-Grade Rail Crossings

Crossing Location	Blockage Information
Green Avenue/Johnson Street, adjacent to US 29/SR 14 in Hogansville	These three consecutive north-south crossings divide Hogansville in half and are frequently blocked for several days at a time, often by a single train, frustrating local residents and city council members. ³⁸ They are also listed as frequently blocked in the FRA Public Blocked Crossings Incident Reporter database.
SR 54, adjacent to US 29/SR 14 in Hogansville, GA	
East Boyd Road, adjacent to US 29/SR 14 in Hogansville	
Gabbettville Road, near Robert Taylor Rd in southwest Troup County	This crossing falls on a key route for workers of Kia manufacturing plant commuting from the north and west. When it is blocked, the detour required is up to 10 miles long. It is also listed as frequently blocked in the FRA Public Blocked Crossings Incident Reporter database.
US 29/West Point Road in West Point	This crossing is listed on the FRA Public Blocked Crossings Incident Reporter database.
SR 109/Roanoke Road in LaGrange	This crossing is listed on the FRA Public Blocked Crossings Incident Reporter database and identified by the Project Management Team

³⁶ <https://www.dot.ga.gov/GDOT/Pages/RailroadSafety.aspx>

³⁷ <https://www.fra.dot.gov/blockedcrossings/>

³⁸ <https://www.wsbtv.com/news/georgia/neighbors-are-fed-up-with-stalled-trains-blocking-roads/TVOBUYMYOND4PNSFA4P343EBMU/>

Crossing Location	Blockage Information
US 29/SR 14/West 7th Street in West Point	This crossing is listed on the FRA Public Blocked Crossings Incident Reporter database and identified by the Advisory Committee

In the short-term, a potential solution is the installation of variable message signs on the approaches to these crossings to warn drivers of active blockages and identify alternative detour routes. In the long-term, there may be a need to consider reconfiguring these crossings to be separate grades to reduce impacts of stationary trains on road network connectivity and safety. Specific projects are shown in **Chapter 8 Identified Projects**.

7.5 Bicycle and Pedestrian Improvements

The bicycle and pedestrian network in Troup County is primarily concentrated in downtown areas, close to activity centers. Improvements to these networks will allow people to utilize current facilities for more than recreation and incorporate these active modes of transportation into their daily commute. Currently, there are some streets in LaGrange, Hogansville, and West Point that have incomplete or one-sided sidewalk networks that need to be filled or developed to connect people to community resources. Bicycle lanes are sparsely located along a few roadways in LaGrange, but there is not a continuous or consistent network. In addition to the lack of connectivity, the existing pedestrian and bicycle system presents safety challenges for all roadway users, especially vulnerable road users, such as bicyclists and pedestrians. The following sections outline improvements that can be made to address these matters and enhance the effectiveness of pedestrian walkways and bikeways.

7.5.1 Identified Pedestrian Facility Improvements

There are several variations of pedestrian facilities that can be implemented in the county, each addressing opportunities for the surrounding community and environment. Connected sidewalks and pedestrian signalization are essential for people to be able to use walking as a primary mode of transportation, rather than just for recreational purposes. The first step to achieving this would be identifying conflict points that have high pedestrian-related crash rates. These locations not only indicate an unsafe or non-existent pedestrian infrastructure, but also reveal locations where people are frequently trying to access as part of their travel or commute. High pedestrian and vehicular traffic locations should be the first locations to identify, as they will likely overlap with pedestrian-related crash rates. The following roadways were identified for developing or improving pedestrian infrastructure.

- Commerce Avenue from Martha Berry Hwy to Youngs Mill Road (7 crashes, 2017-2021)
 - Currently no sidewalks on this segment
- Martha Berry Hwy from Lafayette Parkway to Davis Road Bypass (7 crashes, 2017-2021)
 - Currently incomplete sidewalks on both sides of the segment

Other such projects have been identified through public input in previous plans. In addition to sidewalk projects, the trail system is one of the main components of the recreational culture in Troup County. With West Point Lake located just west of LaGrange, and large greenspaces surrounding the urban areas, the City of LaGrange has developed what is known as the Thread Trail System that is intended to connect residents within and outside of the city through multi-use pathways. This plan, completed in 2016, has segmented the trail network into 21 sections. The segments that have not yet been constructed are included as projects in this plan, as listed in **Chapter 8 Identified Projects**.

7.5.2 Identified Bicycle Facility Improvements

There are many types of bicycle infrastructure that can be implemented, based on the traffic level and roadway configuration of different areas. Bicycle infrastructure can be used to enhance connectivity and improve safety for all roadway users. **Figure 7-8** identifies some types of bicycle infrastructure that can be implemented according to the LTS (Level of Traffic Stress) experienced by cyclists.

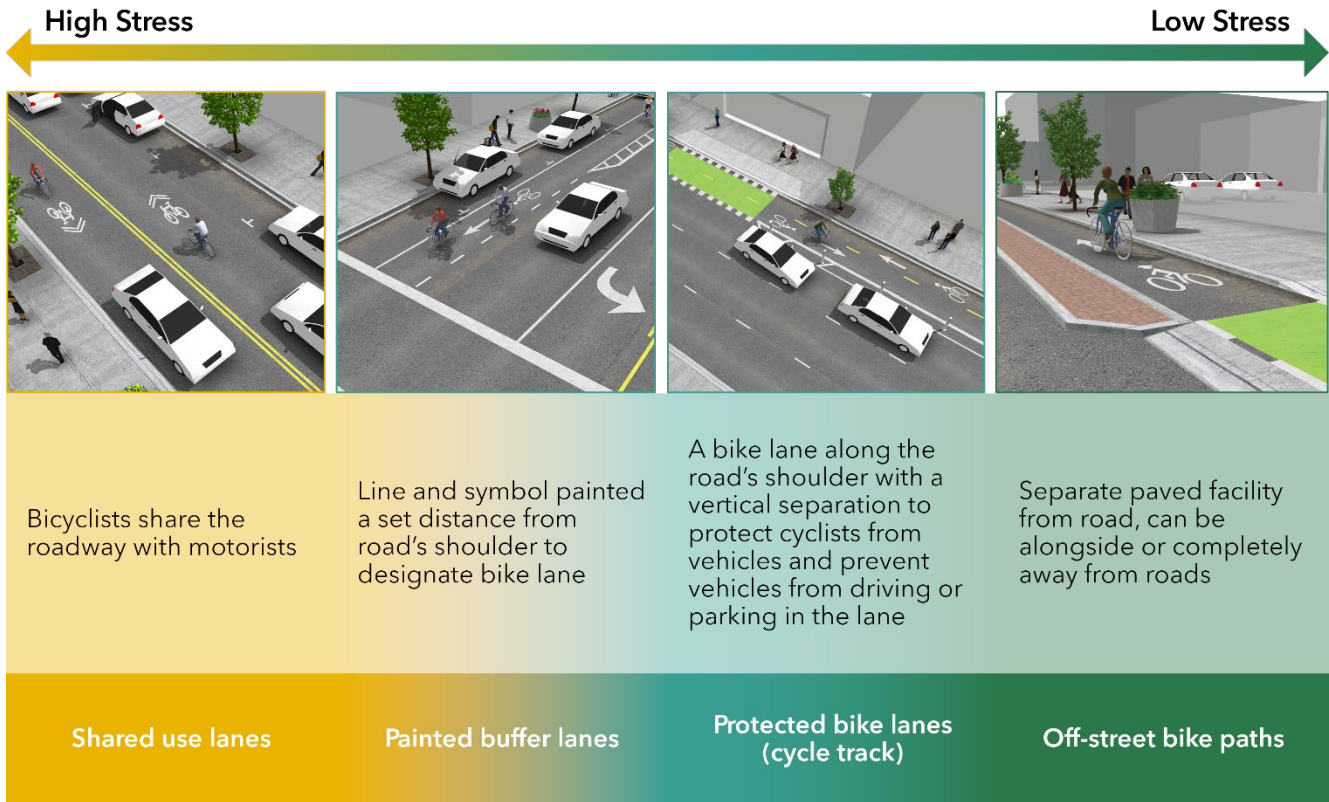


Figure 7-8: Bicycle Infrastructure Types

Image Source: National Association of City Transportation Officials (NACTO)

In Troup County, there are currently few bicycle-specific facilities. The places that would benefit most from expanding the bicycle network are residential neighborhoods, activity centers, downtowns, and major employment sites. This would allow people to use biking as a form of transportation for their commute or completing errands, in addition to recreation or leisure. Identified projects for bicycle facilities include build out of the Thread Trail system and additional multiuse trail segments on Sewon Boulevard and Lukken Industrial Drive, which are important for access to major employment areas. Specific projects are shown in **Chapter 8 Identified Projects**.

7.6 Transit Improvements

Transit services provide mobility options to residents, workers, and visitors. Access to transit service can help accommodate future growth in the county and expand employment opportunities. Transit is especially important for people without access to a vehicle, people with disabilities, young people, and aging seniors. Many people in these demographic groups may rely on transit as a primary form of transportation. This section provides transit-related projects identified for the county.

7.6.1 On-Demand Transit and Microtransit

Troup Transit currently offers on-demand transit services, giving priority to seniors and those with disabilities. One way to increase awareness and use of the service is to develop and provide marketing materials in community facilities and popular destinations. In addition, expansion of the operating hours of the service would be beneficial. Currently, Troup Transit operates from 7:00 AM – 4:00 PM, expanding operating hours would capture workforce related-trips.

To support expansion of service, as well as promote regional connectivity, Troup Transit should consider a partnership with the Three Rivers Regional Commission. The Three Rivers Regional Commission provides on-demand service for surrounding Butts, Carroll, Lamar, Meriwether, Pike, Spalding, and Upson Counties.

Additionally, the Georgia 2050 Rural and Human Services Transportation Plan provides several recommendations applicable to Troup County regarding regional coordination, partnerships, and expansion of services. Relevant recommendations from this plan were adapted slightly to meet the needs of the County and are shown in **Table 7-6**.

Table 7-6: Transit Recommendations for the GDOT RHST Plan

Improvement	Description	Source
Leverage Let's Ride app and other existing technologies	Adopt Let's Ride app for Troup Transit services. The Let's Ride app connects Georgia riders to their local rural transit service provider and allows them to schedule trips. Riders can book a one-way trip or a round-trip for tomorrow or in the future. Let's Ride is not a direct service but a connection to a service. The app is free for users to download and use.	Georgia RHST
Expand capacity of rural systems	Expand capacity of existing rural systems to serve unmet trip need either through additional vehicles/ drivers or through coordination with other providers.	Georgia RHST
Leverage the Regional Commission	Coordinate with Three Rivers Regional Commission for potential partnerships to expand services in Troup County.	Georgia RHST
Expand service hours	Providing longer transit service hours will help account for and meet the transportation needs of early morning and late-night shift workers either through additional vehicles/drivers or through coordination with other providers.	Georgia RHST
Expand secondary education and transit provider partnerships	Coordinate with secondary education providers for potential partnerships to expand workforce/ apprenticeship trips.	Georgia RHST

Improvement	Description	Source
Create connections to activity centers	Explore microtransit and connections to activity and workforce destinations.	Georgia RHST
Develop branding and marketing materials	The use of messaging, marketing, and information campaigns will improve the public’s understanding of public transportation and its benefits to the entire community. GDOT is working with local providers to develop marketing plans and toolkits for their agencies, including social media and graphical support, to help enhance providers’ online presence.	Georgia RHST
Designate rideshare pick-up and drop off locations at major destinations	Adopt curbside policies for pick-up and drop-off for rideshare users.	Stakeholder

7.6.2 Ridesharing Services

Mobile application-based services such as Uber and Lyft operate in the county. These Transportation Network Companies (TNCs) have the potential to operate at all hours, depending on driver availability. TNCs can play a major role in providing an alternative mode of access to work and retail destinations. However, while curbside pick-up and drop-off provides convenience for ridesharing users, it can disrupt traffic flow on some streets. Development of policies and designation of specific areas for pick-up and drop-off locations, especially in downtown LaGrange, can help improve efficient operations of ridesharing services and reduce disruptions to the transportation system.

8 Identified Projects

This chapter provides an overview of the identified transportation projects in Troup County. The project list is the result of a review of previous and existing plans, existing GDOT programmed projects, analysis of existing conditions, stakeholder input, and assessment of potential improvements based on the expected future conditions as described in **Chapters 5 Review of Existing Studies, Plans, and Documents, Chapter 6 Assessment of Existing Transportation Facilities, and Chapter 7 Future Conditions and Potential Improvements**. This chapter also provides analysis of the anticipated impacts of the projects on future conditions and information about project costs. Identified projects are organized by project type, as shown in **Figure 8-1**.

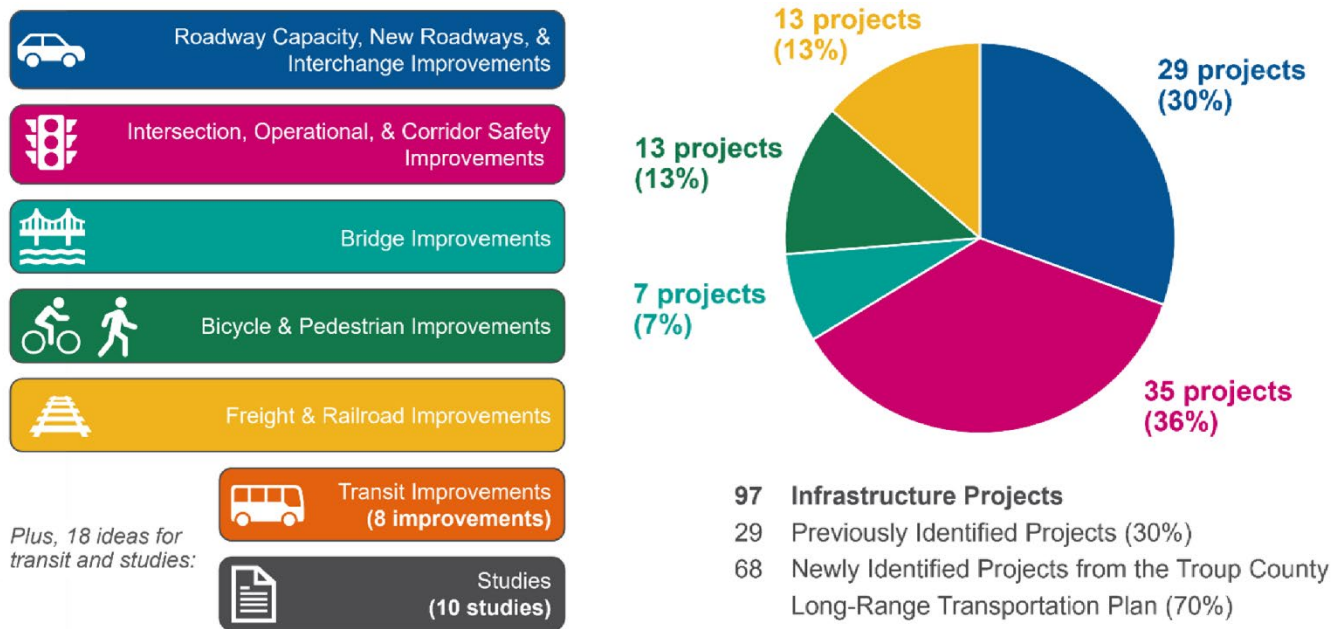


Figure 8-1: Summary of Identified Projects

Most of the identified projects are intersection improvements that are expected to improve safety and traffic operations. Intersection projects are at locations identified based on crash records, congestion analysis, and through collaboration with local stakeholders. Capacity projects represent the second largest project category. This type of project is intended to provide additional capacity and improve operations and efficiency of the transportation network through widening existing or constructing new roadways. Many of these projects already exist in GDOT's work program and are further informed by this planning analysis.

Projects listed and shown in this report do not constitute a commitment of funding. Potential projects would be considered for federal, state, and/or local funding, as applicable, through existing GDOT and local procedures for project programming.

8.1 Identified Project Maps and List

The following maps show all identified projects across all implementation timeframes (**Figure 8-2**), followed by separate maps for the following timeframes: Near-Term (projects that could be complete or under construction

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within 10 years), Mid-Term (projects that could be completed or under construction within 25 years), and Future Analysis (implementation timeframe to be determined). The Future Analysis projects do not have a specific implementation timeframe defined, as they require additional analyses to better understand the issues and funding availability. Additionally, a few projects are anticipated to require 25+ years to complete (Illustrative).

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The map of all identified projects (**Figure 8-2**) shows a concentration of projects along state routes in and around the City of LaGrange, City of Hogansville, and City of West Point. Capacity projects provide increased access through the county and between each of the cities, while intersection and bicycle or pedestrian projects are located in areas of high-density land use, such as downtown LaGrange.

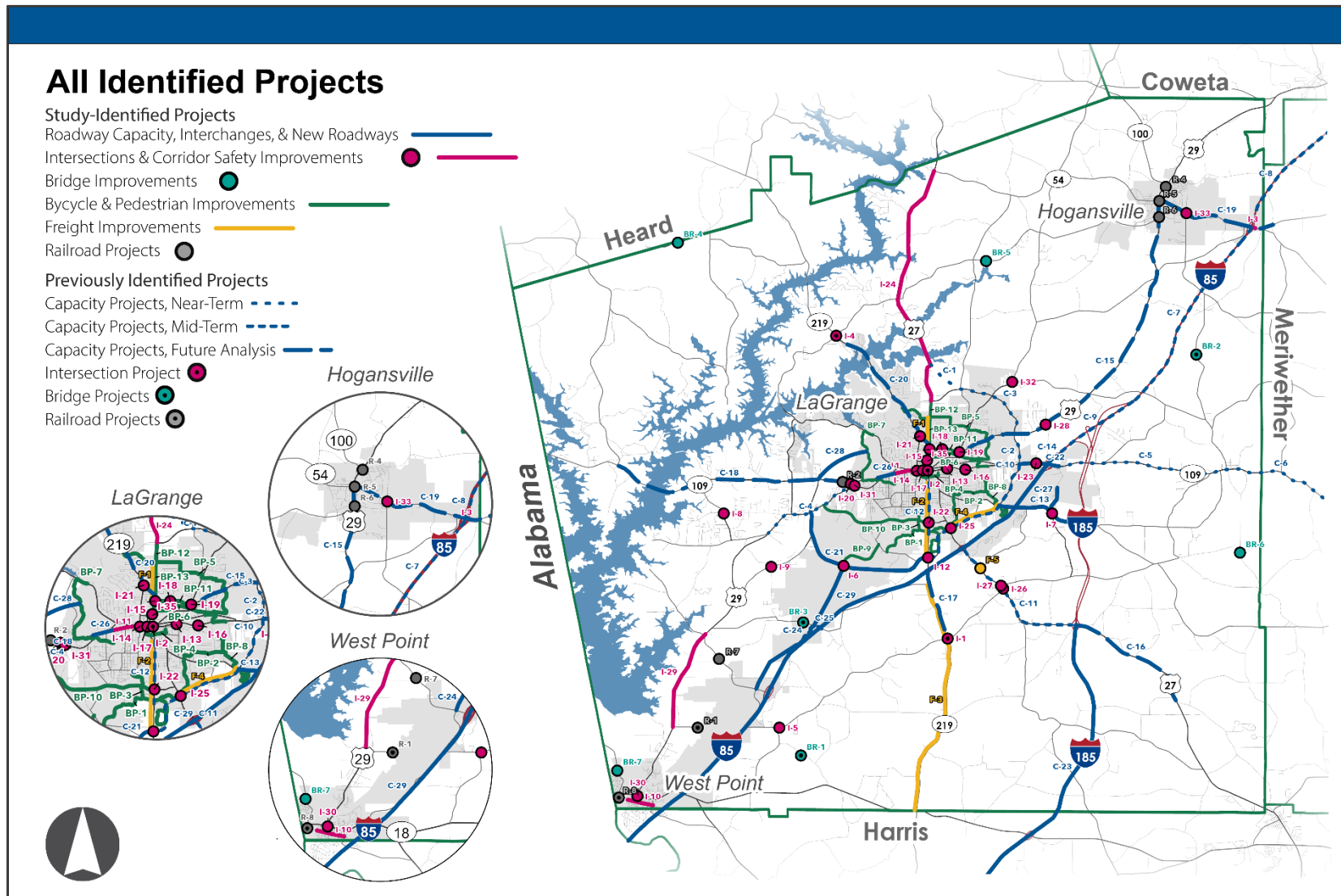


Figure 8-2: All Identified Projects

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Near-term projects (**Figure 8-3**) primarily include GDOT projects with the current completed or ongoing construction estimates within approximately 10 years and bike or pedestrian projects from the Thread Trail System Master Plan. Noteworthy capacity projects include the construction of the LaGrange Bypass with projects C-1, C-2, and C-3. The interchange project (I-3) in Hogansville is expected to improve traffic conditions with the construction of roundabouts at the I-85 at SR 54 ramps.

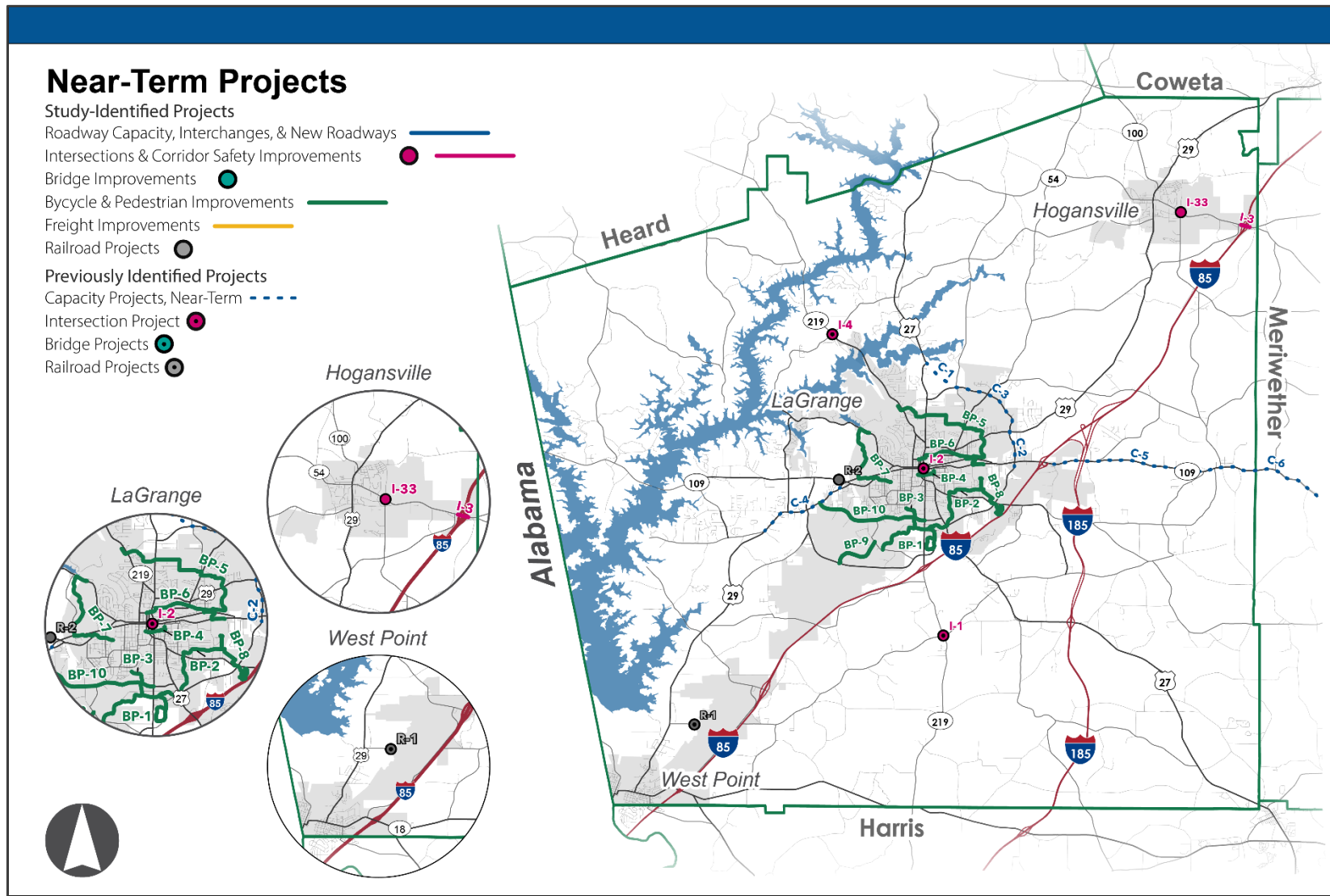


Figure 8-3: Identified Near-Term Projects

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Mid-term projects that could be completed or in progress within 25 years include several existing GDOT projects and capacity or intersection projects intended to improve safety and operations (**Figure 8-4**). Projects along state routes provide capacity improvements along and around I-85 and I-185. Intersection improvements are also identified and scattered throughout the county to improve safety and traffic operations.

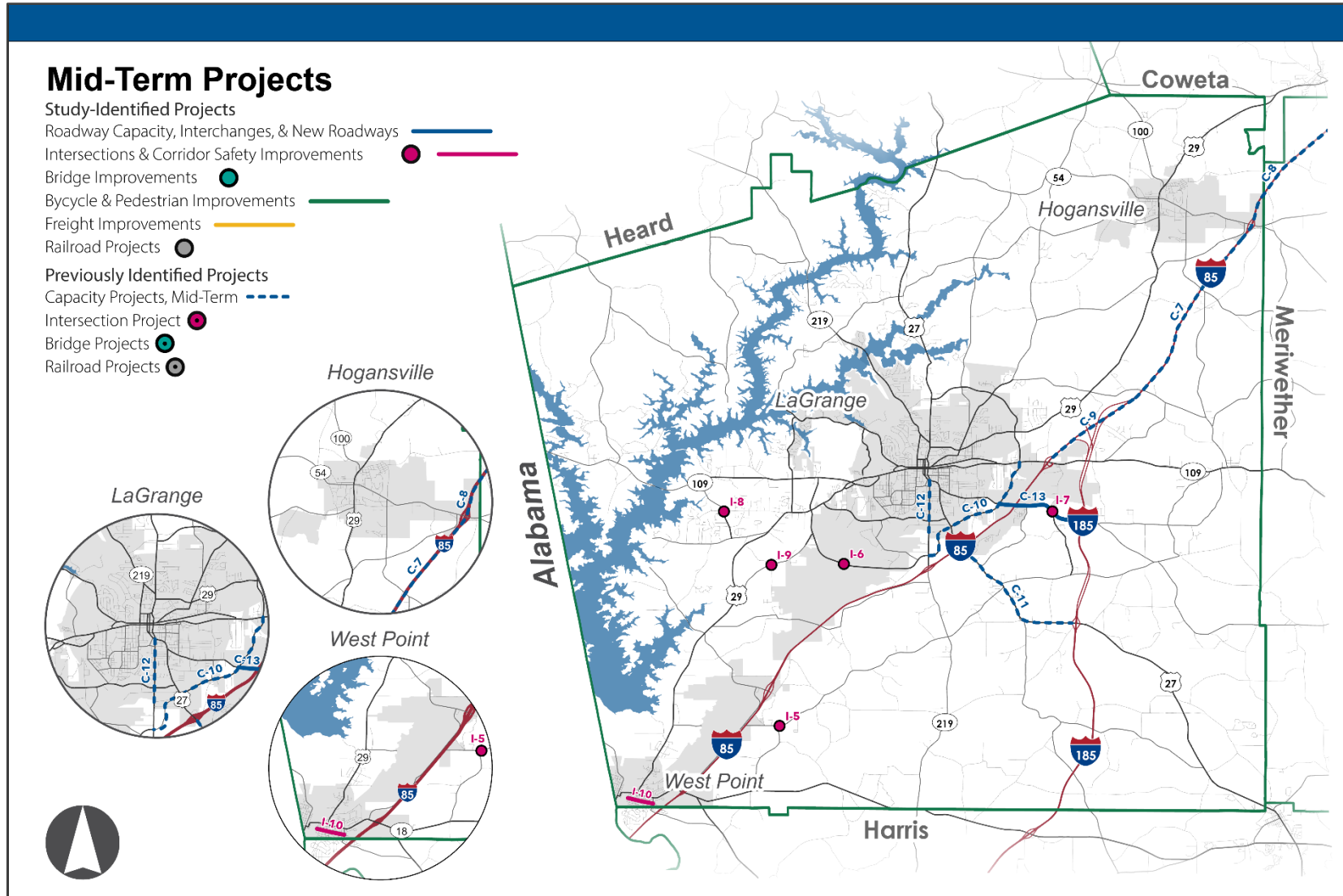


Figure 8-4: Identified Mid-Term Projects

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The projects shown in **Figure 8-5** have been identified as addressing specific existing or future opportunities but require additional analysis to determine the appropriate implementation timeframe. Some of these projects could be implemented in the near or mid term, depending on funding availability, while others may need more time, including potential scoping studies to more fully define the project components, configuration, and the exact location in some cases.

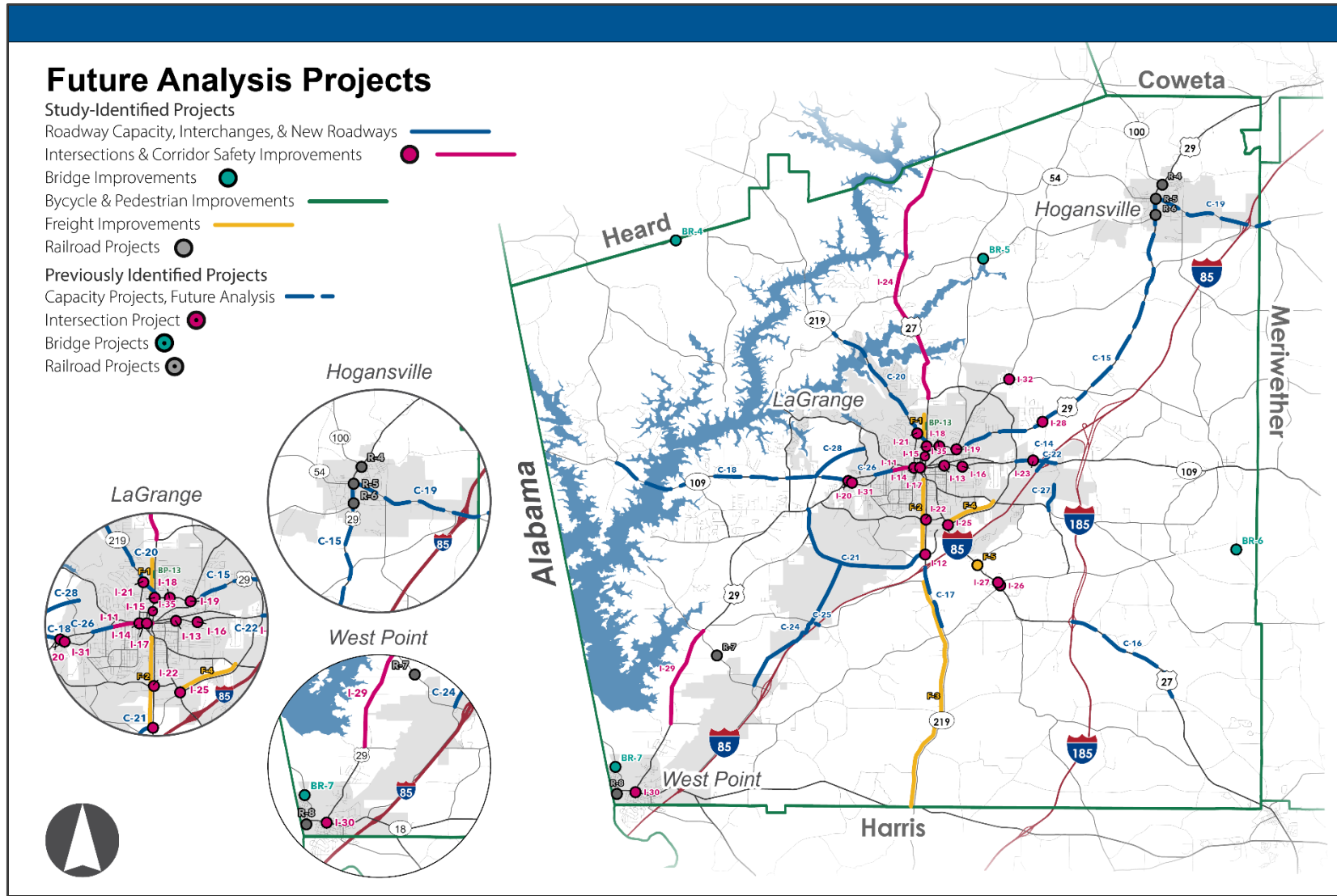


Figure 8-5: Identified Future Analysis Projects

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The list in **Table 8-1** includes all identified projects organized by project type. It lists the entity anticipated to lead or champion the project towards implementation as the anticipated project sponsor. Costs are shown in year of expenditure (YOE) assuming a 2% annual growth rate. Projects that do not have a defined implementation timeframe due to requiring further scoping or analysis are shown in 2022 dollars.

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Table 8-1: Identified Projects List

Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
Roadway Capacity, Interchanges & New Roadways															
C-1	LaGrange Bypass	CR 282/Youngs Mill Road to SR 1/US27/Martha Berry Highway	1.7 mi	0 lanes	4 lanes (includes intersection improvements at N Davis Road @ Youngs Mill Road)	GDOT PI 0014077; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic	X				\$35,912,000	\$38,907,000	Yes
C-2	SR 14 Spur/N Davis Road	S of SR 109/Lafayette Parkway to SR 14/US 29/Hogansville Road	1.22 mi	2 lanes	4 lanes (includes intersection improvements at SR 14/Hogansville Road @ South Davis Road and at SR 109/Lafayette Parkway @ South Davis Rd)	GDOT PI 0014079; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic	X				\$34,991,000	\$37,093,000	Yes
C-3	LaGrange Bypass/N Davis Road	SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road	2.54 mi	2 lanes	4 lanes (includes intersection improvements at N Davis Road @ Hammett Road)	GDOT PI 0014078; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic	X				\$29,352,000	\$31,950,000	Yes
C-4	SR 14/US 29/West Point Road	CR 403/Upper Glass Bridge to Old Vernon Road	2.8 mi	2 lanes	4 lanes	GDOT PI 321715-; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic	X				\$59,409,000	\$65,395,000	Yes
C-5	SR 109/Greenville Road	CR 206/Callaway Church to CR 238/Chiplew Mountville Road	4.95 mi	2 lanes	4 lanes, including intersection improvements at Callaway Church Road	GDOT PI 0008674; Previous (2006) Troup County Transportation Study	GDOT	Catalytic	X				\$26,788,000	\$31,736,000	Yes
C-6	SR 109/Greenville Road	Chiplew Mountville Road (Troup Co.) to SR 41/S Talbotton Street/Roosevelt Highway (Meriwether Co.)	10.67 mi	2 lanes	4 lanes	GDOT PI 0013063	GDOT	Catalytic	X				\$85,886,000	\$106,885,000	Yes
C-7	I-85	1.63 mi. N of I-185 to 0.72 mi. S of SR 54/SR 100/Lone Oak Road/Luthersville Road	6.32 mi	4 lanes	6 lanes	GDOT PI 0012800; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic		X			\$90,358,000	\$121,247,000	Yes
C-8	I-85	S of SR 54/SR 100/Lone Oak Road/Luthersville Road (Troup Co.) to N of Forest Road (Meriwether)	5.45 mi	4 lanes	6 lanes	GDOT PI 0012801; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic		X			\$76,445,000	\$102,578,000	Yes
C-9	I-85	0.26 mi. N of SR 109/Lafayette Pkwy/Greenville Road to 1.63 mi. N of I-185	3.15 mi	4 lanes	6 lanes	GDOT PI 0014893	GDOT	Catalytic		X			\$23,035,000	\$33,406,000	Yes
C-10	SR 14 Spur/South Davis Road	SR 109/Lafayette Parkway to SR 219/Whitesville Road via Tom Hall Parkway	4.5 mi	2 lanes	4 lanes; Freight improvements including signage, increasing turn radii	GDOT PI 0008678	GDOT	Catalytic		X			\$22,024,000	\$39,112,000	Yes

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Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
C-11	SR 1/US 27/Martha Berry Highway/Hamilton Road	I-185 to I-85	4.37 mi	2 lanes	4 lanes	GDOT PI 0008671; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic		X			\$58,323,000	\$76,198,000	Yes
C-12	SR 219/Whitesville Road	SR 1/US 27 to South Davis Road	2.6 mi	3 lanes (2 through lanes)	4 lanes	GDOT PI 0008673; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic		X			\$35,131,000	\$45,898,000	Yes
C-13	Upper Big Springs Road	SR 14 Spur/South Davis Road to I-185	2.5 mi	2 lanes	4 lanes	Forecasted future LOS; Previous (2006) Troup County Transportation Study	Troup County, LaGrange	Catalytic		X			\$37,486,000	\$48,975,000	Yes
C-14	I-85 SB @ SR 109; Inc Ramp			4 lanes	Auxiliary lane added SB on I-85	GDOT PI 0007904; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$6,897,000	TBD based on implementation timeframe	Yes
C-15	SR 14/US 29/Hogansville Road	CR 276/Youngs Mill Road to SR 54	11.6 mi	3 lanes	4 lanes	GDOT PI 0008669; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$133,442,000	TBD based on implementation timeframe	Yes
C-16	SR 1/US 27/Martha Berry Highway	CR 188/Old Chipley Road to I-185	4.15 mi	2-3 lanes	4 lanes	GDOT PI 0008670; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$43,450,000	TBD based on implementation timeframe	Yes
C-17	SR 219/Whitesville Road	CR 407/Bartley Road to I-85	2.4 mi	2 lanes	4 lanes	GDOT PI 0008672; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$30,181,000	TBD based on implementation timeframe	Yes
C-18	SR 109/Roanoke Road	SR 14/US 29 to CR 680/Abbotts Ford/Rock Mill Road	7.2 mi	2 lanes	4 lanes	GDOT PI 0008675; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$107,600,000	TBD based on implementation timeframe	Yes
C-19	SR 54/E Main Street/Lone Oak Road	SR 14/US 29/Troup to CR 17/County Ln Road/Meriwether	3.6 mi	2 lanes	4 lanes	GDOT PI 0008676; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$18,736,000	TBD based on implementation timeframe	Yes
C-20	SR 219/Mooty Bridge Road & CS 1023	SR 1/US 27 to CR 419/Wares Cross Road	4.8 mi	2 lanes	4 lanes, including intersection improvements	GDOT PI 0008677; Previous (2006) Troup County Transportation Plan	GDOT	Catalytic				X	\$62,917,000	TBD based on implementation timeframe	Yes
C-21	Pegasus Parkway	SR 219/Whitesville Road to SR 109/SR 14/US 29/West Point Road	4.94 mi	2 lanes	4 lanes	PMT/Analysis of future conditions	Troup County, LaGrange	Catalytic				X	\$62,469,000	TBD based on implementation timeframe	Yes

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Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
C-22	SR 109, including I-85 @ SR 109/Greenville Road interchange	South Davis Road to Callaway Church Road	0.12 mi	N/A	Assessment of a series of coordinated improvements in the I-85 @ SR 109 interchange area. Improvements may include (1) interchange modification to accommodate northbound truck access to I-85 from SR 109/Greenville Road, such as reconfiguring the loop ramp to a direct NB ramp from SR 109 WB to I-85 NB. An interim or alternative improvement to the existing interchange (such as to signaling the existing NB entrance ramp intersection and lane reassignment) may be beneficial while a longer-term interchange ramp modification is analyzed. (2) Evaluation of roundabouts at the I-85 ramps. (3) Access management improvements along SR 109/Lafayette Parkway east and west of I-85.	Forecasted future LOS	GDOT	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	Yes
C-23	I-185	SR1/US 27/Hamilton Road/Martha Berry Highway to Williams Road (Muscogee Co.)	30.33 mi	4 lanes	6 lanes	Forecasted future LOS	GDOT	Catalytic			X		\$496,611,000	\$864,612,000	Yes
C-24	Kia Parkway Extension (New Roadway)	Kia Boulevard to Pegasus Parkway / Sewon Boulevard	5.13 mi	N/A	New location roadway - long-term extension of Kia Parkway. May be designed as an innovation corridor, including transportation technology element related to autonomous vehicles, for example. This would be a new locally owned and maintained roadway.	Forecasted future LOS	Troup County, LaGrange, West Point	Catalytic				X	\$260,564,000	TBD based on implementation timeframe	Yes
C-25	I-85 @ Cannonville Road		0.11 mi	2 lanes	New interchange	PMT/Analysis of future conditions	GDOT	Catalytic				X	\$44,526,000	TBD based on implementation timeframe	Yes
C-26	SR 14/US 29/Vernon Street	Vernon Road to Broad Street	0.34 mi	2 lanes	Addition of a two-way left turn lane	GDOT PI 0019645; Previous (2006) Troup County Transportation Study	GDOT	Catalytic				X	\$2,131,000	TBD based on implementation timeframe	Yes
C-27	Callaway Church Road	Upper Big Springs Road to Jane Fryer Road	0.93 mi	2 lanes	4 lanes	PMT; Previous (2006) Troup County Transportation Study	Troup County, LaGrange	Catalytic				X	\$11,876,000	TBD based on implementation timeframe	Yes
C-28	Pegasus Parkway (New Roadway)	SR 109/Roanoke Road to Roundabout in the middle of Hills and Dales Farm Road	1.75 mi	0 lanes	2 lanes	PMT	Troup County	Catalytic				X	\$37,128,000	TBD based on implementation timeframe	Yes

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Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
C-29	I-85	SR 109/Lafayette Parkway/Greenville Road to Alabama State Line (in coordination with ALDOT)	18.12 mi	4 lanes	6 lanes	Stakeholder input (West Point); Forecasted future LOS	GDOT	Catalytic			X		\$302,726,000	\$527,053,000	Yes
Intersection, Operational, & Corridors Safety Improvements															
I-1	SR 219/Whitesville Road @ CR 407/Bartley Road			Stop-controlled intersection	Roundabout	GDOT PI 0016359	GDOT	Foundational	X				\$3,979,000	\$3,979,000	Yes
I-2	SR 1/US 27/Morgan Street @ SR 109/US 29/Lafayette Parkway				Intersection operational improvements	GDOT PI # 0017201	GDOT	Foundational	X				\$156,000	\$166,000	Yes
I-3	SR 54/SR100 @ I-85 Ramps in Hogansville			Stop-controlled intersections	Single-lane roundabouts. SR 54 at I-85 northbound off-ramp approach would require a bypass lane. The project would also require pavement overlay and full-depth widening.	GDOT PI 0018022	GDOT	Foundational	X				\$2,960,000	\$2,960,000	Yes
I-4	SR 219/Mooty Bridge Road @ CR 419/Wares Cross Road/Cameron Mill Road			Stop-controlled intersection	Roundabout	GDOT PI 0017139	GDOT	Foundational	X				\$2,784,000	\$2,784,000	Yes
I-5	Shoemaker Road @ Bartley Road & Webb Bartley Road				Signal upgrade	Existing conditions and crash analysis	Troup County	Foundational		X			\$404,000	\$528,000	
I-6	Pegasus Parkway @ Sewon Boulevard				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational		X			\$2,423,000	\$3,166,000	
I-7	Upper Big Springs Road @ Callaway Church Road and John Lovelace Road				Intersection operational improvements, including potential realignment	PMT (Troup County)	Troup County	Foundational		X			\$4,469,000	\$5,839,000	
I-8	Pyne Road @ Teaver Road and Newton Road				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational		X			\$2,423,000	\$3,166,000	

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Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
I-9	Old West Point Road @ Cannonville Road and Hudson Road				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational		X			\$2,423,000	\$3,166,000	
I-10	East 7th Street	Avenue B to Martin Luther King Drive			Street redesign, including sidewalk improvements/infill	Advisory Committee	West Point	Foundational		X			\$6,145,000	\$8,028,000	
I-11	SR 14/US 29/Vernon Street	Ferrell Drive to SR 1/US 27/Morgan Street		2 lanes	Reconstruction/rehabilitation, operational improvements	GDOT PI 321713-	GDOT	Foundational				X	\$9,342,000	TBD based on implementation timeframe	Yes
I-12	SR 219 @ Pegasus Parkway				Double LT, protected only, expand footprint of turn to allow wider turning radii, 2 receiving lanes on Pegasus Parkway WB	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,673,000	TBD based on implementation timeframe	Yes
I-13	SR 109/Lafayette Parkway @ Horace King Street				Turn lane improvements, restriping, signal upgrade, signage	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,668,000	TBD based on implementation timeframe	Yes
I-14	US 29/SR 14/SR 109/Vernon Road @ N Greenwood Street				Protected LT, restriping, NB and SB no turn on red	Existing conditions and crash analysis	GDOT	Foundational				X	\$404,000	TBD based on implementation timeframe	Yes
I-15	SR 1/US 27 @ SR 14/Commerce Avenue				Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,666,000	TBD based on implementation timeframe	Yes
I-16	SR 109/Lafayette Parkway @ Calumet Center Road				Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,552,000	TBD based on implementation timeframe	Yes
I-17	US 29/SR 14/SR 109 @ Bull St/W Lafayette Square				Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, protected left turn phase, turn lanes and other similar improvements	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,613,000	TBD based on implementation timeframe	Yes
I-18	US 29/SR 14/Commerce Ave @ Horace King Street				Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,552,000	TBD based on implementation timeframe	Yes

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Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
I-19	US 29/SR 14 @ Youngs Mill Road				Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements	Existing conditions and crash analysis	GDOT	Foundational				X	\$2,666,000	TBD based on implementation timeframe	Yes
I-20	US 29/SR 14/SR 109 @ Roanoke Road				Signal upgrade	Existing conditions and crash analysis	GDOT	Foundational				X	\$453,000	TBD based on implementation timeframe	Yes
I-21	SR 219/Mooty Bridge Road @ N Greenwood Street				Roundabout	Existing conditions and crash analysis	GDOT	Foundational				X	\$5,351,000	TBD based on implementation timeframe	Yes
I-22	SR 219 @ W Lukken Industrial Drive				Signal upgrade	Existing conditions and crash analysis	GDOT	Foundational				X	\$404,000	TBD based on implementation timeframe	Yes
I-23	SR 109/Lafayette Parkway @ Patillo Road			Unsignalized Driveway	Intersection operational improvements, which may include signal installation	SR 109 RSA Item 41	GDOT	Foundational				X	\$2,418,000	TBD based on implementation timeframe	Yes
I-24	US 27/SR 1/Martha Berry Highway	Davis Road Bypass/Ann Bailey Way to SR 54/Philpot Ferry Road		4 lanes	Operational improvements, evaluate for potential signals, corridor study	Forecasted future LOS	GDOT	Foundational				X	\$3,387,000	TBD based on implementation timeframe	Yes
I-25	SR 1/US 27/Hamilton Road @ South Davis Road and Tom Hall Parkway				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational				X	\$2,418,000	TBD based on implementation timeframe	Yes
I-26	SR 1/US 27/Hamilton Road @ Bartley Road				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational				X	\$2,425,000	TBD based on implementation timeframe	Yes
I-27	SR 1/US 27/Hamilton Road @ Lower Big Springs Road				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational				X	\$2,426,000	TBD based on implementation timeframe	Yes
I-28	SR 14/US 29/Hogansville Road @ Patillo Road				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational				X	\$2,423,000	TBD based on implementation timeframe	Yes
I-29	US 29/SR 14/West Point Road @ Webb Road				Intersection operational improvements, which may include turn lanes	Advisory Committee (congestion)	Troup County	Foundational				X	\$2,564,000	TBD based on implementation timeframe	Yes
I-30	US 29/SR 14/Avenue E @ East 10th Street				Intersection operational improvements, which may include signal installation, turn lanes, etc.	Advisory Committee (congestion)	West Point	Foundational				X	\$2,664,000	TBD based on implementation timeframe	Yes

Chapter 8 – Identified Projects

Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
I-31	Vernon Road @ Gordon Road and Roanoke Road			Signalized intersection with fixed-time traffic signal	Signal upgrade. Consider for roundabout analysis.	PMT (Troup County)	Troup County	Foundational				X	\$404,000	TBD based on implementation timeframe	
I-32	Hammett Road @ Whitfield Road			Unsignalized intersection	Intersection operational improvements	PMT (Troup County)	Troup County	Foundational				X	\$2,431,000	TBD based on implementation timeframe	
I-33	SR 54/E Main Street @ Lincoln St @ Mountville Hogansville Road			Unsignalized intersection with angled approached	Intersection operational improvements, including potential roundabout	City of Hogansville	Hogansville	Foundational	X				\$2,500,000	\$2,815,000	Yes
I-34	Interchange Lighting improvements				Lighting improvements at interchange	City of Hogansville	Hogansville	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
I-35	SR 1/US 27/SR 219/New Franklin Road @ Franklin Street				Intersection operational improvements	SR 1/SR 219/US 27/New Franklin Road RSA	GDOT	Foundational				X	\$4,500,000	TBD based on implementation timeframe	Yes
Bridge Improvements															
BR-1	Adams Road over Big Branch		130 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	PMT, GDOT PI 371070-	GDOT	Foundational				X	\$4,630,000	\$8,388,000	Yes
BR-2	Mountville Hogansville Road over Beech Creek		200 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	PMT (Troup County), GDOT PI 371077-	GDOT	Foundational				X	\$4,641,000	\$8,408,000	Yes
BR-3	CR 99/Cannonville Road @ Long Cane Creek 3 Mi SW of LaGrange		450 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	GDOT PI 371071-	GDOT	Foundational				X	\$5,236,000	\$9,483,000	Yes
BR-4	Liberty Hill Glenn Road over Whitewater Creek		50 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	Existing Conditions Analysis	GDOT	Foundational				X	\$4,632,000	TBD based on implementation timeframe	Yes
BR-5	Mobley Bridge Road over Yellow Jacket Creek Tributary		440 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	Existing Conditions Analysis	GDOT	Foundational				X	\$15,354,000	TBD based on implementation timeframe	Yes
BR-6	Dallas Mill Road over Big Springs Creek		207 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	PMT (Troup County)	Troup County	Foundational				X	\$6,837,000	TBD based on implementation timeframe	Yes
BR-7	3rd Avenue/South State Line Road @ Oselgee Creek		256 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	Advisory Committee	West Point	Foundational				X	\$14,193,000	TBD based on implementation timeframe	Yes

Chapter 8 – Identified Projects

Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
Bicycle & Pedestrian Improvements															
BP-1	Thread Trail Plan Thread #10	West Georgia Technical College to Great Wolf Lodge	3.47 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$4,150,000	\$4,673,000	Yes
BP-2	Thread Trail Plan Thread #9	Soccer Complex to Baseball Complex	2.91 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$3,480,000	\$3,919,000	Yes
BP-3	Thread Trail Plan Thread #7	Swift Street to Soccer Complex	0.85 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$1,017,000	\$1,145,000	Yes
BP-4	Thread Trail Plan Thread #14 - East Downtown Connection	Bull Street to Union Street	0.59 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$706,000	\$795,000	Yes
BP-5	Thread Trail Plan Thread #21	Baseball Complex to Moody Bridge Road	5.64 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$6,745,000	\$7,596,000	Yes
BP-6	Thread Trail Plan Thread #19	Cemetery to Abandoned Rail	1.59 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$1,902,000	\$2,141,000	Yes
BP-7	Thread Trail Plan Thread #3	Highland Country Club to LaGrange College Softball Field	3.22 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$3,851,000	\$4,337,000	Yes
BP-8	Thread Trail Plan Thread #11	Baseball Complex to Ridley Lake	2.35 mi		Multiuse trail	Thread Trail Master Plan	Troup County, LaGrange	Foundational	X				\$2,810,000	\$3,165,000	Yes
BP-9	Sewon Boulevard	Pegasus Parkway to Orchard Hill Road	1.6 mi		Multiuse trail	Advisory Committee	Troup County, LaGrange	Foundational	X				\$1,913,000	\$2,155,000	Yes
BP-10	Lukken Industrial Drive	US 29/SR 14/West Point Road to SR 219/Whitesville Road	3.4 mi		Multiuse trail	Advisory Committee	Troup County, LaGrange	Foundational	X				\$4,066,000	\$4,579,000	Yes
BP-11	US 29/SR 14/Commerce Avenue	US 27/SR 1/New Franklin Road to Youngs Mill Road	0.89 mi	No sidewalks on segment	Sidewalks	Crash data analysis	Troup County, LaGrange	Foundational				X	\$1,064,000	TBD based on implementation timeframe	Yes
BP-12	US 27/SR 1/New Franklin Road	Smith Street to Davis Road Bypass	2.08 mi	Incomplete sidewalks	Sidewalks	Crash data analysis	Troup County, LaGrange	Foundational				X	\$2,488,000	TBD based on implementation timeframe	Yes
BP-13	US 27/SR 1/New Franklin Road	Colonial Street to Walmart		5-lane road without pedestrian crossing	Pedestrian crossing	SR 1/SR 219/US 27/New Franklin Road RSA	GDOT	Foundational				X	\$1,200,000	TBD based on implementation timeframe	Yes
Freight Improvements															
F-1	SR 1/US 27/New Franklin Road	SR 14/Commerce Ave to North Page St	1.09 mi	5 lanes	Access management, reduced conflict points with driveways	Observed opportunities for freight improvement	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes

Chapter 8 – Identified Projects

Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
F-2	SR 219/Whitesville Street	US 27 to Pegasus Parkway	2.58 mi	3 lanes	Signage, widen lanes, increase turn radii	Observed opportunities for freight improvement	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
F-3	SR 219/Whitesville Road	New Hutchinson Mill Road to SR 18	8.09 mi	2 lanes	Signage, widen lanes, increase turn radii	Observed opportunities for freight improvement	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
F-4	South Davis Road	Upper Big Springs Road to US 27/Hamilton Road	1.64 mi	2 lanes	Signage, widen lanes, increase turn radii	Observed opportunities for freight improvement	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
F-5	SR 1/US 27/Hamilton Road at Vulcan Materials Road and Sam Walker Drive				Intersection operational improvements	PMT (Troup County)	Troup County	Foundational				X	\$2,500,000	TBD based on implementation timeframe	Yes
Railroad Crossing Improvements															
R-1	CR 928/Webb Road @ CSX #050505T				Active crossings w/ flashing indicator beacons and gate arms	GDOT PI 0018294	GDOT	Foundational	X				\$403,000	\$411,000	Yes
R-2	Railroad Crossing @ SR 109/Roanoke Road			At-grade crossing (frequent, extended train blockages)	Variable message detour signage, consider separated grade crossing	PMT (Troup County)	GDOT	Foundational	X				\$425,000	\$479,000	Yes
R-3	At-grade Rail Crossings w/o Active Warning Devices			Passive crossings	Assess the 67 locations without active warning devices, such as flashing indicator beacons and gate arms. Some locations may benefit from improvements; however, more detailed analysis is needed at each location. Approximate cost of improvements per location estimated to be \$350,000-\$400,000.	Existing conditions analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
R-4	Railroad Crossing @ Green Avenue/Johnson Street in Hogansville			At-grade crossing (frequent, extended train blockages)	Variable message detour signage, consider separated grade crossing	Existing conditions analysis	GDOT	Foundational				X	\$425,000	TBD based on implementation timeframe	Yes
R-5	Railroad Crossing @ SR 54 in Hogansville			At-grade crossing (frequent, extended train blockages)	Variable message detour signage, consider separated grade crossing	Existing conditions analysis	GDOT	Foundational				X	\$425,000	TBD based on implementation timeframe	Yes

Chapter 8 – Identified Projects

Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
R-6	Railroad Crossing @ E Boyd Road in Hogansville			At-grade crossing (frequent, extended train blockages)	Variable message detour signage, consider separated grade crossing	Existing conditions analysis	GDOT	Foundational				X	\$425,000	TBD based on implementation timeframe	Yes
R-7	Railroad Crossing @ Gabbettville Road near Robert Taylor Road			At-grade crossing (frequent, extended train blockages)	Variable message detour signage, consider separated grade crossing	Existing conditions analysis	GDOT	Foundational				X	\$425,000	TBD based on implementation timeframe	Yes
R-8	Railroad Crossing @ US 29/West Point Road in West Point			At-grade crossing (frequent, extended train blockages)	Variable message detour signage, consider separated grade crossing	GDOT Utilities Office	GDOT	Foundational				X	\$425,000	TBD based on implementation timeframe	Yes
Transit Improvements															
T-1	Leverage Let's Ride app and other existing technologies					Georgia Rural & Human Services Transportation Plan	Troup County	Innovation				X	TBD based on further refined scope	TBD based on further refined scope	
T-2	Expand capacity of rural systems					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	Yes
T-3	Leverage regional commissions to expand transit services					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	
T-4	Expand service hours					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	Yes
T-5	Expand secondary education and transit provider partnerships					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	
T-6	Implement microtransit services within and connecting to activity and job centers					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	Yes
T-7	Develop transit branding and marketing materials					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	

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Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source (Incl. GDOT PI # if applicable)	Anticipated Project Sponsor	SSTP Framework Category	Implementation Timeframe				Cost Estimates		Potentially Eligible for Federal Funding
									Near-Term	Mid-Term	Illustrative (Long-Term)	Future Analysis (Timeframe TBD)	2022 Dollars	YOE Dollars	
T-8	Designate rideshare pick-up and drop off locations at major destinations					Georgia Rural & Human Services Transportation Plan	Troup County	Catalytic				X	TBD based on further refined scope	TBD based on further refined scope	Yes
Studies															
S-1	Northwest Bypass Study				Northwest Bypass Study to assess options for connectivity between the existing bypass segments		Troup County	Catalytic	X				TBD based on further refined scope	TBD based on further refined scope	Yes
S-2	Sidewalks and Active Transportation Study				Study to determine exact locations for sidewalk and other active transportation projects, particularly in residential neighborhoods, including east/southeast of Piney Woods Lake		Troup County, LaGrange	Foundational	X				TBD based on further refined scope	TBD based on further refined scope	Yes
S-3	Downtown West Point intersection improvements				Study of downtown West Point intersection improvements, including 9th St, 8th St, 7th St, 3rd Ave, and railroad crossings along US 29. May include signal timing improvements, turning storage, etc.	Advisory Committee (congestion)	West Point	Foundational		X			TBD based on further refined scope	TBD based on further refined scope	Yes
S-4	US 27/Martha Berry Highway	Davis Road Bypass/N Davis Road to US 29/SR 14/Commerce Avenue			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
S-5	US 27/Martha Berry Highway	US 29/SR 14/Commerce Avenue to I-85 Interchange			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
S-6	US 27/Hamilton Road	I-185 Interchange to Oak Grove Road			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
S-7	US 29/West Point Road	Roanoke Road to Lower Glass Bridge Road			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
S-8	SR 109	Roanoke Road to Pine Circle			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
S-9	SR 219	Northridge Drive to US 29/SR 109			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes
S-10	SR 219	US 29/SR 109 to I-85 Interchange			Corridor safety audit to further assess reasons for crashes and identify specific recommendations	Existing conditions and crash analysis	GDOT	Foundational				X	TBD based on further refined scope	TBD based on further refined scope	Yes

8.1.1 Illustrative Projects

Some projects were identified that are likely to be needed in the longer-term and would likely require more than 25 years to complete. These include interstate widenings on I-185 and I-85 in the southern portion of the county, as well as some bridge projects that are programmed for later than 2050. The Illustrative projects are included in the map of all projects show in **Figure 8-2** and listed in **Table 8-2**.

Chapter 8 – Identified Projects

Table 8-2: Illustrative Projects

Project ID #	Facility (Road Name or Project Name)	Extents	Project Length	Existing Configuration	Improved Configuration	Source	Anticipated Project Sponsor	SSTP Framework Category	Estimated Cost (2022 Dollars)	Estimated Cost (2050 Dollars)
C-23	I-185	SR1/US 27/Hamilton Road/Martha Berry Highway to Williams Road (Muscogee Co.)	30.33 mi	4 lanes	6 lanes	Forecasted future LOS	GDOT	Foundational	\$496,611,000	\$864,612,000
C-29	I-85	SR 109/Layfayette Parkway/Greenville Road to Alabama State Line (in coordination with ALDOT)	18.12 mi	4 lanes	6 lanes	Stakeholder input (West Point); Forecasted future LOS	GDOT	Foundational	\$302,726,000	\$527,053,000
BR-1	Adams Road over Big Branch		130 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	PMT, GDOT PI 371070-	GDOT	Foundational	\$4,630,000	\$8,388,000
BR-2	Mountville Hogansville Road over Beech Creek		200 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	PMT (Troup County), GDOT PI 371077-	GDOT	Foundational	\$4,641,000	\$8,408,000
BR-3	CR 99/Cannonville Road @ Long Cane Creek 3 Mi SW of LaGrange		450 ft	Deteriorated bridge (2 lanes)	Rehabilitated bridge	GDOT PI 371071-	GDOT	Foundational	\$5,236,000	\$9,483,000

8.1.2 SR 109 from South Davis Road to Callaway Church Road

The segment of SR 109 (Lafayette Parkway) between South Davis Road and Callaway Church Road was identified as having a variety of issues for which the type and timing of project implementation needs special consideration. This area is shown in **Figure 8-6**.

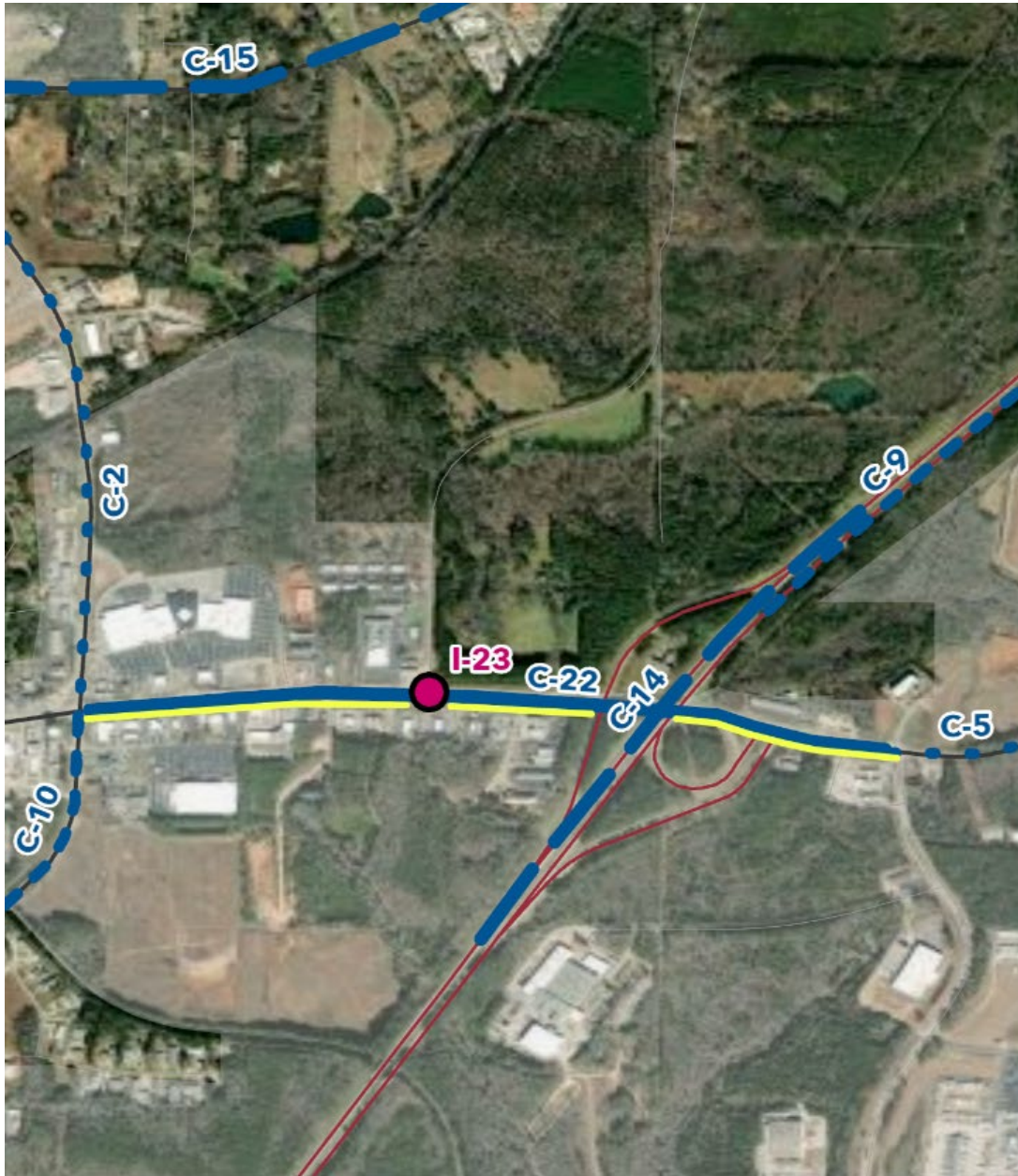
The area is expected to have a variety of challenges with the completion of the three-phase bypass, widening of SR 109/Lafayette Parkway to the east (Project C-5), and the development of the planned West Central Inland Port. In the middle of the segment is a partial cloverleaf interchange with the northbound I-85 onramp being a loop that requires a left turn at an unsignalized intersection.

The existing conditions analyses in **Sections 6.1 Safety and Crashes** and **6.2 Roadway Operating Conditions**, show the nearly one-mile segment with a large number of severe crashes and varying LOS, ranging between D, E, and F around the I-85 ramps. **Section 7.1 Safety Improvements at Crash Hotspots** identifies SR 109 and South Davis Road as a high-crash intersection and SR 109 as a high-crash corridor. Potential projects include, but are not limited to, access management, dedicated left-turn lanes, and roundabouts. **Section 7.2 Improvements to Address Future Roadway Operating Conditions** shows that without improvements, the LOS is expected to become majority D and E through the segment by 2035 and E throughout by 2050.

Project C-22 exists to assess a series of coordinated improvements in the I-85 at SR 109 interchange area. Due to the complex interactions of issues in this area, further analysis or scoping will be necessary to determine the best combination and timing of improvements in this area.

Improvements may include, but are not limited to:

- (1) Interchange modification to accommodate northbound truck access to I-85 from SR 109/Greenville Road, such as reconfiguring the loop ramp to a direct northbound ramp from SR 109 westbound to I-85 northbound. An interim or alternative improvement to the existing interchange (such as to signalizing the existing northbound entrance ramp intersection and lane reassignment) may be beneficial while a longer-term interchange ramp modification is analyzed.
- (2) Evaluation of roundabouts at the I-85 ramps.
- (3) Access management improvements along SR 109/Lafayette Parkway east and west of I-85.



C-22 Project Highlight

- C-22 Highlight 
- Roadway Capacity Projects 
- Intersections Improvements 
- City of LaGrange 

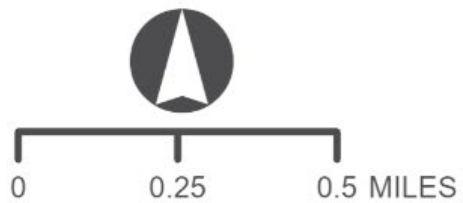


Figure 8-6: SR 109 at I-85 Area

8.1.3 Truck Traffic Enforcement

Stakeholders observed that truck traffic through downtown areas is a recurring challenge. For example, trucks have been observed to avoid interstate weigh stations by traveling on US 29 instead. Solutions typically focus on engineering, enforcement, and education. Several projects aimed at reducing truck traffic through downtown areas include bypass projects, operational improvements, and improvements to interstate access. Regarding enforcement, House Bill 189, which allows for heavier trucks, also has a provision for local law enforcement to ticket for truck weight violations.³⁹ While local governments would need to identify resources to do so, the ability to enforce the weight limits may reduce the frequency of trucks using alternatives to the interstate.

8.1.4 Studies

Study projects include those identified through the planning analysis that require additional consideration and review before formal projects can be identified. These studies (**Figure 8-7**) range from additional safety audits along major corridors to active mobility assessments aimed to diversify multi-modal options.

³⁹ House Bill 189, <https://gov.georgia.gov/document/2023-signed-legislation/hb-189/download>
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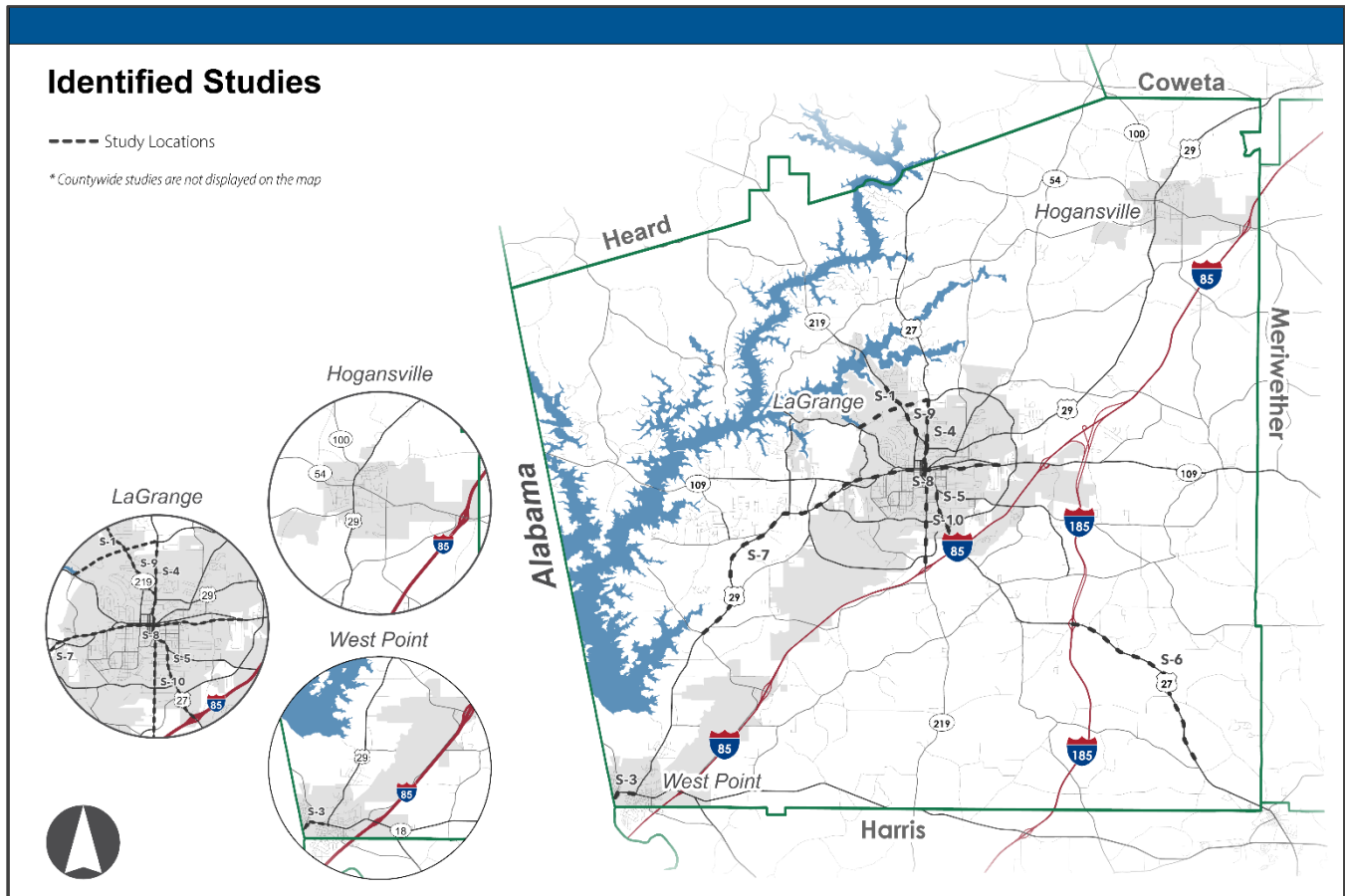


Figure 8-7: Identified Studies

8.2 Project Impacts on Future Conditions

The future-year build scenarios show how the transportation system is anticipated to operate, in terms of roadway congestion, based on forecasted trips and the completion of roadway projects within each timeframe.

8.2.1 2035 Build Scenario

The 2035 build scenario includes the projects listed in **Table 8-3** (in addition to those included in the baseline scenario). The 2035 build scenario LOS results are shown in **Figure 8-8**. The 2035 build projects improve congestion in those areas compared to 2035 baseline, but a few areas remain congested, particularly along I-85, US 27, Upper Big Springs Road, SR 109/Greenville Road, and SR 14/Vernon Street.

Chapter 8 – Identified Projects

Table 8-3: 2035 Build-Scenario Projects

Project Ref. No.	Facility	Extents	Existing Configuration	Improved Configuration	Source
C-4	SR 14/US 29/West Point Road	CR 403/Upper Glass Bridge to Old Vernon Road	2 lanes	4 lanes	GDOT PI 321715-
C-5	SR 109/Greenville Road	CR 206/Callaway Church to CR 238/Chipley Mountville Road	2 lanes	4 lanes	GDOT PI 0008674
C-6	SR 109/Greenville Road	Chipley Mountville Road (Troup Co.) to SR 41/S Talbotton Street/Roosevelt Highway (Meriwether Co.)	2 lanes	4 lanes	GDOT PI 0013063

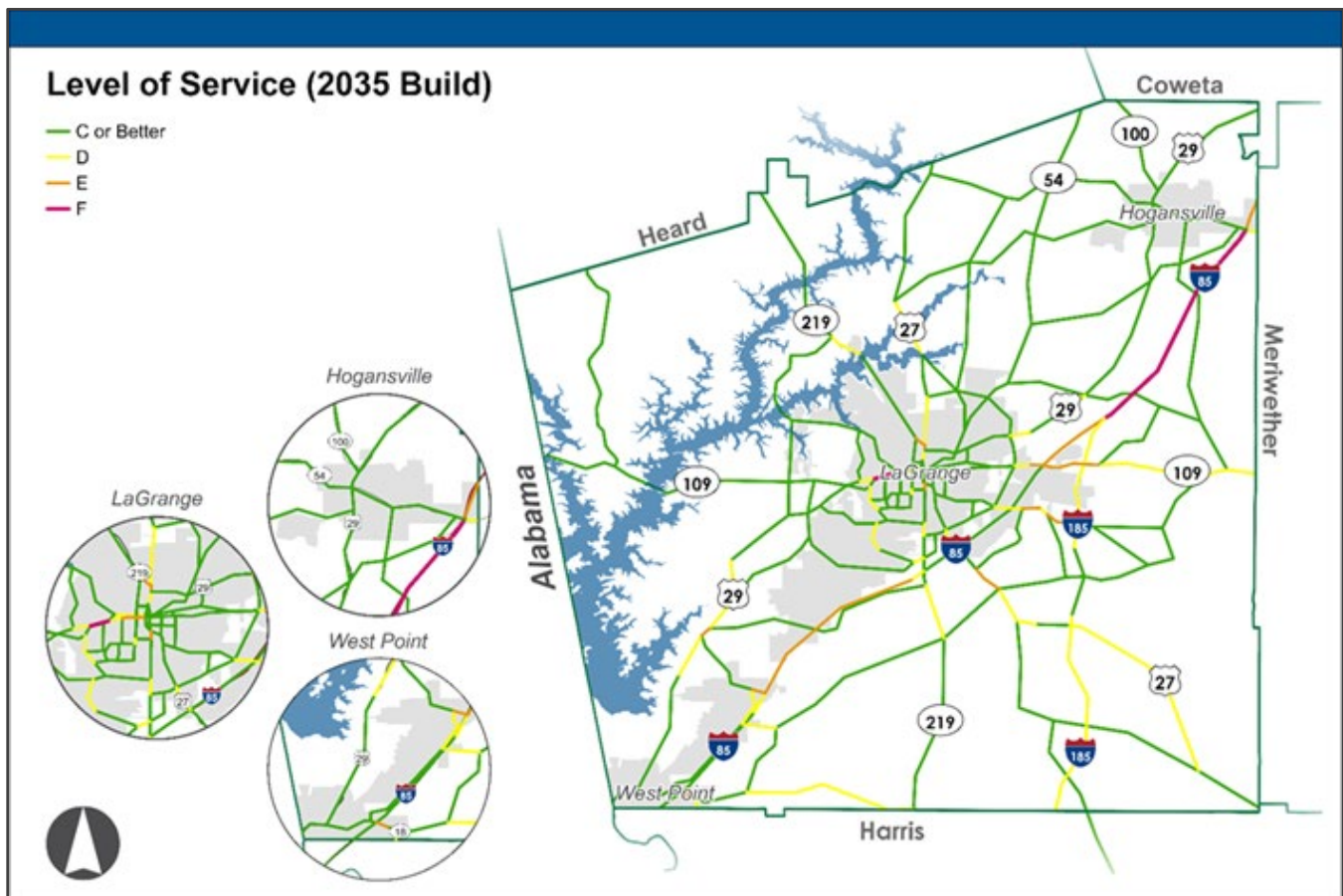


Figure 8-8: 2035 Build Scenario LOS

8.2.2 2050 Build Scenario

The 2050 build scenario includes the projects listed in **Table 8-4** (in addition to those already included in the baseline and 2035 build scenario). The 2050 build scenario LOS results are shown in **Figure 8-9**. The 2050 Build projects improve congestion in the areas of the projects, especially on I-85 north of I-185, US 27 between I-85 and I-185, and Upper Big Springs Road, compared to the 2035 build scenario. However, the interstates and SR 109/Lafayette Parkway west of I-85 continue to experience congestion. SR 1/US 27 to South Davis Road is improved compared to the 2050 baseline scenario (see **Section 7.2.1 Future Baseline LOS Conditions**). It should be noted that some congestion in future years is always expected in conjunction with robust population and employment growth. Additionally, the travel demand model cannot capture benefits from non-capacity-related projects, such as intersection improvements, access management, or non-fixed route transit.

Table 8-4: 2050 Build-Scenario Projects

Project Ref. No.	Facility	Extents	Existing Configuration	Improved Configuration	Source
C-7	I-85	1.63 mi. N of I-185 to 0.72 mi. S of SR 54/SR 100/Lone Oak Road/Luthersville Road	4 lanes	6 lanes	GDOT PI 0012800; Previous (2006) Troup County Transportation Plan
C-8	I-85	S of SR 54/SR 100/Lone Oak Road/Luthersville Road (Troup Co.) to N of Forest Road (Meriwether)	4 lanes	6 lanes	GDOT PI 0012801; Previous (2006) Troup County Transportation Plan
C-9	I-85	0.26 mi. N of SR 109/Lafayette Pkwy/Greenville Road to 1.63 mi. N of I-185	4 lanes	6 lanes	GDOT PI 0014893
C-10	SR 14 Spur/South Davis Road	SR 109/Lafayette Parkway to SR 219/Whitesville Road via Tom Hall Parkway	2 lanes	4 lanes; Freight improvements including signage, increasing turn radii	GDOT PI 0008678
C-11	SR 1/US 27/Martha Berry Highway/Hamilton Road	I-185 to I-85	2 lanes	4 lanes	GDOT PI 0008671; Previous (2006) Troup County Transportation Plan

Project Ref. No.	Facility	Extents	Existing Configuration	Improved Configuration	Source
C-12	SR 219/Whitesville Road	SR 1/US 27 to South Davis Road	3 lanes (2 through lanes)	4 lanes	GDOT PI 0008673; Previous (2006) Troup County Transportation Plan
C-13	Upper Big Springs Road	SR 14 Spur/South Davis Road to I-185	2 lanes	4 lanes	Forecasted future LOS; Previous (2006) Troup County Transportation Study

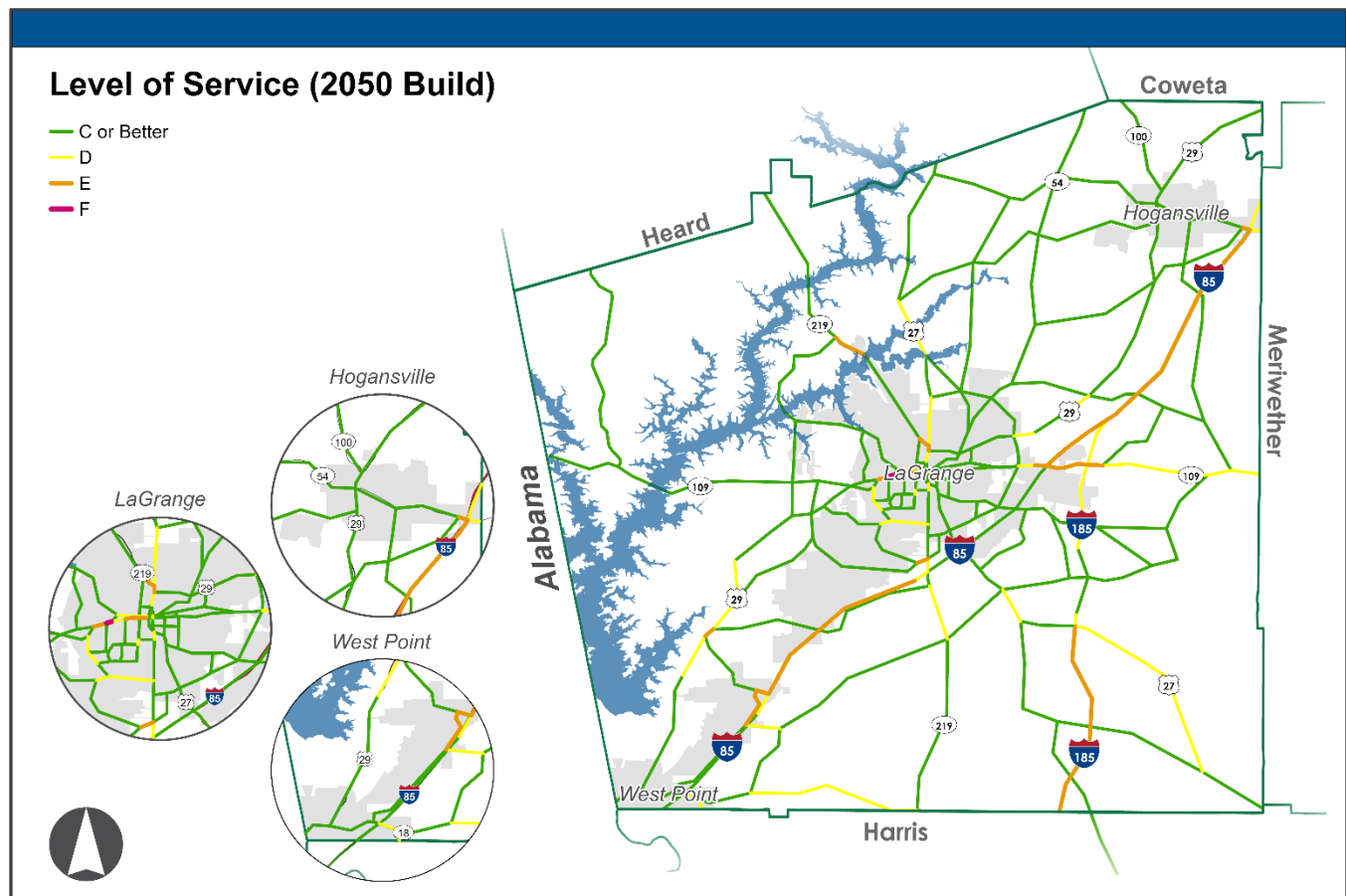


Figure 8-9: 2050 Build Scenario LOS

Table 8-5 shows the vehicle miles travelled (VMT) and vehicle hours travelled (VHT) under congested and non-congested conditions and the vehicles hours of delay (VHD) for each of the five scenarios for the Troup County www.arcadis.com

model. As a result of the programmed projects, the build scenarios show reduced VHT and VHD compared to their baseline counterparts. However, there is an increase in VMT, which is most likely to due to population and employment growth and associated increased use of major roadways, such as expressways and interstates. Overall VMT is projected to increase at a steady rate from 2020 to 2050 due to forecasted growth in population and employment in the region.

Table 8-5: VMT/VHT/VHD Outputs Comparison

	VMT	VHT	VHT (Free Flow)	VHD
2020 Baseline	2,719,000	54,900	49,700	5,200
2035 Baseline	3,305,200	75,300	62,300	13,100
2050 Baseline	3,702,400	90,000	70,400	19,600
2035 Build	3,307,500	74,400	62,000	12,500
2050 Build	3,769,000	84,200	70,300	14,000

8.3 Estimated Project Costs

Planning-level cost estimates were developed for the identified projects. For existing GDOT projects that already have a PI number assigned, the costs shown in GDOT’s GeoPI/TPRO database, according to the Preconstruction Status Reports (PSRs), were used. In some cases, the cost estimates on the PSR were older and in need of updating. In such instances, a new planning-level cost estimate was estimated using the same approach as for newly identified projects, as described below.

Cost estimates assumptions were based on Troup County’s classification as a rural county (outside of designated MPOs), roadway functional classification, proximity to railroads, and existing sidewalk presence or pedestrian activity. In developing cost estimates for widening projects and new roadways, per-mile estimates were used based on the number of existing and proposed lanes. Cost estimates for intersections and interchanges were calculated at a per-unit rate, based on the project type with an additional per-mile cost for sidewalk and shoulder adjustments for projects other than signal upgrades. Right-of-way (ROW) costs for widening projects also considered the possibility of widening into an existing median.

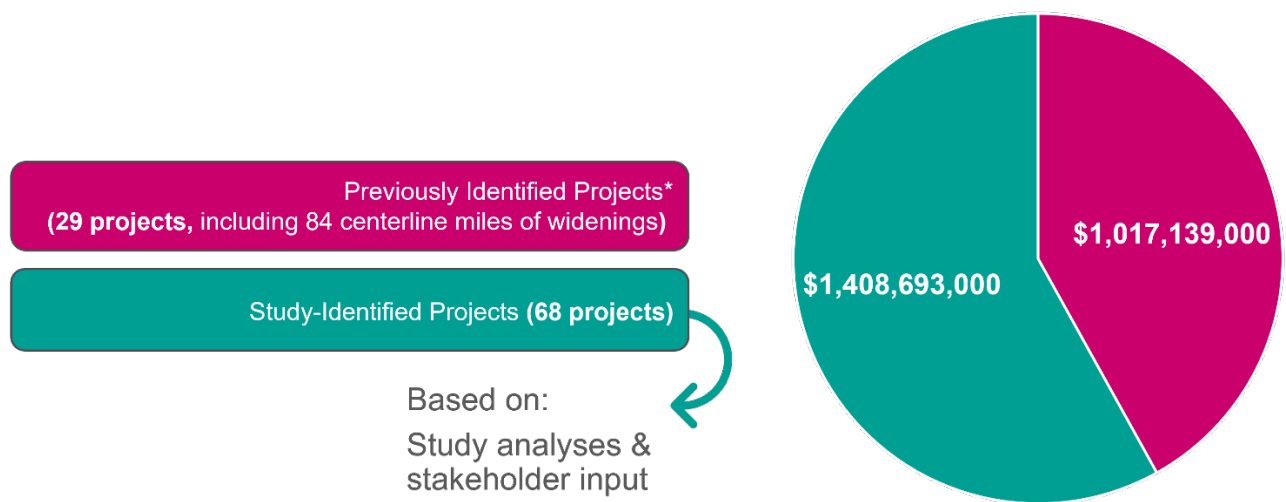
In developing cost estimates for bicycle and pedestrian projects, Troup County’s Thread Trail Plan, adopted in 2016, was referenced. Trail segment details with start and end termini, length, and cost estimates for implementation are outlined in the plan. Some segments of the Thread Trail have been completed or are in the construction phase, so multi-use trail and walkway projects in this transportation plan were assigned cost estimates based on an average of the per-mile cost of each segment covered in the Thread Trail Plan. The average cost was multiplied by the estimated length of the trail segments.

Cost estimates for bridge projects were based on GDOT’s Preconstruction Status Report (PSR), which identified existing cost estimates for bridge projects under GDOT’s jurisdiction. Bridge projects not in GDOT’s purview were assessed using the PSR estimates as a guide.

Freight projects identified on state routes referenced the PSR for similar project types when applicable.

To show project costs in year-of-expenditure (YOE) dollars, an annual growth rate of 2% was applied to the project costs, consistent with the GDOT Office of Financial Management approach to future year cost estimate growth. Since projects are not assigned to a specific year within each implementation timeframe, the median year was assumed for all projects with each tier. For GDOT programmed projects with construction programmed in the next three years, the GDOT cost estimate was used for YOE.

Figure 8-10 provides a summary of project costs showing the proportion of costs that are for projects in GDOT's current work program as well as projects identified through this planning process. The total cost for all identified projects combined is approximately \$2.4 billion in 2022 dollars. Costs represent the total cost for all phases, including completed phases. Some projects do not have cost estimates, as further scoping is needed, and costs will increase by year of expenditure.



*Projects with existing PI #

Figure 8-10: Project Cost Summary, 2022 Dollars

8.3.1 Benefit-Cost Analysis

A high-level benefit-cost analysis was completed for all applicable roadway capacity projects. The analysis requires several inputs for each project, such as:

- Project type and sub-type
- Location
- Length
- Speed limit
- Bike lanes and sidewalks
- Existing and future annual average daily traffic (AADT)

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- Existing and future LOS
- Truck percentage
- Total crashes (fatality crashes, injury crashes, and other crashes)

The benefits were then calculated in terms of travel time savings, safety savings, operating savings, and emissions savings, resulting in an overall number that when compared to the project cost, yields a benefit/cost (B/C) ratio that can be used to compare the anticipated impact of projects. For B/C analysis comparison, all B/C costs are in current-year dollars. The B/C ratio for each capacity project is shown in the project summary sheets in **Appendix A**.

The B/C analysis uses each project's annualized cost, A , calculated by:

$$A = P \times \frac{i}{1 - (1 + i)^{-n}},$$

where P is the total cost of all four phases, n is the design life, and i is the discount rate. A standard discount rate of $i = 7\%$ and a design life of $n = 30$ years were used for all projects. The approach and standard discount rate are consistent with the 2023 Update of USDOT Benefit Cost Analysis Guidelines.⁴⁰

It is important to note that the B/C methodology does not fully capture all the benefits of new roads since they lack an existing AADT, crash data, and other elements, so the benefits of new roadways tend to be underestimated when looking at it at a high level. The same is true for projects on local roads that are not part of the GSTDM.

⁴⁰ "Benefit-Cost Analysis Guidance for Discretionary Grant Programs." U.S. Department of Transportation, January 6, 2023. <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-guidance>
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9 Project Evaluation

This chapter describes the project evaluation used as informative measures to demonstrate how well projects align with the plan’s stated goals. The evaluation uses qualitative and quantitative measures based on each of the plan’s goals and objectives as outlined in **Section 2.4 Goals and Objectives**. **Table 9-1** summarizes the goals and the associated evaluation measures and their applicability to each project type.

Table 9-1: Project Evaluation Measures

Goal	Objective	Evaluation Measure	Capacity	Intersection	Bridge	Bike/Ped	Freight	Railroad	Transit	Study
Promote connectivity and accessibility	Address existing and future traffic congestion	Project reduces congestion or improves bridges on the roadway network	Y	Y	Y	Y	N	Y	Y	Y
		Project improves freight movement on national or state freight routes	Y	Y	Y	N	Y	Y	N	Y
Maintain and optimize use of existing infrastructure	Maintain existing transportation facilities	Project improves existing transportation facilities	Y	Y	Y	Y	Y	Y	Y	Y
Promote safe and efficient movement of people and goods	Reduce transportation-related crashes, injuries, and deaths	Project is expected to reduce crashes, improve infrastructure safety at an intersection or along a corridor, or increase efficiency of movement through transit.	Y	Y	Y	Y	Y	Y	Y	Y
Provide a range of mobility options	Provide for non-vehicular modes, such as biking, walking, and transit in relevant locations, as supported by land use patterns and demand	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Y	N	N	Y	N	N	Y	Y
		Project provides access and connections to existing or planned trails	N	N	N	Y	N	N	N	Y
Align transportation infrastructure with current and future land use	Improve connectivity and accessibility between major travel destinations and population and employment concentrations, and freight generators	Project improves connectivity to key activity centers, including freight-related land uses	Y	Y	N	Y	Y	Y	Y	Y
Promote the health of people and the natural environment	Incorporate green infrastructure, storm water management, and energy conservation into transportation projects	Project incorporates green infrastructure or sustainability	Y	Y	Y	Y	Y	Y	Y	Y
	Consider the overall social, land use compatibility, economic, energy, and environmental impact of projects	Project preserves the County's natural areas	Y	N	N	N	Y	Y	N	Y
		Project minimizes air quality impacts of transportation	Y	Y	N	Y	Y	Y	Y	Y

Chapter 9 – Project Evaluation

The chosen evaluation measures provide qualitative and quantitative approaches to understanding the impact the project will provide. The resulting nominal classification (i.e., Low, Medium, High; Yes, No) comes from the analysis performed through Geospatial Information Systems (GIS) or through project understanding and technical expertise. Each measure has a defined threshold for Low, Medium, and High impact, as shown in **Table 9-2**.

Table 9-2: Project Evaluation Criteria

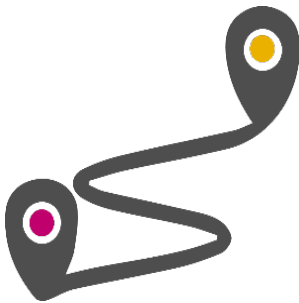
Evaluation Measure	Criteria	Qualitative	Quantitative
Project reduces congestion on the roadway network	Low- 2050 LOS < D and/or project does not reduce congestion and does not improve bridges; Medium- 2050 LOS <= D and project reduces congestion (based on project type), or project is expected to reduce congestion through mode shift (bike/ped); High- LOS > D and project reduces congestion (based on project type) or improves bridges. Congestion mitigating project types include intersection/interchange improvements, railroad improvements, access management, new roadways, parallel facilities/routes, transit projects, roadway capacity, and similar project types.	X	X
Project improves freight movement on national or state freight routes	No- Project is not located on National Highway Freight Network route or GDOT freight route network; Yes- Project is located on NHFN route or GDOT freight route network.	X	
Project improves existing transportation facilities	No- Project is a new facility or other project that does not improve existing facilities or operations; Yes- Project provides improvements to existing transportation facilities or operations.	X	
Project is expected to reduce crashes at an intersection or along a corridor	Low- Project not expected to reduce crashes and does not improve bridges; Medium- Project expected to reduce crashes through mode shift; High- Project improves bridges or is expected to reduce crashes. Determination is based on project type. Project types contributing to mode shift include bike/ped/transit. Project types anticipated to reduce crashes include capacity projects, intersection/interchange improvements, access management, addition of turn lanes and other operational improvements, and similar project types.	X	
Project includes bicycle, pedestrian, and/or transit improvements in or near an activity center	No- Project does not include or enable bicycle, pedestrian, and/or transit improvements connecting to an activity center; Yes- Project includes or enables bicycle, pedestrian, and/or transit improvements connecting to an activity center. Activity centers are city downtown areas.	X	X
Project provides access and connections to existing or planned trails	No- Project does not intersect or adjoin to existing or planned trails; Yes- Project intersects or adjoins to existing or planned trails.	X	X
Project improves connectivity to key activity centers, including freight-related land uses	No- Project does not connect to an activity center; Yes- Project connects to an activity center. Activity centers are city downtown areas and within 1 mile of freight land uses. Point location projects considered connecting if within 1/5 mile of an activity center.	X	X
Project incorporates green infrastructure or sustainability	No- Project does not include green infrastructure or sustainability elements; Yes- Project includes green infrastructure or sustainability elements.	X	
Project preserves the County's natural areas	No- Project is adjacent to environmentally sensitive areas Yes- Project is not adjacent to environmentally sensitive areas. Environmentally sensitive areas include parks, historic preservation sites, and national wildlife refuge areas. The analysis considers 1/2 mile as adjacent.	X	X

Evaluation Measure	Criteria	Qualitative	Quantitative
Project minimizes air quality impacts of transportation	No- Project had no expected air quality improvements; Yes- Project expected to improve air quality. Project types anticipated to improve air quality include bicycle, pedestrian, transit, intersection/interchange improvements, and other operational improvements and similar project types.	X	

The final evaluation does not rank or prioritize the projects, but provides a wholistic context that can be used, along with the project cost, by the County to move projects into their community work plan and into funding and implementation.

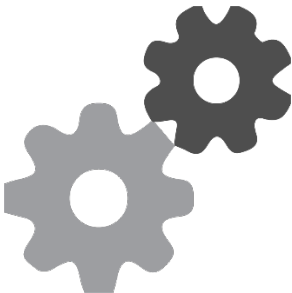
The evaluation measures are summarized below by their respective goal and objective.

Promote Connectivity and Accessibility



To assess the connectivity and accessibility of projects and meet the goal objective of addressing existing and future congestion, projects are evaluated by the impact on congestion, resiliency of bridge infrastructure, and the freight network. Using the Georgia Statewide Travel Demand Model (GSTDM), the evaluation indicates whether the proposed project reduces or maintains congestion. Projects also have a higher impact on this objective if the project is along a National Highway Freight Network or GDOT freight route. The outcome of this evaluation allows for a quick selection of projects that are meant to reduce congestion or improve bridge infrastructure.

Maintain and Optimize Use of Existing Infrastructure



Troup County and the associated cities have existing transportation facilities that must be maintained and in a state of good repair to maximize the benefits of previous investments. This measure indicates if a project improves the existing infrastructure or if it is a completely new facility. This evaluation measure aims to provide decision-makers with the ability to quickly identify improvement projects for state of good repair or new facility projects.

Promote Safe and Efficient Movement of People and Goods



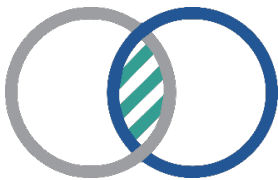
This evaluation measure focuses on the outcome of reducing crashes at intersections or along a corridor, as well as maintaining existing infrastructure safety. The purpose and description of the project, based on the project type, are used to evaluate the identified projects. Project types anticipated to reduce crashes include capacity projects, intersection/interchange improvements, access management, the addition of turn lanes and other operational improvements, and similar project types. Bridge projects are evaluated favorably for improving infrastructure safety. This measure identifies projects that are designed to reduce crashes, provide a mode shift, and increase safety, or projects that are not designed for safety.

Provide a Range of Mobility Options



This objective is to provide for and increase the usefulness of non-vehicular modes, such as biking, walking, or transit. Associated project types are evaluated to indicate if the project includes or enables additional non-vehicular facilities near or around activity centers and for those that provide an increase in access and connectivity to existing or planned trails.

Align Transportation Infrastructure with Current and Future Land Use



It is essential that projects are not only built for the needs of the present day but also for the anticipated future demand within the County. Identified projects were evaluated according to their ability to improve connectivity and accessibility between major travel destinations, populations, employment concentrations, and freight generators. The GIS analysis uses population, employment, freight, and land use data to assess each project's ability to serve surrounding land uses.

Promote the Health of People and the Natural Environment



As a state, regional, and county goal, identified projects include an evaluation of the impact on the health and natural environment. This analysis was performed to understand the projects' ability to satisfy the objectives of incorporating green infrastructure, stormwater management, and energy conservation, as well as consideration to the overall social, environmental, and economic impact. The evaluation measures include identifying projects that preserve the County's nature areas and if the project minimizes air quality impacts of transportation.

The following sections outline the evaluation process for each project type.

9.1 Capacity Projects

The capacity projects were subject to the most evaluation metrics during the analysis. Due to the nature of capacity projects and their large cost and impact on the project area, their range of impact was evaluated through multiple perspectives. Capacity projects contain linear corridor projects that typically have direct impact on congestion and safety but typically have more negative impacts on the environment. They typically include improvements to the intersections at the project termini and along the length of the project if applicable. The evaluation of capacity projects included:

- A review of the existing and future LOS in the project areas and the expected impact on freight traffic
- Improvements that would increase safety
- Alignment with future land uses and promote access to activity centers
- Opportunities for additional investment that enable multimodal facilities by use of ROW

- Necessary maintenance to existing infrastructure
- The potential to incorporate sustainability elements and the project’s impact in environmentally sensitive areas

Investments in multi-modal elements such as sidewalks and bike lanes in roadway capacity and other project types will depend on more specific project scoping and may affect total project costs. Capacity projects located in or near downtown areas or activity and employment centers, including freight-related land uses, would benefit from including bicycle and pedestrian access to ensure that people can reach these areas with or without a personal vehicle.

9.2 Intersection Projects

Intersection projects, often, provide improvements to existing facilities that are typically intended to increase operational improvements, capacity, and safety for all vehicle types. These projects are evaluated through the applicable measures that provide an understanding of the magnitude and diversity of impacts that can be addressed if the project is implemented. The evaluation of intersection projects included:

- A review of the existing and future LOS at the intersections
- Improvements that would increase safety
- Alignment with future land uses and promote access to activity centers
- Necessary maintenance to existing infrastructure
- The potential to incorporate sustainability elements and the project’s impact in environmentally sensitive areas

9.3 Bridge Projects

Bridge projects are state of good repair projects that intend to maintain the existing infrastructure of bridges. New bridges are included in any capacity (widening) or new roadway projects as they are built, where needed. Troup County has several waterways, and the transportation network includes several bridges. The main components used to evaluate bridge projects were:

- Existence along the freight network
- A review of the current bridge condition rating
- Improvements that would increase safety
- The potential to incorporate sustainability elements and project impact in environmentally sensitive areas

The tonnage from freight traffic adds additional wear and tear on street surfaces and bridges. Those within the freight network and identified for rehabilitation need to consider the growth of industrial land uses and freight traffic in the county.

9.4 Bicycle & Pedestrian Projects

Multi-modal connectivity provides resiliency within the community to reach destinations through multiple modes of travel and is a high priority for the state of Georgia and Troup County. These projects include additional facilities along existing roadways or new multi-use paths and greenways that can increase connectivity and provide recreational activity. The majority of bike and pedestrian were identified by the recommendations of the Thread Trails Master Plan. This analysis provides additional evaluation by considering:

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- Safety improvements for cyclist and pedestrians
- Access and connection to existing facilities and activity centers
- The potential to incorporate sustainability elements and project impact in environmentally sensitive areas

9.5 Freight Projects

Freight projects focus on the efficiency of movement of economic goods and materials, and the safety of all roadway users along designated freight routes. Freight projects were evaluated by considering:

- The improvement and efficiency of freight movement
- Improvements that would increase safety
- Alignment with future land uses and promote access to economic centers
- Necessary maintenance to existing infrastructure
- The potential to incorporate sustainability elements and the project's impact in environmentally sensitive areas

9.6 Railroad Crossing Projects

Railroad crossing projects have a separate designation within the plan due to their coordination efforts and related increased cost. However, improving railroad crossings can have significant impacts on safety and congestion. Railroad projects were evaluated with the same framework as intersection projects, including:

- A review of the existing and future LOS at the railroad crossings
- Improvements that would increase safety
- Alignment with future land uses and promote access to activity centers
- Necessary maintenance to existing infrastructure

9.7 Transit and Study Projects

Transit and study projects include high-level ideas that are intended to improve transit operations, safety, or provide more analysis to implement coordinated pedestrian facilities or traffic signal operations. These recommendations were evaluated based on the project understanding and intent, as they are not all directly associated with a location.

9.8 Project Evaluation Results

The project evaluation results are listed in **Table 9-3**. The colors indicate the degree to which each project meets each applicable evaluation measure, where orange indicates no/low, yellow indicates medium, and green indicates yes/high. Fields marked as “N/A” (not applicable) mean that project was not scored for those measures.

Table 9-3: Project Evaluation Results

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
			Promote Connectivity and Accessibility		Maintain and Optimize Use of Existing Infrastructure	Promote Safe and Efficient Movement of People and Goods	Provide a Range of Mobility Options	Align Transportation Infrastructure with Current and Future Land Use	Promote the Health of People and the Natural Environment					
			Evaluation Criteria											
			Project reduces congestion or improves bridges on the roadway network	Project improves freight movement on national or state freight routes	Project improves existing transportation facilities	Project is expected to reduce crashes or improves infrastructure safety at an intersection or along a corridor	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Project provides access and connections to existing or planned trails	Project improves connectivity to key activity centers, including freight-related land uses	Project incorporates green infrastructure or sustainability	Project preserves the County's natural areas	Project minimizes air quality impacts of transportation	Disadvantaged ETC Tract	Near Schools (within 1/2 mile)
Roadway Capacity, Interchanges & New Roadways														
C-1	LaGrange Bypass	CR 282/Youngs Mill Road to SR 1/US27/Martha Berry Highway	Medium	Yes	No	High	Yes	N/A	No	No	No	No	No	No
C-2	SR 14 Spur/N Davis Road	S of SR 109/Lafayette Parkway to SR 14/US 29/Hogansville Road	Medium	No	Yes	High	Yes	N/A	Yes	No	No	No	Yes	Yes
C-3	LaGrange Bypass/N Davis Road	SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road	Medium	No	Yes	High	Yes	N/A	No	No	No	No	Yes	Yes
C-4	SR 14/US 29/West Point Road	CR 403/Upper Glass Bridge to Old Vernon Road	High	No	Yes	High	Yes	N/A	No	No	No	No	Yes	Yes
C-5	SR 109/Greenville Road	CR 206/Callaway Church to CR 238/Chiple Mountville Road	High	Yes	Yes	High	Yes	N/A	Yes	No	Yes	No	Yes	Yes
C-6	SR 109/Greenville Road	Chiple Mountville Road (Troup Co.) to SR 41/S Talbotton Street/Roosevelt Highway (Meriwether Co.)	High	Yes	Yes	High	Yes	N/A	No	No	No	No	Yes	No
C-7	I-85	1.63 mi. N of I-185 to 0.72 mi. S of SR 54/SR 100/Lone Oak Road/Luthersville Road	High	Yes	Yes	High	Yes	N/A	No	No	No	No	Yes	No

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
			Promote Connectivity and Accessibility		Maintain and Optimize Use of Existing Infrastructure	Promote Safe and Efficient Movement of People and Goods	Provide a Range of Mobility Options	Align Transportation Infrastructure with Current and Future Land Use	Promote the Health of People and the Natural Environment					
			Evaluation Criteria											
			Project reduces congestion or improves bridges on the roadway network	Project improves freight movement on national or state freight routes	Project improves existing transportation facilities	Project is expected to reduce crashes or improves infrastructure safety at an intersection or along a corridor	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Project provides access and connections to existing or planned trails	Project improves connectivity to key activity centers, including freight-related land uses	Project incorporates green infrastructure or sustainability	Project preserves the County's natural areas	Project minimizes air quality impacts of transportation	Disadvantaged ETC Tract	Near Schools (within 1/2 mile)
C-8	I-85	S of SR 54/SR 100/Lone Oak Road/Luthersville Road (Troup Co.) to N of Forest Road (Meriwether)	High	Yes	Yes	High	Yes	N/A	Yes	No	No	No	Yes	No
C-9	I-85	0.26 mi. N of SR 109/Lafayette Pkwy/Greenville Road to 1.63 mi. N of I-185	High	Yes	Yes	High	Yes	N/A	No	No	Yes	No	Yes	Yes
C-10	SR 14 Spur/South Davis Road	SR 109/Lafayette Parkway to SR 219/Whitesville Road via Tom Hall Parkway	High	No	Yes	High	Yes	N/A	Yes	No	Yes	No	Yes	Yes
C-11	SR 1/US 27/Martha Berry Highway/Hamilton Road	I-185 to I-85	High	No	Yes	High	Yes	N/A	No	No	No	No	Yes	Yes
C-12	SR 219/Whitesville Road	SR 1/US 27 to South Davis Road	High	No	Yes	High	Yes	N/A	No	No	Yes	No	Yes	Yes
C-13	Upper Big Springs Road	SR 14 Spur/South Davis Road to I-185	High	No	Yes	High	Yes	N/A	No	No	No	No	Yes	No
C-14	I-85 SB @ SR 109; Inc Ramp		High	Yes	Yes	High	Yes	N/A	Yes	No	Yes	No	Yes	Yes
C-15	SR 14/US 29/Hogansville Road	CR 276/Youngs Mill Road to SR 54	Medium	No	Yes	High	Yes	N/A	No	No	Yes	No	Yes	Yes
C-16	SR 1/US 27/Martha Berry Highway	CR 188/Old Chipley Road to I-185	Medium	No	Yes	High	Yes	N/A	No	No	No	No	No	Yes
C-17	SR 219/Whitesville Road	CR 407/Bartley Road to I-85	Medium	No	Yes	High	Yes	N/A	No	No	Yes	No	Yes	No
C-18	SR 109/Roanoke Road	SR 14/US 29 to CR 680/Abbotts Ford/Rock Mill Road	Medium	No	Yes	High	Yes	N/A	No	No	No	No	Yes	Yes
C-19	SR 54/E Main Street/Lone Oak Road	SR 14/US 29/Troup to CR 17/County Ln Rd/Meriwether	Medium	No	Yes	High	Yes	N/A	Yes	No	Yes	No	Yes	Yes

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
			Promote Connectivity and Accessibility		Maintain and Optimize Use of Existing Infrastructure	Promote Safe and Efficient Movement of People and Goods	Provide a Range of Mobility Options	Align Transportation Infrastructure with Current and Future Land Use	Promote the Health of People and the Natural Environment					
			Evaluation Criteria											
			Project reduces congestion or improves bridges on the roadway network	Project improves freight movement on national or state freight routes	Project improves existing transportation facilities	Project is expected to reduce crashes or improves infrastructure safety at an intersection or along a corridor	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Project provides access and connections to existing or planned trails	Project improves connectivity to key activity centers, including freight-related land uses	Project incorporates green infrastructure or sustainability	Project preserves the County's natural areas	Project minimizes air quality impacts of transportation	Disadvantaged ETC Tract	Near Schools (within 1/2 mile)
C-20	SR 219/Mooty Bridge Road & CS 1023	SR 1/US 27 to CR 419/Wares Cross Road	High	No	Yes	High	Yes	N/A	No	No	Yes	No	Yes	Yes
C-21	Pegasus Parkway	SR 219/Whitesville Road to SR 109/SR 14/US 29/West Point Road	Medium	No	Yes	High	Yes	N/A	Yes	No	Yes	No	Yes	No
C-22	SR 109, including I-85 @ SR 109/Greenville Road interchange	South Davis Road to Callaway Church Road	High	No	Yes	High	Yes	N/A	No	No	Yes	No	Yes	Yes
C-23	I-185	SR1/US 27/Hamilton Road/Martha Berry Highway to Williams Road (Muscogee Co.)	High	Yes	Yes	High	Yes	N/A	No	No	No	No	Yes	Yes
C-24	Kia Parkway Extension (New Roadway)	Kia Boulevard to Pegasus Parkway / Sewon Boulevard	N/A	No	No	High	Yes	N/A	Yes	No	No	No	Yes	No
C-25	I-85 @ Cannonville Road		N/A	Yes	No	High	Yes	N/A	No	No	No	No	Yes	No
C-26	SR 14/US 29/Vernon Street	Vernon Road to Broad Street	High	No	Yes	High	Yes	N/A	No	No	Yes	No	Yes	Yes
C-27	Callaway Church Road	Upper Big Springs Road to Jane Fryer Road	N/A	No	Yes	High	Yes	N/A	Yes	No	No	No	Yes	No
C-28	Pegasus Parkway (New Roadway)	SR 109/Roanoke Road to Roundabout in the middle of Hills and Dales Farm Road	N/A	No	No	High	Yes	N/A	No	No	No	No	No	Yes
C-29	I-185	SR 109/Lafayette Parkway/Greenville Road to Alabama State Line (in coordination with ALDOT)	High	Yes	Yes	High	Yes	N/A	Yes	No	No	No	Yes	Yes
Intersection & Corridor Safety Projects														
I-1	SR 219/Whitesville Road @ CR 407/Bartley Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
			Promote Connectivity and Accessibility		Maintain and Optimize Use of Existing Infrastructure	Promote Safe and Efficient Movement of People and Goods	Provide a Range of Mobility Options		Align Transportation Infrastructure with Current and Future Land Use	Promote the Health of People and the Natural Environment				
			Evaluation Criteria											
			Project reduces congestion or improves bridges on the roadway network	Project improves freight movement on national or state freight routes	Project improves existing transportation facilities	Project is expected to reduce crashes or improves infrastructure safety at an intersection or along a corridor	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Project provides access and connections to existing or planned trails	Project improves connectivity to key activity centers, including freight-related land uses	Project incorporates green infrastructure or sustainability	Project preserves the County's natural areas	Project minimizes air quality impacts of transportation	Disadvantaged ETC Tract	Near Schools (within 1/2 mile)
I-2	SR 1/US 27/Morgan Street @ SR 109/US 29/Lafayette Parkway		High	Yes	Yes	High	N/A	N/A	Yes	No	N/A	Yes	No	Yes
I-3	SR 54/SR100 @ I-85 Ramps in Hogansville		High	Yes	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-4	SR 219/Mooty Bridge Road @ CR 419/Wares Cross Road/Cameron Mill Road		High	No	Yes	High	N/A	N/A	No	No	N/A	Yes	No	No
I-5	Shoemaker Road @ Bartley Road & Webb Bartley Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-6	Pegasus Parkway @ Sewon Boulevard		Medium	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	No
I-7	Upper Big Springs Road @ Callaway Church Road and John Lovelace Road		High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	No
I-8	Pyne Road @ Teaver Road and Newton Road		N/A	No	Yes	High	N/A	N/A	No	No	N/A	Yes	No	No
I-9	Old West Point Road @ Cannonville Road and Hudson Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-10	East 7th Street	Avenue B to Martin Luther King Drive	N/A	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	No
I-11	SR 14/US 29/Vernon Street	Ferrell Drive to SR 1/US 27/Morgan Street	High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-12	SR 219 @ Pegasus Parkway		High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	No

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
			Promote Connectivity and Accessibility		Maintain and Optimize Use of Existing Infrastructure	Promote Safe and Efficient Movement of People and Goods	Provide a Range of Mobility Options		Align Transportation Infrastructure with Current and Future Land Use	Promote the Health of People and the Natural Environment				
			Evaluation Criteria											
			Project reduces congestion or improves bridges on the roadway network	Project improves freight movement on national or state freight routes	Project improves existing transportation facilities	Project is expected to reduce crashes or improves infrastructure safety at an intersection or along a corridor	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Project provides access and connections to existing or planned trails	Project improves connectivity to key activity centers, including freight-related land uses	Project incorporates green infrastructure or sustainability	Project preserves the County's natural areas	Project minimizes air quality impacts of transportation	Disadvantaged ETC Tract	Near Schools (within 1/2 mile)
I-13	SR 109/Lafayette Parkway @ Horace King Street		High	Yes	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-14	US 29/SR 14/SR 109/Vernon Road @ N Greenwood Street		High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-15	SR 1/US 27 @ SR 14/Commerce Avenue		High	Yes	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-16	SR 109/Lafayette Parkway @ Calumet Center Road		Medium	Yes	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-17	US 29/SR 14/SR 109 @ Bull St/W Lafayette Square		High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-18	US 29/SR 14/Commerce Ave @ Horace King Street		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	Yes
I-19	US 29/SR 14 @ Youngs Mill Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-20	US 29/SR 14/SR 109 @ Roanoke Road		High	No	Yes	High	N/A	N/A	No	No	N/A	Yes	No	Yes
I-21	SR 219/Mooty Bridge Road @ N Greenwood Street		High	No	Yes	High	N/A	N/A	No	No	N/A	Yes	No	Yes
I-22	SR 219 @ W Lukken Industrial Drive		High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-23	SR 109/Lafayette Parkway @ Patillo Road		High	Yes	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-24	US 27/SR 1/Martha Berry Highway	Davis Road Bypass/Ann Bailey Way to SR 54/Philpot Ferry Road	Medium	Yes	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	Yes

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
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I-25	SR 1/US 27/Hamilton Road @ South Davis Road and Tom Hall Parkway		High	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-26	SR 1/US 27/Hamilton Road @ Bartley Road		High	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-27	SR 1/US 27/Hamilton Road @ Lower Big Springs Road		High	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-28	SR 14/US 29/Hogansville Road @ Patillo Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-29	US 29/SR 14/West Point Road @ Webb Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	Yes
I-30	US 29/SR 14/Avenue E @ East 10th Street		Medium	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	No
I-31	Vernon Road @ Gordon Road and Roanoke Road		Medium	No	Yes	High	N/A	N/A	No	No	N/A	Yes	Yes	No
I-32	Hammett Road @ Whitfield Road		High	No	Yes	High	N/A	N/A	No	No	N/A	Yes	No	Yes
I-33	SR 54/E Main Street @ Lincoln St @ Mountville Hogansville Road		Medium	No	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes
I-34	Lighting improvements at interchanges		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
I-35	SR 1/US 27/SR 219/New Franklin Road @ Franklin Street		High	Yes	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	Yes

Project ID #	Facility (Road Name or Project Name)	Extents	Troup County Long-Range Transportation Plan Goals										Additional Information	
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			Evaluation Criteria										Disadvantaged ETC Tract	Near Schools (within 1/2 mile)
			Project reduces congestion or improves bridges on the roadway network	Project improves freight movement on national or state freight routes	Project improves existing transportation facilities	Project is expected to reduce crashes or improves infrastructure safety at an intersection or along a corridor	Project includes or enables bicycle, pedestrian, and/or transit improvements in or near an activity center	Project provides access and connections to existing or planned trails	Project improves connectivity to key activity centers, including freight-related land uses	Project incorporates green infrastructure or sustainability	Project preserves the County's natural areas	Project minimizes air quality impacts of transportation		
Bridge Improvements														
BR-1	Adams Road over Big Branch		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
BR-2	Mountville Hogansville Road over Beech Creek		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
BR-3	CR 99/Cannonville Road @ Long Cane Creek 3 Mi SW of LaGrange		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
BR-4	Liberty Hill Glenn Road over Whitewater Creek		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
BR-5	Mobley Bridge Road over Yellow Jacket Creek Tributary		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
BR-6	Dallas Mill Road over Big Springs Creek		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
BR-7	3rd Avenue/South State Line Road @ Oseligee Creek		Yes	No	Yes	High	N/A	N/A	N/A	No	N/A	N/A	Yes	No
Bicycle & Pedestrian Improvements														
BP-1	Thread Trail Plan Thread #10	West Georgia Technical College to Great Wolf Lodge	N/A	N/A	No	Medium	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes
BP-2	Thread Trail Plan Thread #9	Soccer Complex to Baseball Complex	N/A	N/A	No	Medium	Yes	Yes	No	Yes	N/A	Yes	Yes	Yes
BP-3	Thread Trail Plan Thread #7	Swift Street to Soccer Complex	N/A	N/A	Yes	Medium	Yes	Yes	No	Yes	N/A	Yes	Yes	Yes
BP-4	Thread Trail Plan Thread #14 - East Downtown Connection	Bull Street to Union Street	N/A	N/A	Yes	Medium	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes

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			Evaluation Criteria											
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BP-5	Thread Trail Plan Thread #21	Baseball Complex to Moody Bridge Road	N/A	N/A	No	Medium	Yes	Yes	No	Yes	N/A	Yes	Yes	Yes
BP-6	Thread Trail Plan Thread #19	Cemetery to Abandoned Rail	N/A	N/A	No	Medium	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes
BP-7	Thread Trail Plan Thread #3	Highland Country Club to LaGrange College Softball Field	N/A	N/A	No	Medium	Yes	Yes	No	Yes	N/A	Yes	Yes	Yes
BP-8	Thread Trail Plan Thread #11	Baseball Complex to Ridley Lake	N/A	N/A	No	Medium	Yes	Yes	No	Yes	N/A	Yes	Yes	No
BP-9	Sewon Boulevard	Pegasus Parkway to Orchard Hill Road	N/A	N/A	Yes	Medium	Yes	Yes	Yes	Yes	N/A	Yes	Yes	No
BP-10	Lukken Industrial Drive	US 29/SR 14/West Point Road to SR 219/Whitesville Road	N/A	N/A	Yes	Medium	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes
BP-11	US 29/SR 14/Commerce Avenue	US 27/SR 1/New Franklin Road to Youngs Mill Road	N/A	N/A	Yes	Medium	Yes	Yes	No	Yes	N/A	Yes	Yes	Yes
BP-12	US 27/SR 1/New Franklin Road	Smith Street to Davis Road Bypass	N/A	N/A	Yes	Medium	Yes	Yes	Yes	Yes	N/A	Yes	Yes	Yes
BP-13	US 27/SR 1/New Franklin Road	Colonial Street to Walmart	Medium	N/A	Yes	High	Yes	No	Yes	Yes	N/A	Yes	Yes	Yes
Freight Improvements														
F-1	SR 1/US 27/New Franklin Road	SR 14/Commerce Ave to North Page St	N/A	Yes	Yes	High	N/A	N/A	Yes	No	N/A	No	Yes	Yes
F-2	SR 219/Whitesville Street	US 27 to Pegasus Parkway	N/A	Yes	Yes	High	N/A	N/A	Yes	No	N/A	No	Yes	Yes
F-3	SR 219/Whitesville Road	New Hutchinson Mill Road to SR 18	N/A	Yes	Yes	High	N/A	N/A	Yes	No	N/A	No	Yes	No
F-4	South Davis Road	Upper Big Springs Road to US 27/Hamilton Road	N/A	No	Yes	High	N/A	N/A	Yes	No	N/A	No	Yes	Yes
F-5	SR 1/US 27/Hamilton Road at Vulcan Materials Road and Sam Walker Drive		N/A	Yes	Yes	High	N/A	N/A	Yes	No	N/A	Yes	Yes	No

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			Promote Connectivity and Accessibility		Maintain and Optimize Use of Existing Infrastructure	Promote Safe and Efficient Movement of People and Goods	Provide a Range of Mobility Options		Align Transportation Infrastructure with Current and Future Land Use	Promote the Health of People and the Natural Environment				
			Evaluation Criteria											
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Railroad Crossing Improvements														
R-1	CR 928/Webb Road @ CSX #050505T		N/A	No	No	High	N/A	N/A	No	No	N/A	No	Yes	No
R-2	Railroad Crossing @ SR 109/Roanoke Road		N/A	Yes	No	High	N/A	N/A	No	No	N/A	No	No	No
R-3	At-grade Rail Crossings w/o Active Warning Devices		N/A	Yes	No	High	N/A	N/A	Yes	No	N/A	No	N/A	N/A
R-4	Railroad Crossing @ Green Avenue/Johnson Street in Hogansville		N/A	No	No	High	N/A	N/A	Yes	No	N/A	No	Yes	No
R-5	Railroad Crossing @ SR 54 in Hogansville		N/A	Yes	No	High	N/A	N/A	Yes	No	N/A	No	Yes	Yes
R-6	Railroad Crossing @ E Boyd Road in Hogansville		N/A	No	No	High	N/A	N/A	Yes	No	N/A	No	Yes	Yes
R-7	Railroad Crossing @ Gabbettville Road near Robert Taylor Road		N/A	No	No	High	N/A	N/A	No	No	N/A	No	Yes	No
R-8	Railroad Crossing @ US 29/West Point Road in West Point		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit Improvements														
T-1	Leverage Let's Ride app and other existing technologies		N/A	N/A	No	No	N/A	N/A	No	No	N/A	No	N/A	N/A

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			Evaluation Criteria											
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T-2	Expand capacity of rural systems		N/A	N/A	No	No	N/A	N/A	No	Yes	N/A	Yes	N/A	N/A
T-3	Leverage regional commissions to expand transit services		N/A	N/A	No	No	N/A	N/A	No	Yes	N/A	Yes	N/A	N/A
T-4	Expand service hours		N/A	N/A	No	No	N/A	N/A	Yes	Yes	N/A	Yes	N/A	N/A
T-5	Expand secondary education and transit provider partnerships		N/A	N/A	No	No	N/A	N/A	Yes	Yes	N/A	Yes	N/A	N/A
T-6	Implement microtransit services within and connecting to activity and job centers		N/A	N/A	No	No	N/A	N/A	Yes	Yes	N/A	Yes	N/A	N/A
T-7	Develop transit branding and marketing materials		N/A	N/A	No	No	N/A	N/A	No	No	N/A	No	N/A	N/A
T-8	Designate rideshare pick-up and drop off locations at major destinations		N/A	N/A	No	No	N/A	N/A	No	No	N/A	No	N/A	N/A
Studies														
S-1	Northwest Bypass Study		N/A	Yes	No	No	No	No	Yes	No	N/A	N/A	N/A	N/A
S-2	Sidewalks and Active Transportation Study		N/A	No	No	No	Yes	Yes	No	Yes	N/A	N/A	N/A	N/A
S-3	Downtown West Point intersection improvements		N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A
S-4	US 27/Martha Berry Highway	Davis Road Bypass/N Davis Road to US 29/SR 14/Commerce Avenue	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A

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S-5	US 27/Martha Berry Highway	US 29/SR 14/Commerce Avenue to I-85 Interchange	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A
S-6	US 27/Hamilton Road	I-185 Interchange to Oak Grove Road	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A
S-7	US 29/West Point Road	Roanoke Road to Lower Glass Bridge Road	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A
S-8	SR 109	Roanoke Road to Pine Circle	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A
S-9	SR 219	Northridge Drive to US 29/SR 109	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A
S-10	SR 219	US 29/SR 109 to I-85 Interchange	N/A	Yes	Yes	Yes	No	No	Yes	No	N/A	N/A	N/A	N/A

10 Environmental Screening

A desktop environmental screening was performed to determine each project’s proximity to natural (e.g., wetlands), cultural (e.g., National Register of Historic Places [NRHP] eligible or listed properties), and social (e.g., community resources) environmental resources using a 500-foot buffer. The purpose of this analysis was to determine the potential complexity of the environmental clearance process for each identified project.

10.1 Environmental Conditions Examination

A total of 15 GIS data sets were compiled from six sources to identify environmentally sensitive resources in Troup County, and more specifically, within the 500-foot boundary of each project. **Table 10-1** lists all data that was compiled, its source, and a description of what the data set represents.

Table 10-1: Data Sources for Environmental Screening

Data Name	Source	Definition
Natural Environment		
Wetlands, Streams, and Open Waters	U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) https://www.fws.gov/program/national-wetlands-inventory/data-download	Geospatially referenced information on the status, extent, characteristics and functions of wetlands, riparian, deepwater and related aquatic habitats
Flood Hazard Zones	Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, Flood Insurance Rate Maps for Troup County https://hazards-fema.maps.arcgis.com/	Mapped special flood hazard areas, regulatory floodways, and flood risk for a given area
Cultural Environment		
National Register of Historic Places (NRHP)-Listed Districts	U.S. Department of the Interior, NPS. NRHP. https://irma.nps.gov/DataStore/Reference/Profile/2210280 https://mapservices.nps.gov/arcgis/rest/services/cultural_resources/nrhp_locations/MapServer	Public, non-restricted NRHP district
NRHP-Listed Buildings	U.S. Department of the Interior, NPS. NRHP. https://irma.nps.gov/DataStore/Reference/Profile/2210280	Public, non-restricted NRHP building locations

Data Name	Source	Definition
Social Environment		
Public Schools	U.S. Department of Homeland Security (DHS) - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/public-schools	Public elementary and secondary education facilities in the United States as defined by the Common Core of Data (CCD, https://nces.ed.gov/ccd/), National Center for Education Statistics (NCES, https://nces.ed.gov), and US Department of Education.
Private Schools	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/private-schools	Private elementary and secondary education facilities in the United States as defined by the Private School Survey (PSS, https://nces.ed.gov/surveys/pss/), National Center for Education Statistics (NCES, https://nces.ed.gov), and US Department of Education.
Colleges and Universities	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/colleges-and-universities	Post Secondary Education facilities as defined by the Integrated Post Secondary Education System (IPEDS, https://nces.ed.gov/ipeds/), National Center for Education Statistics (NCES, https://nces.ed.gov/), and US Department of Education.
Childcare Center	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/child-care-centers	Day care centers for children
Places of Worship	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/all-places-of-worship	Any type of building or portion of a building that is used, constructed, designed, or adapted to be used as a place for religious and spiritual activities. These facilities include, but are not limited to, the following types: chapels, churches, mosques, shrines, synagogues, and temples.
Fire Stations	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/fire-stations	Any location where fire fighters are stationed or based, or where equipment that such personnel use in carrying out their jobs is stored for ready use.

Data Name	Source	Definition
Law Enforcement Stations	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/local-law-enforcement-locations	Locations for federal, state, local, and special jurisdiction law enforcement agencies
Hospitals	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/hospitals	General medical and surgical Hospitals, psychiatric and substance abuse hospitals, and specialty hospitals (e.g., children's hospitals, cancer hospitals, maternity hospitals, rehabilitation hospitals, etc.).
Greenspace/ Conservation Areas, Public and Private Parks	U.S. DHS - Homeland Infrastructure Foundation-Level Data https://hifld-geoplatform.opendata.arcgis.com/datasets/national-state-local-private-parks-1	Publicly and privately owned parks, recreational facilities, and conservation areas
Low-Income Populations	U.S. Census Bureau Block Group Boundaries https://www.census.gov/geo/maps-data/data/tiger-cart-boundary.html ; Data Table: https://data.census.gov/	2021 American Community Survey data used as estimates of population and demographics by U.S. Census Block Group. These are estimates based on 2016-2021 American Community Survey sample counts. Tables include Poverty Status of Individuals in the Past 12 Months by Living Arrangement (B17021).
Justice40 Populations	U.S. Department of Transportation https://www.transportation.gov/equity-Justice40	2020 U.S. Census tract data exploring the cumulative burdens communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity; Climate and Disaster Risk Burden; Environmental Burden; Health Vulnerability; Social Vulnerability (See <i>Section 3.4</i> for additional details)

10.2 Project Screening

As discussed above, a 500-foot boundary was established for each of the potential projects and resources were identified within these boundaries utilizing the compiled GIS data for Troup County. **Figure 10-1** and **Figure 10-2** display the results of the environmental screening for projects C-10 (SR 14/South Davis Road from SR 109/Lafayette Parkway to SR 219/Whitesville Road) and C-11 (SR 1/US 27/Martha Berry Highway/Hamilton Road).

Project C-10 proposes to widen SR 14/South Davis Road from SR 109/Lafayette Parkway to SR 219/Whitesville Road from two lanes to four lanes (see **Figure 10-1**). Two childcare facilities, one public school, four places of worship, and one fire station were identified within the 500-foot boundary for this project. The project crosses through multiple U.S. Census Bureau block groups that were identified as having higher low-income populations than Troup County and the State of Georgia as well as two Justice40 Disadvantaged Community U.S. Census Bureau Census tracts. Waters are present throughout the corridor and the existing roadway crosses a Federal Emergency Management Agency (FEMA) Flood Hazard Zone AE Regulatory Floodway in two places. Additionally, the NRHP-listed Fannin--Trutti--Handley Place Historic District and Nutwood property are located within the 500-foot boundary. Based on the project type and length, and presence of several community resources within potential Environmental Justice communities, it is anticipated that an Environmental Assessment would be developed to obtain National Environmental Policy Act (NEPA) clearance. Impacts to field-delineated Waters of the United States would require a Section 404 Permit from the U.S. Army Corps of Engineers and mitigation credits for impacts to streams and/or wetlands may be required. In the event the proposed project impacted the NRHP-listed resources, efforts would be required during the design phase to avoid and/or minimize impacts to these resources.

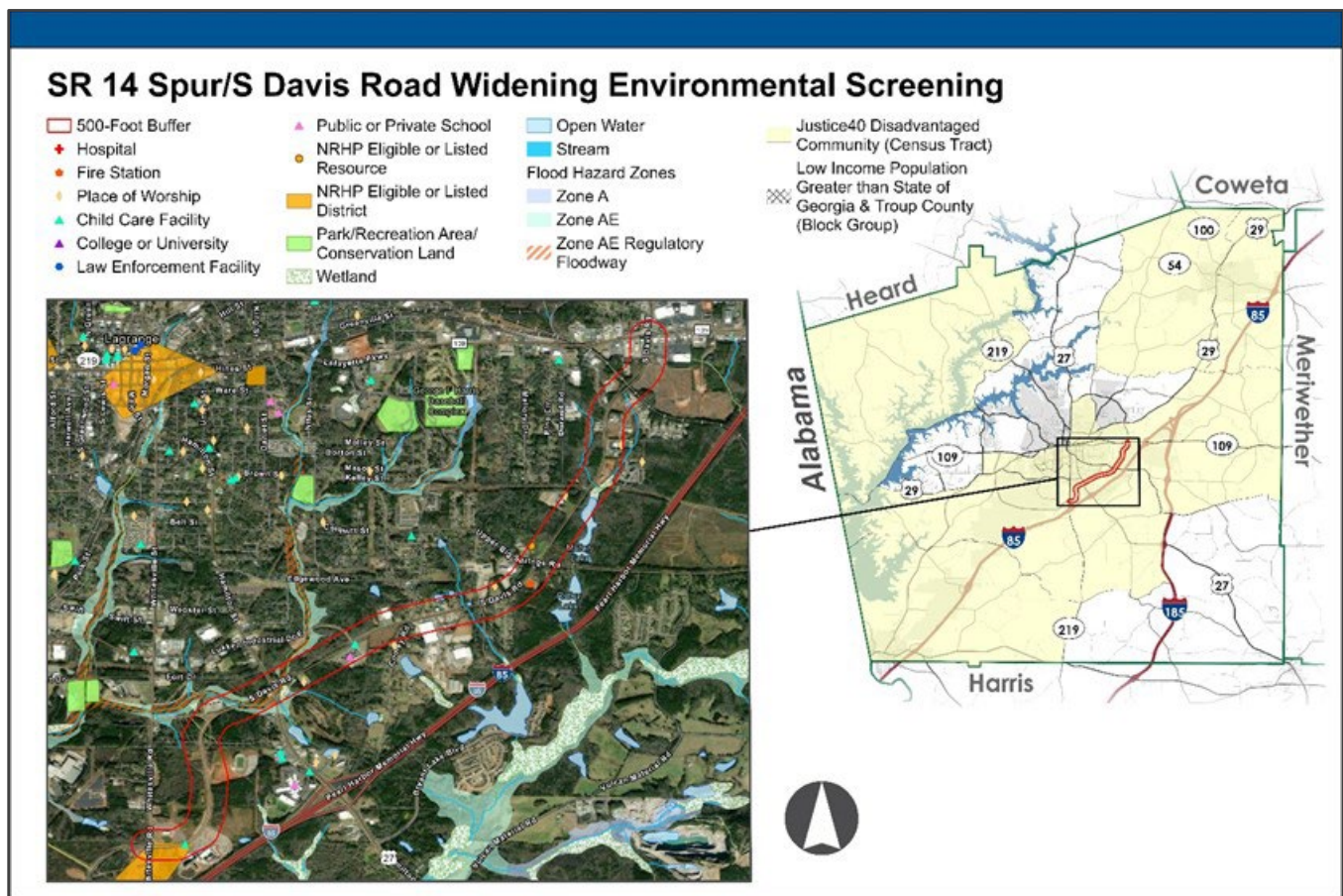


Figure 10-1: Project C-10 Environmental Screening

Project C-11 proposes to widen SR 1/US 27/Martha Berry Highway/Hamilton Road from I-185 to I-85 from two lanes to four lanes (see **Figure 10-2**). Two law enforcement facilities, two places of worship, and one fire station were identified within the 500-foot boundary for this project. The project crosses through multiple U.S. Census Bureau block groups that were identified as having higher low-income populations than Troup County and the State of

Georgia and is located within one Justice40 Disadvantaged Community U.S. Census Bureau Census tract. Waters are present throughout the corridor and the existing roadway crosses a FEMA Flood Hazard Zone AE floodplain. Based on the project type and length, and presence of community resources within potential EJ communities, it is anticipated that an Environmental Assessment would be developed to obtain NEPA clearance. Impacts to field-delineated Waters of the United States would require a Section 404 Permit from the U.S. Army Corps of Engineers and mitigation credits for impacts to streams and/or wetlands may be required.

A list of all identified projects and resources found within their respective 500-foot boundaries can be found in **Appendix D**.

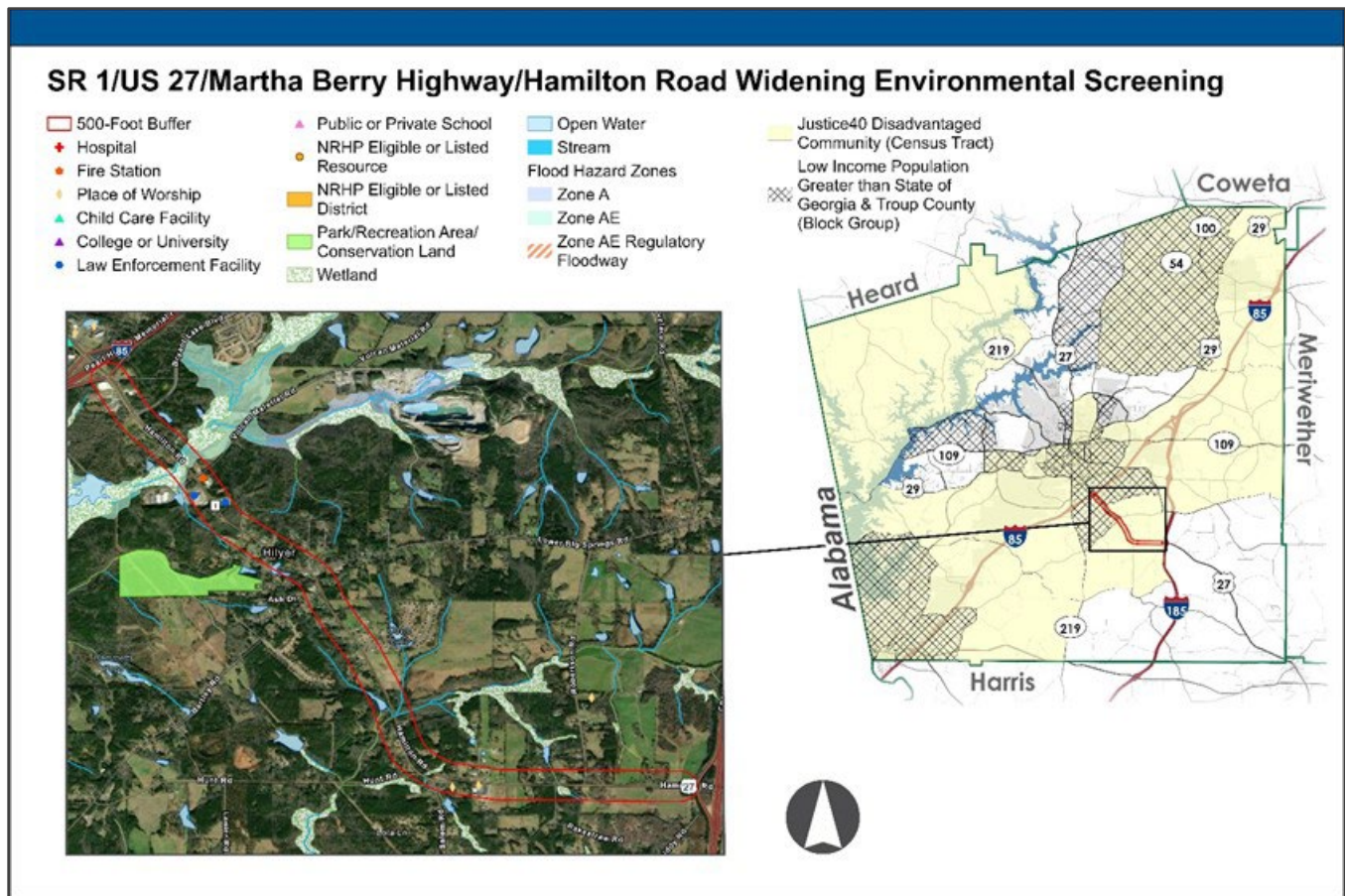


Figure 10-2: Project C-11 Environmental Screening

10.3 Potential Disadvantaged Communities Identification

Of the approximately 97 projects that were screened for environmental resources, 90 of those are within a Justice40 Disadvantaged Community U.S. Census Bureau Census tract and/or a U.S. Census Bureau block group that was identified as having higher low-income populations than Troup County and the State of Georgia. Additional desktop research and windshield surveys would be required for programmed projects located within these Census tracts and/or block groups to identify potential Environmental Justice communities. If Environmental Justice communities are identified within a project area, the decision-making process may include coordination with community leaders, community engagement through public involvement, and an evaluation of the project’s potential to impacts to these communities. The evaluation should consider how the communities are affected by changes to access,

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displacements or significant ROW takes, alterations to traffic patterns, increased community isolation, impacts to community cohesion, or other issues of community concern and controversy. Efforts to avoid and minimize impacts to Environmental Justice communities must be considered as part of the NEPA process.

11 Funding

This section outlines several funding sources that could be used to design and construct the projects identified in this plan. Troup County has historically received funding from federal, state, and local-level agencies to finance roadway, transit, and active-transportation-related projects. The funding sources can be applied to identified projects as appropriate based on the criteria set for each funding program. The majority of funding for transportation projects in Troup County is from federal funding provided through GDOT, often with a percentage match required from local sources. Many of the projects are eligible for the federal discretionary grants listed in this section, but incorporating aspects that will contribute to environmental benefits and a robust cost benefit analysis into the project plan and application can increase the probability of selection, according to the criteria outlined by many of the grant programs.⁴¹

11.1 Federal Funding Sources

Federal funding comes primarily from FHWA and Federal Transit Administration (FTA) formula funds, which are apportioned at the state and regional levels. The current federal transportation funding authorization legislation is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which provides funding for federal fiscal years 2022 through 2026. In addition to formula funds, the BIL also includes several discretionary grant programs that applicants such as cities, state DOTs, and MPOs can request through a competitive application process.

11.1.1 FHWA Formula Funding

In the current fiscal year (FY 2024), there is over \$54 billion dollars in funding for federal-aid highway programs nationwide, including approximately \$1.8 billion in Georgia. **Table 11-1** shows FY 2024 Federal-Aid Highway Program Apportionments under the BIL for the State of Georgia (before set-asides).⁴² The process for determining how much each state is apportioned and how much per program are referenced in the notice for Federal-Aid Highway Program funds⁴² The responsibility lies with GDOT, on behalf of FHWA, to distribute allocated funds across congressional districts that will be apportioned to counties within the 14 districts. GDOT will assess the qualifications of local governments to receive funding by determining if they comply with federal regulations as outlined by the Federal-Aid Highway Program.⁴³

Table 11-1: FY 2024 Federal-Aid Highway Program Apportionments under the BIL for the State of Georgia (before set-asides)

Area	Georgia	U.S.
National Highway Performance Program (NHPP)	\$972,134,326	\$29,588,395,810

⁴¹ BIL, Competitive Grant Programs, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

⁴² FHWA, Federal-Aid Highway Program Funding Notice, <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510880.cfm>
<https://www.fhwa.dot.gov/legsregs/directives/notices/n4510880.cfm>

⁴³ GDOT, Local Administered Projects Manual, <https://www.dot.ga.gov/PartnerSmart/Local/Documents/LAPManual/Manual/02-LAPManual-Chap2.pdf>

Area	Georgia	U.S.
Surface Transportation Block Grant Program (STBG)	\$472,930,213	\$14,394,354,721
Highway Safety Improvement Program (HSIP)	\$101,387,534	\$3,110,182,769
Railway-Highway Crossings Program (RHCP)	\$8,847,856	\$245,000,000
Congestion Mitigation and Air Quality Program (CMAQ)	\$77,026,476	\$2,638,965,032
Metropolitan Planning	\$10,663,611	\$455,821,233
National Highway Freight Program (NHFP)	\$46,588,553	\$1,429,439,392
Carbon Reduction Program (CRP)	\$42,169,610	\$1,283,496,627
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	\$47,949,869	\$1,459,427,633
Total	\$1,779,698,048	\$54,605,083,217

Data Source: FHWA, Notice 4510.880, FY 2024

Georgia is set to receive \$45 million for bridge replacement and rehabilitation projects, which includes bridges within the federal-aid highway network and bridges located on other public roads, referred to as ‘off-system bridges.’⁴⁴ This amount of funding has the potential to cover a portion of the cost for the seven bridge replacement projects identified in this plan, which average \$9.6 million for each project. The apportionment of funds through the Bridge Formula Program (BFP) for Georgia are shown in **Table 11-2** in relation to the national expenditure.⁴⁵ This funding is a portion of the Highway Infrastructure Program Funds (HIP) appropriated under the BIL and is available for expenditure until 2032.⁴⁴

Table 11-2: FY 2024 Apportionment of Highway Infrastructure Program Funds for the Bridge Formula Program Pursuant to the Bipartisan Infrastructure Law

Area	Georgia	U.S.
Bridge (main)	\$38,250,000	\$4,511,374,999
Off-System Bridges	\$6,750,000	\$796,125,001

⁴⁴ FHWA, Bridges and Structures, <https://www.fhwa.dot.gov/bridge/bfp/20220114.cfm>

⁴⁵ FHWA, Bridge Formula Program Notice, <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510882.cfm>

Area	Georgia	U.S.
Total	\$45,000,000	\$5,307,500,000

Data Source: FHWA, FY 2024

The Bridge Replacement and Rehabilitation Program provides funding apart from the BFP apportioned by the HIP, as this is not limited to bridges located on federal-aid highways and focuses on the condition of the bridges in each state. States that have more than 5% of bridges in poor condition qualify to receive priority funding that may be greater than \$6 million.⁴⁶ After apportionment for qualifying states, non-qualifying states may receive approximately \$6 million for bridge replacement and rehabilitation projects. Georgia is classified as a non-qualifying state and is apportioned \$8.5 million along with all other non-qualifying states (**Table 11-3**).

Table 11-3: FY 2023 Apportionment of Highway Infrastructure Program Funds for the Bridge Replacement and Rehabilitation Program

Area	Georgia	U.S.
Bridge Replacement and Rehabilitation (Non-Qualifying State)	\$8,485,348	\$1,145,000,000
Appalachian Development Highway System	\$3,422,578	\$100,000,000
Total	\$11,907,926	\$1,245,000,000

Data Source: FHWA, Notice 4510.878, FY 2024

The State of Georgia is set to receive approximately \$20 million from the NHPP funding program for FY 2024. The amount shown in **Table 11-4** is funding to be received post-sequestration, which is a reduction due to budgetary constraints as established in the Balanced Budget and Emergency Deficit Control Act.⁴⁷

Table 11-4: FY 2024 Sequestration of National Highway Performance Program (NHPP) Funds

Area	Georgia	U.S.
Post-Sequestration NHPP	19,797,822	602,577,000

Data Source: FHWA, Notice 4510.881, FY 2024

⁴⁶ FHWA, Apportionment of Highway Infrastructure Program Funds Notice, <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510878.cfm>

⁴⁷ FHWA, Sequestration of Highway Funds Notice, <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510881.cfm>

Additional funding has been allocated for redistribution from the Federal-Aid Highway programs funding of FY 2023, as shown in **Table 11-5**.⁴⁸ The additional funding is sourced from authorized apportioned Federal-Aid Highway program funds that could not be apportioned in FY 2023 due to any obligation limitation (ceiling for how much funds can be committed to be distributed in advance of appropriation of funds) that is in place.^{48,49} This funding is available for use until September 30, 2026.

Table 11-5: FY 2023 Redistribution of Certain Authorized Funds Under the Department of Transportation Appropriations Act

Area	Georgia	U.S.
Authorized Funds	18,850,905	578,443,980

Data Source: FHWA, 4510.877, FY 2023

The National Electric Vehicle Infrastructure (NEVI) formula program can be used to advance electric vehicle charging infrastructure and enhance reliability of electric vehicle usage.⁵⁰ This formula program cannot be used for any other type of highway formula programs, and FHWA has set aside a portion of these funds for states and localities that require additional financial assistance for expanding their electric vehicle infrastructure, which is shown in **Table 11-6**.⁵⁰ GDOT developed a NEVI plan in 2023 that outlines Georgia’s plans for investing funds received through the NEVI program. The state identifies the importance of developing public-private partnerships to achieve their primary goal of building out Alternative Fuel Corridors (AFCs) to meet NEVI charging infrastructure standards. While the federal funding allocated for the NEVI formula program will be used to complete this project, additional funding is required for operation and maintenance. Georgia plans to partner with private entities to operate and maintain charging stations that are to be installed and will need to receive a funding match of 20% from partners to have enough funding to implement this plan.

Table 11-6: FY 2024 Apportionment of Highway Infrastructure Program Funds for the National Electric Vehicle Infrastructure Formula Program Pursuant to the Bipartisan Infrastructure Law

Area	Georgia	U.S.
NEVI Formula Program	\$28,749,258	\$885,000,000

Data Source: FHWA, Notice 4510.883, FY 2024

⁴⁸ FHWA, Redistribution of Authorized Funds Notice, <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510877.cfm>

⁴⁹ FHWA, Fact Sheets on Highway Provisions, <https://www.fhwa.dot.gov/safetealu/factsheets/obl原因.htm#:~:text=Purpose,which%20the%20funds%20are%20authorized.>

⁵⁰ FHWA, National Electric Vehicle Infrastructure Formula Program Notice, <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510883.cfm>

11.1.2 FTA Transit Funding

Troup Transit receives funding from the FTA Formula Grants for Rural Areas (5311) program. The system also receives a smaller portion of its funding from fare revenues. In 2021, 98.8% of the agency's \$374,083 in funding was from federal assistance.⁵¹

11.1.3 Federal Discretionary Grant Funding

Under the BIL, the USDOT, FHWA, and Federal Transit Administration (FTA) have a host of discretionary and competitive grants that applicants such as state DOTs, MPOs, local governments or agencies, and federally-recognized tribes can apply for on a yearly basis.⁵² The following is a list of the more relevant potential grants, in addition to the IIJA formula-fund programs, that can be pursued as applicable to the projects:

- *Rebuilding American Infrastructure for Sustainability and Equity (RAISE)*
The RAISE grant program was designed to provide funding for local and regional transportation projects that contribute to a significant sustainable and equitable impact on communities. This grant provides \$2.2 billion in FY 2023 to be apportioned to select recipients, which can be used for capital projects and planning projects as detailed in the application.^{53,54}
- *Nationally Significant Multimodal Freight & Highway Projects Program (INFRA)*
The INFRA grant awards selected applicants with funding allocated primarily for highway and multimodal freight projects that contribute to safety and reliability and will have a high impact in the region.⁵⁵
- *Bridge Investment Program (BIP)*
The BIP provides funding in addition to the Bridge Formula Program, that is primarily to be used for large-scale bridge projects. This funding program allocates \$9.62 billion to be awarded from FY 2023 to FY 2026. Within the BIP, projects are classified on the cost bracket, with large bridge projects anticipated to cost greater than \$100 million and a minimum grant award of \$50 million for all projects.⁵⁶
- *Safe Streets and Roads for All (SS4A)*
The SS4A (amended from the former Safe Streets for All) program provides funding for projects that work towards the 'vision zero' goal of zero roadway deaths and injuries. This program provides two types of grants that can be used either for developing a safety action plan or implementing projects enhancing safety. The \$5 billion in funds are to be apportioned over a 5-year period from 2022 to 2026 for selected projects.⁵⁷
- *Reconnecting Communities Pilot (RCP)*
Reconnecting communities is a \$1 billion over 5-years pilot program that is designed to have two types of grants which include funding for planning projects and feasibility studies, as well as capital construction. This program primarily works to retrofit and work with existing infrastructure to enhance community connectivity and increase opportunities for mobility and accessibility.

⁵¹ National Transit Database, 2021 Annual Agency Profile, Troup Transit, https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2021/4R03-41019.pdf

⁵² FHWA, BIL, Competitive Grant Programs, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

⁵³ USDOT, RAISE Discretionary Grants, <https://www.transportation.gov/RAISEgrants>

⁵⁴ USDOT, RAISE Application FAQs, <https://www.transportation.gov/RAISEgrants/raise-application-faqs>

⁵⁵ USDOT, INFRA Grant Program, <https://www.transportation.gov/grants/infra-grant-program>

⁵⁶ FHWA, Bridge Investment Program, <https://www.fhwa.dot.gov/bridge/bip/index.cfm>

⁵⁷ USDOT, SS4A, <https://www.transportation.gov/grants/SS4A>

- *Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)*

The PROTECT program has funding appropriated for a formula funding approach and a discretionary grant. The discretionary grant targets funding towards projects that can address areas vulnerable to natural disasters and climate events in the form of planning grants, capital improvements, and evacuation routes.⁵⁸

11.2 State Funding Sources

GDOT facilitates the allocation of funding received from most federal funding programs and is responsible for statewide distribution to all congressional districts for use in federal, state, and local level projects. In addition to distributing federal funds, GDOT has implemented its own funding programs that either apportion funding to all local governments within the 14 congressional districts based on predetermined criterion, or provide discretionary and competitive grant funding to select projects. The predetermined funding plan is outlined in the STIP document that is updated every 4 years. The FY 2024 – 2027 STIP indicates that there is \$1.6 billion in state funds allocated for state highway projects, of which \$1.35 billion is put towards federal matching. There are several sources of state funding, including the motor fuels state tax and special diesel fuel tax. The fuel taxes can only be used for roadway and bridge projects, so other project types can be financed through other sources and funding programs.⁵⁹

11.2.1 Local Maintenance & Improvement Grant (LMIG)

GDOT provides funding to local municipalities (cities and counties) for maintenance, repair, and low-impact projects that do not require a significant alteration to the roadway network through the Local Maintenance & Improvement Grant (LMIG) program. This program allows minor projects to be funded and completed more quickly than large-scale projects. The LMIG receives funding from the state motor fuel tax. Guidelines for applying to this grant include a matching of 10 to 30% of expenses, the project should be completed within 1-3 years, and guidelines outlined by the American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) should be adhered to.⁶⁰ LMIG formula funding for Troup County in state FY 2022-2024 is shown in **Table 11-7**.⁶¹

Table 11-7: FY 2022-FY2024 LMIG Formula Funding Amounts

GDOT District	County	City	Total Mileage	Population	2022 LMIG Formula Amount	2023 LMIG Formula Amount	2024 LMIG Formula Amount	Required LMIG Match
3	Troup	(Unincorporated)	527.76	32,174	\$774,184	\$788,601	\$841,653	30%
3	Troup	Hogansville	28.04	3,209	\$48,911	\$49,855	\$53,873	30%
3	Troup	LaGrange	182.29	31,551	\$374,386	\$381,599	\$415,488	30%
3	Troup	West Point	43.42	3,748	\$69,076	\$70,882	\$75,966	30%

⁵⁸ FHWA, PROTECT Discretionary Grant Program, <https://www.fhwa.dot.gov/environment/protect/discretionary/>

⁵⁹ GDOT, STIP, https://www.dot.ga.gov/InvestSmart/STIP/FY24-27/STIP_FY24_27_Final.pdf

⁶⁰ GDOT, Local Funding Opportunities, <https://www.dot.ga.gov/PartnerSmart/Local/LMIGReportsForms/LocalGrantOpportunities.pdf>

⁶¹ GDOT, FY 2024 LMIG Formula Amounts, <https://www.dot.ga.gov/PartnerSmart/Local/LMIGReportsForms/LMIG%20formula%20amounts.pdf>

11.2.2 STIP Lump Sum Programs

In addition to the initial STIP allocation, there is a Lump Sum project program that specifically sets aside funds for smaller-scale projects that do not have a significant impact on the roadway network or capacity.⁶² These funds are categorized into nine groups:

1. Transportation Alternative Program (TAP) – intended for transportation alternative projects including pedestrian and bicycle facilities, and public transportation (*federal funds, locally administered*)
2. Maintenance – bridge and roadway maintenance projects (rehabilitation, resurfacing, pavement markings, signage, and other improvements)
3. Lighting – specific to upgrading lighting systems and light repairs
4. Rights of Way Protective Buying and Hardship Acquisitions – for acquiring right-of-way (ROW) for future projects
5. Safety – railroad and safety projects (eliminating hazards, upgrading warning systems, widening, guardrails and other safety measures)
6. Operations – operational improvements and signal upgrades (installing turn lanes, ramps, interchanges, and signal operation improvements and maintenance)
7. Low impact bridges – specific to bridge projects that do not have high environmental, utility, or travel pattern impacts
8. Freight operations – improving all facilities that are used for freight and ensuring safety on truck routes
9. Rural development – improving broadband, transportation, ITS, and safety infrastructure in rural areas

11.2.3 State Transit Funding

GDOT also provides funding for transit through the Transit Trust Fund Program (TTFP) which can be used for any transit related project that will help support or expand the network.⁶³ For FY 2024, each county transit agency or rural sub-recipient has been allocated funds to support their local transit services, and Troup County is set to receive \$93,260 through this funding program to distribute to local transit services.⁶⁴

11.3 Local Funding Sources

Cities and counties fund projects from a variety of sources, but the primary locally generated sources or “own source” funds come from sources such as property and sales tax revenues. The Special Purpose Local Option Sales Tax (SPLOST) is a primary local funding source for transportation projects. SPLOSTs are a funding mechanism that collects a temporary, voter-approved sales tax of 1% that is collected during sales to collect funding for capital projects.⁶⁵ Troup County’s current SPLOST (SPLOST V) is for the six-year period beginning January 1, 2019 through 2024 and is expected to generate approximately \$70 million dollars. According to Troup County’s Annual Comprehensive Financial Report for the end of FY 2022, approximately \$8 million from SPLOST V County-Wide and \$4 million from SPLOST V County-Specific were calculated as revenue to fund capital projects. The expenditures from this funding source include bridges, roadways, parks and recreation facilities, safety, and sustainability projects. SPLOST funding for county projects includes \$19 million for roads and bridges. Troup County SPLOST funds are an essential source of locally controlled funding for transportation projects and can provide the required local match to state and federal funds and to leverage those larger funding sources, advancing projects more quickly. Troup County also has two Tax Allocation Districts (TADs) – the Gateway TAD and the Mill Creek

⁶² GDOT, STIP FY 2024 – 2027, https://www.dot.ga.gov/InvestSmart/STIP/FY24-27/STIP_FY24_27_Final.pdf

⁶³ GDOT, Transit Trust Fund Program, <https://www.dot.ga.gov/GDOT/Pages/TTFP.aspx>

⁶⁴ GDOT, TTFP, SFY 2024 Distributions,

https://www.dot.ga.gov/InvestSmart/Transit/Documents/TTFP/SFY2024_TTFP_Allocations.pdf

⁶⁵ ACCG, Special Purpose Local Option Sales Tax: A Guide for County Officials,

<https://www.accg.org/library/legal/SPLOST%202016.pdf>

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TAD that generate revenue for those areas.⁶⁶ Local transit projects are primarily funded through passenger fare revenue that is tracked yearly in the National Transit Database (NTD).⁶⁷ In 2022, Troup County had collected \$8,443 in total through passenger fares, which is a minimal contribution for transit improvement projects.⁶⁸

⁶⁶ Troup County Georgia 2022 Annual Comprehensive Financial Report, <https://www.troupcountyga.gov/Content/Documents/finance/2022/Troup%20County%20Georgia%202022%20Annual%20Comprehensive%20Financial%20Report.pdf>

⁶⁷ FTA, The National Transit Database, <https://www.transit.dot.gov/ntd>

⁶⁸ FTA, 2022 Annual Database Fare Revenues, <https://www.transit.dot.gov/ntd/data-product/2022-annual-database-fare-revenues>

12 Conclusions

The *Troup County Long-Range Transportation Plan* serves as the Long-Range Transportation Plan for Troup County, including the cities of Hogansville, LaGrange, and West Point. Transportation improvement projects were reviewed based on the goals and objectives as identified by the plan's interested parties and in alignment with Georgia's Statewide Strategic Transportation Plan. The *Troup County Long-Range Transportation Plan* identified the existing conditions, future conditions, and potential projects for the transportation network.

The identified projects included in this plan were chosen with the intent of improving the multimodal transportation network including highways, local roads, bridges, bicycle and pedestrian improvements, freight, transit, and railways. An evaluation of the identified projects was provided to give understanding to the impacts, benefits, and costs associated with projects. The project impacts include the expected effects on congestion, safety, the environment, and disadvantaged community groups. The plan also includes a high-level timeline for project implementation.

The planning process included coordination among Troup County, the cities of LaGrange, Hogansville, and West Point, the Georgia Department of Transportation (GDOT), a stakeholder Advisory Committee, and a consulting team comprised of Arcadis and Modern Mobility Partners. This collaboration ensured necessary interested groups had the opportunity to provide input in developing and evaluating planned improvements to the transportation network.

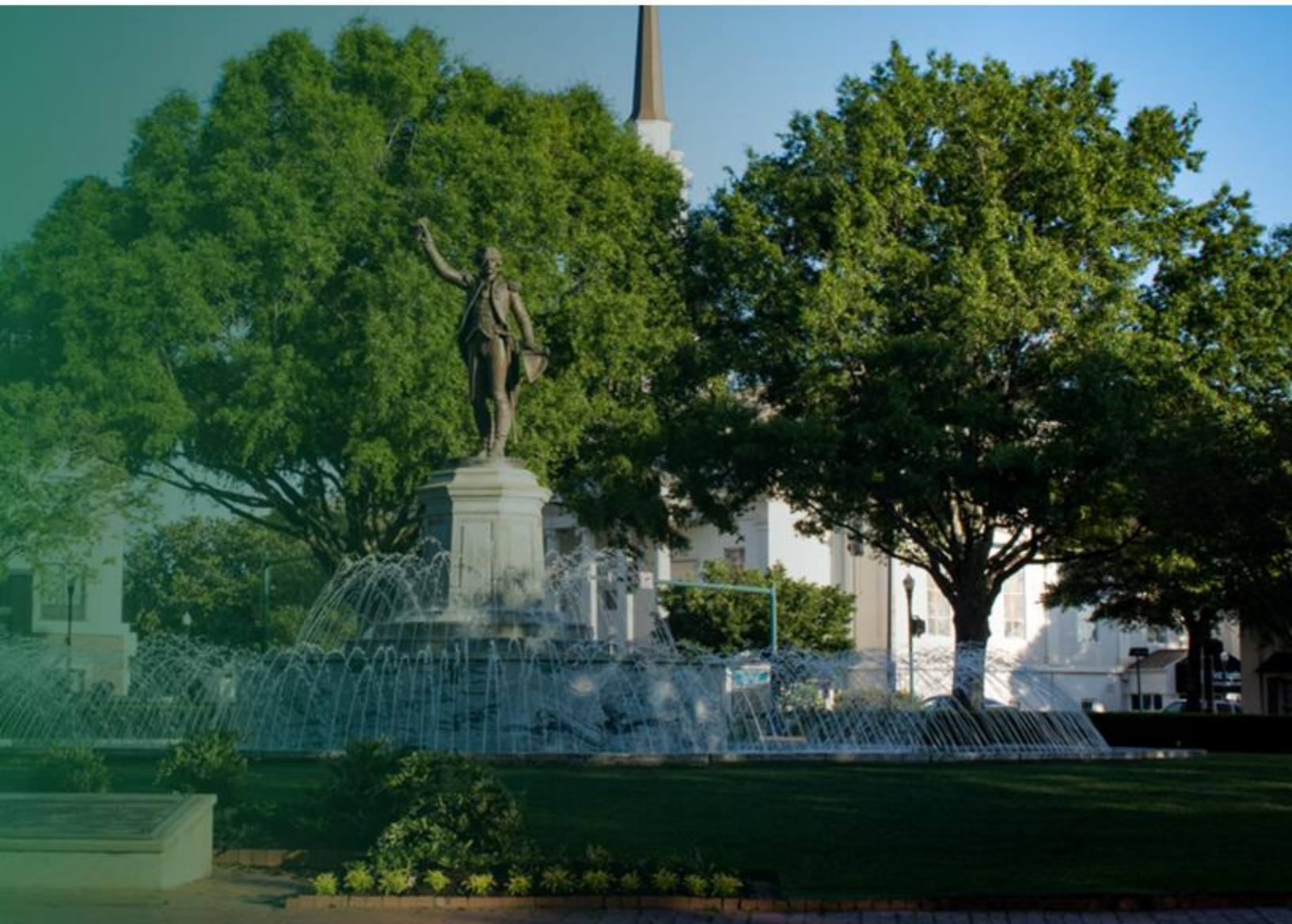
This document should serve as the foundation for Troup County's transportation planning efforts and a starting point for addressing transportation opportunities. It should be reviewed and updated periodically to incorporate the latest data and to ensure that the plan's assumptions and projects effectively address the county's transportation opportunities.

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Appendix A – Project Fact Sheets

Troup County Long-Range Transportation Plan

January 24, 2024



Troup County Long-Range Transportation Plan

Facility: LaGrange Bypass

Project Extent: CR 282/Youngs Mill Road to SR 1/US27/Martha Berry Highway

Source: Previously Identified (GDOT PI# 0014077)

Project Number:
C-1

Project Length:
1.7 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: 0 lanes

Improved Configuration: 4 lanes (includes intersection improvements at N Davis Road @ Youngs Mill Road)

Estimated Cost (2022 Dollars):

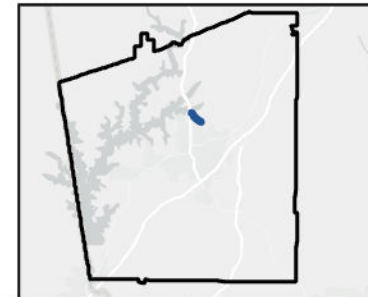
\$35,912,000

Estimated Cost (YOE Dollars):

\$38,907,000

Benefit/Cost Ratio:

0.2



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Not Present

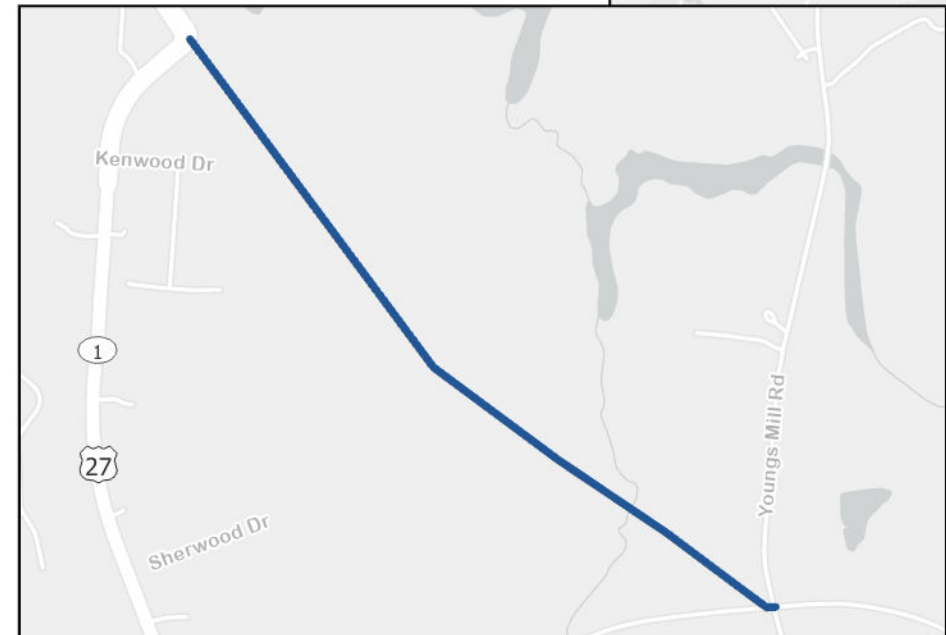
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14 Spur/N Davis Road

Project Extent: S of SR 109/Lafayette Parkway to SR 14/US 29/Hogansville Road

Source: Previously Identified (GDOT PI# 0014079)

Project Number:
C-2

Project Length:
1.22 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

Improved Configuration: 4 lanes (includes intersection improvements at SR 14/Hogansville Road @ S Davis Road and at SR 109/Lafayette Parkway @ S Davis Rd)

Estimated Cost (2022 Dollars):

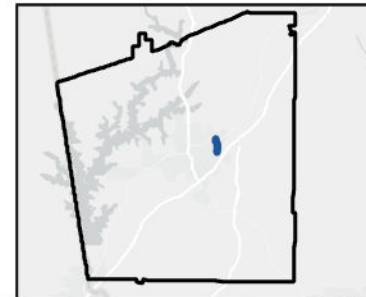
\$34,991,000

Estimated Cost (YOE Dollars):

\$37,093,000

Benefit/Cost Ratio:

2.7



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

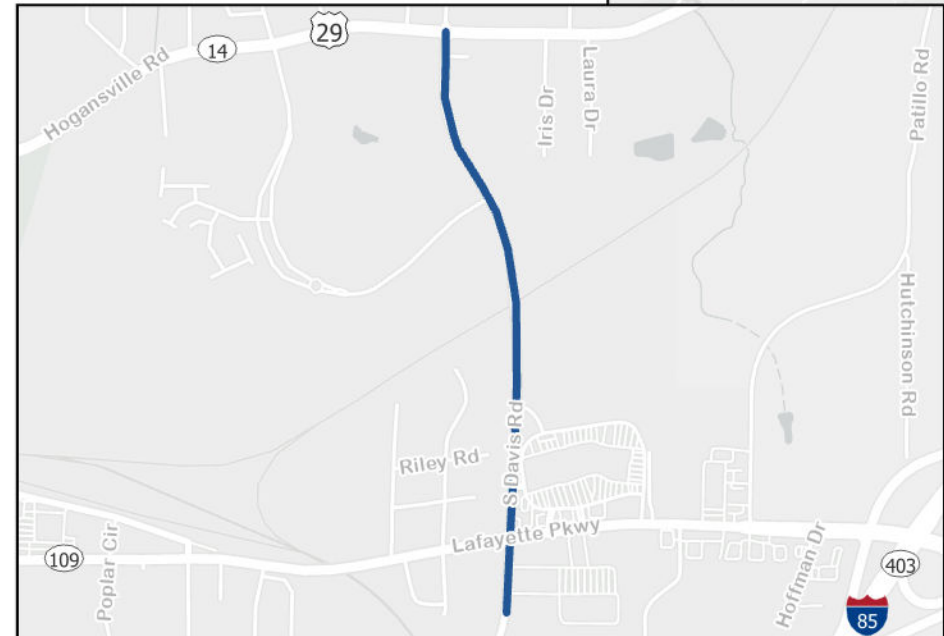
NRHP Resources:
Not Present

Community Resources:
Old Pathway Baptist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: LaGrange Bypass/N Davis Road

Project Extent: SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road

Source: Previously Identified (GDOT PI# 0014078)

Project Number:
C-3

Project Length:
2.54 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

Improved Configuration: 4 lanes (includes intersection improvements at N Davis Road @ Hammett Road)

Estimated Cost (2022 Dollars):

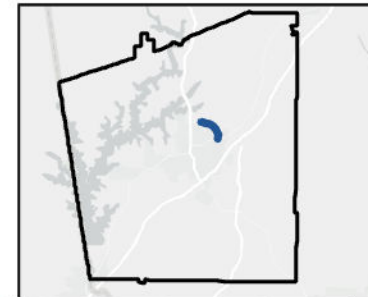
\$29,352,000

Estimated Cost (YOE Dollars):

\$31,950,000

Benefit/Cost Ratio:

4.67



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Present

NRHP Resources:
Not Present

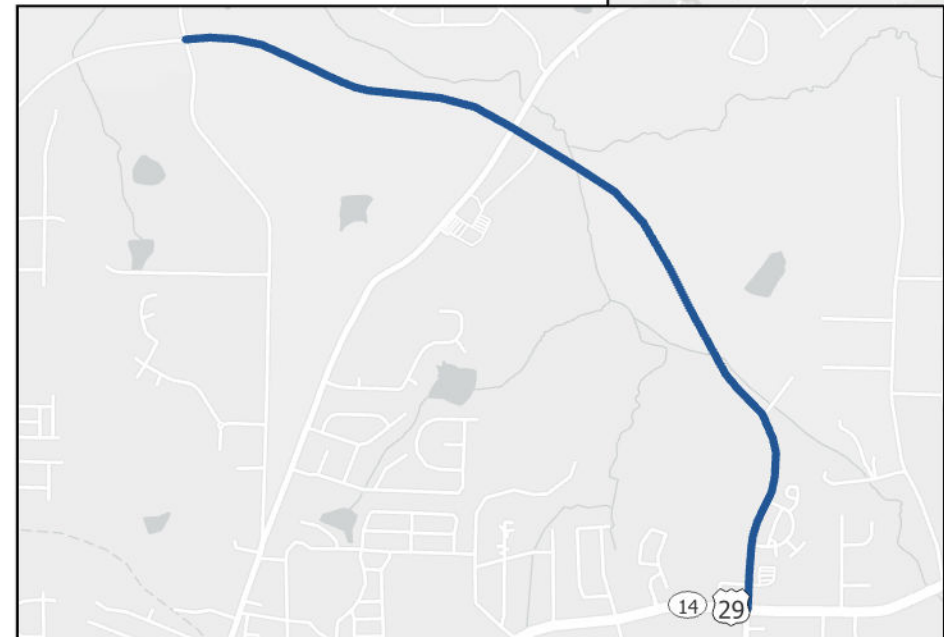
Community Resources:

Trinity on the Hill United Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14/US 29/West Point Road

Project Extent: CR 403/Upper Glass Bridge to Old Vernon Road

Source: Previously Identified (GDOT PI# 321715-)

Project Number:
C-4

Project Length:
2.8 mi

SSTP Framework Category:
Catalytic

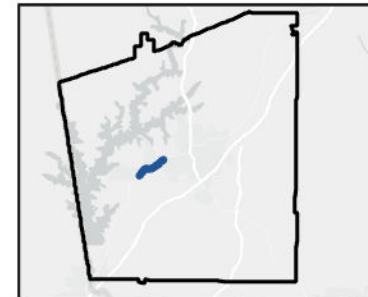
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$59,409,000

Estimated Cost (YOE Dollars):
\$65,395,000

Benefit/Cost Ratio:
1.49



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

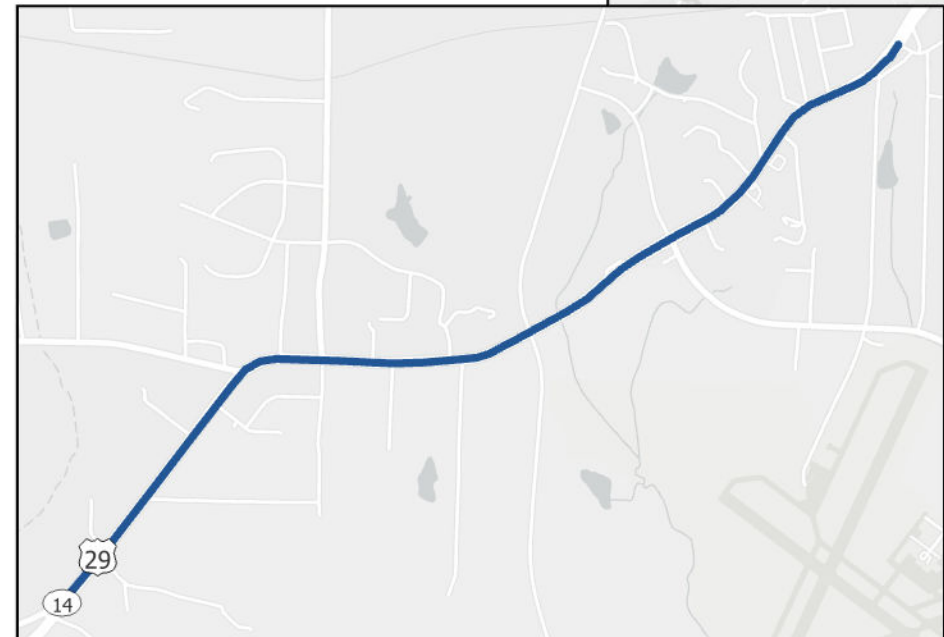
Community Resources:

Living by Faith Worship Center, Western Heights Baptist Church, Covenant Word of Faith Ministries

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109/Greenville Road

Project Extent: CR 206/Callaway Church to CR 238/Chipley Mountville Road

Source: Previously Identified (GDOT PI# 0008674)

Project Number:
C-5

Project Length:
4.95 mi

SSTP Framework Category:
Catalytic

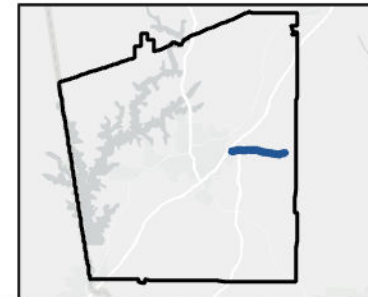
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$26,788,000

Estimated Cost (YOE Dollars):
\$31,736,000

Benefit/Cost Ratio:
3.79



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

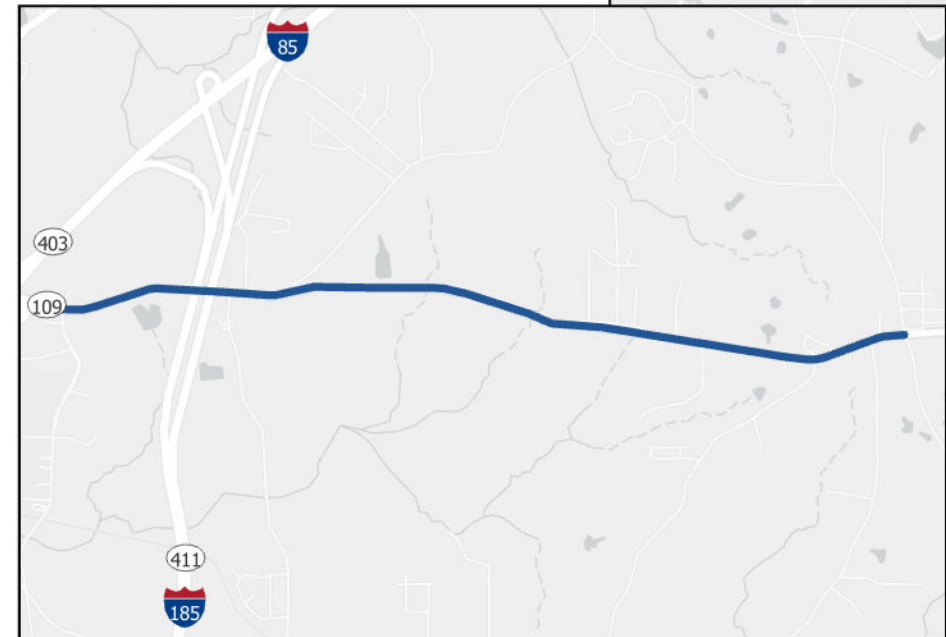
NRHP Resources:
Mays-Boddie House, Nathan Van
Boddie House

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109/Greenville Road

Project Extent: Chipley Mountville Road (Troup Co.) to SR 41/S Talbotton Street/Roosevelt Highway (Meriwether Co.)

Source: Previously Identified (GDOT PI# 0013063)

Project Number:
C-6

Project Length:
10.67 mi

SSTP Framework Category:
Catalytic

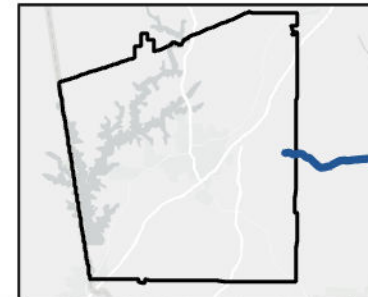
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$85,886,000

Estimated Cost (YOE Dollars):
\$106,885,000

Benefit/Cost Ratio:
1.99



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

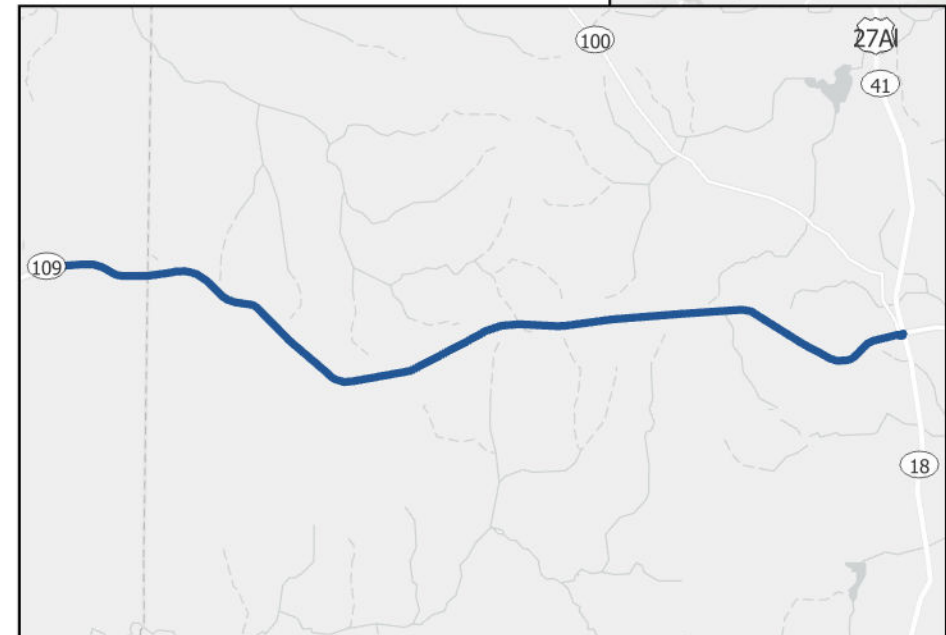
Community Resources:

Mountville Baptist Church, Mountville Volunteer Fire Department

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Impact Statement

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-85

Project Extent: 1.63 mi. N of I-185 to 0.72 mi. S of SR 54/SR 100/Lone Oak Road/Luthersville Road

Source: Previously Identified (GDOT PI# 0012800)

Project Number:
C-7

Project Length:
6.32 mi

SSTP Framework Category:
Catalytic

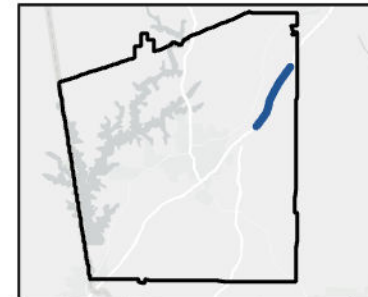
Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes
Improved Configuration: 6 lanes

Estimated Cost (2022 Dollars):
\$90,358,000

Estimated Cost (YOE Dollars):
\$121,247,000

Benefit/Cost Ratio:
4.64



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

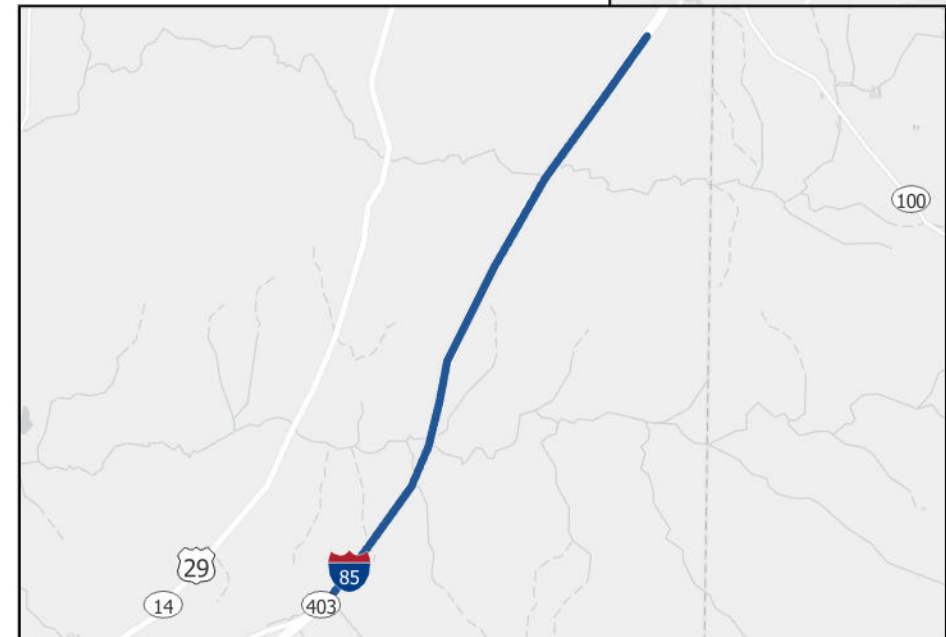
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-85

Project Extent: S of SR 54/SR 100/Lone Oak Road/Luthersville Road (Troup Co.) to N of Forest Road (Meriwether)

Source: Previously Identified (GDOT PI# 0012801)

Project Number:
C-8

Project Length:
5.45 mi

SSTP Framework Category:
Catalytic

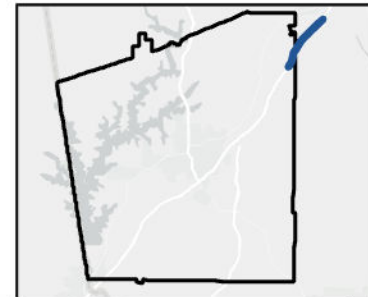
Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes
Improved Configuration: 6 lanes

Estimated Cost (2022 Dollars):
\$76,445,000

Estimated Cost (YOE Dollars):
\$102,578,000

Benefit/Cost Ratio:
8.45



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

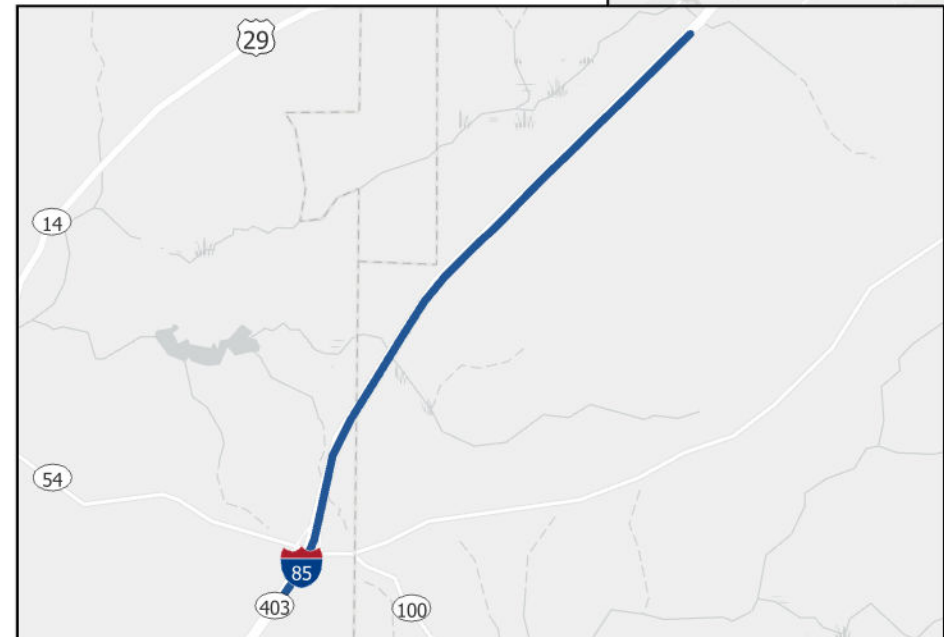
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-85

Project Extent: 0.26 mi. N of SR 109/Lafayette Pkwy/Greenville Road to 1.63 mi. N of I-185

Source: Previously Identified (GDOT PI# 0014893)

Project Number:
C-9

Project Length:
3.15 mi

SSTP Framework Category:
Catalytic

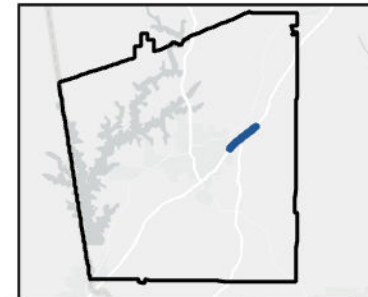
Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes
Improved Configuration: 6 lanes

Estimated Cost (2022 Dollars):
\$23,035,000

Estimated Cost (YOE Dollars):
\$33,406,000

Benefit/Cost Ratio:
7.28



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

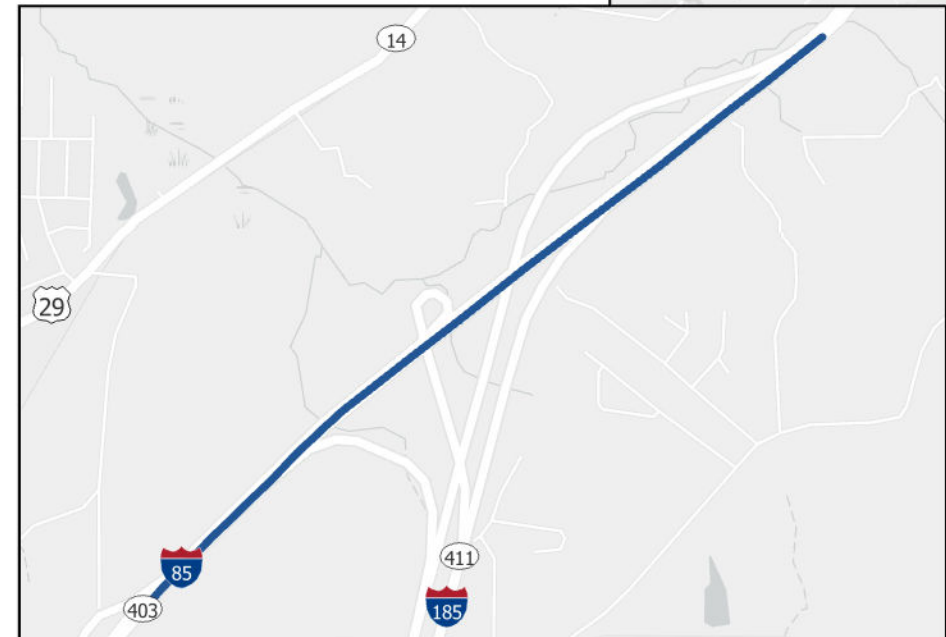
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14 Spur/S Davis Road

Project Extent: SR 109/Lafayette Parkway to SR 219/Whitesville Road via Tom Hall Parkway

Source: Previously Identified (GDOT PI# 0008678)

Project Number:
C-10

Project Length:
4.5 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

Improved Configuration: 4 lanes; Freight improvements including signage, increasing turn radii

Estimated Cost (2022 Dollars):

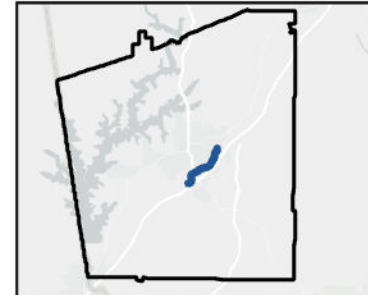
\$22,024,000

Estimated Cost (YOE Dollars):

\$39,112,000

Benefit/Cost Ratio:

6.19



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Nutwood Winery, Fannin--Trutti--
Handley Place

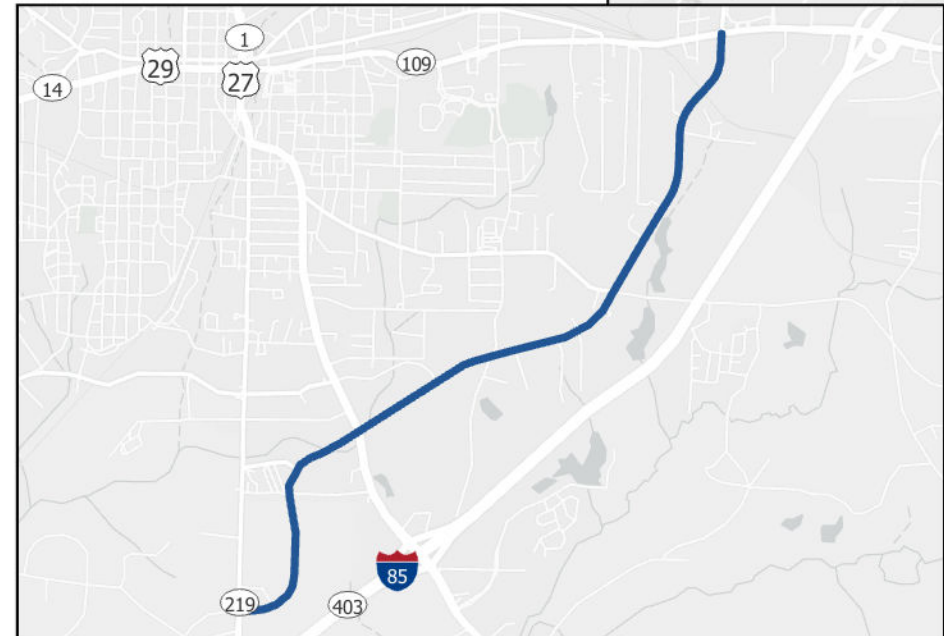
Community Resources:

Clearview Elementary School, LaGrange Fire Department Station 1, New community Church, Baptist Tabernacle, Kingdom Hall Place of Worship, Clearview Chapel

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Martha Berry Highway/Hamilton Road

Project Extent: I-185 to I-85

Source: Previously Identified (GDOT PI# 0008671)

Project Number:
C-11

Project Length:
4.37 mi

SSTP Framework Category:
Catalytic

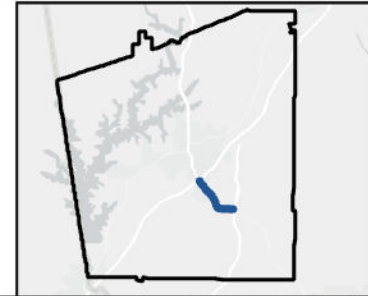
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$58,323,000

Estimated Cost (YOE Dollars):
\$76,198,000

Benefit/Cost Ratio:
2.05



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

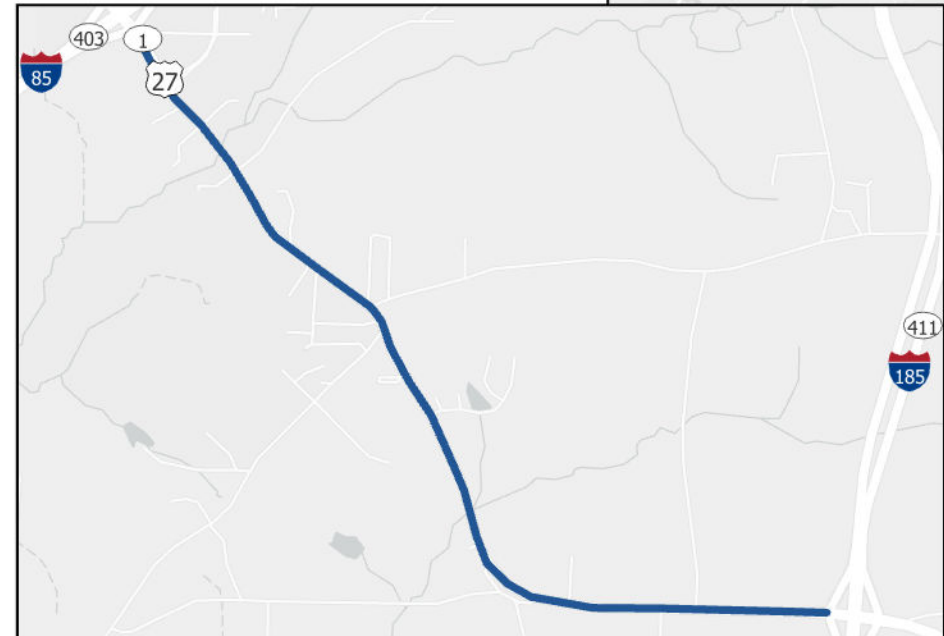
Community Resources:

Troup County Fire Headquarters, Georgia State Patrol facility, Troup County Sheriff's Department, Rosemont Baptist Church, Pleasant Grove United Methodist

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Whitesville Road

Project Extent: SR 1/US 27 to South Davis Road

Source: Previously Identified (GDOT PI# 0008673)

Project Number:
C-12

Project Length:
2.6 mi

SSTP Framework Category:
Catalytic

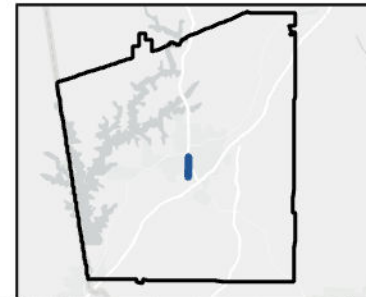
Anticipated Sponsor:
GDOT

Existing Configuration: 3 lanes (2 through lanes)
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
35,131,000

Estimated Cost (YOE Dollars):
\$45,898,000

Benefit/Cost Ratio:
1.83



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

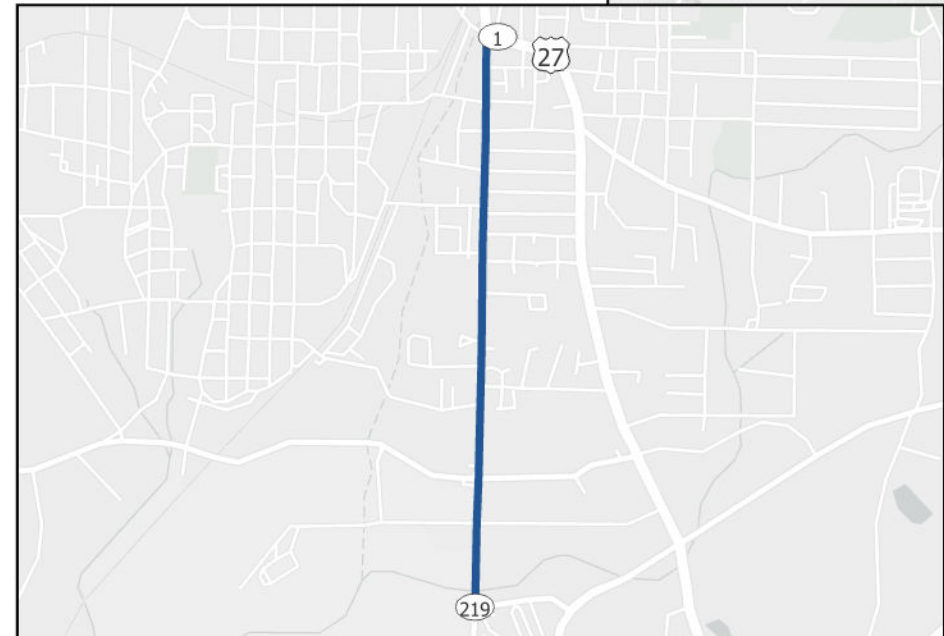
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Upper Big Springs Road

Project Extent: SR 14 Spur/S Davis Road to I-185

Source: Existing Needs Assessment (Forecasted future LOS)

Project Number:
C-13

Project Length:
2.5 mi

SSTP Framework Category:
Catalytic

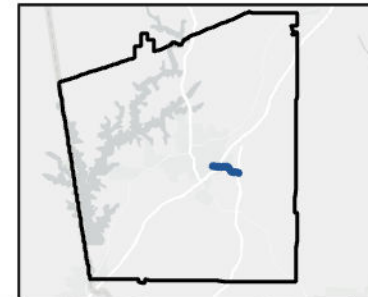
Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$37,486,000

Estimated Cost (YOE Dollars):
\$48,975,000

Benefit/Cost Ratio:
0.92



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

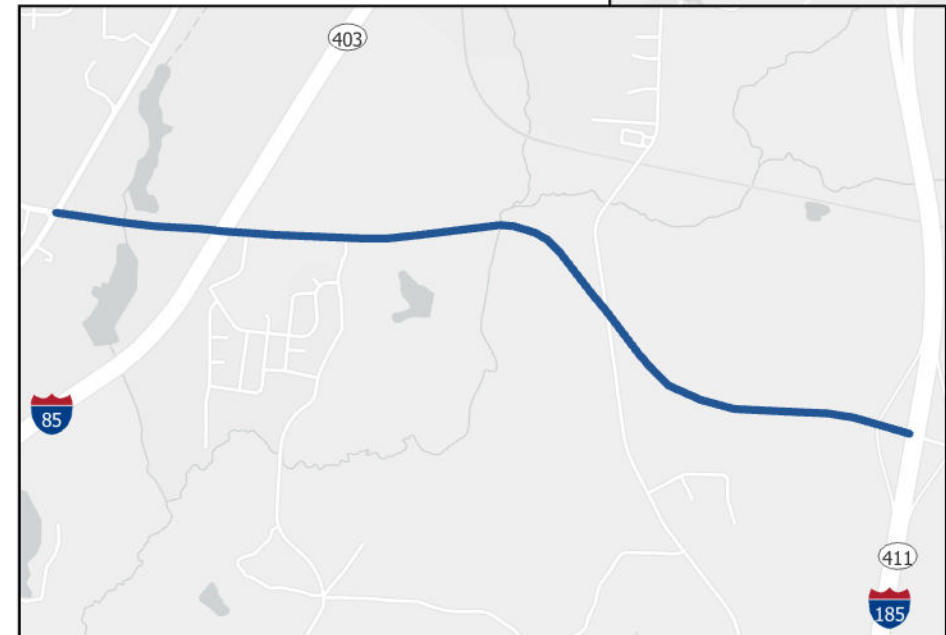
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-85 SB @ SR 109; Inc Ramp

Project Extent: N/A

Source: Previously Identified (GDOT PI# 0007904)

Project Number:
C-14

Project Length:
N/A

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes

Improved Configuration: Auxiliary lane added SB on I-85

Estimated Cost (2022 Dollars):

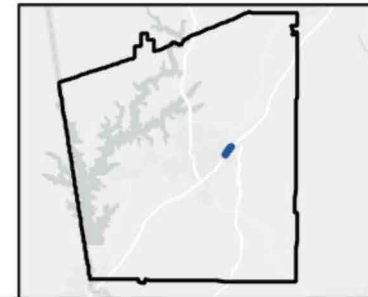
\$6,897,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe

Benefit/Cost Ratio:

1.67



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

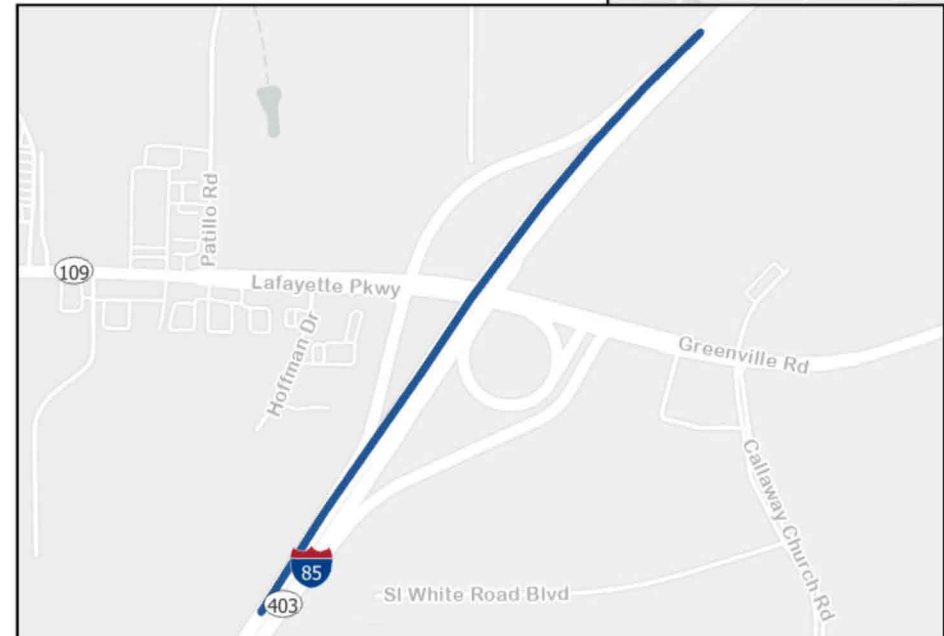
NRHP Resources:
Reid-Glanton House

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14/US 29/Hogansville Road

Project Extent: CR 276/Youngs Mill Road to SR 54

Source: Previously Identified (GDOT PI# 0008669)

Project Number:
C-15

Project Length:
11.6 mi

SSTP Framework Category:
Catalytic

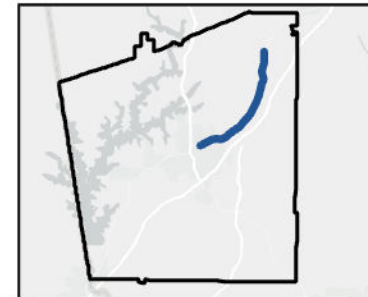
Anticipated Sponsor:
GDOT

Existing Configuration: 3 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$133,442,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
2



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

Justice 40 and Environmental Justice:
Present

Parks:
Present

NRHP Resources:
Stark Mill and Mill Village Historic District; East Main Street--Johnson Street Historic District

Community Resources:

LaGrange Fire Department - Station 3, Church of Christ Northside, Pepperell Park, Trinity On the Hill United, Welcome Baptist Church, Three Life Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Impact Statement

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Martha Berry Highway

Project Extent: CR 188/Old Chipley Road to I-185

Source: Previously Identified (GDOT PI# 0008670)

Project Number:
C-16

Project Length:
4.15 mi

SSTP Framework Category:
Catalytic

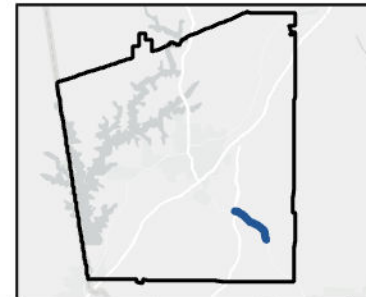
Anticipated Sponsor:
GDOT

Existing Configuration: 2-3 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$43,450,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
2.05



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Not Present

NRHP Resources:
Not Present

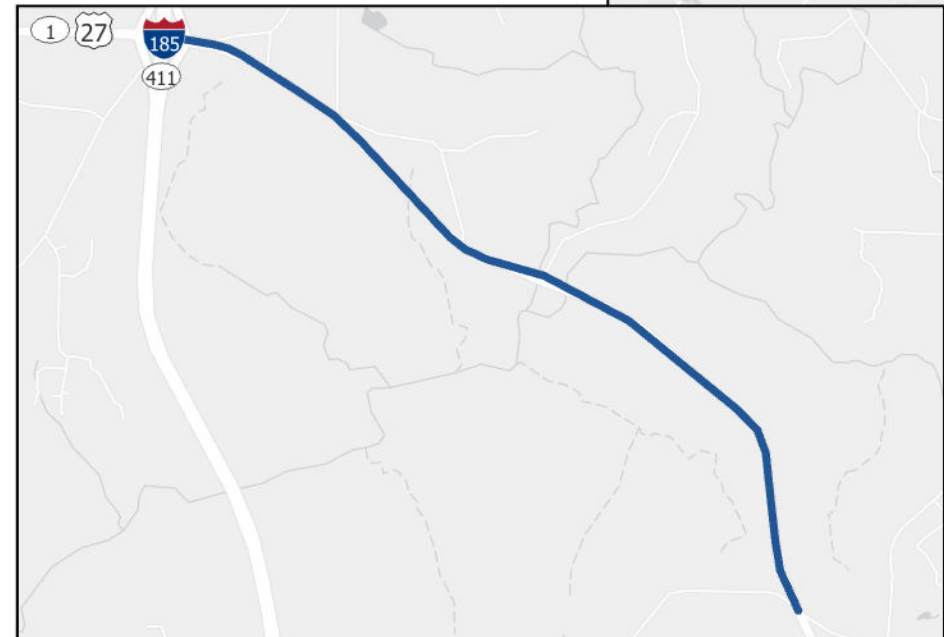
Community Resources:

Troup County Fire Department - Station 12, Rosemont Elementary School

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Whitesville Road

Project Extent: CR 407/Bartley Road to I-85

Source: Previously Identified (GDOT PI# 0008672)

Project Number:
C-17

Project Length:
2.4 mi

SSTP Framework Category:
Catalytic

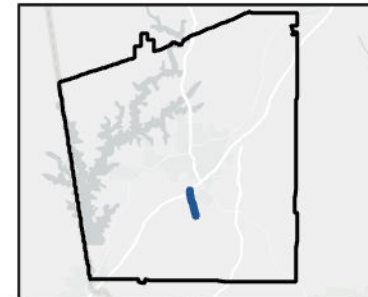
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$30,181,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
0.91



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

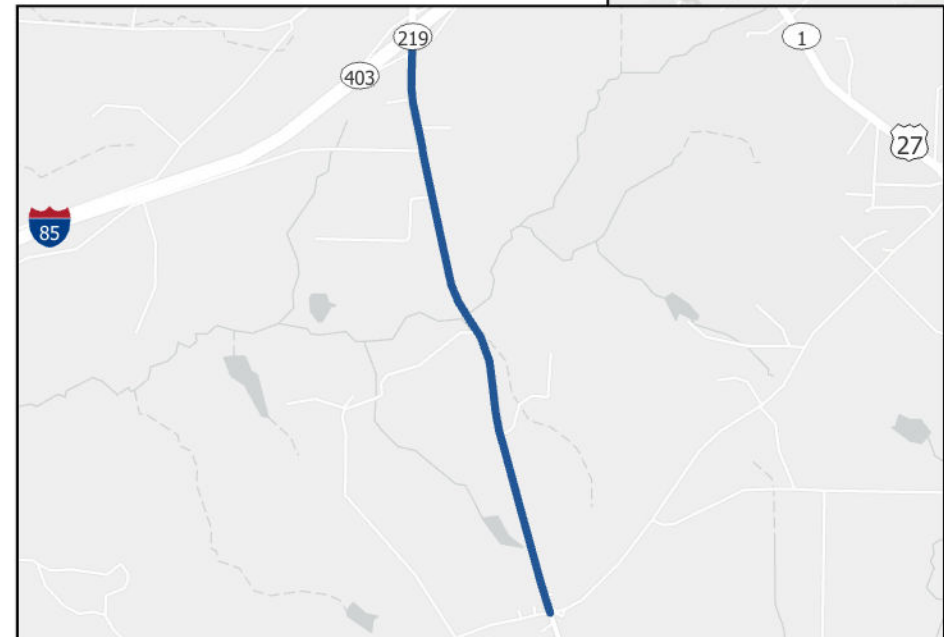
NRHP Resources:
Fannin--Trutti--Handley Place

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109/Roanoke Road

Project Extent: SR 14/US 29 to CR 680/Abbotts Ford/Rock Mill Road

Source: Previously Identified (GDOT PI# 0008675)

Project Number:
C-18

Project Length:
7.2 mi

SSTP Framework Category:
Catalytic

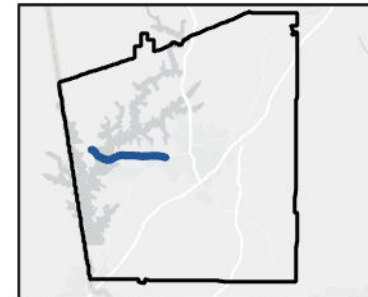
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$107,600,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
1.13



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

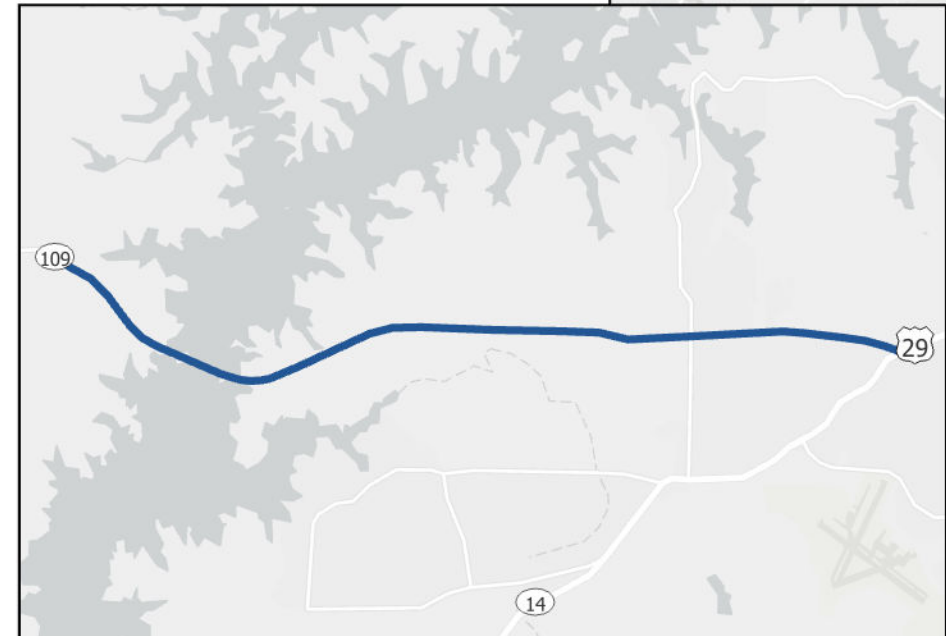
Community Resources:

Troup County Fire Department -Station 10, Hope New Church, East Vernon Baptist Church, Word Harvest Ministries, Cedarcrest Community Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 54/E Main Street/Lone Oak Road

Project Extent: SR 14/US 29/Troup to CR 17/County Ln Rd/Meriwether

Source: Previously Identified (GDOT PI# 0008676)

Project Number:
C-19

Project Length:
3.6 mi

SSTP Framework Category:
Catalytic

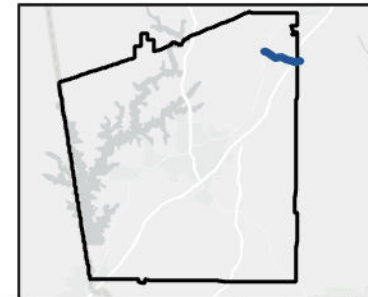
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$18,736,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
5.54



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

NRHP Resources:
Phillips--Sims House, Royal Theater,
East Main Street--Johnson Street
Historic District

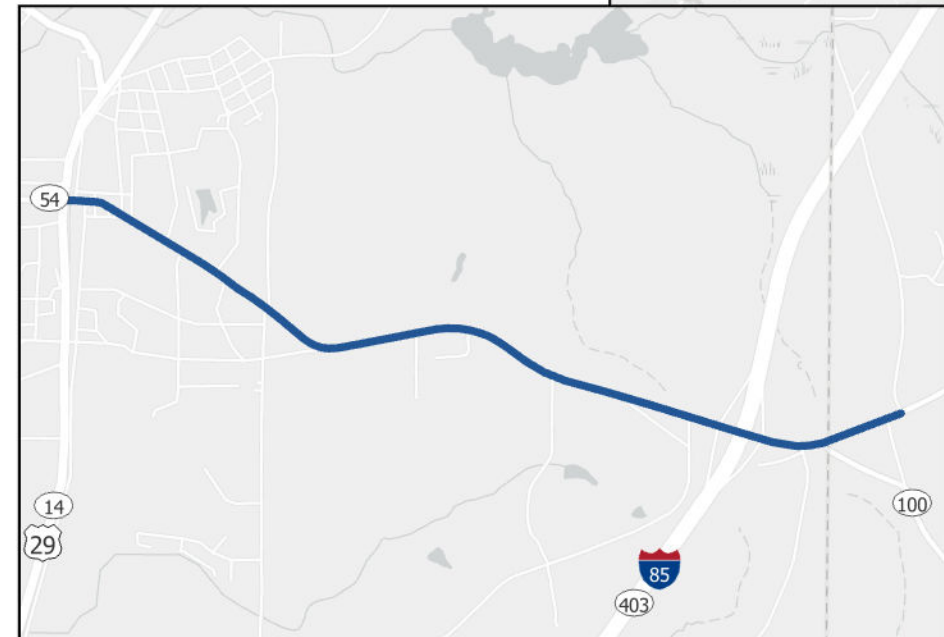
Community Resources:

Troup County Fire Department - Station 11, First Baptist of Hogansville, First United Methodist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Mooty Bridge Road & CS 1023

Project Extent: SR 1/US 27 to CR 419/Wares Cross Road

Source: Previously Identified (GDOT PI# 0008677)

Project Number:
C-20

Project Length:
4.8 mi

SSTP Framework Category:
Catalytic

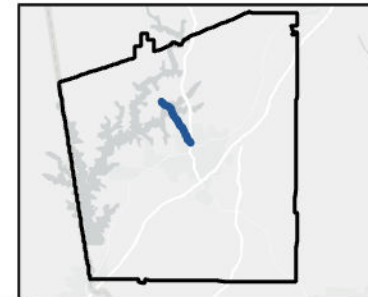
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$62,917,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
2.9



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

NRHP Resources:
Not Present

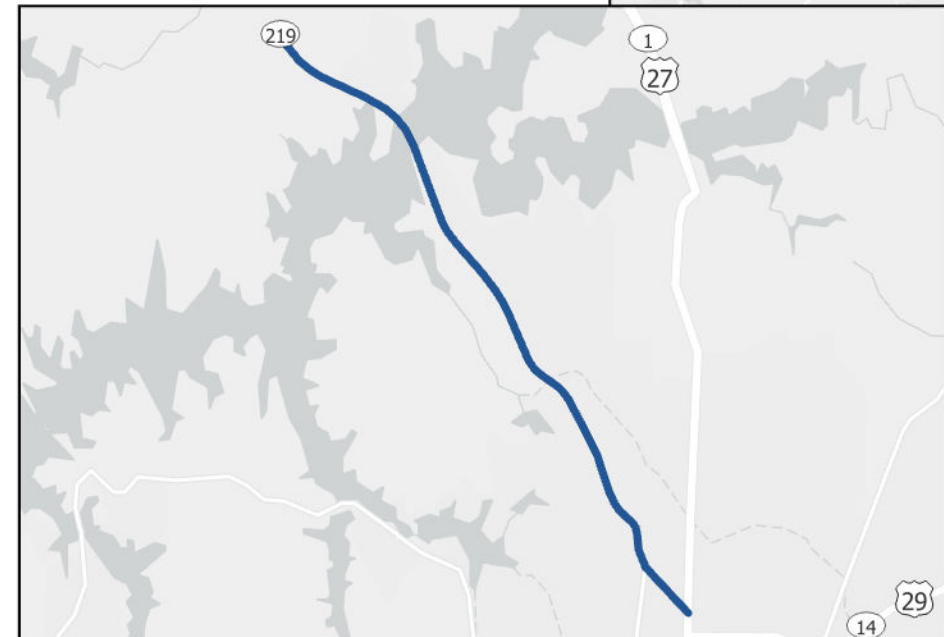
Community Resources:

USACE Sunny Point Recreation Area, LaGrange Fire Department - Station 4, the Hope Academy School, Smyrna Baptist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Pegasus Parkway

Project Extent: SR 219/Whitesville Road to SR 109/SR 14/US 29/West Point Road

Source: Stakeholder Input and Future Conditions Analysis

Project Number:
C-21

Project Length:
4.94 mi

SSTP Framework Category:
Catalytic

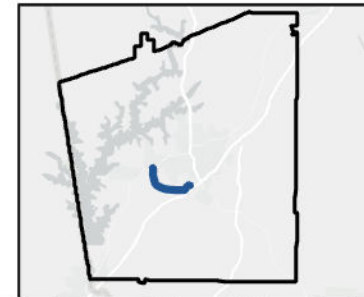
Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$62,469,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
1.63



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

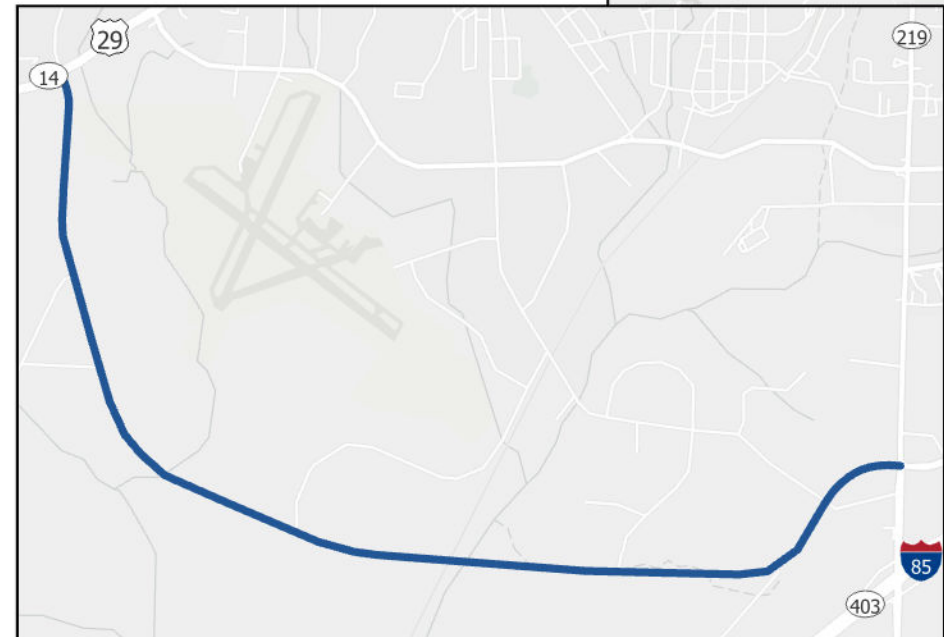
NRHP Resources:
Fannin--Trutti--Handley Place

Community Resources:
Troup County Fire Department - Station 4

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109, including I-85 @ SR 109/Greenville Road interchange

Project Extent: S Davis Road to Callaway Church Road

Source: Future Conditions Analysis

Project Number:
C-22

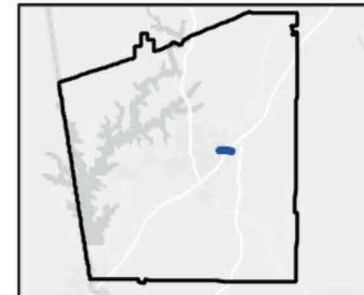
Project Length:
0.12 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

Improved Configuration: Assessment of a series of coordinated improvements in the I-85 @ SR 109 interchange area. Improvements may include: (1) Reconfiguring ramp alignment and location (2) Evaluation of roundabouts (3) Access management improvements.



Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Benefit/Cost Ratio:

N/A

Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Not Present

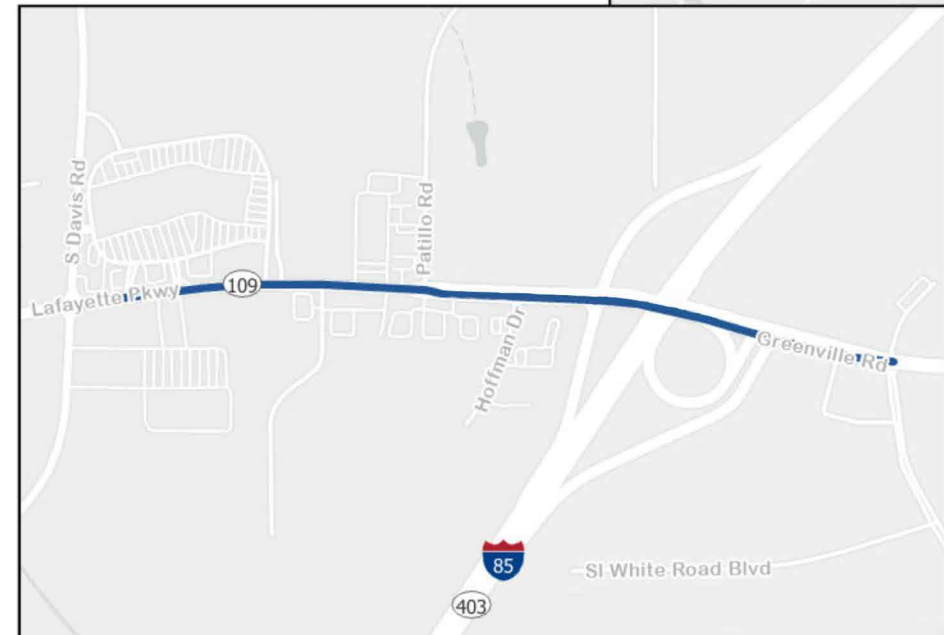
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Not Present

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-185

Project Extent: SR1/US 27/Hamilton Road/Martha Berry Highway to Williams Road (Muscoogie Co.)

Source: Future Conditions Analysis

Project Number:
C-23

Project Length:
30.33 mi

SSTP Framework Category:
Catalytic

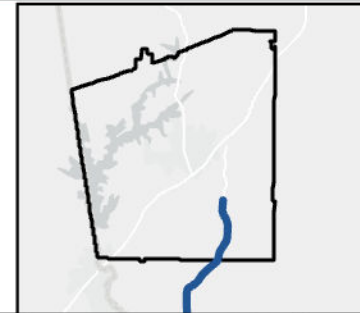
Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes
Improved Configuration: 6 lanes

Estimated Cost (2022 Dollars):
\$469,611,000

Estimated Cost (YOE Dollars):
\$31,950.000

Benefit/Cost Ratio:
0.006



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
Present

Parks:
N/A

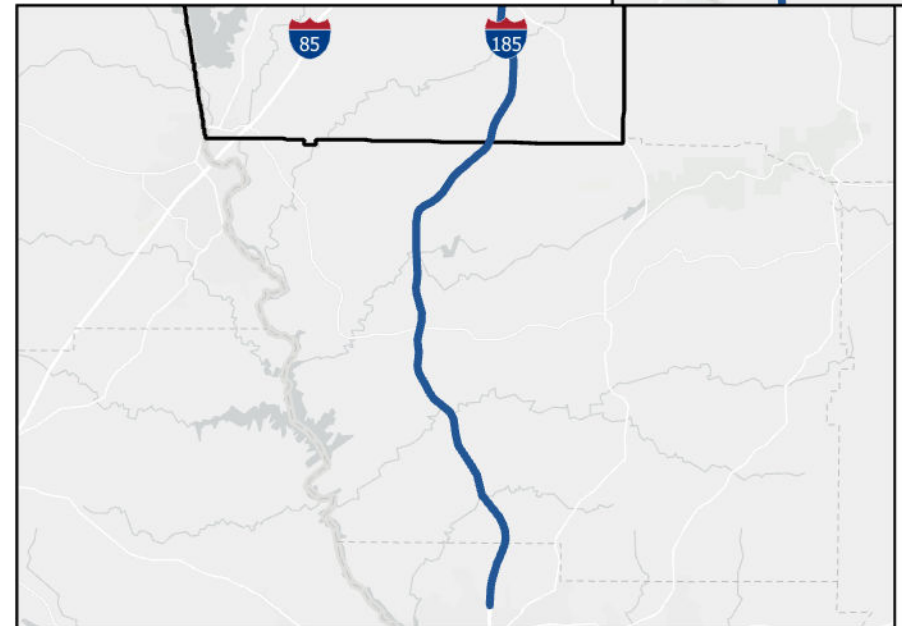
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Kia Parkway Extension (New Roadway)

Project Extent: Kia Boulevard to Pegasus Parkway / Sewon Boulevard

Source: Future Conditions Analysis

Project Number:
C-24

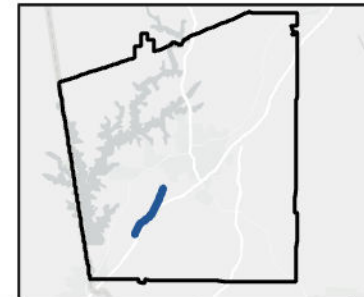
Project Length:
5.13 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
Troup County, LaGrange, West

Existing Configuration: N/A

Improved Configuration: New location roadway - long-term extension of Kia Parkway. May be designed as an innovation corridor, including transportation technology element related to autonomous vehicles, for example. This would be a new locally owned and maintained roadway.



Estimated Cost (2022 Dollars):
\$260,564,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
0.02

Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

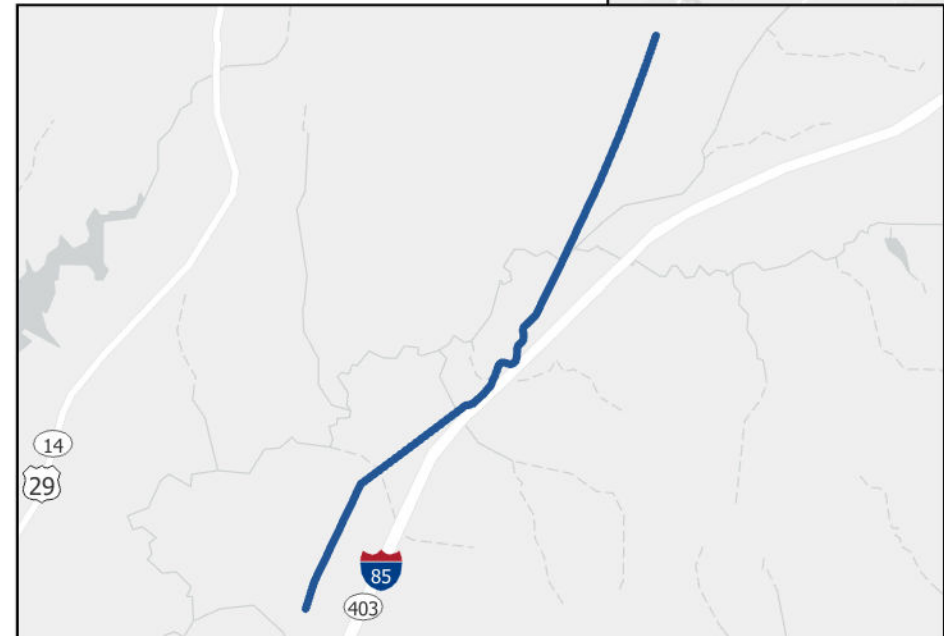
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Impact Statement

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-85 @ Cannonville Road

Project Extent: N/A

Source: Stakeholder Input and Future Conditions Analysis

Project Number:
C-25

Project Length:
0.11 mi

SSTP Framework Category:
Catalytic

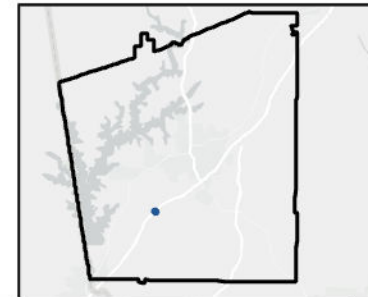
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes
Improved Configuration: New interchange

Estimated Cost (2022 Dollars):
\$44,526,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
0.01



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

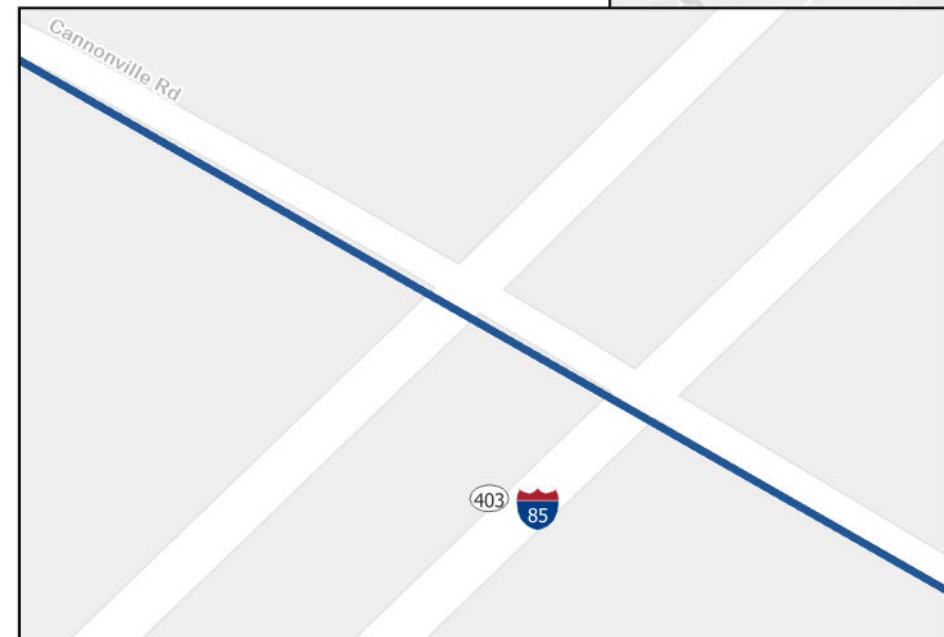
NRHP Resources:
Not Present

Community Resources:
LaGrange Academy

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14/US 29/Vernon Street

Project Extent: Vernon Road to Broad Street

Source: Previously Identified (GDOT PI# 0019645)

Project Number:
C-26

Project Length:
0.34 mi

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

Improved Configuration: Addition of a two-way left turn lane

Estimated Cost (2022 Dollars):

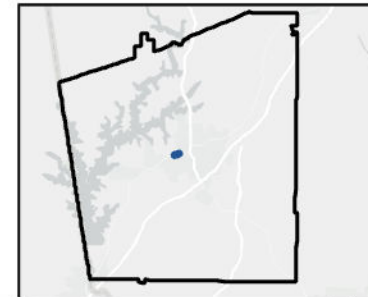
\$2,131,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe

Benefit/Cost Ratio:

10.31



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

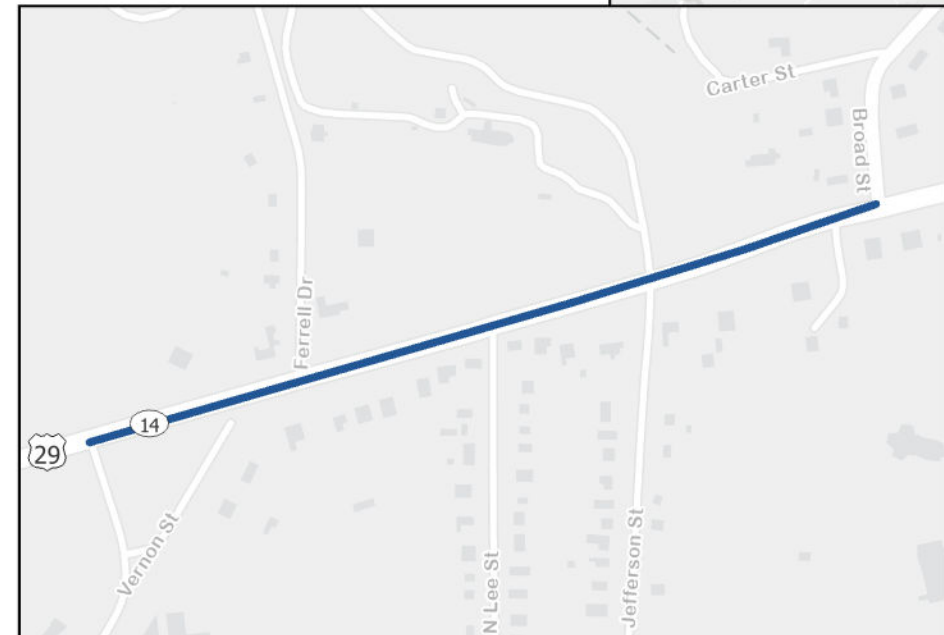
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Callaway Church Road

Project Extent: Upper Big Springs Road to Jane Fryer Road

Source: Stakeholder Input and Previous (2006) Troup County Transportation Study

Project Number:
C-27

Project Length:
0.93 mi

SSTP Framework Category:
Catalytic

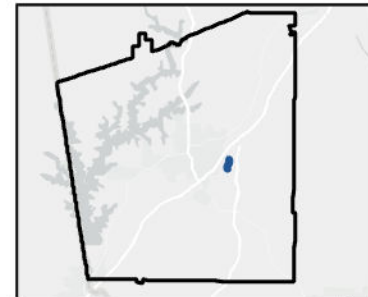
Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: 2 lanes
Improved Configuration: 4 lanes

Estimated Cost (2022 Dollars):
\$11,876,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
0.95



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

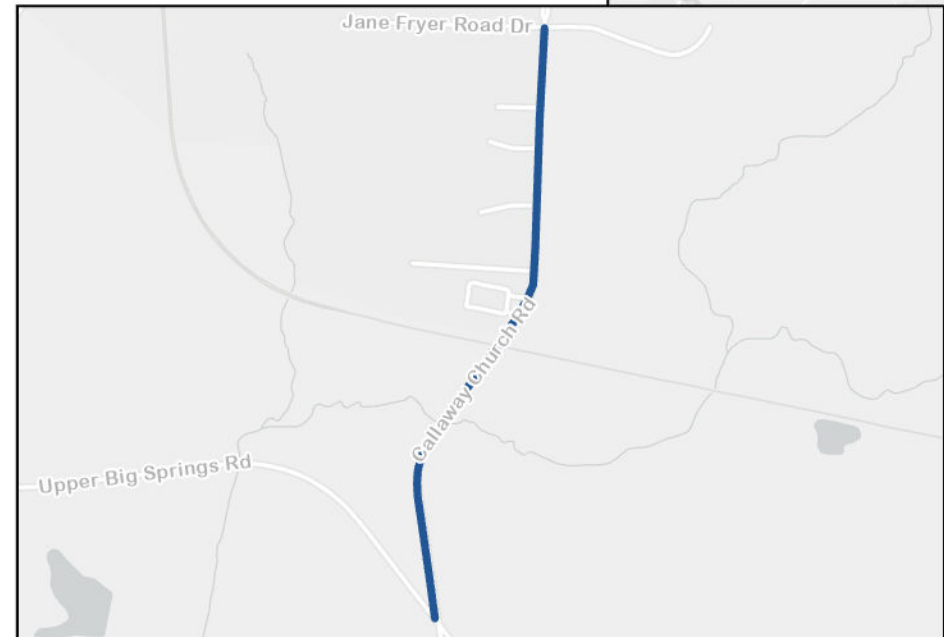
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Pegasus Parkway (New Roadway)

Project Extent: SR 109/Roanoke Road to Roundabout in the middle of Hills and Dales Farm Road

Source: Stakeholder Input

Project Number:
C-28

Project Length:
1.75 mi

SSTP Framework Category:
Catalytic

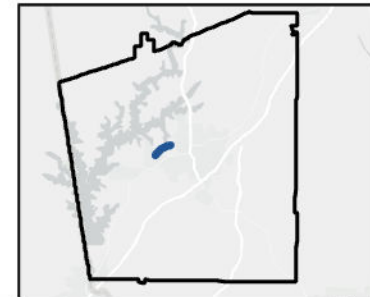
Anticipated Sponsor:
Troup County

Existing Configuration: 0 lanes
Improved Configuration: 2 lanes

Estimated Cost (2022 Dollars):
\$37,128,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Benefit/Cost Ratio:
0.01



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Not Present

NRHP Resources:
Not Present

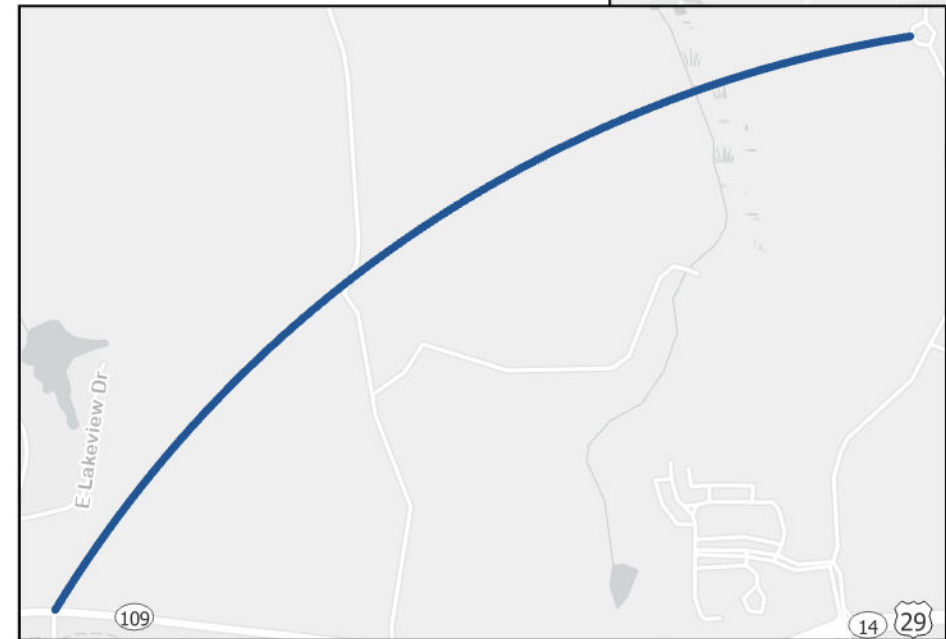
Community Resources:

Cedarcrest Community Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Impact Statement

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: I-85

Project Extent: SR 109/Lafayette Parkway/Greenville Road to Alabama State Line (in coordination with ALDOT)

Source: Future Conditions Analysis

Project Number:
C-29

Project Length:
18.12 mi

SSTP Framework Category:
Catalytic

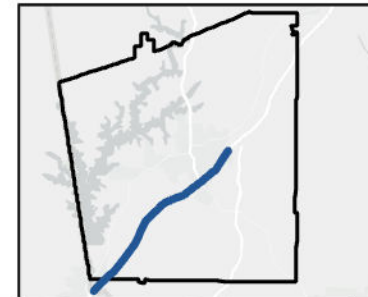
Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes
Improved Configuration: 6 lanes

Estimated Cost (2022 Dollars):
\$302,726,000

Estimated Cost (YOE Dollars):
\$527,053,000

Benefit/Cost Ratio:
3.83



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Fannin--Trutti--Handley Place

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Whitesville Road @ CR 407/Bartley Road

Project Extent: N/A

Source: Previously Identified (GDOT PI# 0016359)

Project Number:
I-1

Project Length:
N/A

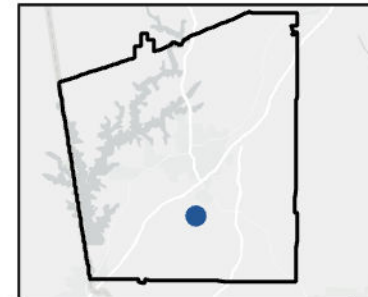
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Stop-controlled intersection
Improved Configuration: Roundabout

Estimated Cost (2022 Dollars):
\$3,979,000

Estimated Cost (YOE Dollars):
\$3,979,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

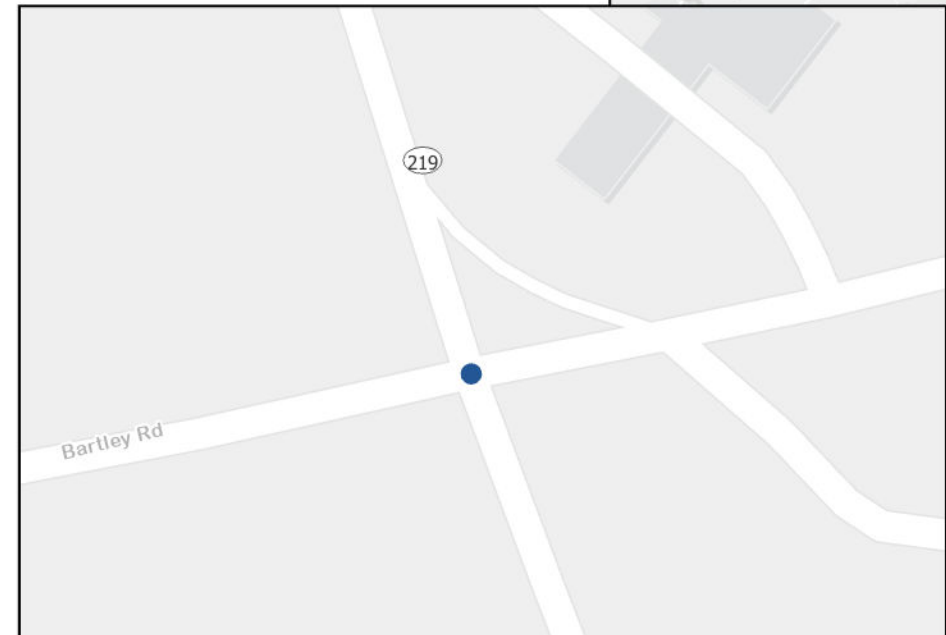
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Morgan Street @ SR 109/US 29/Lafayette Parkway

Project Extent: N/A

Source: Previously Identified (GDOT PI# 0017201)

Project Number:
I-2

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

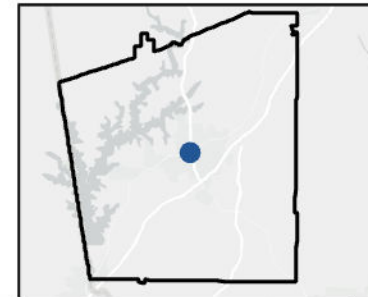
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$156,000

Estimated Cost (YOE Dollars):

\$166,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

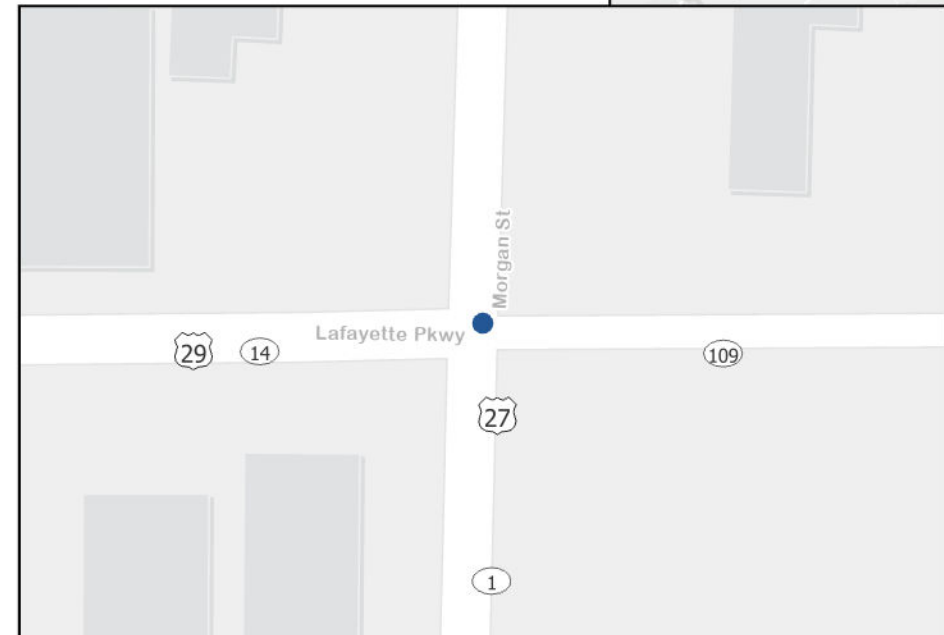
NRHP Resources:
Lagrange Commercial Historic
District

Community Resources:
St Peter's Catholic Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 54/SR100 @ I-85 Ramps in Hogansville

Project Extent: N/A

Source: Previously Identified (GDOT PI# 0018022)

Project Number:
I-3

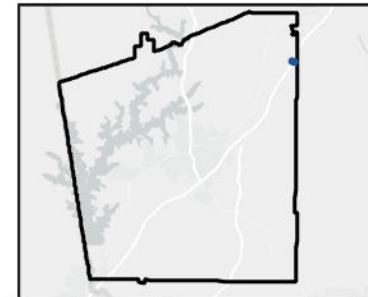
Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Stop-controlled intersections

Improved Configuration: Single-lane roundabouts. SR 54 at I-85 northbound off-ramp approach would require a bypass lane. The project would also require pavement overlay and full-depth widening.



Estimated Cost (2022 Dollars):

\$2,960,000

Estimated Cost (YOE Dollars):

\$2,960,000

Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

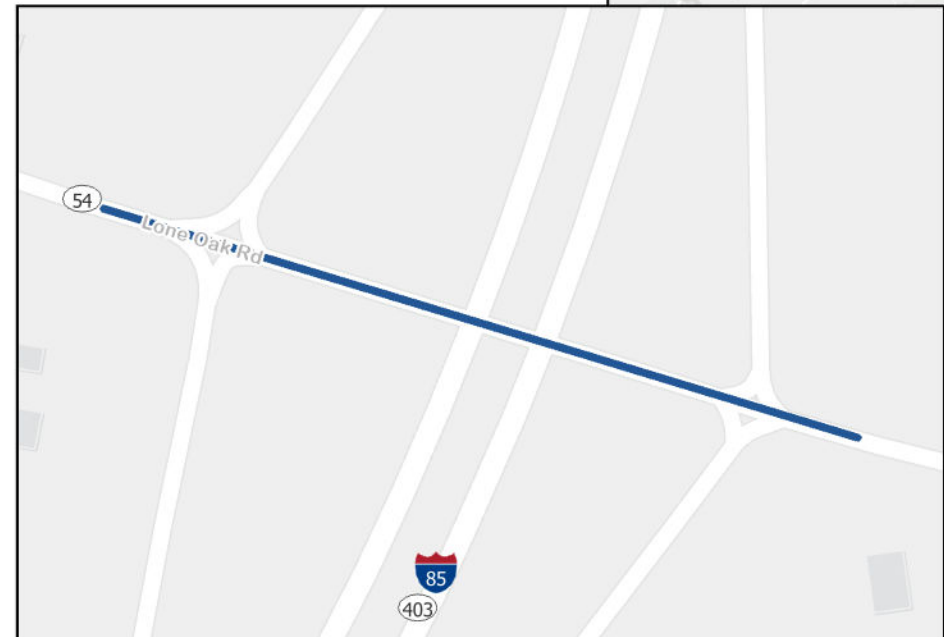
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Mooty Bridge Road @ CR 419/Wares Cross Road/Cameron Mill Road

Project Extent: N/A

Source: Previously Identified (GDOT PI# 0017139)

Project Number:
I-4

Project Length:
N/A

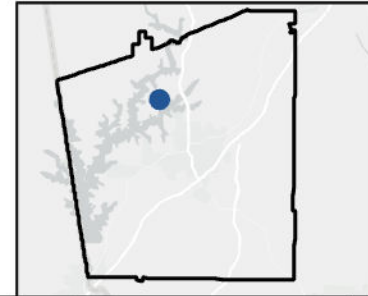
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Stop-controlled intersection
Improved Configuration: Roundabout

Estimated Cost (2022 Dollars):
\$2,784,000

Estimated Cost (YOE Dollars):
\$2,784,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

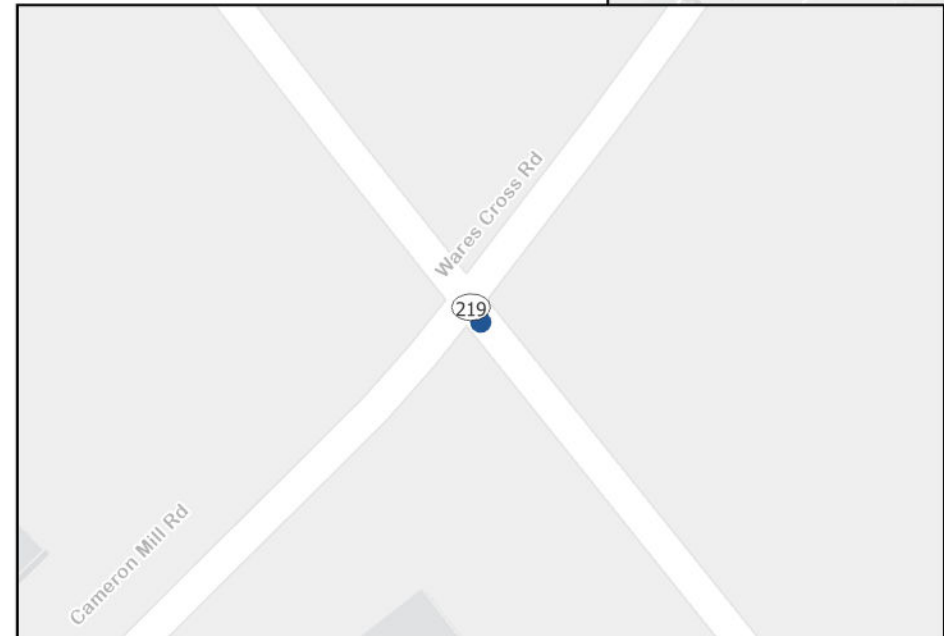
NRHP Resources:
Not Present

Community Resources:
Smyrna Baptist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Shoemaker Road @ Bartley Road & Webb Bartley Road

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-5

Project Length:
N/A

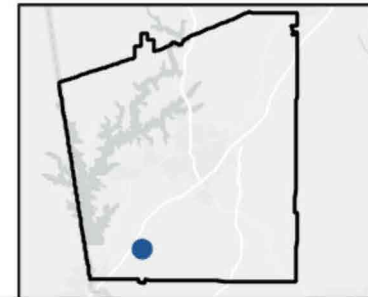
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A
Improved Configuration: Signal upgrade

Estimated Cost (2022 Dollars):
\$404,000

Estimated Cost (YOE Dollars):
\$528,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

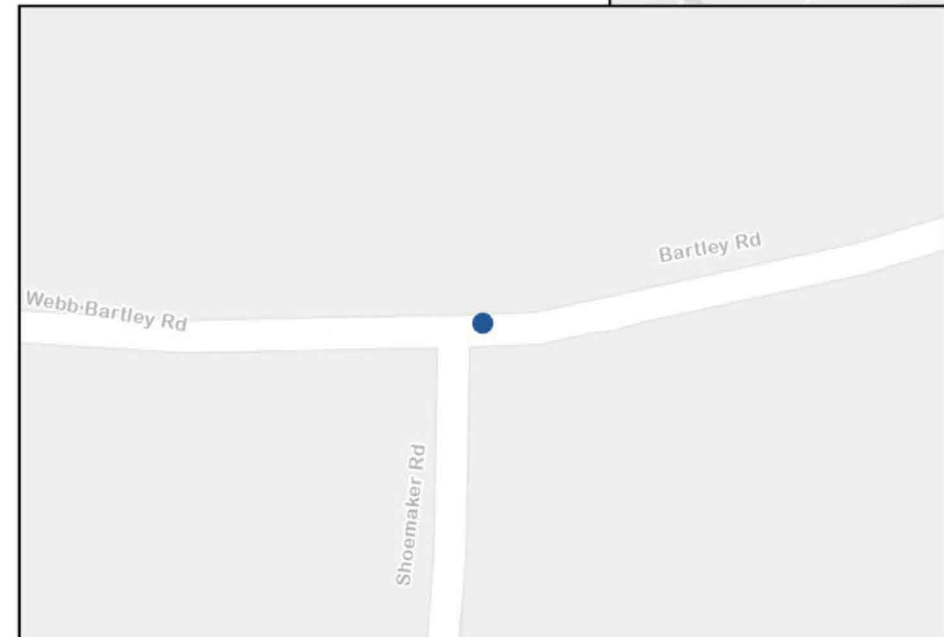
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Pegasus Parkway @ Sewon Boulevard

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-6

Project Length:
N/A

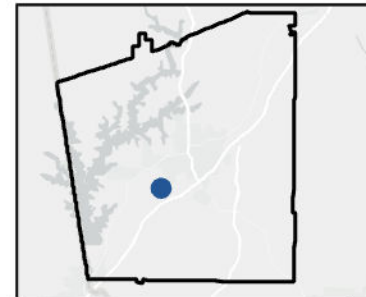
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):
\$2,423,000

Estimated Cost (YOE Dollars):
\$3,166,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

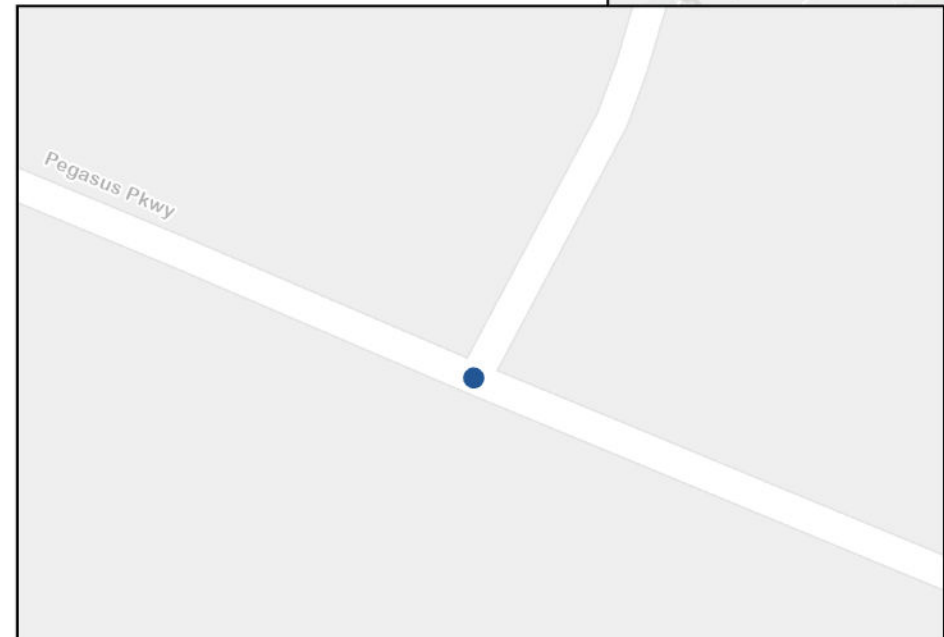
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Upper Big Springs Road @ Callaway Church Road and John Lovelace Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-7

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

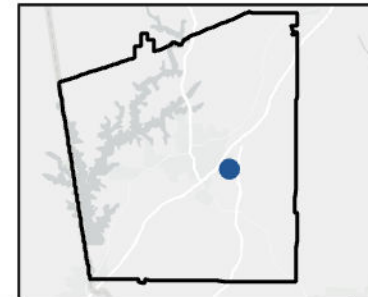
Improved Configuration: Intersection operational improvements, including potential realignment

Estimated Cost (2022 Dollars):

\$4,469,000

Estimated Cost (YOE Dollars):

\$5,839,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

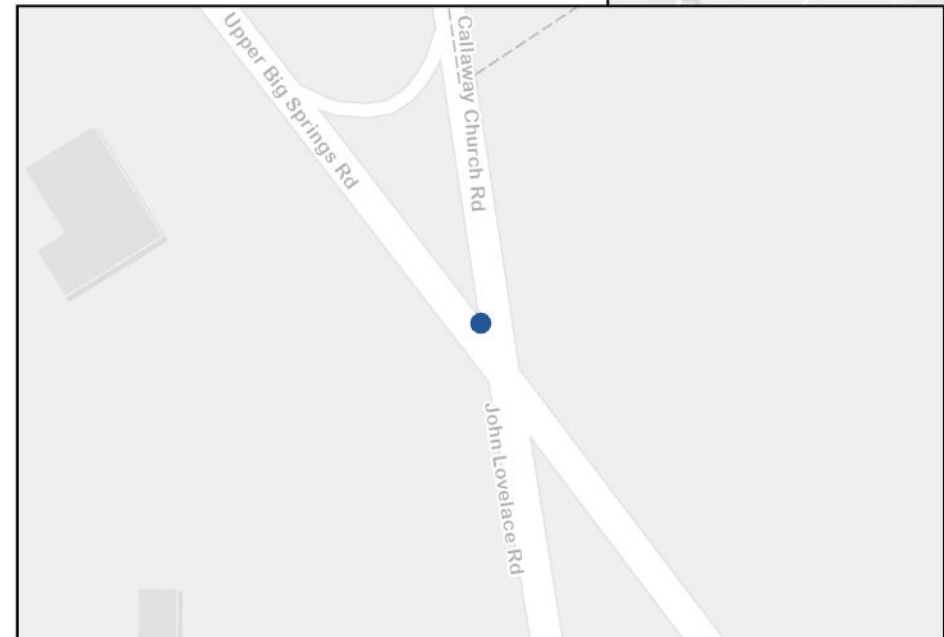
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Pyne Road @ Teaver Road and Newton Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-8

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

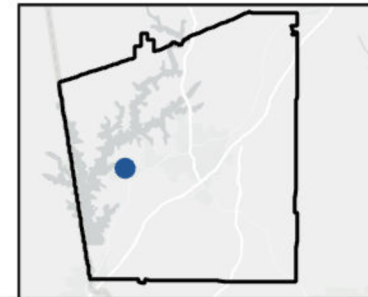
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$2,423,000

Estimated Cost (YOE Dollars):

\$3,166,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Not Present

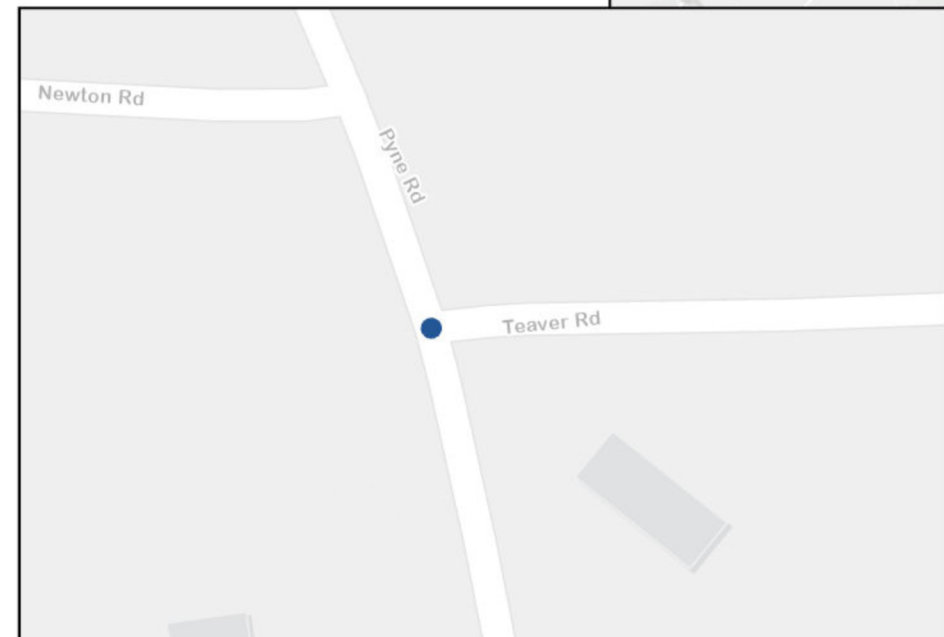
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Old West Point Road @ Cannonville Road and Hudson Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-9

Project Length:
N/A

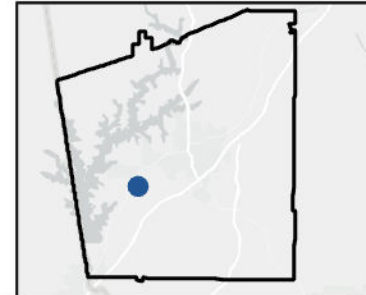
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):
\$2,423,000

Estimated Cost (YOE Dollars):
\$3,166,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

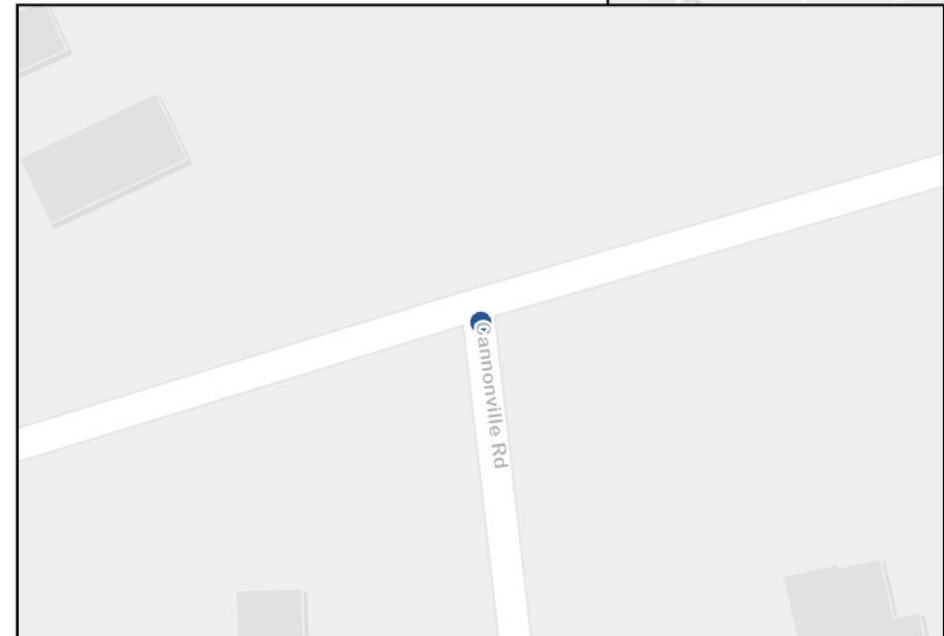
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: East 7th Street

Project Extent: Avenue B to Martin Luther King Drive

Source: Stakeholder Input

Project Number:
I-10

Project Length:
N/A

SSTP Framework Category:
Foundational

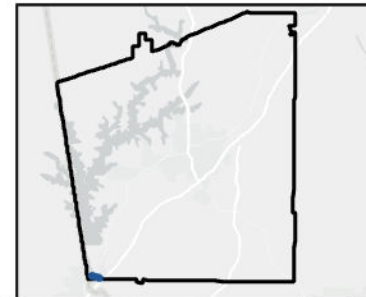
Anticipated Sponsor:
West Point

Existing Configuration: N/A

Improved Configuration: Street redesign, including sidewalk improvements/infill

Estimated Cost (2022 Dollars):
6,145,000

Estimated Cost (YOE Dollars):
\$8,028,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

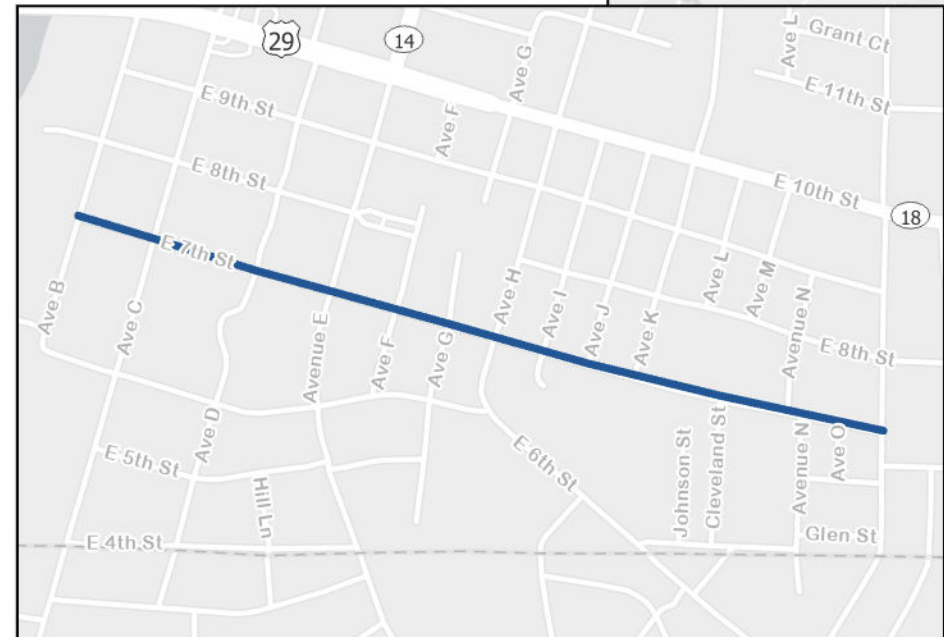
NRHP Resources:
Eastside Historic District

Community Resources:
First United Methodist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14/US 29/Vernon Street

Project Extent: Ferrell Drive to SR 1/US 27/Morgan Street

Source: Previously Identified (GDOT PI# 321713-)

Project Number:
I-11

Project Length:
N/A

SSTP Framework Category:
Foundational

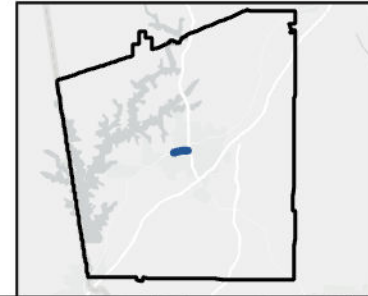
Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

Improved Configuration: Reconstruction/rehabilitation, operational improvements

Estimated Cost (2022 Dollars):
\$9,342,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Present

NRHP Resources:
Vernon Road Historic District, Broad Street Historic District, Lagrange Commercial Historic District

Community Resources:

First United Methodist Church, LaGrange Troup Memorial Park

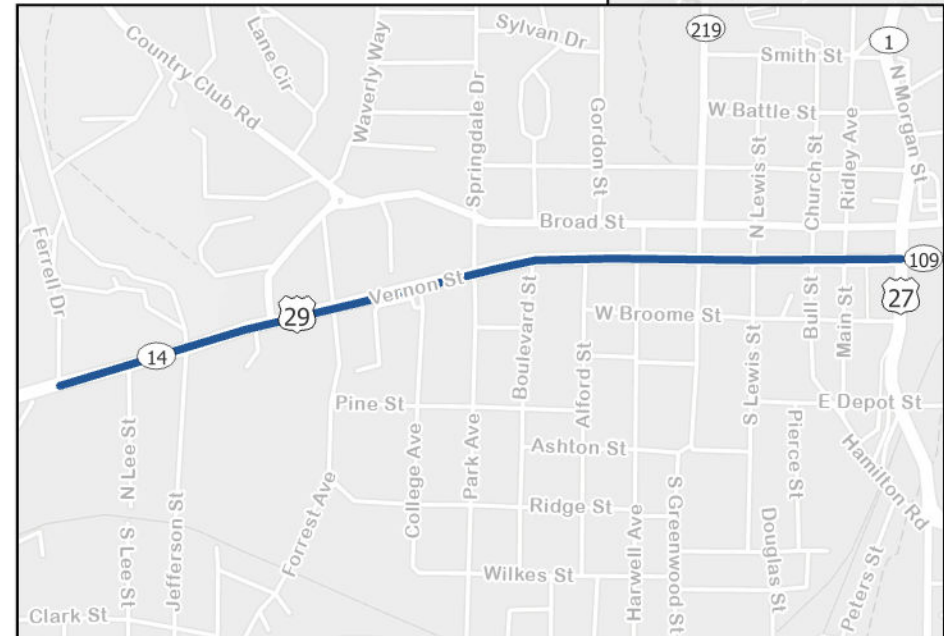
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219 @ Pegasus Parkway

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-12

Project Length:
N/A

SSTP Framework Category:
Foundational

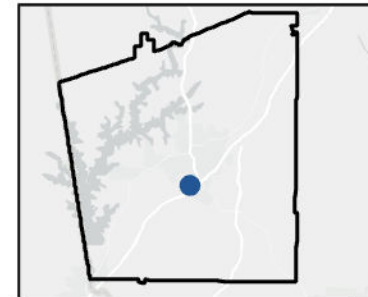
Anticipated Sponsor:
GDOT

Existing Configuration: N/A

Improved Configuration: Double LT, protected only, expand footprint of turn to allow wider turning radii, 2 receiving lanes on Pegasus Parkway WB

Estimated Cost (2022 Dollars):
\$2,673,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

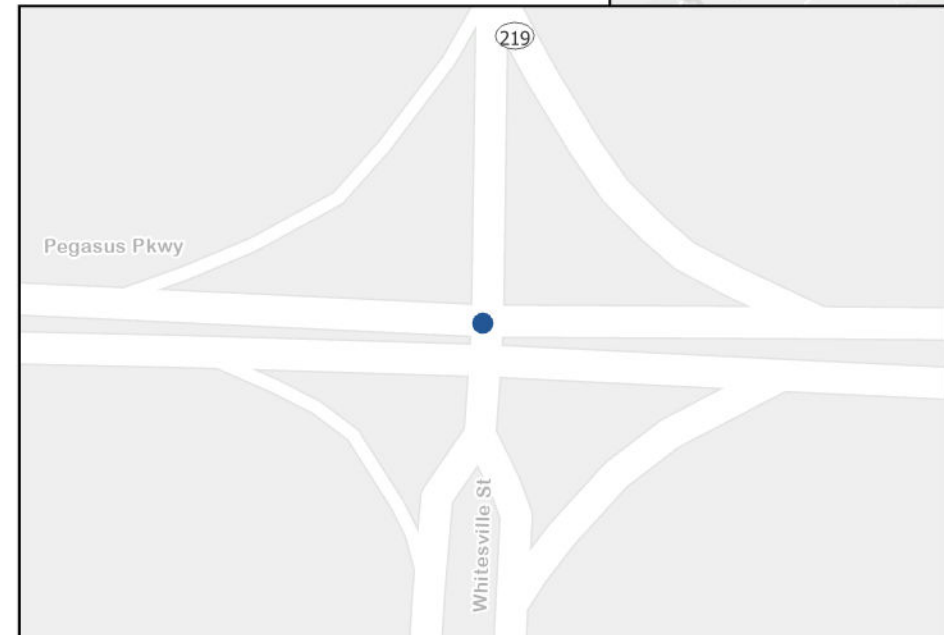
NRHP Resources:
Fannin--Trutti--Handley Place

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109/Lafayette Parkway @ Horace King Street

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-13

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

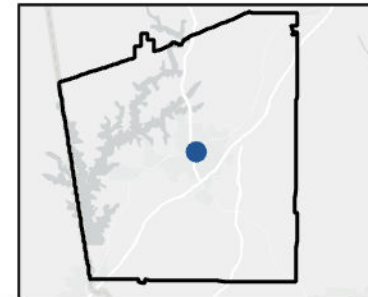
Improved Configuration: Turn lane improvements, restriping, signal upgrade, signage

Estimated Cost (2022 Dollars):

\$2,668,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

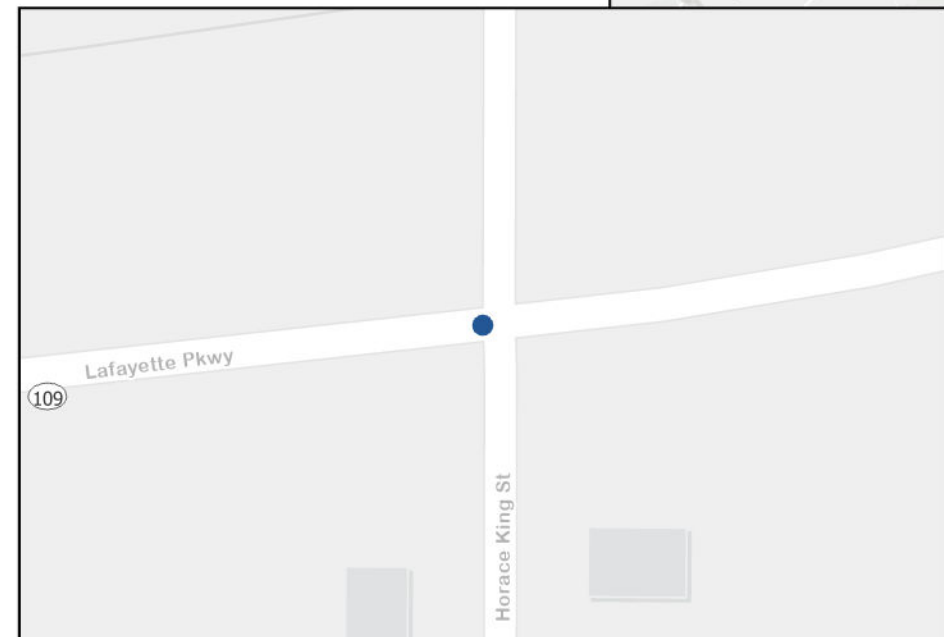
NRHP Resources:
McFarland-Render House

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/SR 109/Vernon Road @ N Greenwood Street

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-14

Project Length:
N/A

SSTP Framework Category:
Foundational

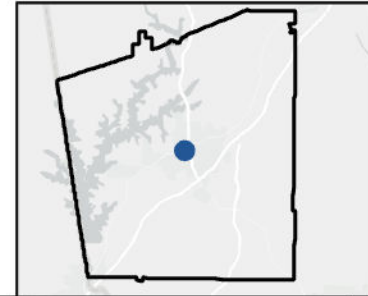
Anticipated Sponsor:
GDOT

Existing Configuration: N/A

Improved Configuration: Protected LT, restriping, NB and SB no turn on red

Estimated Cost (2022 Dollars):
\$404,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

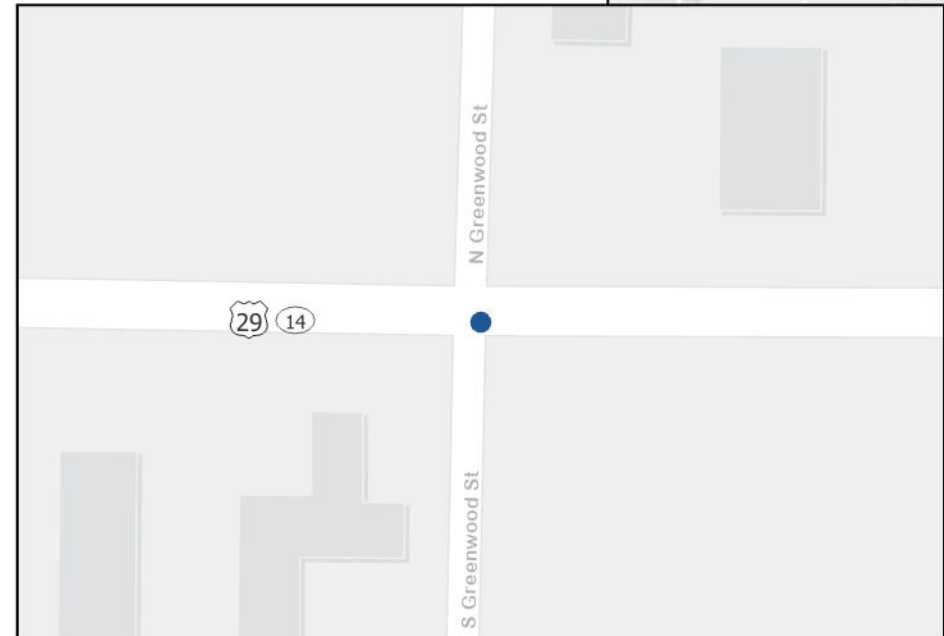
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27 @ SR 14/Commerce Avenue

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-15

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

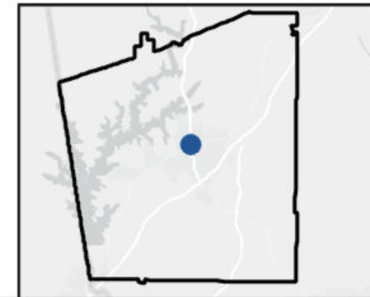
Improved Configuration: Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements

Estimated Cost (2022 Dollars):

\$2,666,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

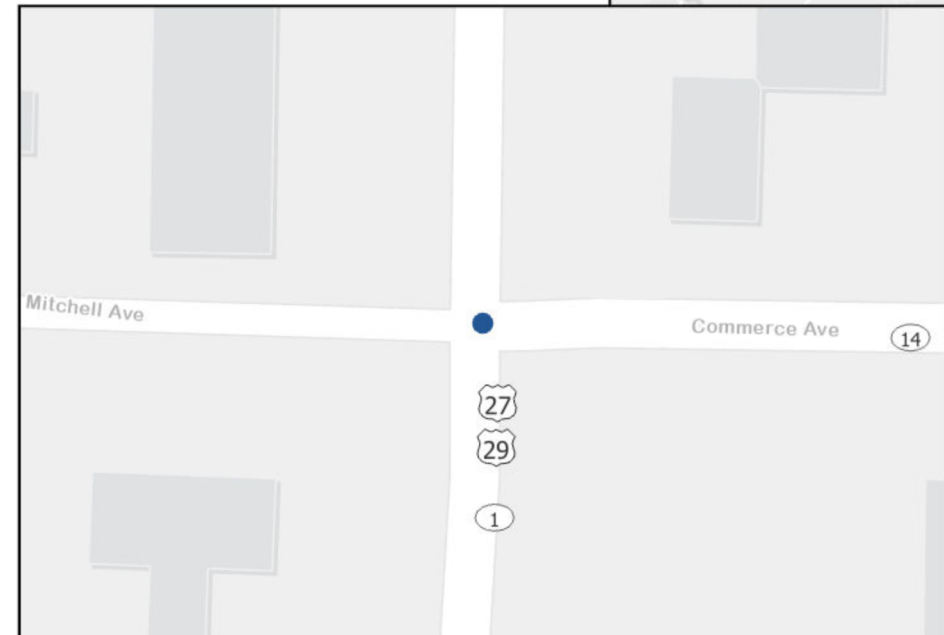
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109/Lafayette Parkway @ Calumet Center Road

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-16

Project Length:
N/A

SSTP Framework Category:
Foundational

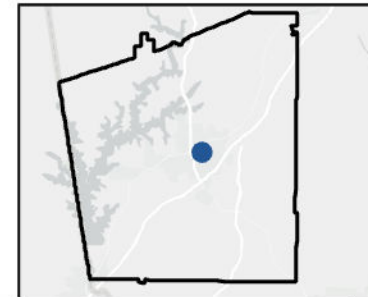
Anticipated Sponsor:
GDOT

Existing Configuration: N/A

Improved Configuration: Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements

Estimated Cost (2022 Dollars):
\$2,552,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

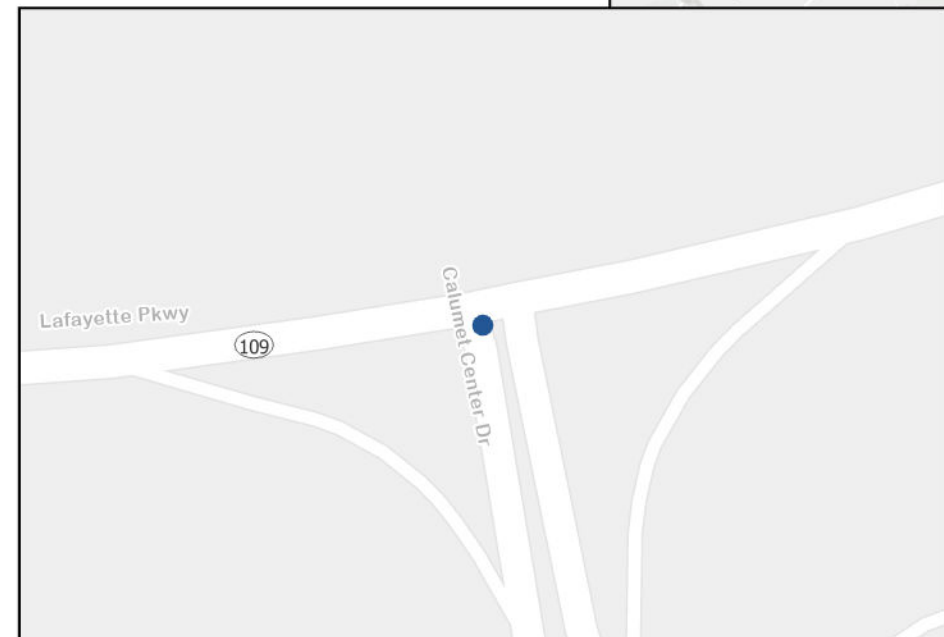
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/SR 109 @ Bull St/W Lafayette Square

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-17

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

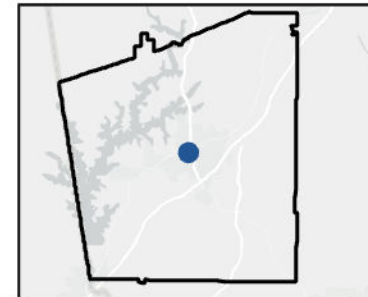
Improved Configuration: Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, protected left turn phase, turn lanes and other similar improvements

Estimated Cost (2022 Dollars):

\$2,613,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

NRHP Resources:
Lagrange Commercial Historic
District

Community Resources:

First Baptist Church, LaGrange Troup Memorial Park

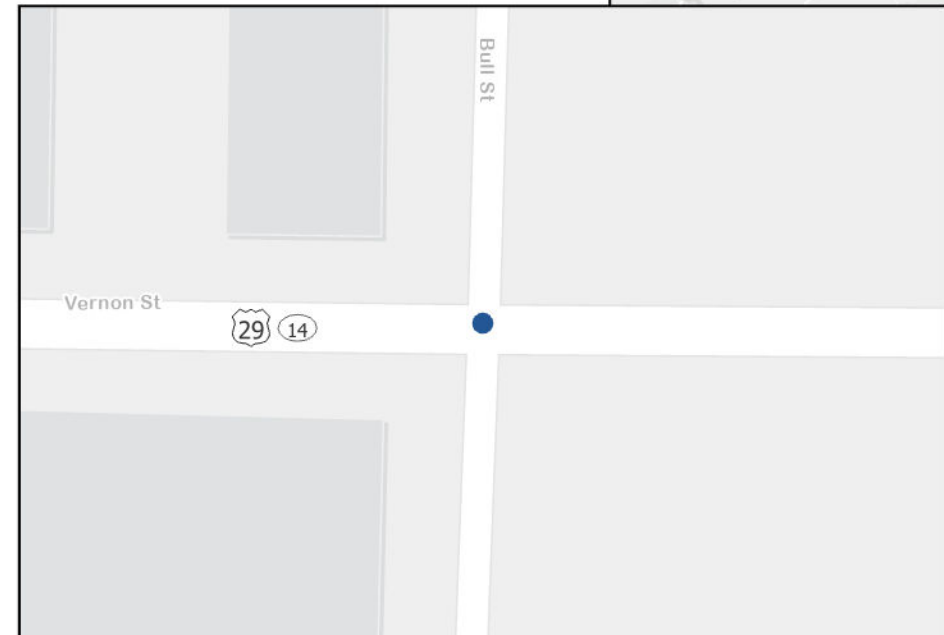
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/Commerce Ave @ Horace King Street

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-18

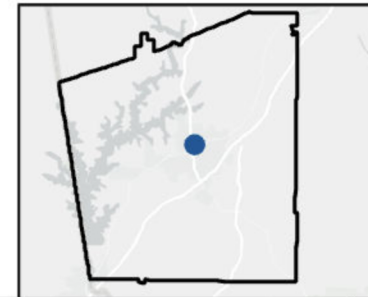
Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

Improved Configuration: Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements



Estimated Cost (2022 Dollars):
\$2,552,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe

Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

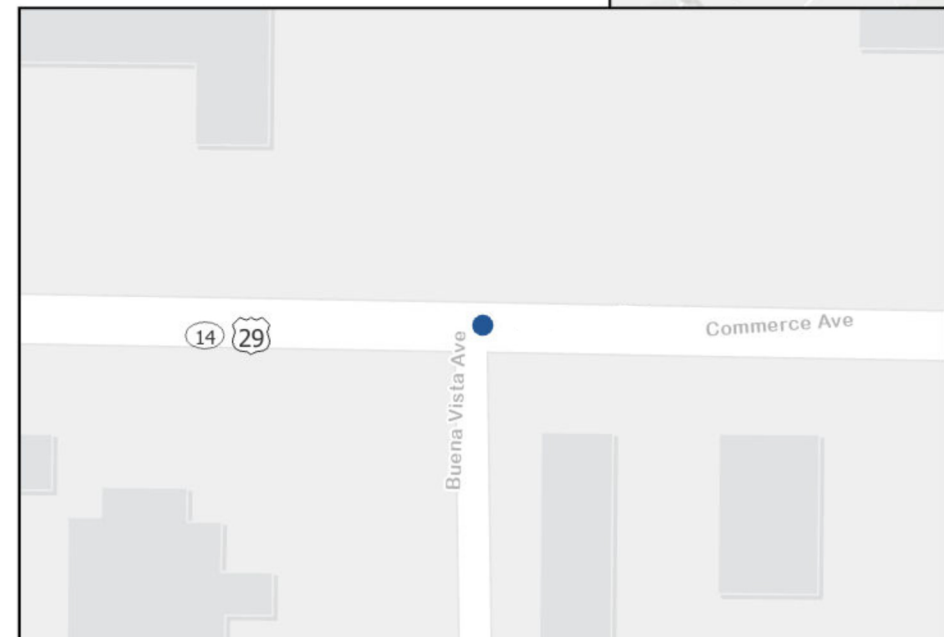
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14 @ Youngs Mill Road

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-19

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

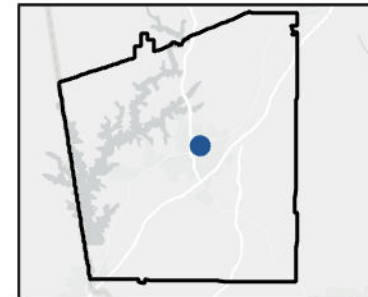
Improved Configuration: Intersection safety and operational improvements, which may include striping, signal upgrades, signal phasing, turn lanes and other similar improvements

Estimated Cost (2022 Dollars):

\$2,666,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

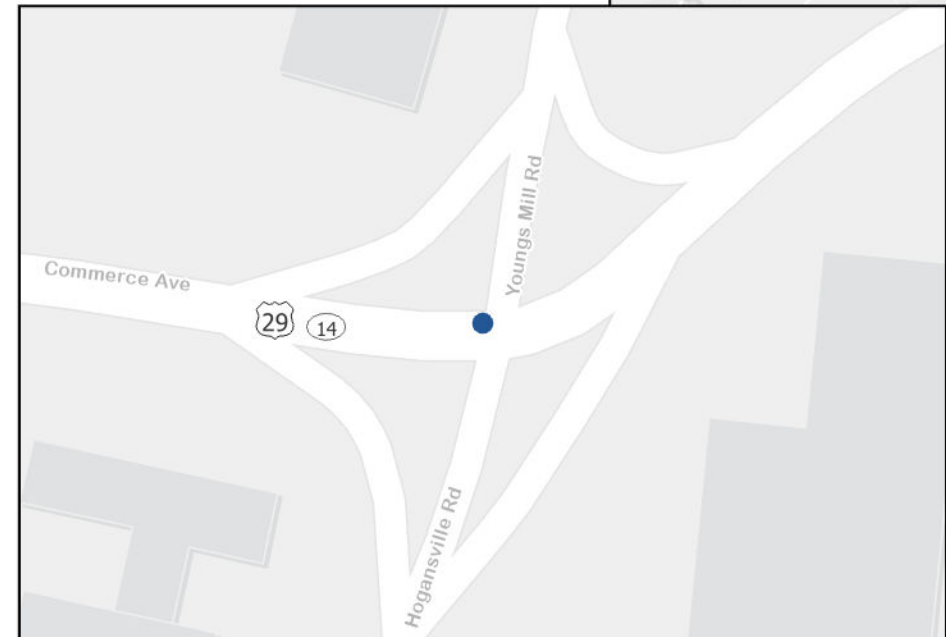
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/SR 109 @ Roanoke Road

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-20

Project Length:
N/A

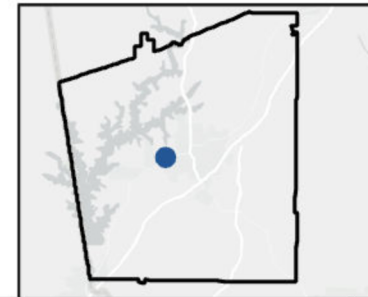
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A
Improved Configuration: Signal upgrade

Estimated Cost (2022 Dollars):
\$453,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

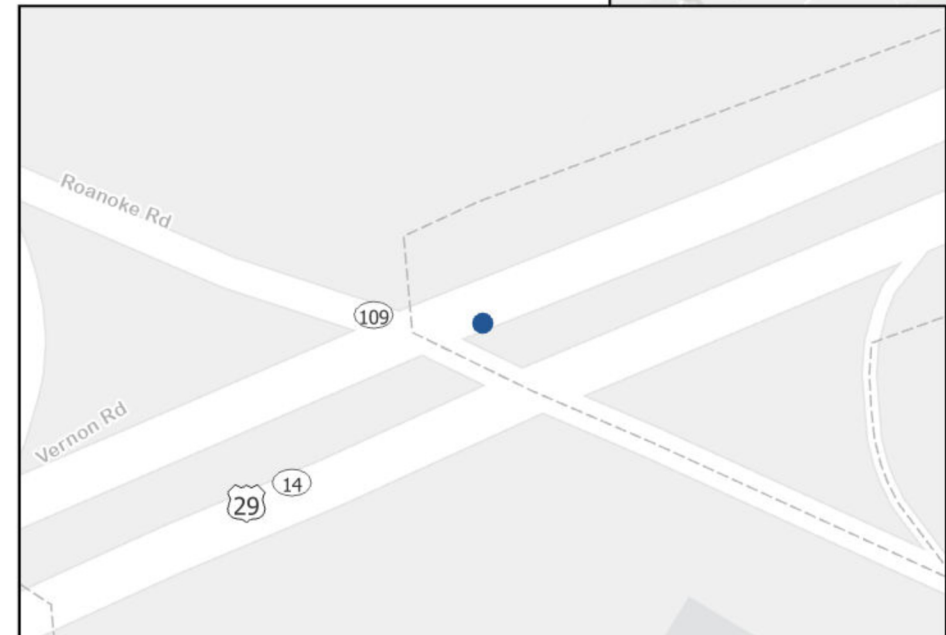
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Mooty Bridge Road @ N Greenwood Street

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-21

Project Length:
N/A

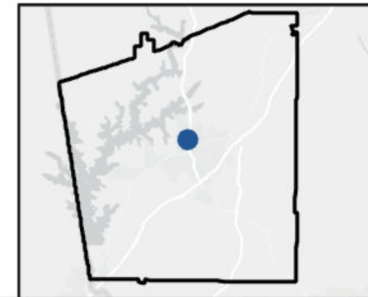
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A
Improved Configuration: Roundabout

Estimated Cost (2022 Dollars):
\$5,351,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

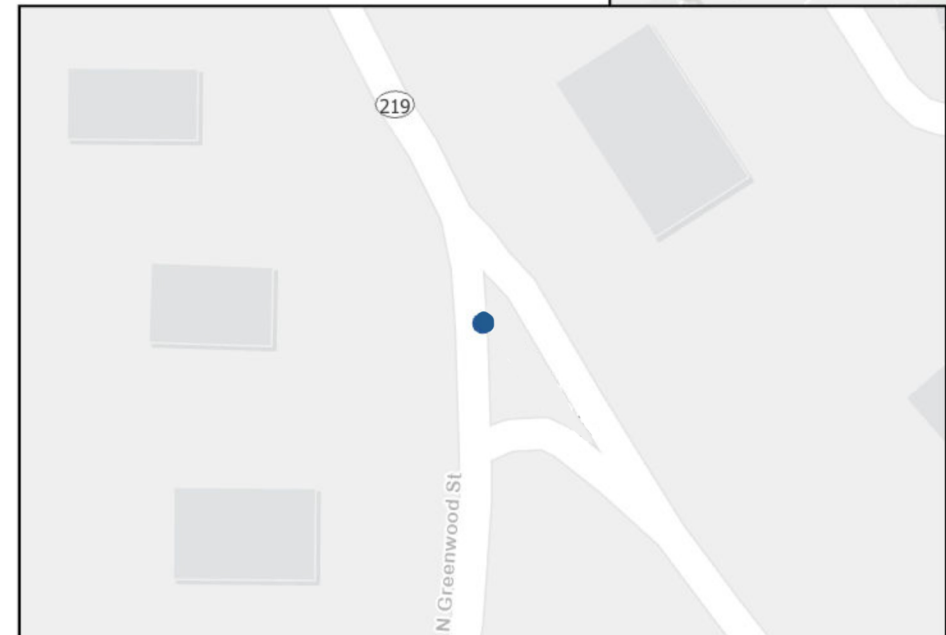
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219 @ W Lukken Industrial Drive

Project Extent: N/A

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
I-22

Project Length:
N/A

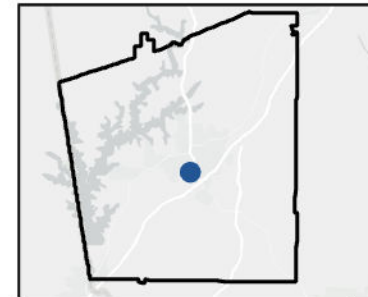
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A
Improved Configuration: Signal upgrade

Estimated Cost (2022 Dollars):
\$404,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

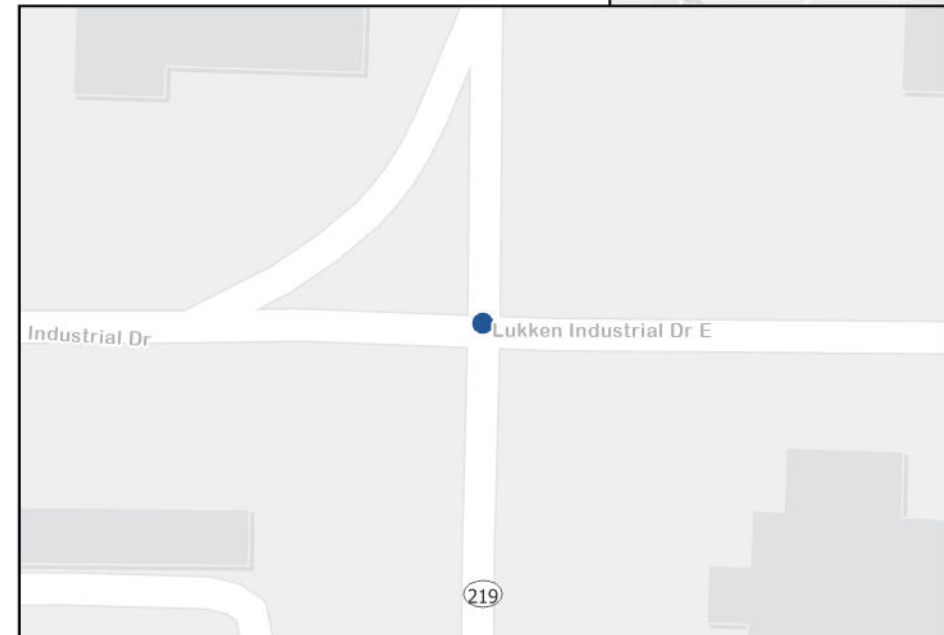
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109/Lafayette Parkway @ Patillo Road

Project Extent: N/A

Source: Existing Conditions Analysis (SR 109 RSA Item 41)

Project Number:
I-23

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Unsignalized Driveway

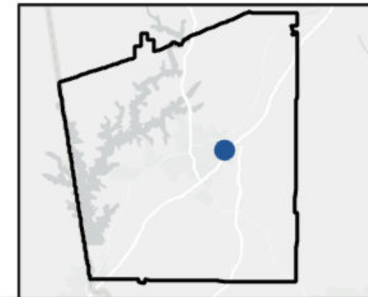
Improved Configuration: Intersection operational improvements, which may include signal installation

Estimated Cost (2022 Dollars):

\$2,418,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

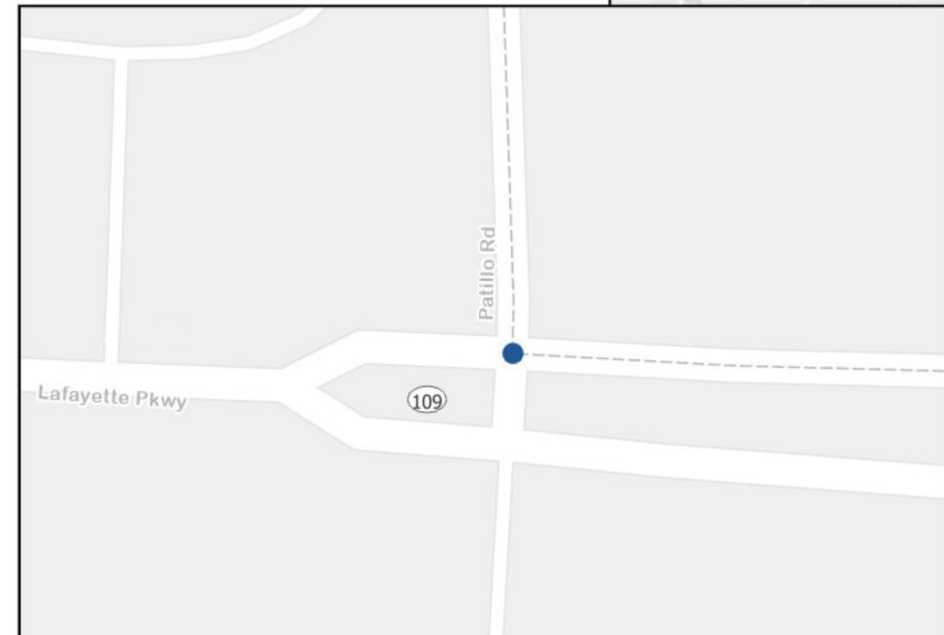
NRHP Resources:
Reid-Glanton House

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 27/SR 1/Martha Berry Highway

Project Extent: Davis Road Bypass/Ann Bailey Way to SR 54/Philpot Ferry Road

Source: Future Conditions Analysis (Forecasted future LOS)

Project Number:
I-24

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: 4 lanes

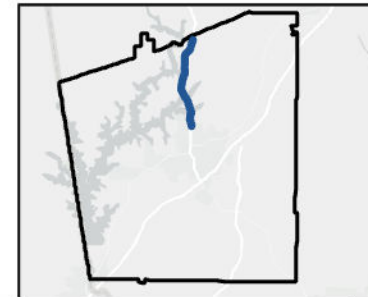
Improved Configuration: Operational improvements, evaluate for potential signals, corridor study

Estimated Cost (2022 Dollars):

\$3,387,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

Community Resources:

Franklin Road Baptist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Hamilton Road @ South Davis Road and Tom Hall Parkway

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-25

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

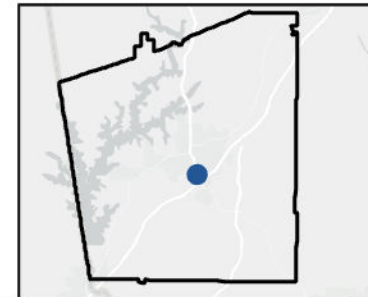
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$2,418,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

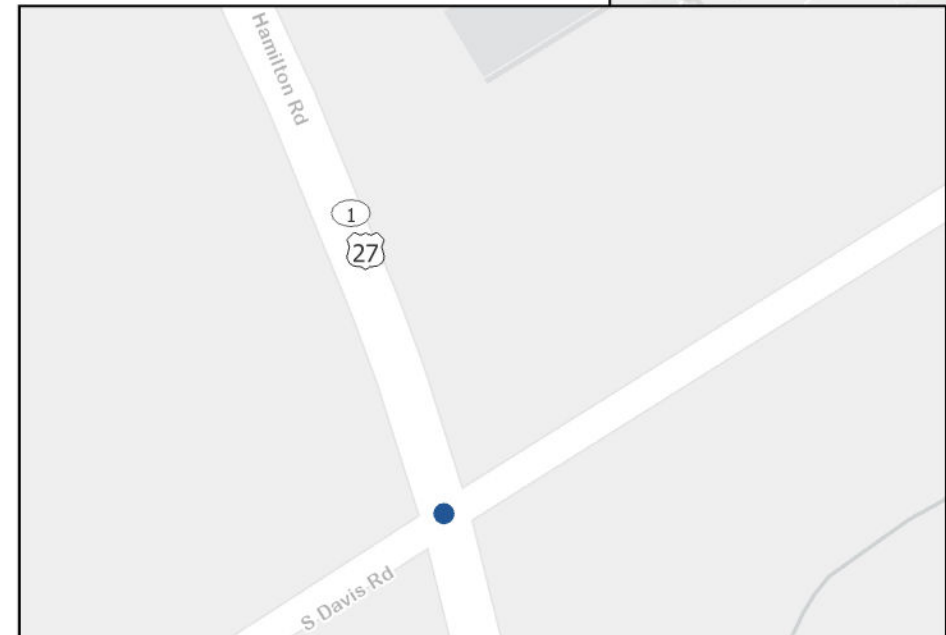
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Hamilton Road @ Bartley Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-26

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

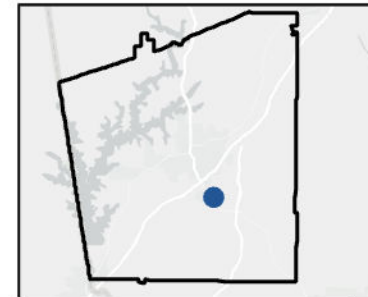
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$2,425,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

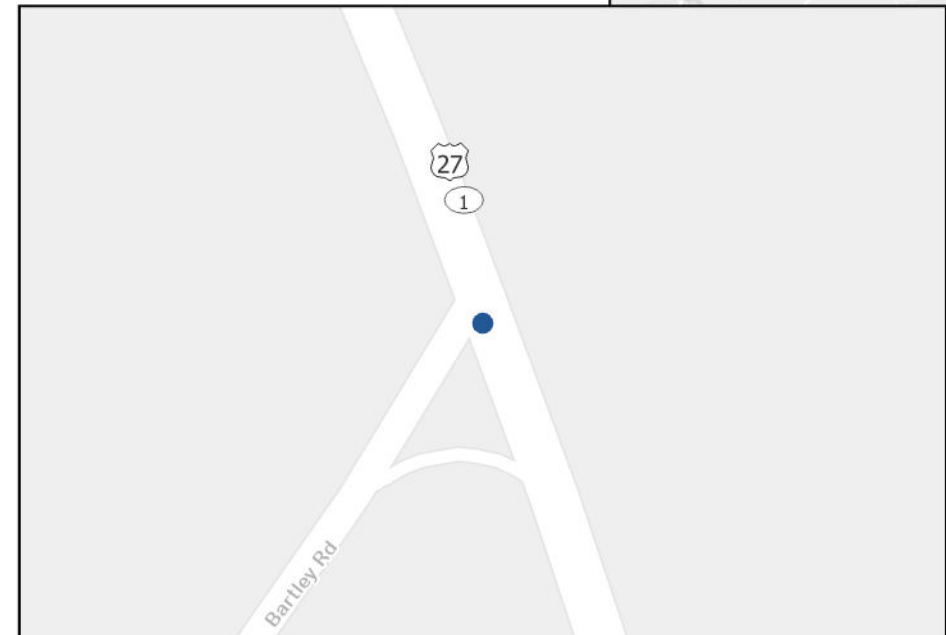
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Hamilton Road @ Lower Big Springs Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-27

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

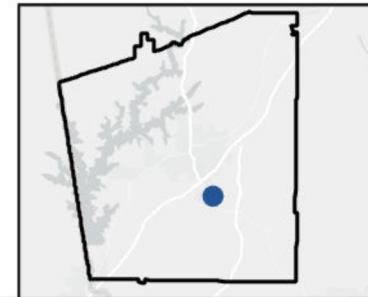
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$2,426,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

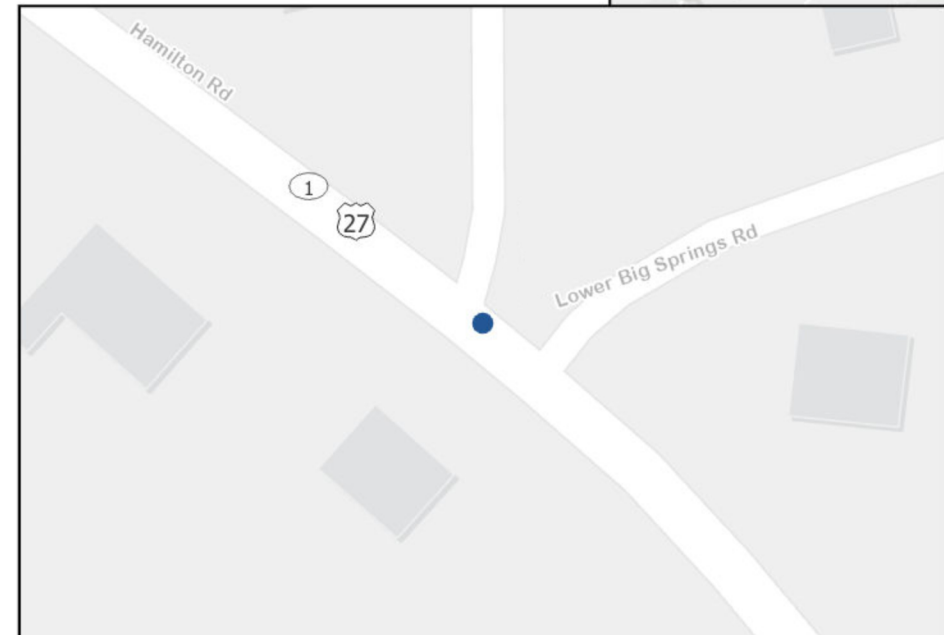
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 14/US 29/Hogansville Road @ Patillo Road

Project Extent: N/A

Source: Stakeholder Input

**Project Number:
I-28**

**Project Length:
N/A**

**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County**

Existing Configuration: N/A

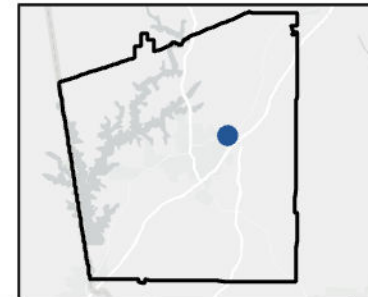
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$2,423,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

**Water Resources:
Not Present**

**FEMA Flood Zones:
Not Present**

**Justice 40 and
Environmental Justice:
Present**

**Parks:
Not Present**

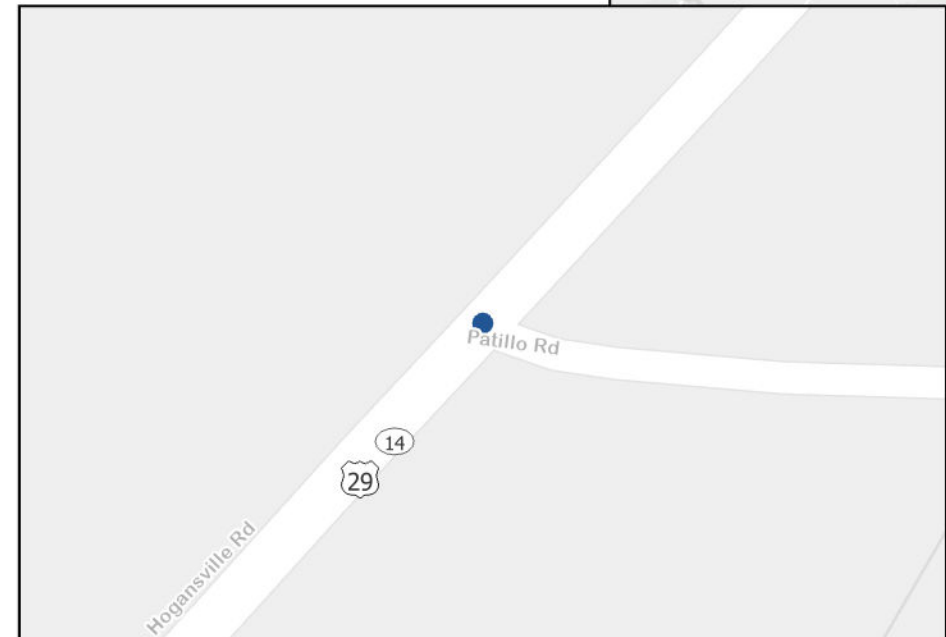
**NRHP Resources:
Not Present**

**Community Resources:
Not Present**

NEPA Document and Cost Impact

**Anticipated NEPA Document:
Categorical Exclusion**

**Additional costs associated with environmental activities:
Not Present**



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/Webb Point Road @ Webb Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-29

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

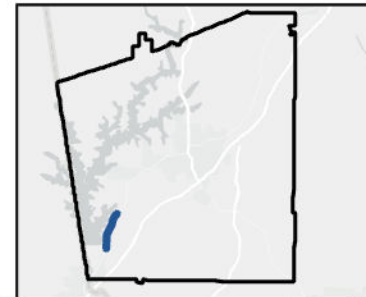
Improved Configuration: Intersection operational improvements, which may include turn lanes

Estimated Cost (2022 Dollars):

\$2,564,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

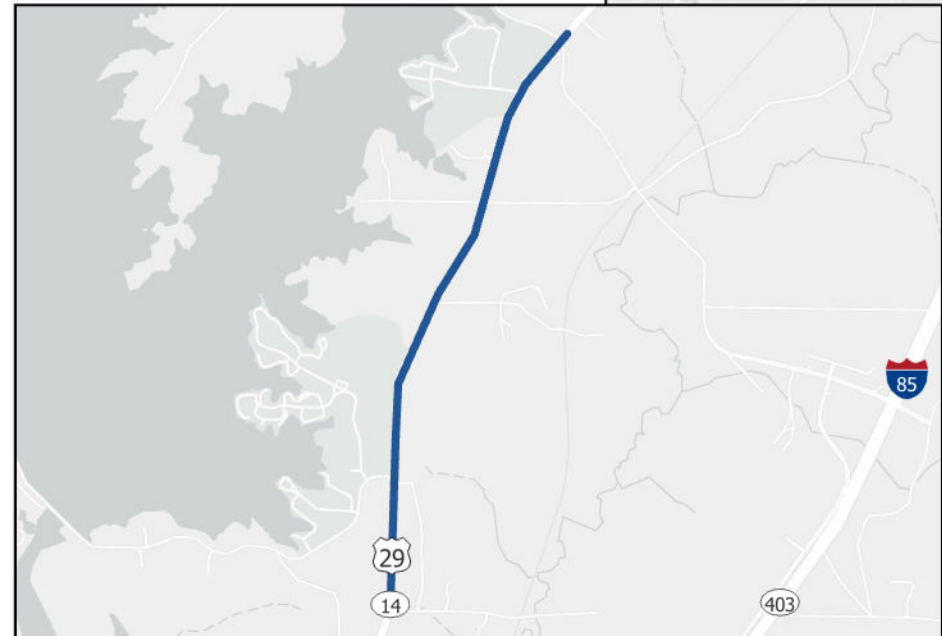
NRHP Resources:
Not Present

Community Resources:
Reeds Chapel

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/Avenue E @ East 10th Street

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-30

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
West Point

Existing Configuration: N/A

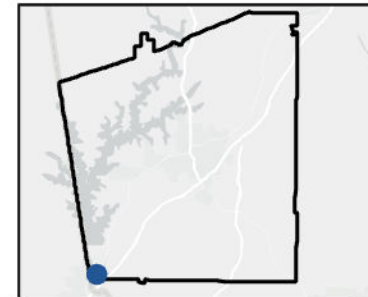
Improved Configuration: Intersection operational improvements, which may include signal installation, turn lanes, etc.

Estimated Cost (2022 Dollars):

\$2,664,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

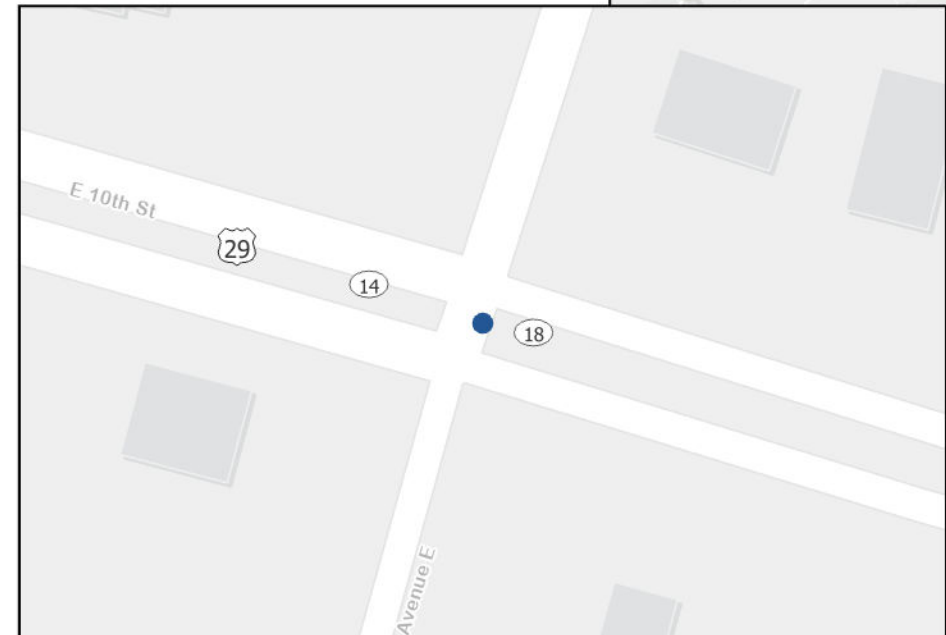
NRHP Resources:
Eastside Historic District

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Vernon Road @ Gordon Road and Roanoke Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-31

Project Length:
N/A

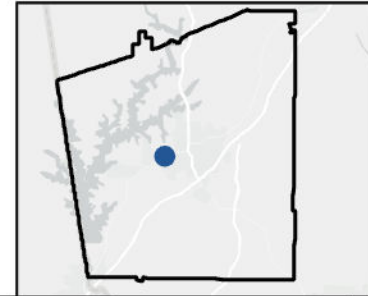
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: Signalized intersection with fixed-time traffic signal
Improved Configuration: Signal upgrade. Consider for roundabout analysis.

Estimated Cost (2022 Dollars):
\$404,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

Justice 40 and Environmental Justice:
Not Present

Parks:
Present

NRHP Resources:
Not Present

Community Resources:

USACE Sunny Point Recreation Area, Smyrna Baptist Church

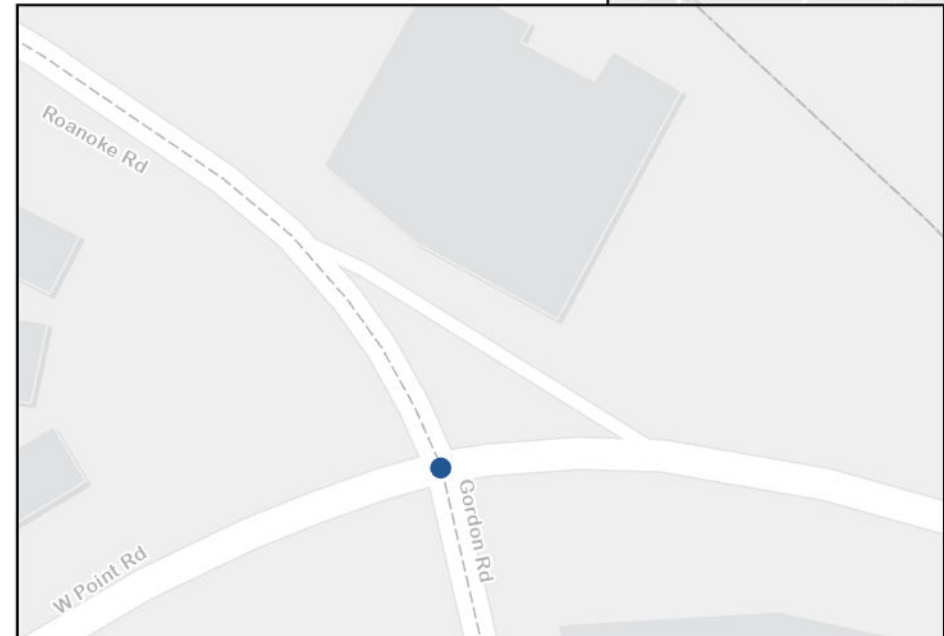
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Hammett Road @ Whitfield Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-32

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County

Existing Configuration: Unsignalized intersection

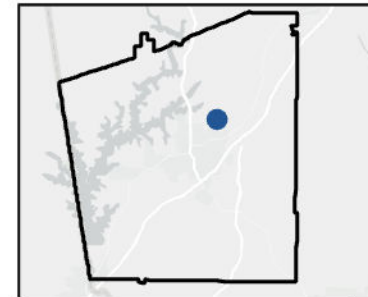
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$2,431,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Not Present

Parks:
Not Present

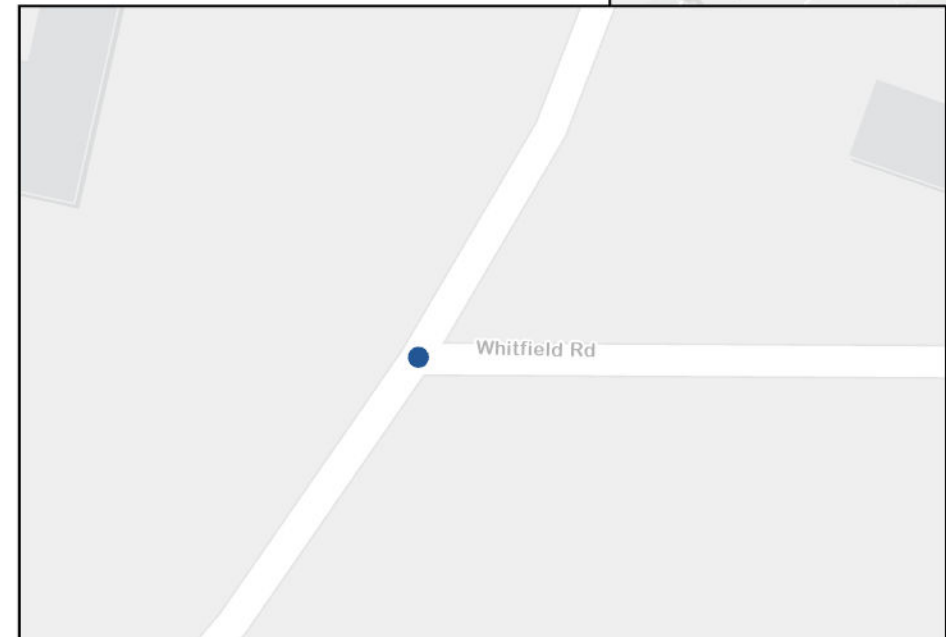
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 54/E Main Street @ Lincoln St @ Mountville Hogansville Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
I-33

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Hogansville

Existing Configuration: Unsignalized intersection with angled approached

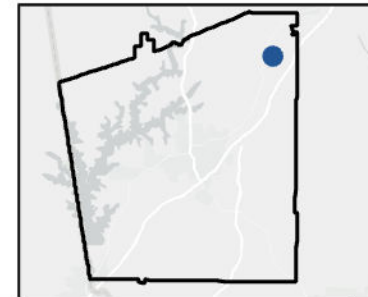
Improved Configuration: Intersection operational improvements, including potential roundabout

Estimated Cost (2022 Dollars):

\$2,500,000

Estimated Cost (YOE Dollars):

\$2,815,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

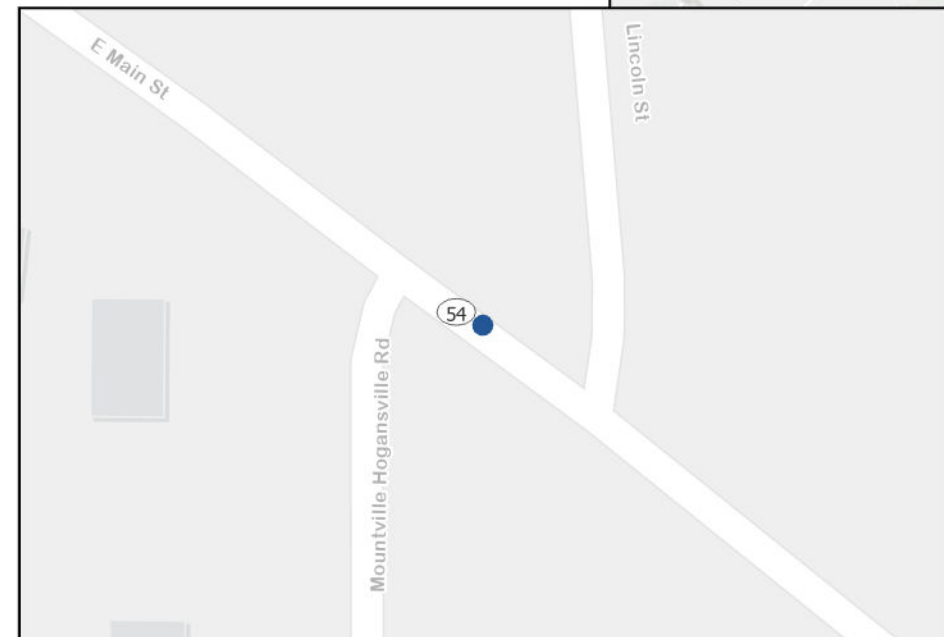
NRHP Resources:
East Main Street--Johnson Street
Historic District

Community Resources:
Hogansville Fire Station

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Lighting improvements at interchanges

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
I-34

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Hogansville

Existing Configuration: N/A

Improved Configuration: Lighting improvements at interchanges

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

Justice 40 and Environmental Justice:
N/A

Parks:
N/A

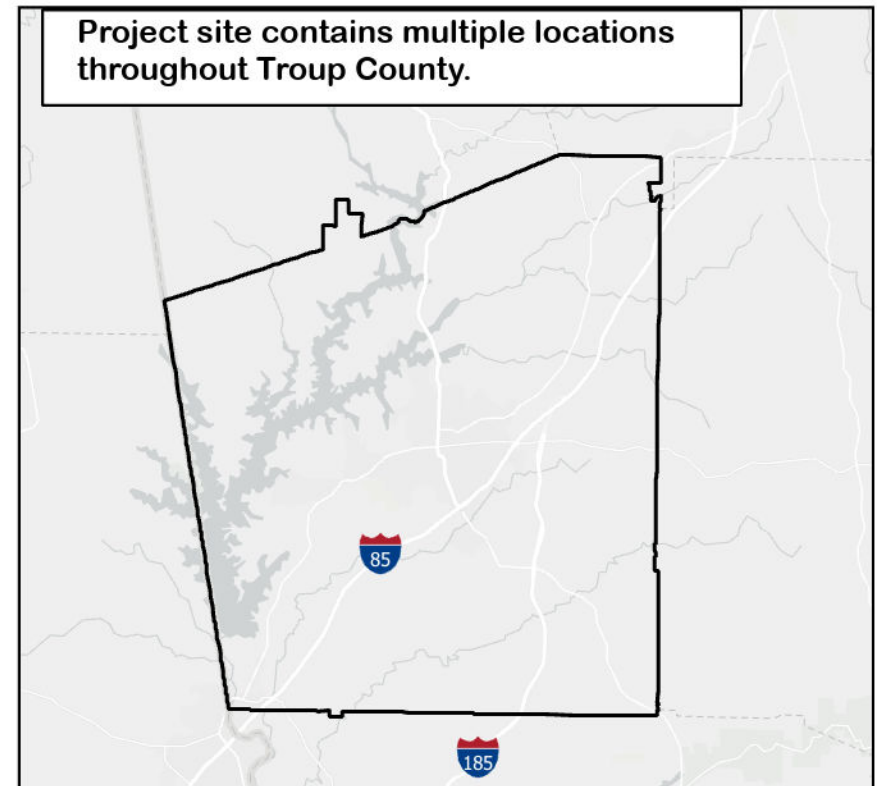
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/SR 219/New Franklin Road @ Franklin Street

Project Extent: N/A

Source: Existing Condition Analysis

Project Number:
I-35

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

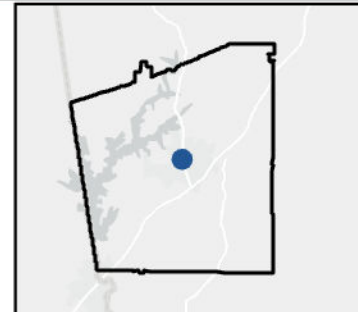
Improved Configuration: Intersection operational improvements

Estimated Cost (2022 Dollars):

\$4,500,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Fannin--Trutti--Handley Place

Community Resources:

New Community Church, Lagrange Fire Department Station 1, Clearview Elementary School, Clearview Chapel.

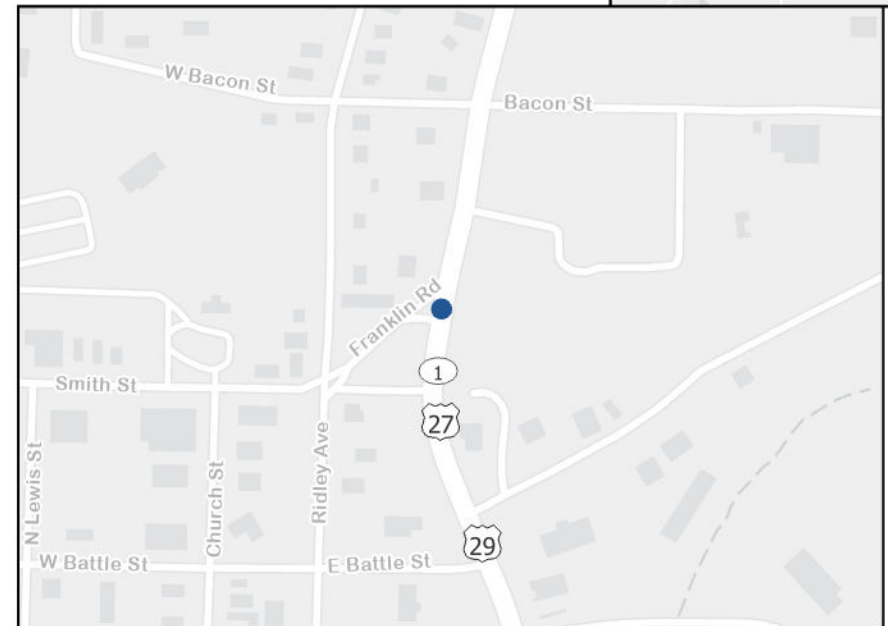
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Adams Road over Big Branch

Project Extent: N/A

Source: Previously Identified (GDOT PI# 371070-)

Project Number:
BR-1

Project Length:
130 ft

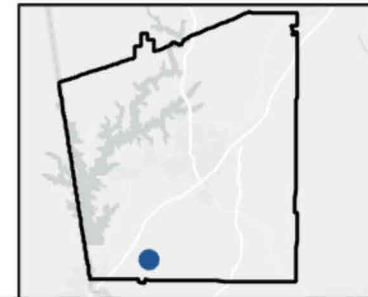
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

Estimated Cost (2022 Dollars):
\$4,630,000

Estimated Cost (YOE Dollars):
\$8,388,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

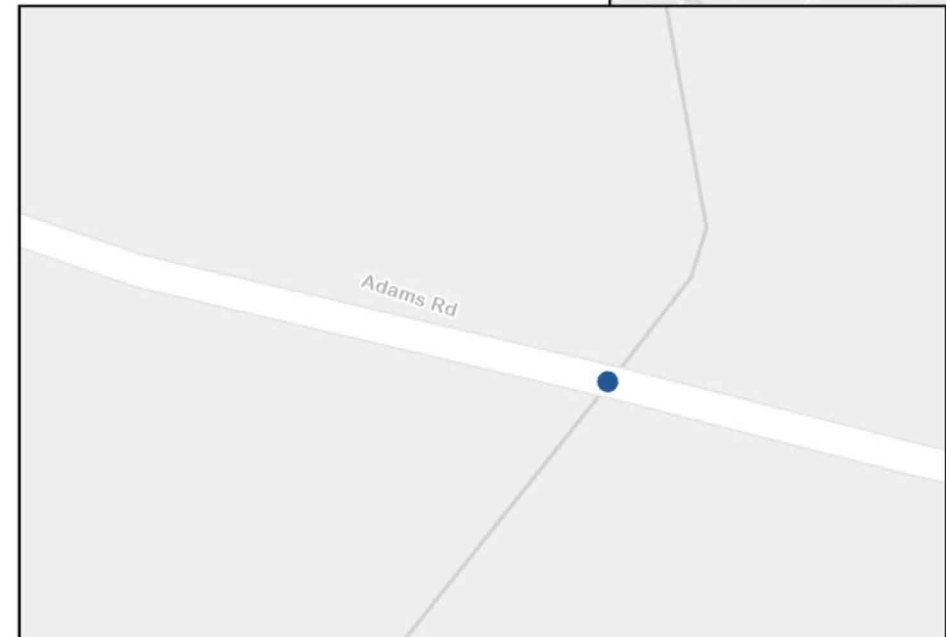
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Mountville Hogansville Road over Beech Creek

Project Extent: N/A

Source: Previously Identified (GDOT PI# 371077-)

Project Number:
BR-2

Project Length:
200 ft

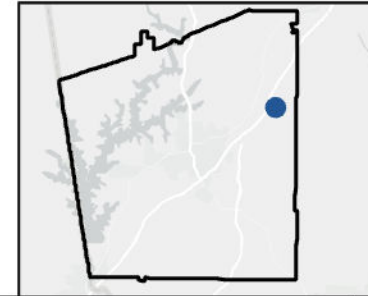
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

Estimated Cost (2022 Dollars):
\$4,641,000

Estimated Cost (YOE Dollars):
\$8,408,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

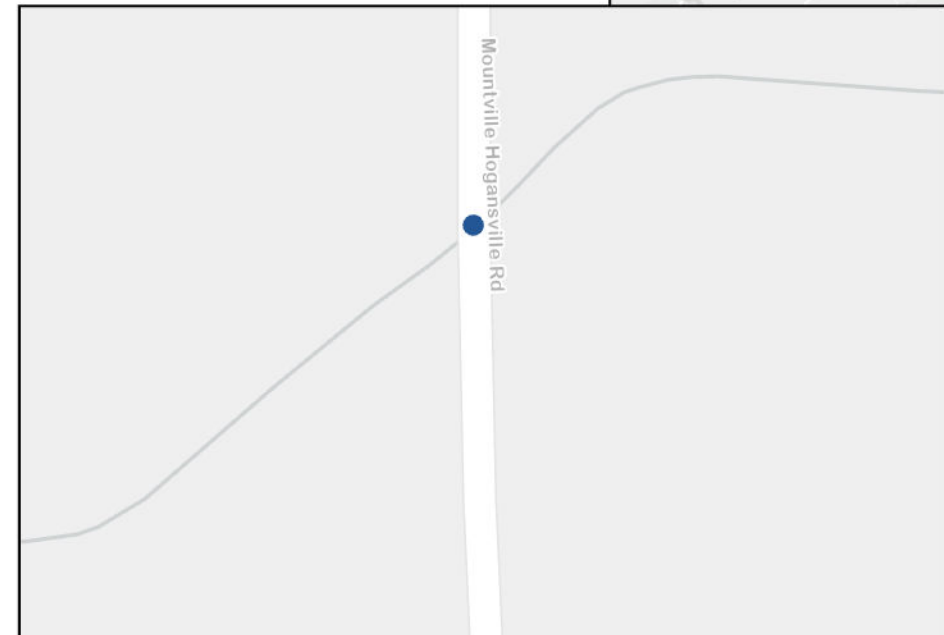
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: CR 99/Cannonville Road @ Long Cane Creek 3 Mi SW of LaGrange

Project Extent: N/A

Source: Previously Identified (GDOT PI# 371071-)

Project Number:
BR-3

Project Length:
450 ft

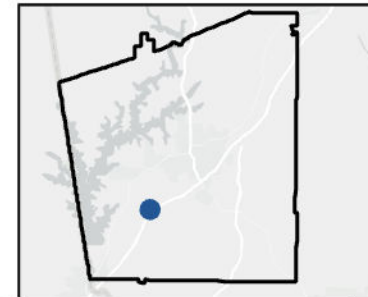
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

Estimated Cost (2022 Dollars):
\$5,236,000

Estimated Cost (YOE Dollars):
\$9,483,000



Environmental Screening

Environmental Resources

Water Resources:
Preset

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

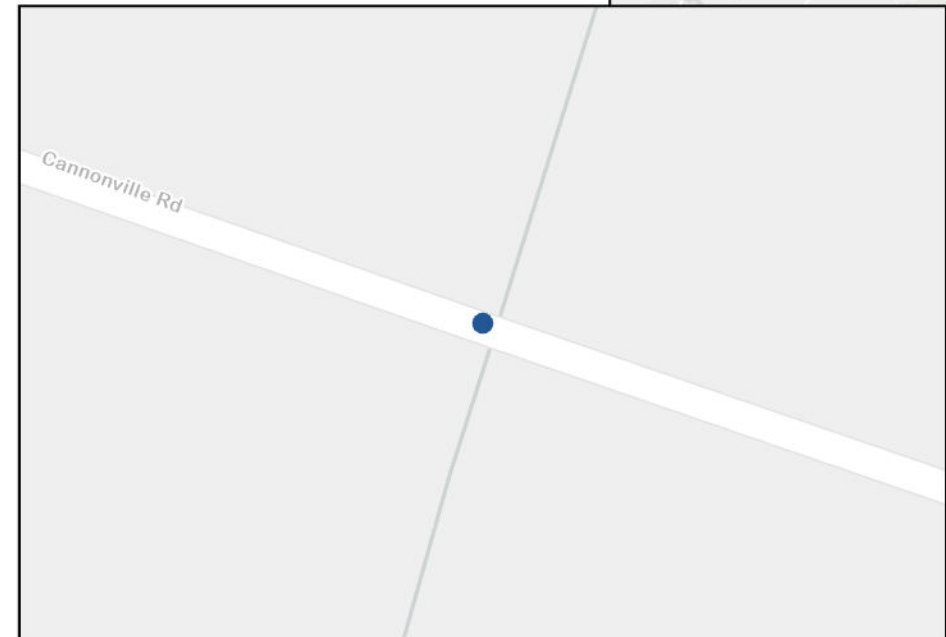
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Liberty Hill Glenn Road over Whitewater Creek

Project Extent: N/A

Source: Existing Conditions Analysis (National Bridge Inventory)

Project Number:
BR-4

Project Length:
50 ft

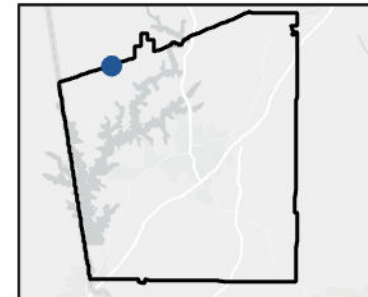
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

Estimated Cost (2022 Dollars):
\$4,632,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

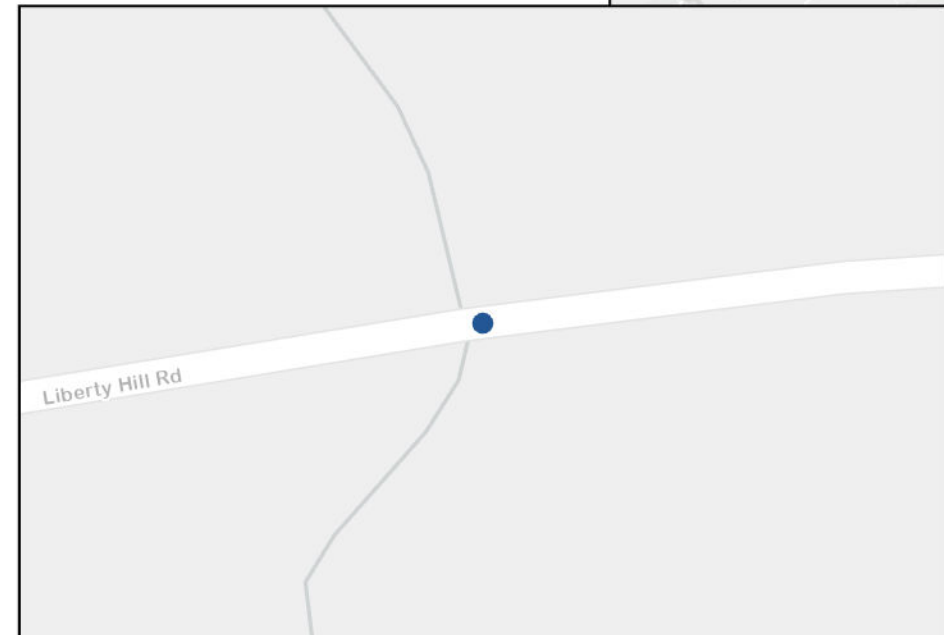
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Mobley Bridge Road over Yellow Jacket Creek Tributary

Project Extent: N/A

Source: Existing Conditions Analysis (National Bridge Inventory)

Project Number:
BR-5

Project Length:
440 ft

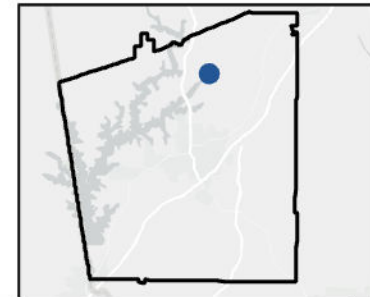
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

Estimated Cost (2022 Dollars):
\$15,354,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

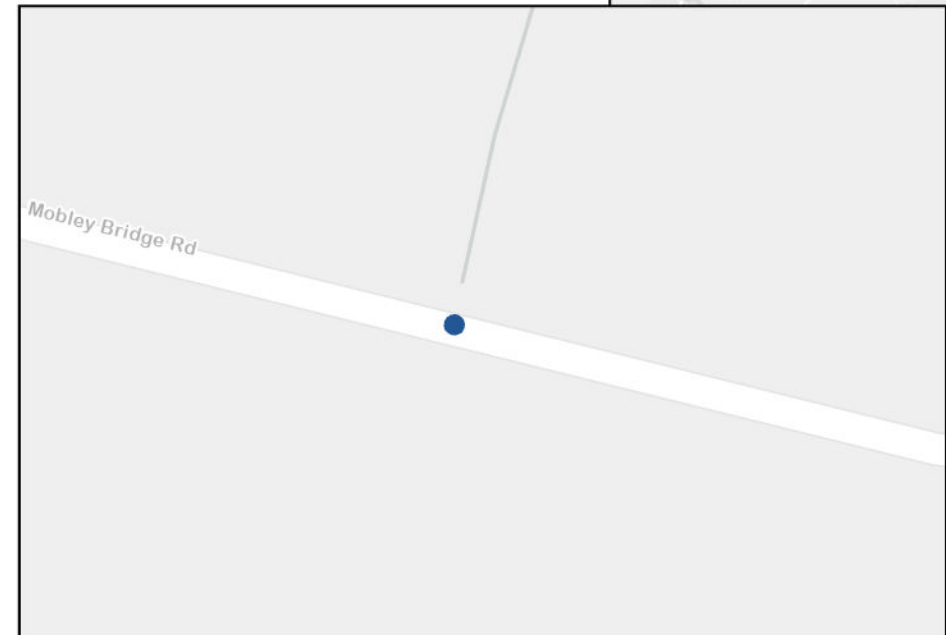
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Dallas Mill Road over Big Springs Creek

Project Extent: N/A

Source: Stakeholder Input

**Project Number:
BR-6**

**Project Length:
207 ft**

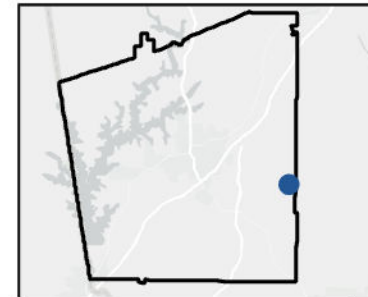
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County**

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

**Estimated Cost (2022 Dollars):
\$6,837,000**

**Estimated Cost (YOE Dollars):
TBD based on implementation timeframe**



Environmental Screening

Environmental Resources

**Water Resources:
Present**

**FEMA Flood Zones:
Present**

**Justice 40 and
Environmental Justice:
Present**

**Parks:
Not Present**

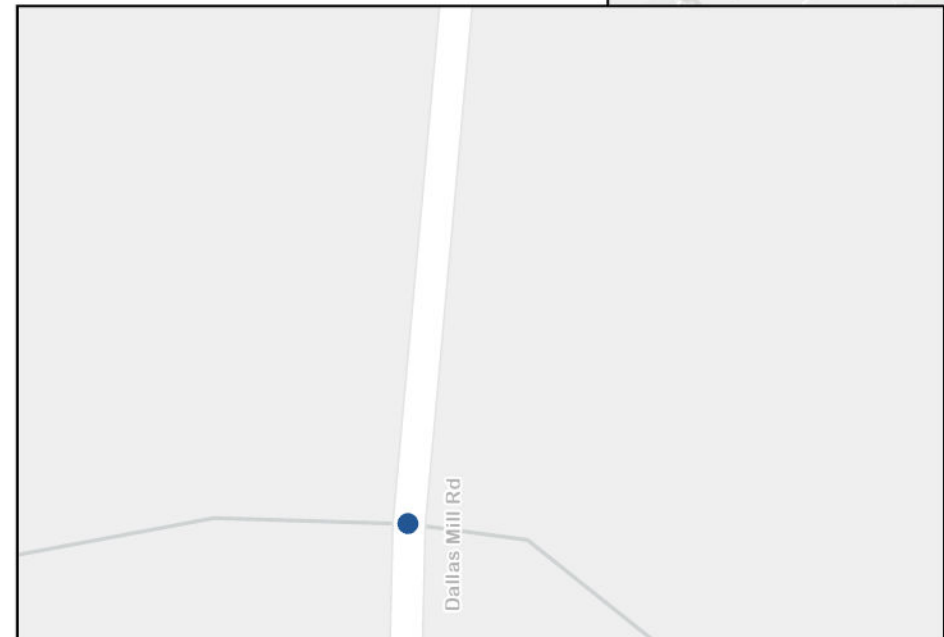
**NRHP Resources:
Not Present**

**Community Resources:
Not Present**

NEPA Document and Cost Impact

**Anticipated NEPA Document:
Categorical Exclusion**

**Additional costs associated with environmental activities:
Possible 404 mitigation credits**



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: 3rd Avenue/South State Line Road @ Oselige Creek

Project Extent: N/A

Source: Stakeholder Input

**Project Number:
BR-7**

**Project Length:
256 ft**

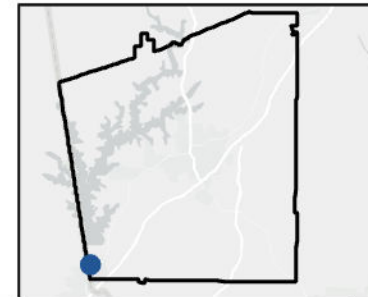
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
West Point**

Existing Configuration: Deteriorated bridge (2 lanes)
Improved Configuration: Rehabilitated bridge

**Estimated Cost (2022 Dollars):
\$14,193,000**

**Estimated Cost (YOE Dollars):
TBD based on implementation timeframe**



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

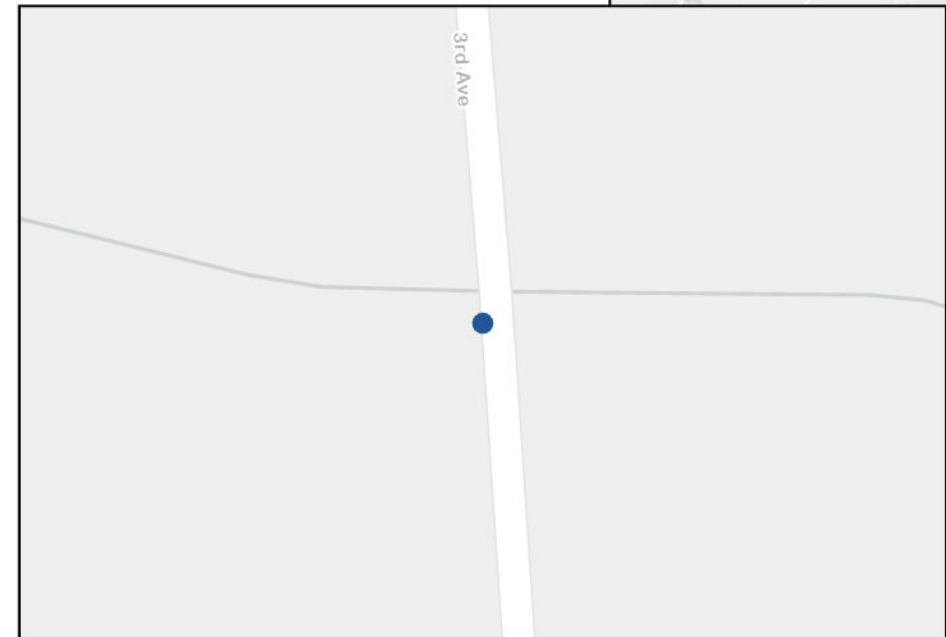
NRHP Resources:
Not Present

Community Resources:
City of West Point West River Park

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #10

Project Extent: West Georgia Technical College to Great Wolf Lodge

Source: Thread Trail Master Plan

**Project Number:
BP-1**

**Project Length:
3.47 mi**

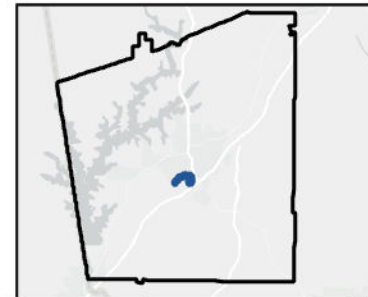
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County, LaGrange**

Existing Configuration: N/A
Improved Configuration: Multiuse trail

**Estimated Cost (2022 Dollars):
\$4,150,000**

**Estimated Cost (YOE Dollars):
\$4,673,000**



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

NRHP Resources:
Not Present

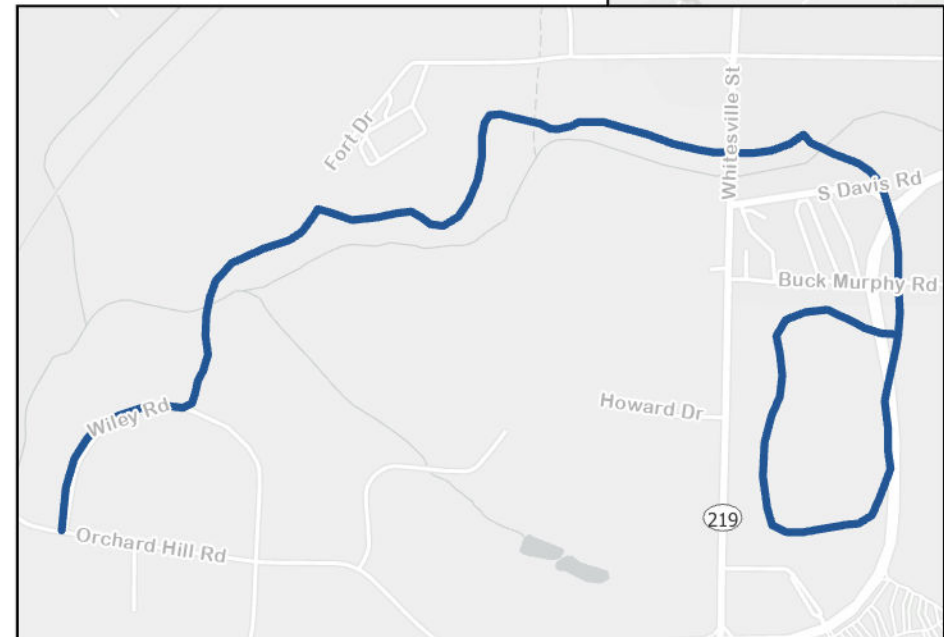
Community Resources:

Troup County Recreation Area/Athletic Complex, West Georgia Technical College

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #9

Project Extent: Soccer Complex to Baseball Complex

Source: Thread Trail Master Plan

Project Number:
BP-2

Project Length:
2.91 mi

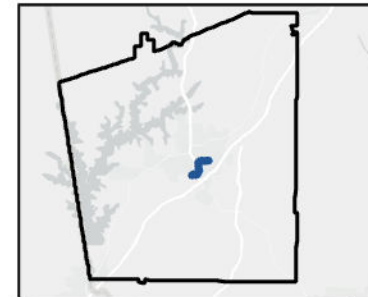
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: N/A
Improved Configuration: Multiuse trail

Estimated Cost (2022 Dollars):
\$3,480,000

Estimated Cost (YOE Dollars):
\$3,919,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

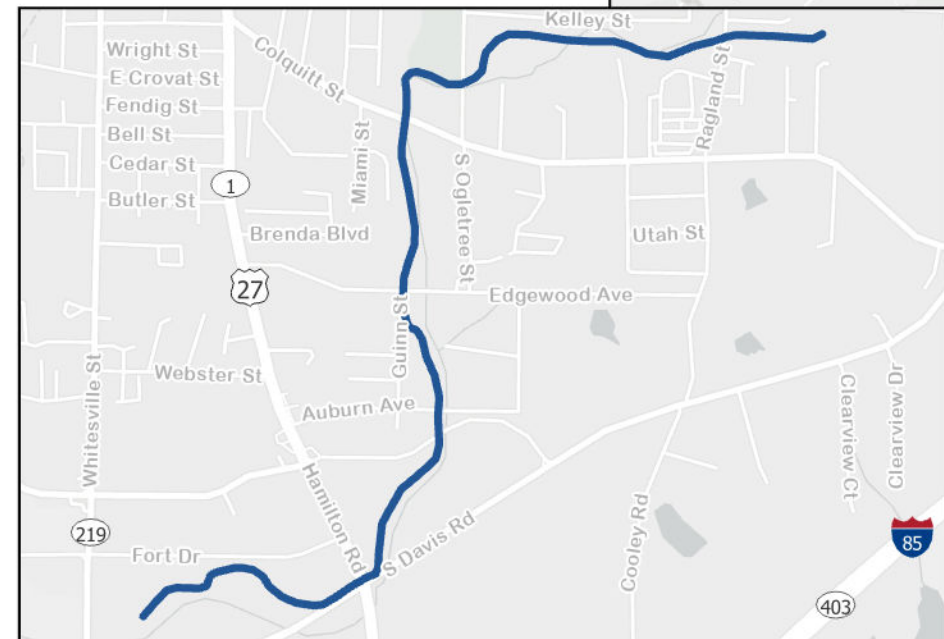
NRHP Resources:
Not Present

Community Resources:
William Griggs Recreation Center

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #7

Project Extent: Swift Street to Soccer Complex

Source: Thread Trail Master Plan

Project Number:
BP-3

Project Length:
0.85 mi

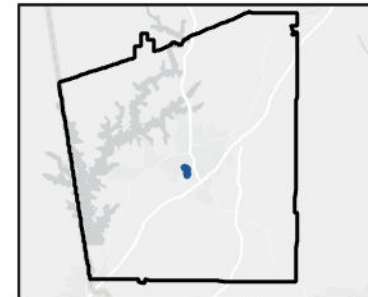
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: N/A
Improved Configuration: Multiuse trail

Estimated Cost (2022 Dollars):
\$1,017,000

Estimated Cost (YOE Dollars):
\$1,145,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

NRHP Resources:
Not Present

Community Resources:

Troup County Recreation Area/Athletic Complex

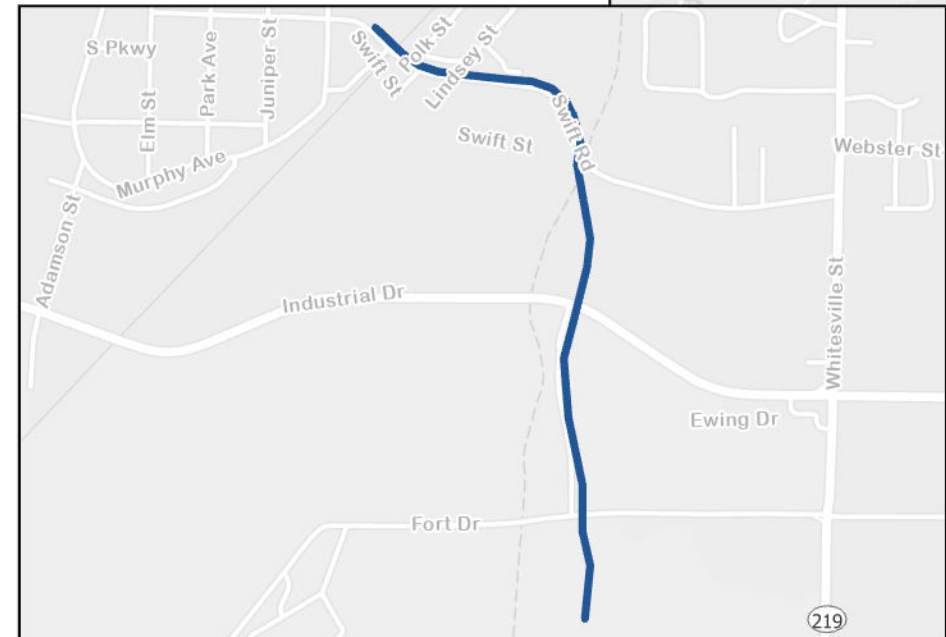
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #14 - East Downtown Connection

Project Extent: Bull Street to Union Street

Source: Thread Trail Master Plan

Project Number:
BP-4

Project Length:
0.59 mi

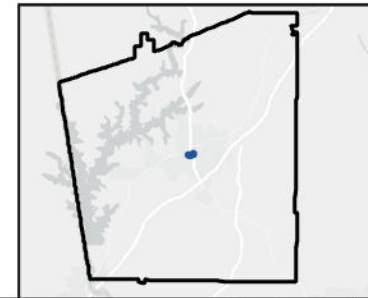
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: N/A
Improved Configuration: Multiuse trail

Estimated Cost (2022 Dollars):
\$706,000

Estimated Cost (YOE Dollars):
\$795,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

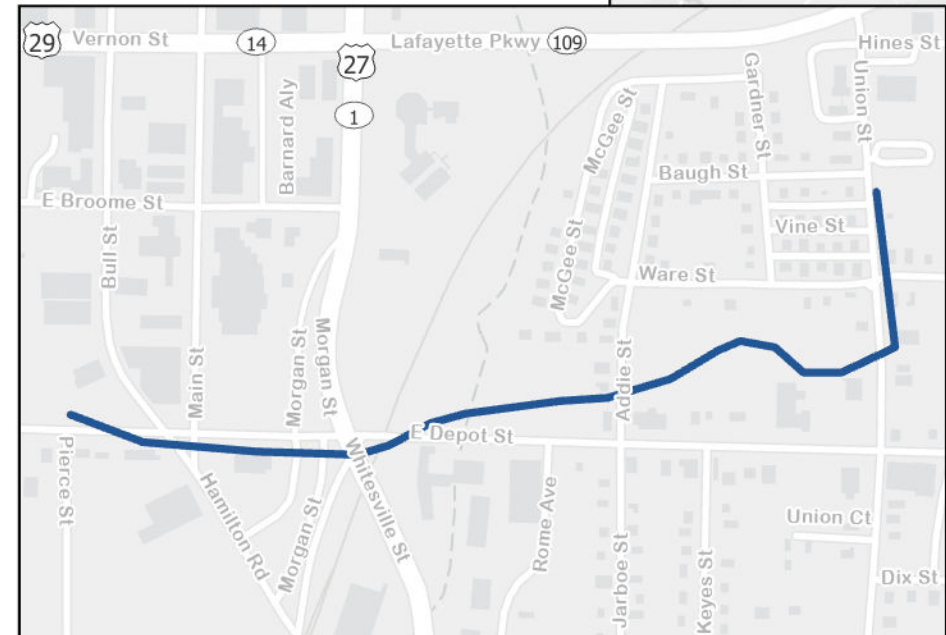
NRHP Resources:
Lagrange Commercial Historic
District

Community Resources:
St Paul Baptist Church

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #21

Project Extent: Baseball Complex to Moody Bridge Road

Source: Thread Trail Master Plan

**Project Number:
BP-5**

**Project Length:
5.64 mi**

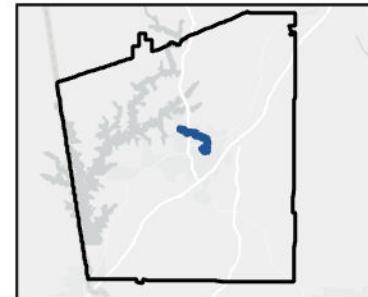
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County, LaGrange**

Existing Configuration: N/A
Improved Configuration: Multiuse trail

**Estimated Cost (2022 Dollars):
\$6,745,000**

**Estimated Cost (YOE Dollars):
\$7,596,000**



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

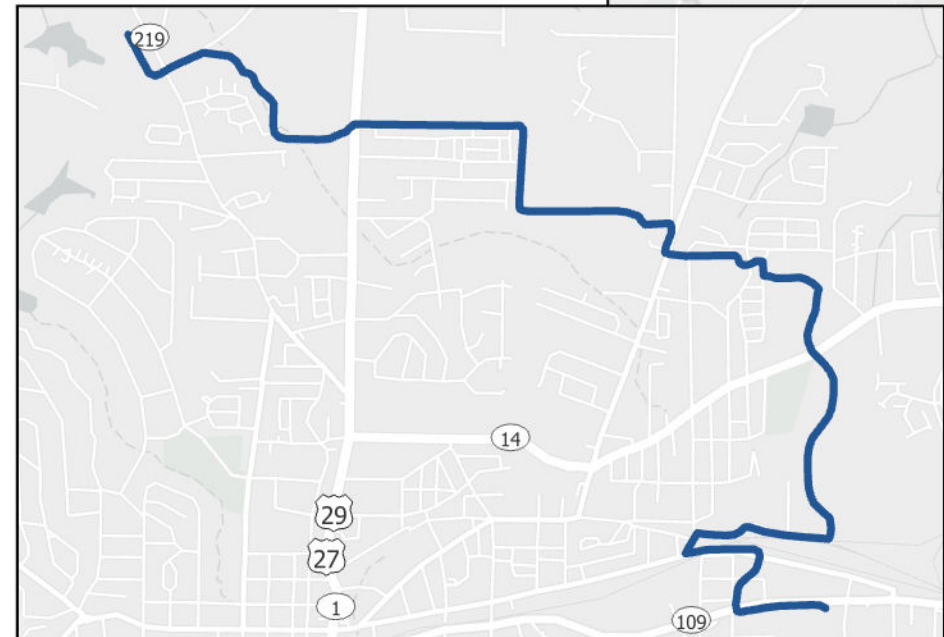
NRHP Resources:
Not Present

Community Resources:
Dunson Baptist Church, Pepperell Park

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #19

Project Extent: Cemetery to Abandoned Rail

Source: Thread Trail Master Plan

Project Number:
BP-6

Project Length:
1.59 mi

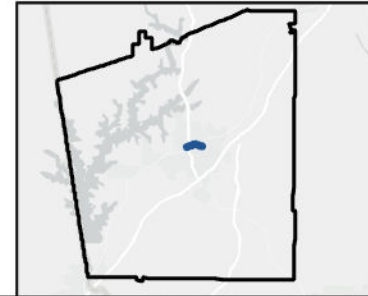
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: N/A
Improved Configuration: Multiuse trail

Estimated Cost (2022 Dollars):
\$1,902,000

Estimated Cost (YOE Dollars):
\$2,141,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Present

NRHP Resources:
Not Present

Community Resources:

Boyd Park, Dunson Baptist Church

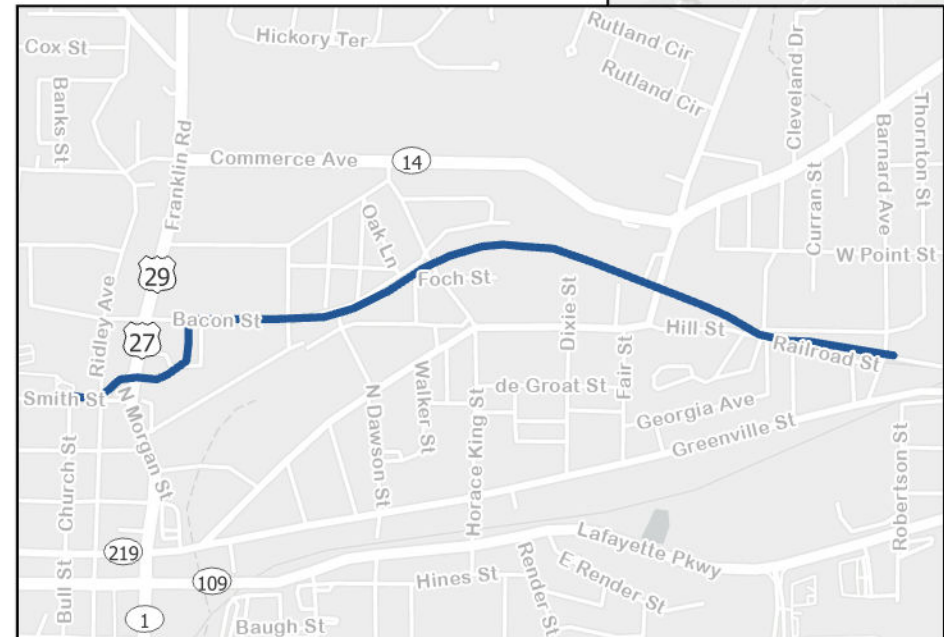
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #3

Project Extent: Highland Country Club to LaGrange College Softball Field

Source: Thread Trail Master Plan

**Project Number:
BP-7**

**Project Length:
3.22 mi**

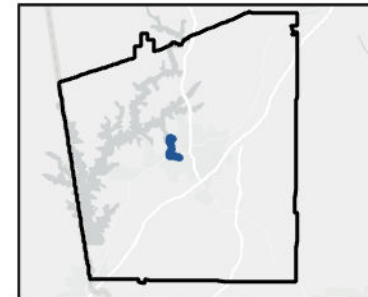
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County, LaGrange**

Existing Configuration: N/A
Improved Configuration: Multiuse trail

**Estimated Cost (2022 Dollars):
\$3,851,000**

**Estimated Cost (YOE Dollars):
\$4,337,000**



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Vernon Road Historic District

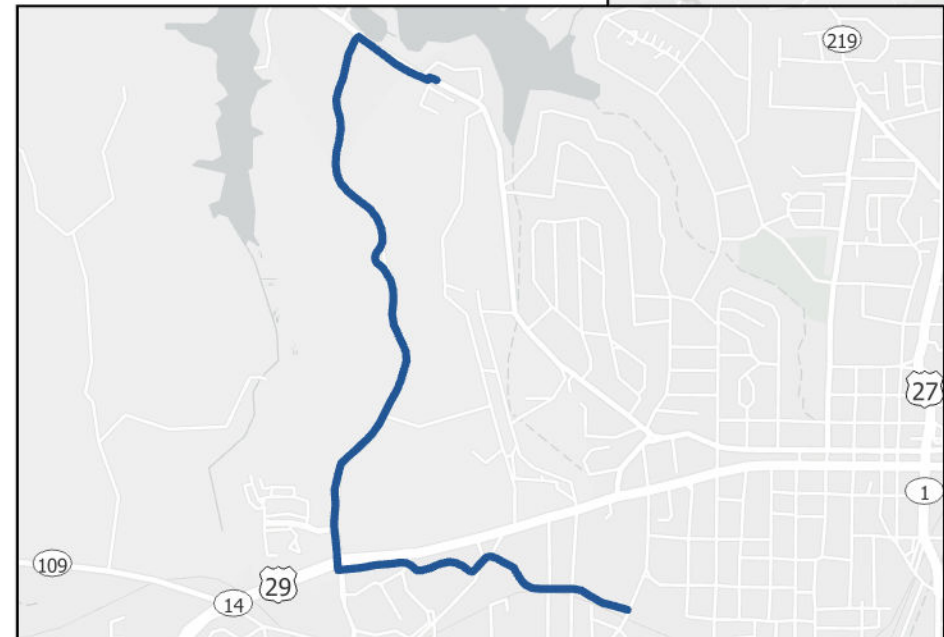
Community Resources:

Lagrange Academy, Lagrange College, WellStar West Georgia Medical Center, Hollis Hand Elementary School

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Thread Trail Plan Thread #11

Project Extent: Baseball Complex to Ridley Lake

Source: Thread Trail Master Plan

**Project Number:
BP-8**

**Project Length:
2.35 mi**

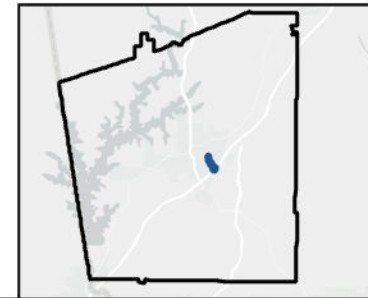
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County, LaGrange**

Existing Configuration: N/A
Improved Configuration: Multiuse trail

**Estimated Cost (2022 Dollars):
\$2,810,000**

**Estimated Cost (YOE Dollars):
\$3,165,000**



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

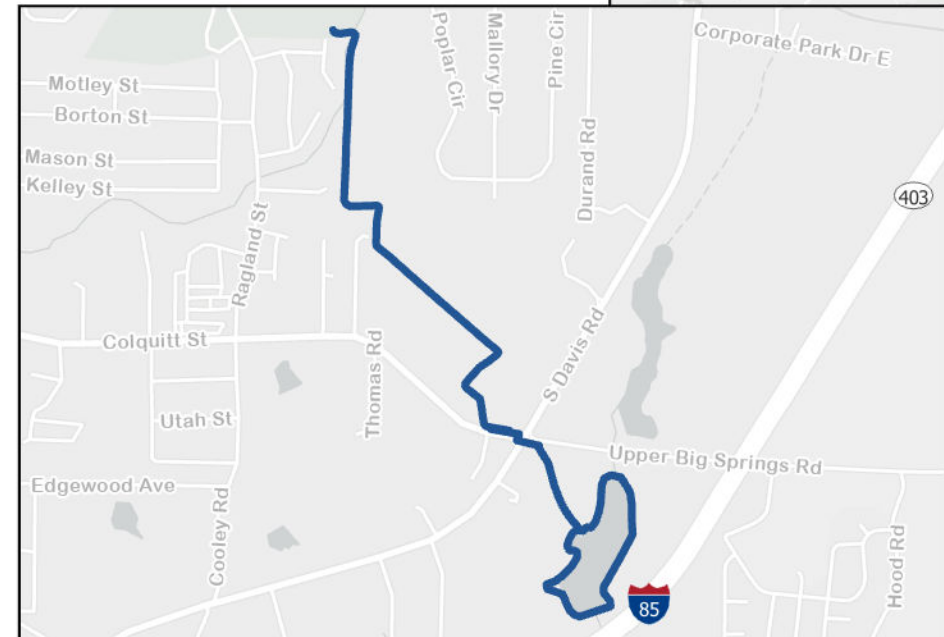
NRHP Resources:
Nutwood Property

Community Resources:
Georgia Harris Baseball Complex

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Sewon Boulevard

Project Extent: Pegasus Parkway to Orchard Hill Road

Source: Stakeholder Input

**Project Number:
BP-9**

**Project Length:
1.6 mi**

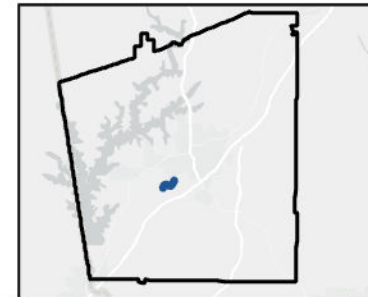
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County, LaGrange**

Existing Configuration: N/A
Improved Configuration: Multiuse trail

**Estimated Cost (2022 Dollars):
\$1,913,000**

**Estimated Cost (YOE Dollars):
\$2,155,000**



Environmental Screening

Environmental Resources

**Water Resources:
Present**

**FEMA Flood Zones:
Present**

**Justice 40 and
Environmental Justice:
Present**

**Parks:
Not Present**

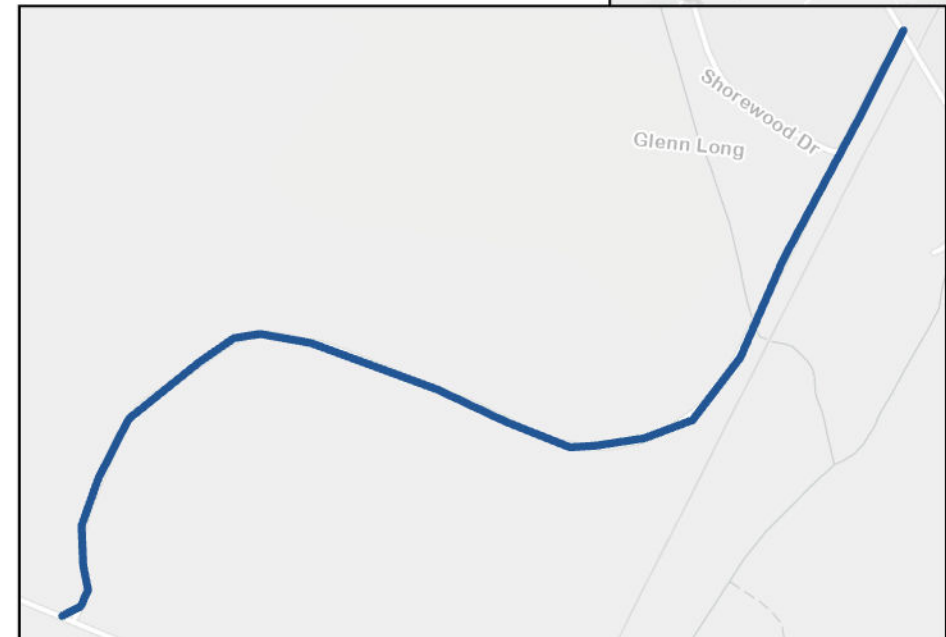
**NRHP Resources:
Not Present**

**Community Resources:
Not Present**

NEPA Document and Cost Impact

**Anticipated NEPA Document:
Categorical Exclusion**

**Additional costs associated with environmental activities:
Possible 404 mitigation credits**



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Lukken Industrial Drive

Project Extent: US 29/SR 14/West Point Road to SR 219/Whitesville Road

Source: Stakeholder Input

**Project Number:
BP-10**

**Project Length:
3.4 mi**

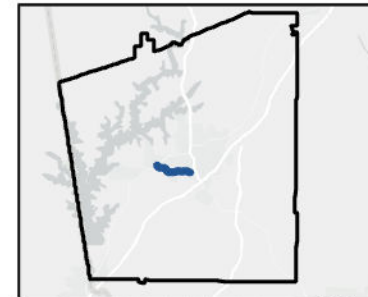
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County, LaGrange**

Existing Configuration: N/A
Improved Configuration: Multiuse trail

**Estimated Cost (2022 Dollars):
\$4,066,000**

**Estimated Cost (YOE Dollars):
\$4,579,000**



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

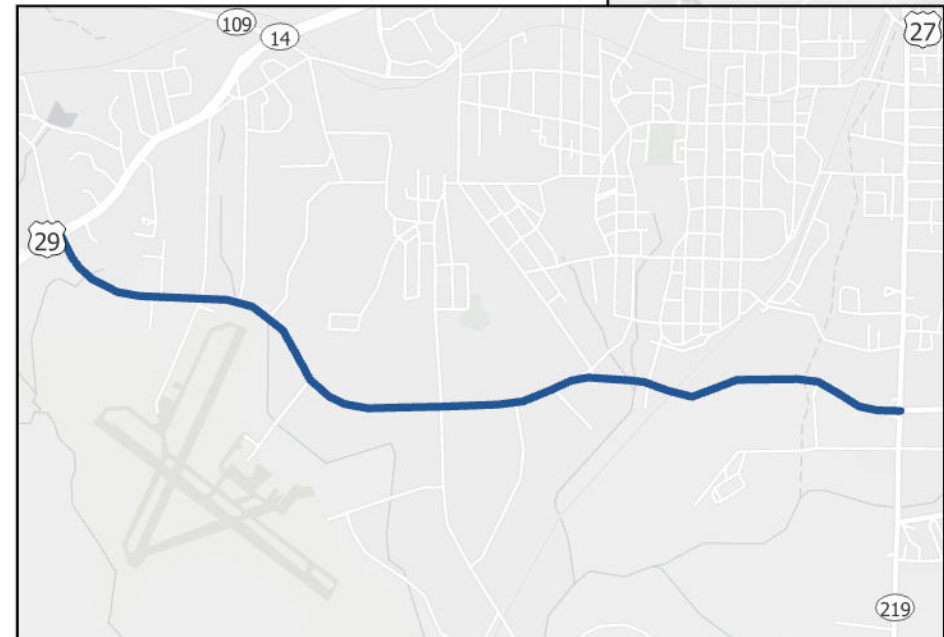
Community Resources:

Southcrest Church, Lagrange Fire Department 2, Heart of Worship, Western Heights Baptist Church,

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/SR 14/Commerce Avenue

Project Extent: US 27/SR 1/New Franklin Road to Youngs Mill Road

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
BP-11

Project Length:
0.89 mi

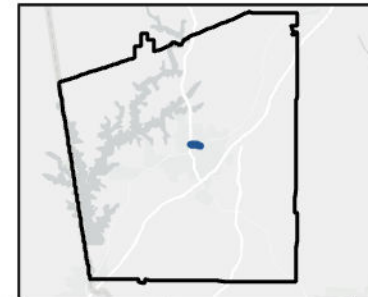
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: No sidewalks on segment
Improved Configuration: Sidewalks

Estimated Cost (2022 Dollars):
\$1,064,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

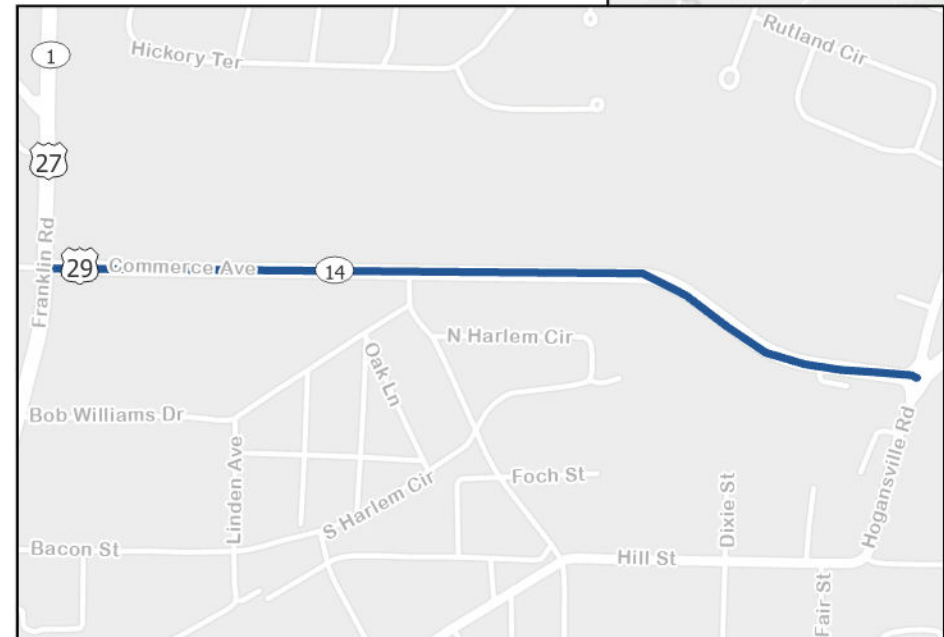
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 27/SR 1/New Franklin Road

Project Extent: Smith Street to Davis Road Bypass

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
BP-12

Project Length:
2.08 mi

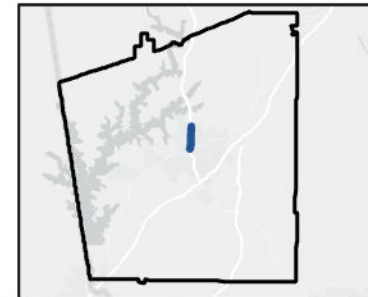
SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: Incomplete sidewalks
Improved Configuration: Sidewalks

Estimated Cost (2022 Dollars):
\$2,488,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

Justice 40 and Environmental Justice:
Present

Parks:
Not Present

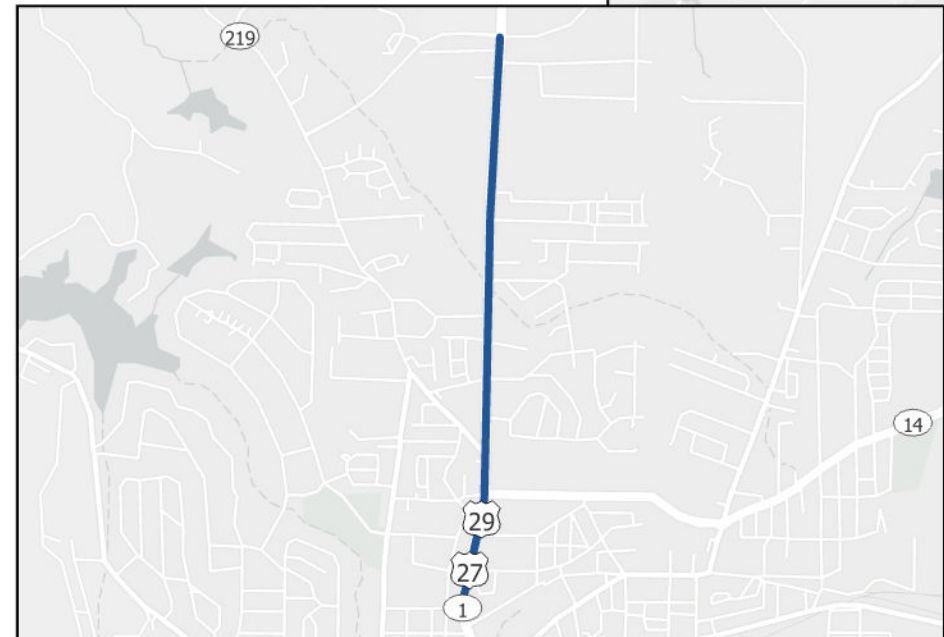
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Environmental Assessment

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/SR 219/New Franklin Road

Project Extent: Colonial Street to Walmart

Source: Existing Conditions Analysis

Project Number:
BP-13

Project Length:
N/A

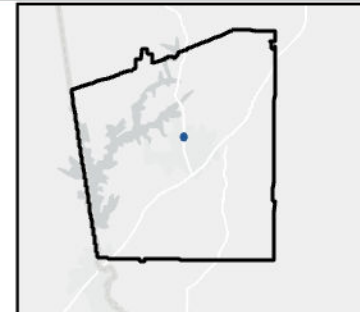
SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: 5-lane road without pedestrian crossing
Improved Configuration: Pedestrian crossing

Estimated Cost (2022 Dollars):
\$1,200,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

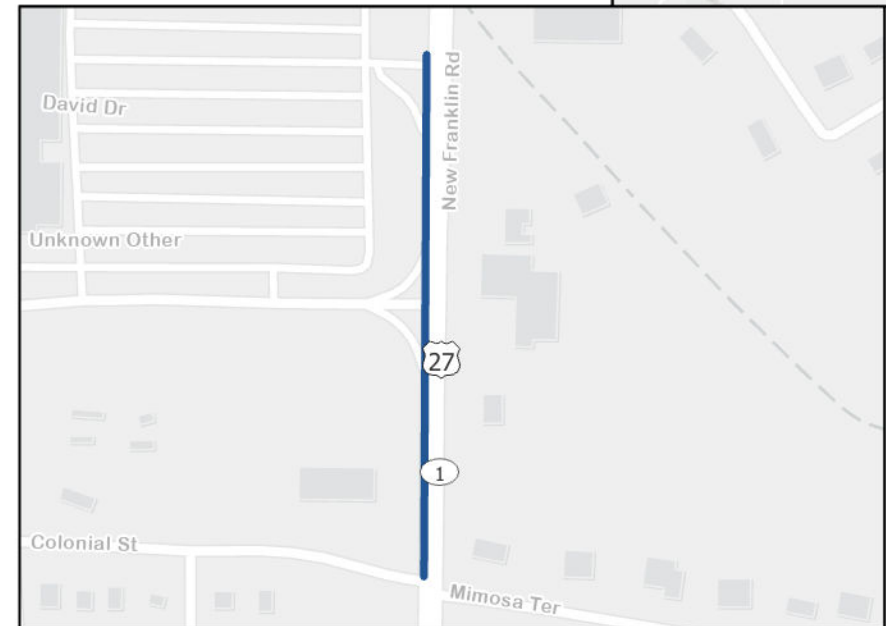
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/New Franklin Road

Project Extent: SR 14/Commerce Ave to North Page St

Source: Existing Conditions Analysis

Project Number:
F-1

Project Length:
1.09 mi

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: 5 lanes

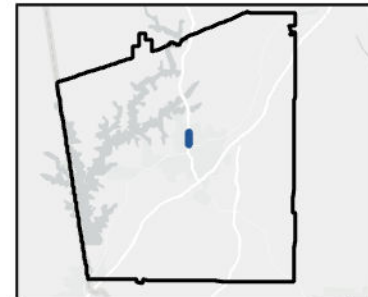
Improved Configuration: Access management, reduced conflict points with driveways

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

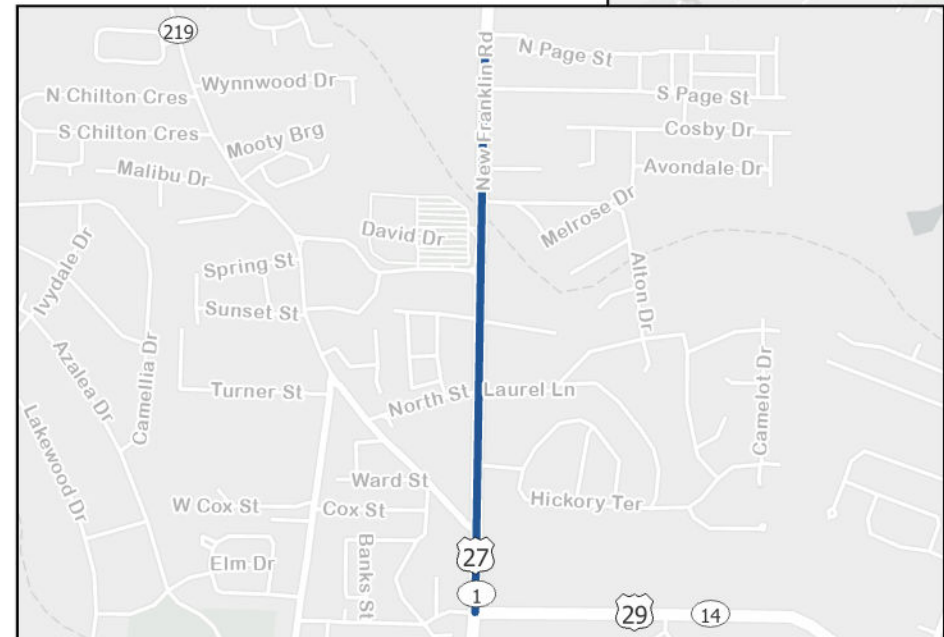
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Whitesville Street

Project Extent: US 27 to Pegasus Parkway

Source: Existing Conditions Analysis

Project Number:
F-2

Project Length:
2.58 mi

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: 3 lanes

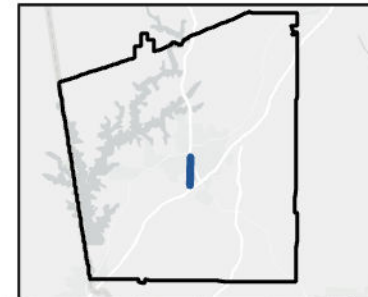
Improved Configuration: Signage, widen lanes, increase turn radii

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

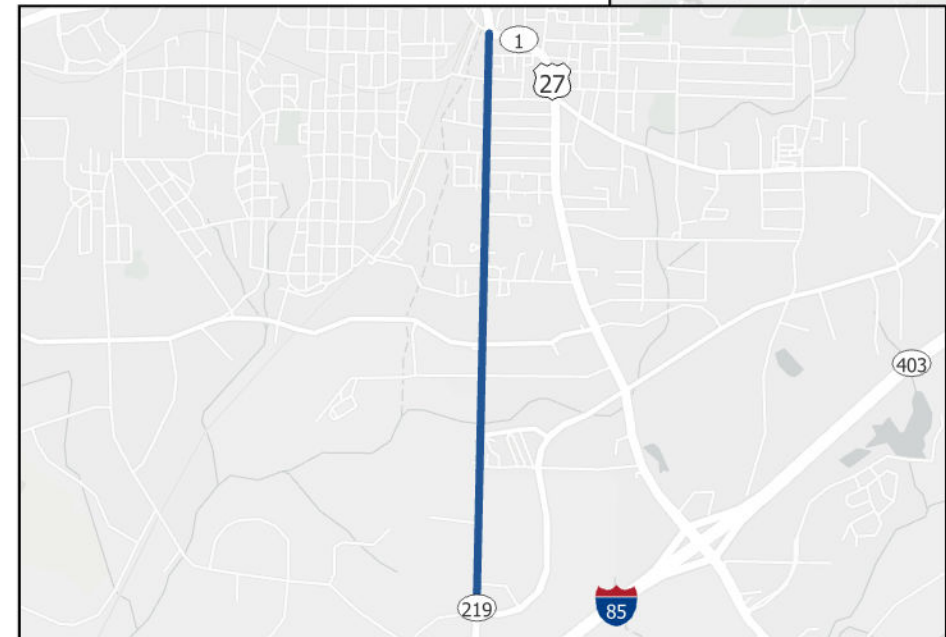
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219/Whitesville Road

Project Extent: New Hutchinson Mill Road to SR 18

Source: Existing Conditions Analysis

Project Number:
F-3

Project Length:
8.09 mi

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

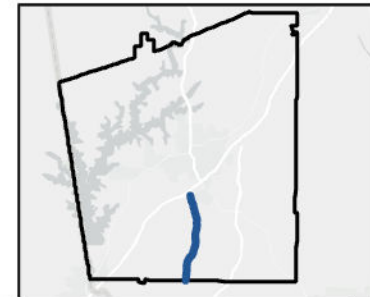
Improved Configuration: Signage, widen lanes, increase turn radii

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Jones, R.M., General Store

Community Resources:

Union Springs United Methodist

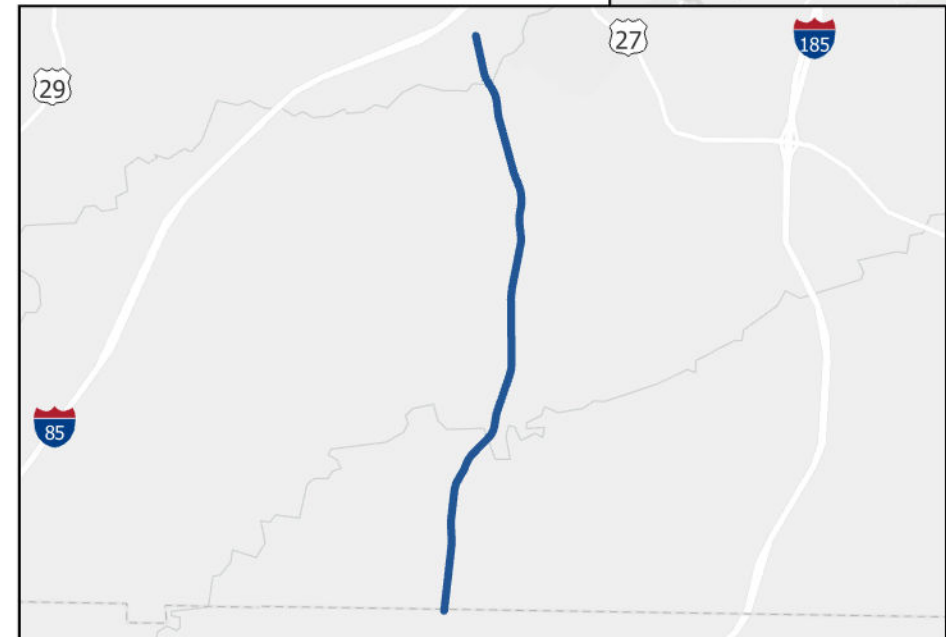
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: S Davis Road

Project Extent: Upper Big Springs Road to US 27/Hamilton Road

Source: Existing Conditions Analysis

Project Number:
F-4

Project Length:
1.64 mi

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: 2 lanes

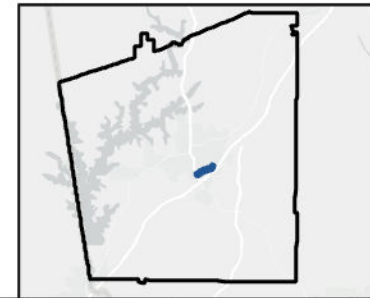
Improved Configuration: Signage, widen lanes, increase turn radii

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

NRHP Resources:
Not Present

Community Resources:

LaGrange Fire Dept 1, Kingdom Hall Place of Worship, Clearview Chapel, Clearview Elementary School

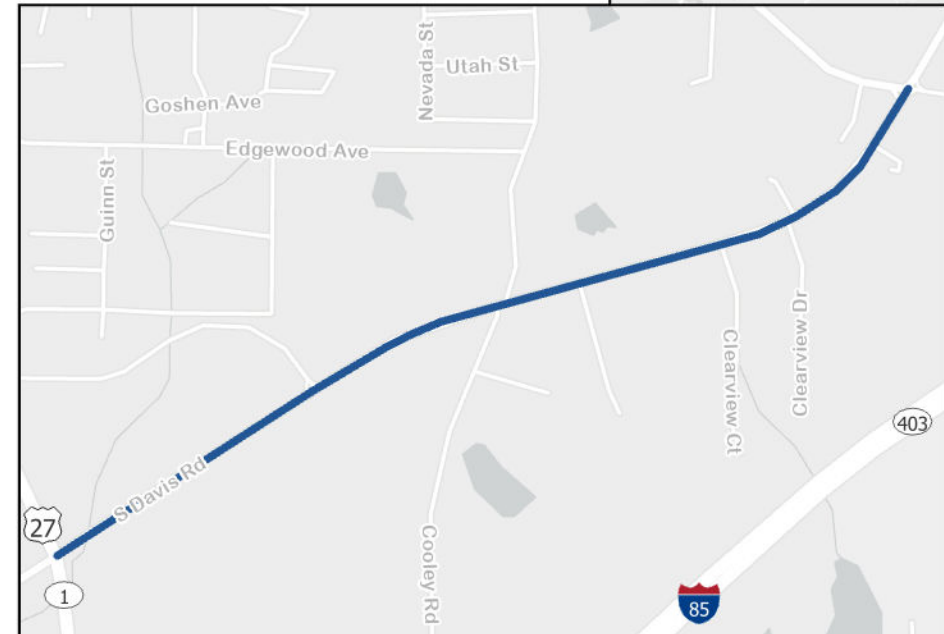
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 1/US 27/Hamilton Road at Vulcan Materials Road and Sam Walker Drive

Project Extent: N/A

Source: Stakeholder Input

**Project Number:
F-5**

**Project Length:
N/A**

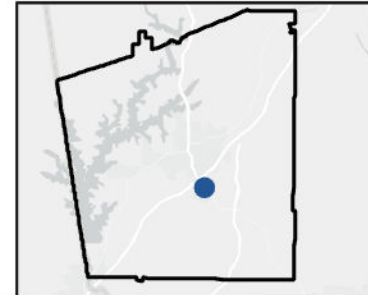
**SSTP Framework Category:
Foundational**

**Anticipated Sponsor:
Troup County**

Existing Configuration: N/A
Improved Configuration: Intersection operational improvements

**Estimated Cost (2022 Dollars):
\$2,500,000**

**Estimated Cost (YOE Dollars):
TBD based on implementation timeframe**



Environmental Screening

Environmental Resources

**Water Resources:
Present**

**FEMA Flood Zones:
Present**

**Justice 40 and
Environmental Justice:
Present**

**Parks:
Not Present**

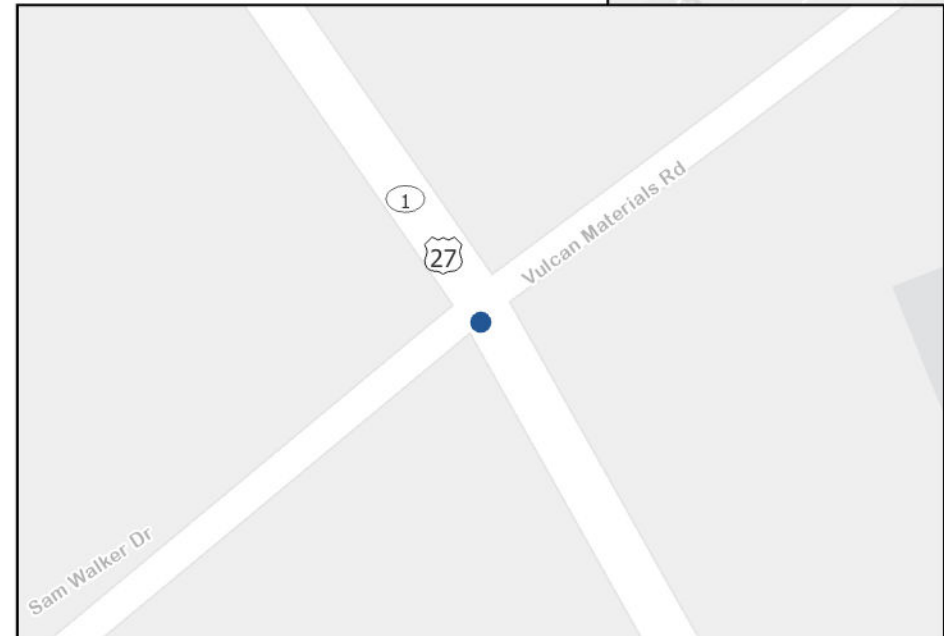
**NRHP Resources:
Not Present**

**Community Resources:
Troup County Fire Headquarters**

NEPA Document and Cost Impact

**Anticipated NEPA Document:
Categorical Exclusion**

**Additional costs associated with environmental activities:
Possible 404 mitigation credits**



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: CR 928/Webb Road @ CSX #050505T

Project Extent: N/A

Source: Previously Identified (GDOT PI# 0018294)

Project Number:
R-1

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

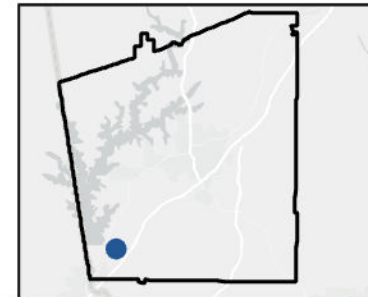
Improved Configuration: Active crossings w/ flashing indicator beacons and gate arms

Estimated Cost (2022 Dollars):

\$403,000

Estimated Cost (YOE Dollars):

\$411,000



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

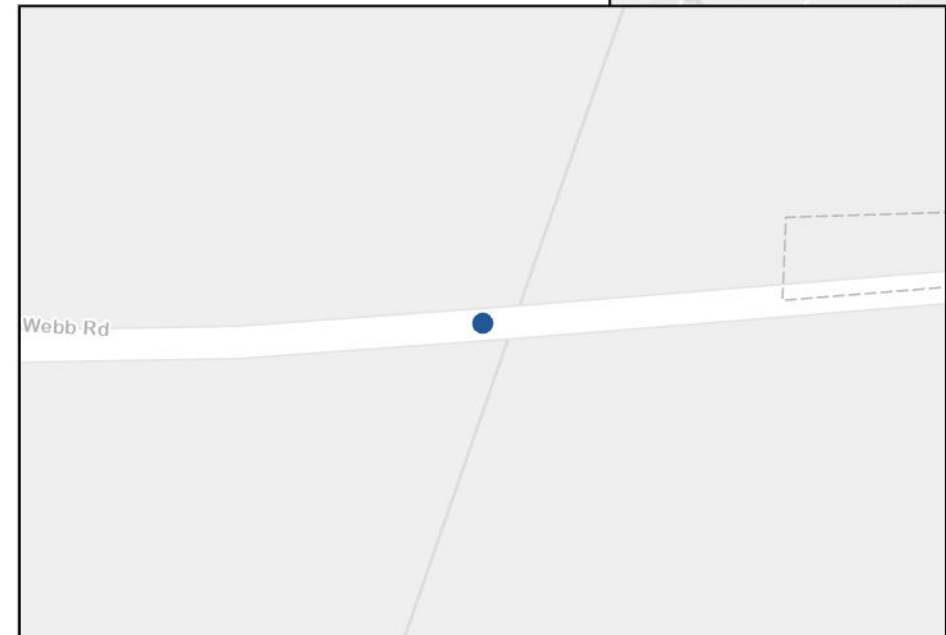
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Railroad Crossing @ SR 109/Roanoke Road

Project Extent: N/A

Source: Stakeholder Input

Project Number:
R-2

Project Length:
N/A

SSTP Framework Category:
Foundational

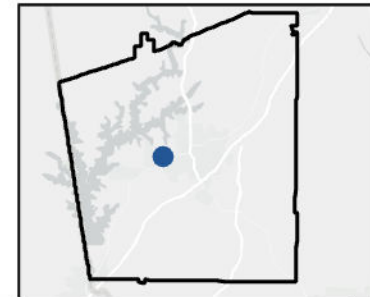
Anticipated Sponsor:
GDOT

Existing Configuration: At-grade crossing (frequent, extended train blockages)

Improved Configuration: Variable message detour signage, consider separated grade crossing

Estimated Cost (2022 Dollars):
\$425,000

Estimated Cost (YOE Dollars):
\$479,000



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

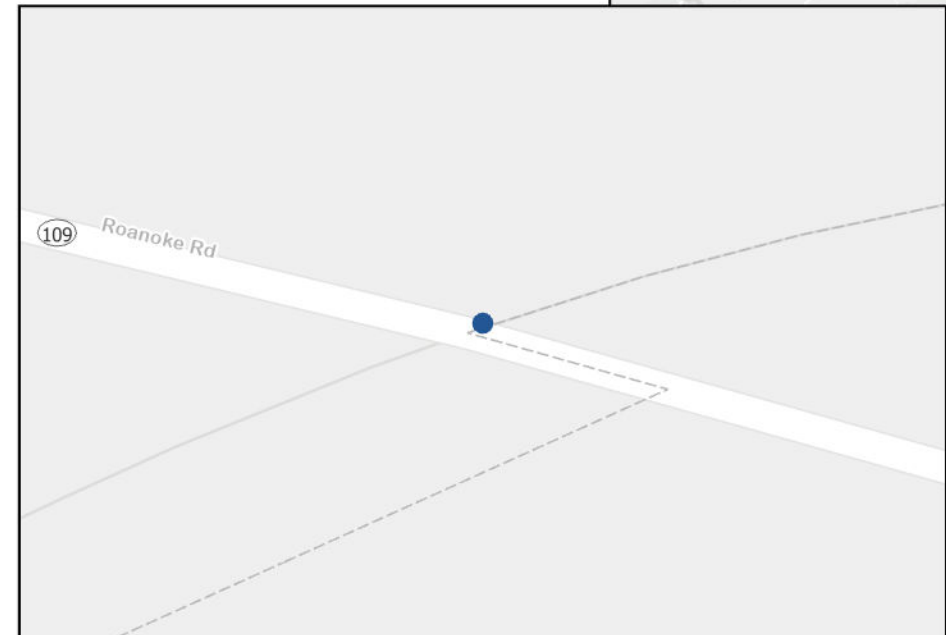
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: At-grade Rail Crossings w/o Active Warning Devices

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
R-3

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: Passive crossings

Improved Configuration: Assess the 67 locations without active warning devices, such as flashing indicator beacons and gate arms. Some locations may benefit from improvements; however, more detailed analysis is needed at each location. Approximate cost of improvements per location estimated to be \$350,000-\$400,000.

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

Justice 40 and Environmental Justice:
Not Present

Parks:
Not Present

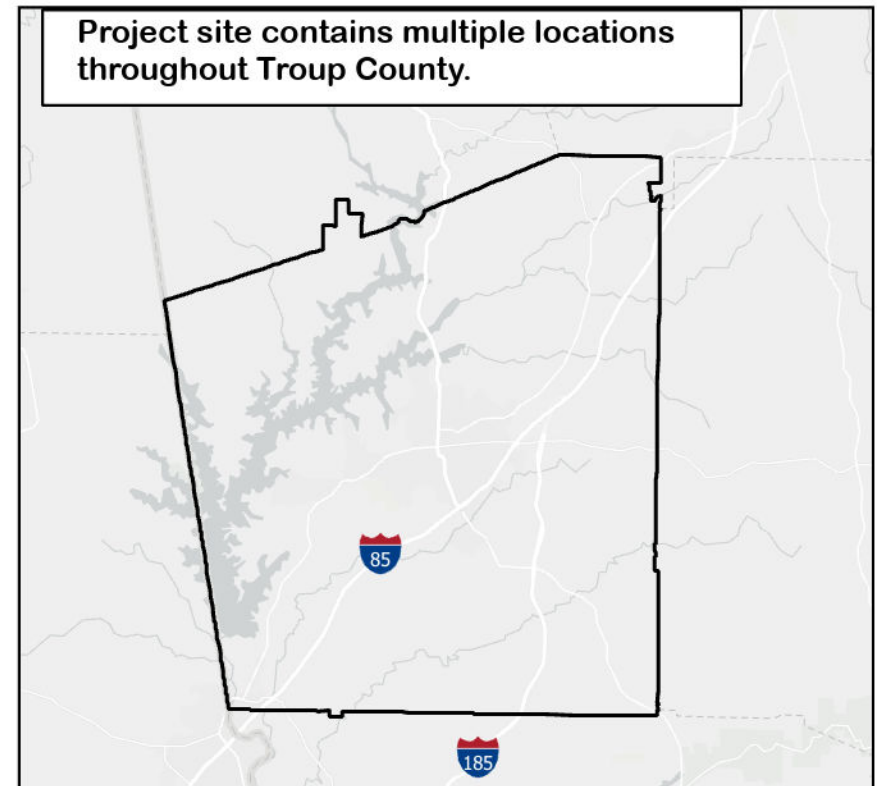
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
Not Present

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Railroad Crossing @ Green Avenue/Johnson Street in Hogansville

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
R-4

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: At-grade crossing (frequent, extended train blockages)

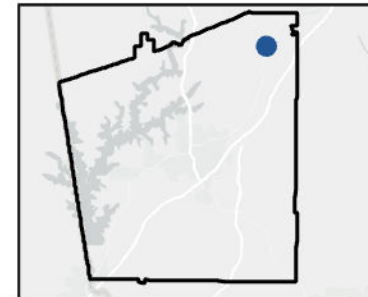
Improved Configuration: Variable message detour signage, consider separated grade crossing

Estimated Cost (2022 Dollars):

\$425,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

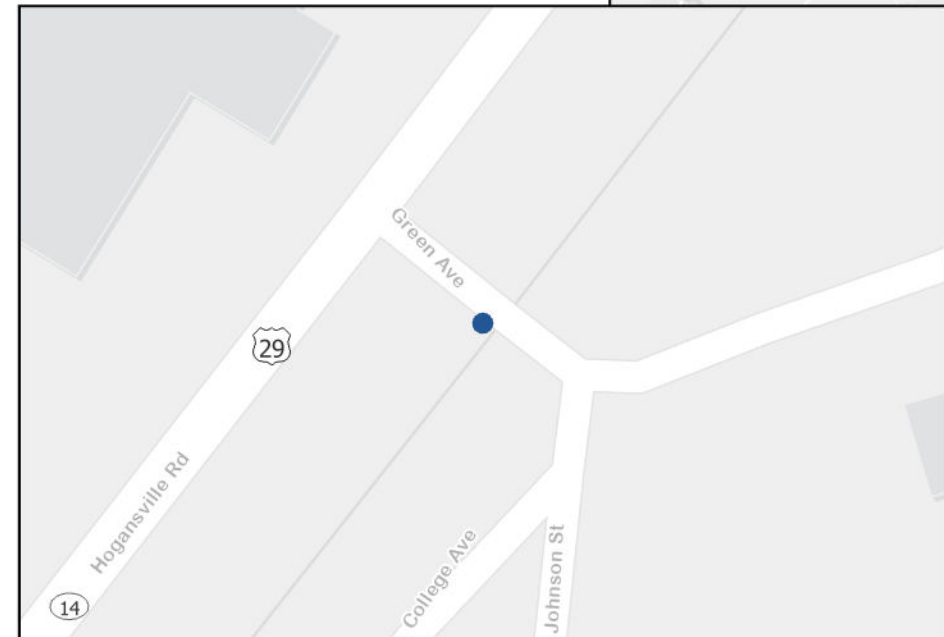
NRHP Resources:
Stark Mill and Mill Village Historic
District

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Railroad Crossing @ SR 54 in Hogansville

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
R-5

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: At-grade crossing (frequent, extended train blockages)

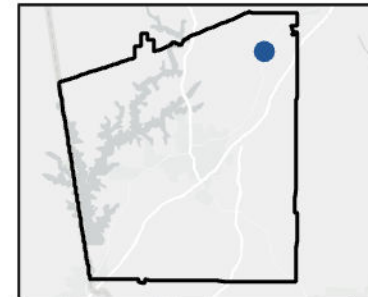
Improved Configuration: Variable message detour signage, consider separated grade crossing

Estimated Cost (2022 Dollars):

\$425,000

Estimated Cost (YOE Dollars):

TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

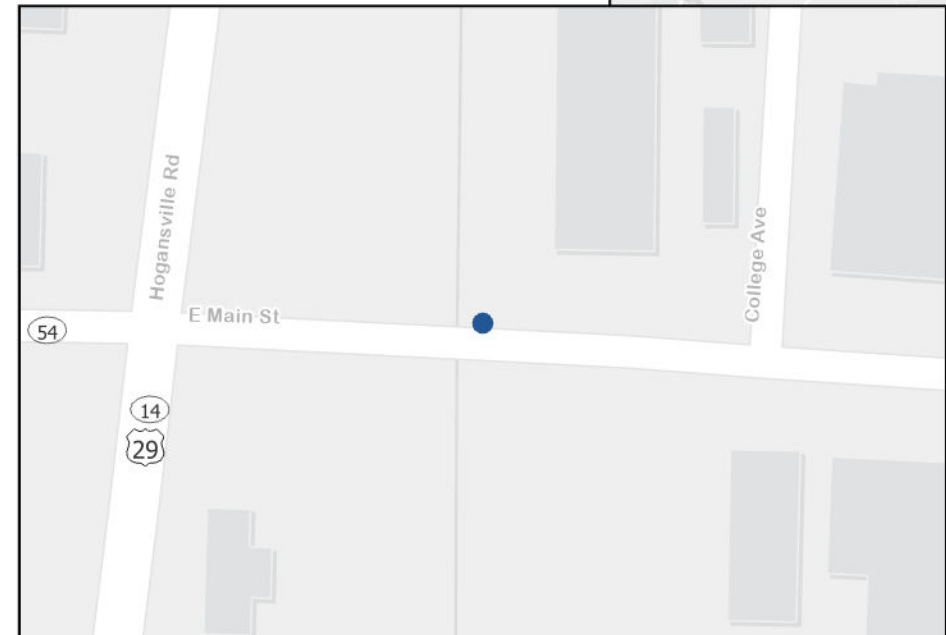
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Railroad Crossing @ E Boyd Road in Hogansville

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
R-6

Project Length:
N/A

SSTP Framework Category:
Foundational

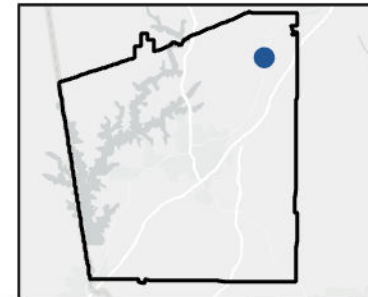
Anticipated Sponsor:
GDOT

Existing Configuration: At-grade crossing (frequent, extended train blockages)

Improved Configuration: Variable message detour signage, consider separated grade crossing

Estimated Cost (2022 Dollars):
\$425,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Not Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

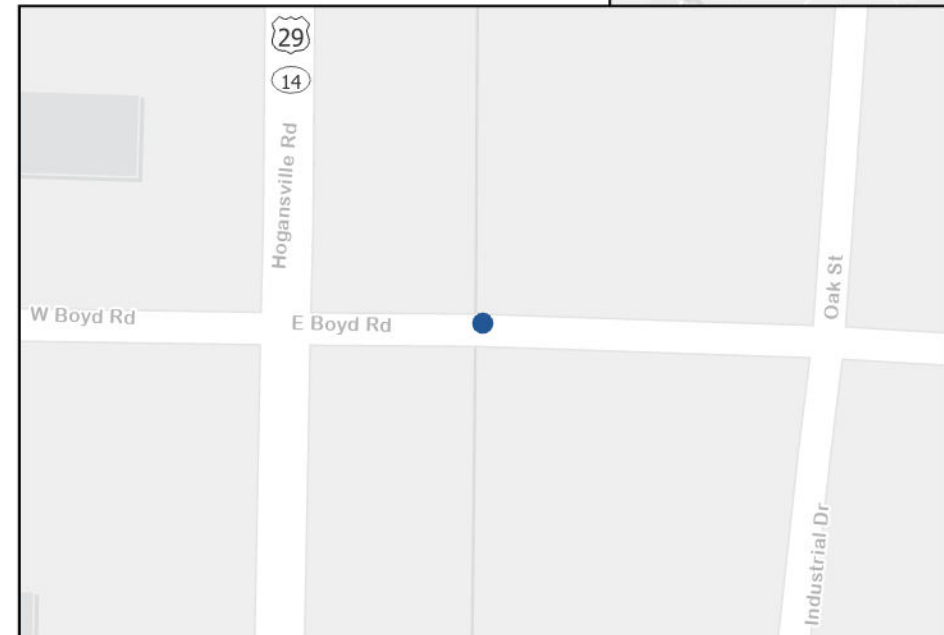
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Railroad Crossing @ Gabbettville Road near Robert Taylor Road

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
R-7

Project Length:
N/A

SSTP Framework Category:
Foundational

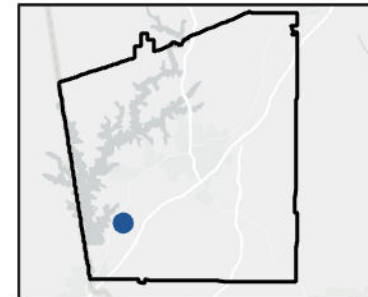
Anticipated Sponsor:
GDOT

Existing Configuration: At-grade crossing (frequent, extended train blockages)

Improved Configuration: Variable message detour signage, consider separated grade crossing

Estimated Cost (2022 Dollars):
\$425,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Not Present

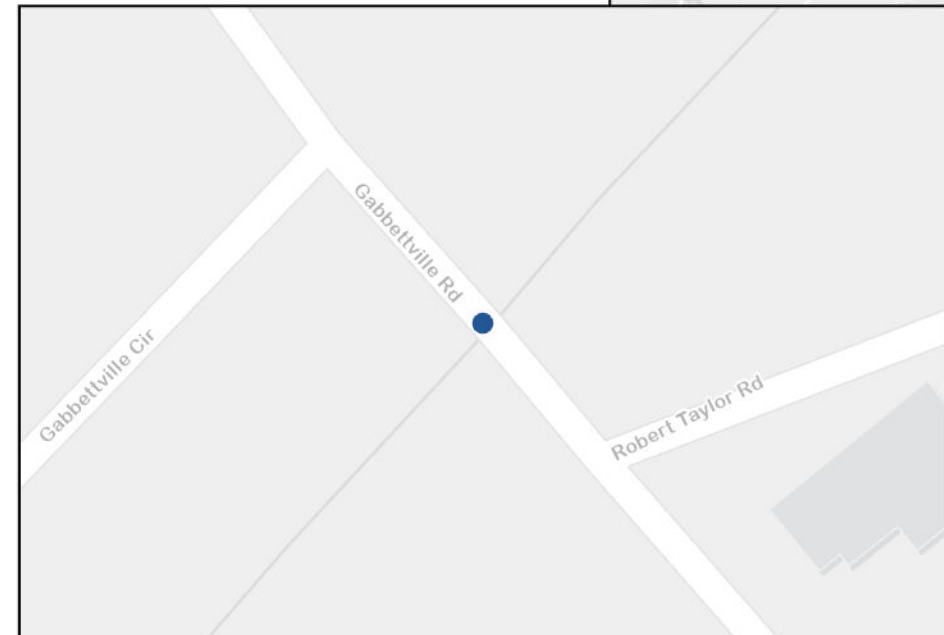
NRHP Resources:
Not Present

Community Resources:
Not Present

NEPA Document and Cost Impact

Anticipated NEPA Document:
Categorical Exclusion

Additional costs associated with environmental activities:
Possible 404 mitigation credits



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Railroad Crossing @ US 29/West Point Road/West 7th Street in West Point

Project Extent: N/A

Source: Stakeholder Input

Project Number:
R-8

Project Length:
N/A

SSTP Framework Category:
Foundational

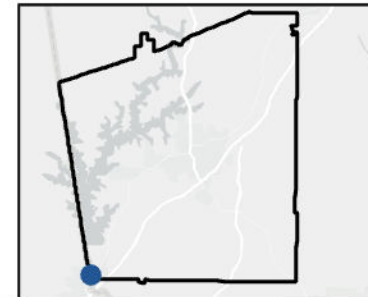
Anticipated Sponsor:
GDOT

Existing Configuration: At-grade crossing (frequent, extended train blockages)

Improved Configuration: Railroad crossing improvements, which may include turn lanes, signage/variable message signs

Estimated Cost (2022 Dollars):
\$425,000

Estimated Cost (YOE Dollars):
TBD based on implementation timeframe



Environmental Screening

Environmental Resources

Water Resources:
Not Present

FEMA Flood Zones:
Present

**Justice 40 and
Environmental Justice:**
Present

Parks:
Present

NRHP Resources:
West Point Commercial Historic
District

Community Resources:

City of West Point Downtown River Park

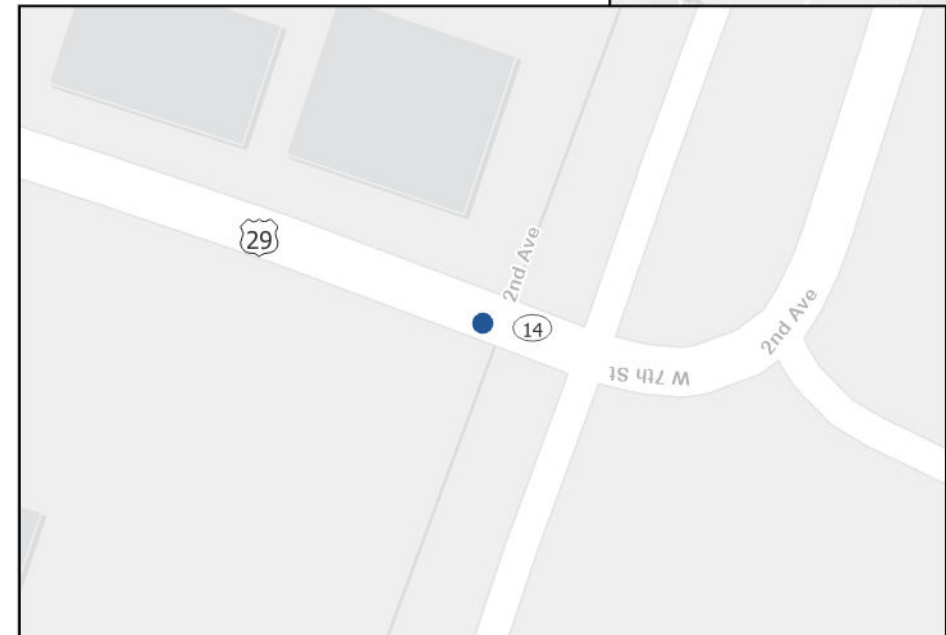
NEPA Document and Cost Impact

Anticipated NEPA Document:

Categorical Exclusion

Additional costs associated with environmental activities:

Not Present



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Northwest Bypass Study

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
S-1

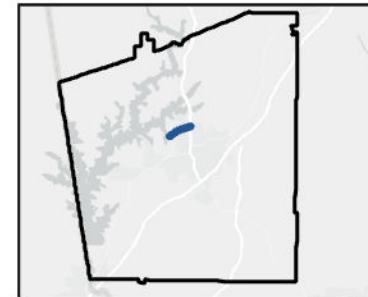
Project Length:
N/A

SSTP Framework Category:
Catalytic

Anticipated Sponsor:
Troup County

Existing Configuration: N/A

Improved Configuration: Northwest Bypass Study to assess options for connectivity between the existing bypass segments



Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

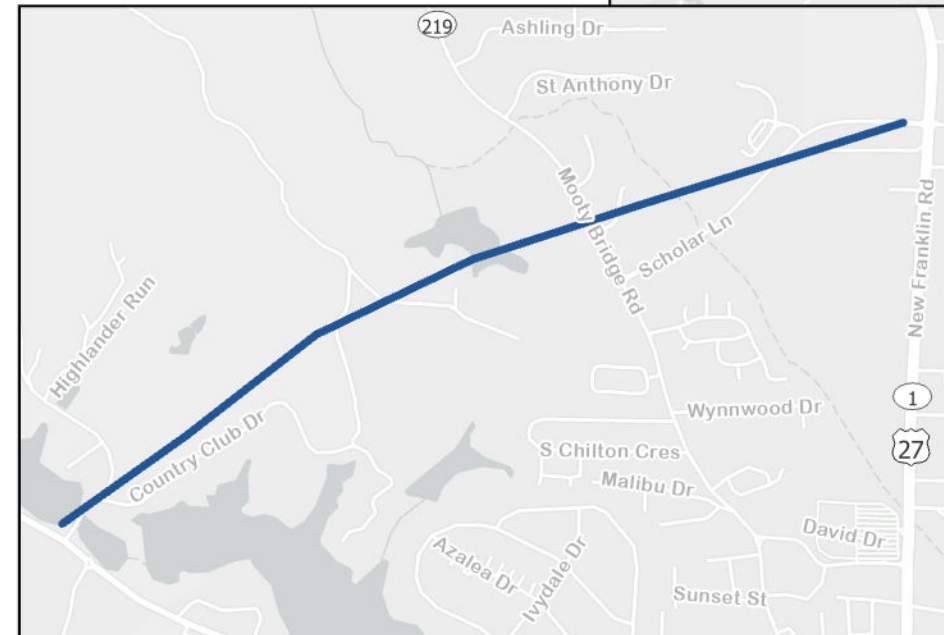
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Sidewalks and Active Transportation Study

Project Extent: N/A

Source: Stakeholder Input

Project Number:
S-2

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
Troup County, LaGrange

Existing Configuration: N/A

Improved Configuration: Study to determine exact locations for sidewalk and other active transportation projects, particularly in residential neighborhoods, including east/southeast of Piney Woods Lake

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

Justice 40 and Environmental Justice:
N/A

Parks:
N/A

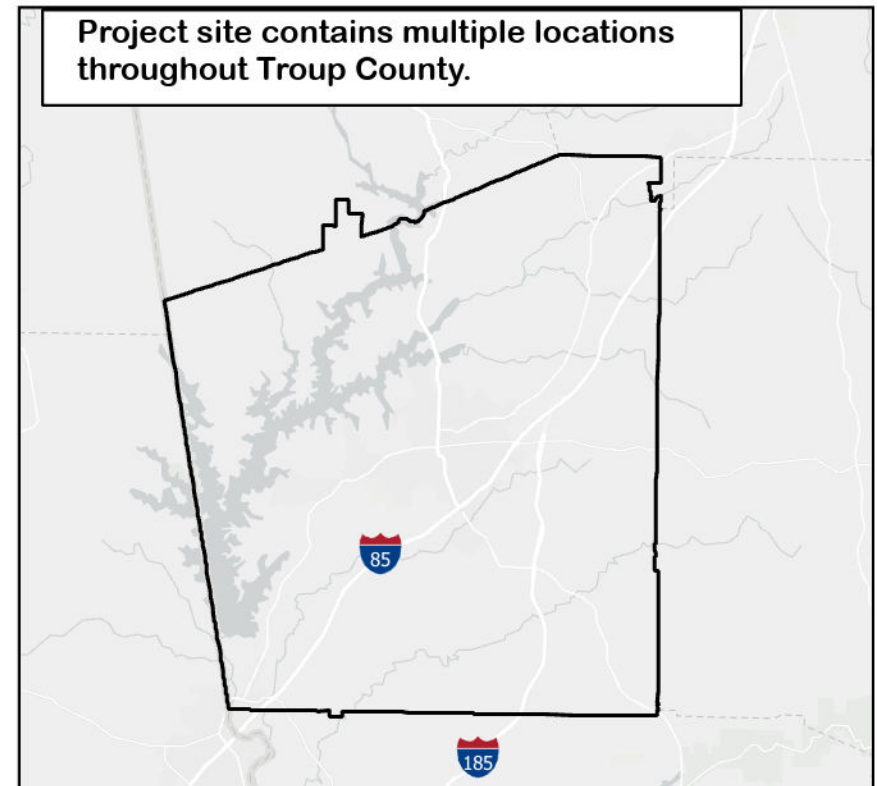
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: Downtown West Point intersection improvements

Project Extent: N/A

Source: Existing Conditions Analysis

Project Number:
S-3

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
West Point

Existing Configuration: N/A

Improved Configuration: Study of downtown West Point intersection improvements, including 9th St, 8th St, 7th St, 3rd Ave, and railroad crossings along US 29. May include signal timing improvements, turning storage, etc.

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

Justice 40 and Environmental Justice:
N/A

Parks:
N/A

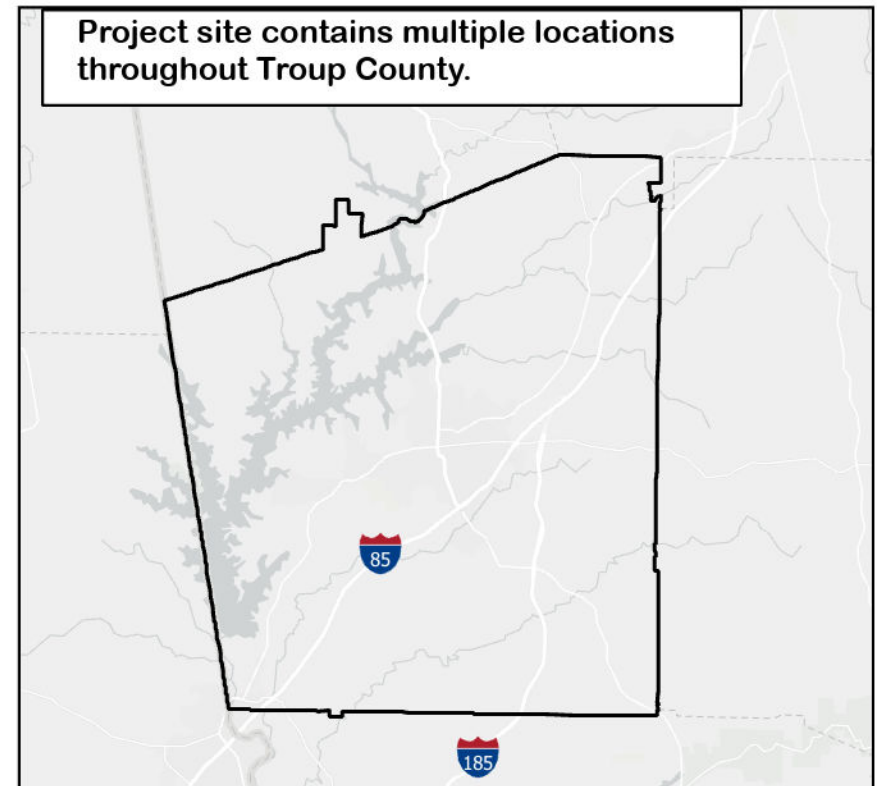
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 27/Martha Berry Highway

Project Extent: Davis Road Bypass/N Davis Road to US 29/SR 14/Commerce Avenue

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-4

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

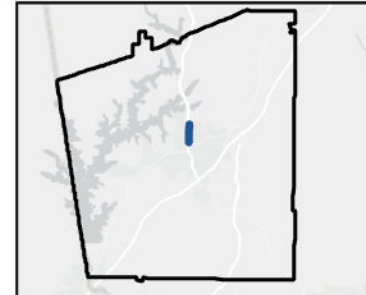
Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

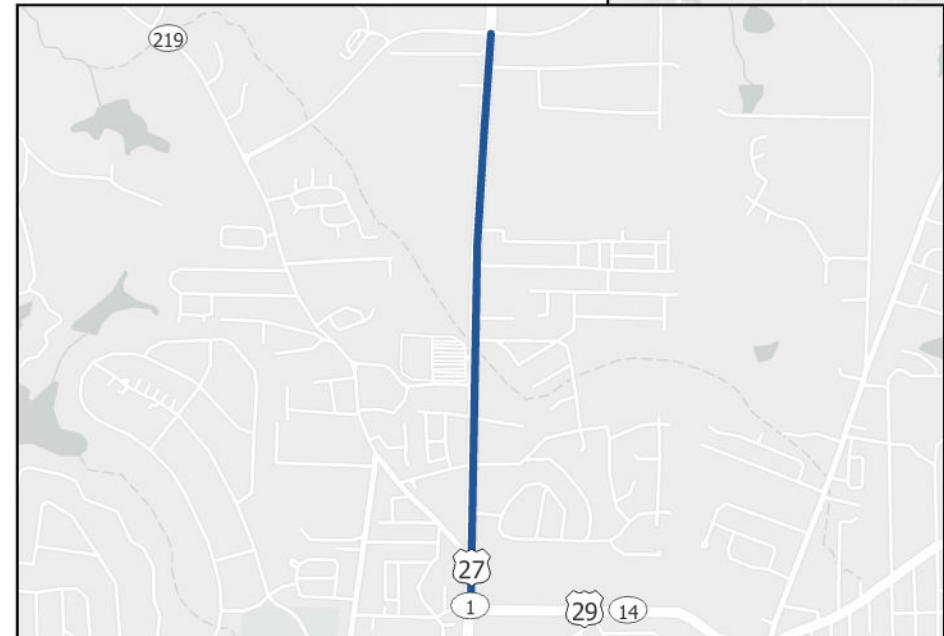
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 27/Martha Berry Highway

Project Extent: US 29/SR 14/Commerce Avenue to I-85 Interchange

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-5

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

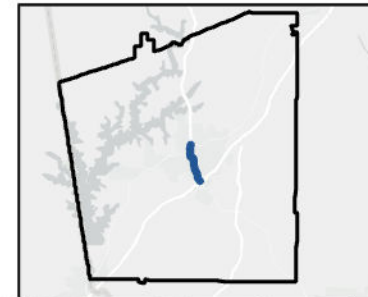
Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

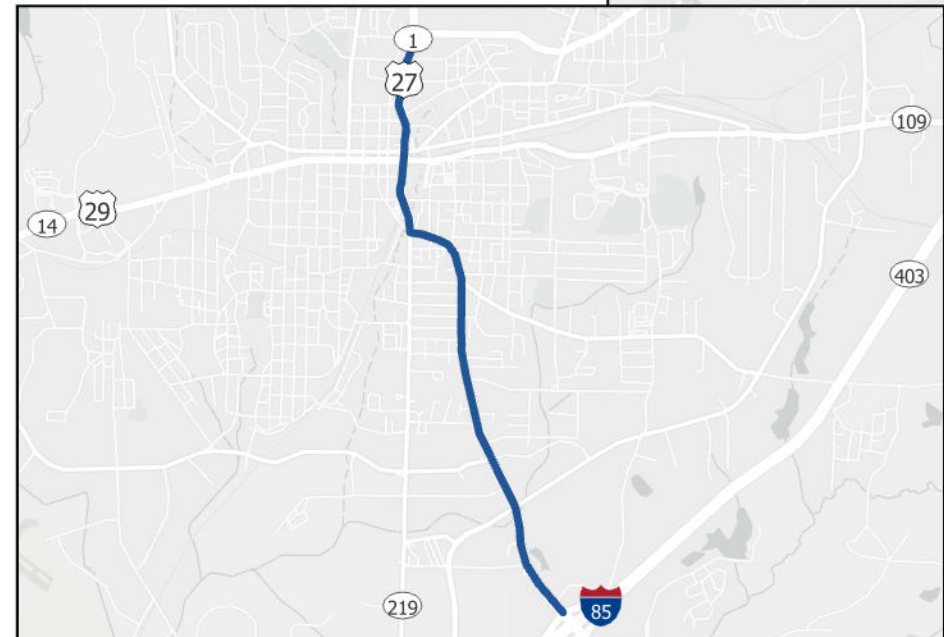
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 27/Hamilton Road

Project Extent: I-185 Interchange to Oak Grove Road

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-6

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

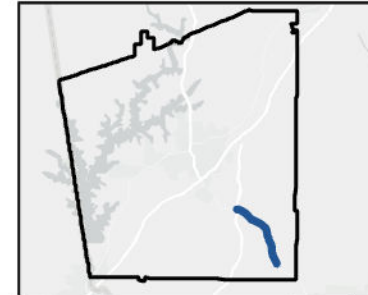
Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

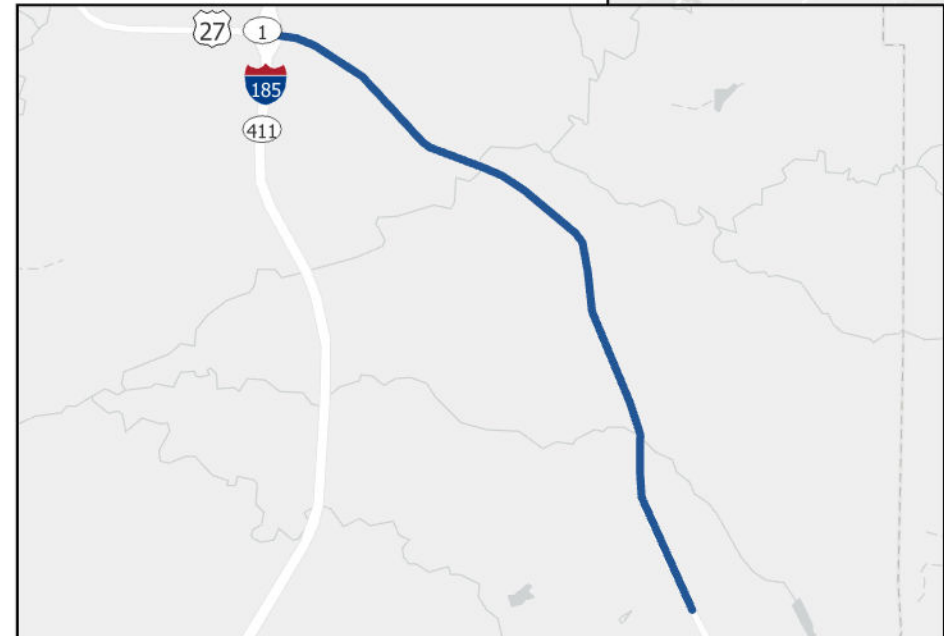
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: US 29/West Point Road

Project Extent: Roanoke Road to Lower Glass Bridge Road

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-7

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

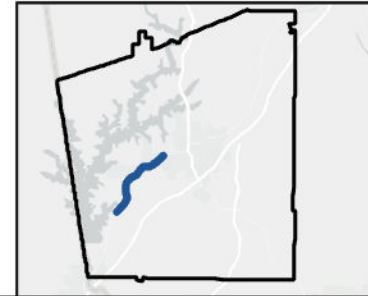
Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

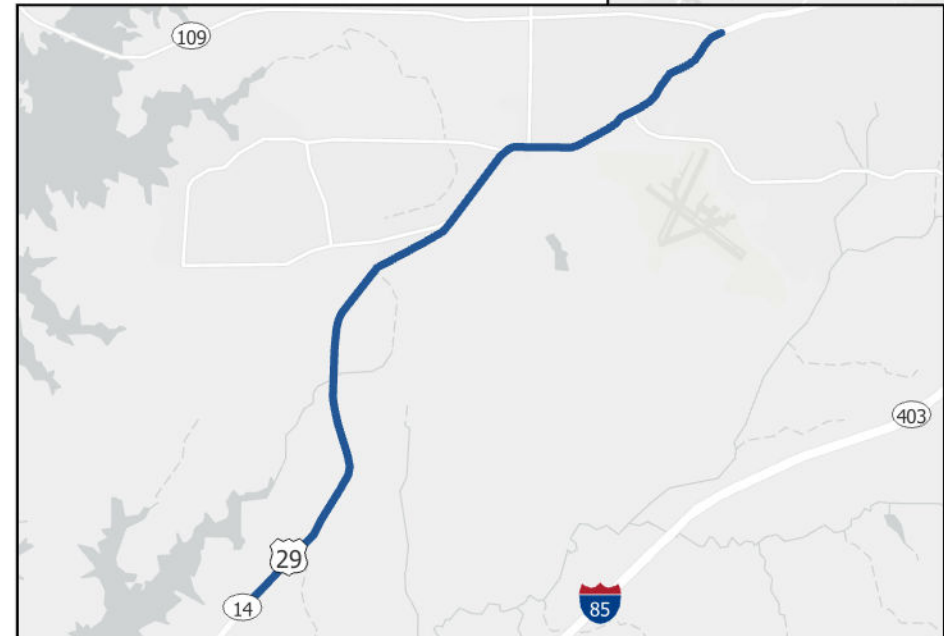
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 109

Project Extent: Roanoke Road to Pine Circle

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-8

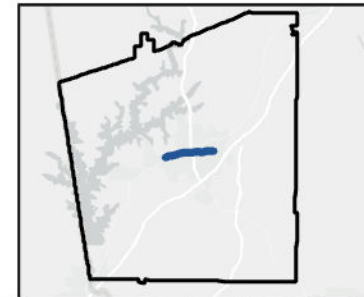
Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations



Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope

Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

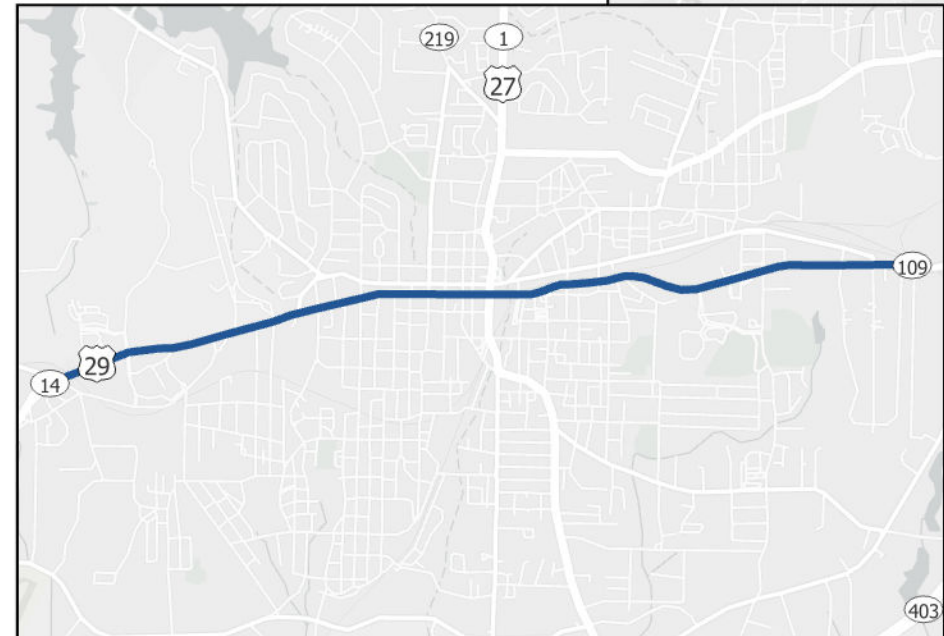
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219

Project Extent: Northridge Drive to US 29/SR 109

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-9

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

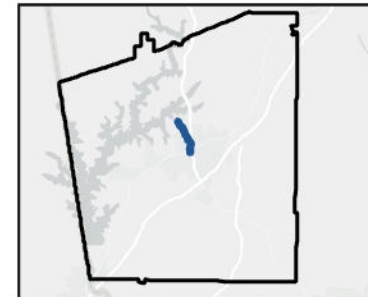
Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

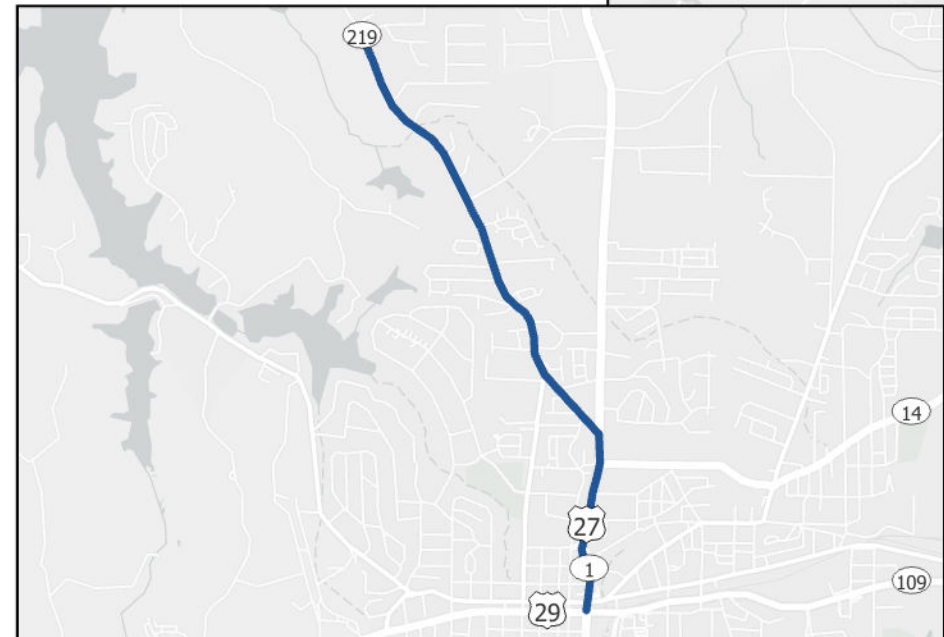
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.

Troup County Long-Range Transportation Plan

Facility: SR 219

Project Extent: US 29/SR 109 to I-85 Interchange

Source: Existing Conditions Analysis (Crash and Safety Analysis)

Project Number:
S-10

Project Length:
N/A

SSTP Framework Category:
Foundational

Anticipated Sponsor:
GDOT

Existing Configuration: N/A

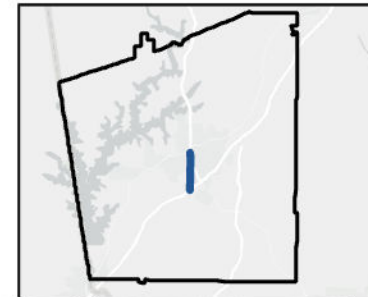
Improved Configuration: Corridor safety audit to further assess reasons for crashes and identify specific recommendations

Estimated Cost (2022 Dollars):

TBD based on further refined scope

Estimated Cost (YOE Dollars):

TBD based on further refined scope



Environmental Screening

Environmental Resources

Water Resources:
N/A

FEMA Flood Zones:
N/A

**Justice 40 and
Environmental Justice:**
N/A

Parks:
N/A

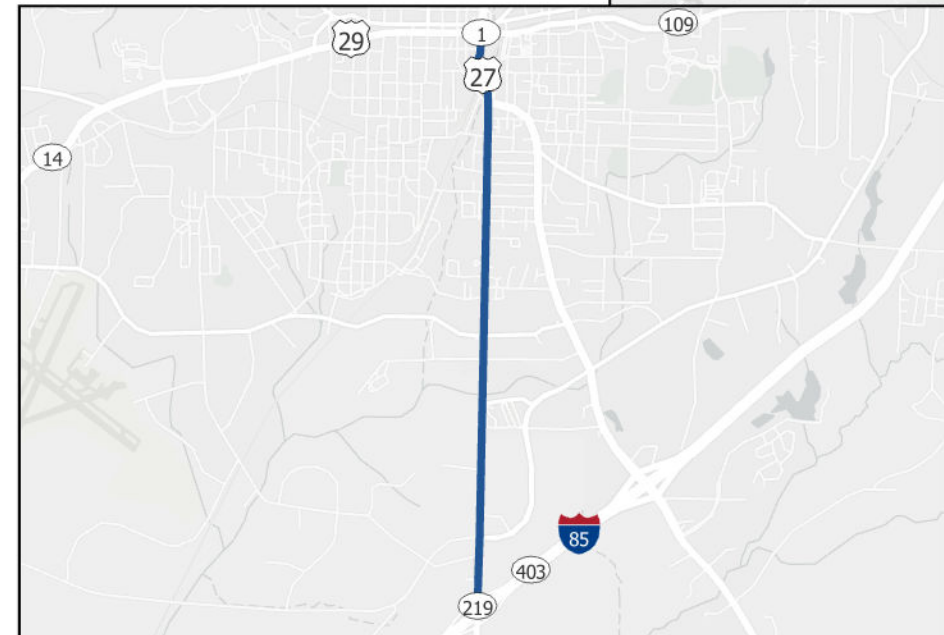
NRHP Resources:
N/A

Community Resources:
N/A

NEPA Document and Cost Impact

Anticipated NEPA Document:
N/A

Additional costs associated with environmental activities:
N/A



The lines depicted do not represent the actual implementation extents or alignment. This is further emphasized for the new road projects.



Appendix B –Travel Demand Model Methodology

By Modern Mobility Partners

Troup County Long-Range Transportation Plan

January 24, 2024



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1 Report Purpose

The purpose of this Travel Demand Model Methodology Technical Report is to analyze the current (2020) and future (2035 and 2050) traffic conditions including contributing factors such as population, employment, households, as well as traffic conditions including travel time index, level of service (LOS), and system performance measures. As part of the *Troup County Long-Range Transportation Plan*, the travel demand models support forecasting the future traffic performance under different scenarios.

2 Travel Demand Model Methodology

2.1 Base Year Model Update

The Troup County model was based on the existing 2015 GSTDM, which was developed using the 2015 socioeconomic conditions and transportation network. The GSTDM includes all of Georgia and the other states in the Continental United States (US). Troup County planning team decided to use this model since the scale of the model can provide traffic, especially truck origin and destination information between Troup County and other surrounding counties within and outside of Georgia.

It is necessary to update the models to a base year of 2020 pre-COVID condition, including the socioeconomic conditions, which includes population and employment, and the transportation network within the study area with additional details. The updates include:

- The model network was updated to include all road segments with functional class (FC) Minor Collectors or above for greater detail in Troup County.
- The model network was updated to include road projects that were constructed prior to 2020.
- The model network functional class and number of lanes were updated based on GDOT 2020 road inventory data.
- The model network links with traffic counts available were updated using GDOT TADA 2019 data¹ within Troup County.
- Traffic Analysis Zones (TAZs) within Troup County were aligned with the 2020 GSTDM TAZ boundaries in Troup County to ensure smoother loading of the 2020 SE data. Additionally, the TAZs were split to provide greater detail for traffic loading during the trip generation process where necessary.
- The population data was updated using the latest 2020 Census block level data for TAZs within Georgia. At the time when the Troup County model was under development, the GDOT travel demand model team was also developing 2020 socioeconomic data for their statewide model updating purposes; therefore, for areas outside of Georgia, the same datasets obtained from the GDOT travel demand model team were used to replace the 2015 data.
- The employment data was updated using ESRI 2019 block level data that was purchased by GDOT for TAZs within Georgia and using 2020 socioeconomic data obtained from GDOT for TAZs outside of Georgia.

¹ Georgia Department of Transportation. (2019). Traffic Analysis and Data Application. <https://www.dot.ga.gov/GDOT/Pages/RoadTrafficData.aspx>
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Once the model input data was updated to a 2020 base year, the model was validated against the collected traffic counts on major roadway segments. The calibration process was conducted to the base year model to meet the modeling standards that are required by federal or GDOT modeling guidelines. Then the next step is to develop the future year models to support the Troup County future condition analysis.

2.2 Future Year Model Development

The Troup County future year models include two forecast years, 2035 as the interim year and 2050 as the planning horizon year, and four future scenarios, 2035 Baseline (or “No Build”) and Build and 2050 Baseline and Build. Corresponding socioeconomic data and transportation networks for 2035 and 2050 were developed during the future year model development.

Similar to the base year model inputs preparation, the following inputs were used for the two future year baseline scenarios:

- Socioeconomic data
 - The GDOT GSTDM model included 2050 future year socioeconomic data, which was used to develop the Troup County 2050 socioeconomic inputs.
 - Annual growth rates for each TAZ were calculated using the 2020 and 2050 socioeconomic data from GDOT GSTDM, and then the annual growth rates were used to calculate the 2035 socioeconomic data for each TAZ.
 - The annual growth rates were checked for reasonableness against forecast data from REMI for employment and Georgia Governor’s Office of Planning and Budget for population.
 - Additional employment, population, and housing units were attached to the TAZs where the future 2035/2050 developments are planned, respectively. The additional employment data was either provided by Developments of Regional Impact (DRI) information directly provided by the local government with assistance from the developers or estimated based on the development size by using industrial standardized conversion factors.
- Future baseline input network: Based on the 2020 base year input network, these projects were coded additionally in the future baseline input network for both 2035 and 2050:
 - Roadway capacity projects that were either completed or under construction since 2020, and,
 - Roadway capacity projects with construction phase programmed by FY 2027, according to GeoPI/TPRO.
- Special generator: Special generators are facilities that have different trip generation characteristics from other facilities in the travel demand model. In this plan, the West Central Inland Port was treated as a special generator, and trip adjustments were made to the TAZs where the inland port will be located to make sure the trips being generated from this facility in the future travel demand model will match with the trip estimates provided by Georgia Ports Authority.

Once the 2035 and 2050 future baseline travel demand model inputs were prepared, these two models were run and model outputs were used to determine the performance measures.

2.2.1 Developments of Regional Impact and Other Planned Developments

Developments of Regional Impacts (DRIs) are defined as large-scale developments that are likely to have regional effects beyond the local government jurisdiction. The scale of impact for DRI projects was determined based on estimates from email communication from the different stakeholders listed below.

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- City of West Point provided details on their DRIs (6/27/23)
- City of LaGrange provided details on DRIs and other entitled developments (6/15/23)
- City of Hogansville provided details on their DRIs (6/23/23)

Additionally, LaGrange provided information on other entitled developments that are likely to be built. Only the development projects that have reached a level of certainty to build were incorporated based on knowledge from the local governments.

DRIs are broken down into five categories retail, manufacturing, warehouse, office, and residential. The conversion factors for each category broken down to employment and/or population per square foot are listed below in **Table 2-1**.

Table 2-1: DRI Conversion Factors

Type	Convert Factor	Unit	Source
Retail	1450	Employment / Sq. Ft.	Energy Information Association (EIA) ²
Manufacturing	4000	Employment / Sq. Ft.	Current Employment Statistics (CES) ³ assumption
Warehouse	18000	Employment / Sq. Ft.	CES assumption
Office	600	Employment / Sq. Ft.	EIA
Residential	2.7	Population / Unit	Census
Housing Occupancy Factor	.591	% Households Occupied	Census

The total numbers for additional employment and population are added to their respective TAZs to be incorporated into the final model run. **Table 2-2** shows the additional jobs, households, and population from each DRI and their contributions to their respective TAZs.

² U.S. Energy Information Administration, <https://www.eia.gov/>

³ U.S. Bureau of Labor Statistics, Current Employment Statistics, <https://www.bls.gov/ces/>
www.arcadis.com

Table 2-2 Projected Growth from Major Developments and DRIs

Location Name	Project Name	TAZ	Additional Jobs	Additional HH	Additional Population
Creekview Vista	Creekview Vista	3277	11	442	1,195
Lake Point at Highland Pines	Lake Point at Highland Pines	3247	21	489	1,321
Project Cobra	Project Cobra	2281	396	0	0
Pegasus Parkway Logistics	Pegasus Parkway Logistics	2276	1208	0	0
LaGrange Logistics Center	LaGrange Logistics Center	2274	2038	0	0
Blue Creek	Blue Creek	2261	0	1,244	3,359
Harrel Family Tract	Harrel Family Tract	3262	0	386	1,041
La Grange Jones Petroleum Marathon Travel Center	La Grange Jones Petroleum Marathon Travel Center	2268	21	0	0
La Grange River Mill, LC	La Grange River Mill, LC	3256	207	790	2,133
Long Cane Creek	Long Cane Creek	2274	0	305	823
Love's Travel stops and County Store	Love's Travel stops and County Store	3262	21	0	0
Sentury Tire plant	Sentury Tire plant	2276	0	0	0
0613D001013 0613D001007B	Vernon St (1400 Block)	2264	0	185	498
0614A024002	Waffle House – Vernon Street	3272	4	0	0
0503B011008	North Dawson Street	3250	0	9	25
0393B001001	LaGrange Mall	2265	28	0	0
0393B001006	LaGrange Mall	2265	19	0	0
0613C000003	Vernon Street (Publix)	2264	42	0	0
0513000052B	Tom Hall Parkway	3276	0	167	451
0513000052F	Waffle House – Timberwolf Drive	3276	4	0	0
0514000077C	Silverton Townhomes	2273	0	158	427
0392B000006	Dollar General – South Davis Road	2265	12	0	0

Location Name	Project Name	TAZ	Additional Jobs	Additional HH	Additional Population
0393000056 0393 000056B 0380 000001D	1105 Exchange Phase OO	3278	0	48	130
0514000077E	Bryant Lake	2273	0	29	79
0502D008044	311 Commerce Avenue	2258	53	0	0
0502D008044B	Commerce Avenue	2258	34	0	0
0522 000003	Commerce Avenue	3276	12	0	0
0502C011008	Commerce Avenue	3250	9	0	0
0624D000009	1330 Mooty Bridge Road	3246	0	14	38
0502D012003	300 Commerce Avenue	3250	0	108	293
0611D014027	217 New Franklin Road	2257	4	0	0
0503A020012/4/5	Ware St	3279	0	5	14
0601A013002B	Polk Street	3273	0	5	14
0502B002001	816 New Franklin Rd	2258	3	0	0
0494D000001C	Buckpoint Farm	3253	0	6	17
0501D000001C	The Yard on Mill Phase II	3256	0	49	133
0511A000001	1300 South Davis Road	2269	0	176	475
0392B000007	3140 South Davis Road	2265	0	169	456
0614D013002	Ashton Street	3272	0	2	5
0614D017001	Nutwood II	3270	2	0	0
0502D015009	900 Hogansville Road	3250	8	0	0
0502C005025	139 Commerce Avenue	2258	14	0	0
393000005	25 Patillo Road	2265	1	0	0
0614D003001/2/3/4/5	Downtown - Main Street	3270	0	88	237
0502A003001C 0502A003002	Lenox Place	2266	0	38	101

Location Name	Project Name	TAZ	Additional Jobs	Additional HH	Additional Population
0494B000025	Summer Breeze Subdivision	2266	0	26	70
0614A010001	HTEAO	3248	5	0	0

2.2.2 2035/2050 Baseline Model

The 2035/2050 baseline model incorporates all road capacity and interchange projects with construction planned by FY 2027, according to GeoPI/TPRO. Projects with CST beyond 2027 are screened out.

A list of future baseline projects, included in GeoPI/TPRO with CST in or before 2027, is shown below in **Table 2-3**:

Table 2-3 Near-Term Capacity Projects

GDOT PI #	Short Description	Primary Work Type	Counties (Multi-value)	Congressional District (Multi-value)	Existing Lane Count	Proposed Lane Count	Proposed Program Year*	Phase Code
0009975	I-85 @ SR 18 & SR 18 @ SR 103	Roundabout	Troup	003	4	4	2021	CST
322250-	SR 1/US 27/LAGRANGE FM AUBURN ST TO SR 219/MORGAN ST	Widening	Troup	003	2	4	2022	CST
0014079	SR 14 SPUR FROM S OF SR 109 TO SR 14/US 29	Widening	Troup	003	2	4	2026	CST
0014077	LAGRANGE BYPASS FROM E OF CR 282/YOUNGS MILL ROAD TO SR 1	Roadway Project	Troup	003	0	4	2026	CST

GDOT PI #	Short Description	Primary Work Type	Counties (Multi-value)	Congressional District (Multi-value)	Existing Lane Count	Proposed Lane Count	Proposed Program Year*	Phase Code
0014078	LAGRANGE BYPASS/N DAVIS RD FM SR 14/US 29 TO YOUNGS MILL RD	Widening	Troup	003	2	4	2027	CST

*Program years were provided by GDOT Planning and verified as up-to-date as of 12/29/23.

2.2.3 2035/2050 Build Model

A list of projects was curated between the stakeholders of the projects to be coded into the 2035 build and 2050 build model based on LOS improvements to road networks that justified it. In general, these areas are road segments that are exhibiting LOS E or worse. Some LOS D roads were also considered for capacity improvement projects on a case-to-case basis. Additionally, other improvements were suggested by local governments and stakeholders. The list of capacity projects are divided into two categories, short term projects (that could be done by 2035) shown in **Table 2-4** and mid-term projects (that could be done by 2050) shown in **Table 2-5**. Short-term projects are included in the 2035 build scenario and the 2050 build scenarios. While Mid-term projects are only included in the 2050 build scenario.

Table 2-4 Short-Term Build Projects (2035)

GDOT PI #	Short Description	Primary Work Type	Counties (Multi-value)	Congressional District (Multi-value)	Existing Lane Count	Proposed Lane Count	Phase Code
321715-	SR 14/US 29 WESTPOINT RD FROM CR403/UPPER GLASS BRIDGE TO OLD BERNON ROAD	Widening	Troup	003	2	4	CST
0008674	SR 109 FM CR 206/CALLAWAY CHURCH TO CR 238/CHIPLEY MT-VILLE	Widening	Troup	003	2	4	CST

GDOT PI #	Short Description	Primary Work Type	Counties (Multi-value)	Congressional District (Multi-value)	Existing Lane Count	Proposed Lane Count	Phase Code
0013063	SR 109 FROM CHIPLEY MOUNTVILLE RD/TROUP TO SR 41/MERIWETHER	Widening	Meriwether, Troup	003	2	4	CST

Table 2-5 Mid-Term Build Projects (2050)

GDOT PI #	Short Description	Primary Work Type	Counties (Multi-value)	Congressional District (Multi-value)	Existing Lane Count	Proposed Lane Count	Phase Code
0012800	I-85 FROM 1.63 MI N OF I-185 TO 0.72 MI S OF SR 54/SR 100	Widening	Troup	003	4	6	CST
0012801	I-85 FM S OF SR 54/SR 100/TROUP TO N OF FOREST RD/MERIWETHER	Widening	Meriwether, Troup	003	4	6	CST
0014893	I-85 FROM 0.26 MI N OF SR 109 TO 1.63 MI N OF I-185	Widening	Troup	003	4	6	CST
0008678	SR 14 SPUR/S DAVIS RD FROM SR 109 TO SR 219/WHITESVILLE RD	Widening	Troup	003	2	4	CST

GDOT PI #	Short Description	Primary Work Type	Counties (Multi-value)	Congressional District (Multi-value)	Existing Lane Count	Proposed Lane Count	Phase Code
0008671	SR 1/US 27/MARTHA BERRY HWY/HAMILTON RD FROM I-185 TO I-85	Widening	Troup	003	2	4	CST
0008673	SR 219/WHITESVILLE RD FROM SR 1/US 27 TO S DAVIS RD	Widening	Troup	003	2/3	4	CST
N/A (Troup County Long-Range Transportation Plan ID # C-13)	UPPER BIG SPRINGS RD FROM SR 14 SPUR/S DAVIS RD TO I-185	Widening	Troup	003	2	4	N/A

2.3 Validation and Calibration Statistics for Troup County

Traffic assignment reasonableness was reviewed to ensure the validation of traffic assignments with available count locations within Troup County. Year 2020 daily traffic volumes from the GSTDM model were compared to observed 2019 daily traffic counts from the GDOT Traffic Analysis & Data Application (TADA) on a link-by-link basis for available roadways within the county. The difference between the modeled and observed traffic for each link contributes directly to the overall measure of validation. The 2019 traffic counts are used to calibrate the model to reflect pre-pandemic conditions. For areas with greater discrepancies between the 2020 modeled traffic volumes and 2019 traffic counts, the historical traffic counts from TADA were reviewed to ensure there is no irregular trend or error in the 2019 counts. For each individual roadway link in which observed traffic count data were available, the actual deviation between the modeled and observed traffic and maximum desirable deviation were calculated. The following equation, per GDOT's Georgia Statewide Travel Demand Model Report,⁴ was used to estimate the maximum desirable deviation:

$$\text{Maximum Desirable Deviation (in \%)}_{links} = \pm 38.262 * \left(\frac{AADT_{Two-Way}}{10,000} \right)^{-0.4361}$$

⁴ 2015/2050 Georgia Statewide Travel Demand Report. GDOT Office of Planning prepared by HNTB. September 2019, <https://www.dot.ga.gov/InvestSmart/TravelDemandModels/Development%20of%20Statewide%20Model.pdf>
www.arcadis.com

Figure 2-1 shows the maximum desirable deviation, represented by a green curve (positive deviation) and a red curve (negative deviation), along with the volume deviation for the roadways within the county, which serves as the validation study area.

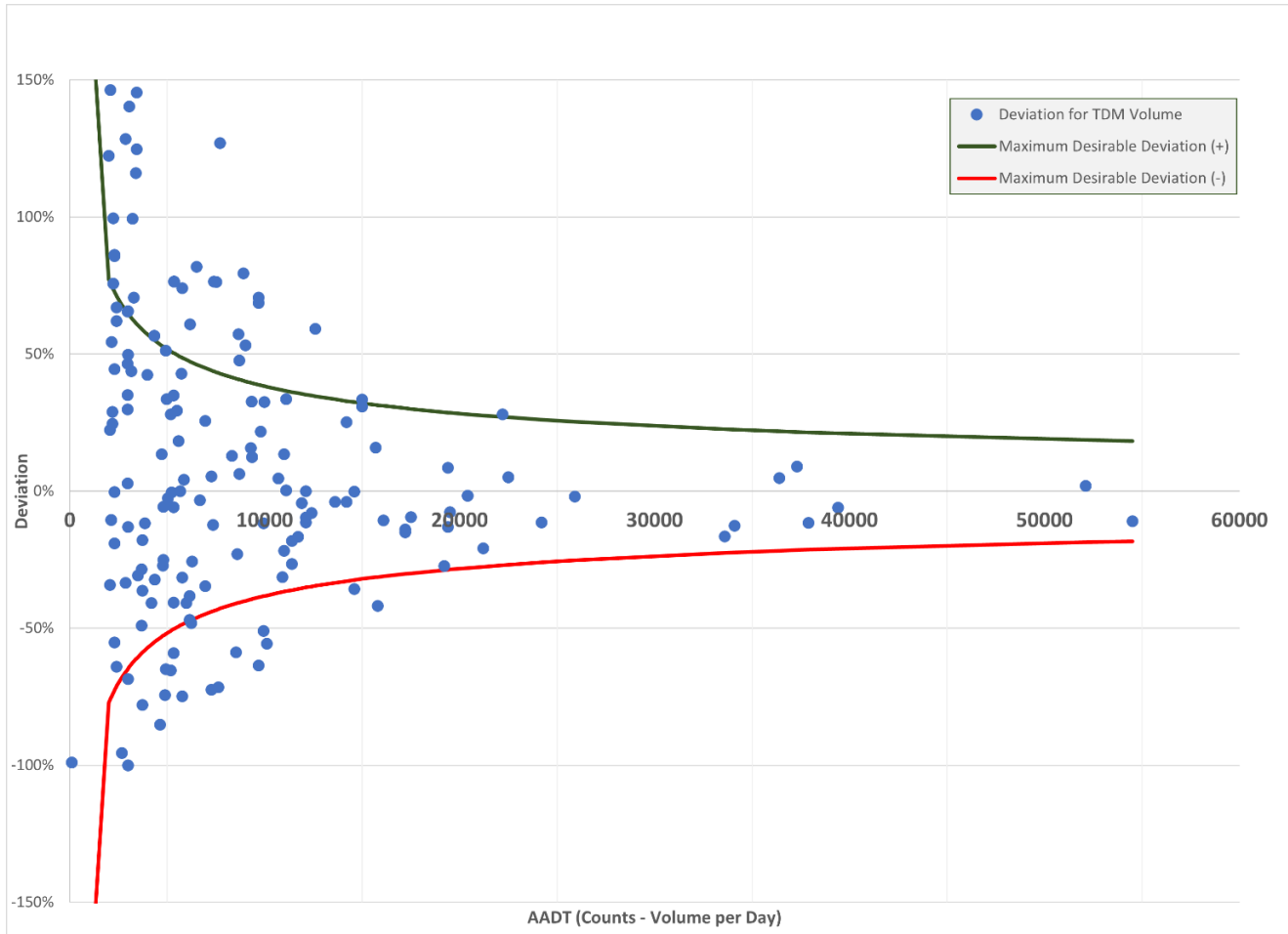


Figure 2-1: Validation Statistics of GSTDM 2020 within Troup County

Traditional measures, recommended in the Federal Highway Administration (FHWA) *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, such as coefficient of determination (R^2) and percent RMSE (%RMSE), is used to provide a scalable measurement of model accuracy.

Correlation coefficient (R) is a standard statistical measure, calculated using the equation below. The coefficient of determination (R^2) is the square of the correlation coefficient R:

$$R = \frac{N \sum_i V_i C_i - \sum_i V_i \sum_i C_i}{\sqrt{(N \sum_i C_i^2 - \sum_i C_i \sum_i C_i)(N \sum_i V_i^2 - \sum_i V_i \sum_i V_i)}}$$

Where,

C_i = The observed traffic count for link i ;

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V_i = The modeled traffic volume for link i ;

N = The number of links in the group of links including link i .

Achieving an R^2 of 0.88 has been suggested by FHWA's *TMIP Model Validation and Reasonableness Checking Manual* as a standard for determining a model's validity. **Figure 2-2** shows the variation of modeled volumes with counts. The R-squared value is 0.94, indicating that the GSTDM replicates the observed counts well at the system level within the study area.

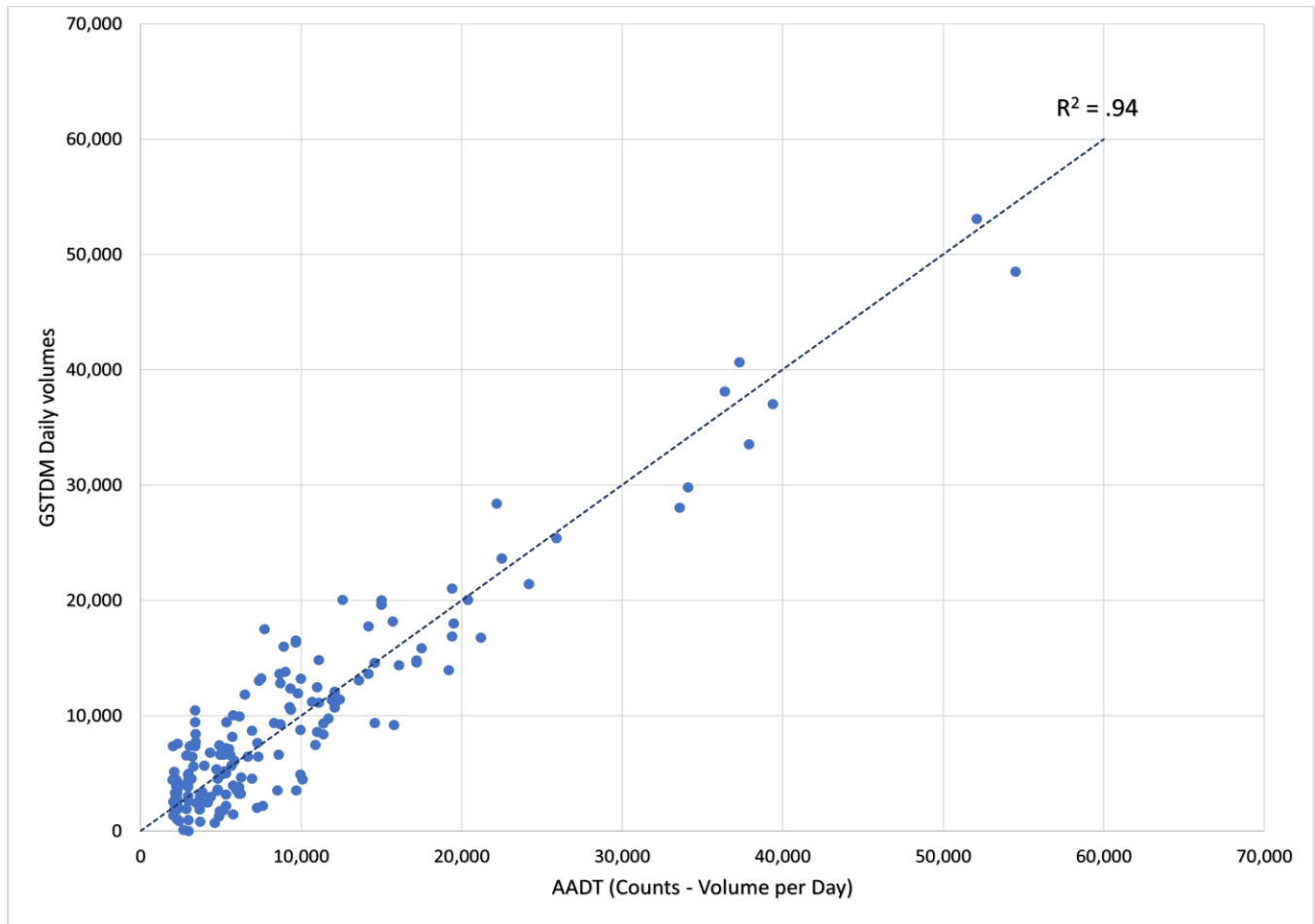


Figure 2-2: 2020 Modeled Volumes vs 2019 Traffic Counts

In addition to the R-squared value, %RMSE for roadway links for which observed traffic counts were available was calculated using the following formula:

$$\% RMSE = \frac{\sqrt{\sum_i \frac{(V_i - C_i)^2}{(N - 1)}}}{\frac{\sum_i C_i}{N}} * 100$$

Where C_i , V_i , and N are as defined for the calculation of R-squared value.

Table 2-6 indicates the %RMSE by count group for all roadway links with observed counts within the validation study area. All count groups and total counts are within the target %RMSE established by GDOT.

Table 2-6: % Root Mean Square Error (RMSE) for Troup County by Count Group

Count Group	GDOT Target %RMSE	Count Locations	%RMSE
0 - 5,000	<100%	65	64%
5,000 - 10,000	<75%	54	47%
10,000 - 15,000	<50%	22	26%
15,000 - 20,000	<30%	9	22%
20,000 - 30,000	<30%	7	14%
> 30,000	<30%	7	11%
All Counts	< 35%	164	33%

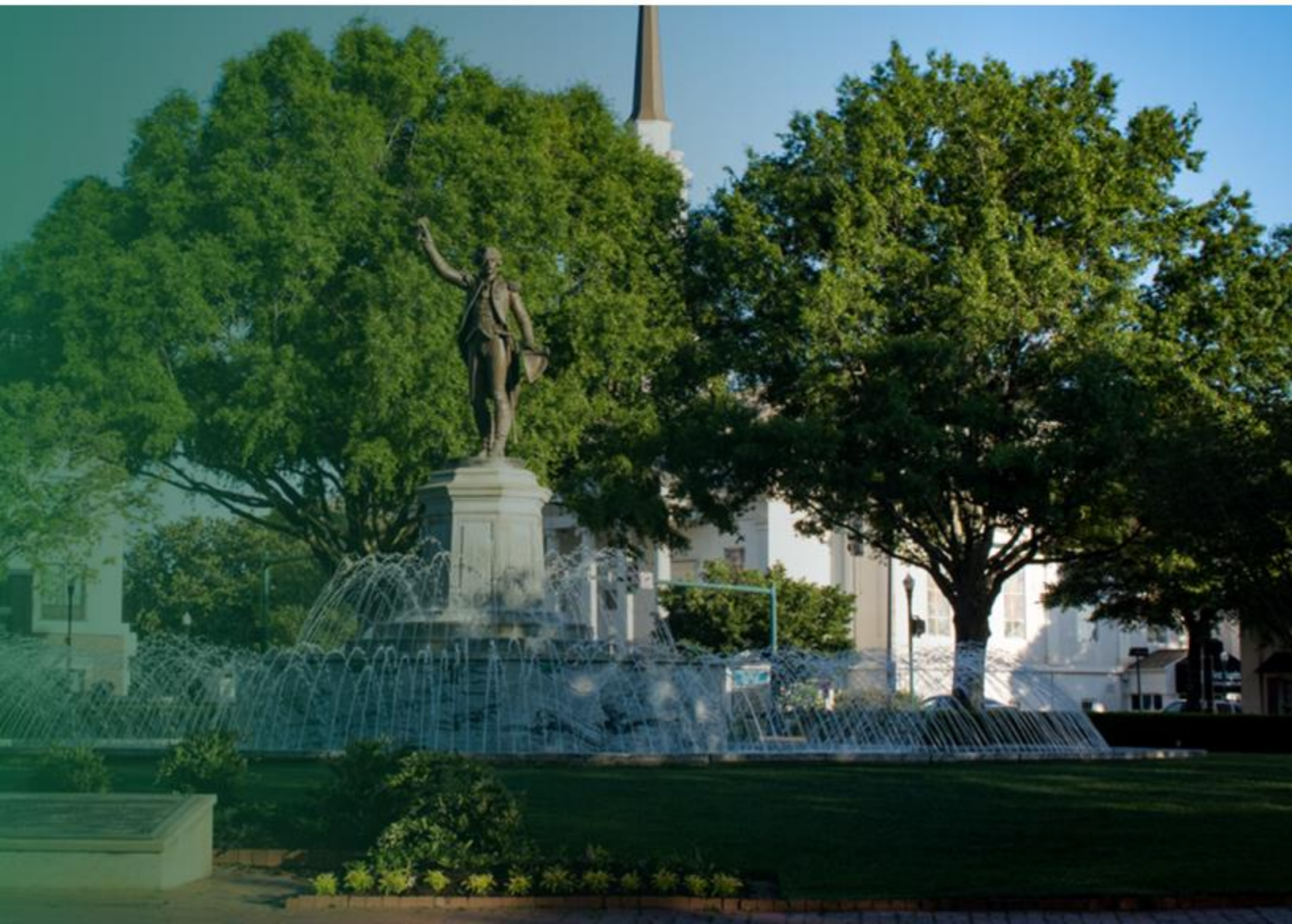
It was determined that the model developed for the *Troup County Long-Range Transportation Plan* achieves the traffic assignment reasonableness check. The future year (2050) model from the same plan is used for Future Existing (E) plus Committed (C) Projects, by modifying the network to reflect programmed projects accordingly.



Appendix C –FHWA Planning Emphasis Areas

Troup County Long-Range Transportation Plan

January 24, 2024



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1 Introduction

This appendix presents the current Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) Planning Emphasis Areas and describes how the *Troup County Long-Range Transportation Plan* addresses them, as applicable.

2 FHWA Planning Emphasis Areas

On December 30, 2021, FHWA and the Federal Transit Authority (FTA) issued their updated Planning Emphasis Areas (PEAs). The agencies state that “the PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program.” PEAs are intended to provide clarity regarding existing requirements and are non-binding. The updated 2021 PEAs are:¹

- Tackling the Climate Crisis – Transition to a Cleaner Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Several of these areas are addressed in the *Troup County Long-Range Transportation Plan*, as described in the following sections.

2.1.1 Tackling the Climate Crisis – Transition to a Cleaner Energy, Resilient Future

This PEA is related to the FHWA and FTA directive for state DOTs, MPOs, and providers of public transportation to ensure that transportation plans and infrastructure investments work towards the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events.

The *Troup County Long-Range Transportation Plan* includes project recommendations that promote low- or no-carbon emissions modes like public transportation, walking, and biking. While the project recommendations also include roadway widening projects that can be expected to result in increased vehicle miles traveled and increased emissions in the long term, those projects can have short-term emission benefits due to reduced congestion in the near term. The project list includes a diverse mix of widening and other types of projects aimed at reducing congestion and providing for multiple modes of transportation.

¹ FHWA/FTA 2021 Updated Planning Emphasis Areas, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

2.1.2 Equity and Justice40 in Transportation Planning

FHWA and FTA regional offices aim to work with state DOTs and MPOs to advance racial equity and support for underserved and disadvantaged communities. As described in the *Troup County Long-Range Transportation Plan Section 3.4.1 Justice40*, FHWA has defined specific geographic areas that meet the threshold for Transportation-Disadvantaged Communities. These locations were mapped as part of the plan's existing conditions analysis and potential impacted were considered during the project identification and evaluation processes, including the environmental screening process detailed in **Chapter 10 Environmental Screening**.

2.1.3 Complete Streets

This PEA is focused on safety for all road users and transportation infrastructure, particularly non-automobile transportation modes. It describes complete streets as roads with safe pedestrian facilities, transit stops, and crossing opportunities at sufficiently frequent intervals to allow for accessing destinations on both sides.

This plan's recommendations include a mix of project types with several bicycle/pedestrian/multiuse trail projects that aim to improve safety and access for non-motorized forms of transportation. Additionally, the plan includes recommendations for transit improvements to promote improved access and experience for users of public transportation. All GDOT projects would also be subject GDOT Complete Streets policy.²

2.1.4 Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA and FTA encourage planning and project programming processes to consider the connectivity needs for Strategic Highway Network (STRAHNET) routes.

The STRAHNET routes within Troup County are I-85 and I-185. Connectivity to and along these interstate facilities were foundational considerations throughout the planning process, as access to the interstates is essential for the movement of people and goods to, from, and within Troup County. Due to the substantial and growing role of freight in the area, safe and reliable interstate access is a key consideration in the plan's project identification and evaluation processes. Ultimately, the project recommendations include multiple projects on and connecting to the interstates.

2.1.5 Planning and Environment Linkages (PEL)

Planning and Environment Linkages (PEL) refers to the processes of considering environmental, community, and economic goals early in the transportation planning process with the goal of serving communities' transportation needs more effectively and avoiding negative impacts on people and natural resources.

This plan included a detailed environmental screening analysis to identify potential impacts on specific natural and historic resources as well as on communities and disadvantaged communities. This analysis resulted in findings related to anticipated environmental documentation and associated impacts on project implementation timeframes and costs. This led to a more feasible and realistic project list.

² GDOT Complete Streets, <https://www.dot.ga.gov/PartnerSmart/Public/Viewpoint/CompleteStreets.pdf>
www.arcadis.com

2.1.6 Data in Transportation Planning

This PEA is about encouraging data sharing within the transportation planning process to promote efficient use of resources and improved policy and decision-making.

This plan used a wide range of data sources including many from GDOT's public and internal databases such as GeoPI (GDOT project database), Numetric (crash data), TADA (traffic counts), and the GSTDM (travel demand model). Local data was provided by the county and cities to support the plan's analysis. For example, cities and the county provided detailed information about their upcoming developments and growth projections to tailor the GSTDM future population and employment forecasts to Troup County, thereby improving the future traffic projections.

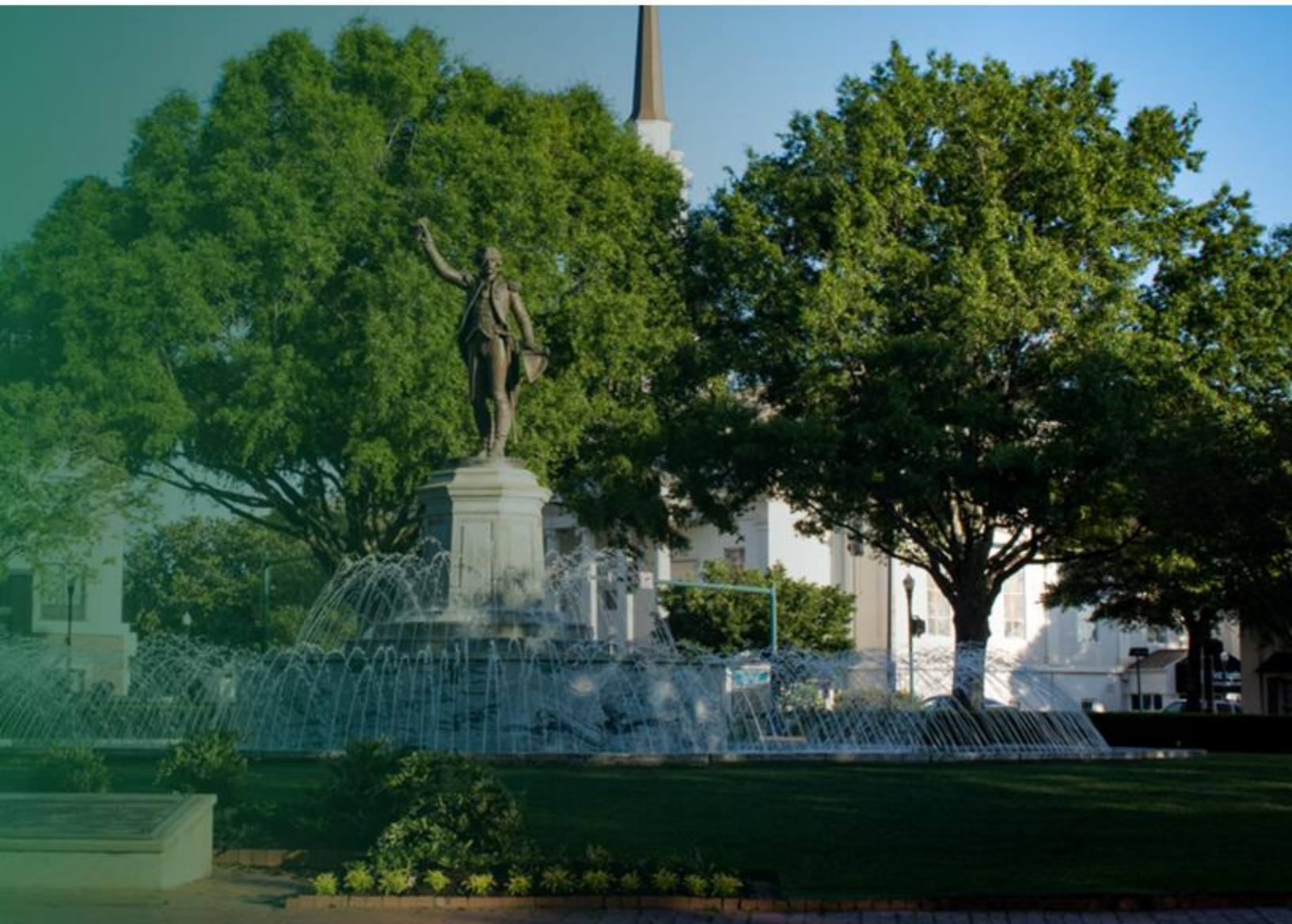
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Appendix D – Environmental Screening Results

Troup County Long-Range Transportation Plan

January 24, 2024



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1 Environmental Screening Results Summary 1

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Table 1-1: Environmental Screening Results 2

1 Environmental Screening Results Summary

A desktop environmental screening was performed to determine each project’s proximity to natural (e.g., wetlands), cultural (e.g., National Register of Historic Places [NRHP] eligible or listed properties), and social (e.g., community resources) environmental resources using a 500-foot buffer. A total of 15 GIS data sets were compiled from six sources to identify environmentally sensitive resources in Troup County, and more specifically, within the 500-foot boundary of each project. Provided below is an environmental screening table split into six sections, one for each project type: Roadway Capacity, Interchanges & New Roadways; Intersection & Corridor Safety Projects; Freight Improvements; Bridge Improvements; Bicycle & Pedestrian improvements; and Railroad Crossing Improvements. The table (**Table 1-1**) includes nine columns. Parks, water resources, FEMA Flood Zones, and Justice40/Environmental Justice resources are indicated by present or not present within the project area. Community resources and NRHP resources are listed individually, and the anticipated NEPA document and potential costs associated with environmental activities are included for feasibility and budget purposes.

Table 1-1: Environmental Screening Results

Project ID #	Parks	Water Resources	Community Resources	NRHP Resources	FEMA Flood Zones	Justice40 and Environmental Justice	Anticipated NEPA Document	Additional Costs Associated with Environmental Activities
Roadway Capacity, Interchanges & New Roadways								
C-1	Not Present	Present			Present	Not Present	Environmental Assessment	Possible 404 mitigation credits
C-2	Not Present	Not Present	Old Pathway Baptist Church		Not Present	Present	Environmental Assessment	
C-3	Present	Present	Trinity on the Hill United Church		Present	Not Present	Environmental Assessment	Possible 404 mitigation credits
C-4	Not Present	Present	Living by Faith Worship Center, Western Heights Baptist Church, Covenant Word of Faith Ministries		Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-5	Not Present	Present		Mays-Boddie House, Nathan Van Boddie House	Not Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-6	Not Present	Present	Mountville Baptist Church, Mountville Volunteer Fire Department		Not Present	Present	Environmental Impact Statement	Possible 404 mitigation credits
C-7	Not Present	Present			Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-8	Not Present	Present			Not Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-9	Not Present	Present			Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-10	Not Present	Present	Clearview Elementary School, LaGrange Fire Department Station 1, New community Church, Baptist Tabernacle, Kingdom Hall Place of Worship, Clearview Chapel	Nutwood Winery, Fannin--Trutti--Handley Place	Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-11	Not Present	Present	Troup County Fire Headquarters, Georgia State Patrol facility, Troup County Sherriff's Department, Rosemont Baptist Church, Pleasant Grove United Methodist		Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-12	Not Present	Present			Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-13	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
C-14	Not Present	Present		Reid-Glanton House	Not Present	Present	Categorical Exclusion	Possible 404 mitigation credits
C-15	Present	Present	LaGrange Fire Department - Station 3, Church of Christ Northside, Pepperell Park, Trinity on the Hill United, Welcome Baptist Church, Three Life Church	Stark Mill and Mill Village Historic District; East Main Street--Johnson Street Historic District	Present	Present	Environmental Impact Statement	Possible 404 mitigation credits
C-16	Not Present	Present	Troup County Fire Department - Station 12, Rosemont Elementary School		Present	Not Present	Environmental Assessment	Possible 404 mitigation credits
C-17	Not Present	Present		Fannin--Trutti--Handley Place	Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-18	Not Present	Present	Troup County Fire Department -Station 10, Hope New Church, East Vernon		Present	Present	Environmental Assessment	Possible 404 mitigation credits

Project ID #	Parks	Water Resources	Community Resources	NRHP Resources	FEMA Flood Zones	Justice40 and Environmental Justice	Anticipated NEPA Document	Additional Costs Associated with Environmental Activities
			Baptist Church, Word Harvest Ministries, Cedarcrest Community Church					
C-19	Present	Present	Troup County Fire Department - Station 11, First Baptist of Hogansville, First United Methodist Church	Phillips--Sims House, Royal Theater, East Main Street--Johnson Street Historic District	Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-20	Present	Present	USACE Sunny Point Recreation Area, LaGrange Fire Department - Station 4, the Hope Academy School, Smyrna Baptist Church		Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-21	Not Present	Present	Troup County Fire Department - Station 4	Fannin--Trutti--Handley Place	Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-22	Not Present	Present			Not Present	Present	Categorical Exclusion	Possible 404 mitigation credits
C-24	Not Present	Present			Present	Present	Environmental Impact Statement	Possible 404 mitigation credits
C-25	Not Present	Not Present			Not Present	Present	Environmental Assessment	
C-25	Not Present	Not Present	LaGrange Academy	Vernon Road Historic District, Ferrell-Holder House	Not Present	Present	Categorical Exclusion	
C-27	Not Present	Present			Present	Present	Environmental Assessment	Possible 404 mitigation credits
C-28	Not Present	Present	Cedarcrest Community Church		Present	Not Present	Environmental Impact Statement	Possible 404 mitigation credits
C-29	Not Present	Present		Fannin--Trutti--Handley Place	Present	Present	Categorical Exclusion	Possible 404 mitigation credits
Intersection & Corridor Safety Projects								
I-1	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-2	Not Present	Not Present	St Peter's Catholic Church	Lagrange Commercial Historic District	Not Present	Present	Categorical Exclusion	
I-3	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-4	Not Present	Not Present	Smyrna Baptist Church		Present	Present	Categorical Exclusion	
I-5	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-6	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-7	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-8	Not Present	Not Present			Not Present		Categorical Exclusion	
I-9	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-10	Not Present	Not Present	First United Methodist Church	Eastside Historic District	Not Present	Present	Categorical Exclusion	
I-11	Present	Not Present	First United Methodist Church, LaGrange Troup Memorial Park	Vernon Road Historic District, Broad Street Historic District,	Not Present	Present	Categorical Exclusion	

Project ID #	Parks	Water Resources	Community Resources	NRHP Resources	FEMA Flood Zones	Justice40 and Environmental Justice	Anticipated NEPA Document	Additional Costs Associated with Environmental Activities
				Lagrange Commercial Historic District				
I-12	Not Present	Not Present		Fannin--Trutti--Handley Place	Not Present	Present	Categorical Exclusion	
I-13	Not Present	Not Present		McFarland-Render House	Not Present	Present	Categorical Exclusion	
I-14					Not Present	Present	Categorical Exclusion	
I-15		Present			Not Present	Present	Categorical Exclusion	
I-16	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-17	Present	Not Present	First Baptist Church, LaGrange Troup Memorial Park	Lagrange Commercial Historic District	Not Present	Present	Categorical Exclusion	
I-18	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-19	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-20	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-21	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-22	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-23	Not Present	Present		Reid-Glanton House	Not Present	Present	Categorical Exclusion	
I-24	Not Present	Present	Franklin Road Baptist Church		Not Present	Present	Environmental Assessment	Possible 404 mitigation credits
I-25	Not Present	Present			Present	Present	Categorical Exclusion	
I-26	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-27	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-28	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
I-29	Not Present	Present	Reeds Chapel		Not Present	Present	Categorical Exclusion	Possible 404 mitigation credits
I-30	Present	Present		Eastside Historic District	Present	Present	Categorical Exclusion	
I-31	Present	Present	USACE Sunny Point Recreation Area, Smyrna Baptist Church		Present	Not Present	Categorical Exclusion	Possible 404 mitigation credits
I-32	Not Present	Not Present			Not Present	Not Present	Categorical Exclusion	
I-33	Not Present	Not Present	Hogansville Fire Station	East Main Street--Johnson Street Historic District	Not Present	Present	Categorical Exclusion	
I-34	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
I-35	Not Present	Present	New Community Church, Lagrange Fire Department Station 1, Clearview Elementary School, Clearview Chapel,	Fannin--Trutti--Handley Place	Present	Present	Categorical Exclusion	Possible 404 mitigation credits

Project ID #	Parks	Water Resources	Community Resources	NRHP Resources	FEMA Flood Zones	Justice40 and Environmental Justice	Anticipated NEPA Document	Additional Costs Associated with Environmental Activities
Freight Improvements								
F-1	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
F-2	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
F-3	Not Present	Present	Union Springs United Methodist	Jones, R.M., General Store	Present	Present	Categorical Exclusion	Possible 404 mitigation credits
F-4	Not Present	Present	LaGrange Fire Dept 1, Kingdom Hall Place of Worship, Clearview Chapel, Clearview Elementary School		Present	Present	Categorical Exclusion	Possible 404 mitigation credits
F-5	Not Present	Present	Troup County Fire Headquarters		Present	Present	Categorical Exclusion	Possible 404 mitigation credits
Bridge Improvements								
BR-1	Not Present	Present			Not Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BR-2	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BR-3	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BR-4	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BR-5	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BR-6	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BR-7	Present	Present	City of West Point West River Park		Present	Present	Categorical Exclusion	Possible 404 mitigation credits
Bicycle & Pedestrian Improvements								
BP-1	Present	Present	Troup County Recreation Area/Athletic Complex, West Georgia Technical College		Present	Present	Environmental Assessment	Possible 404 mitigation credits
BP-2	Present	Present	William Griggs Recreation Center		Present	Present	Environmental Assessment	Possible 404 mitigation credits
BP-3	Present	Present	Troup County Recreation Area/Athletic Complex		Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-4	Not Present	Present	St Paul Baptist Church	Lagrange Commercial Historic District	Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-5	Present	Present	Dunson Baptist Church, Pepperell Park		Present	Present	Environmental Assessment	Possible 404 mitigation credits
BP-6	Present	Present	Boyd Park, Dunson Baptist Church		Not Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-7	Not Present	Present	Lagrange Academy, Lagrange College, WellStar West Georgia Medical Center, Hollis Hand Elementary School	Vernon Road Historic District	Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-8	Present	Present	Georgia Harris Baseball Complex	Nutwood Property	Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-9	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits

Project ID #	Parks	Water Resources	Community Resources	NRHP Resources	FEMA Flood Zones	Justice40 and Environmental Justice	Anticipated NEPA Document	Additional Costs Associated with Environmental Activities
BP-10	Not Present	Present	Southcrest Church, Lagrange Fire Department 2, Heart of Worship, Western Heights Baptist Church		Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-11	Not Present	Present			Not Present	Present	Categorical Exclusion	Possible 404 mitigation credits
BP-12	Not Present	Present			Present	Present	Environmental Assessment	Possible 404 mitigation credits
BP-13	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
Railroad Crossing Improvements								
R-1	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
R-2	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
R-3	Not Present	Not Present			Not Present	Not Present		
R-4	Not Present	Not Present		Stark Mill and Mill Village Historic District	Not Present	Present	Categorical Exclusion	
R-5	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
R-6	Not Present	Not Present			Not Present	Present	Categorical Exclusion	
R-7	Not Present	Present			Present	Present	Categorical Exclusion	Possible 404 mitigation credits
R-8	Present	Not Present	City of West Point Downtown River Park	West Point Commercial Historic District	Present	Present	Categorical Exclusion	

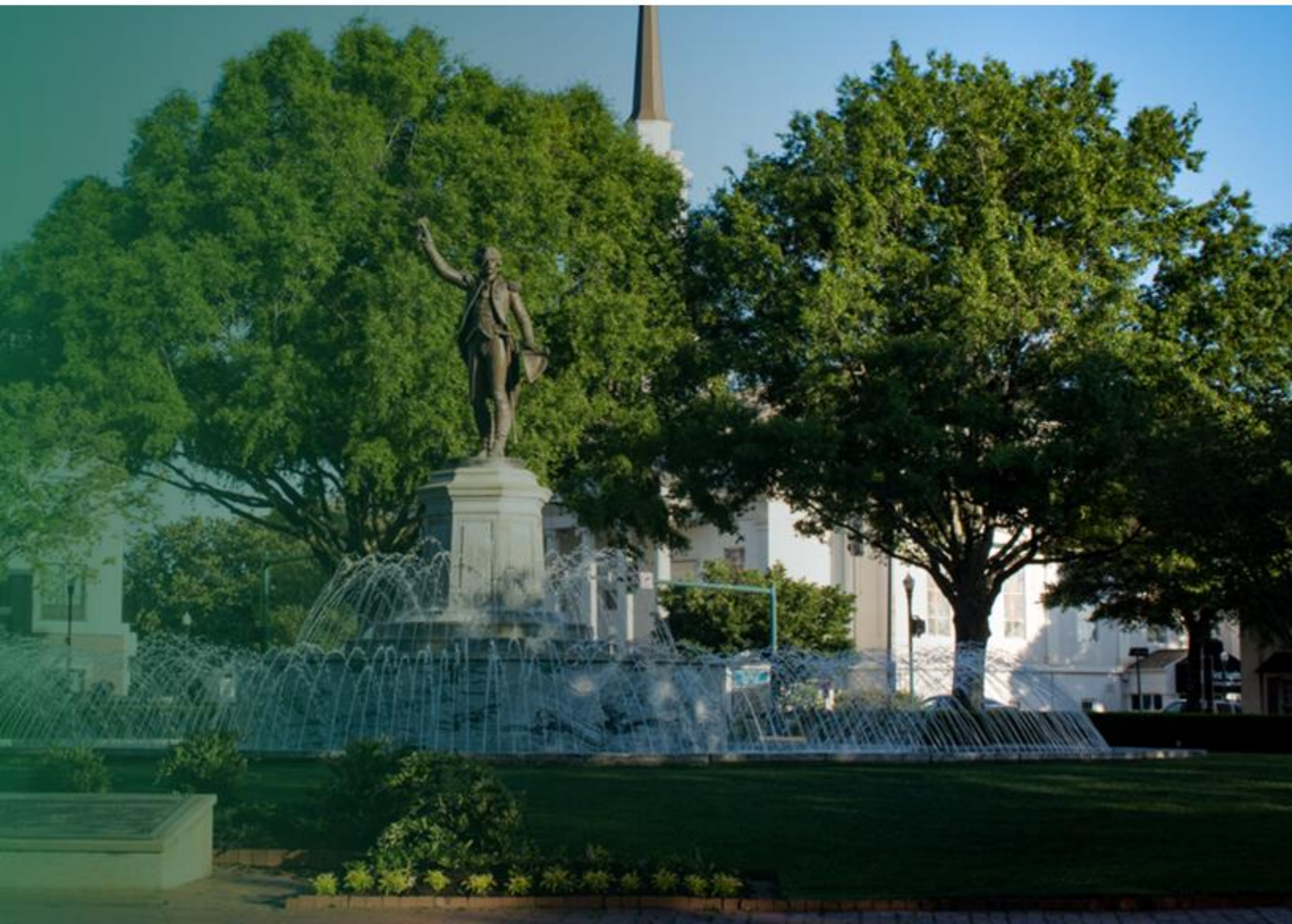
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Appendix E – Advisory Committee Meeting Summaries

Troup County Long-Range Transportation Plan

January 24, 2024



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Introduction

This appendix includes the meeting notes from the three Advisory Committee meetings that occurred throughout the Troup County Long-Range Transportation Plan process from 2023 to 2024.

1 Advisory Committee Meeting #1 Notes

04/17/2023, 11:00AM – 12:00 PM

Troup County Agricultural Education Center, 2168 Pegasus Parkway, LaGrange, GA

Attendees:

- Troup County
 - Eric Mosley, County Manager
 - James Emery, Director of Engineering and Development, Troup County Board of Commissioners
 - Ruth West, Community Development Director
 - Corey Dunn, Transit Coordinator, Troup Transit
- City of LaGrange
 - Meg Kelsey, City Manager
 - Bill Bulloch, Assistant City Manager
 - Barbie Watts, Director of Promotions and Marketing, Downtown LaGrange Development Authority
- City of West Point
 - Ed Moon, City Manager
- City of Hogansville
 - Lynne Miller, Community Development Director
 - Vickie Brown, Hogansville Downtown Development Authority
- Three Rivers Regional Commission
 - Paul Jarrell, Senior Planner
- Georgia Port Authority
 - Duke Acors, Director, Strategic Operations
- Kia Motors Manufacturing
 - Rick Douglas, Director
- Troup County School System
 - Chip Giles, Transportation Director
- LaGrange – Troup County Chamber of Commerce
 - Connie Hensler, Chamber President
- GDOT
 - Sara Darroux, Planner, Project Manager
 - Matt Markham, Planning Deputy Director
 - Andrew Torrey, Rural Planning Branch Chief
 - Tyler Peek, District 3 District Engineer
 - Adam Smith, District 3 Preconstruction Engineer
 - Beatrice Shakal, Policy Planning Coordinator
- Modern Mobility Partners
 - Julia Billings, Project Manager
 - Chirag Date, Deputy Project Manager
- Arcadis
 - Julie Price, Transportation Planning Manager

Other Invitees:

- City of West Point
 - Dennis Dutton, Community Development Director
 - Kevin Patrick, Chairman, West Point Development Authority
- City of Hogansville
 - Lisa Kelly, Interim City Manager
- Three Rivers Regional Commission
 - Jeannie Brantley, Interim Executive Director
- Kia Motors Manufacturing
 - Stuart Countess, CEO
- GDOT
 - Jacqueline (Jackie) Williams, Transportation Planning Specialist II
 - Casey Langford, Metro Planning Branch Chief
 - Kelly Martin, Assistant Director – Rural, Metro, Policy & Freight Planning
 - Vivian Canizares, Assistant Office Head, Rural & Metro Planning
 - Harland Smith, District 3 Planning and Programming Coordinator
 - Jannine Miller, Planning Director (tentative)
- Modern Mobility Partners
 - Kirsten Mote, Principal-In-Charge
- Arcadis
 - Jaap Tigelaar, Project Manager
 - Otto Clemente, Principal-In-Charge

Agenda & Notes:

1. Introductions
2. Modern Mobility Partners gave a presentation with opportunities for interactive polling feedback via the polling tool Mentimeter, which allows participants to enter responses on a smart phone or computer. Below is the general sequence of slides and the verbal input provided during the meeting.
 - Study Purpose
 - Schedule
 - Existing Conditions: Demographics
 - Population – Historically, Troup County’s population growth rate was lower than the statewide growth rate, but there has been substantial recent growth, and future population growth in the county is forecast to be closer to the statewide growth forecast.
 - Employment – There are several major employers that provide large numbers of jobs, particularly in manufacturing, which accounts for the largest share of jobs in the county (30 percent).
 - Existing Conditions: Transportation System
 - Roadway Operating Conditions – Traffic Congestion
 - Mentimeter poll question: *Are there particular areas of congestion we should know about that were not identified on the map?*
 - Input recorded in the Mentimeter application.
 - 24 comments were provided and are included in the attached Mentimeter poll results summary. Locations mentioned multiple times include West Point Rd/Pegasus Pkwy/Jefferson St (PM peak), Davis Rd, Vernon Rd, I-85 @ SR 54.
 - Additional (verbal) input, separate from Mentimeter: Portion of Highway 29 between W Lukken Industrial Dr. and Glass Bridge Rd. (shown in Yellow) usually gets more congested than appears on the map.
 - Safety & Crash Summary
 - Crash locations correlate with vehicles volumes, with the highest number of crashes in and around LaGrange.
 - Freight

- Truck trip volumes and freight tonnage are highest on I-85, I-185, and US 27.
 - Statewide, Troup is among the top 20 counties for combined origin and destination of manufacturing tonnage.
 - Public Transportation
 - Only 0.1% of commute in the county is via public transit. What might be the reason for that? Is there much demand?
 - Currently, the service prioritizes elderly and disabled patrons.
 - Additional need is there, mostly on the employment (people using the public transit for work) side.
 - Troup County Transit has not been able to capture that yet. There is a need for more vehicles and reliable employees to do so.
 - Drivers are retiring and the numbers of available drivers are dwindling.
 - Encourage discussion about working with private companies to provide coverage.
 - Team to refer to Countywide Transit Plan by the Regional Commission for more information.
3. Draft Plan Goals & Objectives
- The previous (2006) Troup County plan's goals and objectives were presented, and feedback was sought via polling.
 - Most respondents indicated that the goals related to connectivity and accessibility, optimizing the use of existing infrastructure, providing connection between land use and transportation, and enhancing quality of life were still highly relevant. Accommodating modes besides automobiles was seen as still relevant, but less relevant than the other goals. The responses to the draft objectives were similar, with most being still relevant, but providing for non-vehicular modes was less relevant than others.
 - The final poll questions were:
 - What is currently SUCCESSFUL in terms of transportation in Troup County?
 - Responses mentioned more than once include bypasses and that most parts of the county have low levels of congestion.
 - What would you like to IMPROVE in terms of transportation in Troup County?
 - Responses mentioned more than once include improve congested areas and provide public transit.
 - Additional feedback recorded during the meeting
 - Troup County School System expressed concerns regarding N Davis Rd. Bypass turning into 4 lanes Highway 27 to Lafayette Parkway.
 - Near the area where Gardner Newman Middle School and the Troup County Board of Education are, there needs to be a center lane with 4 lanes going NB and SB with deceleration lanes for both. Similar situation in another location north of this intersection. Troup County Schools has submitted the drawings and GDOT provided more information on the existing project and the timeline (under design and part of a three-phase bypass project). GDOT District 3 said that they will check if the suggestions were received.
 - There are concerns about safety at the intersection of S Davis Rd. at Lafayette Parkway. This intersection has a lot of congestion on account of the medical center.
 - The attendees suggested looking at the Thread Plan (trail master plan) to see how the recommendations in that will coincide with new intersection improvements.
 - Team to also look at the study on Ray by the Georgia Conservancy.
4. Next Steps
- The next advisory committee meeting will be in fall 2023 and will cover future conditions assessment, environmental screening, and potential improvements. The final plan will be presented at the final advisory committee meeting in late 2023 or early 2024.

5. Polling Results

Below are the results of the poll questions that attendees provided throughout the meeting. Topics included: traffic congestion, draft goals and objectives, what is currently successful, and what do you want to improve regarding transportation in Troup County.

Are there areas of congestion we should know about that were not identified on the map?

24 Answers

Mentimeter



12

Figure 1-1: Polling Results, Question 1

Are there areas of congestion we should know about that were not identified on the map?

24 Answers

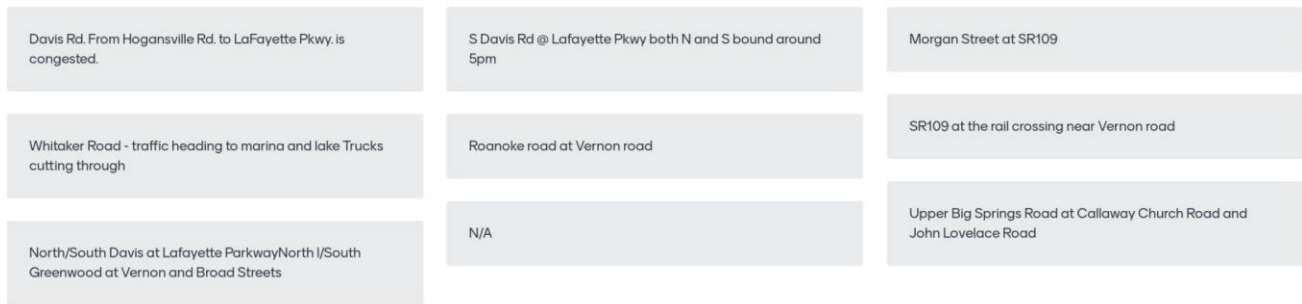


Figure 1-2: Polling Results, Question 1 (continued)

Are there areas of congestion we should know about that were not identified on the map?

24 Answers



Figure 1-3: Polling Results, Question 1 (continued)

How Relevant are these Draft Goals?

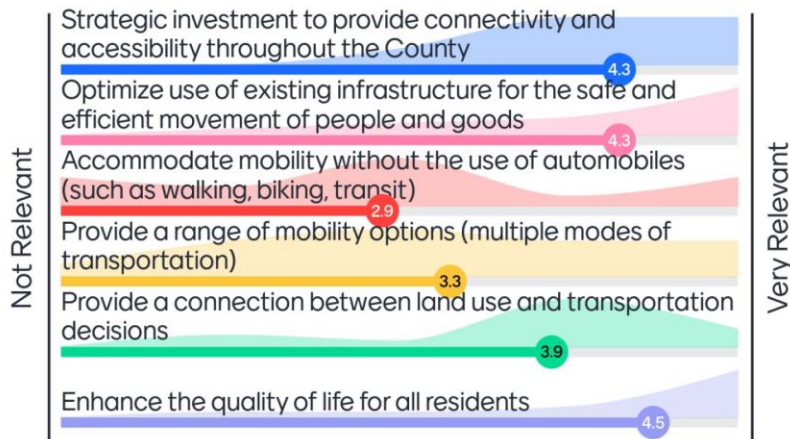


Figure 1-4: Polling Results, Question 2

Do any of the goals need to be revised, and are there new goals that should be added?

14 Answers

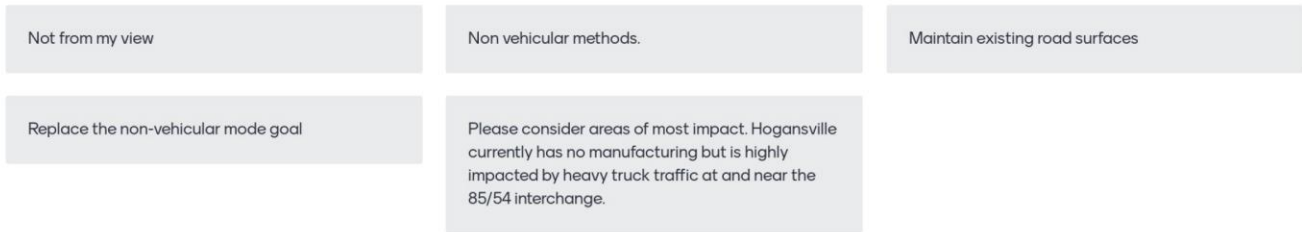
None	Nothing to add	No. They are appropriate.
Ok	Revise the goal for non-automotive transportation.	Expand on each goal. Not such a broad stroke.
Nothing to add - goals seem comprehensive and relevant	Na	No

Figure 1-5: Polling Results, Question 3

Do any of the goals need to be revised, and are there new goals that should be added?

14 Answers

Mentimeter



10

Figure 1-6: Polling Results, Question 3 (continued)

How Relevant are these Draft Objectives?

Mentimeter



11

Figure 1-7: Polling Results, Question 4

Do any of the objectives need to be revised, and are there new objectives that should be added?

10 Answers

Mentimeter

No	Ok	Not at the moment.
Ok	Ok	No. They are appropriate.
Objectives seem comprehensive and relevant	Replace non-vehicular modes	Employment/workforce transportation solutions are a main concern since we have major industrial growth ongoing as well as existing workforce issues...

8

Figure 1-8: Polling Results, Question 5

Do any of the objectives need to be revised, and are there new objectives that should be added?

10 Answers

Mentimeter

NA

8

Figure 1-9: Polling Results, Question 5 (continued)

What is currently SUCCESSFUL in terms of transportation in Troup County?

10 Answers



Figure 1-10: Polling Results, Question 6

What is currently SUCCESSFUL in terms of transportation in Troup County?

10 Answers

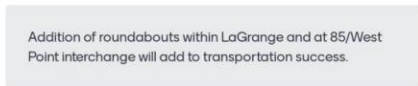


Figure 1-11: Polling Results, Question 6 (continued)

What do you want to IMPROVE in terms of transportation in Troup County?

10 Answers



Figure 1-12: Polling Results, Question 7

What do you want to IMPROVE in terms of transportation in Troup County?

10 Answers



Figure 1-13: Polling Results, Question 7 (continued)



Figure 1-14: Advisory Committee Meeting #1

2 Advisory Committee Meeting #2 Notes

09/08/2023, 11:00AM – 12:00 PM

Troup County Fire Administration Building, 2495 Hamilton Road, LaGrange, GA

Attendees:

- Troup County
 - Eric Mosley, County Manager
 - James Emery, Director of Engineering and Development, Troup County Board of Commissioners
 - Corey Dunn, Transit Coordinator, Troup Transit
 - Patrick Crews, District 1 Commission Chairman
 - Jenny Parmer, Community Development Director
 - Ruth West, County Planner, Community Development
- City of LaGrange
 - Meg Kelsey, City Manager
 - Bill Bulloch, Assistant City Manager
 - Mark Kostial, City Planner
- City of West Point
 - Ed Moon, City Manager
 - Steve Tramell, Mayor of West Point
 - Dennis Dutton, Community Development Director
- City of Hogansville
 - Lynne Miller, Community Development Director
 - Niles R. Ford, Assistant City Manager
- Development Authorities
 - Barbie Watts, Director of Promotions and Marketing, Downtown LaGrange Development Authority
 - Vickie Brown, Hogansville Downtown Development Authority

- Georgia Port Authority
 - Wesley Barrell, General Manager of Inland Operations
- Kia Motors Manufacturing
 - April Bartley, External Affairs Manager
- Troup County School System
 - Chip Giles, Transportation Director
- GDOT
 - Matt Markham, Planning Deputy Director
 - Andrew Torrey, Rural Planning Branch Chief
 - Tyler Peek, District 3 District Engineer
 - Adam Smith, District 3 Preconstruction Engineer
 - Beatrice Shakal, Policy Planning Coordinator
 - Dennis McEntire, District 3 State Transportation Board Member
- Modern Mobility Partners (MMP)
 - Julia Billings, Project Manager
 - Kirsten Mote, Principal-In-Charge
 - Freyja Brandel-Tanis, Transportation Planner and Engineer
 - Matt Reeves, Transportation Planner
- Arcadis
 - Jillian Bostwick, Project NEPA Planner
 - Savannah Kimbrell, Planner

Other Invitees:

- City of Hogansville
 - Lisa Kelly, Interim City Manager
 - Jake Ayers, Mayor
- City of LaGrange
 - Dr. Willie Edmondson, Mayor
- Development Authorities
 - Kevin Patrick, Chairman West Point Development Authority
- Arcadis
 - Jaap Tigelaar, Project Manager
 - Otto Clemente, Principal-In-Charge
- GDOT
 - Harland Smith, District 3 Planning and Programming Coordinator
 - William Boyd, District 3/Area 5 Engineer
 - Kelly Martin, Assistant Director – Rural Metro, Policy & Freight Planning
 - Vivian Canizares, Assistant Office Head for Rural & Metro Planning
 - Jacqueline Williams, Planner
 - Casey Langford, Metro Planning Branch Chief
 - Sara Darroux, Planner
 - Merishia Robinson
- Three Rivers Regional Commission
 - Jeannie Brantley, Interim Executive Director
 - Paul Jarrell, Senior Planner
- LaGrange – Troup County Chamber of Commerce
 - Connie Hensler, Chamber President
- Kia Motors Manufacturing
 - Stuart Countess, CEO
 - Natalie Tullberg, Senior Manager Team Relations/Public Relations
- Georgia Ports Authority
 - Duke Acors, Director of Strategic Operations

Agenda & Notes:

1. Introductions
 - Troup County and GDOT gave introductions. All attendees briefly introduced themselves.
2. Study Purpose and Schedule
 - Modern Mobility Partners provided an overview of the purpose of the study and timeline.
3. Goals and Objectives
 - Study goals and objectives were updated based on the input that the Advisory Committee members provided at the last meeting.
4. Environmental Screening
 - Arcadis provided an overview of the environmental screening process. This process includes desktop evaluation of each project for nearby environmental resources that may affect project feasibility, cost, or timing.
5. Draft Recommendations
 - Modern Mobility Partners summarized how each type of project recommendation was developed.
6. Draft Projects Workshop
 - All attendees reviewed the printed maps and corresponding list of draft projects and provided feedback as listed in Table 2-1. The feedback focused on the draft projects, additional projects that should be added, and when projects should be implemented.

Table 2-1 Stakeholder Comments on Draft Projects

Project Name	Extents	Stakeholder Comments
CR 179/Tucker Road @ Polecat Creek 8.5 mi SE of LaGrange		On the map still but not on the list
SR 219/Mooty Bridge Road	From Malibu Drive to Wares Cross Road/Cameron Mill Road	Safety issues at SR 219 and Ann Baily Way
Kia Parkway Extension	From Kia Blvd to Pegasus Pkwy/Sewon Blvd	As innovation corridor for commercial traffic, autonomous vehicles; longer term/lower priority
SR 14 SPUR (S Davis Rd)	From SR 109 to SR 219	Needs to occur sooner, new residential developments coming
LaGrange Bypass/N Davis Rd	From SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road	Potential conflict of 4-lane high-speed traffic with the bus barn/Troup County School Board and Middle School located on Davis Rd @ Shannon drive Suggested either a signal or long deceleration lanes and center left turn lanes

Project Name	Extents	Stakeholder Comments
LaGrange Bypass/N Davis Rd AND SR 14 Spur/N Davis Road	From SR 14/US 29/Hogansville Rd to CR 282/Youngs Mill Road AND S of SR 109/Lafayette Parkway to SR 14/US 29/Hogansville Road	Noted wetlands (noted that it will be difficult) Suggested new roadway north of existing roadway
Pegasus Pkwy	From SR 219/Whitesville Road to SR 109/SR 14/US 29/West Point Road	Lower priority
SR 14/US 29/Vernon Street	From Vernon Road to Broad Street	High Priority. Only 3 lanes, not 4
Broad St/Vernon St One-Way Pair	From Broad St @ Vernon St to SR1/US 27/Morgan St	Did not support conversion to one way
Pegasus Pkwy Extension	From SR 109/Roanoke Rd to Roundabout in the middle of Hills and Dales Farm Rd	Lower Priority – probably not by 2050
SR 109, including I-85 @ SR 109/Greenville Road interchange	From S Davis Road to Callaway Church Road	Support
SR 219	From 0.2 mi N of Pegasus Pkwy to SR 1/US 27	Lower Priority
SR 219 @ Pegasus Parkway		Higher priority, expected new developments coming
SR 219/Mooty Bridge Road @ N Greenwood Street		Higher Priority
SR 109/Lafayette Parkway @ Patillo Road		Suggested that it is not viable
Upper Big Springs Road @ Callaway Church Road and John Lovelace Road		Should mention realignment
US 29 @ Bull St/W Lafayette Square		Higher Priority, include protect left signal phase

Project Name	Extents	Stakeholder Comments
Northwest Bypass Study		Observation that the 10-mile difference in NW bypass versus existing planned bypass may make it unnecessary; however, this does not prevent the study from being done, as it could be the conclusion of the study

7. Suggestions for Potential New Projects

Table 2-2 Potential New Project Comments

Location	Comments
SR-109 W of LaGrange	Noted lots of Freight along SR-109 to/from Alabama; curious if anything was planned/if that corridor was considered
S. Davis Rd @ Lafayette Parkway	New intersection capacity and safety project Davis/SR-109 intersection is already congested. Noted that it may be from a problem with local and state signal timing differences.
General Sidewalk & Active Transportation Projects	Neighborhoods east and southeast of Piney Woods Lake
US 29 / SR 14	Passing lanes and deceleration, turning lanes (to Webb Rd)
General Downtown Westpoint Intersection Improvements	9 th St, 8 th St, 7 th St, 3 rd Ave, and railroad crossings along US 29. Signal timing improvements, turning storage
US 29 @ 10 th St	Dedicated turn signals / signalized intersection improvements
US 29 @ 7 th St Rail Crossing	Turning lane congestion & Digital message signs
3 rd Ave / State Line Rd @ Oseligee Creek	Bridge Rehab
E 7 th Street	Sidewalks (or complete street redesign)
Callaway Church Rd from Walmart/ inland port to I-85/SR-109	Comment/concern that there is no project addressing this stretch of road (note: this stretch is already 4 lanes)

Location	Comments
Sewon Blvd	Sidewalks, bike trail
Lukken Industrial Dr	Sidewalks, bike lanes

8. Summary of Workshop Discussion

Below is a summary of the topics discussed by participants during the workshop. Project-specific comments are noted in the tables above, while general comments and observations are listed below.

- Freight
 - SR-109 to/from Alabama – There is a lot of freight movement along this corridor.
 - Traffic concerns on Callaway Church Rd from Walmart/inland port to I-85/SR-109.
- Capacity
 - There will likely be expansion of use in the area southwest of LaGrange after Kia Pkwy expansion.
 - US 29/Vernon St from Ferrell Dr to Broad St – Right-of-way does not allow for 4 lanes, but a 3rd lane can be added as center turn lane. This is a top priority.
 - Roundabout near GA-219, visibility and speed concerns near Greenwood St.
 - US 29 widening and safety down to West Point, poses concern as commercial traffic does not use often, usually only from Kia workers.
 - Traffic concerns between I-85/I-185 interchange on holidays and weekends.
- Transit
 - Agreed with project list.
 - Parking lot project will make the biggest difference.
 - The County does not have the capacity now to expand micro-transit.
 - There is a two-year plan for getting vehicles, drivers, and improving transit facilities.
 - Primarily need better parking lots at bus facilities, nearing capacity.
 - Transit facility at Hamilton Rd
 - Daily pick-up and drop off locations:
 - Senior Center (Ragland St/Calumet Center Rd)
 - Pathways Center (Gordon Commercial Dr N of Lukken Industrial)
 - Hogansville Senior Center (Church St/Collier St)
 - Most riders are not using cell phone apps, so need to fully automate like Gainesville or Valdosta micro-transit.
 - It can be hard to integrate Department of Human Services rides with public rides.
 - Transit statistics
 - Approx. 20 public trips/day, 88 trips/day total
 - 23k trips/fiscal year
- Bypass
 - The bypass will impact school traffic.
 - Schools in this area - Gardner Newman Middle and Callaway High.
 - 'Worst' intersection is at S Davis Rd and SR 109/Lafayette Pkwy.
- Land use
 - New residential projects coming near Hogansville Rd & Hamilton Rd.
 - Callaway land near NW of LaGrange, could prevent road connections (concerns of being redeveloped with new housing).
 - Concern about unknowns associated with undeveloped land between Hogansville and LaGrange.
 - 1,300-1,700 workforce housing units expected along S Davis Rd so widening on SR 14 Spur/S Davis Road needs to occur sooner.

- New fulfillment center near SR 219 at Pegasus Pkwy with nearby multi-family and commercial activity.
- Concern about large tracts of undeveloped land near S Davis Rd, down SR 219, up SR 29, and along lake. Development can greatly impact traffic patterns.
- New mixed use developed “Newman Property” near SR 219.
- New water line coming near SR 1/US 27/Martha Berry Highway/Hamilton Road, potential for new growth.
- Support for Kia parking, Kia Blvd maintenance, and bridge on Kia Pkwy.
- GDOT programmed projects not on the maps (added after the meeting):
 - PI 0018022
 - PI 0017139
 - PI 0016359



Figure 2-1: Workshop Session during Advisory Committee Meeting #2

3 Advisory Committee Meeting #3 Notes

01/19/2024, 10:00AM – 11:00 AM

Troup County Fire Administration Building, 2495 Hamilton Road, LaGrange, GA

Attendees:

- Troup County
 - James Emery, Director of Engineering and Development, Troup County Board of Commissioners
 - Corey Dunn, Transit Coordinator, Troup Transit
 - Ruth West, County Planner, Community Development
 - Sara Gantt, Engineer
- City of LaGrange
 - Bill Bulloch, Assistant City Manager
 - Patrick Bowie, Interim City Manager
- City of Hogansville
 - Lisa Kelly, City Manager
 - Lynne Miller, Community Development Director

- Troup Strategy Center
 - Maryanne Lovejoy, Executive Director
- Development Authorities
 - Vickie Brown, Hogansville Downtown Development Authority
- GDOT
 - Matt Markham, Planning Deputy Director
 - Andrew Torrey, Rural Planning Branch Chief
 - Sara Darroux, Planner, Project Manager
 - Dennis McEntire, District 3 State Transportation Board Member
 - Tyler Peek, District 3 District Engineer
 - Adam Smith, District 3 Preconstruction Engineer
- Modern Mobility Partners (MMP)
 - Kirsten Mote, Principal-In-Charge
 - Matt Reeves, Transportation Planner
 - Freyja Brandel-Tanis, Transportation Planner and Engineer
 - Yu Lin, Transportation Planner
- Arcadis
 - Jaap Tigelaar, Project Manager

Other Invitees:

- Troup County
 - Eric Mosley, County Manager
 - Patrick Crews, District 1 Commission Chairman
 - Jenny Parmer, Community Development Director
- City of LaGrange
 - Dr. Willie Edmondson, Mayor
 - Meg Kelsey, City Manager
 - Mark Kostial, City Planner
- City of Hogansville
 - Jake Ayers, Mayor
 - Niles R. Ford, Assistant City Manager
- City of West Point
 - Steve Tramell, Mayor
 - Ed Moon, City Manager
 - Dennis Dutton, Community Development Director
- Development Authorities
 - Kevin Patrick, Chairman West Point Development Authority
 - Barbie Watts, Director of Promotions and Marketing, Downtown LaGrange Development Authority
- Arcadis
 - Otto Clemente, Program Manager
- Modern Mobility Partners (MMP)
 - Julia Billings, Project Manager
- GDOT
 - Harland Smith, District 3 Planning and Programming Coordinator
 - William Boyd, District 3/Area 5 Engineer
 - Kelly Martin, Assistant Director – Rural Metro, Policy & Freight Planning
 - Vivian Canizares, Assistant Office Head for Rural & Metro Planning
 - Jacqueline Williams, Planner
 - Casey Langford, Metro Planning Branch Chief
 - Beatrice Shakal, Policy Planning Coordinator
 - Merishia Robinson, Program Manager
- Three Rivers Regional Commission

- Jeannie Brantley, Interim Executive Director
 - Paul Jarrell, Senior Planner
- LaGrange – Troup County Chamber of Commerce
 - Connie Hensler, Chamber President
- Kia Motors Manufacturing
 - Stuart Countess, CEO
 - Natalie Tullberg, Senior Manager Team Relations/Public Relations
- Georgia Ports Authority
 - Duke Acors, Director of Strategic Operations

Agenda & Notes:

1. Introductions
 - Troup County and GDOT provided a general introduction to the project. Modern Mobility Partners began the presentation and asked all attendees to provide a brief introduction.
2. Summary of Planning Process
 - Modern Mobility Partners summarized the planning process as well as key highlights from the existing conditions analysis. This included overviews of the forecasted population and employment growth; data on crash and freight traffic, and the baseline projections of congestion for the years 2035 and 2050.
3. Summary of Identified Projects
 - Modern Mobility Partners presented the identified projects. Projects were presented by the project categories, a total cost summary, and the implementation timelines. Project highlights were given for projects related to the LaGrange Bypass and improving capacity and connection to and along the interstates.
4. Next Steps
 - Modern Mobility Partners explained the remaining steps for the study and provided contact information for any follow-up comments.

5. Open House

- The open house lasted for approximately 30 minutes and allowed attendees to view ten poster boards. The posters showed the entire identified project list with project details, assigned timeframes, estimated costs, and anticipated project sponsors. There were also posters with the projects mapped and the final evaluation results.

Table 3-1: Comments on Final Plan and Identified Projects

Stakeholder Comments	Response
What happens with the plan document once it is complete? Will there be an adoption by the County or cities?	The plan will help Troup County and the cities make decisions about transportation infrastructure and investment. There is no adoption process necessary.
Will the final plan document be available online?	Yes, the final plan document will be available through Troup County's website.



Figure 3-1: Advisory Committee Meeting #3

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