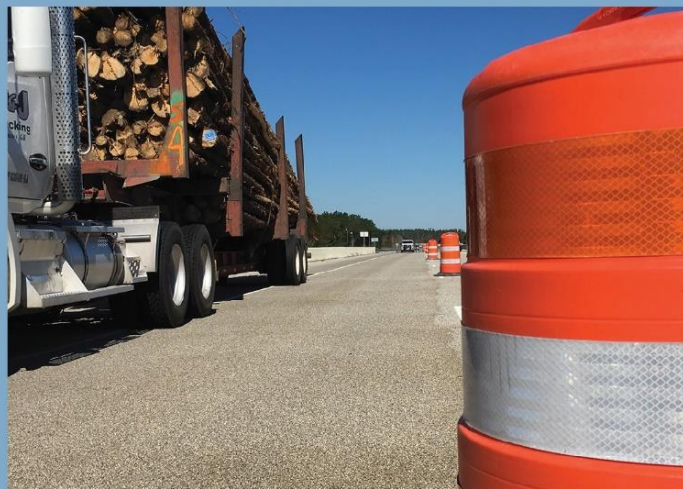


Toombs County Long Range Transportation Plan Executive Summary



Toombs County
City of Lyons
City of Vidalia
City of Santa Claus
Georgia Department of
Transportation

March 2020





Toombs County Long Range Transportation Plan

Executive Summary

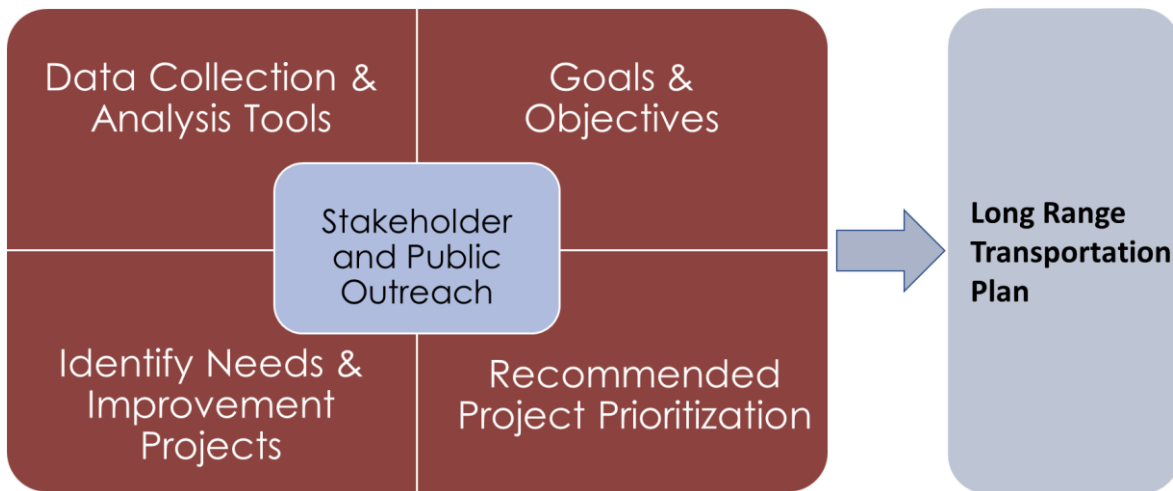
Introduction

The Georgia Department of Transportation's (GDOT) Office of Planning, in partnership with Toombs County and working with the cities of Lyons, Vidalia, and Santa Claus, developed the Toombs County Long Range Transportation Plan. Referred to as the "Transportation Plan" or "Plan", it assessed transportation needs and possible improvements that support the continued safe and efficient movement of people and goods through the year 2050.

This Plan studied the multi-modal transportation system including roads, bridges, freight, rail, airports, and bike/pedestrian facilities. It used that information to identify and recommend prioritized improvements. Using recommendations of previously-completed plans, it provides a suggested path of transportation programs and policies supporting the transportation needs of citizens and businesses.

The Plan Development Process

The Plan development process followed guidelines prescribed by federal legislation, known as Fixing American's Surface Transportation Act (FAST Act) for long range transportation planning. It a relies on performance-based approach, guided by input form key stakeholders and the public.



What is a Long Range Transportation Plan?

The Toombs County Long Range Transportation Plan documents how Toombs County will manage and maintain a multi-modal transportation system to sustain the county's economic activity, promote economic development, improve mobility, and promote sustainability between now and the year 2050.





Goals of the Toombs County Long Range Transportation Plan

Within the context of the national, state, and local goals building on previous studies as well as input from its public involvement process, the following guiding goals were developed:

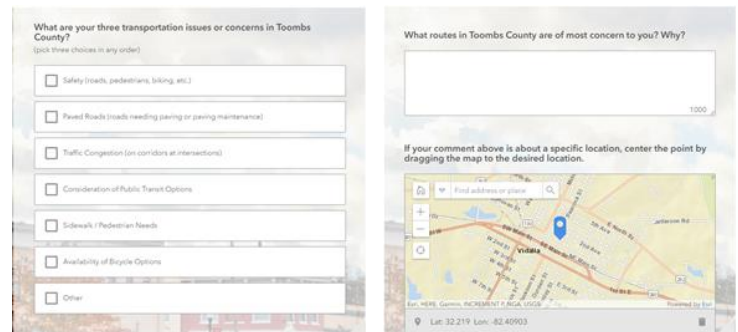
- Goal 1: Maintain a safe, reliable, and efficient transportation system which will sustain economic activity and promote economic development.
- Goal 2: Improve mobility within Toombs County through enhanced multi-modal connectivity.
- Goal 3: Promote sustainability through the coordination of land use and transportation plans/projects.
- Goal 4: Facilitate implementation of plan recommendations through coordination efforts.

Stakeholder and Public Involvement

A key component of the Plan was a robust and inclusive stakeholder and public involvement process. A Study Advisory Committee was established with participants from the County and its Cities, the Heart of Georgia Altamaha Regional Commission, GDOT District 5, the Toombs-Montgomery Chamber of Commerce, and major area employers.

Input was provided at two stakeholder meetings as well as through an online survey, which provided valuable feedback on the county's multi-modal transportation system from individuals who live and/or work in Toombs County. The comprehensive process supported the identification of priority improvements and development of the final recommendations for the future (30 year) timeframe.

Toombs Co. Long Range Transportation Plan Online Survey

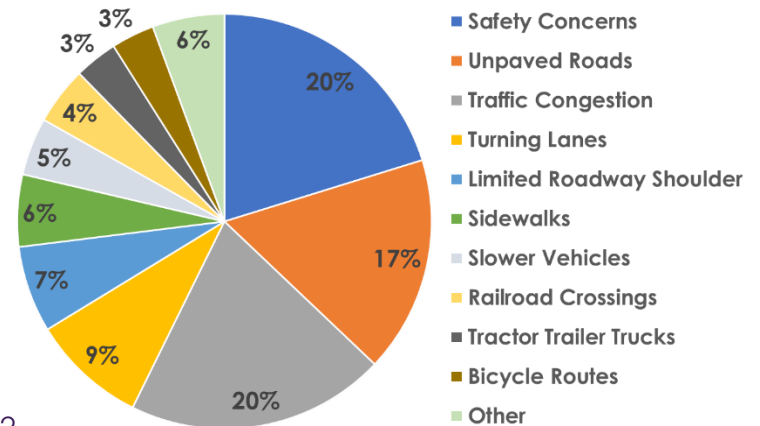


Toombs Co. Long Range Transportation Plan Main Website



Toombs Co. Long Range Transportation Plan: Public Survey Results

- Top 3 concerns
 - Safety
 - Unpaved roads
 - Traffic congestion





Existing Condition Analysis

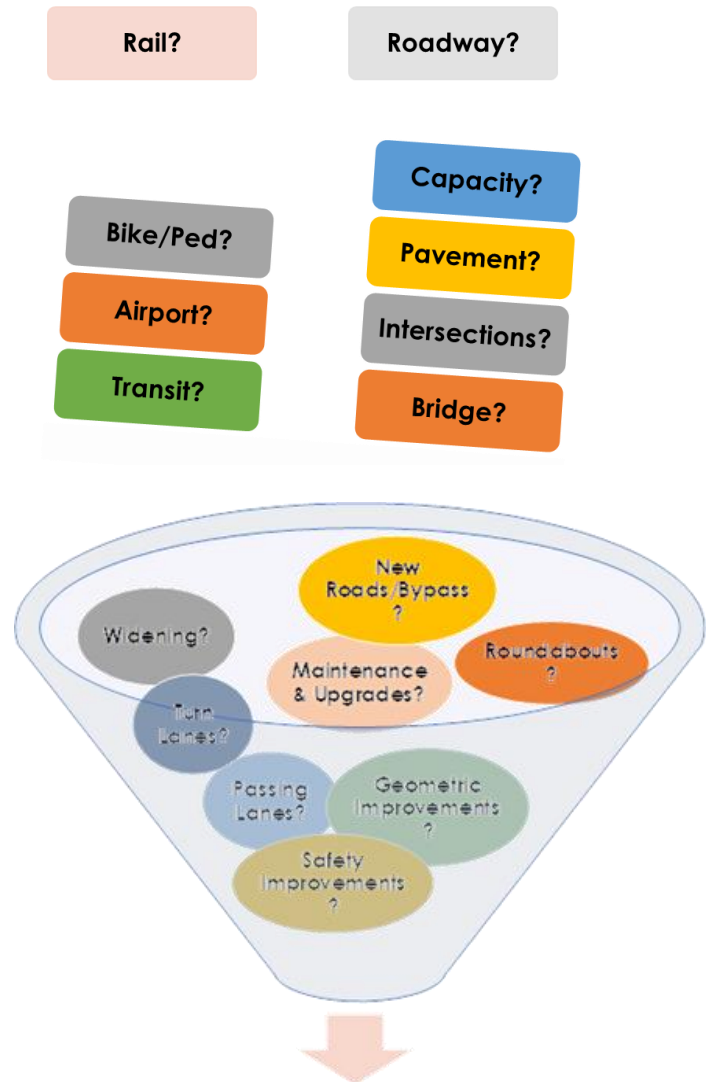
The multi-modal transportation system in Toombs County is essential for the efficient movement of people, commodities, goods, and services within and through the county, as well as the surrounding region. The Plan summarizes existing traffic conditions of area roads, bridges, freight, rail network, airport, and bike/pedestrian facilities based on various data sources including GDOT's Roadway Characteristics (RC) data, crash data, National Bridge Inventory data, Federal Railroad Administration rail crossing data, and many others.

In addition, traffic counts were specially collected at over 70 locations, and peak-period vehicle turning movement counts at 10 identified intersections in the county were collected during March 2019. This data was essential for understanding traffic flow along major roadways. Traffic counts also provided much-needed data for the travel demand model, which makes projections about future traffic volumes through the year 2050. The turning movement counts were used to analyze intersection delay and level-of-services analysis and GDOT's Intersection Control Evaluation (ICE) analysis.

Potential Needs and Deficiencies

An assessment of future conditions was conducted and identified a series of potential deficiencies through the study's analyses, comments at Stakeholder Advisory Committee meetings, and input from the public. Potential improvements were identified in various areas including roads, intersections, bridges, rail crossings, and bike/pedestrian facilities.

During analysis, some deficiencies were revealed to be located at low-volume roadways, overlap with or exist within the limits of other deficiencies, or were already under construction by the time of the Plan's final preparation stages so many will appear in the final document as a recommended need to be addressed.





Potential Improvements Prioritization

Prioritization criteria, including qualitative and quantitative evaluation factors, were established for each improvement type. The evaluation methodology produced a score for each potential improvement, resulting in a prioritized listing of improvement options.

For each recommendation, several informational elements were produced, including facility, limits, existing and improved configuration, comments, source, improvement type, need, anticipated benefit, cost and prioritization score. For begin work on these improvements, detailed engineering and environmental analysis would be required to determine the most appropriate alignment, design, cost, and prioritization score of each.

Toombs Co. Long Range Transportation Plan: Prioritization Criteria

Qualitative Criteria	Quantitative Criteria	Measures
GRIP/NHS/Freight systems	Traffic volumes	AADTs, volume to capacity ratios
Access to employment or activity centers	Crashes	Number of critical crashes, crash rates
Improve system connectivity	Total household and employment served	Total household and employment served within a 2-mile buffer
Support previous or ongoing studies	Total community facilities served	Total schools and emergency facilities served within a 2-mile buffer
Improve multi-modal connectivity		
Previously identified improvements		
Condition rating		

Summary of Recommended Improvements

Based on the analysis completed, a prioritized listing of needs and recommended improvements was created and are shown on the following sections:

- Roadway Capacity and Operational Improvements (increasing travel lane widths and/or shoulders)
- Intersection Improvements
- Bridge Improvements
- Rail Crossing Improvements
- Bike/Pedestrian Improvements

Table ES-1 to Table ES-5 list the proposed improvements. Figure ES-1 to Figure ES-5 provide maps of the proposed Improvements.

Toombs Co. Long Range Transportation Plan: Recommended Improvements

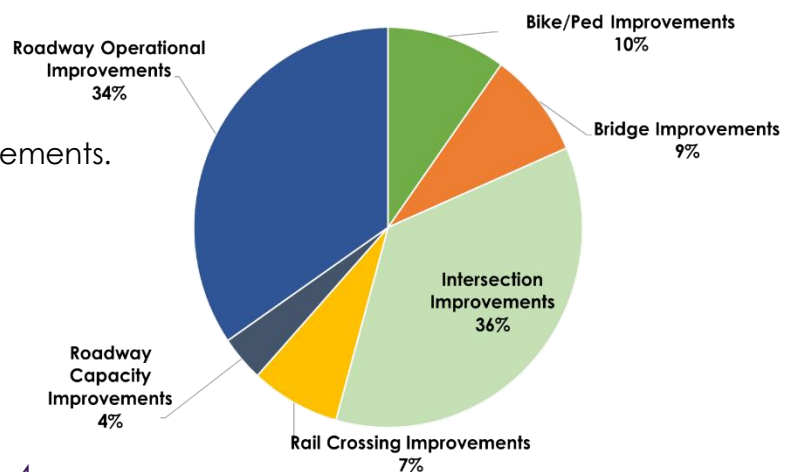




Table ES-1: Toombs Co. Long Range Transportation Plan: Recommended Improvements – Roadway Capacity and Operational Improvements

Project Ref. No.	Facility	From	To	Length	Improvement Type	Anticipated Benefits	Ranking
RO-01	State Route 292	Lyons	Vidalia	5.4	Widen from 2 to 4 lanes	Improved capacity and safety	1
RO-03	US 280	West County line	Bulldog Road	6.8	Widen from 2 to 4 lanes	Improved capacity and safety	2
RO-07	Victory Drive	US 280	US 1	0.7	Minor Widening	Improved capacity and safety; enhanced multi-modal system	3
RO-35/PI 522200	US 1/State Route 4 Bypass	S. of Green Oak Road	Resmondo Road	7.1	New Road	Improved capacity	4
RO-24	State Route 292	County line	County line	15.3	Add Shoulders	Improved capacity and safety; enhanced multi-modal system	5
RO-06	Slayton Street	US 280	Waters Drive	0.4	Minor Widening	Improved capacity and safety; enhanced multi-modal system	6
RO-02/PI 522220	US 1	South of State Route 147	S. of George Hill Road	8.5	Widen from 2 to 4 lanes	Improved capacity and safety	7
RO-05	Bulldog Road	US 280	School complex vicinity	1.2	Minor Widening	Improved capacity and safety; enhanced multi-modal system	8
RO-31/PI 0004775	US 280/State Route 30	West of US 1/State Route 4	State Route 86	9.2	Widen from 2 to 4 lanes	Improved capacity	9
RO-33	State Route 15	State Route 4	CR 245/Dixon Lake Road	4.9	Widen from 2 to 4 lanes	Improved capacity	10
RO-30	State Route 15	Lyons Center Road	Bloomfield Road	4.9	Widen Shoulders	Improved capacity	11
RO-26	JR Rollins Road	State Route 15	Cedar Crossing-Vidalia Road	2.1	Pave Dirt Road	Improved safety and operations	12
RO-34	Vidalia Bypass	Dixon Lake Road/CR 245	State Route 15/State Route 30	3.6	New Road	Improved safety and operations	13
RO-38/PI 522190	State Route 4	State Route 29	CR 386/Green Oak Road	3.7	Widen from 2 to 4 lanes	Improved capacity	14
RO-37/PI 522180	US 1/State Route 4	S. of George Hill Rd	State Route 29	3.8	Widen from 2 to 4 lanes	Improved safety and operations	15
RO-20	Aimwell Road	US 280	US 1	7.0	Add Shoulders	Improved safety and operations	16
RO-22	Lyons Center Road	County line	Lyons	10.1	Add Shoulders	Improved safety and operations	17
RO-28	Orange Street	North Street	Thompson Pond Road	1.7	Widen Shoulders	Improved safety and operations	18
RO-18	Brantley Road	State Route 297	Vann Road	1.0	Speed Limit Signage	Improved safety and operations	19
RO-23	Parker Avenue	Bulldog Road	S. State Street	0.4	Add Shoulders	Improved safety and operations	20
RO-27	State Route 130/N. Loop Road	North Street	Liberty Street	1.5	Widen Shoulders	Improved safety and operations	21
RO-13	Rodney Stanley Road	Johnson Corner Road	Sid Newton Road	2.3	Pave Dirt Road	Improved safety and operations	22
RO-16	Cedar Crossing-Vidalia Road	Adams Street	Lyons Center Road	5.4	Pavement Resurfacing; Add shoulders	Improved safety and operations	23
RO-19	5 Points Road	US 1	Bill Branch Circle	0.9	Add Shoulders	Improved safety and operations	24
RO-29	Racket Town Road	Pendelton Springs Road	US 1	4.9	Widen Shoulders	Improved safety and operations	25

*Bolded improvements are already part of GDOT's program.





Table ES-2: Toombs Co. Long Range Transportation Plan: Recommended Improvements – Intersection

Project Ref. No.	Facility Location	Improvement Type	Anticipated Benefits	Ranking
IN-30	1st Street and Montgomery Street	Safety	Improved safety and operations	1
IN-29	1st Street and Church Street	Safety	Improved safety and operations	2
IN-18	State Route 292 and Broadfoot Boulevard	Add Left-Turn Phase	Improved safety and operations	3
IN-27	US 280 and Pete Philips Drive	Safety	Improved safety and operations	4
IN-24	US 280 and Maple Drive	Add Turn Lanes	Improved safety and operations	5
IN-11	US 280 and Slayton Street	Further analysis	Improved safety and operations	6
IN-07	State Route 292 and State Route 297	Further analysis	Improved safety and operations	7
IN-28	US 280 and Rigsbee Drive	Safety	Improved safety and operations	8
IN-25	US 280 and McNatt Street	Add Turn Lanes	Improved safety and operations	9
IN-10	US 280 and Harris Industrial Boulevard	Further analysis	Improved safety and operations	10
IN-06	US 280/Main Street and State Route 297/McIntosh Street/Church Street	Safety	Improved safety and operations	11
IN-22	US 1 and State Route 178	Add Turn Lanes	Improved safety and operations	12
IN-26	US 280 and Semco Road	Add Turn Lanes	Improved safety and operations	13
IN-21	US 280 and Adams Street	Add Turn Lanes	Improved safety and operations	14
IN-19	US 1 and State Route 292	Add Left-Turn Phase	Improved safety and operations	15
IN-15	State Route 292 and Oxley Drive (north of railroad)	Add Signal	Improved safety and operations	16
IN-13	US 280 and Victory Drive	Further analysis	Improved safety and operations	17
IN-08	State Route 292 and W. Oglehorpe Avenue	Further analysis	Improved safety and operations	18
IN-14	State Route 130 and State Route 292	Add Signal	Improved safety and operations	19
IN-20	US 280 and Broadfoot Boulevard	Add Left-Turn Phase	Improved safety and operations	20
IN-01	Bulldog Road at Parker Avenue	Further analysis	Improved safety and operations	21
IN-04	State Route 152 and State Route 86	Safety	Improved safety and operations	22
IN-03	US 1/State Route 4/State Route 15 and S. Thompson Road	Realignment	Improved safety and operations	23
IN-17	US 280 and Commerce Way (main entrance to Southeastern Technical College)	Add Signal	Improved safety and operations	24
IN-05	US 1 and State Route 56	Safety	Improved safety and operations	25
IN-02	Old Normantown Road and State Route 130/Liberty Street	Further analysis	Improved safety and operations	26



Table ES-3: Toombs Co. Long Range Transportation Plan: Recommended Improvements – Bridge

Project Ref. No.	Facility Location	Improvement Type	Anticipated Benefits	Ranking
BR-02	Thompson Pond Road at Swift Creek Tributary	Bridge Upgrade/Replacement	Improved safety and operations	1
BR-03	US 1/State Route 4 at Pendleton Creek	Bridge Upgrade/Replacement	Improved safety and operations	2
BR-01	Lyons Center Road at Rocky Creek	Bridge Upgrade/Replacement	Improved safety and operations	3

Table ES-4: Toombs Co. Long Range Transportation Plan: Recommended Improvements – Rail Crossing

Project Ref. No.	Facility	Improvement Type	Anticipated Benefits	Ranking
RC-01	Brice Road rail crossing (ID 641093R)	Repair Ties	Improved safety and operations	n/a
RC-02	Rigsbee Drive rail crossing (ID 641073E)	Repair Ties	Improved safety and operations	n/a
RC-03	Broadfoot Boulevard rail crossing (ID 641074L)	Pavement Markings	Improved safety and operations	n/a
RC-04	Lanier Street rail crossing (ID 636030B)	Pavement Markings	Improved safety and operations	n/a
RC-05	State Route 292 rail crossing west of Orange Street (ID732631X)	Pavement Markings	Improved safety and operations	n/a
RC-06	Semco Drive rail crossing (ID 636038F)	Warning Signage	Improved safety and operations	n/a

Table ES-5: Toombs Co. Long Range Transportation Plan: Recommended Improvements – Bike/Pedestrian Facility

Project Ref. No.	Facility	From	To	Length	Improvement Type	Anticipated Benefits	Ranking
BP-02	US 1	end of current facility in Lyons	Altamaha River/County line	19.4	Bike Lanes and Wide Shoulders	Improved safety and operations	1
BP-03	US 280	County line	County line	16.9	Bike Lanes and Wide Shoulders	Improved safety and operations	2
BP-08	US 280	Cypress Street	Maple Street	2.8	Add	Improved safety and operations	3
BP-06	US 280	Durden Street	Broadfoot Boulevard	0.7	New Paint (10 intersections)	Improved safety and operations	4
BP-07	Bulldog Road	Toombs Middle School	US 280	0.6	Add	Improved safety and operations	5
BP-09	Broadfoot Blvd	State Route 292	US 280	0.5	Add	Improved safety and operations	6
BP-10	State Route 297	JR Trippe Middle School	US 280	1.9	Add	Improved safety and operations	7
BP-04	Old River Road & State Route 147	County line	State Route 178	16.4	Signage	Improved safety and operations	8
BP-05	State Route 130 North	Downtown Vidalia	US 1	6.0	Signage	Improved safety and operations	9



Toombs County Long Range Transportation Plan

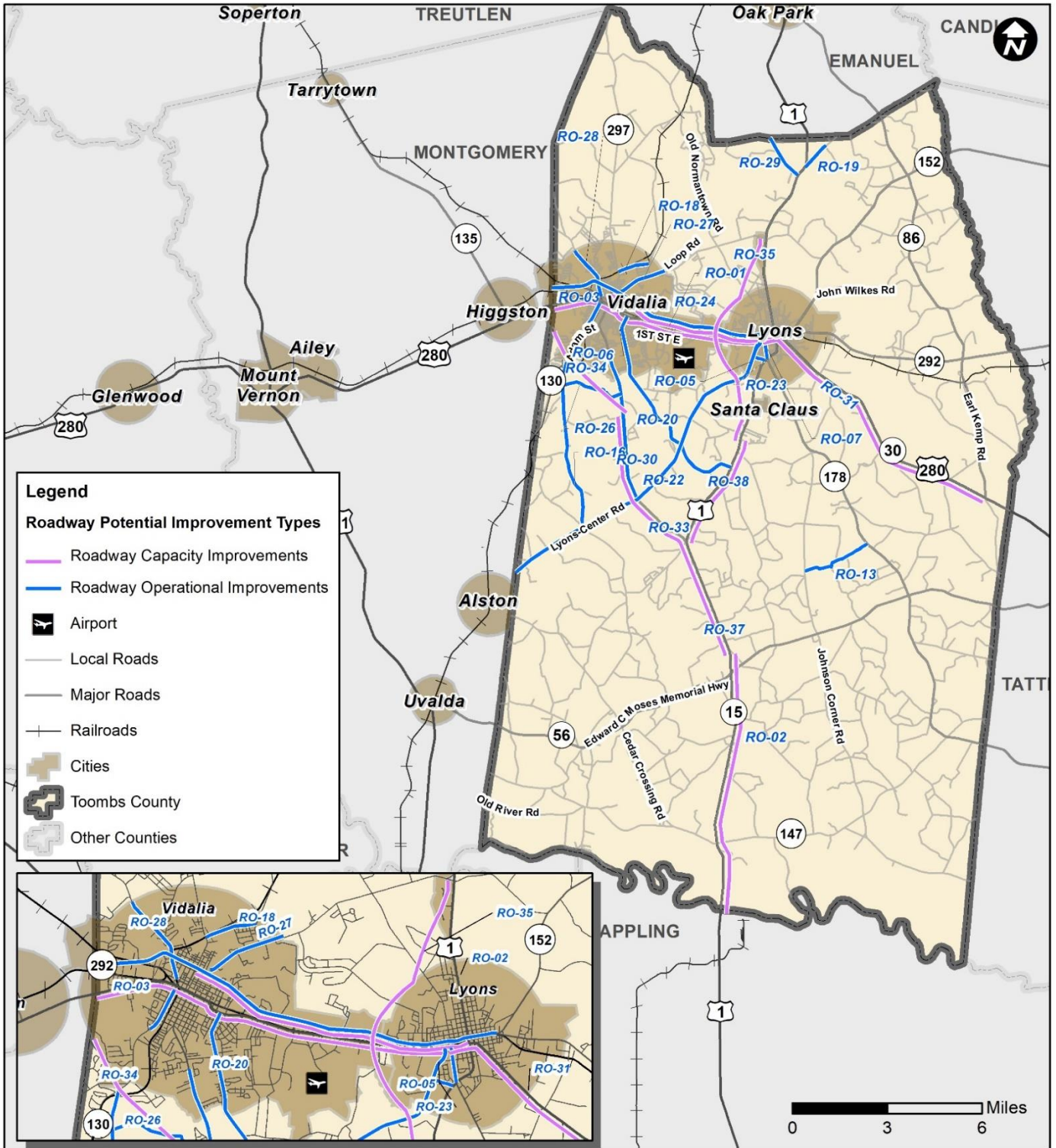


Figure ES-1 Recommended Roadway Improvements



Toombs County Long Range Transportation Plan

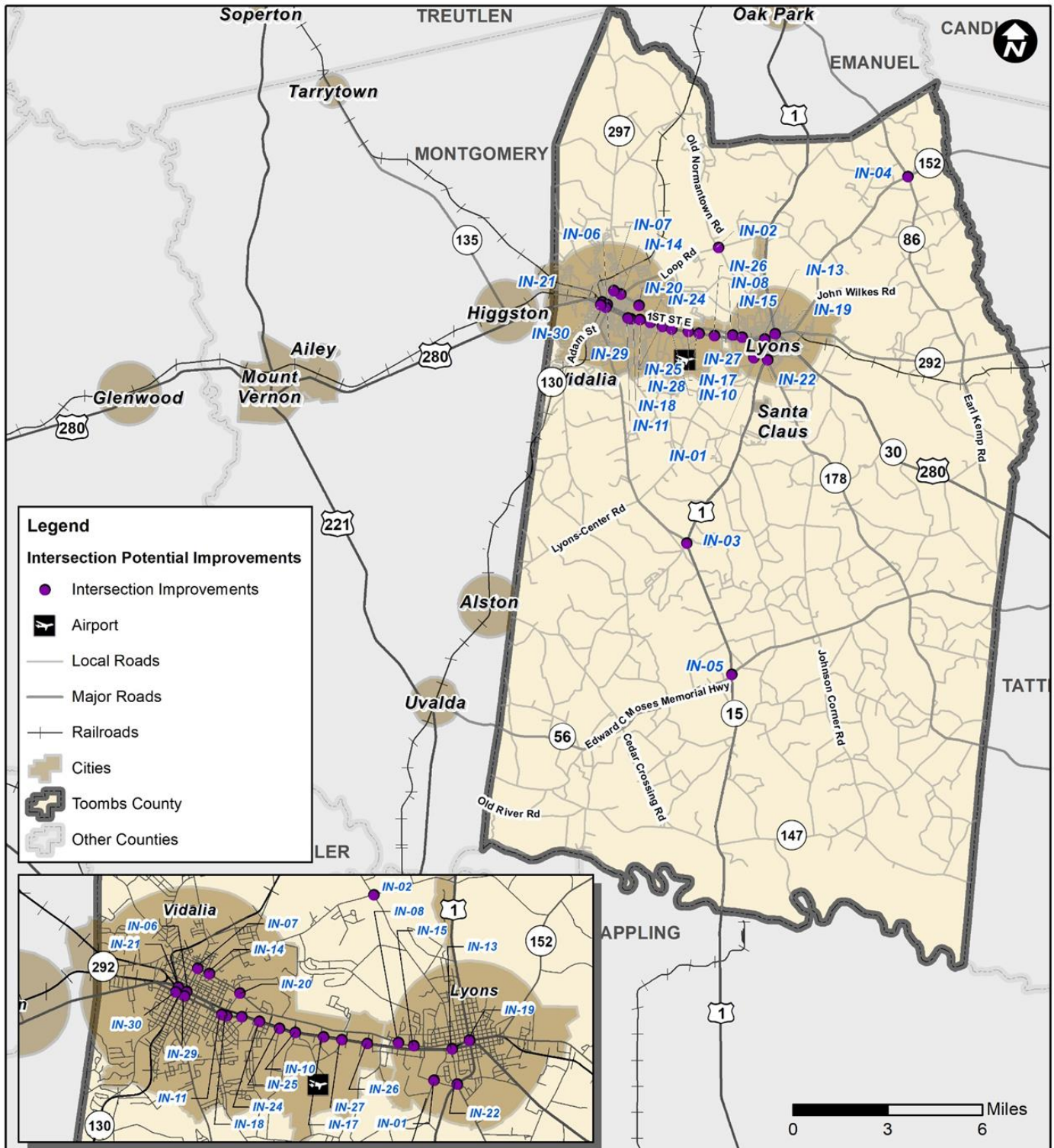


Figure ES-2 Recommended Intersection Improvements



Toombs County Long Range Transportation Plan

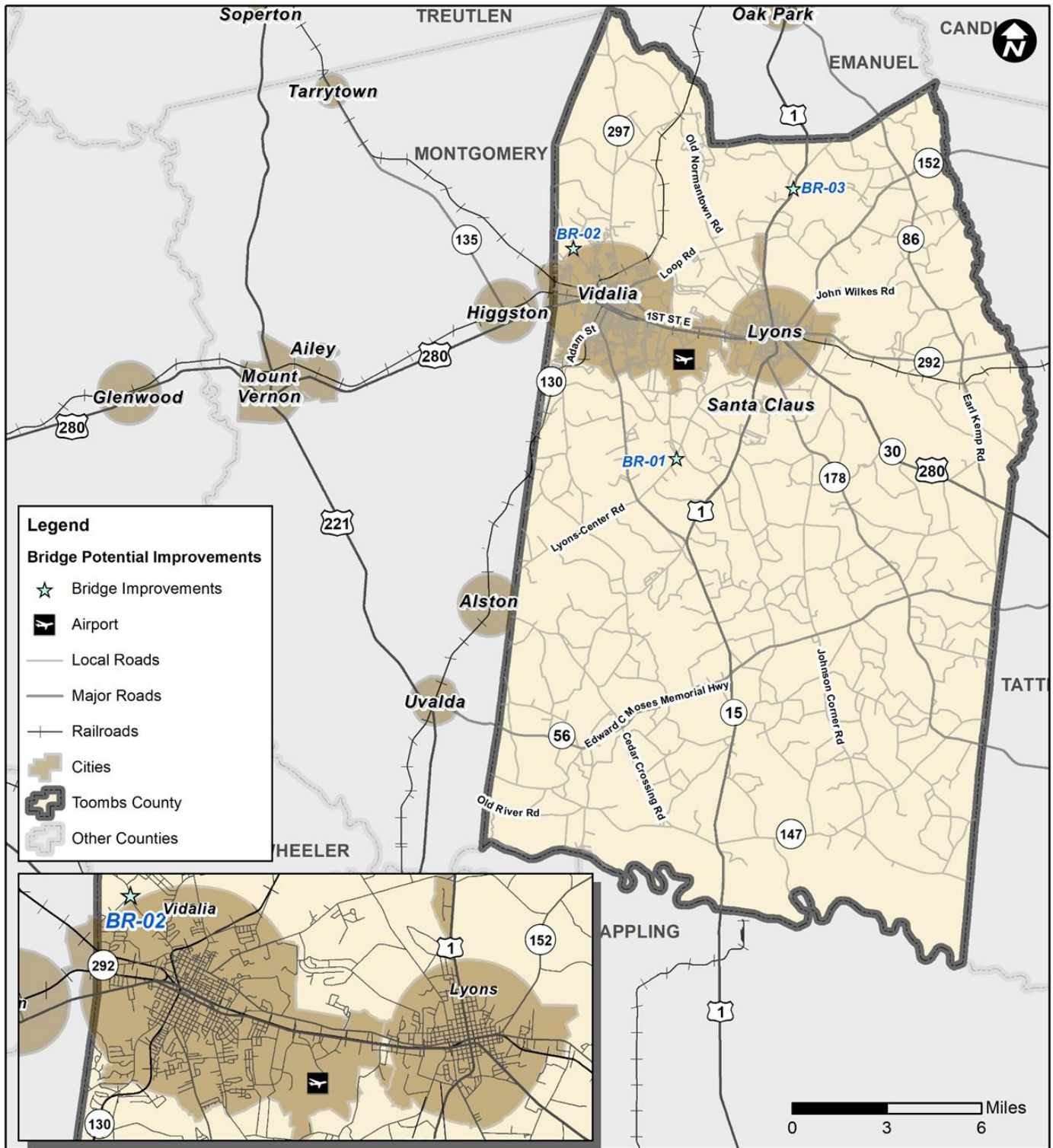


Figure ES-3 Recommended Bridge Improvements



Toombs County Long Range Transportation Plan

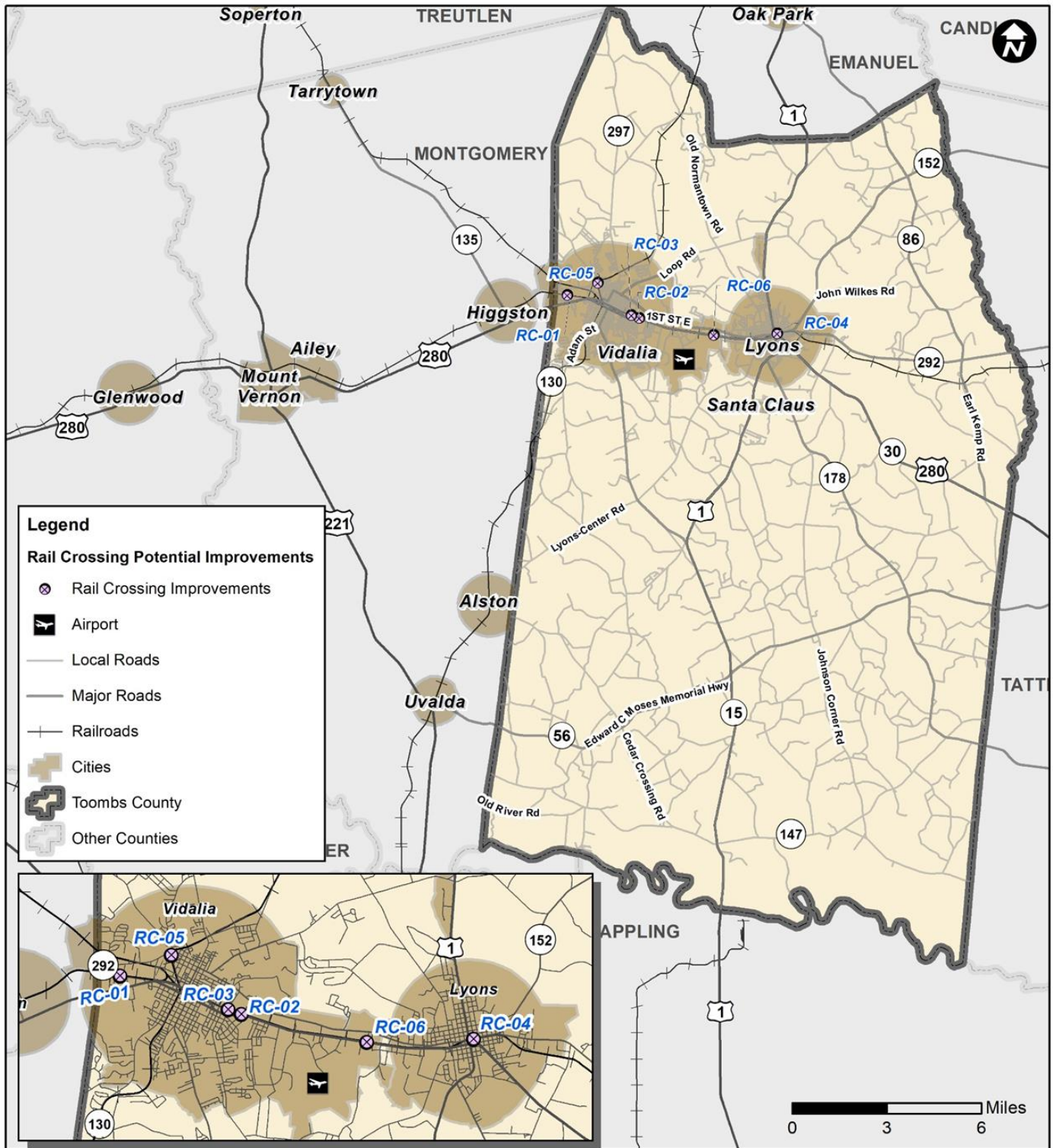


Figure ES-4 Recommended Rail Crossing Improvements



Toombs County Long Range Transportation Plan

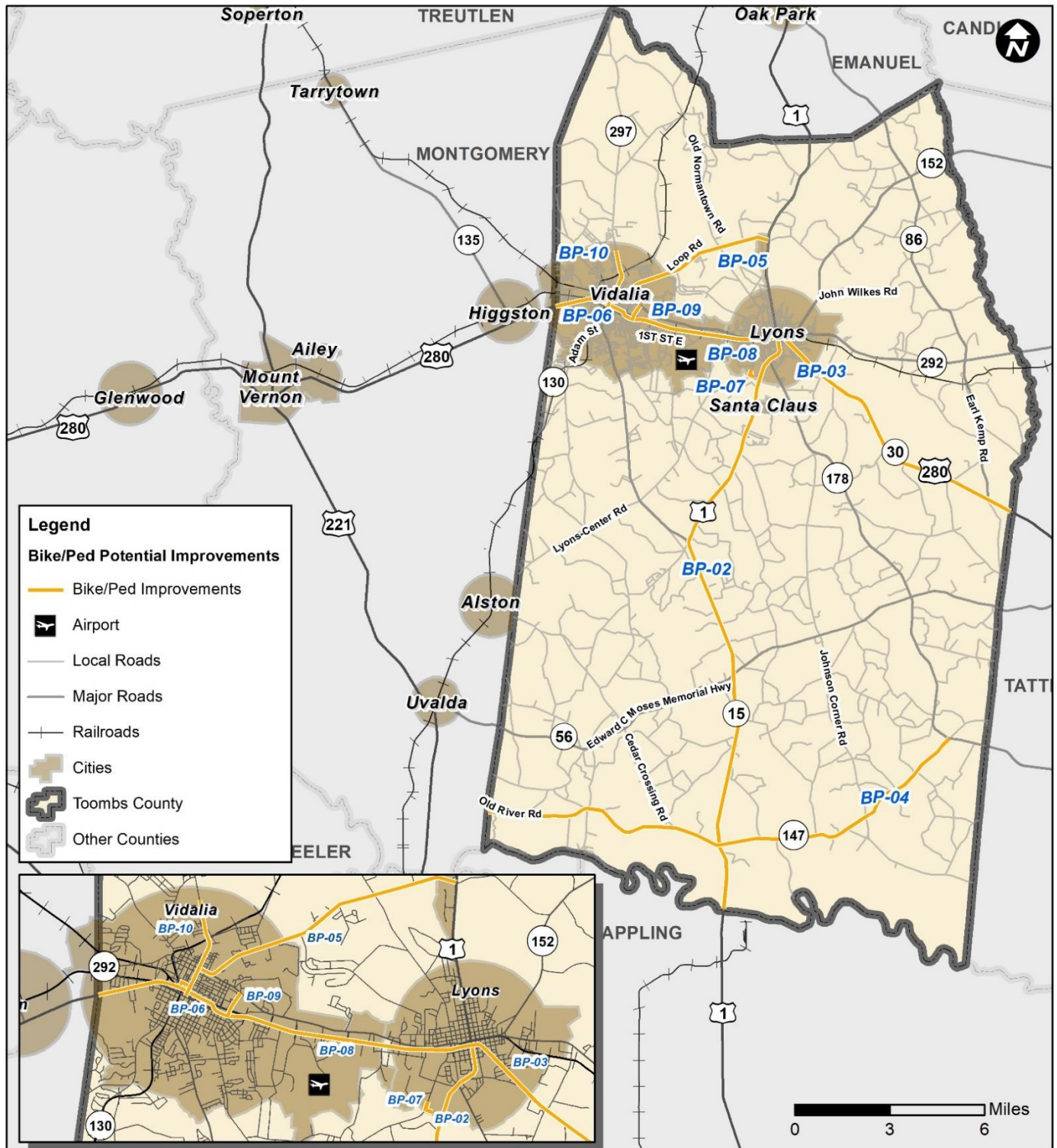


Figure ES-5 Recommended Bike/Pedestrian Improvements





Potential Funding Sources

Several funding sources may be considered when pursuing recommended improvements. Eligibility for funds is typically dictated by the agencies responsible for maintaining and operating the transportation facility in question and is subject to funding availability.

Most major transportation infrastructure in Toombs County is operated by the state (GDOT) or the county, with lesser-volume roads being city routes. Funding available to local governments from the Transportation Investment Act (TIA) funds may be considered in addition to traditional local funds to complete projects, or in financial partnership with GDOT may be used as partial funding along with state funds to develop and deliver transportation improvements.

Funding for most major transportation projects in the county has historically come in part through GDOT, who utilizes funding available to them from federal and state revenue sources.

Effective Use of the Plan

This Plan identifies potential improvements for implementation based on local transportation needs and verified by technical analysis. Projects involving GDOT participation are often accomplished via partnerships with local governments. A generalized example of how this process could occur in Toombs County is discussed below:

- Step 1: Local consensus is established among elected officials regarding the need to proceed with an improvement project.
- Step 2: Consideration of local government(s) financial participation in a proposed project is established.
- Step 3: A formal request letter sent from the lead elected official to the GDOT District Office (Jesup District 5 for Toombs County) officially stating local support and offer of financial participation.
- Step 4: Internal GDOT coordination to consider the proposal, eligible funding categories, and funding availability.
- Step 5: Favorable consideration results in a proposed project getting added to the GDOT program; its priority is often determined by several factors including funding availability.

