



Meriwether County's Community Agenda 2008-2028



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Real Estate Development, Strategic Planning & Governmental Services

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Section 3: Community Agenda

3.1 PURPOSE

The Community Agenda is a public-driven document designed to guide the future population growth and development of Meriwether County. The Community Agenda is comprised of three core components which include:

- *The Vision* - a community goal identified through public discussions that designates the desired future character of the area, as well as the preferred direction for future physical development.
- *The Issues and Opportunities* - areas of importance identified by various community stakeholders requiring further action; and
- *The Implementation Program* - a program for elected officials, community members and leaders to achieve the Vision and address the identified issues and opportunities.

The overall purpose of the Community Agenda is to design a road map for the County's future. This road map is developed through an intense public process involving community leaders, major stakeholders, general public, and elected officials. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community, thereby allowing easy implementation of the policies and strategies outline in the Comprehensive Plan. Furthermore, the Community Agenda is intended to serve as an active portion of the Comprehensive Plan that is interrelated and dependent upon the other sections of the Plan. The Community Agenda is user friendly and should be consulted during day-to-day decisionmaking by community leaders as the community works toward achieving the desired future of Meriwether County.

3.2 COMMUNITY OVERVIEW

Meriwether County

Meriwether County, which is located in the west central part of Georgia, was created in 1827. Meriwether County and its parent county, Troup, were included in the last territory ceded by the Creek Indians to the United States government. Meriwether County gained its independence from Troup County on December 14, 1827. The County is surrounded by the larger cities of Atlanta, Columbus, and Lagrange, as well as Coweta, Spalding, Pike, Upson, Troup, Talbot, and Harris counties. It has a total area of 505 square miles.

Meriwether County has received much notoriety for serving as President Franklin Delano Roosevelt's (FDR's) "second home." The County houses both FDR's famous Little White House, as well as the therapeutic pools which now form a portion of the Roosevelt Warm Springs Rehabilitation Institute.

Historically, Meriwether County's growth was fueled by development within the County. Local agricultural and manufacturing industries generated employment opportunities for community households who, in turn, supported County retail and services. The County



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has now evolved into a very appealing bedroom community, thus attracting developmental pressures from neighboring metropolitan areas.

Although Meriwether County is part of Atlanta's Metropolitan Statistical Area (MSA), its seven municipalities have emerged as independent centers of commerce and trade. Each city has its own unique identity that blend together to create the overall rural feel of the County. The following represents a snapshot of each city that makes up the County.

- **Gay**
The Town of Gay has received much notoriety for its semi-annual Cotton Pickin' Fair and the Great Gay Georgia Marketplace Fair. Both of these events showcase residents' culinary and craft skills, and provide visitors with a true taste of the County's unique rural character. The Town sits on 0.9 square miles of land and has approximately 149 residents.
- **Greenville**
The City of Greenville serves as the county seat of Meriwether County. The Meriwether County courthouse is located in the Greenville Square. Greenville is comprised of 1.8 square miles, and has a total population of 946 residents. Downtown Greenville is home to many historic buildings including a 1903 domed courthouse, an 1896 hanging jail, and a Methodist church constructed during the 1890s.
- **Lone Oak**
Lone Oak is Meriwether County's smallest town. It is comprised of 0.6 square miles, and is home to approximately 104 citizens. The Town occupies Meriwether County's northwestern tip, and will serve as the future home to an industrial site that will manufacture products for a major automobile company.
- **Luthersville**
The City of Luthersville was incorporated in 1910, and has a total of 3.1 square miles. The City has a population of approximately 783 residents. Luthersville is recognized as the "Gateway into Meriwether County" since it serves as the major entrance to the County from Atlanta. Luthersville's close proximity to Troup County, which will serve as home to the new KIA automobile plant, promises to bring much development and growth to the City.
- **Manchester**
The City of Manchester, which has been coined "The Magic City," is Meriwether County's largest city. It was chartered in 1909, and was to primarily serve as a home for the Atlanta, Birmingham, Atlantic Railroad (A.B.A.). That same year, Fuller E. Callaway, owner of the historical Callaway Mills, opened a facility in the area. This Callaway Mills plant produced products such as twines, cords, ropes, drills, sheeting, sateen, moleskin, filter fabric, rugs, and many other textile products. The area proved to be a prime location for railroads since shops and repair and assembly yards flourished there. Manchester has continued to thrive, boasting of a population of approximately 5,000 citizens.



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- **Warm Springs**
Warm Springs houses the famed therapeutic spring pools used by President Franklin D. Roosevelt. This eclectic city thrives on tourism, as it is also the site of the FDR's famous Little White House. Warm Springs is also notorious for the Southern Railway Depot, which served as a community gathering space at the turn of the century. The Little White House and several other historic museums and preserves bring hundreds of tourist to Meriwether County. The City is also home to the Roosevelt Warm Springs Institute for Rehabilitation. The City of Warm Springs sits on 1.2 square miles of land, and has a population of approximately 485 residents.
- **Woodbury**
The City of Woodbury is one of Meriwether County's oldest cities, established in the late 1820s. Woodbury was originally named Sandtown after the white sand that covered its ground. The City's name and character was changed soon thereafter when a growth spurt came in 1887 with the arrival of a railroad. The City has since had tremendous growth in businesses, schools, and social organizations. The City currently is comprised of 2 square miles of land and 1,184 citizens.

3.3 COMMUNITY VISION

Where should Meriwether County and the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury focus its priorities? What role do these municipalities have in addressing the community's most pressing challenges? And, finally, how well is each municipality doing in its role to meet those challenges?

Meriwether County and the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury use strategic planning to try to answer these and other questions. In turn, this comprehensive planning process, and how these questions are answered, become the roadmap to the future.

Meriwether County has changed a great deal over the past few years. That change has focused the attention on several community challenges. It has also provided recognition that the quality of life within the County and its Cities is extremely high. To date there were several public meetings held within the County, and a consensus of the residents was found stated the following ideals:

- Dealing with the recent and expected growth in our community is our most important community challenge.
- Related to growth, traffic congestion, the quality of our road systems, and the availability of water and sewer infrastructure were all identified as important challenges.
- Maintaining a "rural town feeling", knowing that it is located conveniently to the large urban areas of Atlanta and Columbus, by ensuring the preservation of



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natural, cultural, and historic resources, recreational opportunities, and a clean environment all make Meriwether County an attractive place to live.

- Residents have a high level of satisfaction with the livability of the County, Cities, and their neighborhoods.

In order to ensure that these ideals are upheld throughout the next twenty years, the County and its Cities have set forth a community vision. The following sections outline the planning framework, the foundation upon which the plan is based, and the strategic commitments that are the guide posts in helping to realize the community's vision and to accomplish the County and individual City's mission.

3.4 THE VISION STATEMENT

The citizens of Meriwether County were able to create a vision statement capturing the overall development goals for the next 20 years. This statement reflects the County's strong desire to heighten development, but to also ensure its rural disposition remains unmolested. The Vision Statement will serve as a road map to guide Meriwether County's future growth. The residents of Meriwether County have chosen the following to serve as their Vision Statement:

Over the next twenty years, Meriwether County will continue to exist primarily as a rustic community offering many commercial and recreational options for its citizens. Meriwether County will preserve and enhance its historic and natural assets, while simultaneously providing opportunities for managed development of further housing, shopping, employment, recreation and transportation alternatives.

Meriwether County aims to provide a rural quality of life that offers a friendly, sense of place with some of the conveniences of urban areas. Greenspaces, water, and air quality will be strongly safeguarded, and quality education and unified protective services will be readily available for all citizens. The County will foster economic expansion through the strategic development of industries and commercial uses. These uses will be compatible with the area's character and offer ample employment opportunities. The County will also improve the economic environment through the strengthening of the established tourism market. Residents will be able to interact with the community fabric on a daily basis through neighborhood scale retail and housing development and enhanced transportation and recreation opportunities, making Meriwether County a place to live, work, and play.



3.5 FUTURE DEVELOPMENT MAP

The Future Development Map is a representation of how the County and its Cities should appear when fully developed. The Future Development Map provides an overall vision for a specified area as well as identifies the land use classification. The map illustrates the future character areas desired by the community as expressed through the public participation process. These Character Areas are given descriptive titles and narratives explaining what type of development should occur in specified areas to create an overall vision of the type of future development that will be pursued. Delineations of these areas are more free-form and allow for the assessment of the overall compatibility among uses throughout the entire County.

For each Character Area outlined in the Future Development Map, architectural guidelines explaining types, forms, styles and patterns of development are specified. Also identified are specific land uses, Quality Community Objectives, and implementation measures.

This map does not imply that all the changes should occur at once. Development will proceed in a manner and timeframe that is consistent with policies on the environment, infrastructure, and other matters.

The Future Development Map has traditionally been used as the basis for zoning ordinances, subdivision regulations, and other implementation documents. The Map does carry legal weight, as it is often used to uphold decisions for local governments when deciding rezoning applications, etc.

Figure 3.5.1 Meriwether County's Future Development Map

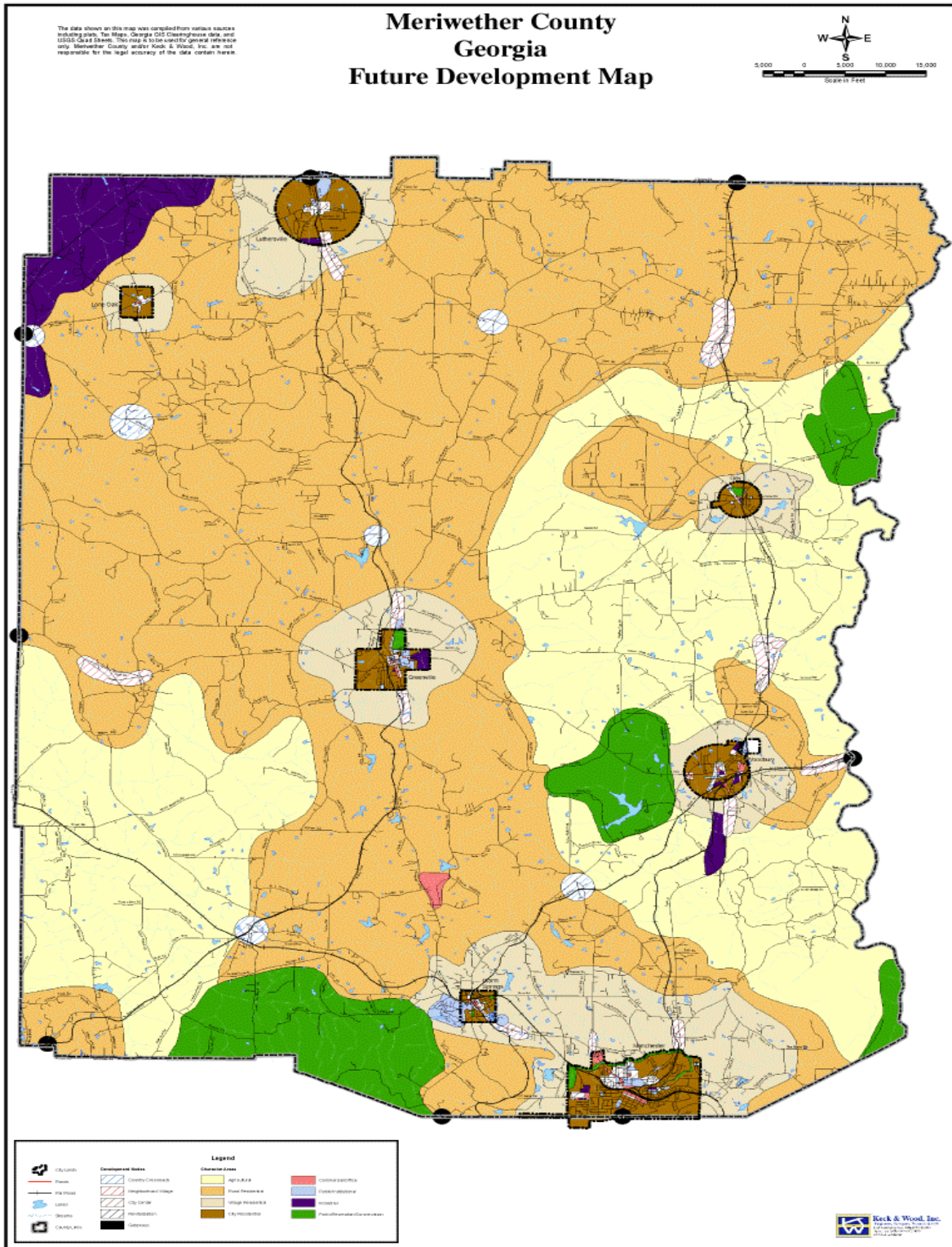


Figure 3.5.2 Town of Gay Future Development Map

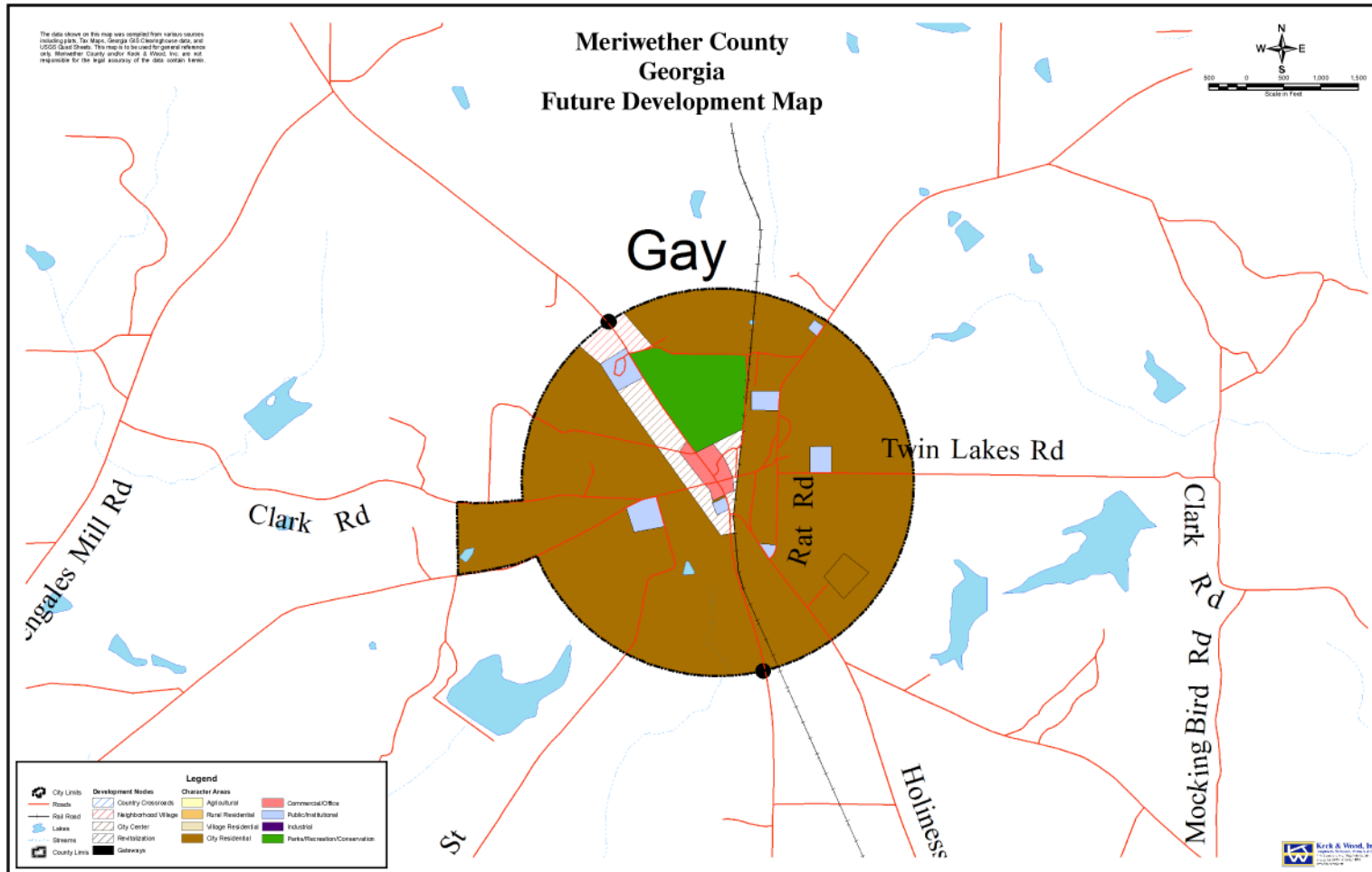


Figure 3.5.3 City of Greenville Future Development Map

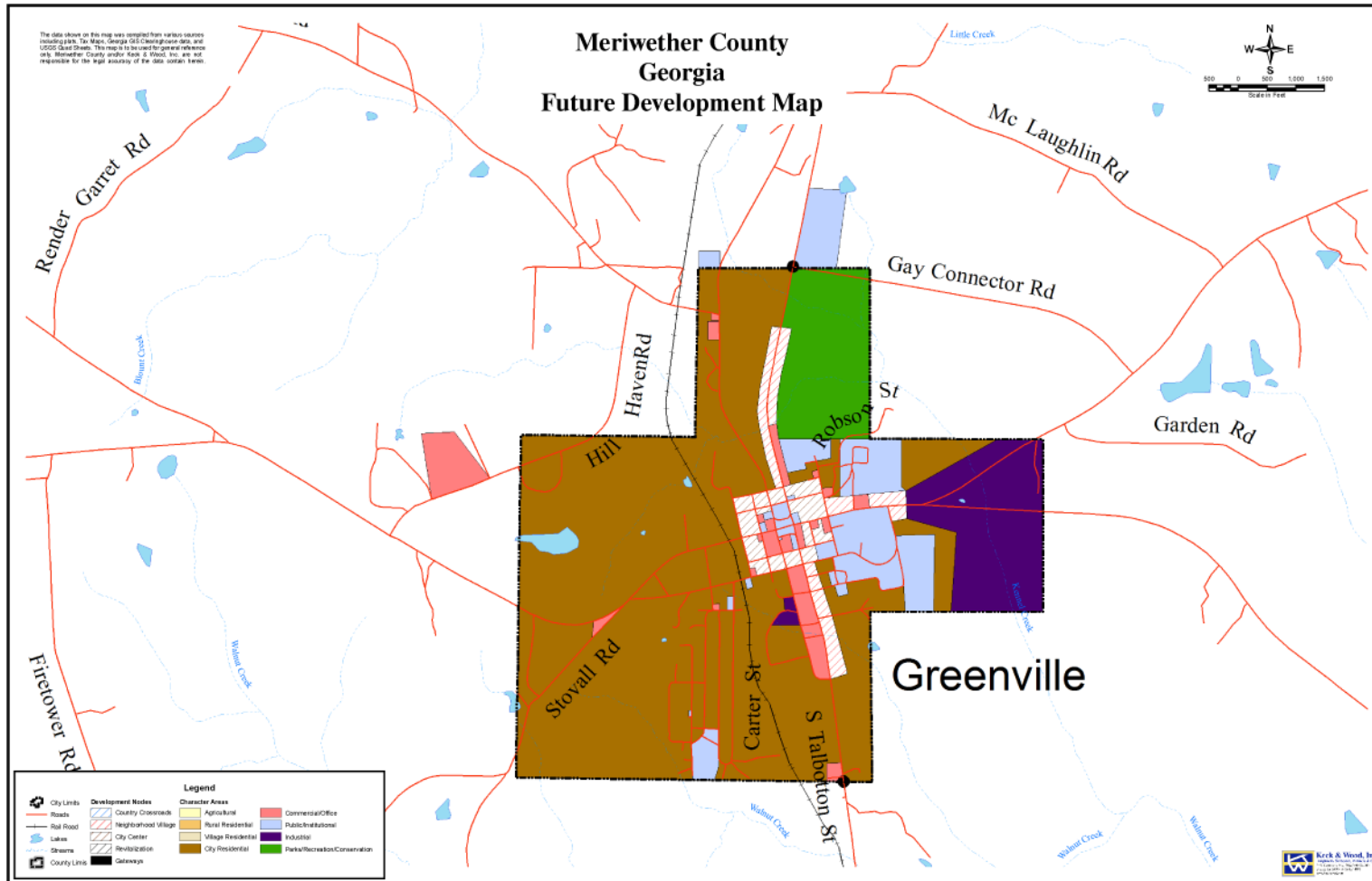


Figure 3.5.4 Town of Lone Oak Future Development Map

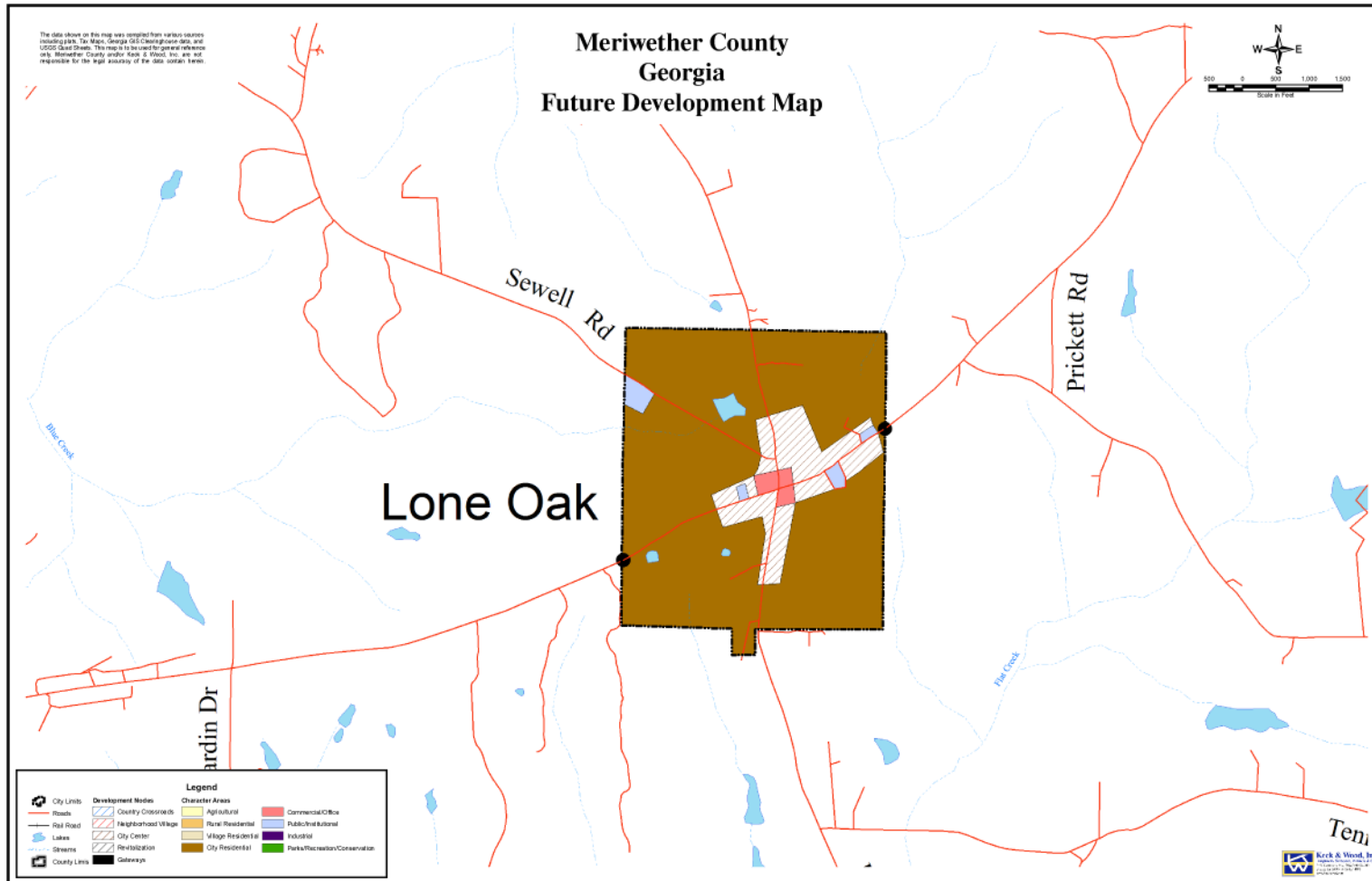


Figure 3.5.5 City of Luthersville Future Development Map

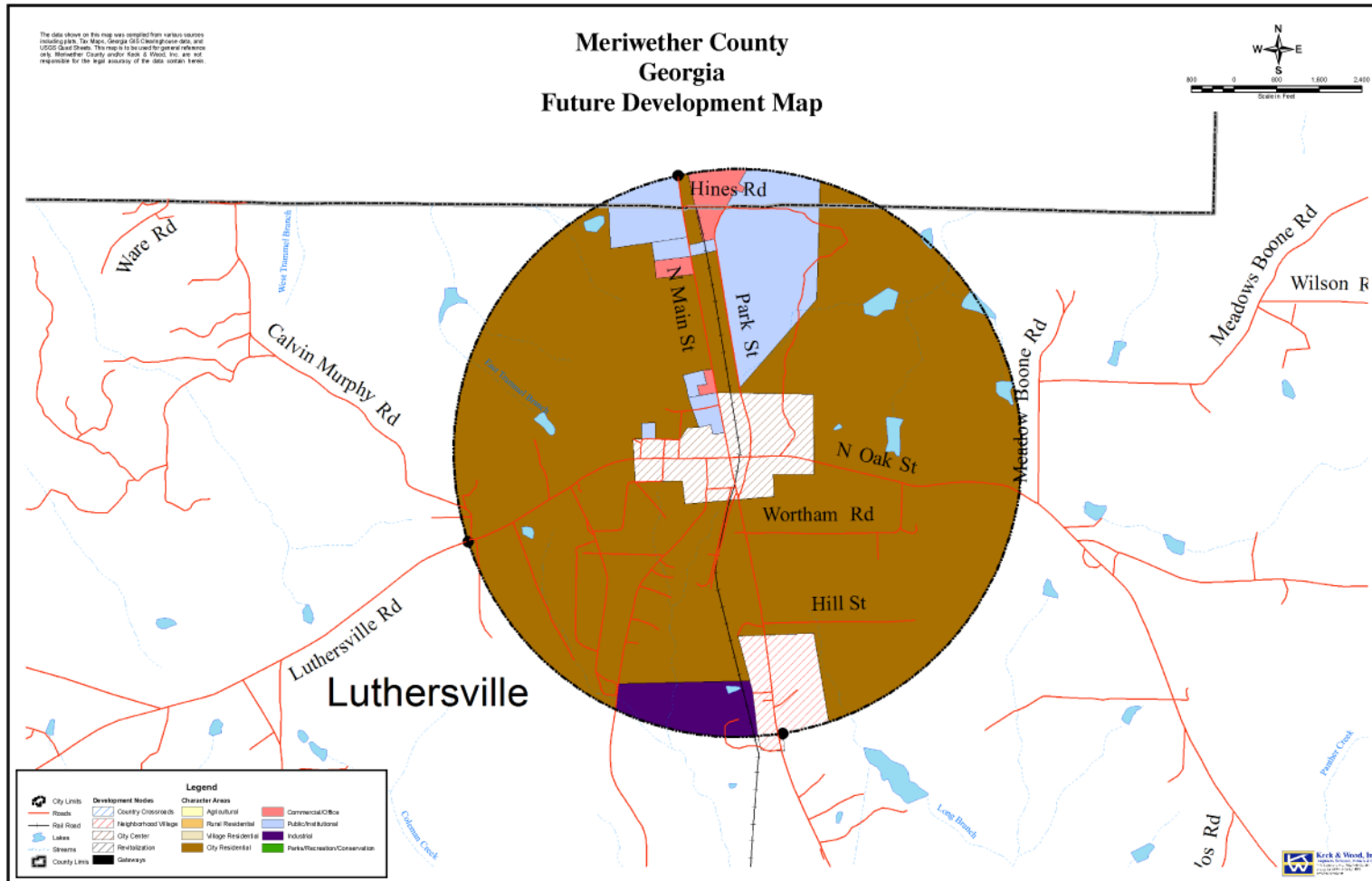


Figure 3.5.6 City of Manchester Future Development Map

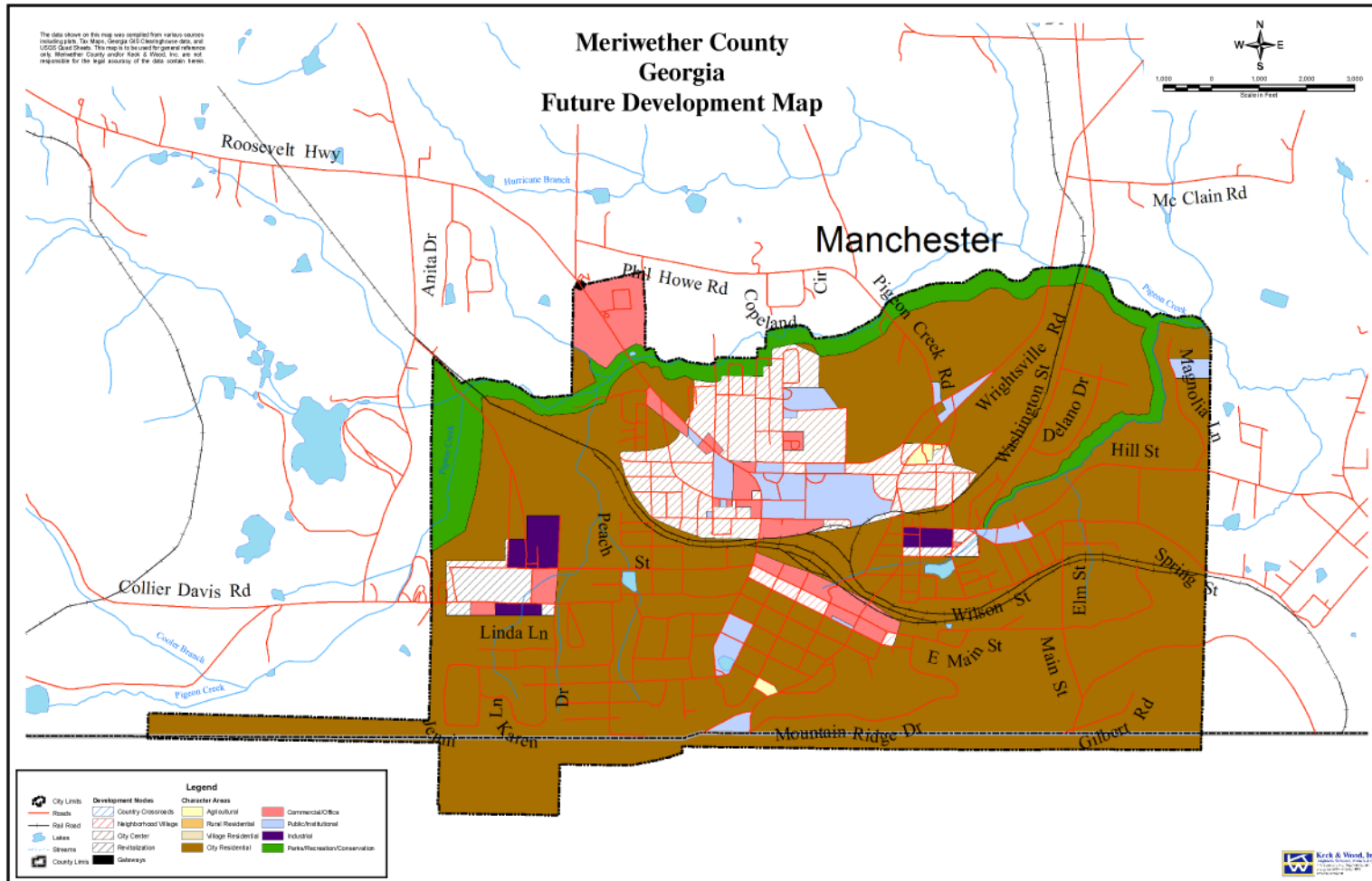


Figure 3.5.7 City of Warm Springs Future Development Map

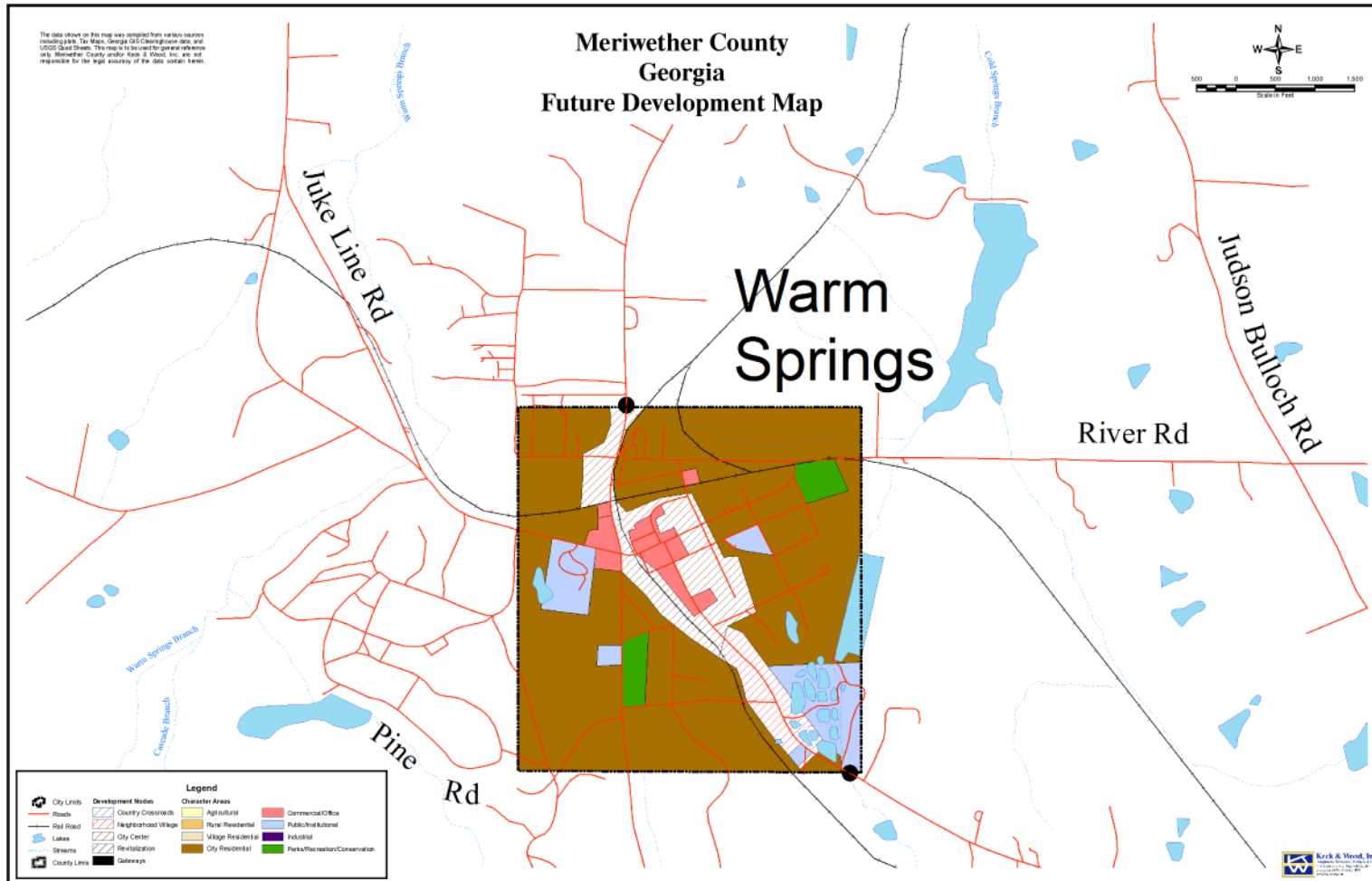
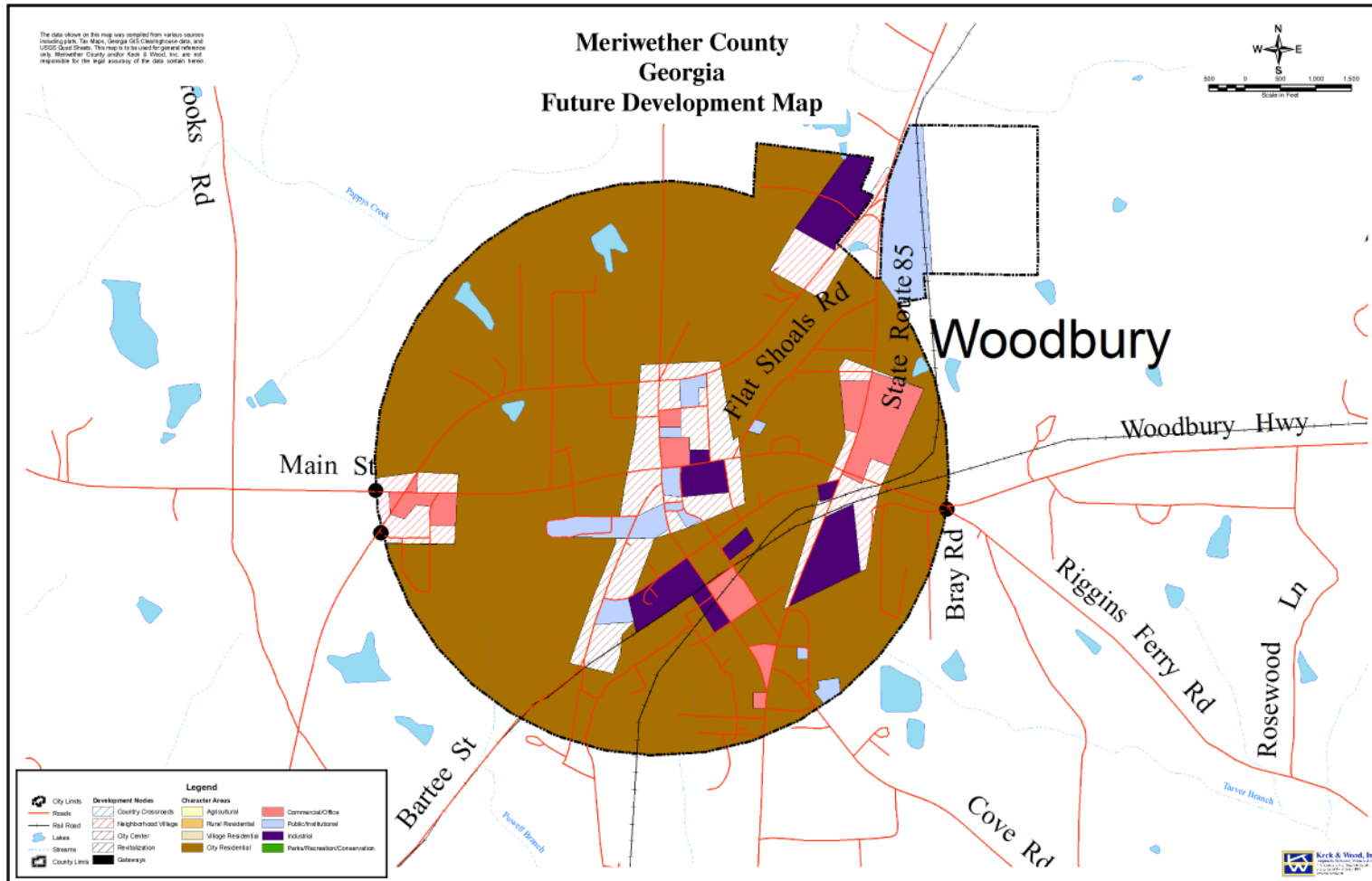


Figure 3.5.8 City of Woodbury Future Development Map



3.6 DEFINING NARRATIVES

Agriculture



Defining Narrative

The intent of this character area is to provide for an agricultural-residential community that is defined by its rolling topography, scenic landscapes, and natural features. This classification contains rural land that is used for agriculture purposes, the forestry industry, large residential lots, undeveloped, or outdoor recreation and open space activities. The agriculture classification should be comprised of low-density development. Large scale residential developments are prohibited due to environmental conflicts with agricultural run-off. Cultivated land, cultivated forest land, and open fields all fall within this classification. Home-based businesses are also encouraged throughout this rural area, providing that they do not adversely affect the surrounding residential uses.

Goals

- Promote the continued existence of crop cultivation, animal raising, and timbering operations.
- Encourage the further development of estate residential and large acreage homesteads that currently comprise the character of the area.
- Allow for the natural environment to predominate over the built environment.

Location

The land lying within this classification is considered to be one of the County's most valuable assets. These agricultural areas are primarily located within the west/southwest and south/southeast region of the County.

Recommended Land Uses

Primary land uses:

- Active farming, cultivation of crops, timbering
- Wholesale nurseries and commercial greenhouses
- Estate residential on individual lots



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- Large lot single family residential developments
- Historical/ cultural areas
- Conservation areas
- Scenic by-ways

Secondary land uses:

- Public and institutional uses
- Boarding stables, riding academies, and tack shops
- Recreational areas

Development Strategies

- An emphasis should be placed upon preserving the rolling topography, scenic views, and natural features by only allowing low-density development.
- Encourage the proper protection of all historic and cultural resources.
- Promote recreational areas to utilize open space with trails, bike paths, and fields.
- Encouragement of semi-pervious surfaces to be used within development.

Implementation Measures

- Develop a greenspace/ land conservation plan for the preservation of natural features and wildlife management areas.
- Update protection standards and guidelines to guard natural resources, such as streams and other bodies of water that are vital to the region.
- Investigate processes and funding options to encourage the continued existence of farms, forested areas, and estate residential dwellings on large acreage lots.
- Encourage the protection of historic and cultural resources by nominating them for placement on the National Register of Historical Places.
- Zoning ordinances should confine adjacent uses to low-density development and ensure proper buffering standards.
- Ensure strict code enforcement for the conservation and protection of natural features and sensitive lands.
- Investigate the use of Transferable Development Rights (TDRs) to aid in land preservation and to ease developmental pressures.

Rural Residential



Defining Narrative

The intent of this character area is to provide for a land use classification for estate residential and single family homesteads on large acre lots. Only low-density development is allowed, as not to disturb the rural character of the landscape. Subdivision development, active-living options, and resort living are also included in this classification. Home-based businesses are also encouraged throughout this rural area, providing that they do not adversely affect the surrounding residential uses.

Goals

- Preserve and maintain the low-density character of the area with new residential development having single-family detached dwellings.
- Retain and encourage farming activities such as crop cultivation, animal husbandry, and equestrian related uses.
- Promote the further development of estate residential and large acreage homesteads that currently comprise the character of the area.
- Encourage new residential development that provides a sense of community by providing pedestrian walkability, usable open spaces, and conservation of natural resources.
- Any new residential development should be located where existing infrastructure, such as paved roads, availability of private water/ septic, schools, and etc., are available.

Location

The land lying within this classification is located within the northern, southern, and central regions within the County.

Recommended Land Uses

Primary land uses:

- Small-scale agricultural uses and timbering operations
- Equestrian centers, stables, and tack shops



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- Estate residential lots
- Single-family detached residential lots
- Conservation subdivisions
- Master planned communities
- Conservation areas/ open space areas

Secondary land uses:

- Public/ institutional uses
- Small-scale commercial uses providing neighborhood goods and services
- Recreational parks and centers

Development Strategies

- Promote new development to be large lot or estate style having a minimum of 2 acres or greater.
- Encourage tourist related uses such as, equestrian centers, boarding stables, riding academies, nature preserves, botanical gardens and arboretums.
- Encourage a higher quality of building materials and housing size for single-family residential development.
- Place special emphasis upon preserving the natural, cultural, and historic areas within this classification.
- Encourage semi-pervious surfaces to be used within development.

Implementation Measures

- Develop strict guidelines for the development of conservation subdivisions having architectural features, topographical design, and usable open space areas for residents.
- Ensure proper connectivity of local roads to County collector and arterial roadways.

Village Residential



Defining Narrative

The intent of this character area is to provide a transition from a rural area to a suburban area, which is often characterized by being located just outside of the City's jurisdictions. A low to medium density is recognized within this classification. Village residential areas have smaller lot sizes, setbacks, and offer architectural styles that provide these communities with distinct identities. These areas will increase the amount of workforce housing alternatives and accommodate household with a variety of income levels. Limited retail and service centers are allowed in order to serve the local residents' needs.

Goals

- Promote a diversity of housing options for all incomes and ages by allowing smaller lot sizes, setbacks, housing sizes, and architectural styles.
- Encourage new residential development that provides a sense of community by providing pedestrian walkability, usable open spaces, and conservation of natural resources.
- Any new residential development should be located where existing infrastructure, such as roadways, future availability of public water/ septic, schools, libraries, recreation, etc., are available.

Location

The land surrounding the jurisdiction boundaries of the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury is located within this classification.

Recommended Land Uses

Primary land uses:

- Detached single-family dwellings
- Attached single-family dwellings (duplexes)
- Conservation subdivisions



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- Master planned communities and traditional neighborhoods

Secondary land uses:

- Governmental buildings and civic spaces
- Small scale commercial, office, and institutional uses
- Parks, recreation, and open space areas

Development Strategies

- Ensure compatibility of new developments within the surrounding neighborhoods.
- Ensure that any attached developments (duplexes) are small-scale and conform to the character of the surrounding neighborhood.
- Any commercial, office, or institutional uses should be small-scale developments, fitting into the community fabric and providing goods and services to the neighborhood residents.
- Provide future connections to adjacent properties and developments.

Implementation Measures

- Develop guidelines for the development of subdivisions having architectural features, topographical design, tree-lined streetscapes, and usable open space areas for residents.
- Allow flexibility within the zoning ordinance to provide affordable housing options for all persons/ families.
- Installation of traffic calming devices and pedestrian crossings to ensure safety.

City Residential



Defining Narrative

The intent of this character area is to recognize those areas within the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury that resemble traditional suburban areas. The City Residential areas are comprised of residential spaces, complimented by shopping areas and institutional uses such as, churches, libraries, and civic centers ad spaces. This classification is characterized by small lots, modest homes, high standard for pedestrian connectivity, possible access to transit options, and proximity to retail options and civic buildings. Assisted living facilities, multiple-family developments and neighborhood retail centers can be found within this classification.

Goals

- Preserve the rural heritage and community values of each City.
- Accommodate a diversity of housing options for varied lifestyles, ages, and incomes.
- Promote the expansion and upgrade of full urban services, such as water/ sewer, strategic roadway connections, telecommunications, and other notable infrastructure.
- Multiple-family developments should be small-scale and appropriately integrated in the character of the existing neighborhood.
- Ensure pedestrian connectivity and possible transit option to reduce automobile trips.

Location

The land lying within this classification is located within the core of the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury.



Recommended Land Uses

Primary land uses:

- Single-family detached dwellings
- Single-family detached dwellings
- Multiple-family dwellings
- Retirement communities and centers
- Master planned communities
- Traditional neighborhoods

Secondary land uses:

- Governmental buildings and civic spaces
- Commercial, office, and institutional uses
- Parks, recreation, and open space areas

Development Strategies

- Ensure compatibility of new developments within the surrounding neighborhoods.
- Ensure that multiple-family developments are an appropriate scale and conform to the character of the surrounding neighborhood.
- Institutional uses such as civic buildings and spaces, libraries, post offices, and churches should be a focal point for the Community.
- Any commercial, office, or institutional uses should be small-scale developments, fitting into the community fabric, and providing goods and services to the neighborhood residents.
- Provide future connections to adjacent properties and developments.
- Require focal points such, as fountains, monuments, gazebos, and signage to further create a sense of place and identification.

Implementation Measures

- Ensure the protection of historic and cultural resources by nominating them for placement on the National register of Historical Places.
- Create ordinances for mixed-use and senior housing developments that are beneficial to the City.
- Develop guidelines for development having architectural features, focal points, attractive signage, and connectivity to open space areas for residents.
- Ensure tree-lined streetscapes and pedestrian connectivity.
- Allow flexibility within the zoning ordinance to provide affordable housing options for all persons/ families.
- Installation of traffic calming devices and pedestrian crossings to ensure safety.

Commercial/ Office



Defining Narrative

The intent of this character area is to provide economic stimulation and employment opportunities through the retailing of goods and services needed by the community. Commercial development consists of national brand and independent retailers and service providers, and restaurants, which provide patrons with varied shopping opportunities for all of their consumption needs. Office uses, such as banking, loan, and mortgage establishments, doctors, medical, dental, real estate, and law provide the services and assistance needed within the community. Commercial and office development stimulates Meriwether County's economy and will effectively serve the residential development of surrounding neighborhoods.

Goals

- Provide the Cities' downtowns and surrounding lands with central area for retail establishments to flourish and aid the economy.
- Provide nodal areas for consumer goods and services within strategic intersections of the County.
- Provide safe access for automobiles and pedestrian accessibility.

Location

The land lying within this classification is primarily located within the jurisdictions of the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury, and is located at strategic intersections throughout the County.

Recommended Land Uses

Primary land uses:

- Retailers, such as grocery, gas stations, hardware, jewelry, and other merchandise
- Professional offices, such as attorneys, realtors, doctors/ dentists, etc.
- Service providers, such as salon and spas, banking/ loan establishments, cleaning, repair, etc.



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- Restaurants, coffee shops, and other dining facilities
- Entertainment options, such as movies, performing arts, and galleries

Secondary land uses:

- Community gathering places, such as halls, stages, and amphitheaters
- Parks and recreational areas

Development Strategies

- Promote smart growth of commercial and office developments to provide economic stability within the County and its Cities.
- Ensure safe access for both automobiles and pedestrians.
- Ensure adequate screening and buffering between commercial uses and lower intensity residential uses within the neighborhood.

Implementation Measures

- Adopt architectural and sign standards and ordinances to create a sense of place for the community.
- Ensure pedestrian friendliness by installing traffic calming devices and crossings.
- Create Merchant Associations and/ or Downtown Development Authorities to promote local retailers and sustain economy.
- Utilize the Chamber of Commerce to provide information about local retailer and service providers to sustain and stimulate local businesses.

Public/ Institutional



Defining Narrative

The intent of this character area is to provide residents with the essential institutional resources that are used on a regular basis within the community. This classification serves as the core of the community by including areas for all State, County, and City municipal offices and facilities, such as administration buildings, police, fire, rescue, and storage facilities. Institutional uses, such as churches, lodges, private clubs, medical facilities, schools, technical colleges, and other community service buildings are also located within this classification.

Goals

- Promote the establishment of local administration and services within a central location or building.
- Allow for the location of governmental buildings, civic spaces, libraries, schools, churches, etc. to be located within close proximity of residential neighborhoods.
- Provide for the education of citizens at all levels including elementary, middle, and high school, continuing education, and workforce training programs

Location

The land lying within this classification is primarily located within the core of the Cities, within the lands north of Greenville, and in other strategic areas of the County.

Recommended Land Uses

Primary land uses:

- Governmental buildings and storage facilities
- Police, Fire, and Rescue Services
- Recreation centers and stages
- Public educational facilities
- Technical colleges and workforce training centers
- Medical facilities and campuses



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Secondary land uses:

- Churches
- Public/ private clubs and lodges
- Facilities for small-scale non-profit organizations
- Parks and recreational areas

Development Strategies

- Provide essential services for the community by local municipalities.
- Provide learning resources and workforce training for the community.
- Provide unified County services, such as police, fire, and rescue.

Implementation Measures

- Streamline County administration and services by providing one central location on property owned by the County and located north of the City of Greenville.
- Provide higher learning resources for the community by seeking Federal and State grants.
- Increase resident accessibility by providing sidewalks.
- Create attractive and pedestrian friendly features, such as landscaping, lighting, water feature, or monuments.

Industrial



Defining Narrative

The intent of this character area is to provide an activity center for industrial, trucking, and research land uses that attracts employment opportunities for residents of Meriwether County and the surrounding municipalities. Acceptable activities within this classification include the processing and manufacturing of materials and products, distribution and warehousing activities, and research and development facilities.

Goals

- Promote employment opportunities for skilled workers within the County and surrounding jurisdictions.
- Stabilize a balance between jobs and housing.
- Create an economic stimulation and stability within the market.

Location

The largest tracts of land lying within this classification are located within the northwestern corner of the County having access to Interstate 85. The remaining tracts of land are located in the southeastern portion of the County within the Cities of Gay, Manchester, and Woodbury.

Recommended Land Uses

Primary land uses:

- Processing and manufacturing
- Distribution and warehousing/ storage
- Research and Development

Secondary land uses:

- Gas stations and trucking facilities
- Small scale commercial uses, such as restaurants and banking facilities
- Governmental offices and storage facilities
- Forestry/ timbering
- Parks/ greenspaces



Development Strategies

- Seek leading industry corporate headquarters and large manufacturing facilities.
- Locate in areas accessible to Interstate 85 and other prominent state trucking routes such as State Route 85.

Implementation Measures

- Seek Federal, State, and local programs supporting economic development opportunities.
- Implement incentive packages for economic development and business relocations.
- Secure additional funding for work force training programs.
- Ensure adequate screening and buffering between industrial uses and lower intensity uses surrounding the site.
- Create architectural standards and design guidelines for new development.

Parks/ Recreation/ Greenspace



Defining Narrative

The intent of this character area is to provide areas for parks, recreational facilities, greenspace, and wildlife management. This classification promotes physical activity, community interaction, and creates a community identity. Greenspaces for passive recreation maintains a natural rural setting with the inclusion of hiking trails, pedestrian paths, bicycle paths, and seating and exercise areas to encourage residents to interact within the environment. Parks and recreational areas designed for a more active lifestyle include playgrounds, tennis courts, basketball courts, soccer field, baseball fields, and other physical activities. Indoor recreational facilities may include Olympic size pools, fitness areas, gymnasiums, learning centers, and areas for stage presentations.

Goals

- Maintain the natural, rural, low intensity character of the County.
- Protect natural resources, such as wetlands, streams, woodlands, and wildlife.
- Protect all State parks, historical areas, and wildlife management areas.
- Provide areas of both active and passive recreation for residents of the County and its Cities.

Location

The land lying within this classification is largely held within designated State parks, historical areas, and wildlife management areas, located at the southern and eastern boundaries of the County.

Recommended Land Uses

Primary land uses:

- National/ State/ local parks
- Wildlife management areas
- Greenspaces
- Activity centers and fields
- Conservation of natural, historic, and cultural resources



Secondary land uses:

- Pedestrian paths/ bicycle paths/ hiking trails
- Scenic byways
- Small scale state and local governmental buildings

Development Strategies

- Preserve the prominent rolling topography, scenic views, and natural features existing within the County.
- Protect all State parks, historical areas, and wildlife management areas.
- Provide areas of both active and passive recreation for residents of the County and its Cities.
- Provide recreational opportunities for residents and tourists, alike such as bicycle paths, hiking trails, walking trails, and exercise routes.

Implementation Measures

- Develop a master plan for parks, recreation, and greenspace preservation.
- Seek Federal and State funding for the acquisition of additional greenspace and parkland.
- Create pedestrian orientated developments by ensuring connectivity between Federal, State, County, and City parks and greenspaces. This can be achieved primarily by updating design guidelines and ordinances.
- Create a master bikeway development plan to promote connectivity and tourism.
- Explore and Develop connections to Coweta County's designated bicycle routes and multi-use paths, as designated in the Coweta Bicycle Plan and Coweta County Greenway Master Plan.
- Utilize the federally funded Rails to Trails program to encourage the reuse of abandoned or unused railways.

Country Crossroads



Defining Narrative

This character area node is identified by very small commercial areas that have or will be developed to serve the needs of historic crossroads in the rural areas of the County. Mostly limited convenience goods and services, such as small grocery stores, tack shops, personal service establishments, convenience stores, and gas stations, will occupy this area. In addition, the node can also be used secondarily for small, local institutions, such as churches, schools, and to house governmental service facilities. The area will be dominated by single story buildings with a single tenant or two tenant establishments in each. Existing structures and buildings may be modified to allow for commercial use. Typically, two-lane roadways with minimum traffic signalization are the main transportation vessels, as there is low street connectivity.

Goals

- Promote strategic locations throughout the County where local retail developments can serve the surrounding community.
- Preserve the rural character of the community and natural features of the land, while simultaneously providing small-scale commercial options.
- Allow the future development of small-scale retail centers to be harmoniously located within existing communities.

Location

The lands lying within this node classification are strategically located at the intersections of State Routes and/ or arterial roadways.

Recommended Land Uses

Primary land uses:

- Convenience retailers and local groceries
- Gas stations



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- Limited service oriented stores
- Local hardware, plumbing, heating, cooling, and other specialty shops

Secondary land uses:

- Local institutions such as churches, schools, daycares, and fire stations
- Recreational areas and greenspace

Development Strategies

- Confine development to services only necessary to support the limited surrounding areas.
- Ensure the presence of pedestrian friendly features such as sidewalks, crosswalks, and bike lanes.
- Incorporate traffic-calming devices, such as stop signs, traffic signals, and speed bumps.

Implementation Measures

- Develop unified architectural standards to be employed throughout the commercial center.
- Encourage the use of visually minimized parking facilities with landscaping and parking location.
- Promote niche marketing to appeal to specific local commercial interests and hobbies.
- Update sign ordinance to promote monument or wall signage unobtrusive to the surrounding residential uses.

Neighborhood Village



Defining Narrative

This character area of nodes and corridors provides an area for small scale commercial development that is arranged in a village type setting. This classification allows for the inevitable infill of retail, office, or institutional uses at locations throughout the County that have begun to be developed. Commercial development should be generally clustered, be one to two stories in height, and match the predominant scale of development within the neighborhood. Commercial development should include bank and loan establishments, cleaners, gas stations and convenience stores, restaurants, professional offices, and other personal service establishments. Additional public uses should include civic spaces, parks and recreation centers, churches, and daycare centers.

Goals

- Promote small scaled, clustered developments at locations throughout the County where local retail centers can serve the adjacent neighborhoods.
- Allow the future development of small-scale retail centers to be harmoniously located within existing neighborhoods.
- Aid in preserving and creating a sense of place and identity for outlying residential neighborhoods.
- Promote community gathering places in areas outside of the downtown fabric of the Cities.
- Provide retail locations that are easily accessible via major thoroughfares to surrounding County neighborhoods.

Location

The lands located within this character node are located within various strategic corridors and intersections throughout Meriwether County and its Cities. For example, two primary locations are located at the intersection of State Route 85 and State Route 362.



Recommended Land Uses

Primary land uses:

- Retail shops, drug stores, banking establishments, etc.
- Grocery stores, hardware stores, etc.
- Personal services such as laundromats, dry cleaners, or beauty shops
- Professional services such as lawyers, accountants, insurance or real estate agents

Secondary land uses:

- Neighborhood institutions such as churches, schools, daycare, fire stations, and libraries
- Single-family residential neighborhoods
- Parks, recreational areas, and greenspace

Development Strategies

- Neighborhood Villages should have a service area of a 1 to 5 mile radius.
- Building should be clustered and allow for shared parking options to eliminate impervious surfaces.
- Ensure pedestrian orientation with strong emphasis on walkability throughout the area.
- Encourage the use of consistent signage and landscaping to assist in creating a sense of place.

Implementation Measures

- Develop guidelines for architectural standards, roadway connectivity, and buffers to ensure that new development will transition appropriately into the area.
- Establish architectural design standards, to include the use of decorative columns, railings and awnings.
- Develop strict sign regulations to allow wall and monument based signage.

City Center



Defining Narrative

The intent of this character area is to provide a central urban core that will continue to enhance the unique character and economic stability within the Cities. These areas are comprised of one to three story buildings gathered around a civic space, such as a governmental plaza or green space. This node will function as a compact assortment of retail establishments, professional services, and local institutions that serve the surrounding communities. Traditional residential development is vital to the success of this classification and should be limited to the edge of the area. This classification generally consists of the highest density of development and a mixture of uses, both in a building and across the land should be promoted. This character area must be pedestrian friendly, and have walkable connections between commercial and residential uses.

Goals

- Promote the reinvestment and revitalization of existing historic buildings and structures.
- Provide infill development that will transition accordingly into the existing character of the City in form of bulk, density, height, and use.
- Allow mixed use in both buildings and across the land.
- Provide a central urban core where residents can live, work, and play.

Location

The land lying within this classification is located within the central urban core areas of the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury.



Recommended Land Uses

Primary land uses:

- Retail uses, such as bookstore, antiques sales, clothing, office supply, etc.
- Professional offices, such as attorney, realtor, banking and loan establishments, etc.
- Personal service establishments, such as salons, spas, cleaners, etc.
- Restaurants, coffee shops, and other dining establishments
- Governmental buildings and civic spaces
- Libraries, Post Office, police, fire, and rescue
- Detached single-family dwellings
- Attached single-family dwellings, multiple-family dwellings
- Loft apartments

Secondary land uses:

- Parks, recreational centers, and open space
- Parking facilities and lots

Development Strategies

- Promote shallow front yard setbacks with wide sidewalks.
- Promote parking to be located within the rear or side of the establishment.
- Allow on-street parking where available.
- Installation of street trees, lighting, and other public improvements.
- Ensure pedestrian connectivity to all public places.
- Signage should be limited to small hanging signs, wall signs, or monument based.

Implementation Measures

- Establish architectural design standards, to include the use of decorative columns, railings and awnings.
- Implement mixed use zoning classification to allow upper story lofts.
- Increase marketing efforts in order to create a community sense of place and to attract potential tenants and developers.
- Establish a strict sign ordinance.
- Ensure the protection of historic and cultural resources by nominating them for placement on the National Register of Historical Places.

Revitalization



Defining Narrative

The intent of this character area is to identify areas where re-development or revitalization will be beneficial to the community. Predominant land uses slated for revitalization include industrial and commercial uses; however, residential uses can be included.

Goals

- Promote the revitalization of abandoned or unusable industrial development.
- Promote re-use of buildings and appropriate infill opportunities.
- Encourage the upgrade of blighted residential buildings and neighborhoods.

Location

The land lying within this classification is primarily located within the industrial areas of the City of Manchester.

Recommended Land Uses

Primary land uses:

- Processing and manufacturing
- Wholesaling and storage
- Commercial uses

Secondary land uses:

- Single family residential
- Mobile home development

Development Strategies

- Promote the reinvestment and revitalization of buildings and neighborhoods.



Implementation Measures

- Seek Federal and State incentives and grants for the redevelopment of Brownfields.
- Seek Federal and State incentives and grants for the redevelopment of blighted residential buildings and neighborhoods.
- Develop incentive package for property owners to reinvest in properties.

Gateways



Defining Narrative

Gateways throughout Meriwether County and the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury provide residents and visitors identifying landmarks to highlight their entrances. This creates a unique sense of place and identities important to the success of the community by acknowledging municipal boarders and easily recalled images creating a repeated recognition of Meriwether County and its Cities.

Goals

- Promote a sense of place and community distinctiveness with identifying structures.

Location

The gateways are located along the major thoroughfares at identifiable entrance ways into the County and the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury.

Recommended Land Uses

Primary land uses:

- Monument based signage
- Unique identity structures

Secondary land uses:

- Landscaping/ lighting

Development Strategies

- Create a similar style of architectural/ design of signage with the ability to brand the individual Cities.

Implementation Measures

- Seek Federal and State grants for gateway projects.

- Install signage/ structures at prominent entrances throughout the County and its Cities.



3.7 QUALITY COMMUNITY OBJECTIVES

The Georgia Department of Community Affairs has established Quality Community Objectives to aid communities when evaluating the compatibility of existing development patterns with future planning goals. Table 3.7.1 identifies the character areas that will contribute to the recognition of the Quality Community Objectives defined.

Table 3.7.1 Quality Community Objectives

| Quality Community Objectives | Agricultural | Rural Residential | Village Residential | City Residential | Commercial | Institutional | Industrial | Parks/ Recreation/ | Country Crossroads | Neighborhood Villages | City Center | Revitalization | Gateways |
|---|--------------|-------------------|---------------------|------------------|------------|---------------|------------|--------------------|--------------------|-----------------------|-------------|----------------|----------|
| Development Patterns | | | | | | | | | | | | | |
| Traditional Neighborhoods Traditional neighborhood development patterns should be encouraged. Including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity. | | | X | X | X | X | | | | X | X | | |
| Infill Development Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community. | | | | X | X | | | | X | X | X | X | |
| Sense of Place Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve the community focal points should be encouraged. These community focal points should be attractive, friendly places where people choose to gather for shopping, dining, socializing, and entertainment. | | | X | X | X | X | | | | X | X | | X |
| Transportation Alternatives Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternative transportation should be encouraged. | | | X | X | X | X | | X | X | X | X | | |



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| Quality Community Objectives | Agricultural | Rural Residential | Village Residential | City Residential | Commercial | Institutional | Industrial | Parks/ Recreation/ | Country Crossroads | Rural Villages | City Center | Revitalization | Gateways |
|---|--------------|-------------------|---------------------|------------------|------------|---------------|------------|--------------------|--------------------|----------------|-------------|----------------|----------|
| Regional Identity Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics. | X | X | X | X | X | X | | X | X | X | X | | X |
| Resource Conservation | | | | | | | | | | | | | |
| Heritage Preservation The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character. | X | X | X | X | | | | X | X | X | X | | X |
| Open Space Preservation New development should be designed to minimize the amount of the land consumed, and open space should be aside from development for use as public parks or as greenbelts/ wildlife corridors. Compact development ordinances are one way if encouraging this type of open space preservation. | X | X | X | | | | | X | X | X | X | | |
| Environmental Protection Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life for the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved. | X | X | X | X | | X | X | X | X | X | X | | X |
| Social and Economic Development | | | | | | | | | | | | | |
| Growth Preparedness Each community should identify and put in place the prerequisites for the growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs. | X | X | X | X | X | X | X | X | X | X | X | X | |



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| Quality Community Objectives | Agricultural | Rural Residential | Village Residential | City Residential | Commercial | Institutional | Industrial | Parks/ Recreation/ | Country Crossroads | Rural Villages | City Center | Revitalization | Gateways |
|--|--------------|-------------------|---------------------|------------------|------------|---------------|------------|--------------------|--------------------|----------------|-------------|----------------|----------|
| Appropriate Businesses The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher skilled job opportunities. | | | X | X | X | | X | | | X | X | | |
| Employment Options A range of job types should be provided in each community to meet the diverse needs of the local workforce. | | | | | X | X | X | | X | X | X | X | |
| Housing Choices A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs. | X | X | X | X | | | | | | X | X | | |
| Educational Opportunities Educational and training opportunities should be readily available in each community to permit community residents to improve their jobs skills, adapt to technological advances, or to pursue entrepreneurial ambitions. | | | | | X | X | X | | | | | | |
| Governmental Relations | | | | | | | | | | | | | |
| Regional Solutions Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer | | | X | X | | X | X | | | X | X | | X |
| Regional Cooperation Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network. | | | X | X | X | X | | X | | X | X | | |



3.8 COMMUNITY ISSUES AND OPPORTUNITIES

Meriwether County's Issues and Opportunities were identified during the Community Assessment portion of the Comprehensive Plan Update process. Those potential issues and opportunities identified have been modified based on community input during public workshops, Steering Committee meetings, and meetings with elected officials. The issues or opportunities will be followed up with strategies in the implementation program section.

Population

Issues

- The County anticipates continued growth over the next 20 years as the result of development pressures from the Atlanta, Coweta and Columbus Metropolitan areas.
- Much of the County's growth is focused within the unincorporated areas.
- The educational attainment for the County is behind the standard of the State and some counties.
- The household income levels for the County are lower than the average for the State and some neighboring counties.
- The increase in families will require additional schools and other public infrastructure and services.
- Aging population will create need for better healthcare and senior services.

Opportunities

- Rapid growth will increase opportunity to utilize innovative planning tools to minimize development pressures in undesirable locations.
- Encourage services to assist in educational and job training.
- Attract more professionals to reside in the County.
- Attract specialized medical services and special needs housing.
- There is land available to develop within the County; areas surround the Cities can be developed to add to existing communities.

Economic Development

Issues

- Decline in good producing industries.
- Need to recruit "environmentally friendly" industries.
- High unemployment rates compared to the State average.
- Lack of sewer to promote gateway areas for future development.
- The job growth is not keeping up with the population growth.
- Growth should not receive incentives; they should pay for the costs that occur due to expansion and development.
- Need for more shopping, dining, and entertainment opportunities.



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- Lack of water, sewer, and other infrastructure needed to promote areas for development.
- The labor force lacks education and job training needed to attract higher wage jobs.
- Residential property owners accept a significant portion of the tax burden due to lack of commercial and industrial development within the County.
- Higher paying jobs reside in surrounding Counties; therefore a majority of Meriwether County's growing labor force leave the County for work.

Opportunities

- Excellent location between Atlanta, Callaway Garden, and Columbus Metropolitan areas.
- Easily accessible from Interstate 85, SR 85, and US 27.
- Encourage more "environmentally friendly" industries along Interstate 85.
- Promote tourism opportunities to wider area.
- Promote the creation of more local jobs with available training.
- Promote growth of new emerging industry.
- Create a marketing campaign encouraging tourists to visit all cultural and historic landmarks within Meriwether County, thereby providing more income for the County.
- Adopt regulations to promote clustering of commercial development throughout strategic locations within the County.
- Ample amount of large, available, undeveloped tracts of land.
- Expansion of airport facilities and services to provide additional marketing tools.

Housing

Issues

- The community does not have a diverse set of housing choices available to meet the needs of the residents of all stages of life.
- There is a need for assisted living facilities and affordable retirement communities.
- There is an imbalance between locations of available housing and major employment centers.
- A large proportion of substandard and dilapidated housing exists throughout the County.
- Need to address different types of development and lot density for different parts of the County.
- Subdivisions lack design.
- There is a lack of safe, affordable housing.
- Need code enforcement on blighted and substandard housing.

Opportunities

- Promote higher quality of building materials and design guidelines for new residential and non-residential developments.



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- Encourage quality affordable assisted living for senior citizens. Support the development of housing options for mixed-income retirement communities that attract “active” retirees.
- Provide diverse housing choices, particularly at strategic locations throughout the County.
- Create opportunity for downtown commercial units to allow a mixture of uses.
- Promote redevelopment of historical housing stock.

Natural and Cultural Resources

Issues

- Need to preserve prime agricultural spaces from development demands.
- Need to conserve greenspace areas/scenic byways.
- Need to preserve historic resources.
- Need to protect steep slopes, timberlands, and vistas to maintain natural environments.
- Encourage protection of Flint River.
- Failure to properly promote natural resources and tourist attractions.
- Need to manage land and transportation networks to ensure quality of air and water.
- Preservation of cultural resources from new development pressures.

Opportunities

- Use of grants to help preserve historic Continue to place all historical cultural resources on National Register of Historic Places.
- Support enhanced solid waste reduction and recycling initiatives.
- Encourage conservation subdivisions and rural villages to preserve character and environmentally sensitive features.
- Focus new development in areas served by sewer to avoid potential environmental impacts.
- Develop design guidelines for scenic byways to ensure protection of vistas.

Community Facilities and Services

Issues

- Meeting demands of future population growth.
- Limited water/sewer line access.
- Anticipated failure of individual septic tank systems.
- Lack of unified municipal complex.
- Lack of adequate library system throughout the County.
- Insufficient recreational facilities, such as public gathering places and recreational centers.
- Current recreational facilities are underutilized.
- Limited number of quality medical facilities.
- Public schools' achievement standards below the State average.
- Limited tutorial and educational enrichment.



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- Implementation of countywide waste pick-up and management system.
- No high-speed internet connection opportunities.

Opportunities

- Extension of water/sewer lines throughout the County.
- Encourage more coordination with the local school board.
- Provide community services that foster strong educational training for students.
- Promote more recreation opportunities to include both passive and non-passive recreation.
- Provide additional active recreation facilities near Lake Meriwether.
- Provide additional facilities for social and recreational services.

Intergovernmental Coordination

Issues

- Seven different local municipalities are located within the County, and each has separate land use and development issues.
- Very few joint initiatives related to development and implementation of housing and code enforcement between Meriwether Municipalities.
- Need to strengthen liaisons to provide strong communication and coordination among residents, the business community, and other entities.
- Dollars are not distributed evenly among the Cities by the County.
- Need to update the Service Delivery Strategy.

Opportunities

- Promote intergovernmental relations to ensure quality of life is maintained.
- Coordination of major capital improvement projects, infrastructure, and services through SLPOST funding.
- County and Cities can work together on concern for water and sewer infrastructure.
- Residents need to become educated and more active within their community.

Transportation

Issues

- Must ensure future roadway conditions adequately serve residents and commuters for next 20 years.
- Intersection improvements needed at strategic locations along State Route 41 to reduce crash rate.
- Approximately 30 percent of bridges within the County are in need of repair.
- Underutilized railroad lines.
- Lack of pedestrian pathways and bicycle routes.
- Sidewalks need to be in all downtowns, near schools, public housing developments and near community gathering spaces.
- Over 300 roadways are not paved.
- Truck traffic needs to be re-routed around Cities.



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- Traffic circle in Greenville needs to be redesigned by offering a bypass lane.

Opportunities

- Encourage State and Federal grant dollars for future roadway improvements on SR109, SR85, I-85, SR41, and US27.
- Protect scenic roads and byways with appropriate design guidelines.
- Promote a rural transit program that offers door-to-door service.
- Work with transit authorities to provide express busses to Atlanta and Columbus.
- Maintain and repave City and County streets.
- Seek funding to pave dirt roads.

Land Use

Issues

- Protection of natural resources within new developments.
- Too many blighted residential areas around the core of Cities.
- Need to follow recommendations within the Comprehensive Plan to discourage undesirable development patterns.
- Promote development that is sensitive to the features of the land and give consideration to existing development.
- Need to diversity types of land uses to sustain tax base.
- Encourage efficient use of land by promoting well-designed development patterns with a mix of uses where appropriate.
- Need to utilize recreation and greenspace as an integral facet of the County's land use.
- Meaningful and predictable standards and guidelines that provide more detailed land development and use regulations.
- Ensure gateways and corridors create a sense of place within communities.
- Must promote commercial nodes containing business development sites of various sizes to accommodate a variety of goods and services.

Opportunities

- Encourage the development of traditional neighborhoods.
- Reserve land for industrial and commercial growth.
- Opportunity to improve gateways between the individual Cities comprising Meriwether County.
- Encourage the use of landscaping, lighting, signage, underground utilities, and building design to add value to the County and its Cities.
- Guarantee that greenspace will be a major component within our neighborhoods, along our streets, parking lots, and within commercial and industrial developments.
- Review and adopt land use planning and development concepts that protect the environment, preserve meaningful open space, and enhance the quality of life.
- Make it economically attractive to own agricultural or rural preserved land.
- Encourage non-residential uses at strategic locations to allow for a rural village setting.
- Promote quality design guidelines and tree protection.



3.9 IMPLEMENTATION PROGRAM

The Implementation Program was created to provide an overall strategy for achieving the community and to address Meriwether County's issues and opportunities. The following section reflects the policies the County intends to enact to implement the plan. This section also includes programs and other activities related to the policies and strategies that are currently underway, as well as others that may be implemented in the future. The Implementation Program portion includes:

- Policies and Strategies
- Short Term Work Program
- Transportation Projects

3.10 POLICY STATEMENTS

This section includes policies and strategies created by Meriwether County residents to address the issues and opportunities presented in the Community Agenda and to elaborate on implementation measures. The policies shall serve as a guide to be used by residents, developers, contractors and elected officials when making land use decisions. These policies will ensure that vulnerable areas will be protected from incompatible uses, and that development will flourish only in those areas identified in the plan. These policies will also serve as a reminder of the overall goals and objectives identified by the community for the future growth of Meriwether County.

Population Policies

- We will improve the County's educational status as it relates to the rest of Georgia.
- We will encourage services to assist in education and job training.
- We will encourage senior housing in areas that have good access to services, medical facilities, and developments that are easily accessible by car, shuttle, or foot.
- We will recruit industries that will provide employment opportunities for residents and assist in increasing the household income levels for the County.

Economic Development Policies

- We will recruit "environmentally friendly" industries.
- We will implement sewer and water systems to promote gateway areas for future development.
- We will expand shopping, dining, and entertainment opportunities offered in the County.



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- We will implement design guidelines to ensure that the architecture of shopping centers and employment centers are aesthetically pleasing and cohesive in design.
- We will coordinate transportation improvements, school locations, parks and open spaces, and other public uses to stabilize neighborhoods.
- We will make the County more entrepreneur-friendly and encourage employment programs such as Work-Ready.
- We will encourage and support Better Hometown activities.
- The County will make an effort to ensure equal taxation of all residents.

Housing Development Policies

- We will offer a diverse set of housing choices that will satisfy all residents' desires.
- We will promote higher quality building material and design guidelines for residential and non-residential developments.
- We will provide incentives for affordable housing options.
- We will create and update subdivision regulations to ensure that new developments will be designed within the existing topography and preserve natural features such as woodlands, wetlands, and flood plains.

Natural and Cultural Resources Policies

- We will protect and preserve the unique historical resources within the County and its cities, specifically structures, neighborhoods, and areas of significant historical and cultural significance.
- We will properly promote our historic resources for tourism opportunities.
- We will guarantee that new development and redevelopment is of the highest quality and consistent with the County's vision.
- We will use the Future Development Map as a guide to focus new growth in appropriate areas.
- We will develop Public Services, Infrastructure and Community Facilities in a manner that promotes the character of the community.
- We will promote the preservation of the natural character and rolling topography of scenic roadways and trails in a manner that does not stifle future growth.

Community Facilities and Services Policies

- We will examine if public facilities and infrastructure will be able to support new development and redevelopment efforts.
- We implement traffic calming devices, such as roundabouts, traffic signals, and speed bumps in pedestrian friendly locations.
- We will provide additional facilities for recreational and social services.
- We will investigate the use of impact fees.



Intergovernmental Coordination Policies

- We will promote intergovernmental relations with surrounding municipalities in order to enhance regional coordination and support.
- We will promote intergovernmental participation and coordination between the cities encompassing the County.
- We will encourage unified authorities, such as police, fire, and emergency services.
- We will support city and county collaborative efforts to construct and enhance water and sewer infrastructures.

Transportation Policies

- We will solicit state and federal dollars for roadway improvements in order to guarantee County and city roadways will be able to adequately serve residents for the next 20 years.
- We will secure funding to repave and maintain city and County streets.
- We will make the County more pedestrian friendly by increasing the presence of sidewalks, pathways, and bicycle routes.
- We will investigate the feasibility of introducing public transportation options, such as bus, door-to-door shuttle, or taxi services for citizens.
- We will expand the airport's facilities and services.

Land Use Policies

- We will encourage growth in areas where it will be the most beneficial to the County and its Cities.
- We will look at new development proposals comprehensively by considering the benefit to the County or City as a whole. This includes examining the character area of the immediate neighborhoods, the surrounding land uses, and the availability of infrastructure.
- We will monitor proposed development to ensure that the rural character of the area is not jeopardized.
- We will ensure that natural resources are protected.
- We will ensure that greenspace is abundant throughout the County.
- We will encourage mixed-used village developments so that diverse economic opportunities will be able to co-exist in a walkable environment.
- We will investigate the use of Transfer Development Rights (TDRs) to alleviate the developmental pressures placed on the rural areas of the County.

3.11 SHORT TERM WORK PROGRAM

The Short Term Work Program (STWP) identifies specific implementation actions of Meriwether County and its Cities for the first five years of the planning period. The



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STWP also consists of a Report of Accomplishments. Meriwether County and the Cities of Gay, Greenville, Lone Oak, Luthersville, Manchester, Warm Springs, and Woodbury completed a Report of Accomplishments, indicating the status of projects reported in previous STWP's, and showing the progression of plan implementation.

The Report of Accomplishments indicated whether the activity is:

- Completed;
- Underway;
- Postponed;
- Cancelled (explanation must be provided).

The STWP reports provide:

- Description of a planned activity or project;
- Timeframe of the activity;
- Responsible party for implementing activity;
- Estimated cost of implementing the activity;
- Funding source.



Table 3.11.1
REPORT OF ACCOMPLISHMENTS
for MERIWETHER COUNTY

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|---|-----------|--------------------|-----------|------------------|--|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Revise County and Municipal Land Development Codes | X | | | | |
| Acquire open space for parks, conservation, recreation | | | | X | Fundraising |
| Land in flood plain, steep slopes to be used for parks | X | | | | |
| Maintain MC Joint Comprehensive Plan Committee | | X | | | 2008 |
| Prepare a feasibility study for development of an Industrial Park | | X | | | 2008 |
| Renovate/Upgrade Roosevelt Airport | | X | | | Funding |
| Review Taxation/Development permit policies for mobile homes | X | | | | |
| Provide planning services as needed to support County development/population growth | X | | | | |



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| | | | | | |
|---|---|---|--|---|--|
| Create Intergovernmental Water/Sewer Infrastructure Committee | | | | X | Will form Authority/ No committee formed due to time constraints |
| Update Meriwether County Water Study in accordance w/Comprehensive Plan | | X | | | 2008 |
| Form Consolidated Meriwether County Volunteer Fire Department | X | | | | |
| Develop County Animal Facility in conjunction with City of Manchester | | | | X | County animal shelter created; Cities have to join |
| Encourage Development of Commuter Rail Service to Meriwether | X | | | | |
| Continuously Update Comprehensive Land use Plan and Short Term Work Program | | X | | | 2008 |
| Develop a planning-based policy to address issues of closing unpaved roads | | | | | Uncertain |
| Add Ambulances to county EMS fleet as needed | | | | X | Fundraising |



Table 3.11.2
REPORT OF ACCOMPLISHMENTS
for the TOWN of GAY

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------|--------------------|-----------|------------------|--|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Review Municipal Land Development Codes | | X | | | 2008 |
| Collaborate with Meriwether County to form a Conservation Commission | | | X | | |
| Acquire open space for parks, conservation and recreation | | | | X | Currently negotiating with citizens to purchase land |
| Prepare a stormwater drainage management plan | | | | X | Fundraising |
| Provide planning services as needed to support development and population growth | | | | | |
| Seek federal transportation funding for streetscape and sidewalk improvements | | | X | | Citizens are unwilling to sell sidewalks. |
| Form the consolidated Meriwether County Volunteer Fire Department | X | | | | |
| Participate in Meriwether County Joint Recreation Department | | | X | | |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | | X | | | 2008 |
| Develop an official planning based policy regarding appropriate routing of truck traffic through Gay | | | | X | Funding and collaboration |



Table 3.11.3
REPORT OF ACCOMPLISHMENTS
for the CITY of GREENVILLE

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------|--------------------|-----------|------------------|---|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Review Municipal Land Development Codes | X | | | | |
| Collaborate with Meriwether County to form a Conservation Commission | | | | X | Stakeholders |
| Acquire open space for parks, conservation and recreation | | | | X | Funding |
| Prepare a stormwater drainage management plan | | | | X | Funding |
| Provide planning services as needed to support development and population growth | X | | | | |
| Seek federal transportation funding for streetscape and sidewalk improvements | X | | | X | |
| Form the consolidated Meriwether County Volunteer Fire Department | X | | | | |
| Participate in Meriwether County Joint Recreation Department | | | | X | Funding |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | | | | | 2008 |
| Develop an official planning based policy regarding appropriate routing of truck traffic through the Greenville area | | | | X | Funding |



Table 3.11.4
REPORT OF ACCOMPLISHMENTS
for the Town of LONE OAK

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------|--------------------|-----------|------------------|--|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Review Municipal Land Development Codes | | | | X | Not Needed |
| Collaborate with Meriwether County to form a Conservation Commission | | | | X | Stakeholders |
| Acquire open space for parks, conservation and recreation | | | | X | Funding |
| Prepare a stormwater drainage management plan | | | | X | Funding |
| Provide planning services as needed to support development and population growth | | | | X | Funding |
| Form the consolidated Meriwether County Volunteer Fire Department | | | | X | Funding |
| Participate in Meriwether County Joint Recreation Department | | | | X | Funding |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | X | | | X | |



**Table 3.11.5
REPORT OF ACCOMPLISHMENTS
for the CITY of LUTHERSVILLE**

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------|--------------------|-----------|------------------|---|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Review Municipal Land Development Codes | X | | | | |
| Collaborate with Meriwether County to form a Conservation Commission | | | | X | Stakeholders |
| Acquire open space for parks, conservation and recreation | | | | X | Funding |
| Prepare a stormwater drainage management plan | | | | X | Funding |
| Provide planning services as needed to support development and population growth | X | | | | |
| Seek federal transportation funding for streetscape and sidewalk improvements | | | | X | 2011 |
| Form the consolidated Meriwether County Volunteer Fire Department | X | | | | |
| Participate in Meriwether County Joint Recreation Department | | | | X | Funding |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | | X | | | 2008 |
| Develop an official planning based policy regarding appropriate routing of truck traffic through the Greenville area | | | | X | Funding |
| Upgrade the water and wastewater system. | X | | | | |



Table 3.11.6
REPORT OF ACCOMPLISHMENTS
for the CITY of MANCHESTER

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------|--------------------|-----------|------------------|---|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Review Municipal Land Development Codes | | | | X | Staffing/ Funding |
| Collaborate with Meriwether County to form a Conservation Commission | | | | X | Not Needed |
| Acquire open space for parks, conservation and recreation | X | | | | |
| Plan and improve stormwater drainage infrastructure | X | | | | |
| Provide planning services as needed to support development and population growth | | | | X | No Development or Population Growth |
| Complete Main Street streetscape improvements | X | | | | |
| Form the consolidated Meriwether County Volunteer Fire Department | X | | | | |
| Form a City Recreation Department | | | | X | No Volunteers. City cannot afford it. |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | | X | | | 2008 |



**Table 3.11.7
REPORT OF ACCOMPLISHMENTS
for the CITY of WARM SPRINGS**

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------------------|--------------------|-----------|---|---|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Develop a recreation plan | X | | | | |
| Run Sewer lines to Arrowhead Estates | | X | | | Completed at Owner's Request |
| Prepare a stormwater drainage management plan | | | | X | Lack of Funding |
| Construct a wetlands wastewater treatment facility, make additional improvements to the wastewater system and purchase equipment for facility maintenance. | X | | | | |
| Run additional water line to hospital | | | X | | Goal reset for 2008 |
| Replace majority of old water service lines | | X | | X | Funding |
| Extend water and sewer lines to newly annexed territory | | | X | | Developer has not started yet |
| Form the consolidated Meriwether County Volunteer Fire Department, and replace the fire truck which currently serves Warm Springs | X (Truck replaced) | | | X (Consolidation was Not Accomplished) | City no longer wants consolidation |
| Revise City Charter | X | | | | |



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| | | | | | |
|--|---|---|--|---|--|
| Repair and renovate the vacated elementary school building for city use | X | | | | |
| Provide planning services as needed to support development and population growth | X | | | | |
| Annex both sides of SR 41 to include Arrowhead Estates | | | | X | Plan to accomplish goal during 2008-2012 |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | | X | | | 2008 |



Table 3.11.8
REPORT OF ACCOMPLISHMENTS
for the CITY of WOODBURY

| Project or Activity | Status | | | | Explanation for Non-accomplishments/ Projected Completion |
|--|-----------|--------------------|-----------|------------------|---|
| | Completed | Currently Underway | Postponed | Not Accomplished | |
| Review Municipal Land Development Codes | | | | X | 2012 |
| Collaborate with Meriwether County to form a Conservation Commission | | | | X | Not Needed |
| Acquire open space for parks, conservation and recreation | X | | | | |
| Plan and improve stormwater drainage infrastructure | X | | | | |
| Provide planning services as needed to support development and population growth | | | | X | No Development or Population Growth |
| Complete Main Street streetscape improvements | | | | X | |
| Form the consolidated Meriwether County Volunteer Fire Department | X | | | | |
| Form a City Recreation Department | | | | X | No Volunteers. City cannot afford it. |
| Continuously update the Comprehensive Land Use Plan and Short Term Work Program | | X | | | 2008 |



Table 3.11.9
SHORT TERM WORK PROGRAM - 2008 to 2012
for MERIWETHER COUNTY

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|------------|----------|------------------------|---------------|----------------------------------|
| Plan and Develop a Meriwether County Recreation Park | 2008 | 2010 | Meriwether County | \$2 million | SPLOST/General Fund/Green Bow |
| Greenville North | 2008 | 2009 | Meriwether County/ IDA | \$500,000 | Land Sale |
| Renovate County Office | 2008 | 2009 | Meriwether County | \$50,000 | SPLOST |
| Georgia Bureau of Investigations Office | 2008 | 2010 | Meriwether County | \$10,000 | SPLOST |
| Meriwether County Water Study | 2008 | 2009 | Meriwether County | \$15,000 | General Fund |
| Meriwether County Water and Sewer | 2008 | 2011 | Meriwether County | \$120,000 | Land Sale |
| Various Road Projects | 2008 | 2012 | Meriwether County | \$1 million | SPLOST/State |
| Administration Building | 2008 | 2010 | Meriwether County | \$3 million | Land Sales/ Grants/ General Fund |
| City of Manchester Streetscape (GDOT Project Number – 0006625) | 2008 | 2009 | Meriwether County | \$105,500 | General Fund |



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| PROJECT or ACTIVITY, continued | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|------------|----------|---|------------------|--|
| Manchester Sidewalk Improvements | 2008 | 2009 | Meriwether County | \$76,800 | General Fund |
| Countywide Demand Response System | 2009 | 2012 | Meriwether County | \$47,548 | General Fund |
| Georgia Southwestern Trail Project - PE | 2008 | 2009 | Meriwether County | \$304,000 | General Fund |
| Warm Springs Truck Bypass Study | 2010 | 2010 | Meriwether County | \$20,000 | General Fund |
| Greenville Downtown Truck Bypass Study | 2010 | 2010 | Meriwether County | \$20,000 | General Fund |
| Priority Paving Projects | 2008 | 2012 | Meriwether County | \$2,120,792 | General Fund, SPLOST |
| Bridge Repair on State Network | 2010 | 2012 | GDOT | \$5,184,000 | State Bridge |
| Intersection Signalization SR 74/85 at Alavaton Road | 2010 | 2010 | GDOT | \$715,000 | NHS |
| Acquire open space for parks, conservation, recreation | 1999 | 2008 | Conservation Commission / Meriwether County | To Be Determined | Private Donations/State Allocations |
| Prepare a feasibility study for development of an Industrial Park | 1999 | 2008 | Tri County Industrial Development Authority | \$40,000 | Tri County Industrial Development Authority |
| Create Intergovernmental Water/Sewer Infrastructure Committee | 1999 | 2008 | Meriwether County | No Cost | Municipalities, Development Authorities, Meriwether County |
| Update Meriwether County Water Study in accordance with Comprehensive Plan | 2000 | 2008 | Meriwether County | \$20,000 | Local and State |



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| PROJECT or ACTIVITY, continued | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|-------------------|-----------------|---------------------------------|----------------------|-----------------------|
| Develop a planning-based policy to address issues of closing unpaved roads | 2000 | 2008 | County and Zoning Administrator | \$5,000 | Meriwether County |



Table 3.11.10
SHORT TERM WORK PROGRAM - 2008 to 2012
for the TOWN of GAY

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|---|------------|----------|---------------------------|---------------|-----------------------------------|
| Renovation of Community Building | 2008 | 2009 | Town of Gay | \$110,000 | SPLOST |
| Seek way to purchase sidewalks from citizens | 2009 | 2011 | Town of Gay | \$50,000 | Federal Transportation |
| Collaborate with Meriwether County to form Conservation Commission | 2009 | 2010 | Town of Gay | \$5,000 | Meriwether County/ Town of Gay |
| Acquire open space for parks, conservation and recreation | 2009 | 2012 | Town of Gay | Unknown | Town of Gay/ Donations |
| Prepare a storm water drainage management plan | 2009 | 2011 | Town of Gay and GA DOT | \$30,000 | Federal Transportation |
| Develop an official planning based policy regarding routing truck traffic | 2009 | 2010 | Town of Gay and GA DOT | \$10,000 | Town of Gay/ GA DOT |
| Prepare a stormwater drainage management plan | 1999 | 2008 | Town of Gay | \$5,000 | Town of Gay/ State |



Table 3.11.11
SHORT TERM WORK PROGRAM - 2008 to 2012
for the CITY of GREENVILLE

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|-----------------------------|------------|----------|--------------------|---------------|----------------|
| Town Square Study | 2009 | 2010 | City of Greenville | \$50,000 | City/ Grant |
| Downtown Truck Bypass Study | 2009 | 2011 | City of Greenville | \$20,000 | City/ Grant |



Table 3.11.12
SHORT TERM WORK PROGRAM - 2008 to 2012
for the Town of LONE OAK

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|---|------------|----------|-------------------|---------------|----------------|
| Primrose Project for waterlines | 2008 | 2009 | Town of Lone Oak | \$12 million | SPLOST |
| Upgrades to Community Building and Fire Station | 2009 | 2011 | Town of Lone Oak | \$27 million | SPLOST |
| Installation of new well and tank for water project | 2009 | 2011 | Town of Lone Oak | Unknown | GEFA |



Table 3.11.13
SHORT TERM WORK PROGRAM - 2008 to 2012
for the CITY of LUTHERSVILLE

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|------------|----------|----------------------|---------------|----------------|
| Municipal Complex - City Hall Repairs | 2008 | 2009 | City of Luthersville | \$70,000.00 | SPLOST |
| Basket Ball Court - Recreation Project | 2008 | 2009 | City of Luthersville | \$25,000.00 | SPLOST |
| Downtown - Repairs/Renovation | 2009 | 2010 | City of Luthersville | \$75,000.00 | SPLOST |
| City Park - Landscaping/Tables/Benches/ Play Equipment/ Etc. | 2009 | 2010 | City of Luthersville | \$75,072.00 | SPLOST |
| Public Safety | 2008 | 2012 | City of Luthersville | \$100,000.00 | SPLOST |
| Street Repair/Paving | 2008 | 2010 | City of Luthersville | \$225,000.00 | SPLOST |



Table 3.11.14
SHORT TERM WORK PROGRAM - 2008 to 2012
for the CITY of MANCHESTER

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|------------|----------|--|---------------|------------------------------|
| Streetscape | 2008 | 2009 | City of Manchester, State and Federal Government | \$1.3 million | City of Manchester |
| Wastewater Plant Rehabilitation | 2008 | 2011 | City of Manchester | \$2 million | City of Manchester and GEFA |
| City/County Water System | 2008 | 2020 | Meriwether County and Cities | Unknown | Meriwether County and Cities |
| Collaborate with Meriwether County to form a County-Wide Water Authority | 2008 | 2010 | Meriwether County and Cities | Unknown | Meriwether County and Cities |
| Develop a plan to support development and population growth | 2008 | 2012 | Meriwether County and Cities | \$35,000 | Unknown |
| Establish a Re-Development Authority to develop City-owned property | 2008 | 2010 | City of Manchester | \$20,000 | City of Manchester/ Grant |



Table 3.11.15
SHORT TERM WORK PROGRAM - 2008 to 2012
for the CITY of WARM SPRINGS

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|------------|----------|------------------------------------|---------------|----------------------------|
| Emergency Two-Way Tap at Institute Water Supply | 2008 | 2008 | City of Warm Springs and Institute | Unknown | City and Institution Funds |
| Add Emergency Generators at Spring House | 2008 | 2008 | City of Warm Springs | \$163,000 | SPLOST/ City Funds |
| Acquire Two New Police Cars | 2008 | 2008 | City of Warm Springs | \$68,000 | SPLOST |
| Acquire Fire Tanker Truck | 2008 | 2008 | City of Warm Springs | \$140,000 | SPLOST |
| Annex West Side of SR-85 to Pine Knoll Drive | 2008 | 2009 | City of Warm Springs | \$1,000 | City Funds |
| Rehabilitation/Reuse of Eleanor Roosevelt School | 2009 | 2010 | City of Warm Springs | Unknown | Grant |
| Install Additional Water Lines to Hospitals and Relocate Existing Line | 2008 | 2008 | City of Warm Springs | Unknown | City Funds |
| Walking Track Around Playground | 2008 | 2008 | City of Warm Springs | \$30,000 | City Funds |
| Re-do sidewalks and steps on Broad Street | 2008 | 2009 | City of Warm Springs | \$6,000 | City Funds |
| Annex North and South Sides of SR-41 to Railroad and Bridge | 2009 | 2009 | City of Warm Springs | \$50,000 | Grant |



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| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--|-------------------|------------------|--------------------------|---|--------------------------------|
| Run sewer lines to Arrowhead estates | 2008 | To Be Determined | City of Warm Springs | To Be Determined | City of Warm Springs |
| Replace majority of old water service lines | 2008 | 2012 | City of Warm Springs | Uncertain, since it is a continuous process | City of Warm Springs |
| Annex both sides of SR 41 to include Arrowhead Estates | 2008 | To Be Determined | City of Warm Springs | To Be Determined | Developer/City of Warm Springs |
| Prepare Stormwater Drainage Plan | 2010 | 2010 | City of Warm Springs | \$100,000 | City Funds |



Table 3.11.16
SHORT TERM WORK PROGRAM - 2008 to 2012
for the CITY of WOODBURY

| PROJECT or ACTIVITY | Start Date | End Date | Responsible Party | Cost Estimate | Funding Source |
|--------------------------------------|------------|----------|-------------------|---------------|--------------------------|
| Build New City Hall | 2009 | 2010 | City of Woodbury | \$800,000 | SPLOST/ Loan/ Grant |
| Obtain New Equipment and Police Cars | 2008 | 2009 | City of Woodbury | \$75,000 | SPLOST |
| Mill and Resurface two Streets | 2008 | 2009 | City of Woodbury | \$200,000 | SPLOST/ GDOT |
| Repair and Replace Waterlines | 2009 | 2011 | City of Woodbury | \$75,000 | SPLOST |
| Sewer Line Upgrade | 2009 | 2011 | City of Woodbury | \$75,000 | SPLOST |
| Upgrade Water Treatment Plant | 2009 | 2012 | City of Woodbury | \$3 million | Low Interest Loan/ Grant |



3.12 POTENTIAL IMPROVEMENTS TO TRANSPORTATION PROJECTS

Policies

When evaluating the overall transportation network, it is important to look at the condition of the system as well as the policies that the County and cities follow when dealing with transportation. These policies help determine funding options at the federal, state, and local level.

Functional Classification Evaluation

The purpose of this section is to document the process and results of developing a functional classification system for the Meriwether County roadway network. The functional classification system developed for Meriwether County was generated by evaluating the network against current travel patterns, land use and connectivity. Input received from the public regarding preferred future land use and corridor characteristics was also taken into consideration in developing this system. The functional classification of a roadway is important because it allows appropriate funding sources to be sought for roadway maintenance and improvements. The following is an analysis of each of the major corridors' characteristics based on the FHWA functional classification criteria provided in the previous section. A summary of the functional classification recommendations is provided in Table 3.12.1.

Interstate 85

- As part of the Federal Interstate System, I-85 is by definition classified as an Interstate facility.

SR 41 / US 27 ALT from Coweta County Line to Greenville

- Roadway connects incorporated communities of Luthersville and Greenville through the rural communities of Primrose and Allie.
- Access points frequent along the roadway, particularly near intersecting roadways.
- Provides connectivity between I-85, SR 54, SR 362, SR 109, and SR 100.
- Provides intercounty access at relatively high speeds.
- GDOT designated truck route.
- *Recommended Classification: Principal Arterial*

SR 41 / US 27 ALT from Greenville to Talbot/Harris County Line

- Roadway connects incorporated communities of Greenville, Warm Springs, and Manchester.
- Access points frequent along the roadway, particularly near intersecting roadways.
- Land uses primarily residential, but non residential uses exist along the roadway near intersections and within communities.



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- Local airport located off of roadway segment.
- Provides connectivity between SR 109, SR 18, SR 85 ALT, and Durand Highway.
- Provides intercounty access at relatively high speeds.
- GDOT designated truck route.
- *Recommended Classification: Principal Arterial*

SR 54 from Luthersville to Troup County Line

- Roadway connects incorporated communities of Hogansville (Troup County), Lone Oak and Luthersville.
- Access points frequent along the roadway, particularly near intersecting roadways.
- Land uses primarily residential, but non residential uses exist along the roadway near intersections and within communities.
- Provides connectivity between I-85, SR 100, and SR 41 / US 27 ALT.
- Provides intercounty access at relatively high speeds.
- GDOT designated truck route.
- *Recommended Classification: Principal Arterial*

SR 109 from Troup County Line to Greenville

- Roadway connects Interstate 85 and incorporated community of Greenville through the rural community of Odessadale and provides access to LaGrange (Troup County).
- Land uses primarily agricultural and low density residential.
- Provides connectivity between I-85, SR 100, and SR 41 / US 27 ALT.
- Provides intercounty access at relatively high speeds.
- GDOT designated truck route.
- *Recommended Classification: Principal Arterial*

SR 109 from Greenville to Pike County Line

- Roadway connects Greenville with Woodbury and points east to Pike County.
- Route has potential connections to I-75 and is therefore favorable to substantial statewide travel.
- Provides access between other principal arterials in the proposed FC system and intercounty access at relatively high speeds.
- GDOT designated truck route.
- *Recommended Classification: Principal Arterial*

SR 74/85 from Coweta County to Woodbury

- Roadway provides connectivity between Coweta County and the incorporated Town of Gay through the rural communities of Alps, Oakland, Edmund, Imlac, and Carrolls.
- Route provides intercounty access and connects to two principal arterials – SR 18 and SR 109 – and further access to I-85 and population centers to the north.
- GDOT designated truck route.



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- *Recommended Classification: Principal Arterial*

SR 85 from Woodbury to Manchester

- Roadway connects cities of Woodbury and Manchester.
- Land uses primarily agricultural and low density residential.
- Provides connectivity between SR 109, and US Alt 27 / SR 41.
- Provides intercounty access at relatively high speeds.
- GDOT designated truck route.

Recommended Classification: Principal Arterial

SR 100 from I-85 to Greenville

- Roadway connects I-85 and incorporated communities of Lone Oak (via Forrest Road) and Greenville.
- Land uses primarily agricultural and low density residential.
- Provides connectivity between I-85, SR 109, and SR 41 / US 27 ALT.
- Provides intercounty access at relatively high speeds.
- *Recommended Classification: Principal Arterial*

SR 18 from US 27 ALT to Harris County Line

- Roadway connects Greenville with Pine Mountain in Harris County through the rural communities of Durand and Hunters Crossroad.
- Route connects two principal arterials – US 27 (Harris County) and US Alt 27 / SR 41.
- Provides intercounty access at relatively high speeds.
- *Recommended Classification: Minor Arterial*

SR 85 ALT from Warm Springs to Woodbury

- Roadway provides connectivity between the incorporated communities of Warm Springs and Woodbury.
- Route connects two principal arterials – SR 74 / 85 and SR 41 / US 27 ALT.
- Development along the roadway is denser than typical collectors within the county.
- *Recommended Classification: Minor Arterial*

SR 362 from SR 41 / US 27 ALT to Pike County Line

- Roadway connects Greenville with rural communities of Wooster, Alps, and Carmel.
- Calloway Road segment primarily traverses rural areas until its terminus at SR 74 /85, where single-family subdivisions exist.
- Griffin Highway segment also experiencing small amount of new development near Mt. Caramel Road, but still primarily undeveloped.



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- Provides access between principal arterials and intercounty access at relatively high speeds.
- *Recommended Classification: Minor Arterial*

Luthersville Road from Luthersville to SR 74/85 near Gay

- Roadway connects incorporated communities of Luthersville and Gay through the rural communities of Rocky Mount and Wooster.
- Roadway experiencing new residential development.
- Provides connectivity between arterials of SR 41 / US 27 ALT and SR 74/85.
- *Recommended Classification: Minor Arterial*

Gay Road (SR 109 SP) from Greenville to Gay

- Land uses along the roadway primarily low-density residential and agricultural uses.
- Provides connectivity between arterials of SR 109 and SR 74 /85.
- *Recommended Classification: Minor Arterial*

Forrest Road from US 29 (Coweta County) to SR 100

- Roadway connects incorporated community of Lone Oak to Greenville (via SR 100) through the rural community of St. Marks.
- Provides connectivity between arterials of US 29, SR 54, and SR 100.
- *Recommended Classification: Collector*

Stovall Road from Greenville to Troup County Line

- Connects Troup County to Greenville.
- Provides intercounty access.
- Provides connectivity between SR 109 and I-85 (via Big Springs Road in Troup County).
- Lower posted speeds.
- *Recommended Classification: Collector*

Cedar Rock Road from SR 41 / US 27 ALT to SR 109/18

- Connects rural communities of Crowders Crossing, Barnes Crossroads and Andrews Crossing.
- Provides connectivity between arterials of SR 41 / US 27 ALT and SR 109/18.
- Lower posted speeds.
- *Recommended Classification: Collector*

Imlac Road from SR 109/18 to SR 74/85

- Provides connectivity between arterials of SR 109/18 and SR 74/85.
- Lower posted speeds.



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- *Recommended Classification: Collector*

Alvaton Road from Luthersville Road to SR 74/82/362

- Connects rural community of Alvaton to new residential development at eastern terminus.
- Provides connectivity between arterials of Luthersville Road and SR 74/85.
- Lower posted speeds.
- *Recommended Classification: Collector*

Durand Highway from SR 41 / US 27 ALT to SR 18

- Connects rural community of Durand to Warm Springs.
- Provides connectivity between arterials of SR 18 to SR 41 / US 27 ALT.
- Lower posted speeds.
- *Recommended Classification: Collector*

Harry Hardy Road / Tigner Road / Harman Road from SR 18 to SR 109

- Provides connectivity between arterials of SR 18 to SR 109.
- Lower posted speeds.
- *Recommended Classification: Collector*



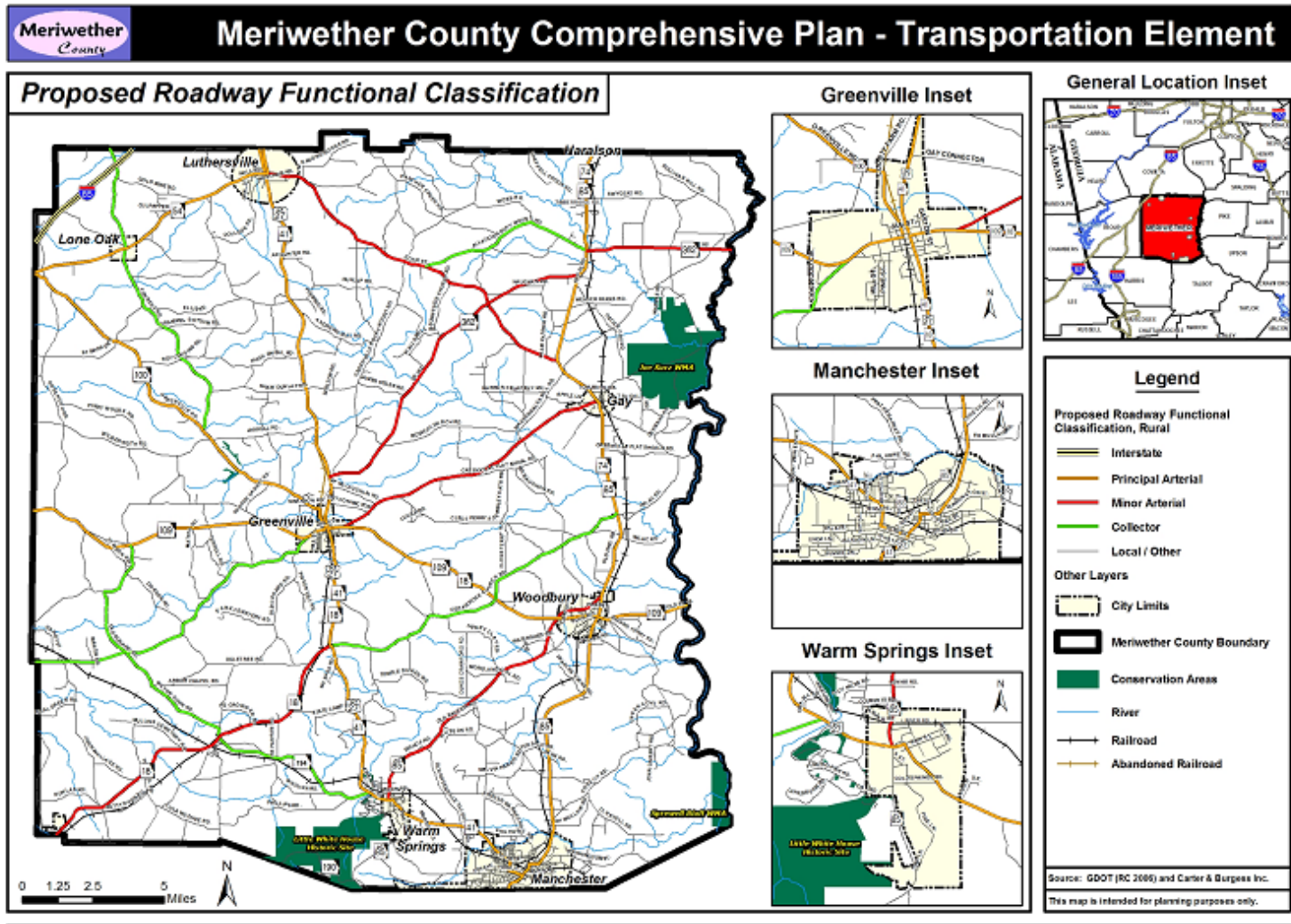
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The segments listed above are shown in Table 3.12.1 and shown in Figure 3.12.1.

Table 3.12.1 Recommended Functional Classifications

| Thoroughfare | Current Classification | Proposed Classification |
|--|------------------------|-------------------------|
| I-85 | Interstate Highway | Interstate Highway |
| SR 41 / US 27 ALT from Coweta County Line to Greenville | Minor Arterial | Principal Arterial |
| SR 41 from Greenville to Talbot/Harris County Line | Minor Arterial | Principal Arterial |
| SR 54 from Luthersville to Troup County Line | Collector | Principal Arterial |
| SR 109 from Troup County Line to Greenville | Minor Arterial | Principal Arterial |
| SR 109 from Greenville to Pike County Line | Minor Arterial | Principal Arterial |
| SR 74/85 from Coweta County to Woodbury | Minor Arterial | Principal Arterial |
| SR 85 from Woodbury to Manchester | Minor Arterial | Principal Arterial |
| SR 100 from I-85 to Greenville | Collector | Principal Arterial |
| SR 18 from US 27 ALT to Harris County Line | Collector | Minor Arterial |
| SR 85 ALT from Warm Springs to Woodbury | Minor Arterial | Minor Arterial |
| SR 362 from SR 41 / US 27 ALT to Pike County Line | Collector | Minor Arterial |
| Luthersville Road from Luthersville to SR 74/85 near Gay | Collector | Minor Arterial |
| Gay Road (SR 109 SP) from Greenville to Gay | Collector | Minor Arterial |
| Forrest Road from US 29 (Coweta County) to SR 100 | Collector | Collector |
| Stovall Road from Greenville to Troup County Line | Collector | Collector |
| Cedar Rock Road from SR 41 / US 27 ALT to SR 109/18 | Collector | Collector |
| Imlac Road from SR 109/18 to SR 74/85 | Collector | Collector |
| Alvaton Road from Luthersville Road to SR 74/82/362 | Collector | Collector |
| Durand Highway from SR 41 / US 27 ALT to SR 18 | Collector | Collector |
| Harry Hardy Road /Tigner Road / Harman Road from SR 18 to SR 109 | Collector | Collector |
| All Other Roads | Collector | Local Roads |

Figure 3.12.1
Proposed Roadway Functional Classification





Transit

Demand response service should be closely examined by the County as a way of providing transportation for elderly and handicapped citizens. This service would increase the quality of life for those citizens with limited mobility and would provide the opportunity to become more active in the community. Several demand response options exist, each with a different associated cost.

One possible option would be for the County to join the existing regional transit system operated by Chattahoochee-Flint Regional Development Center (RDC). Meriwether would be joining the other four counties in the region, which would have a service area covering Troup, Coweta, Heard, Carroll, and Meriwether counties. This option would be beneficial in that it would provide Meriwether residents with access to regional medical facilities and shopping centers.

The second option would be for the County to develop a 5311 Program through GDOT. This option will be more costly than joining the existing regional program, but would give Meriwether County more options for tailoring the service to specific county needs. The 5311 Program is administered through GDOT and is currently in 95 counties across the state. The local government is required to pay 50 percent of the operating costs and five percent of the capital costs.

Bicycle Facilities

The County has several opportunities for improvements to the existing bicycle network, which would increase the connectivity of the existing network while providing better access. For example, bicycle lanes should be added to many State Routes within the county, including SR 41 and SR 109. These projects are included with potential projects in Table 3.12.5.

Additionally, Meriwether has a large number of creeks, streams, and rivers that provide potential locations for multi-use facilities. Facilities located along the waterways could be very minimal and consist of a single multi-use trail. The larger creeks, such as White Oak Creek, Red Oak Creek and Pigeon Creek, could provide mobility for recreation to pedestrians and bicyclists. Currently, demand does not warrant the construction of these facilities; however, appropriate greenspace preservation should be sought for these and other potential multi-use facilities.

Greenville Town Square

The City of Greenville is uniquely situated in having three state routes pass through or terminate in its town square. However, the high volume of personal vehicle and truck traffic, combined with the speeds at which drivers navigate the square, adjacent parking, and lack of pavement markings, makes the square dangerous for both drivers and pedestrians alike. Although the square has recently been redesigned, additional study should be completed to determine if safety could be further enhanced by modifying signing, marking, or parking layout.



Local Truck Traffic Restrictions

The next policy for County consideration pertains to trucks and their use of local roadways, which are typically not designed for regular use by heavy vehicles. The construction requirements for base, pavement strength, and lane widths are typically lower on county roads, making them unsuitable for use by heavy duty trucks. Similarly, bridges built and maintained by the County are often not designed for heavy weight movements. Cyclical loadings on these bridges can cause serious structural damage, which can lead to bridge failures. The high amount of truck traffic along the State Routes has resulted in an increased amount of truck traffic using local roads. A County ordinance might be necessary to restrict heavy duty truck traffic along local roads to protect the County's infrastructure. The ordinance would allow truck movements along these roads for pick-ups and deliveries located along the segment, but would prohibit through movements. Local county roadways in areas perceived as growing, and which should therefore expect to see a particularly high amount of through truck movements in the future include:

- Forrest Road north of Lone Oak
- Stovall Road
- Luthersville Road
- Dromedary Street in Woodbury
- Durand Street in Woodbury

These roads were selected because they create the shortest path between industrial areas and can be used by drivers to reduce travel time.

Additionally, a study should be done to evaluate the amount of existing and future truck traffic passing through the City of Greenville, which would begin the process of constructing a truck bypass for the City. While current traffic might not warrant a bypass, future growth will increase the impact and cost of such a bypass. A similar study should also be completed for the City of Warm Springs.

Roadway Paving Process

As was previously discussed, many local roadways in the county are not paved. As growth increases, developers will pressure the County to improve roadways accessing their property. With the County's limited transportation funds, a methodology needs to be developed to allow for systematic improvements to unpaved roads. This system will ensure that roadways are improved in a justifiable manner, and will also provide the County with a methodology to prioritize improvement projects. A simple rating system can be used to conduct this project prioritization. An example system is explained in Appendix A of this report.

In addition to the rating system, land use surrounding the roadways should also be examined. As permitted density increases, it becomes more critical to have the infrastructure in place to provide access to the area. The following table, Table 3.12.2,



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lists unpaved segments that should receive priority for paving. These roadways were selected because they are either wholly or partially located in commercial, industrial, institutional, medium density residential or high density residential land use areas.

The number of miles of roadway which can be paved on an annual basis will be dependent on funding levels. As a general rule, however, Meriwether County should adopt the goal of upgrading a minimum of 12 miles each year, which would cost approximately \$12.5 million per year. With 240 miles of unpaved roadways (according to a 2004 GDOT estimate) this policy would result in a completely paved network by 2030. Additionally, roadways should be paved to GDOT standards and contain bicycle and pedestrian facilities where necessary.



Table 3.12.2 Priority Paving Projects

| Corridor | Extent | | Distance (miles) | Costs | | |
|------------------------|-------------------|--------------------|------------------|-------------------------|--------------|-------------|
| | To | From | | Preliminary Engineering | Construction | Total |
| Albert McWilliams Road | | | 1.1 | \$198,000 | \$946,000 | \$1,144,000 |
| Betty Dunn Road | | | 1.5 | \$270,000 | \$1,290,000 | \$1,560,000 |
| Bobwhite Road | | | 1.2 | \$216,000 | \$1,032,000 | \$1,248,000 |
| Cemetery Street | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Cherry Road | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Church Street | | | 2.0 | \$360,000 | \$1,720,000 | \$2,080,000 |
| Clark Road | Mocking Bird Road | Mt Carmel Road | 2.9 | \$522,000 | \$2,494,000 | \$3,016,000 |
| Copeland-Perry Road | | | 2.9 | \$522,000 | \$2,494,000 | \$3,016,000 |
| Covered Bridge Road | Weaver Parks Road | Sullivan Mill Road | 3.6 | \$648,000 | \$3,096,000 | \$3,744,000 |
| Davis Lake Road | | | 0.8 | \$149,400 | \$713,800 | \$863,200 |
| Dogwood Lane | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Finch Street | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Firetower Road | SR 109 | Stovall Road | 1.6 | \$288,000 | \$1,376,000 | \$1,664,000 |
| Flat Shoals Road | | | 2.2 | \$396,000 | \$1,892,000 | \$2,288,000 |
| Halls Mill Road | | | 2.1 | \$378,000 | \$1,806,000 | \$2,184,000 |
| Hardy Street | | | 1.8 | \$324,000 | \$1,548,000 | \$1,872,000 |
| Harris Road | | | 0.2 | \$36,000 | \$172,000 | \$208,000 |
| Herndon Road | | | 0.4 | \$72,000 | \$344,000 | \$416,000 |
| Imlac Road | | | 3.6 | \$648,000 | \$3,096,000 | \$3,744,000 |
| Kendricks Road | | | 0.2 | \$36,000 | \$172,000 | \$208,000 |
| Laurel Road | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Lula McGhee Road | | | 2.1 | \$378,000 | \$1,806,000 | \$2,184,000 |
| Martin Road | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Morgan Road | | | 0.6 | \$108,000 | \$516,000 | \$624,000 |
| Mullins Cemetery Road | | | 1.8 | \$324,000 | \$1,548,000 | \$1,872,000 |
| Oakland Road | SR 74 | Weaver Parks Road | 3.4 | \$612,000 | \$2,924,000 | \$3,536,000 |
| Oakland Road | | | 0.3 | \$54,000 | \$258,000 | \$312,000 |
| Old Durand Road | | | 2.4 | \$432,000 | \$2,064,000 | \$2,496,000 |
| Old Raleigh Road | | | 1.2 | \$216,000 | \$1,032,000 | \$1,248,000 |
| Pearl Smith Road | | | 0.3 | \$54,000 | \$258,000 | \$312,000 |
| Phillips Road | | | 4.5 | \$810,000 | \$3,870,000 | \$4,680,000 |
| Railroad Street | | | 0.4 | \$72,000 | \$344,000 | \$416,000 |
| Railroad Street | | | 0.4 | \$72,000 | \$344,000 | \$416,000 |
| Rat Road | | | 0.2 | \$36,000 | \$172,000 | \$208,000 |
| Render Garret Road | | | 1.3 | \$234,000 | \$1,118,000 | \$1,352,000 |
| Robson Street | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |



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| Corridor | Extent | | Distance (miles) | Costs | | |
|-----------------------|--------|------|------------------|-------------------------|---------------------|---------------------|
| | To | From | | Preliminary Engineering | Construction | Total |
| Sunnyside Church Road | | | 2.2 | \$396,000 | \$1,892,000 | \$2,288,000 |
| Swygert Road | | | 2.4 | \$432,000 | \$2,064,000 | \$2,496,000 |
| Temple Dukes Road | | | 1.9 | \$342,000 | \$1,634,000 | \$1,976,000 |
| Terrell Street | | | 0.1 | \$18,000 | \$86,000 | \$104,000 |
| Tom Mann Drive | | | 0.5 | \$90,000 | \$430,000 | \$520,000 |
| Trammel Road | | | 4.5 | \$810,000 | \$3,870,000 | \$4,680,000 |
| Trinity Street | | | 0.2 | \$36,000 | \$172,000 | \$208,000 |
| Upper Cove Road | | | 2.4 | \$432,000 | \$2,064,000 | \$2,496,000 |
| Wooster Road | | | 0.2 | \$36,000 | \$172,000 | \$208,000 |
| TOTAL | | | | \$11,183,400 | \$53,431,800 | \$64,615,200 |



Projects

State Transportation Improvement Program

GDOT maintains the State Transportation Improvement Program (STIP) of short-term projects, which is a financially constrained project list with funding sources identified. Table 3.12.3 shows Meriwether County projects included in the 2007-2009 STIP.

Table 3.12.3 STIP Projects

| Facility | Extents | Type Work |
|----------------------|------------------------------|-------------------|
| SR 85 | CSX railroad in Manchester | Replace bridge |
| City of Manchester | Downtown streetscape | Bike/ped facility |
| SR 18 | CSX railroad in Durand | Replace bridge |
| SR 85 / Broad Street | Lane Street in Manchester | Replace bridge |
| Weaver Parks Road | CSX railroad crossing | Warning device |
| Caldwell Road | CSX railroad crossing | Warning device |
| SR 85 ALT | CSX railroad in Warm Springs | Replace bridge |
| SR 85 | Cane Creek | Replace bridge |
| SR 85 | CSX railroad in Woodbury | Replace bridge |

State Long Range Program

GDOT also maintains a list of all planned projects regardless of their implementation date. The State Long Range Program (LRP) has three additional projects for Meriwether County, as identified in Table 1.7.18.

Table 3.12.4 LRP Projects

| Facility | Extents | Type Work |
|--------------|----------------------------------|--------------------|
| I-85 | Coweta County to Troup County | Call boxes |
| SR 41 | At railroad west of Warm Springs | Bridge replacement |
| SR 18/74/109 | SR 85 to Upson County | Passing lanes |

Proposed Program of Projects

While the STIP and LRP projects improve the transportation network in Meriwether County, additional improvements need to be made. These improvements are included in the lists below. The first list, Table 3.12.5, is the unconstrained, aspirations list. It includes all programmed and identified projects in the county without consideration of funding availability. The second list, Table 3.12.6, is the constrained project list, which prioritizes projects based on available funding.



Project Selection

Projects were selected based on the characteristics of the existing system and future needs. The following outlines the project selection criteria for each transportation area:

- Roadway, Capacity – Roads having a 2030 LOS of D or lower were chosen for roadway widening or operational upgrades.
- Safety, Intersections – Intersections that had the highest crash rates in the county were chosen for intersection upgrades.
- Safety, Segments – Segments that had crash rates one standard deviation above the county average were selected for operational upgrades.
- Sidewalk – Roadways located within a half-mile of a school or other activity center were examined for sidewalks. If a roadway did not have a sidewalk on at least one side, it was included in the project list. Prioritization was done by first identifying sidewalks that were in both a school and activity center zone. Sidewalks that were in only one zone type were grouped into Priority 2, while those that only provided connectivity to an identified project were grouped into Priority 3.
- Bridges – Bridges with structural evaluations resulting in a designation of needing repair or needing replacement were included in the project list.
- Bike Trails – Facilities that would provide additional connectivity between existing bicycle facilities were designated as projects.
- Parking – Town centers where parking demand exceeds capacity were determined to be in need of parking facilities.
- Additional projects as identified from input from the County and through the public involvement process and field observations.

Costing

Costing for the project table was done using a costing tool developed by GDOT, the Georgia Regional Transportation Authority (GRTA), and the Atlanta Regional Commission (ARC). The tool takes project type, length, and surrounding land use into account and generates costs for preliminary engineering (PE), right-of-way acquisition (ROW), and construction (CONST). All of the right-of-way was considered to be rural, with adjustments made for either commercial or residential. The following total costs were used as a basis for project costing:

- Roadway, Capacity - \$1,534,800/lane-mile
- Roadway, Operational - \$1,080,000/lane-mile
- Intersection Signalization - \$780,000/intersection
- Sidewalk (one side of roadway) - \$538,000/mile
- Parking Lot - \$6,531/parking space
- Bridge, Repair - \$864,000/bridge
- Bridge, Replacement - \$1,440,000/bridge
- Roadway Improvement - \$1,040,000/mile



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Also listed on Tables 3.12.5 and 3.12.6 are potential funding sources. These sources are discussed in more depth in the following section.



Table 3.12.5: Unconstrained Project List

| Corridors | Extents | GDOT STIP | GDOT Long Range Program | Comprehensive Plan Identified Need | Estimated Costs | | | | Potential Funding Sources |
|------------------------|-----------------------------------|-------------------|-------------------------|------------------------------------|-----------------|--------------|--------------|--------------|---------------------------|
| | | | | | PE \$ | ROW \$ | CONST \$ | SUM \$ | |
| SR 18 | CSX Railroad in Durand | Bridge | | | \$300,000 | \$0 | \$1,320,000 | \$1,620,000 | State Bridge |
| SR 85 | Lane Street | Bridge | | | \$300,000 | \$0 | \$1,320,000 | \$1,620,000 | State Bridge |
| SR 41 | CSX Railroad west of Warm Springs | | Bridge | | \$132,000 | \$0 | \$1,320,000 | \$1,452,000 | STP |
| SR 18/SR 74/ SR 109 | Upson County to SR 41 | | Operational | | \$461,250 | \$757,680 | \$5,073,750 | \$6,292,680 | STP |
| SR 85 | CSX Railroad in Manchester | Bridge | | | \$0 | \$66,000 | \$1,320,000 | \$1,386,000 | STP |
| Caldwell Road | CSX Railroad | RR Warning Device | | | \$6,000 | \$0 | \$150,000 | \$156,000 | STP |
| Weaver Parks Road | CSX Railroad | RR Warning Device | | | \$6,000 | \$0 | \$150,000 | \$156,000 | STP |
| SR 85 Alternate | CSX Railroad in Warm Springs | Bridge | | | \$0 | \$49,500 | \$1,320,000 | \$1,369,500 | STP |
| SR 85 | CSX Railroad in Woodbury | Bridge | | | \$0 | \$151,000 | \$1,320,000 | \$1,471,000 | STP |
| City of Manchester | | Streetscape | | | \$0 | \$0 | \$527,500 | \$527,500 | Local, TE |
| SR 85 | At Cane Creek | Bridge | | | \$0 | \$0 | \$4,444,000 | \$4,444,000 | STP |
| Sidewalks - Priority 1 | | | | Sidewalks | \$219,589 | \$2,195,893 | \$2,415,482 | \$4,830,964 | TE, SRTS, Local |
| Sidewalks - Priority 2 | | | | Sidewalks | \$1,187,956 | \$11,879,562 | \$13,067,518 | \$26,135,036 | TE, SRTS, Local |
| Sidewalks - Priority 3 | | | | Sidewalks | \$526,833 | \$5,268,334 | \$5,795,167 | \$11,590,334 | TE, Local |
| Bridge Repair | Six locations on State Network | | | Bridge | \$432,000 | \$0 | \$4,752,000 | \$5,184,000 | NHS, State Bridge |
| Bridge Repair | Five locations on County Network | | | Bridge | \$360,000 | \$0 | \$3,960,000 | \$4,320,000 | State Aid, Local |
| Bridge Replacement | Eight locations on County Network | | | Bridge | \$960,000 | \$0 | \$10,560,000 | \$11,520,000 | State Aid, Local |



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| Corridors | Extents | GDOT STIP | GDOT Long Range Program | Comprehensive Plan Identified Need | Estimated Costs | | | | Potential Funding Sources |
|------------------------------|----------------------------------|-----------|-------------------------|------------------------------------|-----------------|--------|--------------|--------------|---------------------------|
| | | | | | PE \$ | ROW \$ | CONST\$ | SUM \$ | |
| Greenville Town Square Study | | | | Study | \$50,000 | \$0 | \$0 | \$50,000 | Local, TE, TCSP |
| US 27 Alternate | At SR 41/Roosevelt Hwy | | | Intersection Improvement | \$110,000 | \$0 | \$1,210,000 | \$1,320,000 | NHS, Safety |
| SR 41/Roosevelt Hwy | At West Main St | | | Intersection Improvement | \$110,000 | \$0 | \$1,210,000 | \$1,320,000 | NHS, Safety |
| SR 41 | At Woodbury Rd | | | Intersection Improvement | \$110,000 | \$0 | \$1,210,000 | \$1,320,000 | NHS, Safety |
| Truitt Rd/Broad St | At Main St | | | Intersection Improvement | \$110,000 | \$0 | \$1,210,000 | \$1,320,000 | Safety, Local, State Aid |
| Forrest Rd | St. Marks Rd to Coweta County | | | Operational/Safety | \$1,044,000 | \$0 | \$11,484,000 | \$12,528,000 | State Aid, Local |
| SR 74 | SR 362 to SR 362 | | | Operational/Safety | \$162,000 | \$0 | \$1,782,000 | \$1,944,000 | NHS, Safety, State Aid |
| SR 362 | SR 74 to Pike County | | | Operational/Safety | \$810,000 | \$0 | \$8,910,000 | \$9,720,000 | NHS, Safety, State Aid |
| SR 190 | | | | Operational/Safety | \$684,000 | \$0 | \$7,524,000 | \$8,208,000 | NHS, Safety, State Aid |
| SR 41 | SR 85 Alternate to Talbot County | | | Operational/Safety | \$1,062,000 | \$0 | \$11,682,000 | \$12,744,000 | NHS, Safety, State Aid |
| SR 85 Spur | | | | Operational/Safety | \$144,000 | \$0 | \$1,584,000 | \$1,728,000 | NHS, Safety, State Aid |
| Jesse Cole Rd | | | | Operational/Safety | \$540,000 | \$0 | \$5,940,000 | \$6,480,000 | State Aid, Safety, Local |
| SR 109 | SR 85 Alternate to Upson County | | | Operational/Safety | \$720,000 | \$0 | \$7,920,000 | \$8,640,000 | NHS, Safety, State Aid |
| SR 100 | Troup County to SR 109 | | | Operational | \$2,376,000 | \$0 | \$26,136,000 | \$28,512,000 | NHS, State Aid, Local |
| SR 109 | Troup County to SR 41 | | | Operational | \$1,728,000 | \$0 | \$19,008,000 | \$20,736,000 | NHS, State Aid, Local |



**Meriwether County's Joint Comprehensive Plan
2008- 2028**

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| Corridors | Extents | GDOT STIP | GDOT Long Range Program | Comprehensive Plan Identified Need | Estimated Costs | | | | Potential Funding Sources |
|--|-----------------------------|-----------|-------------------------|------------------------------------|-----------------|-------------|--------------|--------------|---------------------------|
| | | | | | PE \$ | ROW \$ | CONST \$ | SUM \$ | |
| Priority Paving Projects | Various | | | Roadway Improvement | \$11,183,400 | \$0 | \$53,431,800 | \$64,615,200 | State Aid, Local |
| Corley Bridge Rd | | | | Operational/Safety | \$126,000 | \$0 | \$1,386,000 | \$1,512,000 | State Aid, Safety, Local |
| Cove Rd | Corley Bridge Rd to SR 74 | | | Operational/Safety | \$1,062,000 | \$0 | \$11,682,000 | \$12,744,000 | State Aid, Safety, Local |
| Jones Mill Rd | | | | Operational/Safety | \$1,350,000 | \$0 | \$14,850,000 | \$16,200,000 | State Aid, Safety, Local |
| Main St | SR 41 to SR 85 | | | Operational/Safety | \$90,000 | \$0 | \$990,000 | \$1,080,000 | State Aid, Safety, Local |
| Railroad St | | | | Operational/Safety | \$18,000 | \$0 | \$198,000 | \$216,000 | State Aid, Safety, Local |
| Downtown Greenville | | | | Off-Street Parking | \$36,300 | \$480,000 | \$496,766 | \$1,013,066 | Local |
| SR 41 | Coweta County to SR 109 | | | Bike Lane | \$695,000 | \$0 | \$7,645,000 | \$8,340,000 | NHS, TE, State Aid |
| SR 41 | SR 109 to Talbot County | | | Bike Lane | \$810,000 | \$0 | \$8,910,000 | \$9,720,000 | NHS, TE, State Aid |
| SR 41 | Coweta County to SR 109 | | | Capacity | \$3,127,500 | \$5,137,440 | \$34,402,500 | \$42,667,440 | NHS |
| Georgia Southwestern | Greenville to Pine Mountain | | | Multi-use Facility | \$1,520,000 | \$0 | \$16,720,000 | \$36,480,000 | US DOT, TE, Local |
| SR 41 | SR 109 to Talbot County | | | Capacity | \$3,645,000 | \$5,987,520 | \$40,095,000 | \$49,727,520 | NHS |
| SR 109 | SR 41 to SR 85 Alternate | | | Bike Lane | \$888,750 | \$0 | \$9,776,250 | \$10,665,000 | TE, State Aid, Local |
| Warm Springs Truck Bypass Study | | | | Study | \$20,000 | \$0 | \$0 | \$20,000 | TE, Local |
| Greenville Downtown Truck Bypass Study | | | | Study | \$20,000 | \$0 | \$0 | \$20,000 | TE, Local |
| I-85 | At Forrest Rd | | | Interchange | \$600,000 | \$0 | \$6,600,000 | \$7,200,000 | NHS |



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| Corridors | Extents | GDOT STIP | GDOT Long Range Program | Comprehensive Plan Identified Need | Estimated Costs | | | | Potential Funding Sources |
|-----------------------------------|---------------------------------------|-----------|-------------------------|------------------------------------|---------------------|---------------------|----------------------|----------------------|---------------------------|
| | | | | | PE \$ | ROW \$ | CONST \$ | SUM \$ | |
| I-85 | GA 54 to Sewell Rd. | | | Frontage Road | \$526,400 | \$0 | \$6,994,120 | \$7,520,520 | NHS, State, Local |
| Park and Ride Lot | Around Luthersville | | | Transit | \$18,150 | \$240,000 | \$248,383 | \$506,533 | FTA |
| GRTA Xpress Bus Service | Park and Ride Lot to Downtown Atlanta | | | Transit | | | | \$0 | FTA |
| Countywide Demand Response System | | | | Transit | | | | \$0 | FTA |
| SR 74/85 | At Alavaton Rd | | | Signalization | \$65,000 | \$0 | \$650,000 | \$715,000 | NHS, State Aid, Local |
| Totals | | | | | \$40,453,128 | \$32,212,929 | \$380,701,236 | \$471,607,293 | |



Table 3.12.6 5 Year Work Program

| Project | Cost Estimate | Funding Source |
|--|---------------|----------------------|
| City of Manchester Streetscape (GDOT Project Number - 0006625) | \$105,500 | General Fund |
| Greenville Sidewalk Improvements | \$314,880 | General Fund |
| Woodbury Sidewalk Improvements | \$84,480 | General Fund |
| Manchester Sidewalk Improvements | \$76,800 | General Fund |
| Countywide Demand Response System | \$47,548 | General Fund |
| Georgia Southwestern Trail Project - PE | \$304,000 | General Fund |
| Warm Springs Truck Bypass Study | \$20,000 | General Fund |
| Greenville Downtown Truck Bypass Study | \$20,000 | General Fund |
| Priority Paving Projects | \$2,120,792 | General Fund, SPLOST |
| Bridge Repair on State Network | \$5,184,000 | State Bridge |
| Intersection Signalization SR 74/85 at Alavaton Road | \$715,000 | NHS |

Funding Options

Funding for transportation improvements including roadway operations and capacity, transit, bicycle and pedestrian projects can be requested through the GDOT STIP process. This process requires review of each project by GDOT staff and subsequent review and approval from the Project Nomination Review Committee (PNRC). The assignment of proper functional classifications to roadways is essential because certain categories of federal funding are not available for use in all classifications. Historic funding levels for Meriwether County indicate a shortage of funds to implement all projects recommended to address identified deficiencies and needs. Additionally, non-roadway projects compete with other transportation needs for a limited pool of federal, state and local funding. As a result, innovative funding strategies should be investigated to narrow the funding gap.

From the numerous potential funding strategies for transportation, the primary funding source for roadway, transit, bicycle and pedestrian projects is funding authorized by SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users) through the GDOT planning process. State involvement is essential to complete local transportation capital projects. Local match is often required to program transportation projects. Comprehensive transportation plans rely on all levels of funding.

Potential funding sources available for transportation capital projects include those summarized below

National Highway System (NHS) – Funding of major roadways, including the Interstate system, a large percentage of urban and rural principal arterials, the Strategic Highway Network (STRAHNET), and strategic highway connectors.

Recreational Trails (Rec Trails) – Funding for the creation, rehabilitation, and maintenance of multi-use trails.

Georgia Department of Transportation (GDOT) – Provides significant state funding for various projects on and off the State Route system.

Surface Transportation Program (STP) – Funding for transportation improvements on routes functionally classified as collectors or higher. STP provides funds for projects related to improving quality of life, such as Livable Centers Initiatives (LCI) and Transportation Enhancements (TE).

State Aid – Each year GDOT sets aside a portion of the appropriated budget for helping local jurisdictions, both counties and cities. This money is referred to as State Aid and is distributed across the state. Each year, counties and cities are able to submit a prioritized list of projects they would like to have considered for state assistance. While the process is highly competitive, money is budgeted for each GDOT district.

High Priority Projects (HPP) – Discretionary funding for specific projects (federal earmarks).

Safe Routes to School (SRTS) – Federal funds are available for pedestrian and bicycle projects within two miles of a school. These funds are distributed through GDOT and are available for grades kindergarten through eight. Funding can be assigned to each

individual school by following the program's two steps. First, the school should develop a plan which includes a program for promoting bicycling and walking and any proposed infrastructure projects. Funding is available for up to \$10,000 per school (up to \$100,000 per system) to develop these plans. The second step is to implement the plan. Safe Routes to School funding is also available for this step. Infrastructure projects, which can be sidewalks, bicycle lanes or crosswalks, have a funding limit of \$500,000 while non-infrastructure projects, which can include publicity programs, activities and indirect costs, have a funding limit of \$10,000. For infrastructure requests, preferential treatment will be given to schools that have either developed a plan or joined the SRTS Resource Center. GDOT is developing specific guidelines for the program through a special Safe Routes to School Office. The statewide funding is limited to \$16 million through 2009; therefore, the application process will be highly competitive. In 2008, GDOT's Safe Routes to School Office will be opening a SRTS Resource Center, which will be the clearinghouse for developing a SRTS program.

Transportation Community Service Preservation Program (TCSP) – Provides funds to establish greater connections with transportation, land use planning, business activities and environmental preservation.

Federal Transit Administration (FTA) Programs – Funding for planning, capital and operating assistance, major capital needs such as light or commuter rail system development, large bus or rail fleet purchases, construction of transit facilities, passenger equipment for special needs, intercity bus programs, and state administration of projects of a transit nature. FTA programs in rural areas are administered through GDOT. Specific FTA programs applicable to Meriwether County include:

Section 5311 – Provides transit assistance to rural areas for capital, operating and administrative costs.

Section 5310, Elderly and Persons with Disability – Provides transit capital assistance through the state to private non-profit organizations and public bodies providing specialized transportation services to elderly and/or disabled persons.

Additional funding sources and opportunities offered by SAFETEA-LU include establishing public-private partnerships for implementing transportation facilities. Similarly, locally collected revenue sources used to fund transportation projects include general fund, Special Purpose Local Option Sales Tax (SPLOST) programs, and Tax Allocation District (TAD) monies.

Special Purpose Local Option Sales Tax – SPLOST is a one-cent sales tax that is voted on by residents and is used for capital improvements in the county. The tax can only be administered by the County government, and SPLOST projects should be identified and kept separate from other County projects. SPLOST funds can be used for a number of things including roads, bridges, sidewalks, multi-use paths and streetscapes. SPLOST funding should be seriously examined by the County as a method of funding projects necessary to meet the County's infrastructure needs.

Tax Allocation District – A strategy for funding infrastructure projects in a limited area targeted for accelerated growth, a TAD finances infrastructure projects from the growth of property taxes based on new development and increased property values. Establishing a TAD and creating a plan for the district can spark redevelopment in the

TAD area, which in turn serves to finance TAD bond funds. Funds can be spent on a number of projects in the TAD area, including transportation projects. Therefore, TAD planning promotes redevelopment while also helping to create a dedicated source of infrastructure funding for that area. New pedestrian and bicycle facilities and streetscapes are typical TAD projects, though TAD funds are often used for non-transportation infrastructure as well. TADs are an appropriate tool for financing some types of transportation projects, especially in connection with the denser redevelopment of a particular area such as an activity center.



APPENDIX

APPENDIX A – ROADWAY IMPROVEMENT METHODOLOGY

This plan outlines a potential scoring system which can be used by the County to quantify the paving priority of every local roadway. It utilizes a simple additive equation which results in a number between zero and 100, with the higher number having the higher priority. This system can serve as a basis for County staff to determine where limited funding should be spent to have the maximum return on investment. The equation can also be modified to reflect any additional factors or weighting to the various scoring components.

The equation can be summarized as:

$$\text{Paving Priority} = \text{R/M} + \text{TV} + \text{SI} + \text{SB} + \text{PC} + \text{C} + \text{OD}$$

where:

“R/M” represents a scoring component based on the density of residential development along the facility. A physical count of the number of housing units would be conducted, with a single family home counting for one point, a duplex as two, and an apartment building assigned a value based on the number of units. This number is represented as “R.” It is then divided by the length of the corridor in units of miles, expressed as “M.” The ratio would then be compared to a matrix to assigned an appropriate score for this component of the equation. A proposed matrix is:

| <u>R/M Calculated Ratio</u> | <u>“R/M” Score</u> |
|-----------------------------|--------------------|
| 0 | 0 |
| 0.01 to 0.99 | 3 |
| 1.00 to 1.99 | 6 |
| 2.00 to 4.99 | 9 |
| 4.00 to 9.99 | 12 |
| Greater than 10.00 | 15 |

“TV” is based on the traffic volume on the facility. Whenever possible, 24-hour tube counts should be conducted by the County, GDOT or an outside contractor, but the number of facilities in question and the associated costs may require that a less formal estimating process be used. A small number of formal tube counts could be conducted on a variety of unpaved roadways around the County to arrive at general estimates of how volumes fluctuate over the course of a day. Spot counts conducted for a half-hour or one-hour period could then be extrapolated to arrive at an estimate of average daily traffic volumes. A matrix would be used to determine the value to use for “TV” in the scoring equation.

A proposed matrix is:

| <u>Daily Traffic Volume</u> | <u>"TV" Score</u> |
|-----------------------------|-------------------|
| Less than 50 | 0 |
| 50 to 99 | 4 |
| 100 to 199 | 8 |
| 200 to 299 | 12 |
| 300 to 499 | 16 |
| Greater than 500 | 20 |

"SI" represents a qualitative assessment of safety issues which may exist along the roadway. Narrow widths which hinder safe passing by vehicles traveling in opposite directions, steep drop-offs into adjacent drainage ditches, sharp horizontal curves and steep grades are but a few of the factors which could be considered during a field review of the corridor. Care must be taken to train personnel conducting these field reviews to ensure that consistent scores are given by each individual. Possible scores for the "SI" component of the scoring equation are:

| <u>Assessment</u> | <u>"SI" Score</u> |
|--|-------------------|
| No observed safety issues | 0 |
| Minor deficiencies, easily correctable without paving | 3 |
| Minor deficiencies, correctable by paving | 6 |
| Moderate deficiencies, correctable by paving | 9 |
| Major deficiencies, correctable by paving / reconstruction | 12 |
| Severe deficiencies, improvements urgent | 15 |

"SB" is a component to reflect whether the roadway is part of a school bus route. Possible scores for this variable are:

| <u>School Bus Route?</u> | <u>"SB" Score</u> |
|--------------------------|-------------------|
| No | 0 |
| Yes | 10 |

"PC" would be used to reflect whether or not the roadway provides connectivity between other paved facilities. The score could vary depending on the functional classification of the roadways at either endpoint as follows (under the paving program outlined earlier, all facilities classified as a collector or arterial route will be paved):

| <u>Paved Endpoints</u> | <u>"PC" Score</u> |
|---|-------------------|
| One or two local routes, one or both unpaved | 0 |
| Two local routes, both paved | 5 |
| Two collector routes, both paved | 10 |
| One collector route, one arterial route, both paved | 15 |
| Two arterial routes, both paved | 20 |

"C" represents a general assessment of the expense required to pave the facility. Not all dirt roads are equal. There are several variables to be considered, including factors such as road width, drainage and associated ditches, right-of-way acquisition

Appendix

requirements, tree removal, and utility relocations. These factors can be correlated directly to costs. The County staff would determine the estimated cost per mile based on the above factors and/or historical costs, then determine the “C” score using a matrix similar to the one below (with numerical values replacing the general levels shown):

| <u>Cost per Mile</u> | <u>“C” Score</u> |
|----------------------|------------------|
| Very Low | 10 |
| Low | 8 |
| Low to Moderate | 6 |
| Moderate to High | 4 |
| High | 2 |
| Very High | 0 |

“OD” is a component similar to “R/M,” except it reflects the number and relative importance of other destinations along the roadway aside from residences. Such destinations could include churches, recreational facilities, cemeteries and utility facilities such as pumping stations, electric substations and major pipeline or cable crossings. This would be a subjective score that would require careful training of personnel conducting these field reviews to ensure that consistent scores are given by each individual. Possible scores for the “OD” component of the scoring equation are:

| <u>Other Destinations</u> | <u>“OD” Score</u> |
|--|-------------------|
| None | 0 |
| A few, minimal value to general public interest | 2 |
| Several, some of value to general public interest | 4 |
| Several, most with value to general public interest | 6 |
| Many, some of major value to general public interest | 8 |
| Many, most with major value to general public interest | 10 |

Establish Policies and Procedures to Support the Paving Prioritization Process

The sheer number of unpaved roads and lack of existing policies have made it difficult to prioritize and plan for paving activities. Additionally, right-of-way issues can be a hindrance to accomplishing paving project planning. Given the miles of unpaved roads, the County should establish a policy of not purchasing rights-of-way whenever possible. To assist in determining the available right-of-way, Figure A-1 shows the estimated rights-of-way for dirt roads. This figure is based on the GDOT estimate in the RC file.

If paving a roadway is determined to be in the best interest of Meriwether County's transportation needs, landowners along the affected corridor should be asked to grant the needed land for the project. Whether or not additional right-of-way can be acquired free of charge could be incorporated as an evaluation factor in the scoring program outlined above. This policy should be aggressively pursued where only nominal amounts of additional right-of-way are required and no buildings or other notable structures would need removal. What constitutes a “nominal” amount should be established by the County. This threshold could be established at 1.0 acre, or some other amount as determined appropriate. Regardless of these formal limits, the County

should always attempt to negotiate with property owners to secure right-of-way without cost.

Meriwether County staff should immediately finalize a scoring program to rank potential paving projects and then develop a plan for taking inventory of all unpaved roadways. This process could take several months to complete, but is necessary to ensure the success of the recommended paving program. Estimated values could be used until a full inventory has been completed. A spreadsheet containing every unpaved roadway segment should be maintained by county staff, with formulas developed that use quantifiable values (such as residences and length) to calculate a score using associated look-up tables.

The spreadsheet should be updated on a regular basis to ensure the integrity of the prioritization process. A recommended schedule for each variable component is outlined below:

| <u>Variable</u> | <u>Update Schedule</u> |
|-----------------|--|
| R/M | Obtain housing permit data on an annual basis and use to recalculate the number of residences along the roadway. |
| TV | Update volumes for the entire system every three years. For every roadway selected as part of an annual paving program, confirm the accuracy of the estimated count before the roadway is officially approved for inclusion. |
| SI | Update only as required prior to final inclusion in an annual paving program. |
| SB | Review school bus routes with school system officials on an annual basis. |
| PC | Review paving status of endpoints annually. |
| C | Update only as required prior to final inclusion in an annual paving program. |
| OD | Identify sources for providing information on new facilities and coordinate on an annual basis to locate any warranting a reassessment of the score. |

Each year, County staff should produce a complete list of all unpaved roads in the county, sorted by the paving prioritization score assigned by the equation. The unit cost should be multiplied by the corridor length to also display the total cost to upgrade the roadway. Based on the annual funding available for paving projects, it will be a relatively simple matter to determine which projects can be accommodated during the next fiscal year.

Ideally, projects should be programmed based exclusively on their ranking, but other factors must be considered. County officials and staff will continue to receive requests from local citizens to pave roadways regardless of how formal a prioritization process is implemented. This public input should not be rejected. Should a particular roadway receive vocal support for paving from a variety of interests, yet fail to make the cut based strictly on its calculated score, County staff should permit some flexibility in the process by conducting discussions with local officials and individuals advocating the project.

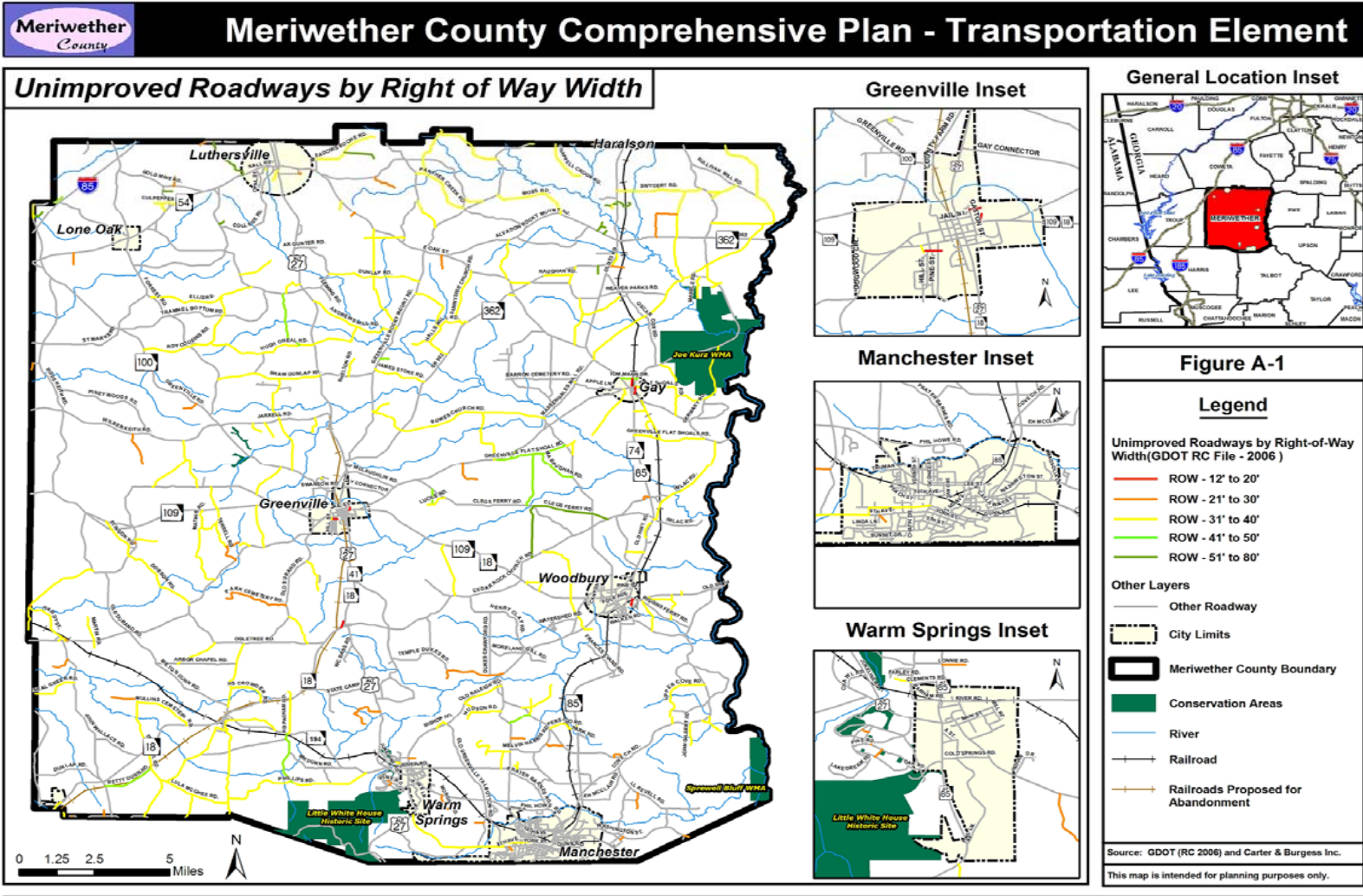
Appendix

While wholesale reassignment of paving priorities runs counter to the program's intent to establish order to the process, some minor shuffling should always be permitted to address special circumstances. Another factor to consider in this process, as discussed earlier, is whether or not residents along the roadway are willing to donate any right-of-way required to make appropriate improvements. A project should be able to have its priority raised or lowered, at the discretion of the County staff and County Board of Commissioners, based on this assessment. Some consideration should also be given to ensuring an equitable distribution of projects around the county. In addition, if a single project requires an unusually large portion of the annual funds available in a particular year, it may be desirable to undertake the entire corridor over a period of two or more years by establishing logical termini and paving the segments in sequence. This would permit a larger number of projects to be funded on an annual basis.

A final policy which should be adopted by Meriwether County is to prohibit the development of residential neighborhoods over a certain size, having a primary access point on an unpaved roadway. Unpaved roadways present accessibility difficulties for emergency vehicles and permitting increased densities on such roadways poses public safety concerns. Development proposals could be another "intangible" factor used in determining the final annual roadway paving priorities. Any major developments which may create a significant volume of cut-through traffic on unpaved facilities, even though direct access is via paved roads, should also be considered in the prioritization process.

Figure A-1: Unimproved Roadways

Figure A-1: Unimproved Roadways



Meriwether County Comprehensive Plan Transportation Element

Appendix B - Rural Roadway Inventory

(Collector and Above)

| ABBREVIATIONS | | | | |
|--------------------|------------------------------|---------------------|------------------|------------------|
| Speed | NP = not posted | Development Type | V = vacant | Parking Presence |
| Direction Dividers | U = undivided | | R = residential | |
| | TL = turn lane | | I = industrial | |
| | M = median | | C = commercial | Parking Type |
| Lane Width | N = narrow (9 to 11 feet) | Development Density | L = low | |
| | A = average (11 to 13 feet) | | M = medium | |
| | W = wide (more than 13 feet) | | H = high | |
| Pavement Condition | P = poor | Sidewalks Presence | N = none | |
| | F = fair | | I = intermittent | |
| | G = good | | C = continuous | |
| Grade | S = steep | Sidewalks Condition | P = poor | |
| | G = gentle | | F = fair | |
| | L = level | | G = good | |
| | | | | N = none |
| | | | | I = intermittent |
| | | | | C = continuous |
| | | | | P = parallel |
| | | | | A = angle |

Meriwether Comprehensive Plan: Transportation Element Appendix C - Sidewalk Needs

| Corridor | Extents | | Length (Mi) | Cost | | | Priority |
|------------------|-----------------------------|-------------------------------|-------------------------|---------------------|-----------------------|-----------------------|----------|
| | Beginning | End | | PE | Construction | Total | |
| 3rd Ave | Chalybeate St | Atlantic St | 0.23 | \$7,424.43 | \$74,244.31 | \$81,668.74 | 1 |
| Baldwin St | Entire Length | | 0.38 | \$12,152.35 | \$121,523.54 | \$133,675.89 | 1 |
| Banning St | Entire Length | | 0.04 | \$1,272.28 | \$12,722.82 | \$13,995.10 | 1 |
| Cane St | Entire Length | | 0.14 | \$4,414.11 | \$44,141.10 | \$48,555.21 | 1 |
| Cemetery St | Entire Length | | 0.10 | \$3,061.43 | \$30,614.30 | \$33,675.72 | 1 |
| Church St | Entire Length | | 0.26 | \$8,184.91 | \$81,849.11 | \$90,034.02 | 1 |
| College St | Entire Length | | 0.29 | \$9,216.86 | \$92,168.61 | \$101,385.47 | 1 |
| Date Ln | Entire Length | | 0.09 | \$2,820.55 | \$28,205.51 | \$31,026.06 | 1 |
| Depot St | Lagrange St | SR 41 | 0.53 | \$16,997.83 | \$169,978.32 | \$186,976.16 | 1 |
| Durand St | SR 109 | Date Ln | 0.35 | \$11,280.92 | \$112,809.23 | \$124,090.15 | 1 |
| Freeman St | Entire Length | | 0.21 | \$6,710.73 | \$67,107.35 | \$73,818.08 | 1 |
| Gaston St | Entire Length | | 0.35 | \$11,302.64 | \$113,026.40 | \$124,329.05 | 1 |
| Gresham St | Entire Length | | 0.17 | \$5,489.12 | \$54,891.16 | \$60,380.28 | 1 |
| Holiday Dr | Entire Length | | 0.04 | \$1,277.08 | \$12,770.79 | \$14,047.87 | 1 |
| Jail St | Entire Length | | 0.29 | \$9,363.53 | \$93,635.28 | \$102,998.81 | 1 |
| Jim Marshall Way | Entire Length | | 0.10 | \$3,337.28 | \$33,372.80 | \$36,710.08 | 1 |
| Kennedy Blvd | Entire Length | | 0.51 | \$16,371.56 | \$163,715.59 | \$180,087.15 | 1 |
| Love Joy St | Entire Length | | 0.04 | \$1,297.70 | \$12,977.03 | \$14,274.73 | 1 |
| Park St | Entire Length | | 0.08 | \$2,624.14 | \$26,241.44 | \$28,865.58 | 1 |
| Railroad St | Entire Length | | 0.15 | \$4,676.89 | \$46,768.90 | \$51,445.79 | 1 |
| Robson St | Entire Length | | 0.10 | \$3,210.61 | \$32,106.15 | \$35,316.76 | 1 |
| Ruby St | Entire Length | | 0.26 | \$8,336.00 | \$83,360.00 | \$91,696.00 | 1 |
| Spark St | Entire Length | | 0.05 | \$1,593.04 | \$15,930.39 | \$17,523.43 | 1 |
| SR 41 | 0.2 Miles South of Depot St | | 0.03 | \$861.50 | \$8,615.02 | \$9,476.52 | 1 |
| SR 41 | 0.2 Miles South of Depot St | | 0.14 | \$4,329.35 | \$43,293.46 | \$47,622.81 | 1 |
| Terrell St | Harris St | SR 109 | 1.07 | \$34,396.80 | \$343,968.00 | \$378,364.80 | 1 |
| Williams St | Entire Length | | 0.36 | \$11,669.12 | \$116,691.20 | \$128,360.32 | 1 |
| Willow Dr | Entire Length | | 0.18 | \$5,693.50 | \$56,935.04 | \$62,628.54 | 1 |
| Woodbury Hwy | SR 41 | 0.2 Miles East of SR 109 Spur | 0.20 | \$6,395.17 | \$63,951.68 | \$70,346.84 | 1 |
| Woodbury Hwy | Entire Length | | 0.12 | \$3,827.81 | \$38,278.07 | \$42,105.87 | 1 |
| | | | Priority 1 Total | \$219,589.26 | \$2,195,892.60 | \$2,415,481.86 | |

Meriwether Comprehensive Plan: Transportation Element Appendix C - Sidewalk Needs

| Corridor | Extents | | | Length (Mi) | PE | Cost | | Priority |
|------------------|---------------|----------------|--------------|-------------|-------------|--------------|--------------|----------|
| | Beginning | End | Construction | | | Total | | |
| 10th Ave | Entire | | | 0.73 | \$23,244.69 | \$232,446.93 | \$255,691.62 | 2 |
| 1st St | Church St | W Oak St | | 0.17 | \$5,364.67 | \$53,646.70 | \$59,011.37 | 2 |
| 3rd Ave | Perry St | End of Roadway | | 0.54 | \$17,254.86 | \$172,548.58 | \$189,803.44 | 2 |
| 3rd St | W Oak St | 1st St | | 0.20 | \$6,478.30 | \$64,782.98 | \$71,261.28 | 2 |
| 4th Ave | 6th St | End of Roadway | | 0.45 | \$14,318.62 | \$143,186.20 | \$157,504.82 | 2 |
| 5th Ave | SR 41 | End of Roadway | | 0.21 | \$6,796.96 | \$67,969.56 | \$74,766.52 | 2 |
| 6th Ave | SR 41 | 10th Ave | | 0.48 | \$15,231.57 | \$152,315.67 | \$167,547.24 | 2 |
| 6th St | Entire Length | | | 0.18 | \$5,747.38 | \$57,473.79 | \$63,221.17 | 2 |
| 8th Ave | Entire Length | | | 0.18 | \$5,753.57 | \$57,535.70 | \$63,289.27 | 2 |
| 9th Ave | Entire Length | | | 0.15 | \$4,830.82 | \$48,308.21 | \$53,139.03 | 2 |
| A St | Entire Length | | | 0.20 | \$6,309.07 | \$63,090.68 | \$69,399.74 | 2 |
| Apple Ln | Entire Length | | | 0.25 | \$7,950.42 | \$79,504.19 | \$87,454.60 | 2 |
| Awtrey St | Truitt St | Callaway St | | 0.07 | \$2,176.24 | \$21,762.45 | \$23,938.69 | 2 |
| Baker St | Entire Length | | | 0.14 | \$4,601.61 | \$46,016.08 | \$50,617.69 | 2 |
| Bartee St | Entire Length | | | 0.45 | \$14,537.71 | \$145,377.14 | \$159,914.86 | 2 |
| BF McLaughlin Rd | Entire Length | | | 0.59 | \$18,766.11 | \$187,661.10 | \$206,427.21 | 2 |
| Bray Rd | Entire Length | | | 0.37 | \$11,813.50 | \$118,135.01 | \$129,948.52 | 2 |
| Bulloch St | Entire Length | | | 0.21 | \$6,676.62 | \$66,766.24 | \$73,442.87 | 2 |
| Bullockville Rd | Entire Length | | | 0.62 | \$19,879.65 | \$198,796.46 | \$218,676.10 | 2 |
| Caldwell Rd | Entire Length | | | 0.54 | \$17,282.87 | \$172,828.65 | \$190,111.52 | 2 |
| Callaway St | Entire Length | | | 0.08 | \$2,408.35 | \$24,083.46 | \$26,491.81 | 2 |
| Canyon Rd | Entire Length | | | 0.32 | \$10,305.45 | \$103,054.46 | \$113,359.90 | 2 |
| Cedar St | Entire Length | | | 0.17 | \$5,345.90 | \$53,458.98 | \$58,804.88 | 2 |
| Cemetery St | Entire Length | | | 0.47 | \$15,067.28 | \$150,672.77 | \$165,740.05 | 2 |
| Cemetery St | Entire Length | | | 0.08 | \$2,475.80 | \$24,758.02 | \$27,233.82 | 2 |
| Chalybeate St | Entire Length | | | 0.59 | \$18,780.17 | \$187,801.73 | \$206,581.90 | 2 |
| Cherry Rd | Entire Length | | | 0.03 | \$1,106.50 | \$11,064.97 | \$12,171.46 | 2 |
| Church St | Entire Length | | | 0.42 | \$13,482.13 | \$134,821.33 | \$148,303.46 | 2 |
| Church St | Entire Length | | | 0.19 | \$6,119.36 | \$61,193.64 | \$67,313.00 | 2 |
| Clements Rd | Entire Length | | | 0.27 | \$8,557.92 | \$85,579.16 | \$94,137.08 | 2 |
| Cold Springs Rd | Entire Length | | | 0.31 | \$9,770.43 | \$97,704.32 | \$107,474.75 | 2 |
| Coleman St | Entire Length | | | 0.07 | \$2,242.52 | \$22,425.20 | \$24,667.72 | 2 |
| College Rd | Entire Length | | | 0.44 | \$14,113.69 | \$141,136.91 | \$155,250.60 | 2 |
| Copeland Cir | Entire Length | | | 0.36 | \$11,535.95 | \$115,359.52 | \$126,895.47 | 2 |

Meriwether Comprehensive Plan: Transportation Element Appendix C - Sidewalk Needs

| Corridor | Extents | | | Length (Mi) | PE | Cost | | Priority |
|--------------------------|-----------------|--------------------------|-----|-------------|-------------|--------------|--------------|----------|
| | Beginning | End | End | | | Construction | Total | |
| County Farm Rd | Entire Length | | | 0.50 | \$16,048.98 | \$160,489.78 | \$176,538.76 | 2 |
| Cove Rd | SR 85 | Walker Rd | | 0.58 | \$18,512.96 | \$185,129.59 | \$203,642.55 | 2 |
| Depot St | Entire Length | | | 0.12 | \$3,856.79 | \$38,567.91 | \$42,424.70 | 2 |
| Dogwood Ln | Entire Length | | | 0.05 | \$1,615.62 | \$16,156.18 | \$17,771.80 | 2 |
| E Trigville St | Entire Length | | | 0.10 | \$3,274.80 | \$32,748.04 | \$36,022.85 | 2 |
| Evans St | Entire Length | | | 0.16 | \$5,247.69 | \$52,476.90 | \$57,724.59 | 2 |
| Farley Rd | Entire Length | | | 0.11 | \$3,616.19 | \$36,161.88 | \$39,778.07 | 2 |
| Finch St | Entire Length | | | 0.06 | \$1,928.42 | \$19,284.23 | \$21,212.66 | 2 |
| Flat Shoals Rd | SR 85 | Cemetery St | | 0.34 | \$11,021.91 | \$110,219.14 | \$121,241.05 | 2 |
| Flat Shoals Rd | Caldwell Rd | 0.3 Miles East of Rat Rd | | 0.29 | \$9,332.27 | \$93,322.69 | \$102,654.96 | 2 |
| Green St | Entire Length | | | 0.35 | \$11,202.13 | \$112,021.33 | \$123,223.47 | 2 |
| Greenville Rd | Town Square | County Farm Rd | | 0.52 | \$16,585.47 | \$165,854.67 | \$182,440.14 | 2 |
| Harris St | Entire Length | | | 0.08 | \$2,655.99 | \$26,559.89 | \$29,215.88 | 2 |
| Harry St | Entire Length | | | 0.08 | \$2,531.18 | \$25,311.84 | \$27,843.03 | 2 |
| Henderson Rd | Entire Length | | | 0.13 | \$4,301.85 | \$43,018.55 | \$47,320.40 | 2 |
| Hines Rd | Entire Length | | | 0.39 | \$12,416.00 | \$124,160.00 | \$136,576.00 | 2 |
| Holmes Dr | Entire Length | | | 0.05 | \$1,558.91 | \$15,589.09 | \$17,148.00 | 2 |
| Indianola St | Entire Length | | | 0.53 | \$17,071.48 | \$170,714.76 | \$187,786.23 | 2 |
| Ira Parks Way | 10th Ave | Bullockville Rd | | 0.05 | \$1,530.66 | \$15,306.63 | \$16,837.29 | 2 |
| Johnson Ave | Old Woodbury Rd | Phil Howe Rd | | 0.27 | \$8,564.91 | \$85,649.13 | \$94,214.05 | 2 |
| Jones Mill Rd | SR 109 | 0.2 Miles North of SR 84 | | 0.47 | \$15,027.00 | \$150,269.97 | \$165,296.97 | 2 |
| Jukeline Rd | SR 41 | Crawl Rd | | 0.29 | \$9,250.35 | \$92,503.47 | \$101,753.82 | 2 |
| Juniper Ln | Entire Length | | | 0.11 | \$3,493.56 | \$34,935.63 | \$38,429.20 | 2 |
| Kendricks Rd | Entire Length | | | 0.24 | \$7,809.50 | \$78,094.98 | \$85,904.48 | 2 |
| Lagrange St | Harris St | Town Square | | 0.44 | \$13,988.59 | \$139,885.94 | \$153,874.54 | 2 |
| Lane St | Entire Length | | | 0.24 | \$7,809.46 | \$78,094.65 | \$85,904.11 | 2 |
| LS Glen Camp Way | Ridge St | 9th Ave | | 0.07 | \$2,346.49 | \$23,464.94 | \$25,811.43 | 2 |
| Magnolia Rd | Entire Length | | | 1.26 | \$40,262.40 | \$402,624.00 | \$442,886.40 | 2 |
| Main St | Entire Length | | | 0.34 | \$10,928.76 | \$109,287.57 | \$120,216.33 | 2 |
| Martin Luther King Jr Dr | Entire Length | | | 1.28 | \$40,995.20 | \$409,952.00 | \$450,947.20 | 2 |

Meriwether Comprehensive Plan: Transportation Element Appendix C - Sidewalk Needs

| Corridor | Extents | | | Length (Mi) | PE | Cost | | Priority |
|-----------------------------|-------------------------|------------------------------------|--|-------------|-------------|--------------|--------------|----------|
| | Beginning | End | | | | Construction | Total | |
| Martin St | Entire Length | | | 0.37 | \$11,892.83 | \$118,928.32 | \$130,821.16 | 2 |
| Meriwether St | Entire Length | | | 0.37 | \$11,852.73 | \$118,527.32 | \$130,380.05 | 2 |
| Moreland St | Entire Length | | | 0.09 | \$2,790.40 | \$27,904.00 | \$30,694.40 | 2 |
| Mountain St | Entire Length | | | 0.23 | \$7,451.42 | \$74,514.15 | \$81,965.57 | 2 |
| N Trigsville St | Entire Length | | | 0.34 | \$10,790.06 | \$107,900.61 | \$118,690.68 | 2 |
| Nail Rd | SR 54 | 0.2 Miles South of Finch St | | 0.28 | \$8,803.40 | \$88,033.96 | \$96,837.35 | 2 |
| Nandina St | Entire Length | | | 0.13 | \$4,213.74 | \$42,137.40 | \$46,351.14 | 2 |
| Newnan St | Entire Length | | | 0.48 | \$15,517.14 | \$155,171.36 | \$170,688.49 | 2 |
| Oak Ave | Entire Length | | | 0.23 | \$7,243.14 | \$72,431.37 | \$79,674.51 | 2 |
| Oak Rd | Entire Length | | | 0.14 | \$4,502.79 | \$45,027.93 | \$49,530.72 | 2 |
| Oak Rd | Pine Rd | Magnolia Rd | | 0.37 | \$11,967.47 | \$119,674.75 | \$131,642.22 | 2 |
| Oak Rd | Entire Length | | | 0.11 | \$3,469.03 | \$34,690.35 | \$38,159.38 | 2 |
| Oakland Rd | Entire Length | | | 0.26 | \$8,160.92 | \$81,609.23 | \$89,770.16 | 2 |
| Oconee St | Entire Length | | | 0.37 | \$11,720.71 | \$117,207.11 | \$128,927.83 | 2 |
| Old Greenville Talbotton Rd | 0.1 Mile South of SR 41 | 0.9 Miles North of SR 41 | | 0.97 | \$31,175.69 | \$311,756.89 | \$342,932.58 | 2 |
| Old Woodbury Rd | Johnson Ave | Phil Howe Rd | | 0.23 | \$7,218.94 | \$72,189.44 | \$79,408.39 | 2 |
| Parham Rd | SR 85 ALT | Hubbard Rd | | 0.55 | \$17,483.91 | \$174,839.06 | \$192,322.97 | 2 |
| Park Dr | Entire Length | | | 0.12 | \$3,778.95 | \$37,789.50 | \$41,568.45 | 2 |
| Park Square | Entire Length | | | 0.10 | \$3,101.58 | \$31,015.80 | \$34,117.38 | 2 |
| Peach St | Entire Length | | | 0.19 | \$6,095.00 | \$60,949.95 | \$67,044.95 | 2 |
| Pecan St | Entire Length | | | 0.12 | \$3,921.88 | \$39,218.80 | \$43,140.68 | 2 |
| Perry St | Entire Length | | | 0.05 | \$1,589.94 | \$15,899.38 | \$17,489.31 | 2 |
| Pine Ln | SR 85 ALT | 0.4 Miles South of Cold Springs Rd | | 0.46 | \$14,657.97 | \$146,579.74 | \$161,237.71 | 2 |
| Pine St | Entire Length | | | 0.21 | \$6,731.79 | \$67,317.94 | \$74,049.74 | 2 |
| Pine St | Entire Length | | | 1.13 | \$36,074.00 | \$360,739.96 | \$396,813.95 | 2 |
| Project St | Entire Length | | | 0.07 | \$2,262.81 | \$22,628.06 | \$24,890.87 | 2 |
| Railroad St | Entire Length | | | 0.40 | \$12,797.79 | \$127,977.88 | \$140,775.67 | 2 |
| Rat Rd | Entire Length | | | 0.23 | \$7,395.82 | \$73,958.22 | \$81,354.04 | 2 |
| Reid St | Entire Length | | | 0.06 | \$2,002.40 | \$20,024.03 | \$22,026.43 | 2 |
| Ridge St | Entire Length | | | 0.10 | \$3,255.28 | \$32,552.83 | \$35,808.11 | 2 |
| Routon St | Entire Length | | | 0.05 | \$1,645.41 | \$16,454.11 | \$18,099.52 | 2 |

Meriwether Comprehensive Plan: Transportation Element Appendix C - Sidewalk Needs

| Corridor | Extents | | | Length (MI) | Cost | | | Priority |
|------------------|----------------------------------|---|--|-------------|-------------|--------------|--------------|----------|
| | Beginning | End | | | PE | Construction | Total | |
| Short St | Entire Length | | | 0.11 | \$3,416.59 | \$34,165.89 | \$37,582.48 | 2 |
| Sims Ln | Entire Length | | | 0.22 | \$7,028.49 | \$70,284.87 | \$77,313.36 | 2 |
| Smith St | Entire Length | | | 0.15 | \$4,911.85 | \$49,118.54 | \$54,030.40 | 2 |
| Society St | Cane St | 0.2 Miles South of Cane St | | 0.16 | \$5,080.93 | \$50,809.34 | \$55,890.28 | 2 |
| Spell St | SR 41 | Dunn Rd | | 0.31 | \$9,882.33 | \$98,823.26 | \$108,705.59 | 2 |
| SR 362 | SR 41 | 0.1 Mile North of Greenville Rocky Mount Rd | | 0.22 | \$7,178.48 | \$71,784.83 | \$78,963.31 | 2 |
| SR 41 | Coweta County Line | 0.5 Miles South of Wortham Rd | | 0.01 | \$398.18 | \$3,981.78 | \$4,379.95 | 2 |
| SR 41 | 0.2 Miles South of Depot St | Greenville Town Square | | 0.54 | \$17,262.64 | \$172,626.44 | \$189,889.09 | 2 |
| SR 41 | 0.2 Miles South of Depot St | | | 0.67 | \$21,518.48 | \$215,184.78 | \$236,703.25 | 2 |
| SR 54 | Coweta County Line | 3rd St | | 1.54 | \$49,209.60 | \$492,096.00 | \$541,305.60 | 2 |
| SR 74 | 0.1 Mile North of Flat Shoals Rd | Riggins Ferry Rd | | 0.34 | \$10,906.39 | \$109,063.86 | \$119,970.25 | 2 |
| SR 85 | Perry St | Trailer Court Dr | | 0.54 | \$17,122.41 | \$171,224.07 | \$188,346.48 | 2 |
| Stephens St | Entire Length | | | 0.17 | \$5,593.08 | \$55,930.82 | \$61,523.90 | 2 |
| Thrash St | Entire Length | | | 0.04 | \$1,309.61 | \$13,096.11 | \$14,405.72 | 2 |
| Tim Brown Dr | Bullockville Rd | 6th Ave | | 0.18 | \$5,606.91 | \$56,069.09 | \$61,675.99 | 2 |
| Tobe Harris | Entire Length | | | 0.51 | \$16,269.09 | \$162,690.87 | \$178,959.96 | 2 |
| Tom Mann Dr | Entire Length | | | 0.46 | \$14,831.76 | \$148,317.58 | \$163,149.34 | 2 |
| Trailer Court Dr | Old Woodbury Rd | 0.1 Mile East of Old Woodbury Rd | | 0.05 | \$1,540.63 | \$15,406.33 | \$16,946.96 | 2 |
| Troup St | Entire Length | | | 0.07 | \$2,261.55 | \$22,615.50 | \$24,877.05 | 2 |
| Troupe St | Entire Length | | | 0.03 | \$1,086.26 | \$10,862.57 | \$11,948.83 | 2 |
| Vernon St | Entire Length | | | 0.44 | \$14,143.22 | \$141,432.15 | \$155,575.37 | 2 |
| W Main St | Peach St | SR 41 | | 0.30 | \$9,751.74 | \$97,517.36 | \$107,269.10 | 2 |
| Walker Rd | Entire Length | | | 0.51 | \$16,358.95 | \$163,589.51 | \$179,948.46 | 2 |
| Williams St | Entire Length | | | 0.10 | \$3,143.04 | \$31,430.44 | \$34,573.48 | 2 |
| Wortham Rd | SR 41 | 0.5 Miles East of SR 41 | | 0.52 | \$16,797.22 | \$167,972.24 | \$184,769.47 | 2 |
| Young St | Entire Length | | | 0.08 | \$2,669.60 | \$26,695.97 | \$29,365.57 | 2 |

**Meriwether Comprehensive Plan: Transportation Element
Appendix C - Sidewalk Needs**

| Corridor | Extents | | Length (MI) | Cost | | | Priority |
|--------------|---|---|-------------------------|-----------------------|------------------------|------------------------|----------|
| | Beginning | End | | PE | Construction | Total | |
| | | | Priority 2 Total | \$1,187,956.18 | \$11,879,561.83 | \$13,067,518.01 | |
| Dromedary St | SR 109 | SR 85 | 0.70 | \$22,242.23 | \$222,422.28 | \$244,664.50 | 3 |
| Hill St | Entire Length | | 0.68 | \$21,656.43 | \$216,564.35 | \$238,220.78 | 3 |
| SR 109 Spur | SR 85 | 0.2 Miles South of Apple Ln | 0.59 | \$18,744.31 | \$187,443.13 | \$206,187.44 | 3 |
| SR 41 | 0.4 Miles West of Old Greenville Talbotton Rd | 0.2 Miles East of Old Greenville Talbotton Rd | 3.66 | \$117,074.88 | \$1,170,748.77 | \$1,287,823.64 | 3 |
| SR 41 | Coweta County Line | | 3.10 | \$99,337.04 | \$993,370.41 | \$1,092,707.45 | 3 |
| SR 74 | 0.1 Miles North of Tom Mann Dr | 0.4 Miles South of Flat Shoals Rd | 1.51 | \$48,182.71 | \$481,827.13 | \$530,009.85 | 3 |
| SR 85 | Walker Rd | SR 74 | 1.69 | \$54,073.94 | \$540,739.37 | \$594,813.30 | 3 |
| SR 85 Alt | Canyon Rd | 0.4 Miles North of Church St | 2.13 | \$68,198.23 | \$681,982.26 | \$750,180.49 | 3 |
| Woodbury Hwy | 0.1 Miles West of Canyon Rd | Riggins Ferry Rd | 1.50 | \$48,070.37 | \$480,703.69 | \$528,774.06 | 3 |
| York St | Peach St | Dunn Rd | 0.91 | \$29,253.26 | \$292,532.57 | \$321,785.83 | 3 |
| | | | Priority 3 Total | \$526,833.40 | \$5,268,333.95 | \$5,795,167.35 | |
| | | | Overall Total | \$1,934,378.84 | \$19,343,788.38 | \$21,278,167.21 | |

