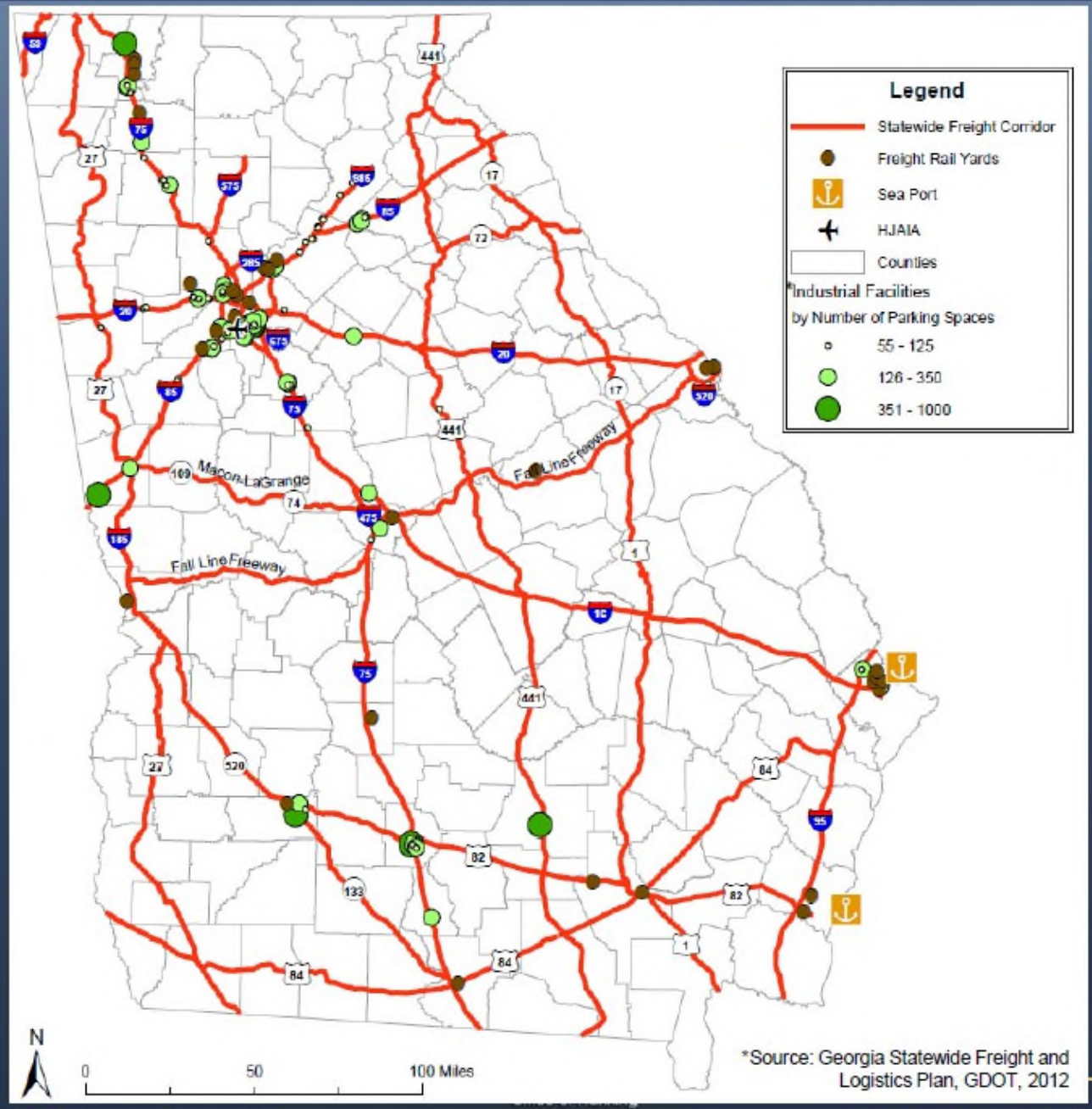
LaGrange to Macon to U.S. 27 Corridor

State Level Reports

2010 – Present

- The LaGrange to Macon Corridor has been noted in several recent or ongoing GDOT transportation plans:
  - GDOT 2010 Freight Plan (Completed 2012)
  - Connect Central Georgia Plan (Completed 2013)
  - I-75 South Plan (ongoing)
- LaGrange to Macon to U.S. 27 was noted as an "Atlanta Bypass" in the 2012 Plan B transportation report from the Georgia Public Policy Foundation.
- The GDOT board recently adopted a state freight corridor map, and the LaGrange to Macon to U.S. 27 connection was identified as part of the statewide network.

Statewide Designated Freight Corridor



Freight Projects ROI Ranking

Comparing DOT projects aimed at improved freight flow: Estimated return on investment for planned work on a half-dozen corridors

Corridor	Cost	Increase in gross state product	Increase in jobs	ROI
Macon-to-LaGrange/U.S. 27	$480 million	$11.3 billion	2,738	18
Chattanooga Bypass	$800 million	$6.4 billion	1,681	10.7
Atlanta-to-South Carolina	$1.4 billion	$7.2 billion	1,901	7.3
Atlanta-to-Savannah	$1.95 billion	$9.1 billion	2,426	4.7
Atlanta-to-Alabama	$2 billion	$9.8 billion	2,443	4
Atlanta-to-Chattanooga	$200 million	$90 million	39	0.4

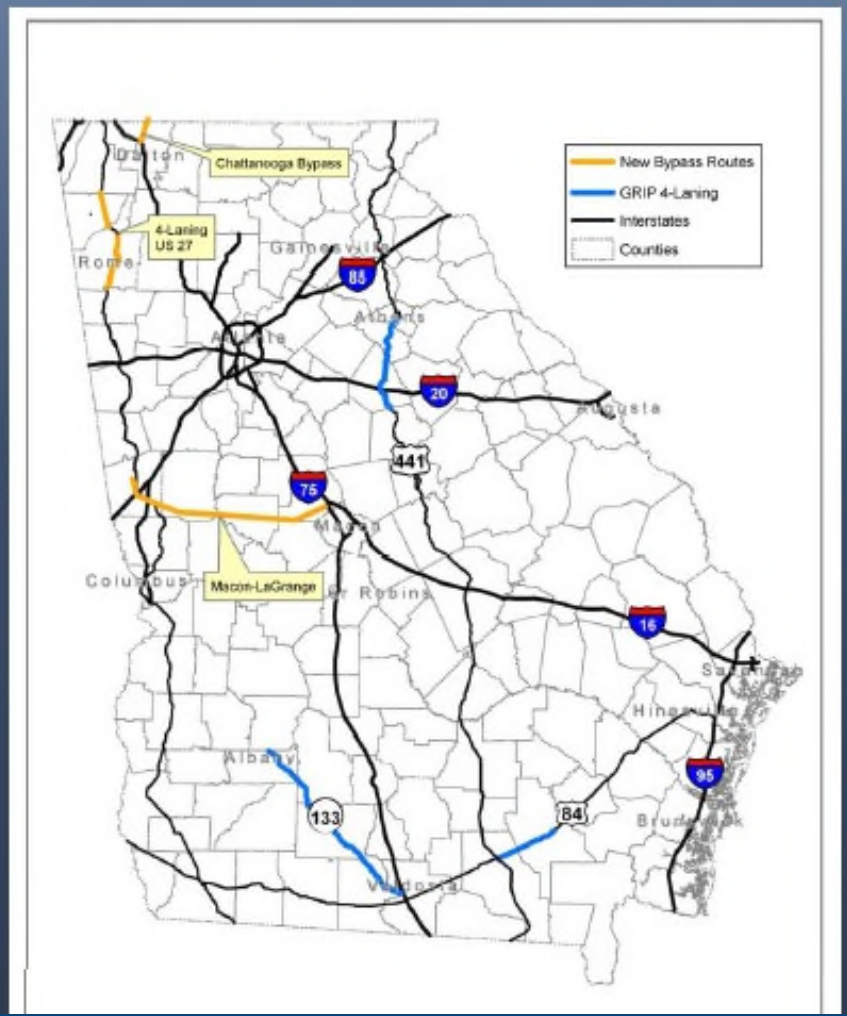
Source: Atlanta Business Chronicle 8-30-13

LaGrange to Macon/U.S. 27 and projects in Northwest Georgia appear to be the best state investments

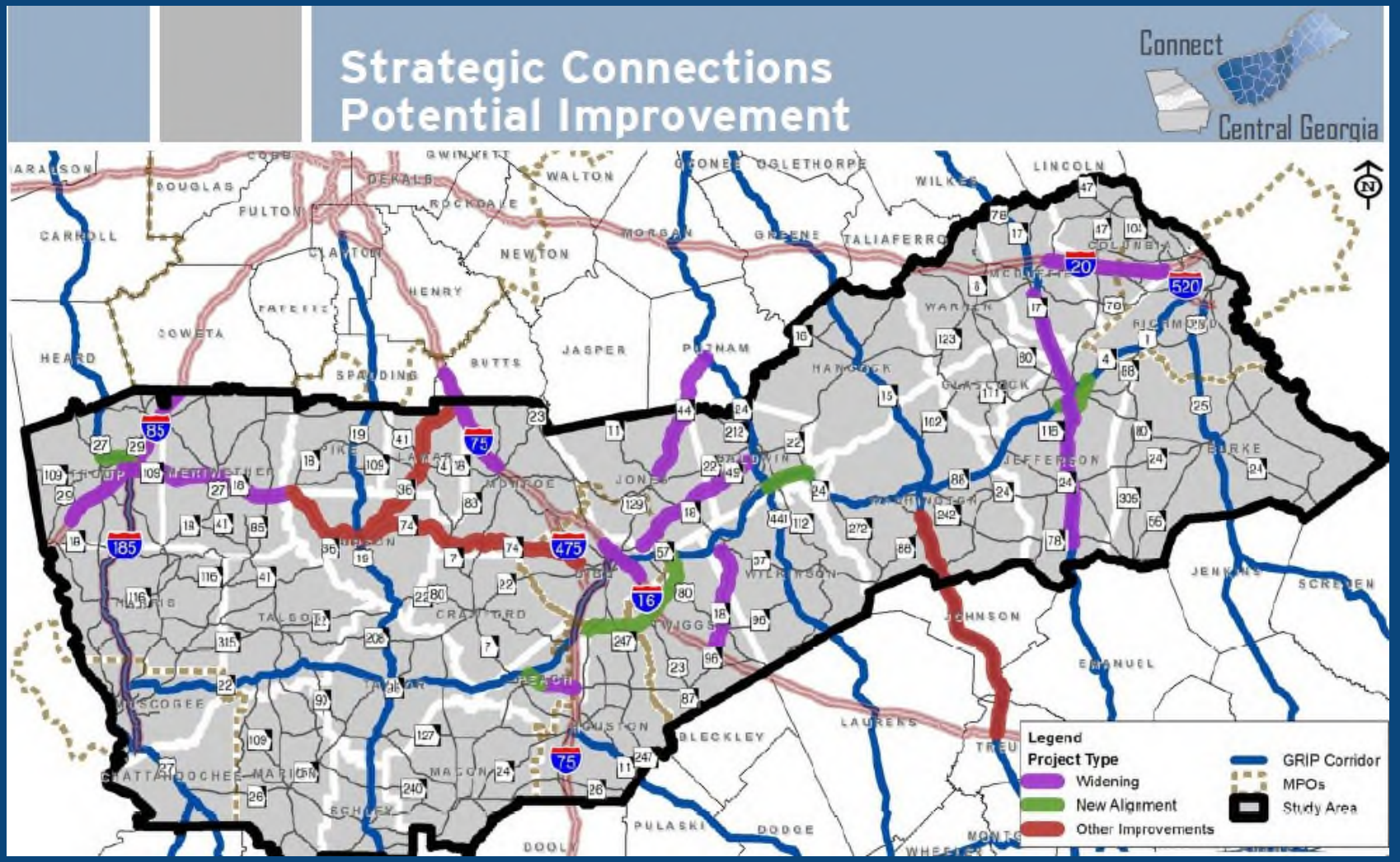
GDOT Board Presentation February 2012

Recommended Highway Strategy (*cont'd.*)

- Develop bypasses
  - Macon to LaGrange/U.S. 27
  - I-75 bypass around Chattanooga region
- Improve select rural/small urban corridors
  - U.S. 84, State Route 133, and U.S. 441 between I-16 and I-85
  - Safety improvements
- Improve last-mile connectors
  - State Route 6 truck-friendly lane in metro Atlanta
  - Key roadways to Savannah port and rail facilities



Connect Central GA Strategic Roadways



- Segment 1 & 2 LaGrange to Pike County (traffic estimate 23,330 VPD)
- Segment 3 – 5 Pike to Thomaston to Bibb/I-475 (traffic estimate 9,600 VPD)

Segment 3 Pike Co. to Thomaston

- Roadway narrows to 2 lanes (traffic estimate 5,800 VPD)
- Project sheet recommends adding “some” passing lanes
- Cost estimate is approximately $13 million

Segment 4 Thomaston to Monroe

- Roadway narrows to 2 lanes (traffic estimate 2,400 VPD)
- Project sheet recommends adding “some” passing lanes
- Cost estimate is approximately $13 million

Segment 5 Monroe to Bibb/I-475

- Roadway narrows to 2 lanes (traffic estimate 2,840 VPD)
- Project sheet recommends adding “some” passing lanes
- Cost estimate is approximately $13 million

Export Highway Cost Estimates

Table 2: Estimated Segment Improvement Costs, by Concept

Segment	Estimated Cost: Widen to 4 Lanes	Estimated Cost: Turn & Passing Lanes
1	$146.6 M	N/A
2	$154.6 M	N/A
3	$76.0 M	$13.2 M
4	$81.7 M	$13.4 M
5	$100.3 M	$13.9 M
Total	**$559.2 M**	**$40.5 M**

Table 3: Cost Estimate for Final Recommendation 'package'

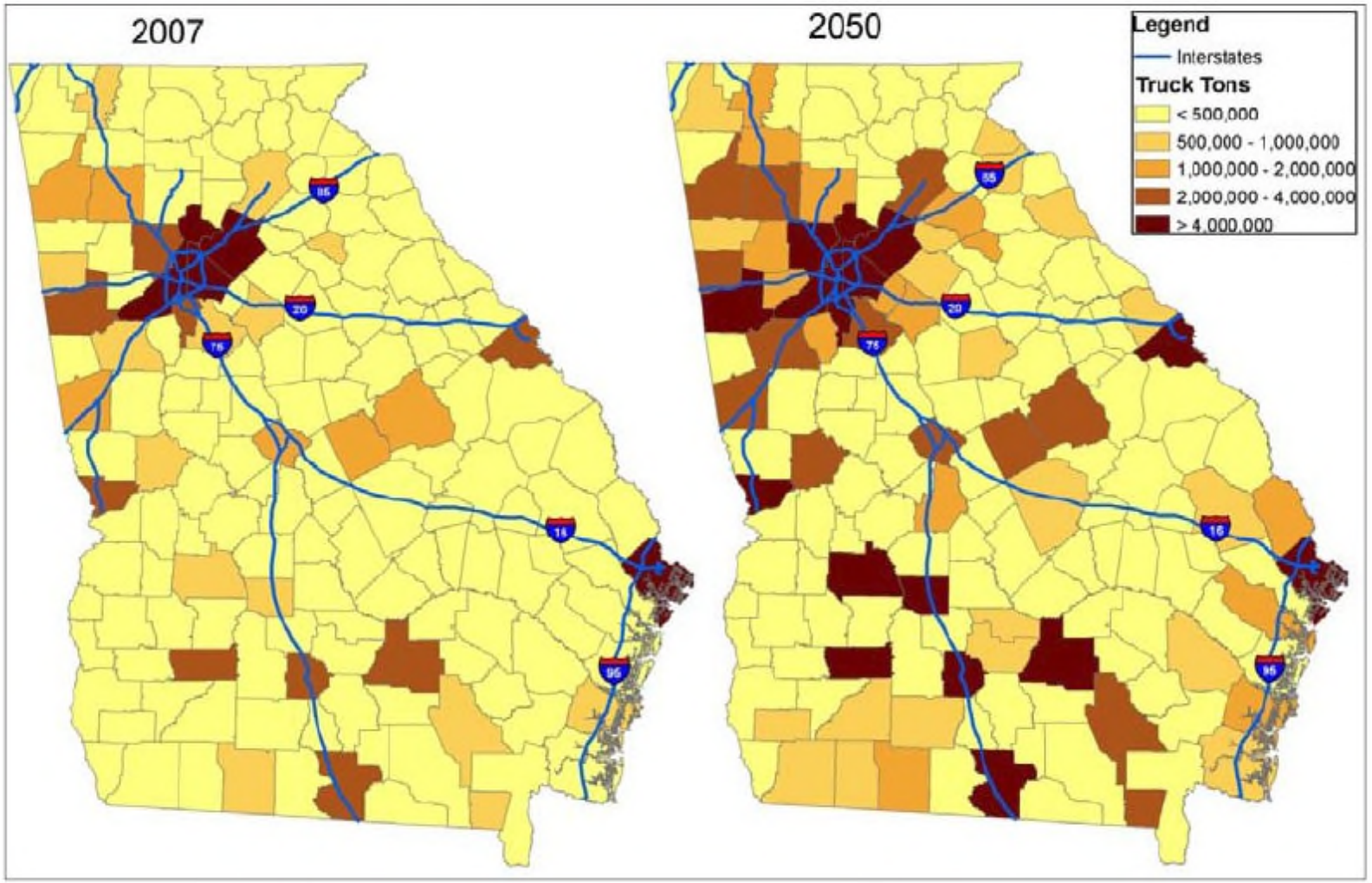
Segment	Estimated Cost	Concept
1	$146.6 M	Widen to four lanes
2	$154.6 M	Widen to four lanes
3	$13.2 M	Turn & Passing lanes
4	$13.4 M	Turn & Passing lanes
5	$13.9 M	Turn & Passing lanes
Total	**$341.7 M**	

- A viable Atlanta freight bypass is estimated to cost $559 million.

- A partial Atlanta bypass would cost less, but would bottleneck freight from I-475 in Bibb County to the Meriwether County line.

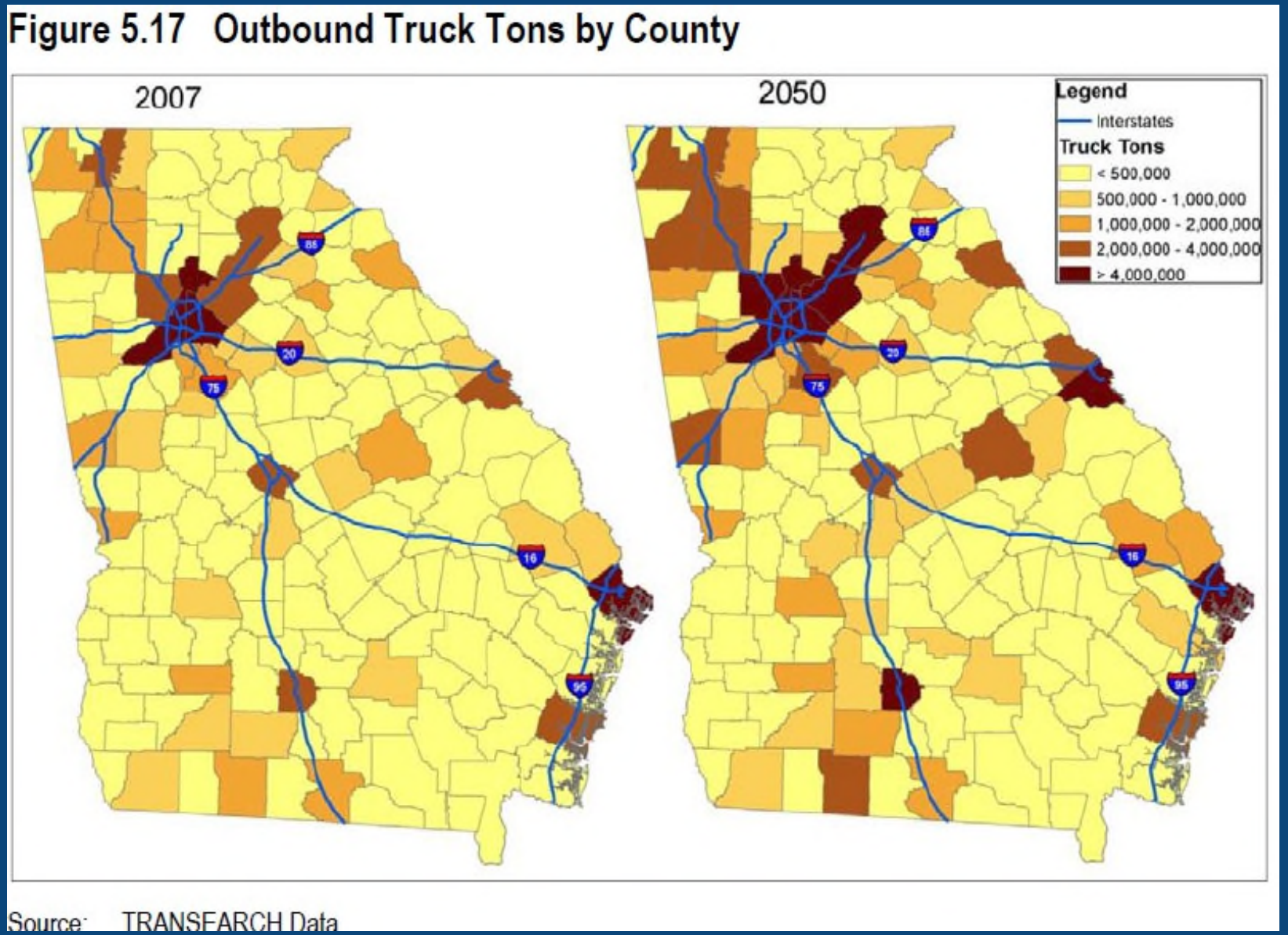
Projected Inbound Freight

Figure 5.16 Inbound Truck Tons by County in Georgia
2007 and 2050



Source: GDOT Freight Study

Projected Outbound Freight



Source: GDOT Freight Study

Atlanta Gridlock

- The Savannah port upgrade could triple freight volumes.
- Traffic gridlock on Interstate 75 from Macon to Atlanta will see congestion increase.
- Today 4 of the 10 worst congested areas are on Interstate 75, and have speeds of 38 to 40 MPH in peak times.
    - If freight traffic bottlenecks in Atlanta, how is that good for business?

GDOT Freight Improvement Schedule

Table 6.2 Potential Freight & Logistics Action Plan Timeline

		2012-2020	2021-2030	2031-2040	2041-2050
Marine Port Improvements	Deepen Savannah Harbor	●			
	Develop Jasper Port		●		
Rail Improvements	Line Haul Expansion	●	●	●	●
	Intermodal and Carload Terminal Expansion	●	●	●	●
	Increase Weight Limits and Vertical Clearances	●	●		
Interstate Interchange Improvements	I-285 @ I-75 North		●		
	I 285 @ I 85 North	●			
	I-285 @ I-20 West	●			
	I-285 @ I-20 East		●		
	I-75 @ I-16 in Macon	●			
	I-95 @ I-16 in Savannah	●			
	I-95 @ SR 21 in Savannah	●			
Long-Haul Highway Corridor Improvements	I-85 between Atlanta Metro and South Carolina	●	●		
	I-75 between Atlanta Metro and Macon metro			●	
	I-85 between Atlanta Metro and Alabama				●
	I-20 between Atlanta Metro and Alabama				●
Highway Bypasses	Chattanooga Metro Bypass		●		
	Macon-LaGrange – U.S. 27			●	

Source: GDOT Freight Study

Next Steps

- In order to use federal funds, the LaGrange to Macon corridor must be studied in greater detail.
- The estimated corridor study cost is approximately $1 million dollars.
- The study length is likely to be 18 to 24 months.
- The study should determine the route, the project cost, funding options, and identify any environmental / historical issues.

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Export / Import Highway Website

http://www.georgiasexportimporthighway.com