

The original Thoroughfare Plan for the Lowndes County Road System was adopted in 1983, with the first revision in 1989. In the late 2000 revision, the format included a bicycle/pedestrian component. Finally, in 2003 and 2009 updates were made to the Thoroughfare Plan to include new roads. Under Revision 2018, we are updating the Thoroughfare Plan to include all Paved and Dirt Roads that are part of the road system for Lowndes County with the exception of private roads and roads within platted subdivisions. This revision will also address standards for the installation of speed tables, traffic signs, and pavement markings on newly constructed roads and existing roads inside platted subdivisions. Finally, a map has been added to indicate the designated truck routes within Lowndes County. According to the Lowndes County Comprehensive Plan, the Thoroughfare Plan should be a “network of thoroughfares designed for the safe and efficient movement of people and goods which is linked to and coordinated with rail, air and other transportation.”

Vehicular Traffic

The Thoroughfare Plan is used as a guide when road improvement projects are developed, and when private developments and land use changes are reviewed. Future conditions are used to estimate traffic volumes and to assign road classifications. The future conditions are based upon average development densities for a 20-year horizon in accordance with the planning period for the Urban Service Area. The Urban Service Area and its related development densities are translated into traffic volumes.

Information from various sources including the *Institute of Transportation Engineers (ITE)*, Georgia DOT, American Association of State Highway Transportation Officials, the Transportation Research Board, and publications from other states were used to develop the road classifications, their characteristics and typical sections.

From ITE’s Trip Generation, 6th Edition, an average of 10 trips per dwelling unit and 2.7 trips per person has been used to translate development densities and land area into future estimated traffic volumes. Outside the Urban Service Area, one single family dwelling unit is assumed for each 5 acres of land area (some areas will be less densely populated with farms balancing the scattered residential subdivisions with 1-acre lots). Inside the Urban Service Area, a population density equal to Valdosta’s is used: about 50,000 people in a 50 square mile (32,000 acre) area. Therefore, inside the Urban Service Area traffic generated by residents is 4.2 trips per day per acre (an average of 4 will be used for convenience); outside, traffic generated by residents is 2.0 trips per day per acre.

Collectors are designated as roads that convey daily traffic volumes in the range of 1,500 to 6,000 vehicles per day (vpd). At the maximum capacity of 6,000 vpd, a collector can serve 3,000 acres in the rural area (outside the Urban Service Area) and 1,500 acres in the urban area (inside the Urban Service Area).

The county was divided into areas of 3,000 acre squares for rural areas, and 1,500 acre squares for urban areas. Current Arterials were determined and paved roads were identified. Road classifications were assigned so that one collector ran through or adjacent to