



## **Hart County 5 Year Road Plan**

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**Hart County Public Works Director**

**Update to the 2001- 5 Year Roads Plan (midterm update)**

**July 1, 2014**

### **Executive Summary:**

The first ever Hart County roads plan was developed in 2001. Road infrastructure conditions change over time so the original plan was updated in 2006 and should be updated at least every 5 years. Due to the reduction in road funding from the effects of increased sales tax revenue allocations to the Municipalities as well as reduction in the sales tax revenues from the recession, coupled with a turnover of 3 of 5 BOC members this midterm report is being presented. Please refer to the original plan for more detailed information. Roads infrastructure must be maintained/replaced on a regular basis or the costs will escalate and the conditions of the infrastructure will deteriorate.

As a result of the development of a long range roads infrastructure plan, the conditions of the Hart County road assets had significantly improved over the past decade. Prior to the development of this plan, the conditions (and costs) were worsening. However during this midterm period from 2011 to 2014, the road pavement condition has declined.

The primary obstacle envisioned over the next five year planning period is funding. The price of materials especially asphalt had increased dramatically with the increased cost of petroleum reducing the purchasing power of the county road dollars. At the same time the downturn in the economy has decreased the revenues available for roads infrastructure (sales taxes). In addition, the Municipalities of Hart County have been allocated a larger portion of the County sales tax funds which were formerly dedicated to County roads infrastructure further reducing the funds available for County road needs.

The primary emphasis during this planning period is to stabilize our roads. The most cost effective way to do this is through sealing our roads with tar and gravel. In addition routine maintenance programs have been implemented.

### **THE "PLAN":**

The Hart County road assets include over 275 bridge structures, 375 miles of asphalt paved roads, 137 miles of tar and gravel paved roads, and 40 miles of unpaved roads. The value of our road assets was declining due to a lack of a long range plan, neglected maintenance (including resurfacing), and lack of sufficient resources. With the implementation of a long range roads plan we had reduced the volume of work that needs to be completed however the lack of funding over the past few years has caused our asphalt road conditions to decline.

The price of asphalt had dramatically increased during the prior 5 year plan update period. Over this next five year planning period an estimated \$3,500,000 is needed for

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resurfacing of paved roads in the worst condition of "fair". This has almost doubled from the 2011 projection of \$2,000,000. Several of the roads identified in the prior five year planning period were resurfaced with new asphalt. Due to limited funding we had also instituted an aggressive continuation of the prior plan of sealing these roads with tar and gravel using the road department labor however with the limited funding during this interim planning period the sealing of roads with t&g was reduced significantly. The cost to t&g reseal a road is estimated to be about \$15-25,000 per mile (with a 5-15 year life extension) versus close to \$200,000 per mile for a new asphalt paved surface (for a 10-20 year life extension).

During the original planning period the County had 109 miles of tar and gravel surfaced roads that were in various stages of degradation. All these roads were past their design surface life so the first 5 year roads plans recommended resealing all 109 miles of tar and gravel roads. This work was completed in 2007 however some of these roads that were sealed earlier in the cycle will need a new surface during the subsequent planning periods.

Bridge and pipe work in the prior planning periods involved stabilizing the structures, improving safety features, and replacement of the worst structures. The County was very aggressive on implementing solutions to our bridge infrastructure needs so the bridge and pipe work needed will be less in the upcoming planning periods. All bridge structures are monitored at least every two years with approximately 50% of the structures on an annual inspection schedule due to particular concerns with those structures. Priorities are developed as the inspections proceed each year.

In 2001 Hart County had 109 miles of unpaved roads. We have added a few formerly private unpaved roads to our inventory since then. The BOC directed that we continue to pave dirt roads but had instituted a brand new program of first time paving of unpaved roads using tar and gravel. As a result of this program, the County now has 40 miles of dirt road however due to the lack of funding no additional dirt road paving has occurred in the past few years.

## **ASPHALT PAVED ROADS**

### **Road Inventory:**

The original long range road plan identified a need to adopt a comprehensive official roads inventory. Extensive research was performed in 2001 and 2002 to determine what roads should be included in the Hart County roads system. On November 26, 2002 the Hart County Board of Commissioners adopted an ordinance that set the official County roads inventory. All additions and deletions to this inventory can only take place through an official resolution by the Board of Commissioners. All roads that reside inside the municipal city limits of Bowersville, Canon, Royston and Hartwell have been removed from the County roads inventory.

**Ranking System:**

Hart County's pavement management program used a similar rating system as the GA DOT system. This system is comprehensive and by utilizing this system Hart County can select roads that will rank higher on the GA DOT system for those roads that the County desires to submit for the various State assistance programs.

This system has basically four parts ranking the condition of the pavement, use of the road (traffic volume), number of structures per mile, and a minor score for the road based on the road's importance to the road system. This plan ranked each paved road based on these factors and also included a 5<sup>th</sup> factor for the pavement condition.

This 5<sup>th</sup> factor determined the amount of two types of cracks that are primarily observed on aged pavements. The first is called transverse and longitudinal cracking (T&L cracking) which are longer widely spaced cracks both parallel and perpendicular in the road pavement. This type of cracking is normally early evidence of future further pavement degradation. See **Illustration #1** for examples of T&L and alligator cracking.

If these cracks are sealed then water can not enter the subsurface below. If water is allowed to enter the subsurface below, the supporting structure of the pavement (base & sub base) weakens causing further cracking. This further cracking as well as other conditions such as bad base/sub base and truck traffic leads to the second type of cracking which is referred to as alligator cracking.

**Illustration #1: Types of Pavement Cracking**



These issues are further discussed in the pavement maintenance section of this report. This 5<sup>th</sup> factor was utilized to divide Hart County paved roads into 5 categories (excellent, good, fair, poor, very poor) new class of good/fair has been added during this planning period.

Roads were also divided into six classes depending on the type of road, traffic, truck traffic. This is important in determining factors such as paint stripping, reconstructing of base, prioritization etc. Classes listed as A,B or C depending on the volume of traffic with an A class road having higher traffic. A number was also assigned to the ABC classification to define the amount of heavy truck traffic anticipated. Roads that will have heavy truck traffic will be assigned a 1. These roads may need additional base materials when reconstructed.

Please refer to the original roads plan for a more detailed discussion on road degradation and maintenance program.

**Excellent Condition Paved Roads:**

Paved roads that did not have significant cracking were ranked as “excellent” condition roads. In 2003 fifty two percent (52%) of Hart County asphalt paved roads were ranked

in this condition. This has grown to about 66% in 2006 and remained relatively stable since then. The stabilization of roads in the category is positive to ensure our inventory does not continue to decline however we would prefer that this category increase indicating an improving inventory. During the next planning period some of these roads will degrade to a lower quality rating however the roads listed in this category are not expected to need resurfacing during this 5 year planning period. (Lists attached)

**Good Condition Paved Roads:**

Paved roads where the pavement had less than 10% age cracking (T&L) and less than 5% alligator/fatigue cracking were ranked as “good” condition roads. Roads that had limited alligator cracking were allowed to have a higher percentage of T&L cracking due to the fact that the T&L cracking was apparently not leading to significant alligator cracking. The lack of alligator cracking in these cases indicates that traffic and base conditions are better than normal and thus deserve a higher condition ranking.

Twenty five percent (25%) of Hart County paved roads were ranked in this condition in 2003. The percentage of roads in this category has grown slightly but remains in the same 25-27% range.

This is the ideal time to resurface a paved road. At this point the cost for resurfacing is the lowest due to the lower amount of patching required. These roads are inspected regularly to continue to monitor their condition but unless the funding is available these roads may not receive a new surface during the next 5 year planning period. The roads listed in this category may need to be resurfaced during this planning period however due to the limited funding available the roads in the next worst category of “fair” should be a higher priority for resurfacing.

Sealing these roads will be a continued practice from the original roads plan so that no further deterioration to the next level of “fair” condition will occur during the planning period. Sealing of bad patches of alligator cracking will be with the patch machine that can patch small sections of alligator cracking and/or with strip sealing for larger sections.

**Fair Condition Paved Roads:**

Paved roads that had 10-50% T&L cracking and 5-10% alligator cracking were ranked as “fair” condition roads. Twenty three percent (23%) of Hart County’s paved roads were ranked in this condition (or worse) in 2003. This was reduced to 3% of the paved roads in Hart County in 2012 however has grown to 6% for 2014. The decline to 3% was a result of the implementation of a successful road long range plans however the recent growth in percentage of roads in this category is indicative of the lack of adequate funding for road paving over the past few years.

These roads should be resurfaced during this planning period at an estimated cost of \$3,500,000 however the lack of funding will most likely not make this goal possible. At this point the road has developed significant overall age cracking and a fair amount of road fatigue (alligator) cracking. Due to the lack of funding these roads must be sealed

with tar and gravel to stabilize these roads and not result in further degradation which will be even more costly to rehabilitate. During the next five year planning period these roads should be a top priority to be resurfaced with new asphalt.

**Maintenance of Paved Roads:**

**Illustration #4** is a diagram showing that a pavement on a paved road is similar to a roof on a house where both must shed water to protect the structure below. If water is allowed to get below the pavement it weakens the structure below the road causing the pavement to fail.

Roads develop cracks from natural and manmade forces as the pavement ages. These cracks allow water to enter below the pavement causing additional fatigue/alligator cracking. When fatigue cracking occurs, this area must be removed and replaced prior to resurfacing.

The goal is to minimize the amount of water getting below the pavement. This is done by both sealing cracks when they occur and by ensuring that road surfaces drain properly and do not allow water to stand on the road.

Sealing every crack on our County roads would be very labor intensive however it is important that we seal all fatigue cracking on an annual basis to minimize the spread of this fatigue cracking. In response to the need to seal our roads in a cost effective manner we have implemented a tar and gravel sealing system for our paved roads that have been identified as needing significant sealing.

The tar and gravel process is not a popular process with the traveling public. It produces a rougher road surface than asphalt and in some instances produces excess tar. In addition loose stones can cause temporary conditions where the public must slow down. We continue to refine and improve this process including some recent pilot programs we have instituted.

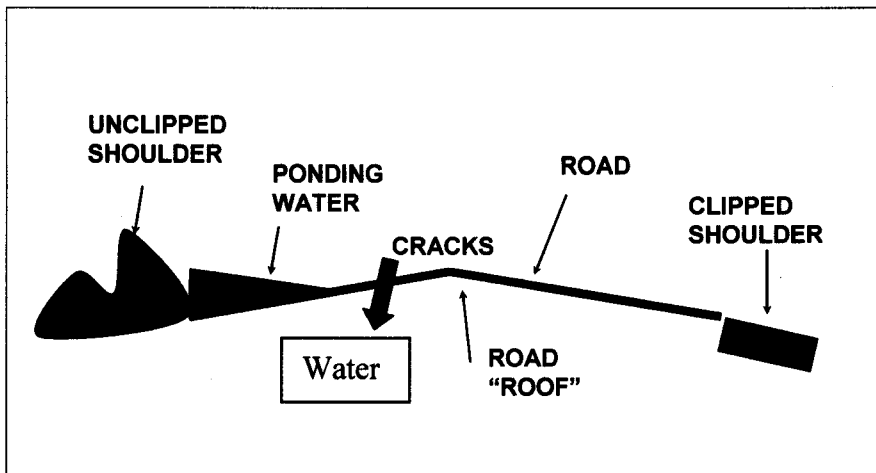
One such pilot program involved an additional layer of tar followed by a sand layer. This produced a smoother ride and reduced the effects of loose stone however it did produce dusty conditions and excessive tar in some situations. More recently we performed a side by side pilot program with a new process of eliminating the final tar and sand layer and sweeping the loose stone. This produced similar if not improved performance as well as reducing the cost so we are using this process and have eliminated the final sand and tar layer.

For more heavily traveled roads we have also implemented new traffic controls. When we place the t&g surface we close the road and provide detours where possible. The final gravel layer may need to sit overnight and be swept the next day so we attempt to keep traffic off this road until we sweep the loose stone. Although we require lower speed limits and place signage, at times we still have traffic that refuses to adhere to the warnings. Unfortunately if we do not seal our roads we end up with a roads inventory

that is too costly to keep up with and will pass significant financial burdens on to the subsequent County management.

The other important factor is to keep water from standing on our roads. As vegetation grows on the edge of the pavement, it increasingly prohibits water from leaving the road surface. To correct this problem the shoulders and ditches must be scraped on a routine basis. This also makes our roads safer by not allowing water to puddle on our roads creating unsafe driving conditions.

**Illustration #4: Clipping Shoulders**



**Illustration #5 & #6** shows a road before and after the shoulders have been clipped. The Before picture has grass on the pavement, and clumps of grass and dirt that do not allow water to leave the road. In the after picture (#6) the dirt, grass both on and adjacent to the road have been removed allowing water to leave the road. Alligator cracking is also evident in the after picture from where water had stood on top of the pavement and the pavement had failed as a result of this.

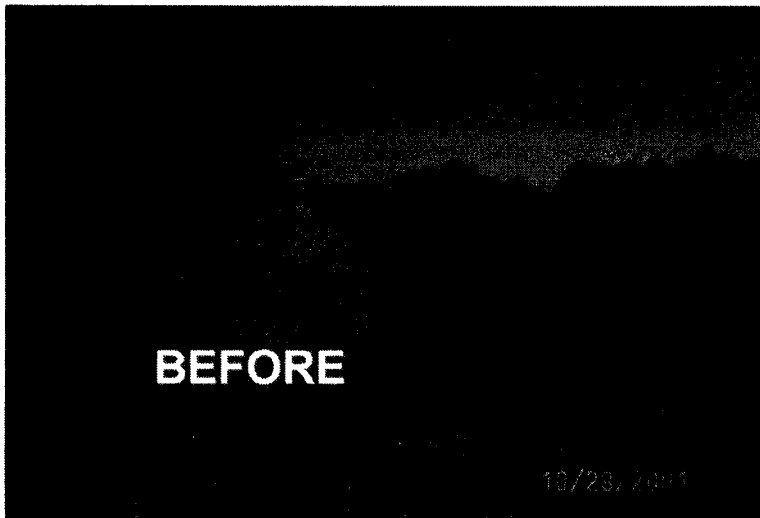
We have been implementing a cycle for our paved roads whereby we clear the shoulders, ditches and pipes on a regular basis.

Some of our roads also need paint stripping. It is estimated that paint stripping will last 5 years and must be redone every five years. At a minimum (depending on the class of road, i.e. amount of traffic) some roads should be striped while others (low traffic) could remain unstriped. Additionally a minimum those roads that are to receive stripping should have the center yellow stripes painted. Some roads may warrant addition side stripping (white). An annual allocation should be budgeted each year for stripping.

**Maintenance of Gravel Roads:**

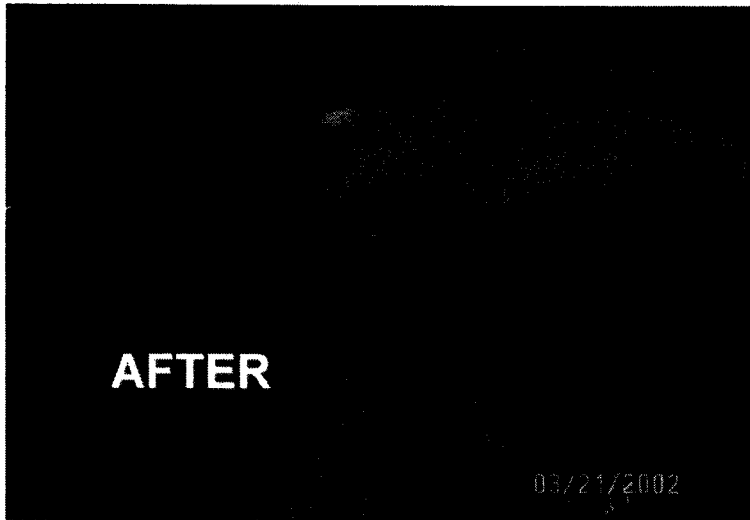
Hart County currently has approximately 40 remaining miles of dirt road (gravel surfaced roads). These roads develop potholes, washboards, loss of stone and other conditions which make travel difficult. These roads are maintained by scraping and placing new stone on a periodic basis. In 2005 we started the first full time maintenance program for our dirt roads where we have one motor grader that does nothing but maintain our dirt roads on a full time basis. This program has proven to be highly successful and will be continued. More recently we pilot tested using a compaction roller on the roads during maintenance which has produced a better dirt road product.

**Illustration #5: Before Shoulders Clipped**





**Illustration #6: After Shoulders Clipped**



**First Time Paving, Pave Roads vs. Gravel Roads:**

At the directive of the BOC, in the first planning period the county adopted a first time dirt road paving program using tar and gravel. This program was suspended in the recent years due limited funds. It is recommended to be continued as soon as funds become available in the coming years.

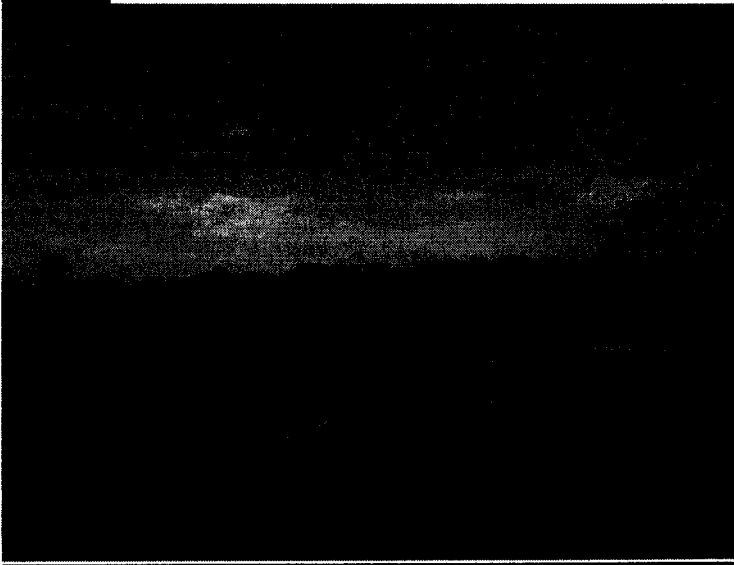
**Roadside Vegetation Control:**

During the last five year planning period the County switched from an outsourced contracted roadside maintenance program to an in house program. This program has proven to be very successful in reducing road side vegetation for safer travel. Below is a prime example of a dangerous condition that has been addressed by our crews.

**BEFORE**



**AFTER**



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## **PART 2: BRIDGES AND PIPES OVER LIVE CREEK CROSSINGS**

This section of the roads plan addresses the County's bridge structures. Bridge structures identified in this plan only include pipes, bridges and culverts that have water flowing in them during dry weather. The original roads plan included developing a comprehensive list of these structures along with recommended actions for the planning period.

It is important to note that the GADOT does a biennial inspection of some of our larger bridge structures. We have taken action on replacing or repairing several of the deficiencies noted on these reports however some of these structures will require very costly replacement and will probably be recommended to be abandoned during this planning period should the condition of the structure deteriorate to the point that it must be closed or replaced.

### **Problems identified in the original plan:**

By far the biggest problem affecting the structures needing work was voids that were created under the road surface due to erosion below the structure. The majority of these have been corrected during the prior planning periods however sometimes these problems are not readily detectable especially in concrete pipe. If additional void erosion occurs it will be corrected immediately due to the fact that this situation could lead to a bridge failure.

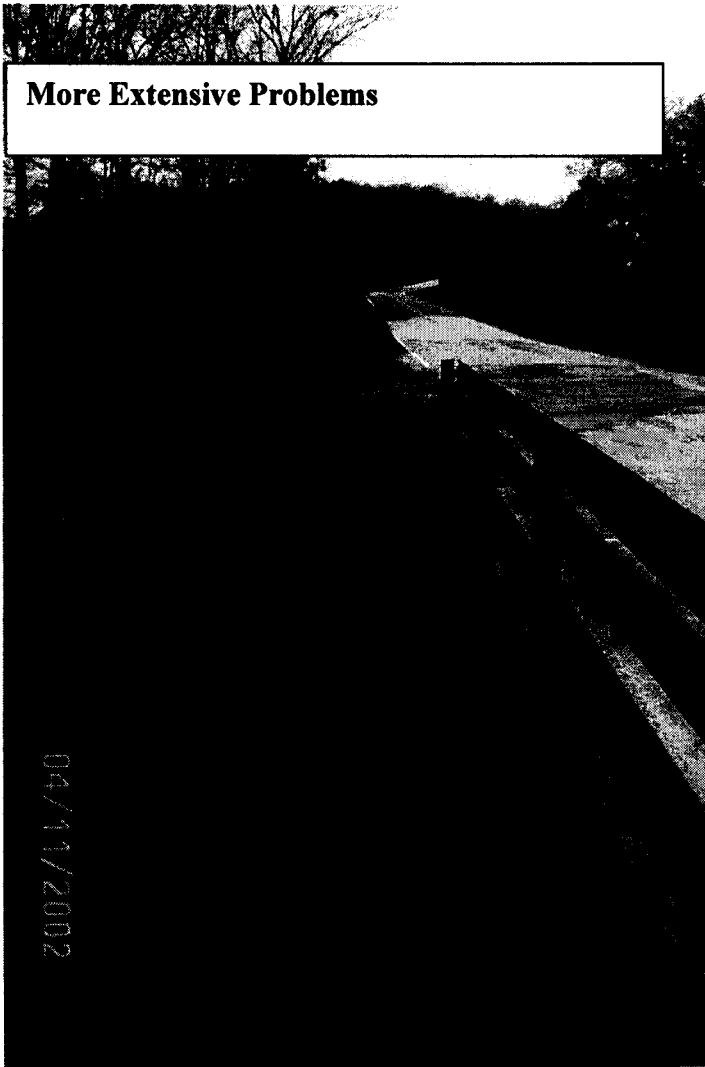
The second problem affecting bridge structures that need work was an obstruction and/or a problem with the stream channel. Although these have been corrected during the prior planning periods, obstruction removal (especially beaver dams) is an ongoing maintenance issue that will continue to be addressed.

The third major problem is where the road surface has settled at the bridge structure. Settling of the road surface could be indicative of void erosion but in most cases is the result of poor installation of the fill materials when the structure was original constructed. These situations must be corrected in order to reduce the vehicle loading on the structure, create safer driving conditions, and to create a better road surface for the public.

Another category of bridge structure problems are not as specific as the previous problems described. Several of our bridge structures have extensive damage that will require extensive repair or replacement. Some of these have already been replaced however in some instances the cost of repair or replacement is too costly and the recommended solution may be to close the structure permanently if a convenient alternative route is available.

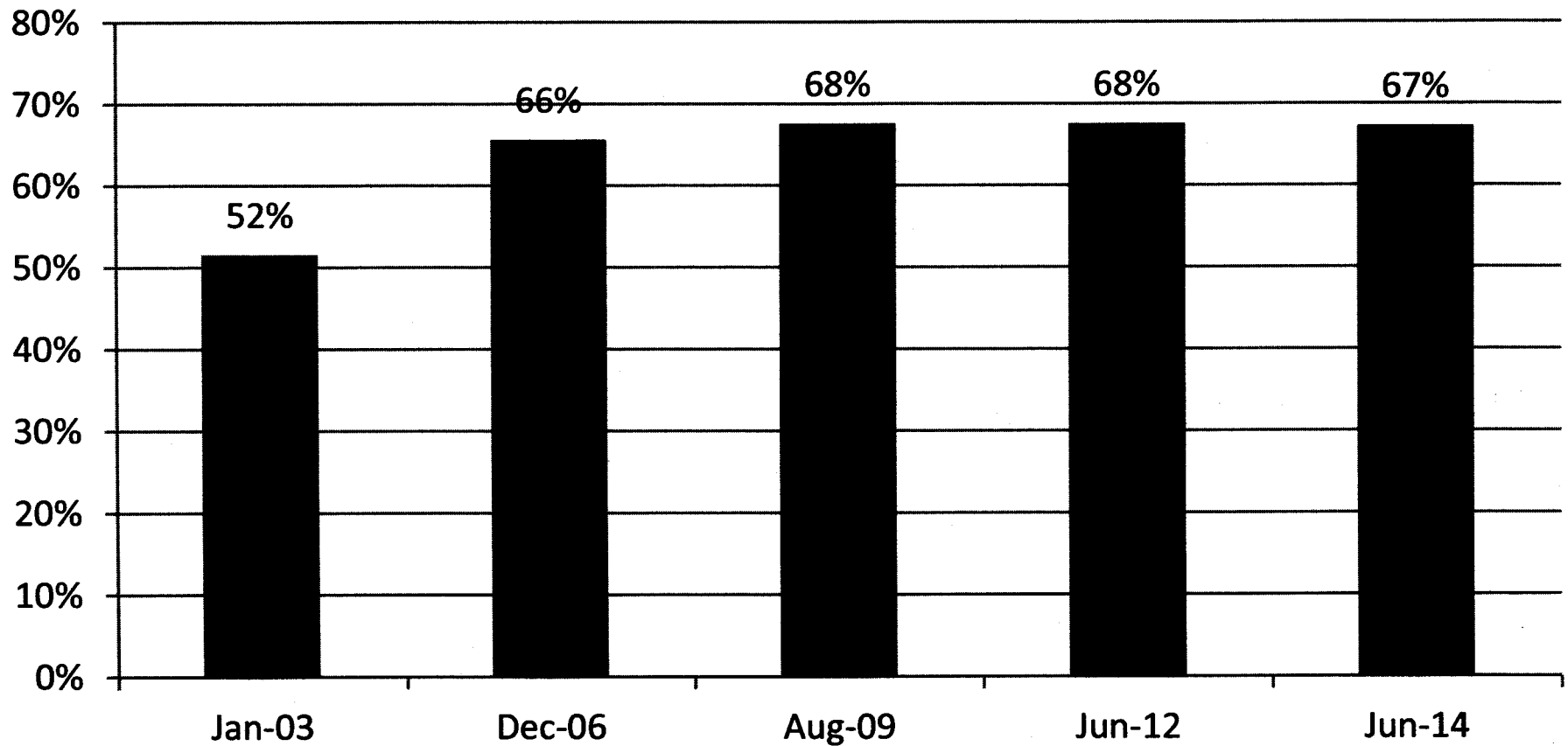
Two bridges should be closed and taken out of service when the DOT indicates that they are unsafe for travel. On Highway 29 towards Royston, the State realigned the road in two sections to eliminate three old bridges. These roads and bridges were acquired by the County. To replace these bridges will cost in excess of \$1,000,000. In both instances there is another way to travel on these roads if we take these bridges out of service.

**EXAMPLES OF COSTLY BRIDGE REPLACEMENTS:**

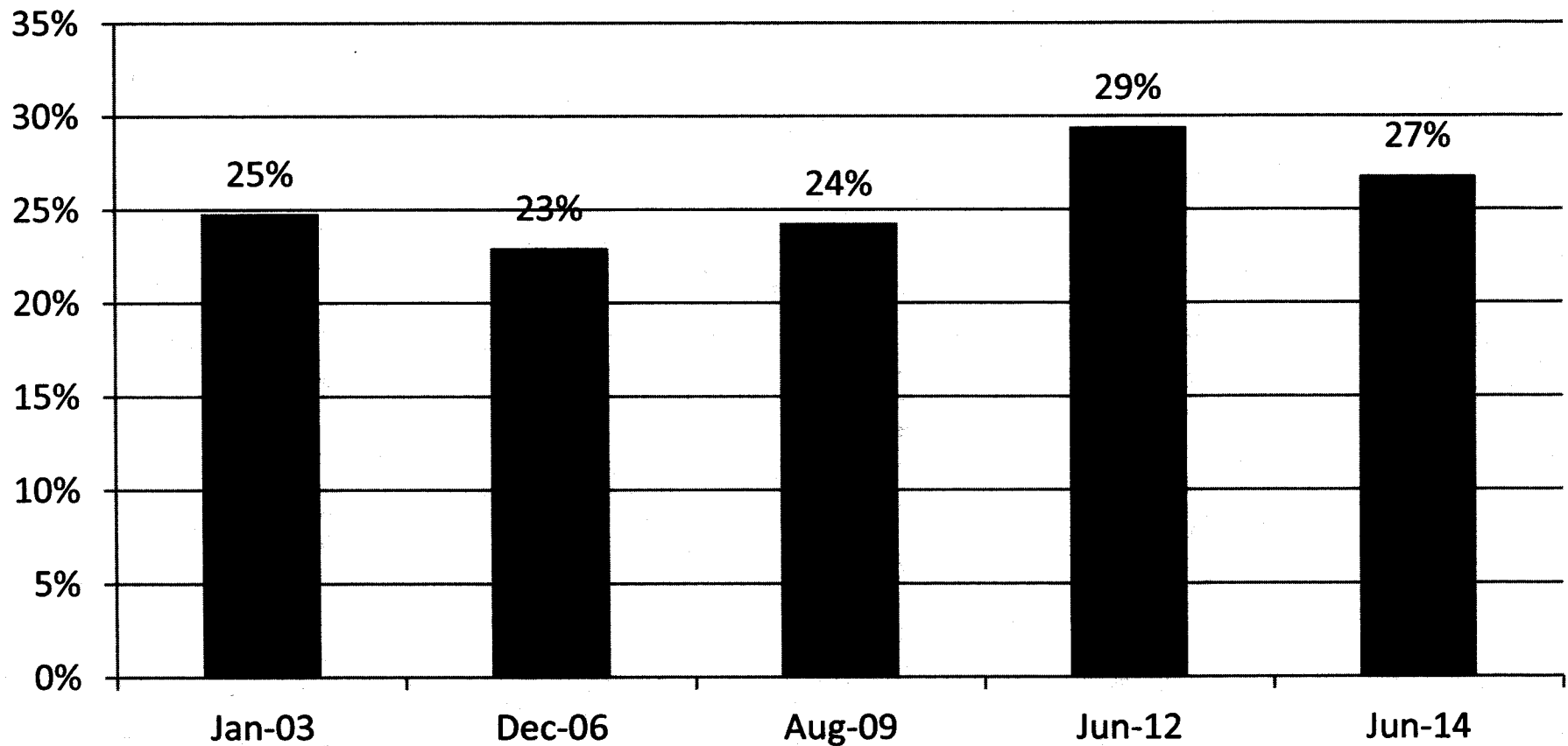


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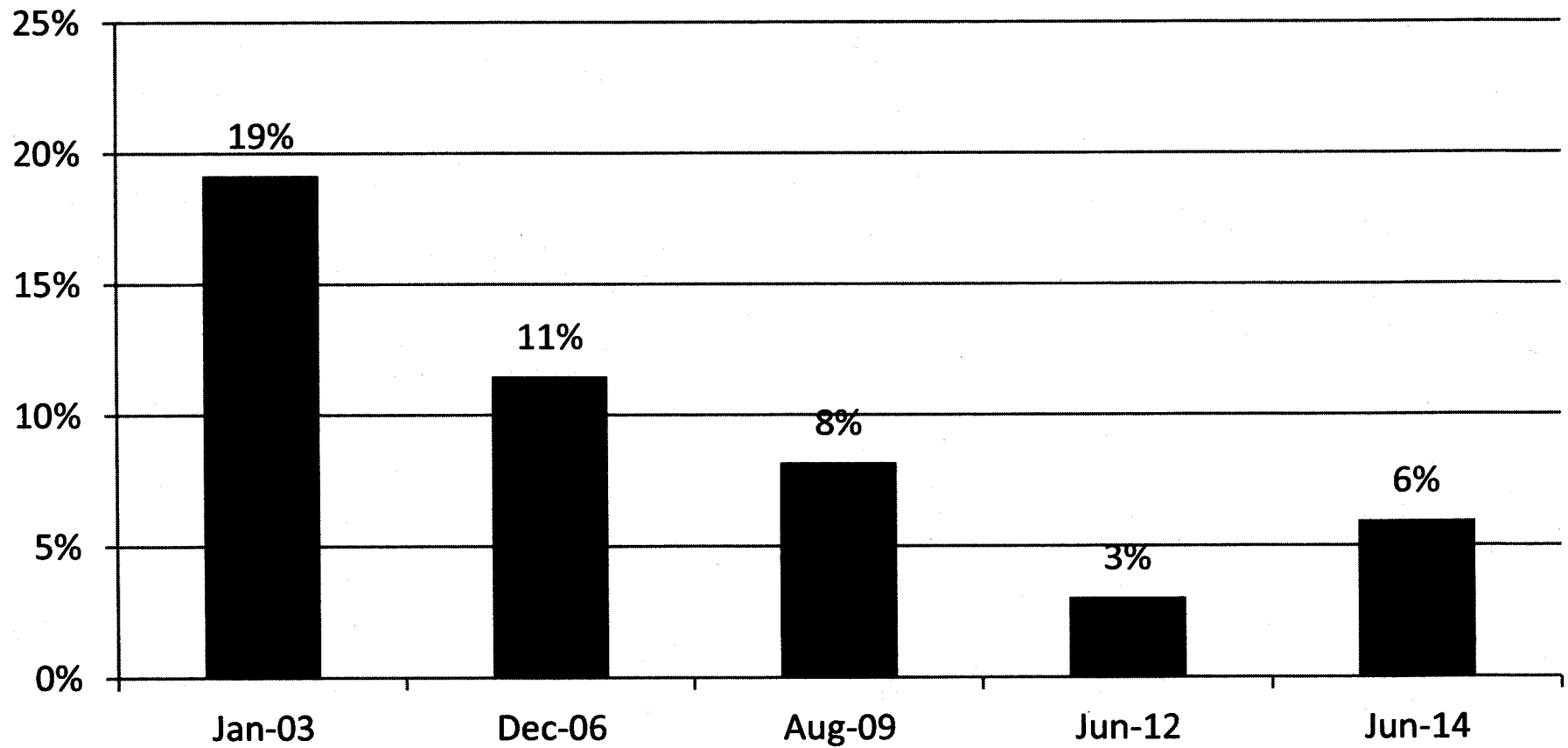
## Percent of County Roads in Excellent Cond.



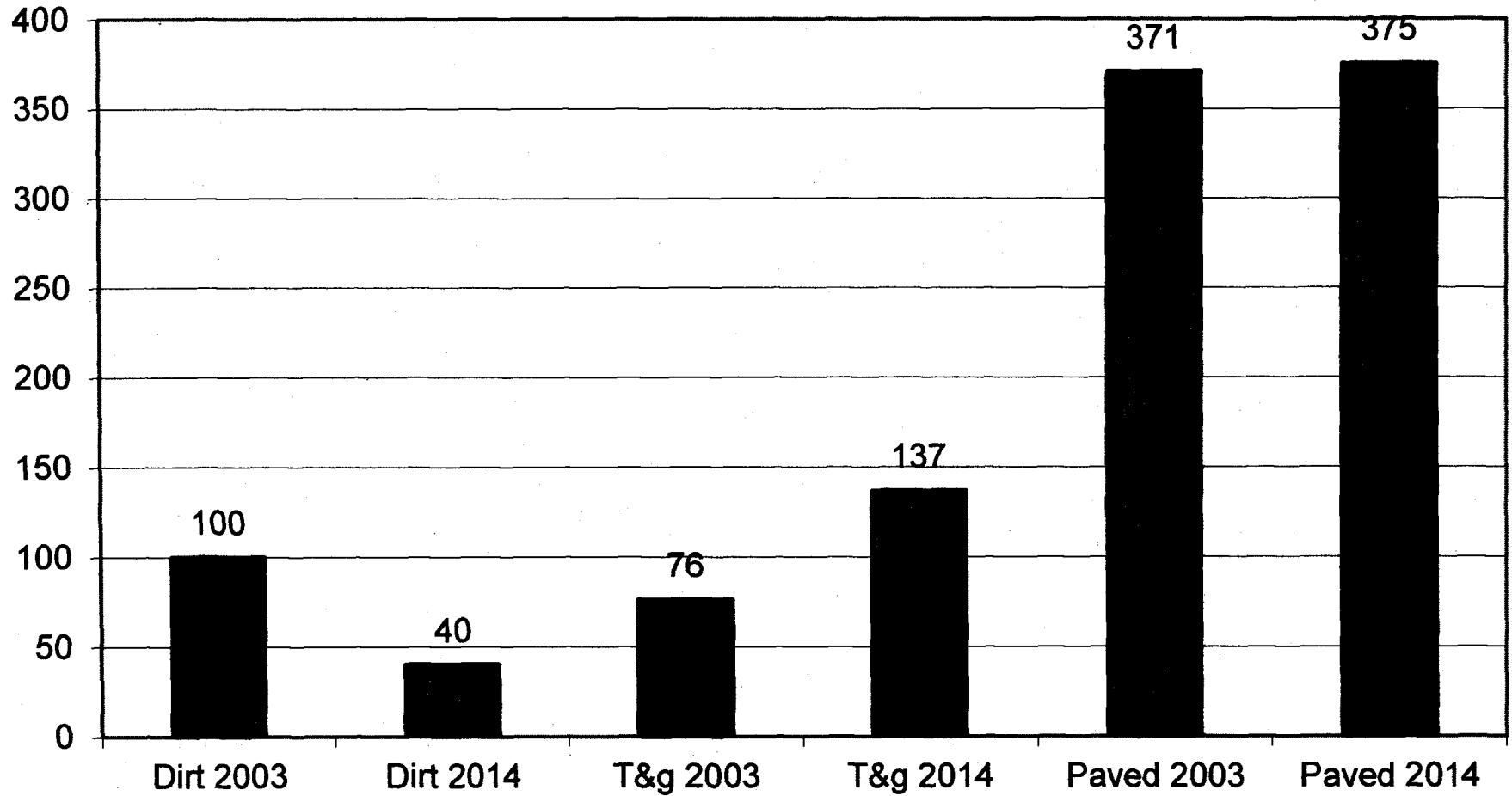
## Percent of County Roads in Good Cond.



## Percent of County Roads in Fair Cond.

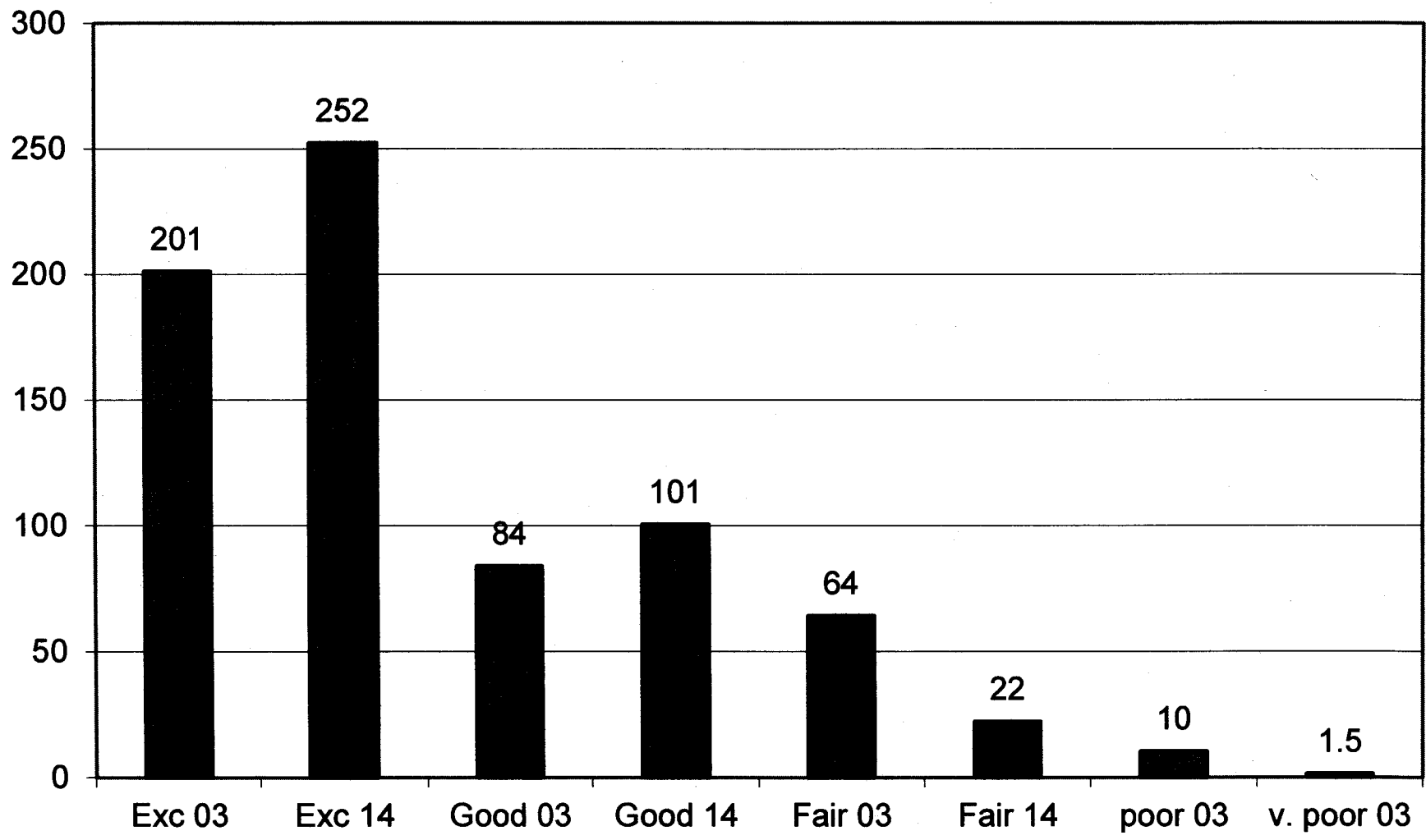


**Type of Road Surface 2003 vs 2014 (miles)**

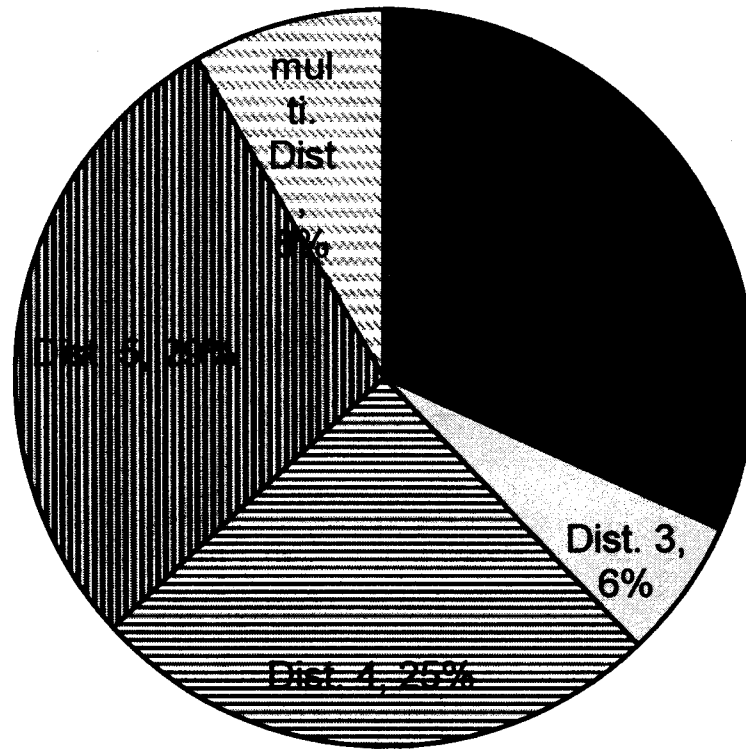




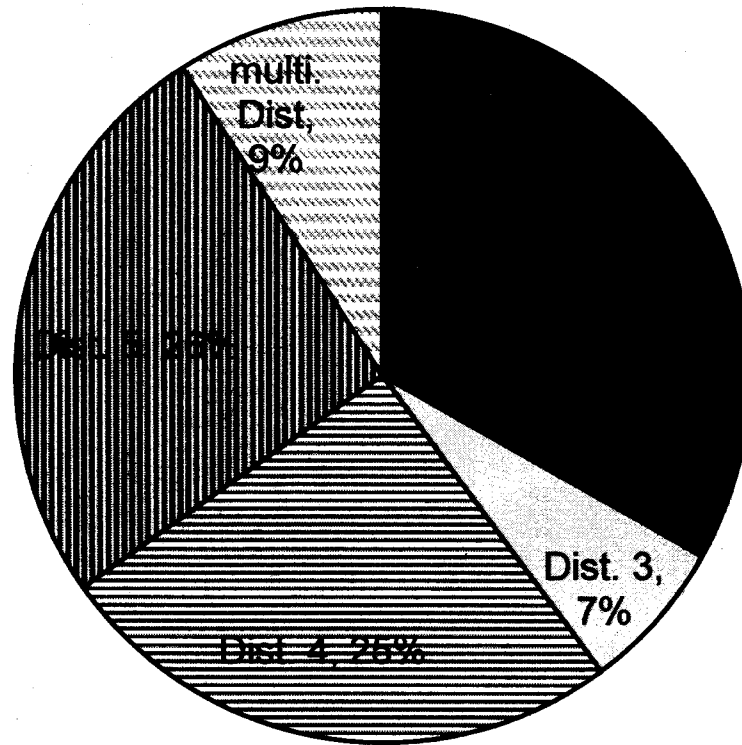
### Paved Roads Condition 2003 vs. 2014 (miles)



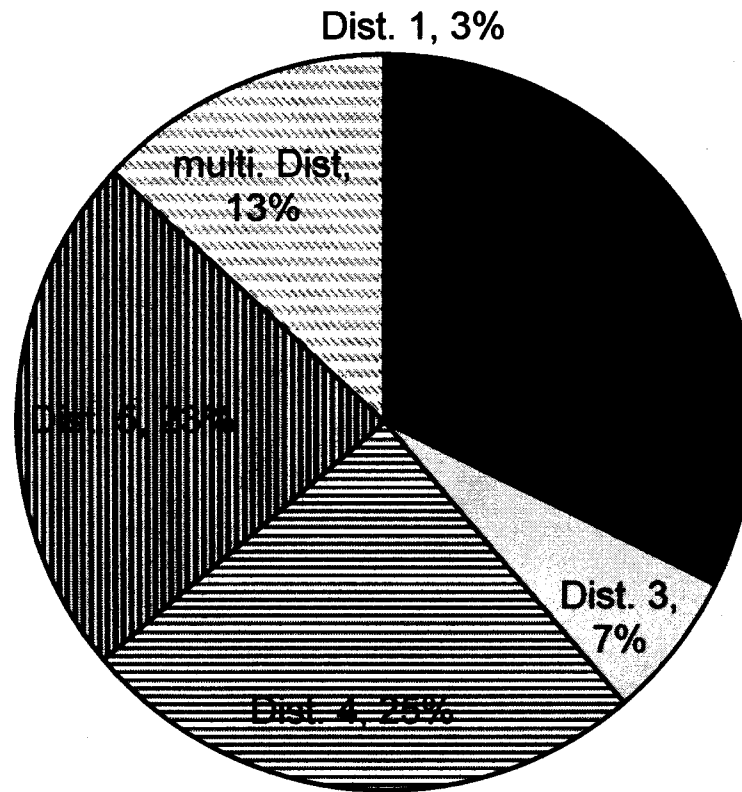
# Percent of Total Road Miles Per District



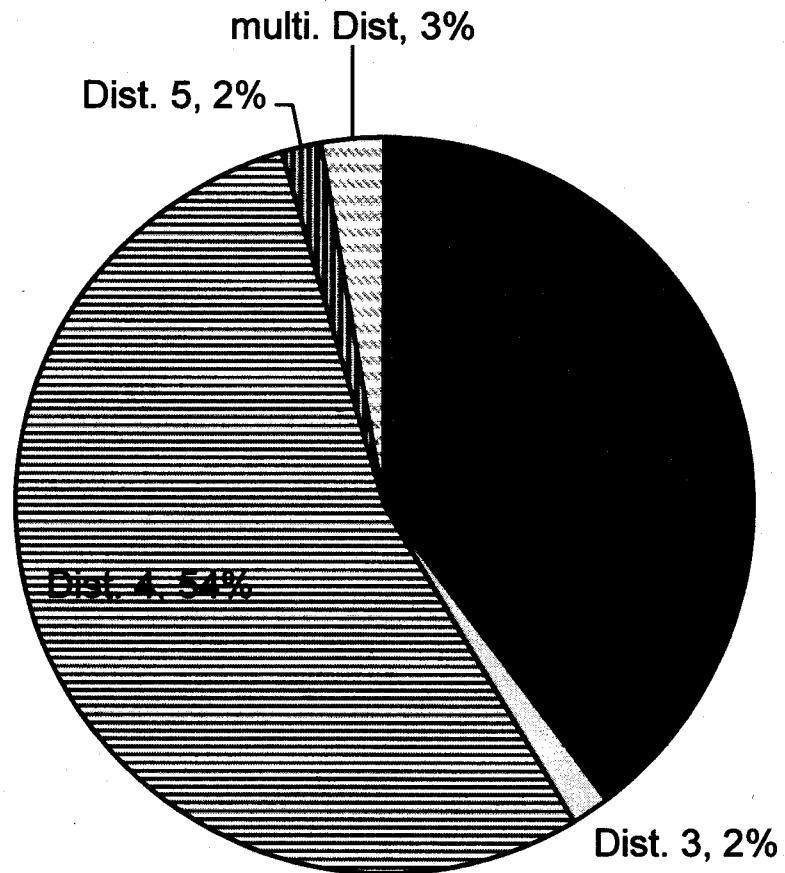
## Excellent Condition Paved Roads Breakdown



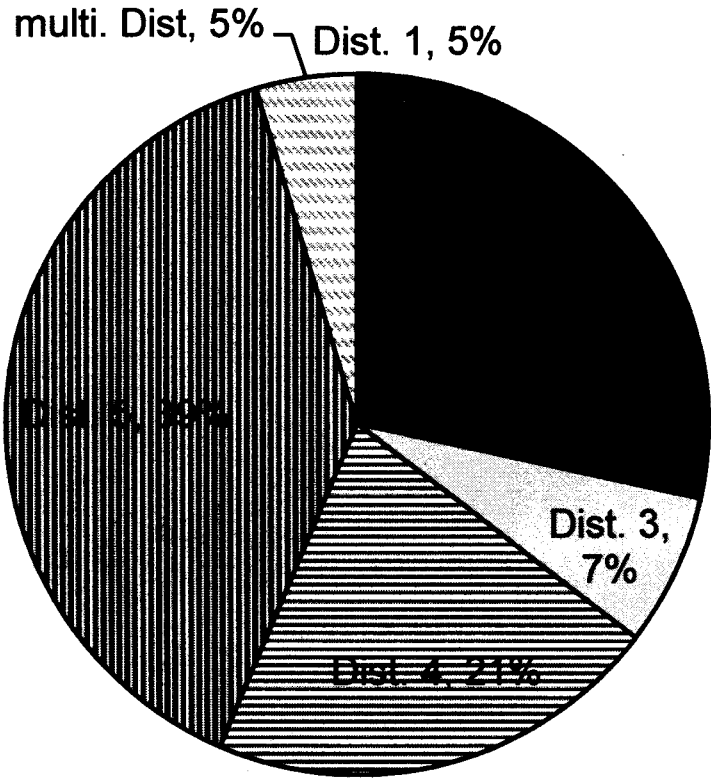
## Good Condition Paved Roads Breakdown



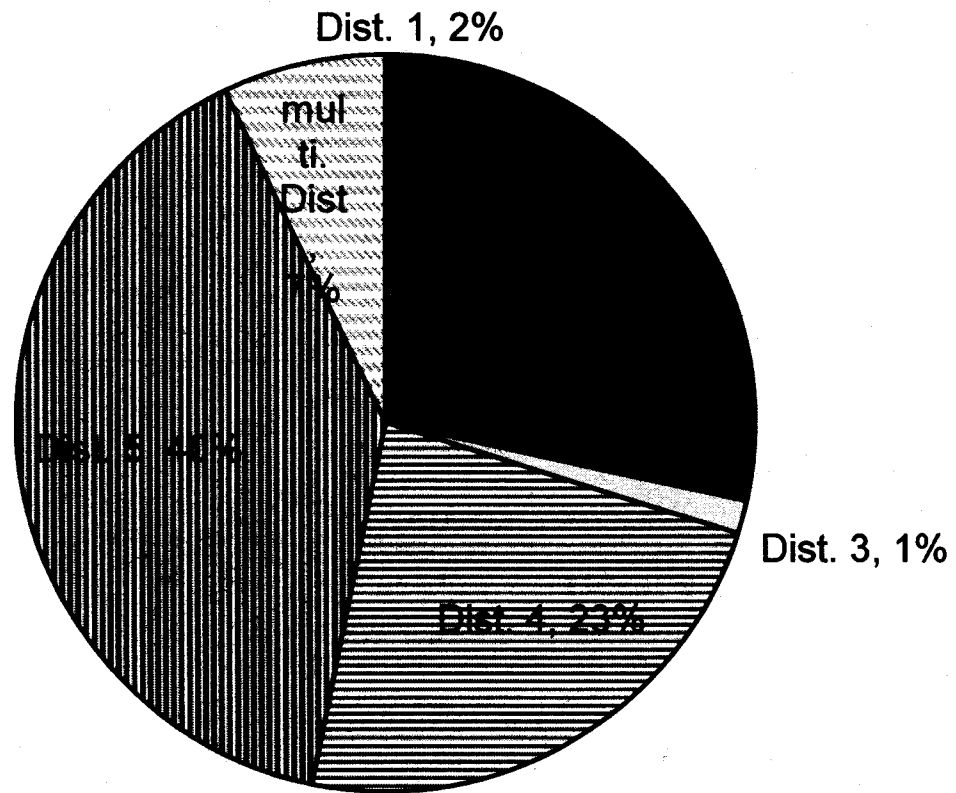
## Fair Condition Paved Roads Breakdown



# Percent of Tar and Gravel Miles Per District



# Percent of Dirt Miles Per District



## HART COUNTY LONG RANGE ROADS PLAN APPENDIX A.1: Excellent Condition Paved Roads

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Almar Rd. pt 2	12	p	1	0.047	2013		from 77sp see lca		
Amos Craft Rd.	407	P	1	0.342	2014				
Bo Hill Estates	402	P	1	0.216	2012				
Cedar Creek Cir	401	P	1	0.653	2013	2003			
circle dr		p	1	0.088	2013				
clay street	337	p	1	0.280	2006	2007	county contract 2007		
Coldwater Creek Rd.	45	P	1	1.103	2013				
Collier Rd.		p	1	0.364	2014				
Cromer Rd.	28	P	1	0.486	2013	2001			
Cromer Rd. spur		P	1	0.023	2013	2001			
E&M Dairy Rd.	48	P	1	1.243	2013	2004			
Elizabeth Rd	33	P	1	0.910	2013				
Ellis Dr.	56	p	1	0.746	2012				
Ernest Oliver Dr.	52	P	1	0.997	2012		getting close to good cond		
Evalena Dr.	409	P	1	0.242	2011				
Georgia Dr.	378	P	1	0.237	2014				
Golf Course Rd.	57	p	1	0.934	2014	2006	road ends at 0.934 mi		
Grove Hill Rd.	438	P	1	0.140	2012				
Grover blvd	409	p	1	0.050	2013				
Heard Dr. pt1	643	P	1	0.073	2013				
Hodges Mill Rd.	53	P	1	2.669	2013	2006			
Homestead Rd. pt 1	23	P	1	0.430	2013	2005			
Homestead Rd. pt 2	23	P	1	0.253	2013				
Janice Dr.	54	P	1	0.271	2013	2005			
King Dr.	399	P	1	0.461	2013				
Liberty Hill Rd. pt 1	20	p	1	1.365	2014	2014	from 77 to lib hill ch rd widened		
Liberty Hill Rd. pt 2	20	p	1	1.136	2014	2007	from lib hill ch rd to sb white co		
Liberty Hill Ch Rd. pt2	511	P	1	2.460	2011	2011	STATE AID 2011		
Lucilla Dr.	410	P	1	0.127	2013				
Monique dr		P	1	0.298	2013				
Old Sardis Dr.	473	P	1	0.384	2014				
Parkdale Dr.	381	P	1	1.346	2013				
Pearson Dr.	56	P	1	0.335	2013				
Pete Allen Rd.	15	p	1	0.544	2011	2005			
Prairie Rd.	384	p	1	0.191	2012				
Reba Dr.	614	P	1	0.235	2013	2002			
Rowland Hills	545	P	1	0.279	2014				
Sardis Church Rd.	474	P	1	0.154	2014				
Scott Town Dr.	408	P	1	0.381	2013				
Sterling Dr.	22	P	1	0.431	2011				
Sylvester Drive	674	p	1	0.125	2014				
Tefel East Dr.	611	P	1	0.294	2013				
Tefel West Dr.	610	P	1	0.273	2013				
Valley Hart Rd.	547	P	1	0.510	2012				
Windsong Rd.	14	P	1	0.340	2013				
Zion CME Church Rd.	509	P	1	1.790	2012	2002			
Apache Tr.		p	2	0.161	2011	2006			
Attis Point Dr.	664	p	2	0.323	2014	2007	seaiied with t&g		
Bamboo Pt. Rd.	440	P	2	0.261	2013				
Bass Rd.	3	P	2	0.335	2013				

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Updated 6/12



## HART COUNTY LONG RANGE ROADS PLAN APPENDIX A.1: Excellent Condition Paved Roads

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Beaver Lodge Rd. pt 1	487	P	2	0.237	2013				
Bella Vista Dr.	619	P	2	0.150	2013				
Bent Creek Rd. pt1.	322	P	2	0.354	2013	2002			
Boat Rd.	291	P	2	0.269	2013	2000			
Bobwhite Dr.	391	p	2	0.371	2013		fair cond	paved road	sealed 20
Boleman Hill Rd. pt 1	301	P	2	0.394	2012	2004			
Bramblewood Dr.	488	P	2	0.141	2013	2007			
Breezy Point	495	P	2	0.188	2014	2006			
Brown Cir.	428	P	2	0.436	2013				
Carters Ferry Rd.	310	P	2	1.350	2013	2003			
Cedar Ridge Rd.	485	P	2	0.737	2013	2007			
Cedar Ln	270	P	2	0.366	2013				
Cokesbury Church rd	536	p	2	0.346	2013	2011			
Cove Tr.		p	2	0.034	2013				
Crumps Rd.	232	P	2	1.370	2013	2002			
Early Dr. pt 2	315	P	2	0.391	2013		10 ft wide fr old reed crk dr to c		
Eirod Ferry Rd. Pt 1	332	P	2	0.565	2013	2002	08,y	ends meth park ln, cr	
Falcon Dr.	391	p	2	0.325	2013	2012			
Fishermans Cove	475	P	2	0.066	2013	2002			
Foxtail Dr.	374	p	2	0.314	2013				
Foxtrot Ln.	543	P	2	0.215	2013				
Freedom Hghts Dr		P	2	0.687	2013				
Friendship Dr.	483	P	2	0.216	2013				
geneva road		p	2	0.180	2013				
Glen Dr.	388	P	2	0.161	2013	2007	10 ft wide, fari cond paved road		
Good Dam View Rd.	31	P	2	0.423	2013				
Graham way		P	2	0.046	2013	2004			
greenbriar		p	2	0.486	2013				
Hart State Park Rd.	261	p	2	0.263	2013	2002	safety project 2008		
Hidden Point Rd.	437	P	2	0.675	2013	2006			
Hillandale Rd.	621	P	2	0.578	2013	2006			
Hodges Ln. pt1	654	p	2	0.170	2012				
Honeysuckle Ln.	489	P	2	0.241	2013				
Hummingbird Rd.	372	P	2	0.439	2013				
Idlewood Lane		p	2	0.180	2011	2002			
Jim Garvey Rd.	439	P	2	0.266	2013				
Jonaustin Way		P	2	0.294	2013	2004			
Kimberly Ln.	486	P	2	0.134	2013				
lake pointe lane	334	p	2	0.065	2013				
Lamb Rd.	484	P	2	0.065	2013				
Lanier St.	264	P	2	0.153	2013				
Lewis Dr.	415	P	2	0.321	2013				
Liberty Ln.	21	P	2	0.426	2014				
Lightwood Rd.	291	P	2	2.385	2013	2003			
Lindy Ln.	607	P	2	0.598	2013	2005	sealed 2005		
Lost Tr.	642	P	2	0.559	2013				
Majestic Shores Ln.	648	P	2	0.161	2013				
Majestic Shores Rd. pt 1	647	P	2	0.386	2013				
Mclsbury ct		P	2	0.050		2002			
McMullan Rd.	539	P	2	1.108		2009	county contract 2008		

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## HART COUNTY LONG RANGE ROADS PLAN APPENDIX A.1: Excellent Condition Paved Roads

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Melody Farms Dr.	681	p	2	0.130	2014	2014			
Melody Ln.		P	2	1.240	2014	2014			
Melody Point rd		P	2	1.038	2011	2001			
Methodist Park Ln.	332	P	2	0.395	2013	2002	safety project 2008		
Milltown Rd. pt 1	312	P	2	1.031	2013	2003	Five Forks to Carters Ferry CR		
Milltown Rd. pt2	312	P	2	0.890	2013	2007	carters ferry to end at corp mill		
Moreland heights ct	672	p	2	0.040	2014				
moreland heights	672	P	2	0.268	2014				
Musket Trail		P	2	0.240	2013	2012			
Mustang Dr.	517	P	2	0.737	2014				
Nelle Dr.	620	P	2	0.312	2013				
New Hope Rd.	282	P	2	1.736	2013	2004			
New Prospect Rd. pt1	317	P	2	1.000	2014	2014	51 to pineywoods		
Nursery Rd.	444	P	2	0.520	2011				
Old Andersonville Rd	694	P	2	1.710	2012	2006			
Old Oak Tr.	491	P	2	0.176	2013				
Old Reed Creek Rd.	357	P	2	0.567	2013	2007			
Parham Rd.	231	P	2	1.039	2013	2002			
Pineywoods Rd.	319	P	2	0.520	2013				
Powder Ramp Rd.	426	P	2	0.301	2013				
Powderbag Creek Rd.	268	P	2	1.075	2013				
Quail Rd.	296	P	2	0.473	2014				
Rabbit Run	676	P	2	0.208	2013				
Rainbow Dr.	308	P	2	1.006	2013				
Reed Creek Heights Dr.	631	P	2	0.410	2014				
Reed Creek Heights Tr.	632	P	2	0.304	2014	2007			
Reed Creek Point	295	P	2	0.990	2009	2010	LARP 2010		
Reed Creek School pt 1	301	P	2	1.710	2013	2001	safety project 2008		
Reed Creek School pt 2	301	p	2	0.454	2013	2004	safety project 2008		
Rellim Way		P	2	0.155	2013	2004			
Ridge Rd.	260	P	2	3.230	2013	2000			
Ridge Terrace Ln.	387	P	2	0.149	2013				
Ridgewood Ln.	527	P	2	0.322	2013	2005			
Ridgewood Dr.	526	P	2	0.873	2013	2005			
Robin Hood Ln.	492	p	2	0.202	2013	2001			
Sentu Way	605	P	2	0.271	2012	2002			
Shea Drive		P	2	0.106	2013				
Shirley's Way	618	P	2	0.308	2013				
Sidney Dr	606	P	2	0.035		2002			
St James Rd. pt2	3	P	2	1.033	2013		bass rd to turner rd		
Stansell Dr.	303	P	2	0.759	2014	2007	was fair cond paved rd sealed		
Stillwood Dr.		P	2	0.500	2013				
Stinson Ct.	518	P	2	0.135	2014	2007	was fair cond paved rd sealed		
Sugarcane Dr.		P	2	0.301	2014	2002			
Sunnybrook Ln.	262	P	2	0.879	2013				
Timberlane Dr.	429	P	2	0.120	2013	2006			
Tranquility Ln	301	P	2	1.458	2013	2005			
Tugaloo Point	602	P	2	0.400	2014				
Turner Rd.	3	P	2	1.568	2013				
Vanna waller rd	269	P	2	0.706	2013				

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ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Watersedge Dr.	616	P	2	0.274	2013				
Wayne Cir.	382	P	2	0.366	2013				
Wayne Cir. Ext.	635	P	2	0.085	2013				
West End Dr.		P	2	0.209	2013				
Westover		p	2	0.048	2013				
Westwood Cir.		P	2	0.371	2011				
Wicker Rd. pt1	542	P	2	0.422	2013				
Wilderness Pt.	603	P	2	0.221	2011	2009	tg sealed first 0.1 mile 09		
Wineberger Rd.	435	P	2	0.433	2012				
Woodbine Way	373	P	2	0.501	2013	2007	10 foot wide	fair cond p	
Woodhurst Dr.	415	P	2	0.375	2013	2006			
Woods Lane	671	P	2	0.284	2013	2001			
York Shores Dr		P	2	0.206	2013	2004	Accepted 1 25 05 BOC ROW s		
York Shores Ln		P	2	0.223	2013	2004	Accepted 1 25 05 BOC ROW s		
Airline School Rd.	508	P	3	1.932	2012	2005			
Ankerich Rd.	184	P	3	1.842	2013				
Baileys Garage Rd.	208	P	3	1.490	2010	2010	larp 2010		
Bannister Dr.	458	P	3	0.125	2014	2007			
Capri Cir.	425	P	3	0.173	2011	2009			
Capri Dr.	425	P	3	0.670	2013	2004			
Fisher Dr.	218	P	3	0.218	2011				
George Burns Ln.	673	p	3	0.192	2013	2002			
golfview dr		p	3	0.310	2012	2007			
Gurley Rd	211	P	3	0.691	2012				
highland ave pt 1	203	p	3	0.157	2014		city limits to scott mill rd		
Highland ave pt 2	203	p	3	0.189	2014	2002	from scott mill rd		
Jud Cole Rd.	213	P	3	1.067	2013	2002			
Marsh Ln.	216	P	3	0.245	2012				
Martin Dairy Rd.	181	P	3	0.934	2012	2005			
Nancy Heights	353	P	3	0.168	2013	2005			
Northlake Dr.	623	P	3	0.230	2013	2006			
Old Beacon Light Rd. pt2	188	P	3	0.362	2013	2004			
Persimmon Dr.	464	p	3	0.420	2014	2006			
Rainbow Ln.	624	P	3	0.385	2011	2009			
Shady Hills Rd. pt 1	528	P	3	0.250	2012				
Spencer In		p	3	0.372	2012	2007			
Springdale dr	258	P	3	0.180	2012				
Sunset Cir.	345	P	3	0.328	2012	2002			
Sunset Dr.	346	P	3	0.498	2012				
Sunset Rd.	217	P	3	1.170	2012				
Vickery St. Ext.	259	P	3	0.883	2011	2009			
Woodland Dr.- Cannon	214	P	3	1.395	2012	2002			
Ack Powell Rd. pt 1	405	P	4	0.195	2012	2003			
Adams Town Rd. pt 1	176	P	4	1.550	2013	2009	from lou girly to lankford LARP		
Alderman Ln.	432	P	4	0.209	2012	2004			
Arrow Ln.	559	P	4	0.280	2014	2004			
Arrowhead Dr.	555	P	4	0.561	2014				
Beacon Light Rd.	187	P	4	2.909	2013	2007	LARP 2007		
Belva Ln.	229	P	4	0.090	2012				
Ben Shirley Ln.		P	4	0.303	2010				

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ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Bow Dr.	558	P	4	0.453	2014				
Bowersville Rd.	341	P	4	0.647	2011	2009			
Byrum Cemetary Rd. pt 1	275	P	4	0.262	2010				
Cedartown Rd.	639	p	4	0.251	2013				
Chateau Estates Rd.	514	P	4	0.841	2014	2005			
cherokee plaza		p	4	0.084	2013				
Christian Dr.	478	P	4	0.328	2013				
Collins Rd.	364	P	4	0.507	2013				
Cross Creek Tr. Pt 1	241	P	4	0.020	2010				
Delta Way	431	P	4	0.121	2012	2004			
Doyle Rd. pt1	179	p	4	0.573	2014	2002	2002 paved over t&g, lankford		
Fred King Rd.	227	P	4	1.226	2013	2005			
Freeman Dr.	549	p	4	0.187	2012				
Gilliam Rd.	238	p	4	0.921	2013		strip sealed midsection 2007		
Greenwood Rd. pt2	288	P	4	0.530	2013				
Griffin Rd.	240	P	4	1.813	2012	2001			
Harbor Heights Cir.	553	P	4	0.250	2014	2004			
Harbor Heights Ln.		P	4	0.193	2014				
Harbor Light Marina Rd. pt 2	355	P	4	0.400	2011	2010	LARP 2010 circle at end		
Highland Ridge Dr		P	4	0.580	2013	2004			
Highland Shoals Ct		P	4	0.115	2013	2006			
Holly Hills Dr.	520	P	4	1.035	2013	2002			
Honeysuckle Rd.	419	p	4	0.426	2013		sealed 2007		
Junction 77 Rd.	507	P	4	2.241	2012	2004	safety project 2008		
Justin Rd.		p	4	0.138	2013				
Kelly Rd.	186	p	4	1.252		2009	county contract 2008		
Kings Bench Dr.	576	P	4	1.007	2013	2001			
Knox Bridge Rd.	247	P	4	0.326	2012	2007	sealed 2007		
knox circle		p	4	0.300	2012				
Knox Dr.	625	P	4	0.272	2012				
Knox Ln.	626	P	4	0.122	2012				
Lakeview Rd.	273	P	4	1.713	2014				
Lou Gurley Rd.	189	P	4	2.675	2013				
Marys Lane		p	4	0.190	2011	2008	accepted by BOC 7/27/10		
Morris Rd.	226	P	4	1.144	2013	2007			
Mount Olivet Rd.pt 1a	503	P	4	3.000	2014	2014	from 51 to beacon light rd		
Old Beacon Light Rd. pt1	188	P	4	1.223	2013				
Old Mt. Hebron Rd.	230	P	4	0.872	2009	2010	LARP 2010		
Panorama Dr.	434	P	4	0.600		2011			
Park Place Dr.	597	P	4	0.433	2013	2002			
Payne Rd.		P	4	0.266	2013				
Paynes Creek Rd.	362	P	4	1.212	2013	2011			
Pineview Ln.	406	P	4	0.218	2013	2002			
Placid Cove Dr.	692	P	4	0.272	2012				
Placid Cove Tr.		P	4	0.067	2012				
Rays Rd.	583	P	4	0.350	2012				
Reed Rd.	196	P	4	1.992	2012	2004			
Reno Dr.	233	P	4	0.838	2013				
Ridgeview Rd.	501	P	4	2.930	2013				
Rock Springs Rd. pt 1	503	P	4	2.171	2012	2005	mt ol to lakeview, cr 362 also,		

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ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Rocky Ford Rd. pt 1	503	P	4	1.426	2014	2003	safety project 2008		
Roper Rd.	241	P	4	0.983	2013	2003			
Sawyer Ln.	419	P	4	0.185	2013				
Shirley Rd.	251	P	4	0.984	2012	2005			
Shoal Creek Church Rd.	245	P	4	1.720		2009	sealed 2007, county contract 2		
Shoal Creek Crossing	533	P	4	0.755	2012	2004	sealed 2004		
Shoal Creek Rd.pt 3	197		4	2.849	2014	2014	from lav hwy to reed rd		
Shoal Creek Rd.pt 2	197		4	0.262	2013	2005	77 to reed rd	safety proj	
Stovall Rd.	190	P	4	0.646	2013				
Tahoe Ct.	481	P	4	0.084	2013	2002			
Tahoe Dr.	463	P	4	0.591	2013	2002			
Tee Pee In	558	p	4	0.209	2014				
Twin Branch Rd. pt 1	339	P	4	1.305	2012		from ridgeview to fc line		
Walt Wilson Rd.	286	P	4	0.547	2012	2004			
Walters Rd. pt1	503	P	4	1.150		2009	rock sprg rd to griffin rd LARP		
Whippoorwill Cir.	242	P	4	0.913	2014				
Will Bailey Rd.	236	P	4	2.468	2013	2006			
Willis Rd. pt 1	247	P	4	0.066	2012				
Willis Rd. pt 2	247	p	4	0.230	2012	2006			
Winter Ln. pt 1	493	P	4	0.420	2013	2003			
Wolfe Creek Tr.	638	P	4	0.405	2013				
Airline Goldmine Rd. pt1	508	P	5	3.825	2013		from airline end		
Airline Goldmine Rd. pt2	508	P	5	0.890	2014	2014	from 29 highway		
Akins Lunsford Rd.	153	P	5	0.964	2012				
Alexander Ray Rd. pt 2	141	p	5	0.118	2011				
Andrew Floyd Rd pt 1	162	p	5	0.583	2014	2005			
Asbury Rd.	128	p	5	0.407	2014				
Ayers Rd. pt 1	416	p	5	0.091	2014				
Bakers Bridge Rd.	133	P	5	2.750	2014		monitor road surface condition		
Beaverdam Farm Rd.	143	P	5	3.987	2013	2006	safety project 2008		
Bert Moorhead Rd.	349	P	5	1.252	2014	2005			
Bethany Ln.	83	P	5	0.383	2014				
Bio Church Rd.	510	P	5	4.075	2010	2011	STATE AID 2011		
Deerfield Ct.	669	P	5	0.270	2011				
Deerfield Ln.		P	5	0.378	2011				
Detter Rd.	417	P	5	0.270	2013				
Eagle Heights Rd.	653	P	5	0.603	2012				
Eagle Lake Rd.	521	P	5	0.418	2012				
Frank Crook Rd.	82	P	5	1.593	2013				
Freeman Rd.	110	p	5	0.300	2013	2002			
Ginns Pool Rd.	106	p	5	0.840	2010	2010	larp 2010 over t&g		
Goldmine Holly Springs Rd.	508	P	5	4.524	2012	2012	STATE AID 2012		
Grace Baptist Church Rd.	157	P	5	1.622	2013	2006	safety project 2008		
Green Meadows Dr pt1		p	5	0.117	2014		at end		
Grizzle Rd.	609	P	5	0.350	2013				
Hanley Rd.	150	p	5	0.570	2014				
Holmes Rd.	40	p	5	0.330	2013	2002			
Joe Findley Rd.	131	P	5	1.215	2014	2005			
Kotal Cir.	76	P	5	0.486	2011	2010	sealed with tg		

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ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Kotal Rd.	75	P	5	1.080	2014	2005			
Lake Front Rd.	522	P	5	0.431	2012				
Liberty Church Rd.	505	P	5	2.373		2010	paved by DOT Stimulus fundin		
Little Rd.	107	p	5	0.220	2013				
Marlin Press Rd.	121	P	5	0.138	2014				
Martin Norman Place	43	P	5	0.493	2012	2002			
Mewborn Rd.	64	P	5	0.943	2013	2006			
Moon Rd.	119	P	5	0.633	2014				
Moore Rd.	47	P	5	2.387	2013	2005			
Old Elbert Rd. pt1	122	P	5	0.830	2013	2004			
Old Henry's Church Rd.	102	P	5	1.251	2013	2002	safety project 2008		
Old Hwy 29 Rd.	87	P	5	0.545	2012				
Old 29 Rd.	152	P	5	0.415	2013	2005			
Omer Bond Rd.pt2	108	p	5	1.020	2011	2010			
Otis Skelton Rd.	105	P	5	1.611	2011	2010			
Parker Rd. pt1	129	p	5	0.088	2014		from hwy 17		
Partlow Rd.	130	P	5	0.270	2014				
Pullian Ln.	130	P	5	0.606	2014	2001			
Ray Weaver Rd. pt1	86	p	5	1.137	2014		from 29 highway		
Redwine Church Rd. pt 1	148	p	5	0.602	2012	2002			
Redwine Church Rd. pt 2	148	p	5	4.662	2012	2007	LARP 2007		
St John CME Church Rd.	93	P	5	2.038	2013				
Tom Rice Rd.	151	P	5	1.074	2013	2010	16 foot wide, sealed with t7g		
Vanna Rd.	508	P	5	2.904	2013	2002	safety project 2008		
Whitaker Rd.	72	P	5	0.190	2013				
Windy Hill Rd.		P	5	0.503	2014				
Woodland Way	41	P	5	3.114	2012	2006			
N. Forest Ave.	265	p	1 & 3	1.006	2013	2007			
Nancy Dr.	263	P	1& 2	0.574	2013				
S B White Rd.	31	P	1& 2	1.424	2014	2007	contract 2007		
Liberty Hill Ch Rd. pt1	511	P	1&2	1.338	2012	2012	from Lib. Hill Rd to SR29 STA		
Montevideo Rd. pt 2	4	P	1&2	1.333	2013	2004	safety project 2008, turner to k		
Ponderosa Dr.	352	P	1&3	0.158	2013				
Bio Ln.pt 1	49	P	1&5	1.424	2011	2010	from hick crossing		
Bio Ln.pt 2	49	P	1&5	0.133	2012	2002	em to moore		
Bio Ln.pt 3	49	p	1&5	1.012	2011	2009	moore to bio church		
Hickory Crossing Rd. pt 2	509	P	1&5	1.039	2013	2007	LARP 2007 from 172 to hodge		
Hickory Crossing Rd. pt 1	509	P	1&5	1.489		2009	from hodes mill rd to 77 LARP		
Old Canon Church Rd.	148	P	3&4	1.217	2012				
blackmon	175	p	3&5	1.760	2013	2005	safety project 2008		
Deer Run Ln.	77	P	3&5	2.122	2014	2004			
Bethany Bowersville Rd. p1	73	P	3,4,5	3.600	2014	2014	from 29 to airgold rd widened 2		
Ridgeway Rd.	165	P	4&5	1.557	2011	2009			
				<u>252.432</u>					

Long Range Plan Roads in "Good" Condition

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	seal date	
Cornhusker Rd.	30	p	1	0.479	2013	2011	
Landfill Rd.	379	P	1	0.577	2012		
McCurley Rd.	13	P	1	1.229	2013		commissioner decided not to allow t&g seal 2014
Monica Dr.	535	P	1	0.265	2013	2012	
Allen Acres Rd.	414	P	2	0.260	2013		
Allen Ct	633	p	2	0.120	2013		
Almar Rd. pt 1	12	p	2	1.846	2013		
Boleman Hill Rd. pt2	301	P	2	1.606	2012	2007	
Cedar hills rd	604	p	2	0.209	2011	2011	16 ft. wide road, sealed 2011
Chandlers Ferry Rd.	279	p	2	1.567	2012	2007	
Crawfords Ferry Rd.	306	P	2	2.100	2012	1997	
E. Nannie Rd.	290	p	2	0.163	2013		
Early Dr. pt 1	316	P	2	0.325	2013		from 51 to old reed crk dr
Elrod Ferry Rd. pt2	332	P	2	0.775	2013		08,y ends corp park, cr 333 also, LCA safety project 2008
Fleming Cir.	413	P	2	0.281	2013		
Flora Ln.	298	P	2	0.319	2014		10 feet wide
Harbor Point pt2	299	p	2	0.067	2014		
Hugh Dorsey Rd.	441	P	2	0.321	2013	2007	fair cond paved rd strip sealed 07
Lake Pointe Rd.	334	P	2	0.445	2013		
Lakeshore Cir.	307	P	2	0.725	2013	2007	fair cond paved rd sealed 07
Lewis Rd.	17	P	2	1.306	2013	2011	
Liberty Hill Rd. pt 3	20	p	2	2.019	2013		from sb white to pt 4
Little Powderbag Rd.	32	P	2	0.565	2013		
Milford Rd.	261	P	2	0.695	2013		
Oak Crest Dr. pt 2	304	P	2	0.955	2013	2011	from new prospect
O'Conner Ln.	302	P	2	0.378	2011	2005	sealed 2005
Old 29 Hwy	538	P	2	4.600	2013		hartwell road
Point Rd.	544	p	2	0.750	2013	2007	fair cond paved rd sealed 07
Reed Creek Tr.	496	P	2	1.070	2014	2012	
Rice Mill Rd. pt 2	16	p	2	0.774	2013		SAFETY GRANT PROJECT 08
Ross Ln.	389	P	2	0.186	2013		8 ft wide
Sarjion Rd.	294	P	2	1.160	2014	2007	was fair cond paved rd sealed with t&g
Savannah St. Ext.	263	P	2	0.294	2013		
Shallow Creek Rd. pt 1	316	P	2	0.208		2002	
Sharon Church Rd.	321	P	2	0.280	2013		
Tugalo Heights Cir.	272	p	2	1.268	2013	2007	
Wynward Point Dr.	641	P	2	0.620	2013		
Yacht Club Rd.	304	P	2	1.681	2013	2007	
Center of the World Rd	216	P	3	1.143	2014		
Cherokee Ridge Rd.	468	P	3	0.821	2014		
Laurel Dr.	206	P	3	0.965	2014		
Memorial Rd.	207	P	3	1.484	2012		SAFETY GRANT PROJECT 08
Rockdale Rd.	213	P	3	0.820	2013		
Scott Mill Rd.	204	p	3	0.978	2014		
Woodlake Landing	393	P	3	0.343	2012	2009	
Adams Town Rd. pt 2	176	p	4	0.719	2011	2008	from lankford to bowersville city limits
Arrow Ct.	559	p	4	0.064	2014		
B. Bailey Rd.	287	P	4	2.400	2012	2007	SAFETY GRANT PROJECT 08
Bow Ct.	558	P	4	0.333	2014		
Brookdale Dr.	244	P	4	0.533	2014		
Cleveland Mill Rd. pt2	232	p	4	0.940	2013	2005	from Mt. Olivet-sealed with tg
Country Lane		p	4	0.424	2013		
Curt Bailey Rd. pt2	284	p	4	0.100	2013	2007	
Foothills Dr.	443	P	4	0.322	2013	2009	
Harbor Light Marina Rd. pt1	355	p	4	1.527	2013	2004	
Hillcrest Cir.	356	P	4	0.882	2013	2009	
Lake Club Dr.	555	P	4	0.288	2014		
Lavonia Beach Dr	598	p	4	0.137	2014		
McLane Morris Rd. pt1	234	P	4	0.677	2012	2003	
Mouchet Rd.	191	P	4	1.820	2013		
Mount Olivet Rd.pt 2	503	P	4	3.472	2013		from rock springs rd to boleman hill rd safety project 2008
Mt. Olivet School Rd.	234	P	4	0.800	2013	2007	strip sealed midsection 2007
Mt. View Ln. pt 1	582	P	4	0.340	2013	2009	strip sealed 2009
Oaktree Ln.		P	4	0.362	2011		
Parkertown Rd.	253	P	4	4.008	2012	2007	
Pine Tree Trace	516	P	4	0.221	2014		
Rock Springs Rd. pt2	503	P	4	1.172	2012	2009	SAFETY GRANT PROJECT 08 strip sealed 09
Tom Bartlett Rd.	196	P	4	0.503	2013		
Twelve Oaks Rd.		P	4	0.488	2012		
Walters Rd. pt2	503	P	4	1.024	2012	2011	griffin rd to bridge, need to seal
Walters Rd. pt3	503	P	4	0.920	2012	2011	bridge to shoal creek ch. Rd

Long Range Plan Roads in "Good" Condition

Water Oak Dell Dr.	360	p	4	0.480	2013	
Westside Ln.		P	4	0.034	2010	
Wyncott Way	515	P	4	0.232	2014	2009 strip seal sections 2009
beaver crk rd pt 2	100	p	5	0.547	2013	2010
Ben Maxwell Rd.	99	P	5	2.830	2014	
Bible Baptist Ch. Rd. pt 1	477	P	5	0.095	2014	2006 sealed 2006
Clay Brown Rd.	510	P	5	3.077	2013	
Corinth Church Rd.	121	P	5	0.940	2014	2003
Duncan Rd.	130	P	5	0.878	2011	
Eagle Grove School Rd. pt1	505	P	5	2.005	2012	2011 from 29 to speedway SAFETY GRANT PROJECT 08
Eagle Grove School Rd. pt2	505	P	5	2.177	2012	2004 safety project 2008, need to strip seal
Farm Rd. pt2	153	p	5	0.732	2013	2010
Freedom Church Rd.	129	P	5	0.928	2014	
McCurry Rd	68	P	5	1.566	2013	2010 parts in fair cond
Old Elbert Rd. pt 2	122	P	5	3.309	2013	
Pulliam Mill Rd.	94	p	5	1.872	2011	only half of road (east lane- in Hart Co.)
Speedway Rd. pt1	92	P	5	0.447	2013	from clay brown rd
Union Hill School Rd.	80	P	5	1.213	2012	2011
Virginia Hills Rd.	456	P	5	0.602	2013	
Cedar Pond Rd.		p	1&2	0.584	2013	2009
Page Rd. pt 2	31	p	1&2	0.602	2014	2011 from nancy hart end
Whippoorwill Tr.	23	P	1&2	2.756	2013	middle 0.620 in fair cond, some of road in exc condition watch this road
Seed Cleaner Rd.	71	P	1&5	1.235	2013	
John Fleming Rd.	278	p	2&4	0.766	2013	2007 strip sealed
Mt. Hebron Rd.	395	P	2&4	3.647	2013	2011 monitor this road
Whitewood Rd. pt 2	178	p	3&4	0.818	2013	
Bethany Bowersville Rd. p2	73	P	3,4,5	2.764	2012	2011 airgold rd to bow city lim

**100.614**

\$ 15,092,100



GOOD/FAIR ROADS

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	seal date	
Bryson Rd.	52	P	1	0.415	2012		
Montevideo Rd. pt 1	4	P	1	2.975	2013	2014	77 to turner
New Prospect Rd. pt2	317	P	2	2.452	2013		pineywoods to reed cr s
Lightwood Ln. pt 1	318	P	2	0.728	2014	2007	fair cond paved rd se
Industrial Park Rd.	57	P	3	0.380	2011		monitor this road
Bartlett Rd.	196	P	4	1.438	2012	2007	strip sealed sections :
Gremul Dr.	601	P	4	1.813	2011	2001	
Lankford Rd. pt 2	178	P	4	1.096	2012		safety project 2008 ric
Lankford Rd. pt 1	178	P	4	3.098	2012		safety project 08 51 to
Pinkston Dr.	687	p	4	0.336	2012		paved 2002
Lake Club Cir.	556	P	4	0.684	2014		
Willow Ln.	433	P	4	0.640	2014		
Country Ridge Dr.	548	p	5	0.390	2014		
				16.445			

**Hart County Long Range Roads Plan Fair Condition Paved Roads**

<b>ROAD NAME</b>	<b>CR#</b>	<b>Type</b>	<b>DI</b>	<b>MILE.</b>	<b>Date chip eval.</b>	<b>chip seal inspection comments</b>
Old Mount Olivet Rd.	351	P	4	0.552	2011	
Mount Olivet Rd.pt 1b	504	P	4	2.030	2014	2007 from beac lght rd to rock springs rd
Nancy Hart School Rd.	504	P	1	2.310	2013	2014 safety grant project 08
Whippoorwill Tr.	23	P	1&2	0.620	2013	middle 0.620, rest in good cond.

**5.512**

estimate cost per mile  
 \$ 606,320                      \$ 110,000

**Long Range Roads Plan Tar and Gravel Roads**

<b>ROAD NAME</b>	<b>CR#</b>	<b>Type</b>	<b>DI</b>	<b>MILE.</b>	<b>inspect date</b>	<b>pave date</b>	<b>inspection comr</b>
Bruce Ct.	459	tg	1	0.352		2010	
Carters Dr.	644	tg	1	0.110	2013	2008	
cline	698	tg	1	0.080	2013	2003	
Deep Woods Rd. pt 1	688	tg	1	0.210	2013	2008	from wooperwill
Eastern Rd.	637	tg	1	0.174	2011	2004	
Evans Dr	49	tg	1	0.180	2013	2008	
Flat Rock Rd. pt1	29	tg	1	1.534	2014	2006	fr nh to 77sp
Flat Rock Rd. pt2	29	tg	1	1.498	2014	2004	montevideo to 77
Heard Dr. pt2	643	tg	1	0.048	2013	2008	from 77sp see loc
Jones Rd. pt 1	15	tg	1	0.500	2013	2006	
Maxwell Dr.		tg	1	0.080	2013	2008	
Mudman rd		tg	1	0.216	2013	2007	
Press Mann Rd.	26	tg	1	0.475	2013	2004	end at elbert co li
Ragans Rd.	25	tg	1	0.460	2014	2014	
Seclusion drive		tg	1	0.070	2013	2006	
Somerset rd		tg	1	0.155	2013	2004	
T B Thornton Rd.	25	tg	1	0.537	2013	2004	
Bay View Rd.	467	tg	2	0.180	2013	2003	
Beaver Lodge Rd. pt2	487	tg	2	0.079	2013	2007	
Bird Ct.		tg	2	0.190	2013	2007	
Browns Ln.	497	tg	2	0.231	2012	2009	
Burbick Ln. pt1	10	tg	2	0.034	2013	2003	
C & C Cir. Pt1	696	tg	2	0.120	2013	2005	
C & C Cir. Pt2	696	tg	2	0.158	2013	2005	
Camelot		tg	2	0.057	2013		
Carlton Dr.	385	tg	2	0.270	2013	2006	
Clyde Cir.	423	tg	2	0.434	2013	2004	
Craft Rd. pt 1	3	tg	2	0.714	2013	2008	from smith mcgee
Craft Rd. pt 2	3	tg	2	0.713	2013	2008	from bridge to 77
Creekwood rd	699	tg	2	0.240	2013	2007	
Dobb's Landing	283	tg	2	1.642	2013	2004	
Dogwood Ln.		tg	2	0.085	2013	2008	
Flint		tg	2	0.070	2013	2007	
Forest Cir.	530	tg	2	0.335	2013	2009	
Greenway Upholstery Rd.	523	tg	2	0.980	2014	2007	
Harbor Point pt1	299	tg	2	0.434	2014	2005	
Hart Service Rd.		tg	2	0.115	2013		accepted by boc
Hatton Ford Rd.	540	tg	2	2.215	2013	2004	
Heritage Rd.	331	tg	2	0.556	2013	2006	
Hodges Ln. pt2	654	tg	2	0.400	2012	2009	
Ivy Tr.	482	tg	2	0.331	2013	2009	
James dr.	531	tg	2	0.230	2013	2009	
Jim Crittendon Rd	615	tg	2	0.300	2013	2004	
Jim Gully Rd.	2	tg	2	0.432	2013	2004	
Joe Bailey Rd.	427	tg	2	0.266	2013	2004	
Jones-Bishop Rd.	283	tg	2	0.577	2013	2005	
Kathy Lane	4	tg	2	0.130	2011	2011	Mt.Video to St. Ja
Kay Dr.	1	tg	2	0.247	2013	2004	
Lindy cove		tg	2	0.040		2007	
Majestic Shores Trl		tg	2	0.080	2013	2007	
Massey's Subdivision Rd.	497	tg	2	0.552		2010	
Norman Rd.	329	tg	2	0.568	2013	2003	

**Long Range Roads Plan Tar and Gravel Roads**

Nursery Rd. pt2	444	tg	2	0.075		2011	
Oak Crest Dr. pt 1	304	tg	2	1.509	2013	2007	from reed crk sch
Old Mill Cir.	280	tg	2	0.702		2011	
Old Mill Rd.	280	tg	2	0.682		2011	
Partain Dr.	436	tg	2	0.040	2013	2007	
Pine Acres Estates	403	tg	2	0.236	2013	2003	
Plum Creek Rd.	306	tg	2	0.807	2009	2009	
Punkin Bend	600	tg	2	0.351	2014	2009	
Raindrop Cir.	400	tg	2	0.641	2014	2005	
Redleaf Rd.	532	tg	2	0.502		2010	
Reed Creek Highway	593	tg	2	1.242	2014	2005	
Rhodella Park Ave.	330	tg	2	0.262	2013	2003	
Rhodella Park St.	328	tg	2	0.252	2013	2003	
Rhodella Rd.	326	tg	2	0.241	2013	2003	
Rice Mill Rd. pt 1	16	tg	2	0.560	2013	2006	
River Valley Dr.	383	tg	2	0.267	2013	2006	
Robins Rd	655	tg	2	0.450	2011	2007	
Rumsey Rd. pt1	296	tg	2	0.204	2014	2007	
Sardis Point Rd.	31	tg	2	0.267		2011	
Shallow Creek Rd. pt 2	316	tg	2	0.654	2013	2008	
Shubert Rd.	490	tg	2	0.332	2013	2009	0.332mi to par po
Snowbird Ln.	442	tg	2	0.254	2013	2007	
Spring Rd.		tg	2	0.160	2013	2007	
St James Rd. pt1	3	tg	2	0.422	2010	2010	77sp to bassrd
St James Rd. pt3	3	tg	2	0.420	2011	2011	from pt.2 to drive
St James Rd. pt4	3	tg	2	0.890	2011	2011	t&g to elbert co lin
Stovall Cir.	271	tg	2	0.473	2011	2004	
Sunnybrook ct		tg	2	0.135	2013	2009	
Swan Sanders Rd	323	tg	2	1.007	2013	2008	
Tanglewood Ln.	519	tg	2	0.381		2011	
Teasley Cove		tg	2	0.100	2013	2008	0.135 mile of this
Teasley Ln.	612	tg	2	0.412	2013	2008	
Tom Cobb Dr.	300	tg	2	0.804	2014	2009	dead end at circle
Walnut Dr.	292	tg	2	0.770		2010	
Watsadler Rd.	39	tg	2	0.460		2011	
Wheat Rd.	297	tg	2	0.643	2014	2009	
Wicker Rd. pt2	542	tg	2	0.241	2010	2010	
Woodland Dr.	476	tg	2	0.129	2013	2003	
Worley Rd.	466	tg	2	0.205		2010	
Bowers Rd.	77	tg	3	0.415	2011	2011	
Brown Rd.	147	tg	3	0.185		2009	dead end at hous
Carrie Craft Rd.	179	tg	3	1.223		2012	reseal from lougir
Christmas Tree Rd.	185	tg	3	0.796	2011	2011	
Ertzberger Rd.	212	tg	3	0.049	2013	2009	
Flat Shoal Rd.pt1	210	tg	3	1.081	2012	2008	
Flat Shoal Rd.pt2	210	tg	3	0.020	2012	2004	
Gurley Rd pt 2	211	tg	3	0.108	2012	2009	
Highland ave pt 3	203	tg	3	0.151	2014.000	2009	from pt 2
Lecroy Ln.	344	tg	3	0.439	2014	2007	
Memorial Rd. pt2	207	tg	3	1.000	2011	2011	
Miller Dr.	462	tg	3	0.129	2011	2004	
Pinecrest Dr.	529	tg	3	0.192	2009	2009	
Shady Hills Rd. pt 2	528	tg	3	0.134	2009	2009	

### Long Range Roads Plan Tar and Gravel Roads

Spears Cir.	392	tg	3	0.314		2011	
Union Hill Church Rd.	179	tg	3	1.145		2012	
Whispering Pines Rd.	215	tg	3	0.924	2013	2008	
Williams Rd. pt 2	181	tg	3	1.017	2012	2006	
Williams Rd. pt 3	181	tg	3	0.052	2012	2009	
Williams Rd.pt 1	181	tg	3	0.247	2012	2006	
Ack Powell Rd. pt 2	405	tg	4	0.175	2012	2003	
Airline Store Rd. pt1	78	tg	4	0.812	2012	2003	
Arrowhead Ct.		tg	4		2014	2008	
Bailey Place Rd.	276	tg	4	0.152	2013	2005	
Beasley Rd.	257	tg	4	0.910	2012	2004	
Bessie Rd.	479	tg	4	0.120	2011	2007	
Bow In		tg	4	0.640	2014	2004	
Broken Arrow Rd. pt 2	279	tg	4	0.118	2014	2007	
Byrum Cemetary Rd. pt2	275	tg	4	0.874	2011	2005	
Caney Branch Rd.	194	tg	4	1.690	2012	2004	
cherokee In		tg	4	0.160	2013	2007	
Cleveland Mill Rd. pt1	232	tg	4	0.540	2013	2005	from Mt. Hebron
Cross Roads Cir.	220	tg	4	1.225	2013	2003	
Curt Bailey Rd. pt 1	284	tg	4	0.893	2011	2011	
Evergreen lane		tg	4	0.190	2013	2005	
Fleming Park Rd.	660	tg	4	0.222	2013	2007	
Floyd Rd.	170	tg	4	0.402	2014	2007	
Foxworth Ln.	277	tg	4	0.392	2013	2009	
Goodwin Ln.	252	tg	4	0.508	2012	2009	
Greenacres cir		tg	4	0.315	2012	2007	
Greenwood Rd. pt1	288	tg	4	0.610		2011	
Harbin Rd.	551	tg	4	0.210	2013	2007	
Harvey Ln.	590	tg	4	0.280	2014	2007	
Hunnicutt Cir.	174	tg	4	0.250		2009	off ridgeview
Jane Rd.	358	tg	4	0.597	2013	2007	
K-N-K Ln.	658	tg	4	0.180	2011	2011	
Kings Rd.	198	tg	4	1.382		2011	
Knox Bridge Crossing rd	594	tg	4	1.878	2012	2007	
Landing Ct.	589	tg	4	0.090	2013	2004	
Lucas Rd.	524	tg	4	0.294	2013	2003	
Lyle Ln.		tg	4	0.056	2012	2009	dead end at pave
McDuffie rd		tg	4	0.205	2014	2009	
McLane Morris Rd. pt2	234	tg	4	0.874	2012	2005	
Misty Mills Rd.	350	tg	4	0.511	2013	2003	
Mockingbird Ln.	363	tg	4	0.535	2014	2007	
Mohawk Trail	559	tg	4	0.150	2014	2007	rough condition, c
Mt. View Ln. pt 2	582	tg	4	0.150	2013	2009	dead end at pave
New Light Church Rd.	250	tg	4	0.402	2012	2004	
Old Leonrd Cheek Rd		tg	4	0.085	2014	2007	off Jud Cole near
Orchard Rd.	170	tg	4	0.592	2014	2007	
Parkertown Heights Rd.	361	tg	4	1.148	2014	2007	
Pebble Point	552	tg	4	0.242	2013	2007	
Pierce Brown Rd.	227	tg	4	0.904	2012	2009	
Price Chapel Rd.	200	tg	4	0.683	2012	2005	
Ray Johnson Rd	595	tg	4	0.200		2009	
Ricks Rd.	627	tg	4	0.491	2012	2007	
Rocky Ford Cutoff	243	tg	4	0.165	2014	2007	

**Long Range Roads Plan Tar and Gravel Roads**

Rosewood Cir.	390	tg	4	0.381	2012	2006	
Shoal Creek Rd.pt1	197	tg	4	0.268	2013	2003	from roper to 77
Sunflower dr		tg	4	0.911	2013	2007	
Tony Dr.		tg	4	0.244	2011	2003	
Twin Branch Rd. pt 2	339	tg	4	0.235		2009	
Tyler In		tg	4	0.290	2012	2009	
Vandifer point	556	tg	4	0.040	2014	2004	
Vegas dr		tg	4	0.221	2013	2008	
Walter Way	420	tg	4	0.621	2012	2009	
Whiting Dr.	223	tg	4	0.340	2013	2005	
Whitworth Rd.	249	tg	4	0.432	2013	2007	To Frank Co. Line
Willis Rd. pt 3	247	tg	4	0.260	2012	2009	
Winter Ln. pt 2	493	tg	4	0.128	2013	2007	
Y W Vickery Rd.	365	tg	4	0.870	2013	2009	
Allen Orsley Rd.	61	tg	5	1.307	2013	2005	
Alvin Mize Rd. pt1	114	tg	5	0.702		2010	
Andrew Floyd Rd pt 2	162	tg	5	0.370	2010	2010	from farm rd towa
Bailey Rd.	119	tg	5	1.037	2013	2003	
Bakers Rd.	126	tg	5	1.377	2010	2010	
Bear Creek Rd.	96	tg	5	1.290	2013	2006	
beaver crk rd pt1	100	tg	5	0.661	2013	2003	
Beaver Dam Rd.	97	tg	5	1.388		2010	
Bethesda Church Rd.	61	tg	5	0.604	2013	2005	
Bible Baptist Ch. Rd. pt 2	477	tg	5	0.173		2010	
Billy J. Ray Rd	608	tg	5	0.130	2014	2008	
Blanton P. Shirley Rd.	375	tg	5	0.529	2011	2010	
Bode Weaver Rd.	58	tg	5	0.784	2013	2003	
Bond Kelley Rd.pt2	103	tg	5	0.438	2014	2005	
Bonds Rd. pt 1	104	tg	5	0.782	2014	2005	need to seal near
Bonds Rd. pt 2	104	tg	5	0.987	2014	2010	fr bond kelly rd, c
Bradley Rd.		tg	5	0.325	2014	2008	
Briscoe Rd.	164	tg	5	0.280		2010	
Brooks Rd.	140	tg	5	0.736		2010	
Brown Rd.		p	5			2014	in vanna area
Brown Stone Dr.	156	tg	5	0.251	2014	2008	
Bryant Dr.		tg	5	0.285	2013	2008	
Burch St. pt2	123	tg	5	0.402		2008	
Community Rd.	154	tg	5	0.452	2012	2008	
Craft Howell Rd. pt2	377	tg	5	0.544	2013	2003	fr friendship rd
Della Payne		tg	5	0.108	2011	2008	
Dempsey Brown Rd.	584	tg	5	0.488	2013	2005	
Dockery Rd.	161	tg	5	0.679	2012	2006	
Farm Rd. pt1	153	tg	5	0.910	2010	2010	and fld rd to redw
Frank Kelly Rd.	85	tg	5	0.864	2014	2005	
Green Meadows Dr pt 1		tg	5	0.427	2014	2006	
Harris Rd	398	tg	5	0.490		2010	
Hartway Rd.	472	tg	5	0.150	2013	2008	
Hilley Rd.		tg	5	0.296	2010	2010	
Howard Rd.	69	tg	5	0.300	2013	2008	ends@house
Jim Heard Rd.	343	tg	5	0.866	2010	2010	dead end at hous
Joe Johnson Rd.	84	tg	5	0.664		2010	
John Gaines Rd.	661	tg	5	0.240	2013	2007	Off hwy 17
Kay Nursery Rd.	137	tg	5	1.905	2014	2006	

**Long Range Roads Plan Tar and Gravel Roads**

Kesler Rd.	81	tg	5	2.664	2012	2005	
Kinley Rd.	340	tg	5	0.467		2010	
Lettie Ruth Dr.	119	tg	5	0.250	2014	2003	
Maxwell Mill Rd.	94	tg	5	1.694	2013	2006	
McGarity Rd		tg	5	0.220	2014	2005	
Merritt Rd. pt 1	338	tg	5	0.527	2012	2008	
Merritt Rd. pt 2	338	tg	5	0.589	2012	2006	
Moss Gin Rd.	112	tg	5	0.478	2013	2008	
Motes Rd.	685	tg	5	0.306	2013	2008	
Old Elbert Rd. pt3	124	tg	5	0.380	2010	2010	section from vann
Omer Bond Rd.pt1	108	tg	5	1.098	2011	2010	
Orsley Twins Rd.	697	tg	5	0.210	2013	2008	
Parker Rd. pt2	129	tg	5	0.389	2010	2010	
Parks Brown Rd.	44	tg	5	0.744	2013	2003	
Phillips Cir.	411	tg	5	0.352	2014	2006	
Ray Weaver Rd. pt2	86	tg	5	1.652	2011	2008	
Reece Lane		tg	5	0.366	2014	2008	
Rhodes Dr.	144	tg	5	0.400	2013	2004	
Ruckers Dr.	470	tg	5	0.116	2013	2003	
Sam Todd Rd.	95	tg	5	1.767		2010	
Sherman Dove Rd.	120	tg	5	0.496	2014	2005	
Shiloh Church Rd. pt1	61	tg	5	0.891	2013	2005	bio ch rd end
Shiloh Church Rd.pt2	61	tg	5	0.610	2013	2006	ther adams end
Shiloh Church Rd.pt3	61	tg	5	0.475	2013	2010	middle
Singleton Rd.	98	tg	5	0.673		2008	
Speedway Rd. pt 2	92	tg	5	0.850	2013	2004	
Speedway Rd. pt3	92	tg	5	0.716	2011	2010	
Stephen Johnson Rd.	46	tg	5	1.087	2013	2005	
still water	90	tg	5	1.100	2010	2010	
Taylor Smith Rd. pt1	127	tg	5	0.416	2014	2008	
Taylor Smith Rd. pt2	127	tg	5	0.264	2014	2010	dead end
Thermon Adams Rd.	64	tg	5	2.250	2013	2005	
Thorton Square Drive		tg	5	0.055	2013	2008	
Tim Mize Rd.	115	tg	5	0.670	2010	2010	
Uly White Rd.	88	tg	5	0.905	2010	2010	
Vandeford Rd.	138	tg	5	1.057	2014	2008	
Vaughn Morrison Rd.	106	tg	5	0.600		2010	
Well Rd.	72	tg	5	0.536	2012	2006	
Whitewood Rd. pt 1	178	tg	5	0.445	2013	2006	
Woody Rd.	38	tg	5	0.325	2013	2008	
Page Rd. pt 1	31	tg	1&2	1.608	2014	2004	
Friendship Rd. pt1	57	tg	1&5	0.113	2013	2006	fr stillwaters rd to
Friendship Rd. pt2	57	tg	1&5	2.333	2013	2005	
Hometown Rd.	59	tg	1&5	0.674	2012	2005	
John W. Jordan Rd.	48	tg	1&5	1.640	2012	2007	
				136.909			

# HART COUNTY ROADS INVENTORY- Dirt Roads

6/30/2014

ROAD NAME	CR#	MILEAG	TYPE	DIST.	Clas	ROW	Pave	Paint	comments
Ball Park Rd.	651	0.188	D	1		60			dead end
Burbick Ln. pt2	10	0.197	d	1	c2				gate at 0.230 mi
Deep Woods Rd. pt 2	688	0.535	d	1	b2				
Bakers Farm Rd.	307	0.270	d	2					
Bent Creek Rd. pt2.	322	1.054	D	2	b2				
Bowen Rd.	35	0.741	D	2					
Broken Arrow Rd. pt 1	279	0.465	D	2	c2				
Cartee Johnson rd		0.446	d	2		40			awaiting DOT#, dead end at
Cliff Rd.		0.117	d	2	c2	40			accepted by BOC 6 12 12
Farmers Lane		0.080	d	2	c2	60			accepted by boc 7/26/11
Freedom Trial		0.212	d	2	c2	40			accepted by boc 1 24 06
Freedom Trial		0.212	d	2	c2	40			accepted by boc 1 24 06
H. N. Ayers Rd.	324	1.225	d	2	c2				
Lazy B Dr.	7	0.689	D	2					dead end at gate
Majestic Shores -No Name	649	0.152	D	2	c2	20	1998		undeveloped road, no house
Osborne Ln.		0.500	d	2	c2	dd			awaiting CR#, petition on file
Ostrich Farm Dr.	305	0.554	D	2	c1				
Pristine Cove		0.395	d	2	c2	60			accepted by boc 3 2712 incl
Ridge Terrace Ln. pt2	387	0.055	d	2					
Rosewood Ln.	6	0.4	D	2					
Rumsey Rd. pt2	296	0.232	d	2	c2				ends at house
Seawright Ln.	18	0.479	D	2					dead end
Thorton Baker Rd.		0.185	d	2	c2	40			accepted by boc 1 13 09
Tuscarora Trail	323	0.566	D	2					circle
Wagon Ho Farm Rd.	281	0.623	D	2	c2				
Paynes Rd.		0.180	d	3	c2				deadend
Weaver Trail		0.277	d	3	c2	40			accepted by boc 4 27 10
wildwood lane		0.165	d	3	c2	60			accepted by boc 5 14 11
Bill Lucas Rd	596	0.128	d	4					
Carnes Cemetary Rd.	274	0.847	D	4	c2				
College Ave. pt2	168	0.925	d	4					
Dooley Woods Rd.	193	0.209	D	4	c2				dead end at gate
Farris Rd.	666	0.101	d	4		40			dead end
Fowler Street	460	0.225	d	4	c1				from orchard rd to cty line
Glover Rd.	192	1.011	D	4					from cr 191 to 196
Grantham Dr.	599	0.127	d	4					
Heath Cove		0.260	d	4	c2				awaiting DOT#
Heathwood Cir.		0.130	d	4					awaiting DOT#
Hill Rd.	167	1.082	D	4	b1				80 ft row at bridge
Hoke Hill Rd.		0.480	D	4	b1				80 ft row at bridge ends at ct
Jesse Leard Rd.	173	0.721	d	4	b2				80 ft row at bridge
Joe Blackwell Rd.	177	0.367	D	4					from adams town to lankford
Leanne dr.		0.146	d	4					into system 3/00 awaiting DC
Old Bowersville Hwy	169	1.169	D	4	c1	60			fr hokehill to wmain, pt in Cannon, re
Old Roper Rd	241	0.128	d	4	c2				from jt 77 rd-contact DOT
Rock Dust Rd.	237	0.339	D	4	c2				
Roe Rd		0.125	d	4	c2				accepted by boc 7/8/03
Roper Rd.	241	0.625	d	4	b2				from griffin
Sutton Rd.	172	1.020	d	4	c1				in bowersville cl
Wren Rd.		0.188	d	4	c2				taken into system 11.01 awa
ABC Farm Road		0.219	d	5	c1	40			accepted by BOC 1 27 09

Jon Caime

Hart County Public Works Director

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updated 12/06



**HART COUNTY ROADS INVENTORY- Dirt Roads**  
**6/30/2014**

ROAD NAME	CR#	MILEAG	TYPE	DIST.	Clas	ROW	Pave	Paint	comments
Airline Store Rd. pt2	78	0.287	d	5	b1	60			fr deer run rd to williams spur
Alexander Ray Rd. pt 1	141	1.589	D	5	c2				
Alvin Mize Rd. pt2	114	0.649	d	5	c2				
Andrea Rd.	136	0.585	D	5					
Andrew Floyd Rd pt 3	162	0.822	d	5	c2	60			
Ayers Rd. pt 2	416	0.159	d	5	c2				
Bond Kelly Rd.pt1	103	0.692	d	5	b1				
Carlton Brown Rd.	146	1.137	D	5					80 ft row at brdg
Claude Floyd Rd.	135	0.795	D	5					
Craft Howell Rd. pt1	377	0.554	d	5					
Deer Rd.	124	0.059	D	5					
Elias P. Jenkins Rd.	67	1.757	D	5	b2				80 ft row at brdg
Grace Rd.	646	0.244	D	5		60			dead at circle/houses
Hall Dr.	42	0.171	D	5					dead end at house
Hanley Rd. spur	150	0.340	d	5	c2				ends near bridge
Jordan Road		0.122	d	5	c2	60			was CR74
Lefevre Rd	163?	0.455	d	5	c1				added 1/14/03
Lynch Dr.		0.175	d	5	c2	60			accepted by boc 2 13 07
Mill Cir.	158	0.617	D	5	c2				
Moriah Ridge Farm Rd.	656	0.250	D	5		30			dead end
Oak Park Lane		0.270	d	5	c2	40			accepted by boc 3/25/08
Pallet rd		0.317	d	5	c2	60			awaiting DOT#, dead end at
Park Lane		0.175	d	5	c2	60			accepted by BOC 3 9 10
Rucker Grove Church Rd.	65	0.485	D	5					t&g small section first time 10
Still Waters Rd.	90	0.742	D	5	c1				
Turtle Ln.		0.290	d	5	c2	40			accepted by boc 2 14 12 (am
Watershed Rd.	142	1.972	D	5	b2				dot cr86 also
Jones Rd. pt 2	15	1.363	D	1&2		60,40			
Liberty Hill Rd. pt 1	20	0.040	d	1&2	b2				
Zips Rd.	15	1.459	D	1&2	b2				
		<u>40.338</u>							

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