



Hart County 5 Year Road Plan

Jon Caime

Hart County Public Works Director

Update to the 2001 5 Year Roads Plan (2nd update)

June 1, 2012

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. This report is the next 5 year update to the original roads plan. 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 have significantly improved over the past decade. Prior to the development of this plan, the conditions (and costs) were worsening.

The primary obstacle envisioned over the next five year planning period is funding. The price of materials especially asphalt has 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 "PLAN":

The Hart County road assets include over 255 bridge structures, 376 miles of asphalt paved roads, 136 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 have reduced the volume of work that needs to be completed.

The price of asphalt has dramatically increased during the prior 5 year plan update period. Over this next five year planning period an estimated \$2,000,000 is needed for resurfacing of paved roads in the worst condition of "fair". Even with the dramatic increase in asphalt prices the volume of work has decreased from the \$5,000,000 in the prior planning period to less than \$2,000,000 today. Several of the roads identified in the prior five year planning period were resurfaced with new asphalt however 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. The cost to t&g reseal a road is estimated to be about \$10-15,000 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).

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During the prior 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 prior 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 may need a new surface during the next 5 year planning period.

Bridge and pipe work in the prior planning periods involved stabilizing the structures, improving safety features and replacement of the worst structures. Over the last 5 year planning period the County was much more aggressive on implementing solutions to our bridge infrastructure needs so the volume of work in the next five year planning period is not expected to be significant. Currently there are no pressing maintenance or replacement tasks facing the County in the current year. 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 but had instituted a brand new program of first time paving of unpaved roads using tar and gravel. We now have 40 miles of dirt road (64% less dirt unpaved road miles in a five years period) primarily due to the cost effective new program of tar and gravel paving of our dirt roads. With the decrease in funding available for roads, the tar and gravel paving of unpaved roads was put on hold over the past few years. This program may be able to be restarted in the next five year planning period.

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. Approximately 7 miles of the roads on the current County road inventory are in the City limits of Bowersville and will be removed from the County roads inventory. The County does not maintain roads inside Canon, Hartwell or Royston.

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

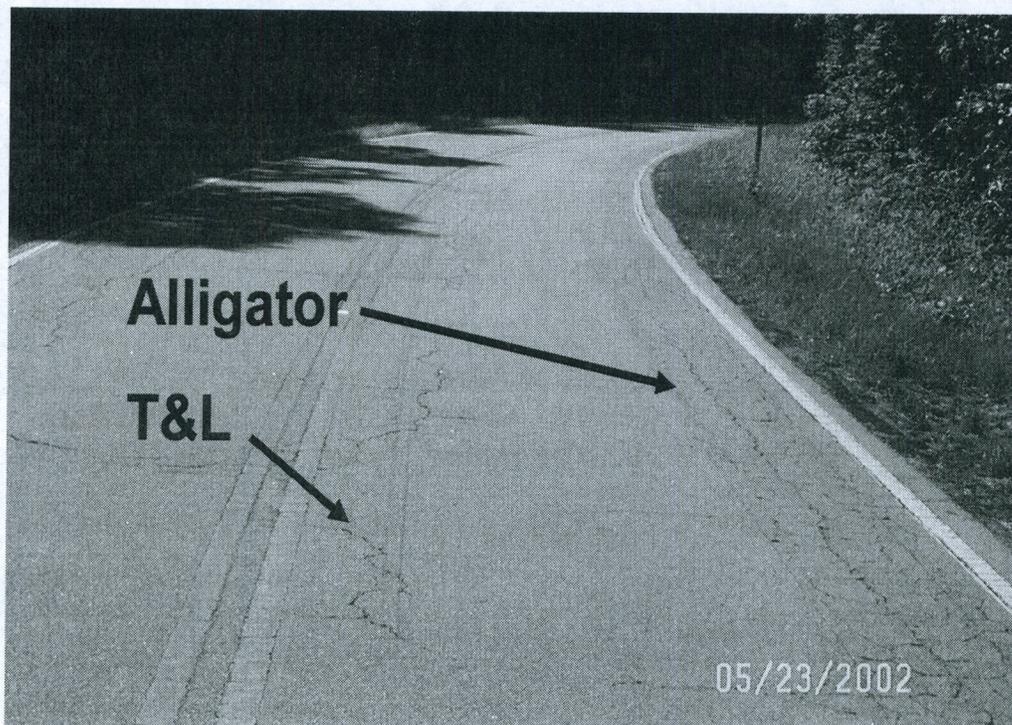
select roads that will rank higher on the GA DOT system for those roads that the County desires to submit for the various State assistance programs.

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 5th factor for the pavement condition.

This 5th 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 5th factor was utilized to divide Hart County paved roads into 5 categories (excellent, good, fair, poor, very poor).

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 any significant cracking were ranked as “excellent” condition roads. In 2003 fifty four percent (54%) of Hart County asphalt paved roads were ranked in this condition. Today that number has grown to 67%, a trend that should continue if we continue to maintain our roads according to the long range plan. During the 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.

Seventeen percent (17%) of Hart County paved roads were ranked in this condition in 2003. Today 29% of the asphalt paved roads are listed in this category. Some of the increase in the road miles in this category is due to the sealing of roads that were in fair condition but now are stable.

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 will be inspected annually 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 percent (20%) of Hart County's paved roads were ranked in this condition (or worse) in 2003. Only 3% of the paved roads in Hart County are now on this list which is further proof that the long range maintenance plan has been successful in achieving the goals set forth in the past decade.

These roads must be resurfaced during this planning period at an estimated cost of \$2,000,000. At this point the road has developed significant overall age cracking and a fair amount of road fatigue (alligator) cracking. These roads have already been strip sealed with tar and gravel in the recent past to ensure that the road conditions (and costs) were stabilized. During the next five year planning period these roads are 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.

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

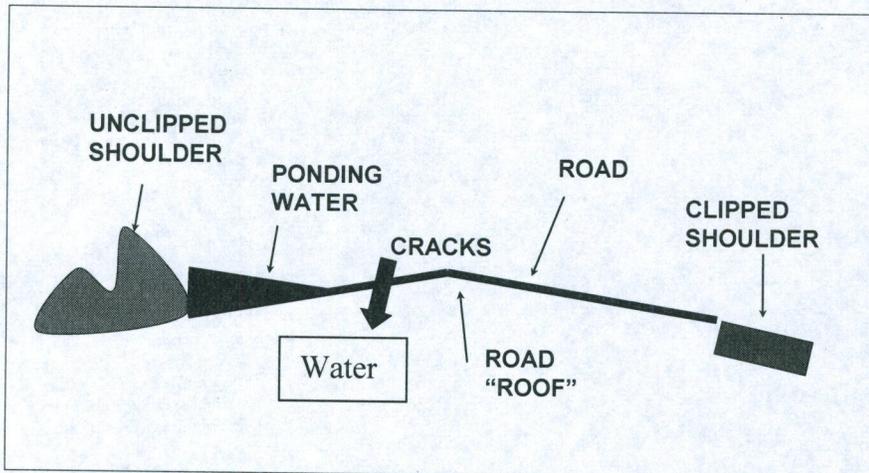


Illustration #5 & #6 shows a road before and after the shoulders have been clipped. The Before picture has grass on the pavement, and clumps of grass and dirt that do not allow water to leave the road. In the after picture (#6) the dirt, grass both on and adjacent to the road have been removed allowing 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.

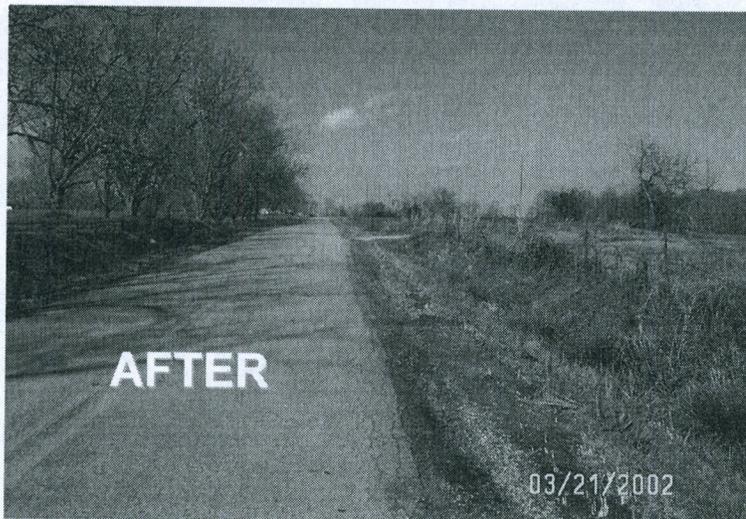
Maintenance of Gravel Roads:

Hart County currently has approximately 82 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.

Illustration #5: Before Shoulders Clipped



Illustration #6: After Shoulders Clipped



First Time Paving, Pave Roads vs. Gravel Roads:

In the first planning period the county adopted a first time dirt road paving program using tar and gravel. This program does not widen the road but does place a stone base under the road, shapes the road to drain properly and reestablishes the ditches. This program has also been highly successful but has been put on hold do due limited funds. It is recommended to be continued as soon as funds become available in the coming years.

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Through this program we have first time paved 7-10 miles per year at a fraction of the cost of prior methods and reduced our unpaved road miles by almost 63% in about 6 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.

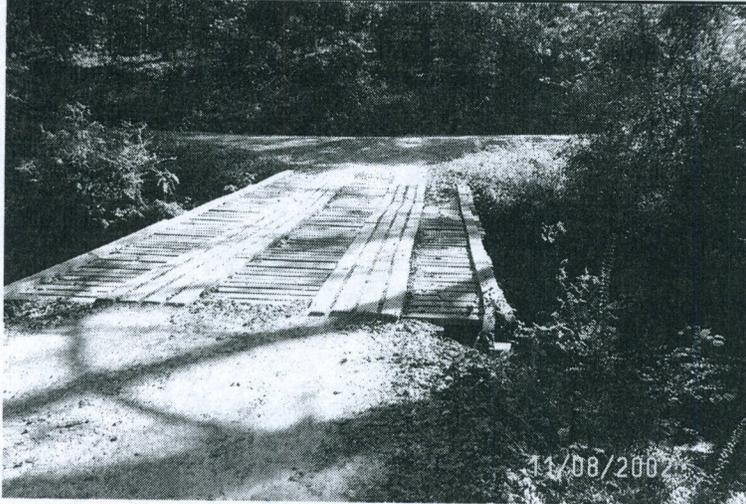
The second problem affecting bridge structures that need work was an obstruction and/or a problem with the stream channel. Although these have been corrected during the prior planning periods, obstruction removal (especially beaver dams) is an ongoing maintenance issue that will continue to be addressed.

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.

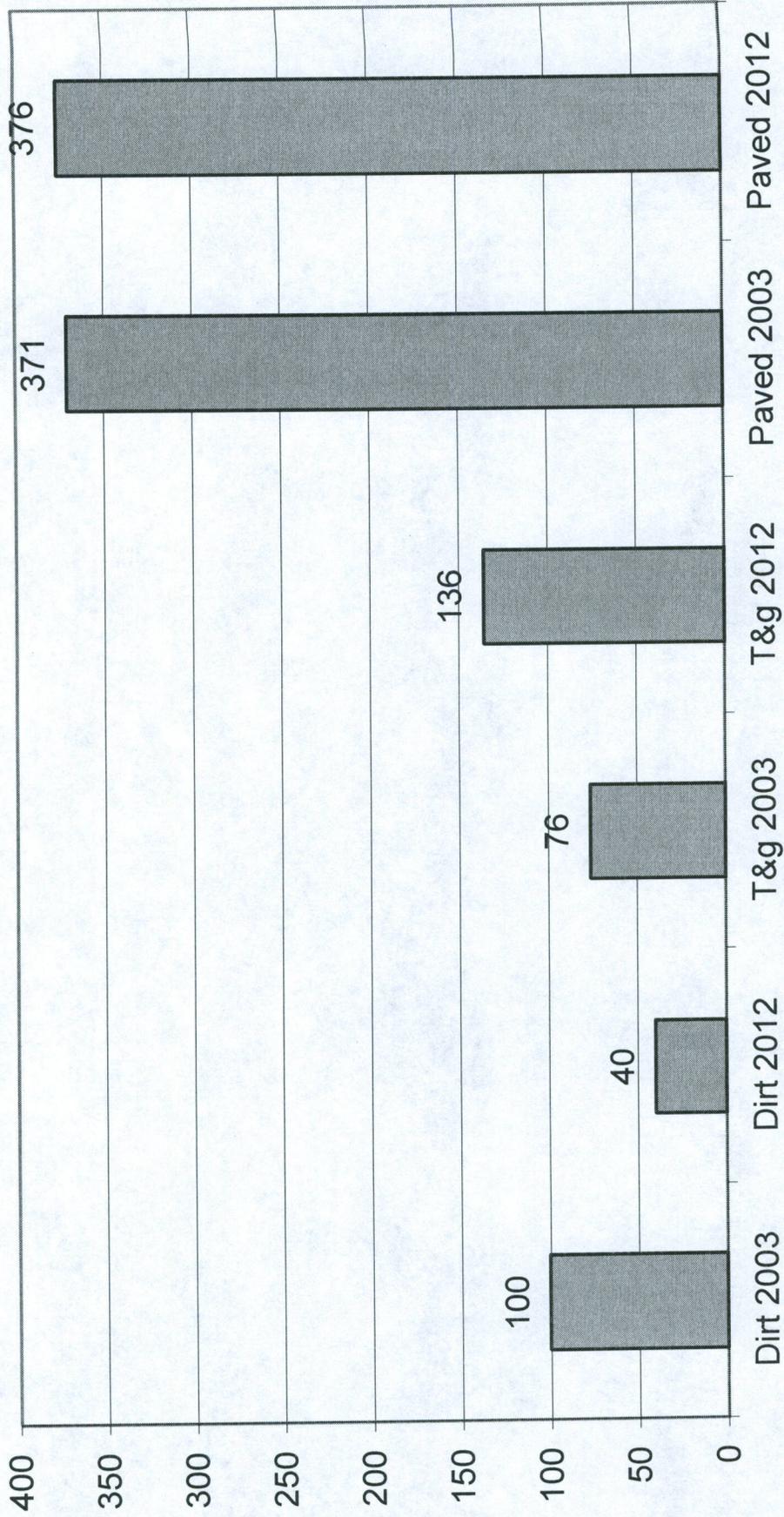
Two bridges should be closed and taken out of service when the DOT indicates that they are unsafe for travel. On Highway 29 towards Royston, the State realigned the road in two sections to eliminate three old bridges. These roads and bridges were acquired by the County. To replace these bridges will 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:

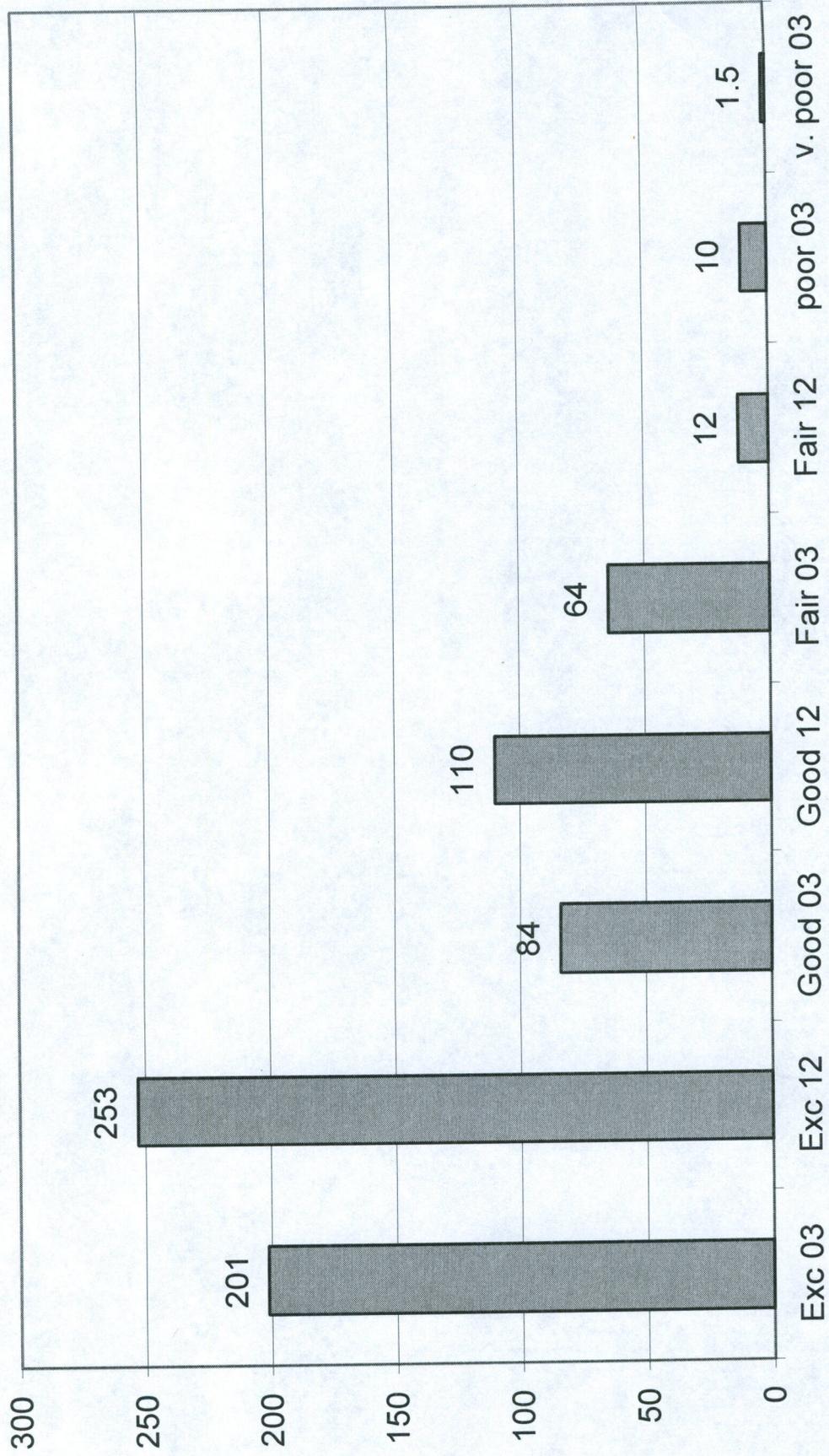


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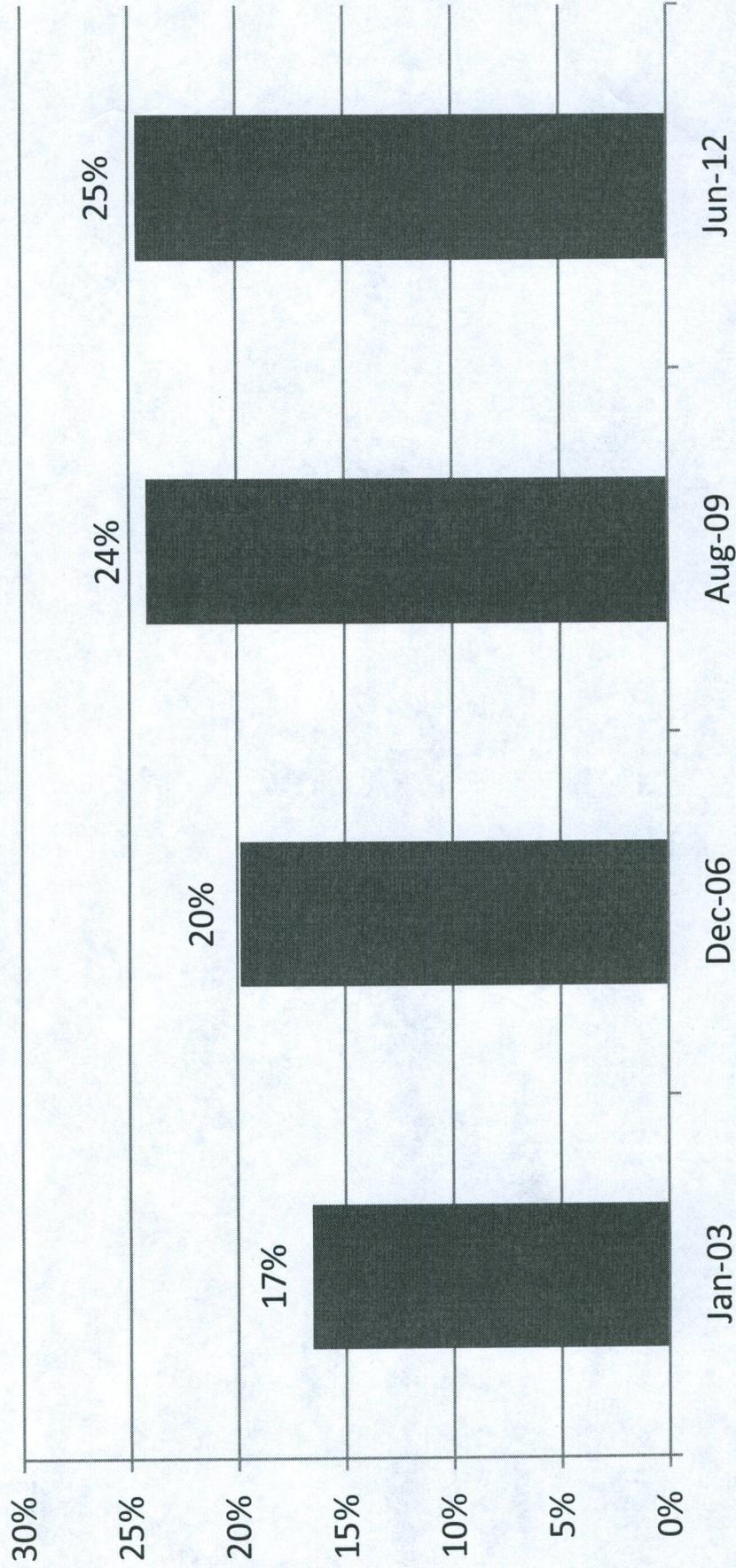
Type of Road Surface 2003 vs 2012 (miles)



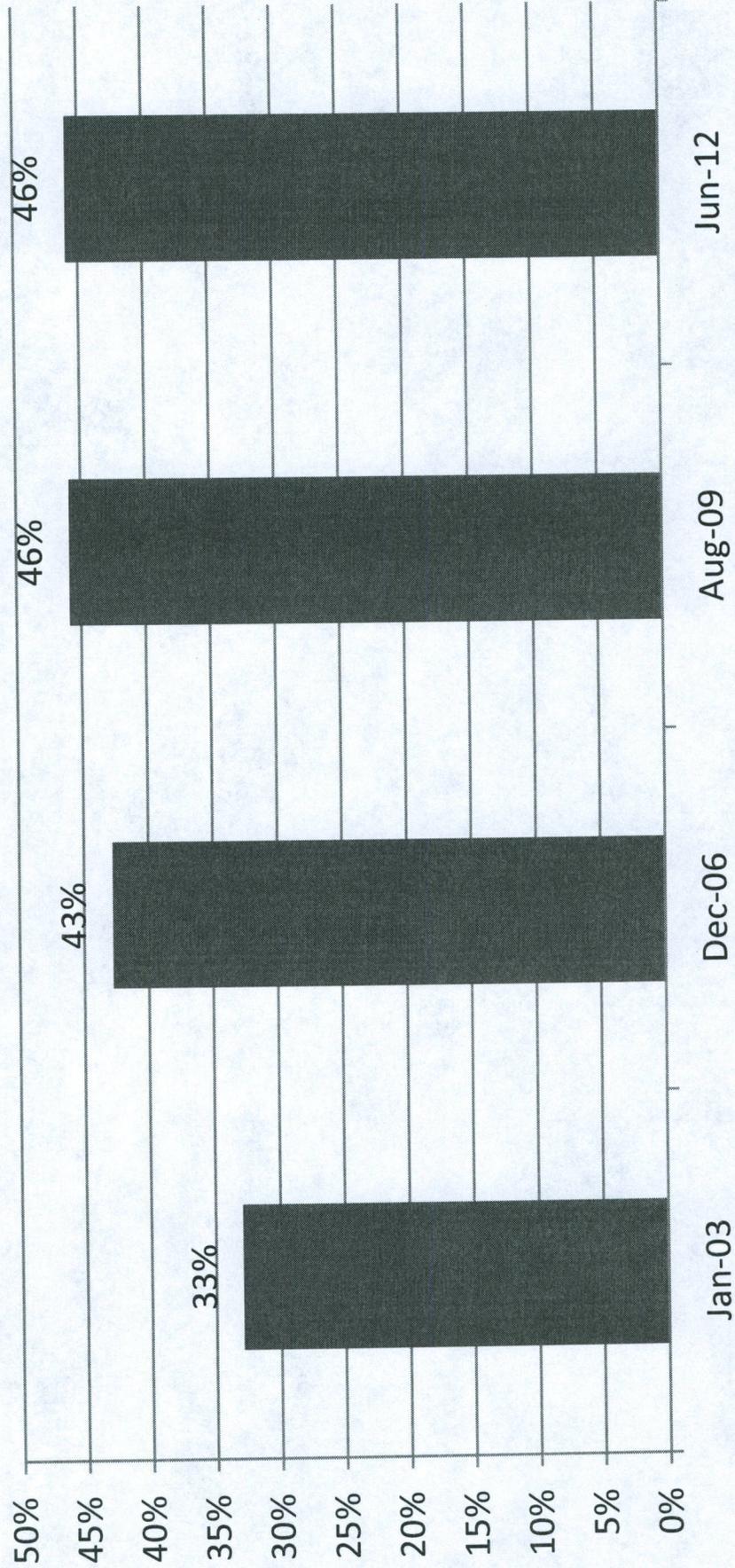
Paved Roads Condition 2003 vs. 2012 (miles)



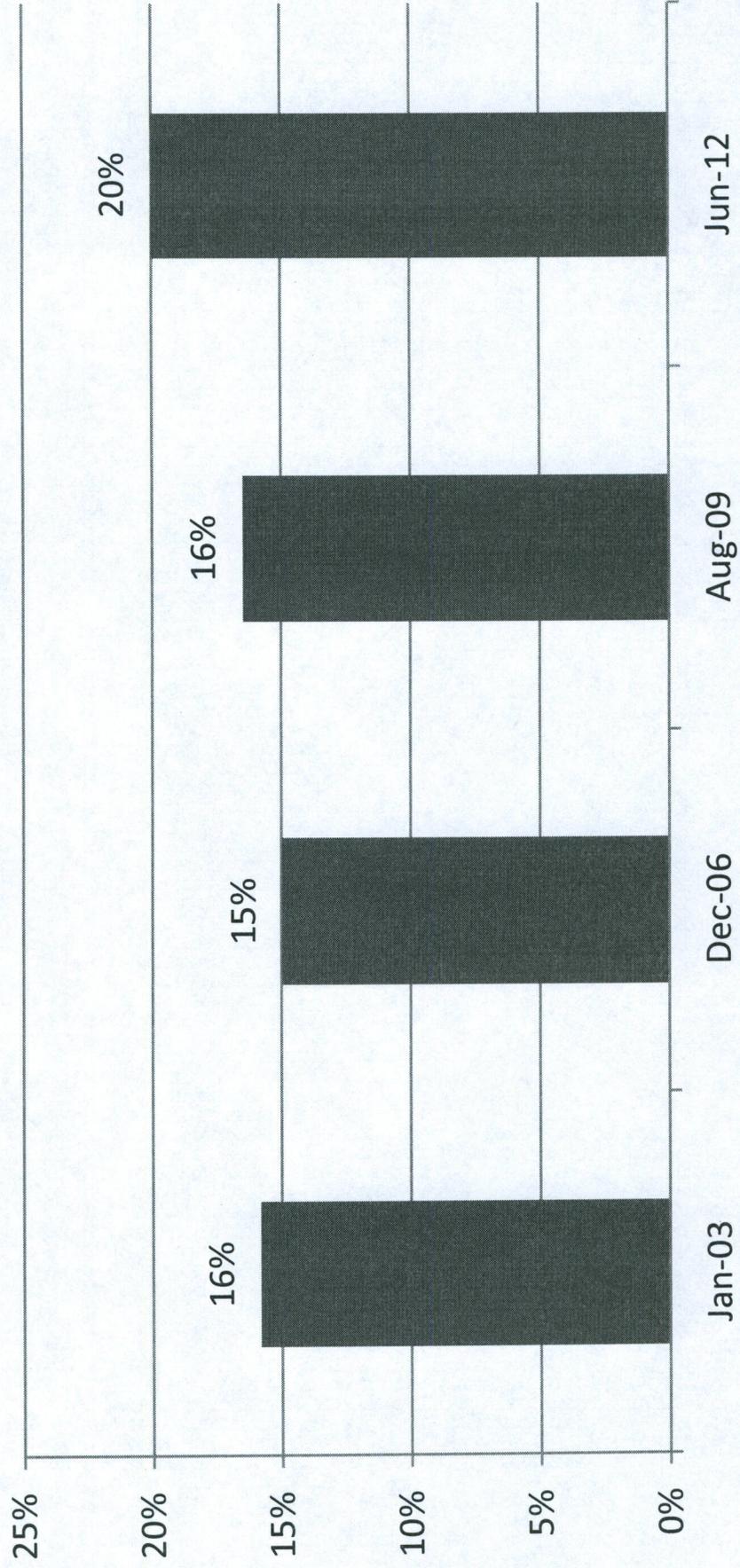
Percent of County Roads Tar and Gravel



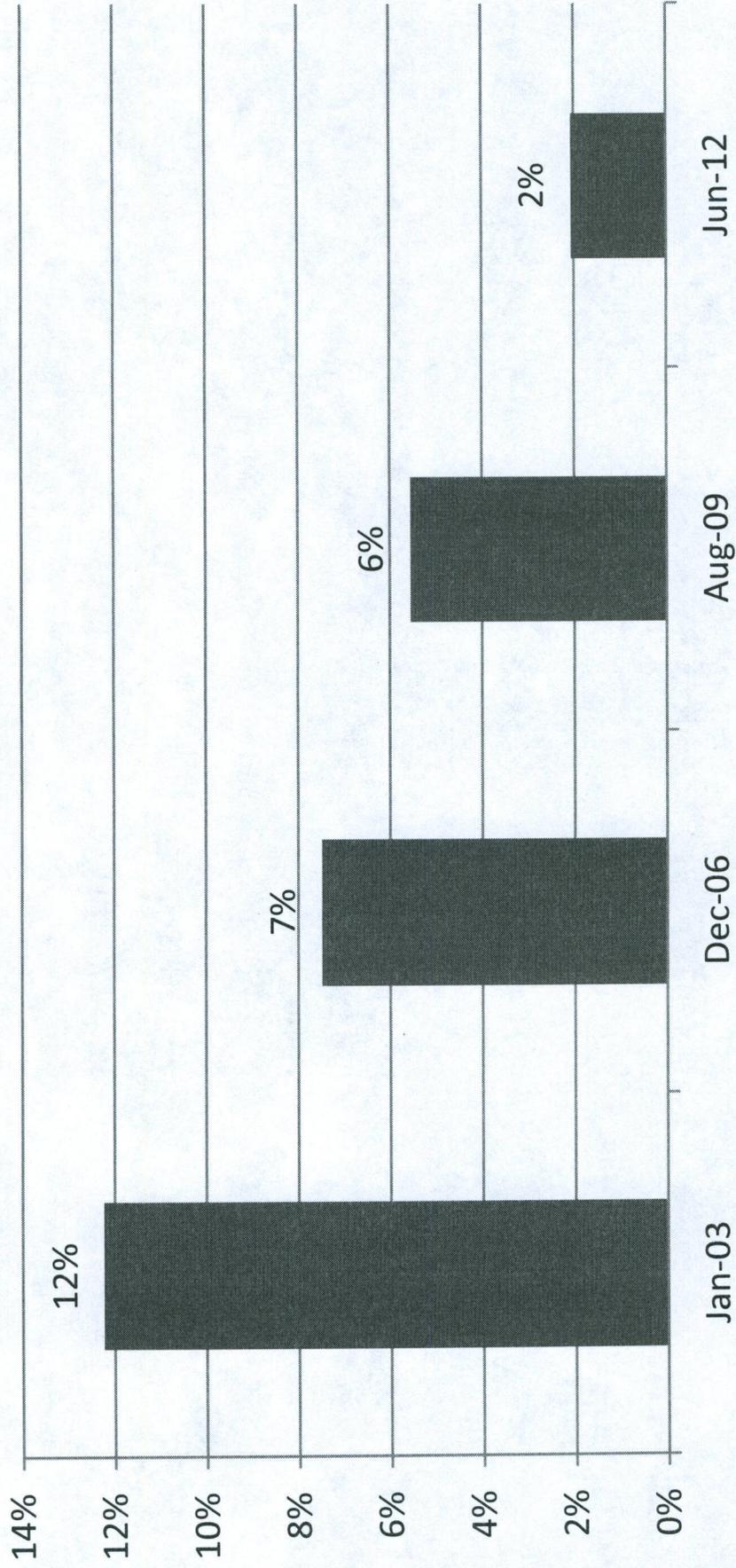
Percent of County Roads in Excellent Cond.



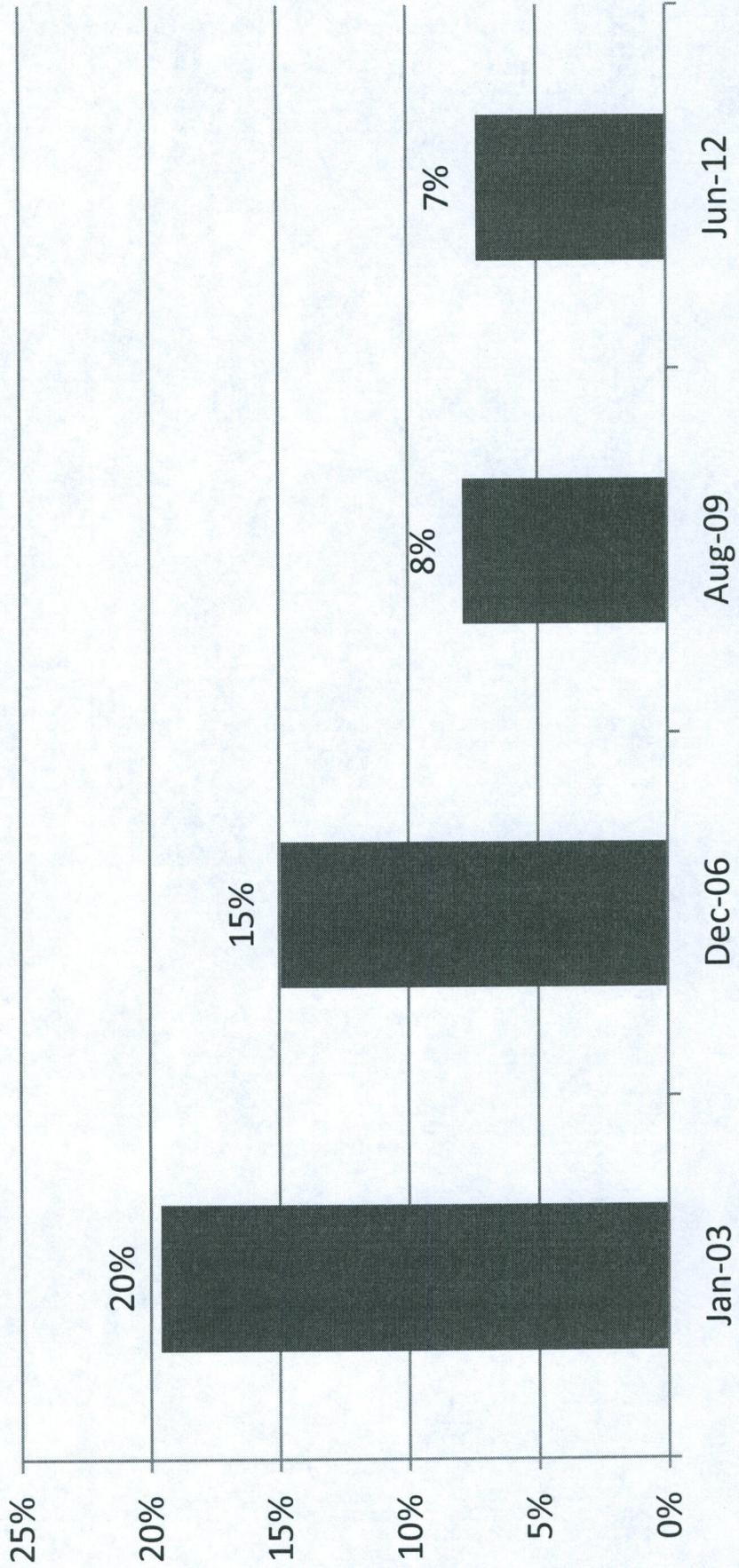
Percent of County Roads in Good Cond.



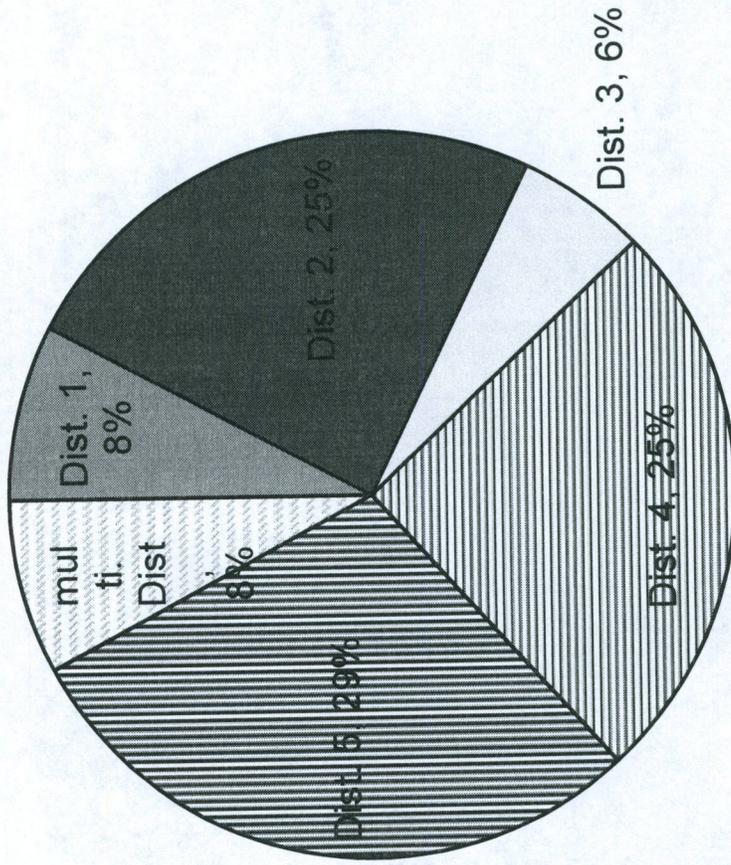
Percent of County Roads in Fair Cond.



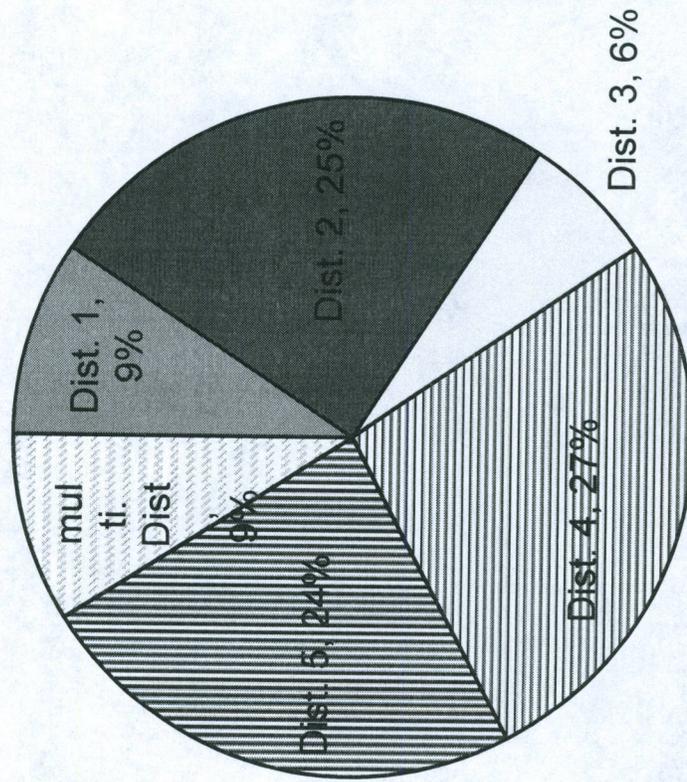
Percent of County Roads Unpaved



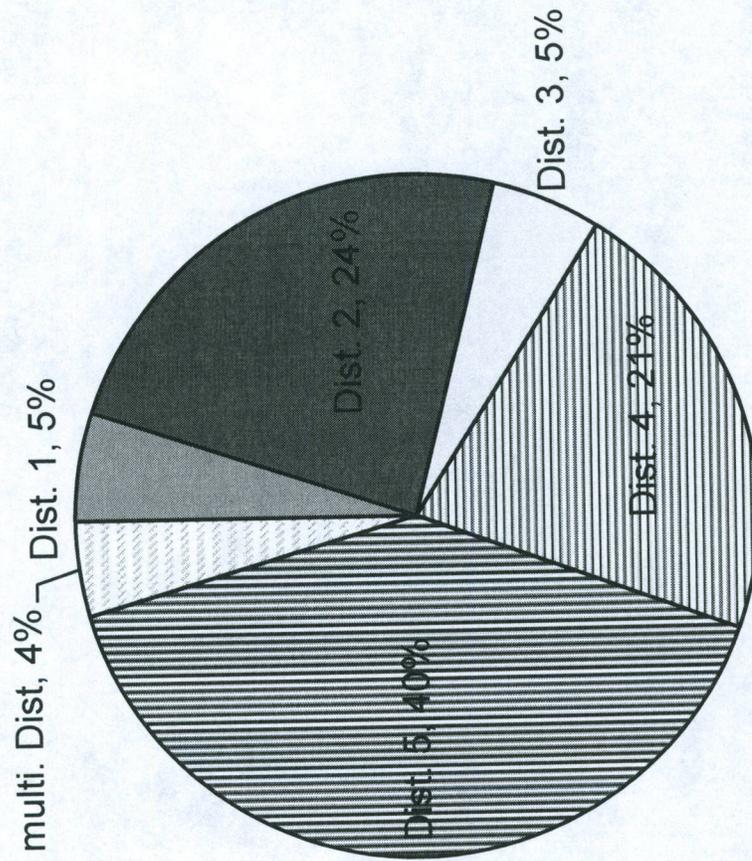
Percent of Total Road Miles Per District



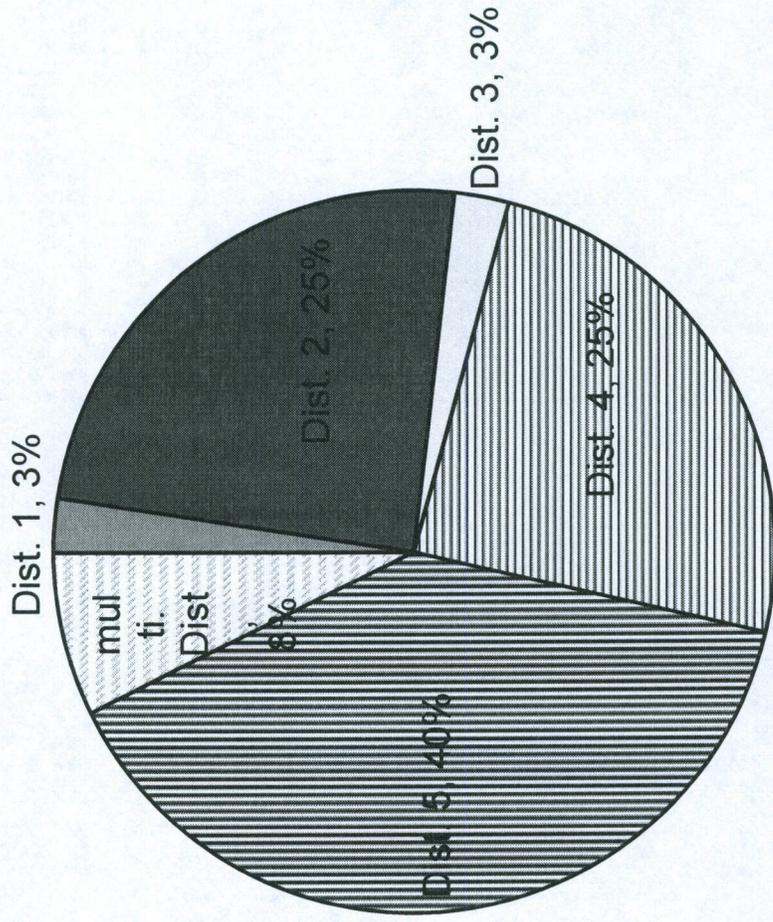
Percent of Asphalt Paved Miles Per District



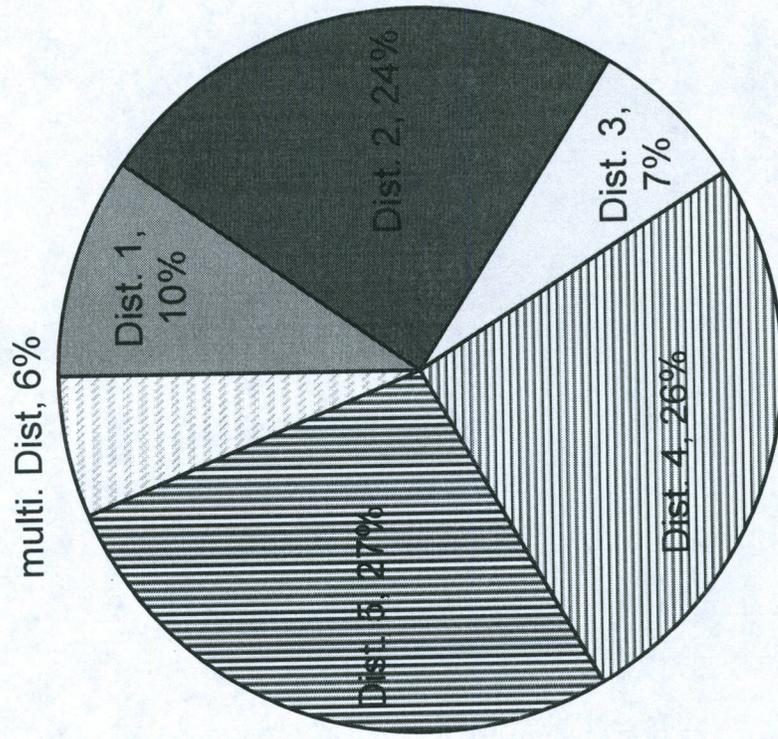
Percent of Tar and Gravel Miles Per District



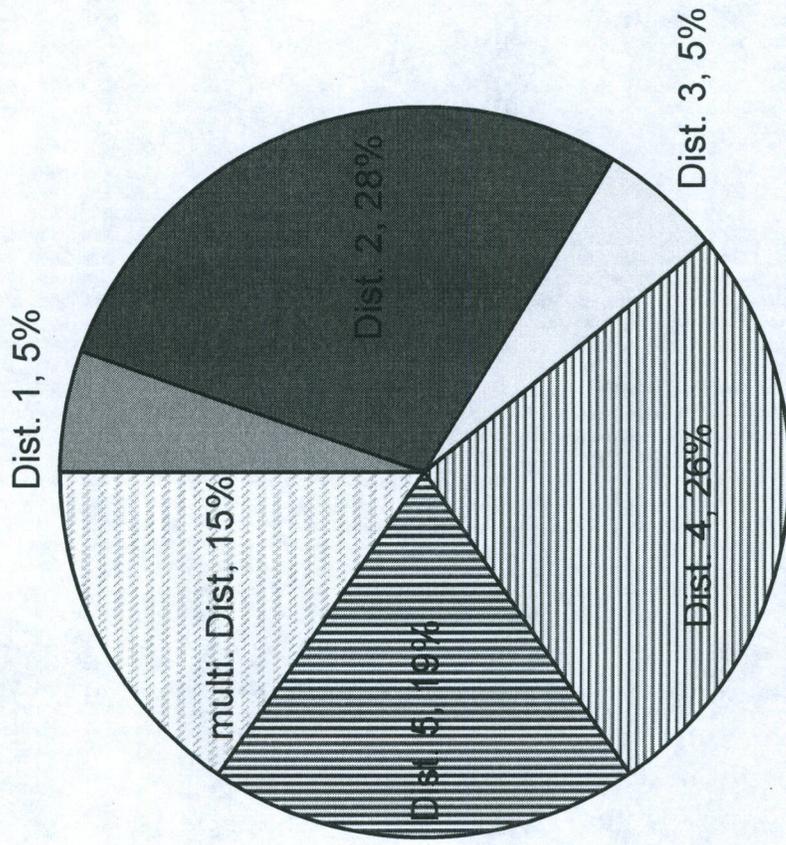
Percent of Dirt Miles Per District



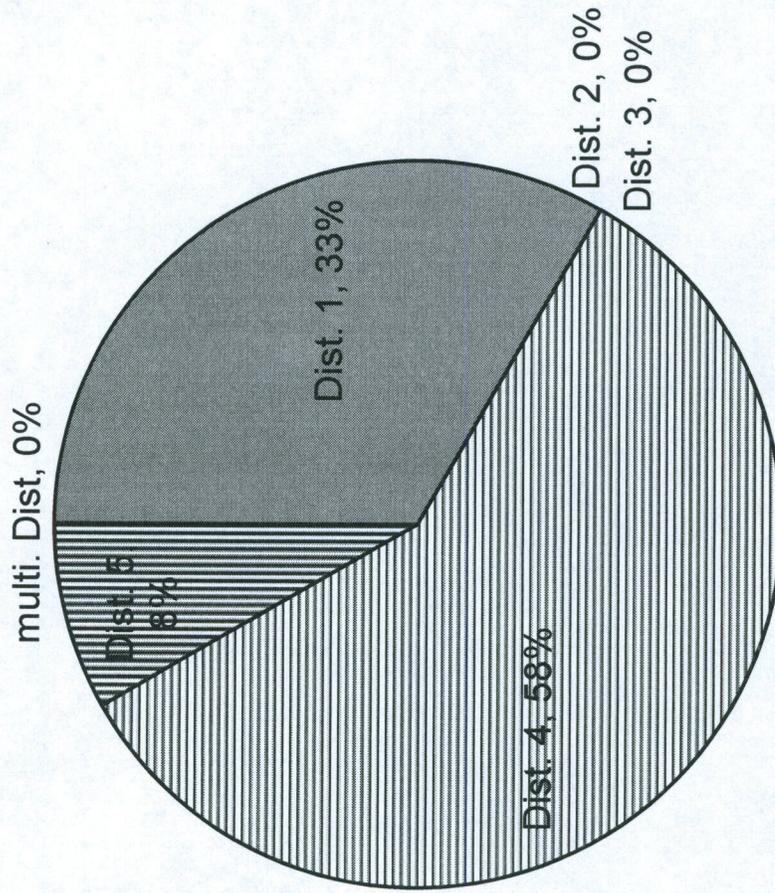
Excellent Condition Paved Roads Breakdown



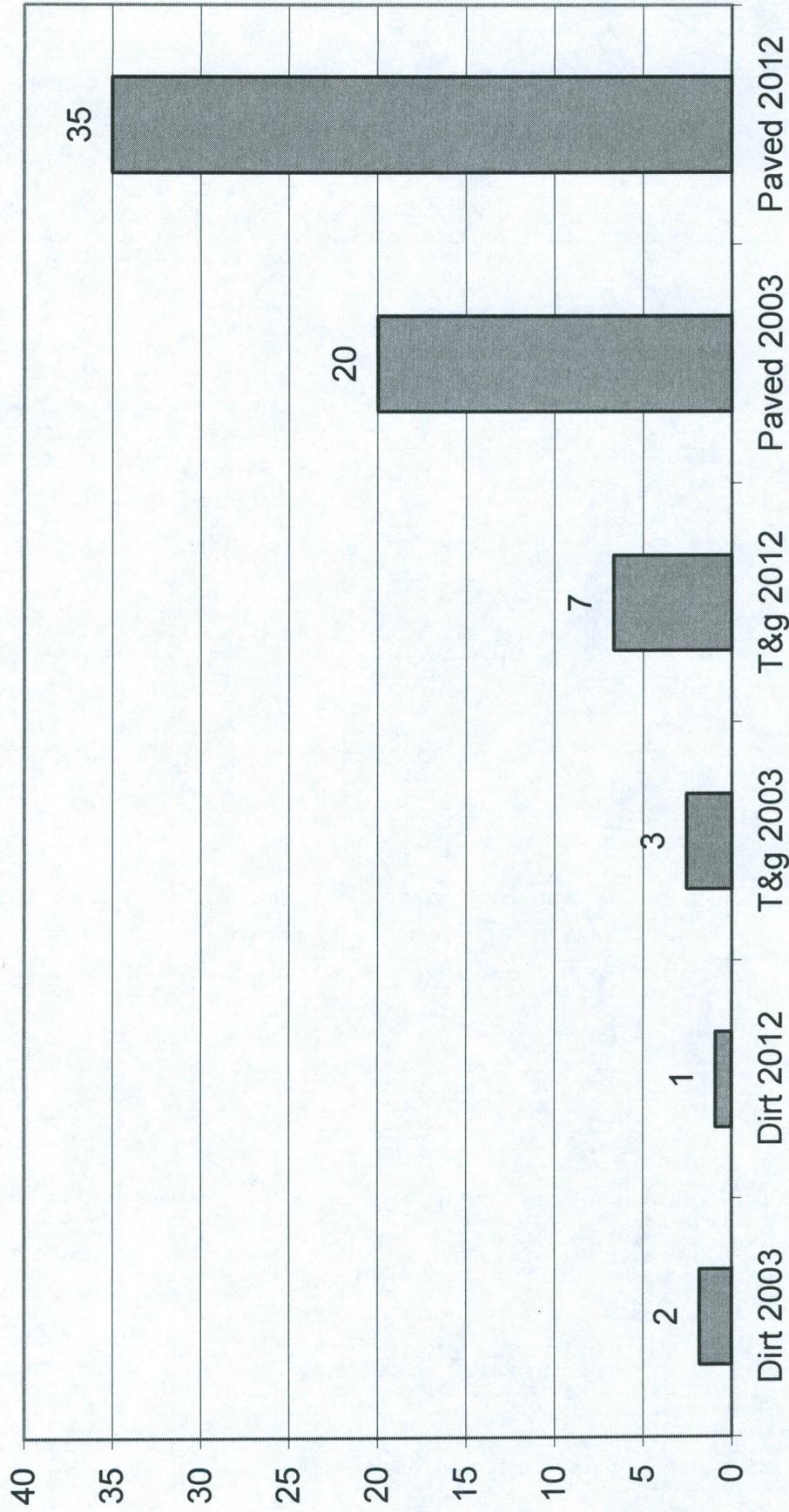
Good Condition Paved Roads Breakdown



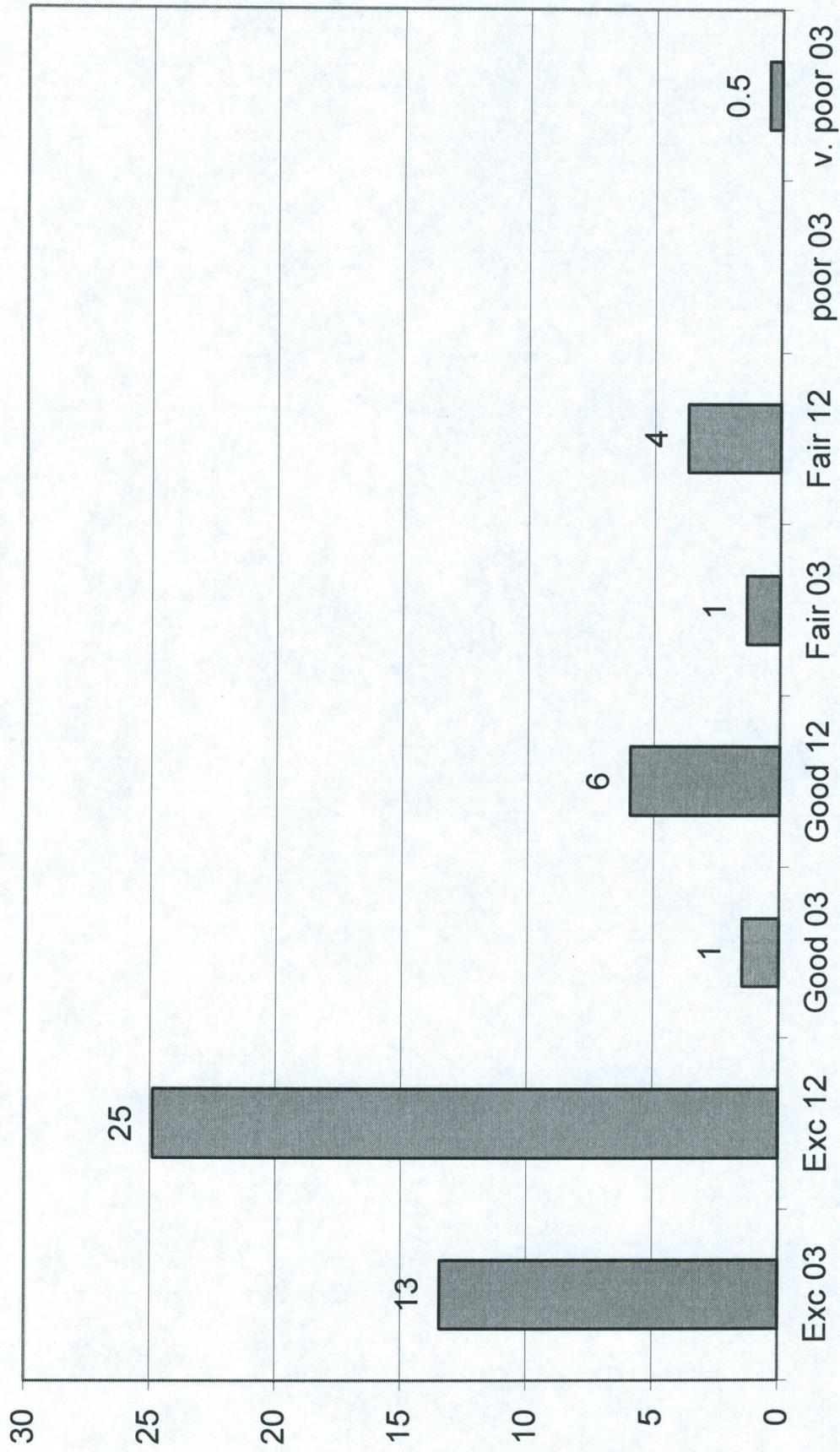
Fair Condition Paved Roads Breakdown



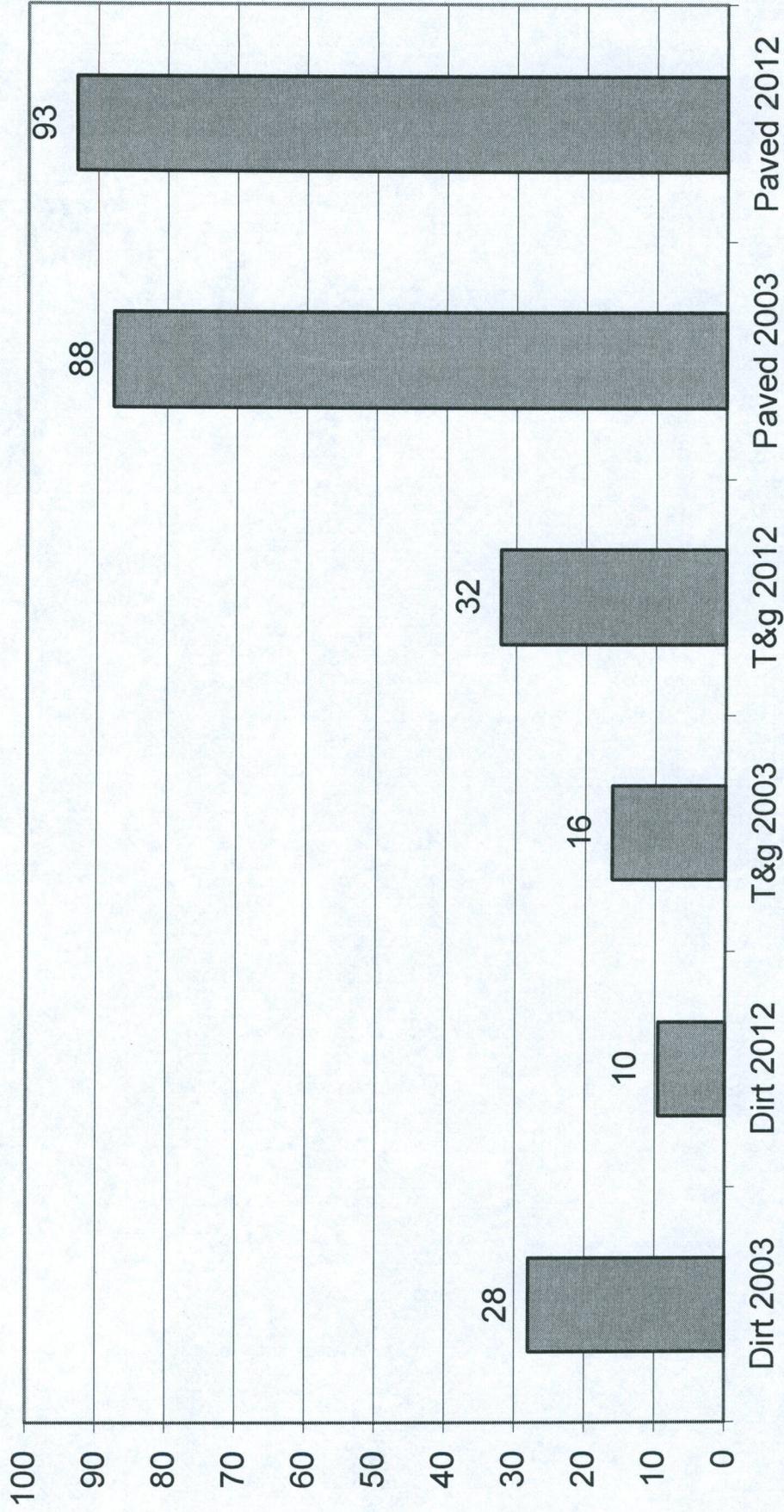
Type of Road Surface District 1 2003 vs 2012 (miles)



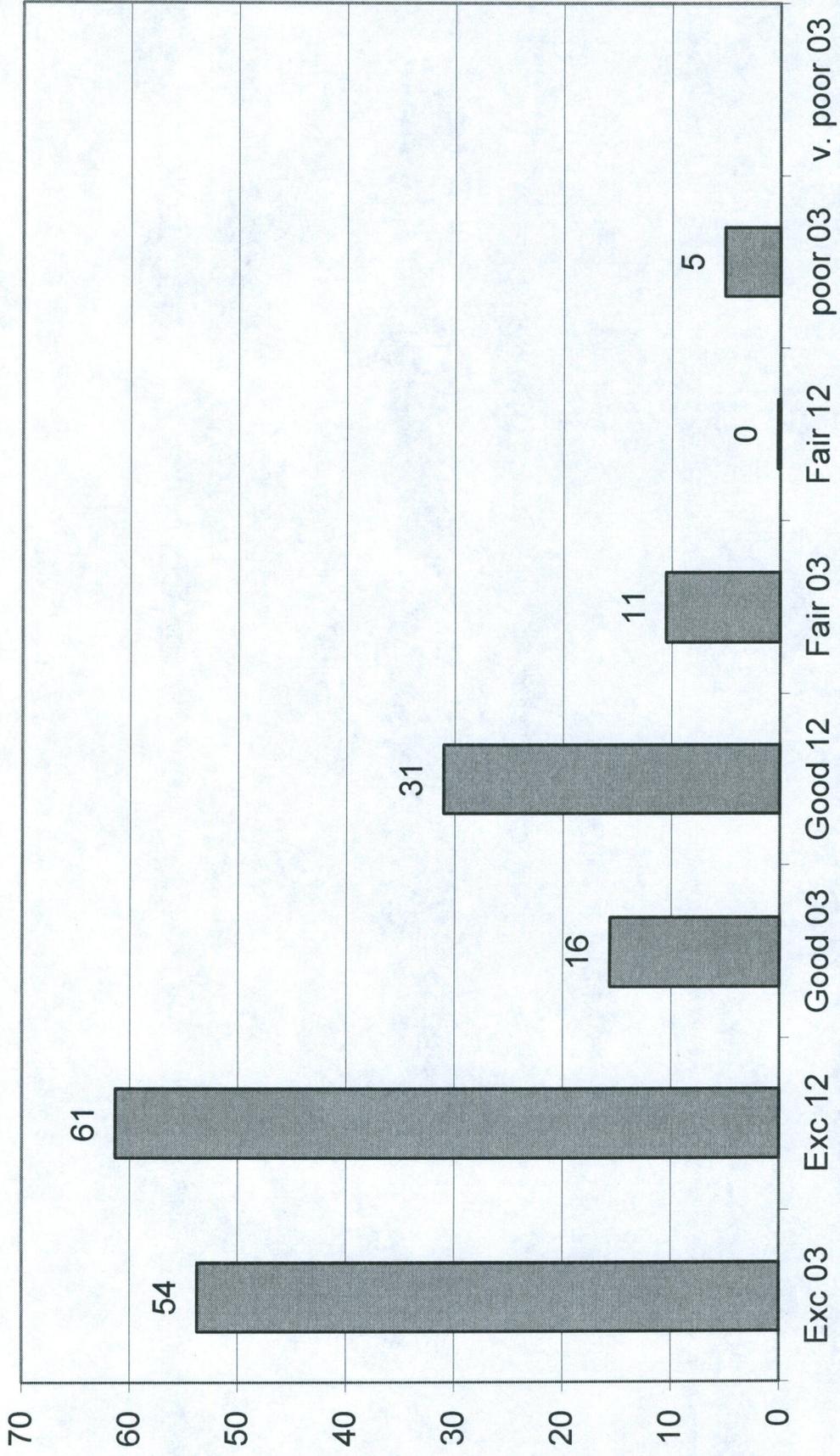
Paved Roads Condition Dist. 1 2003 vs. 2012 (miles)



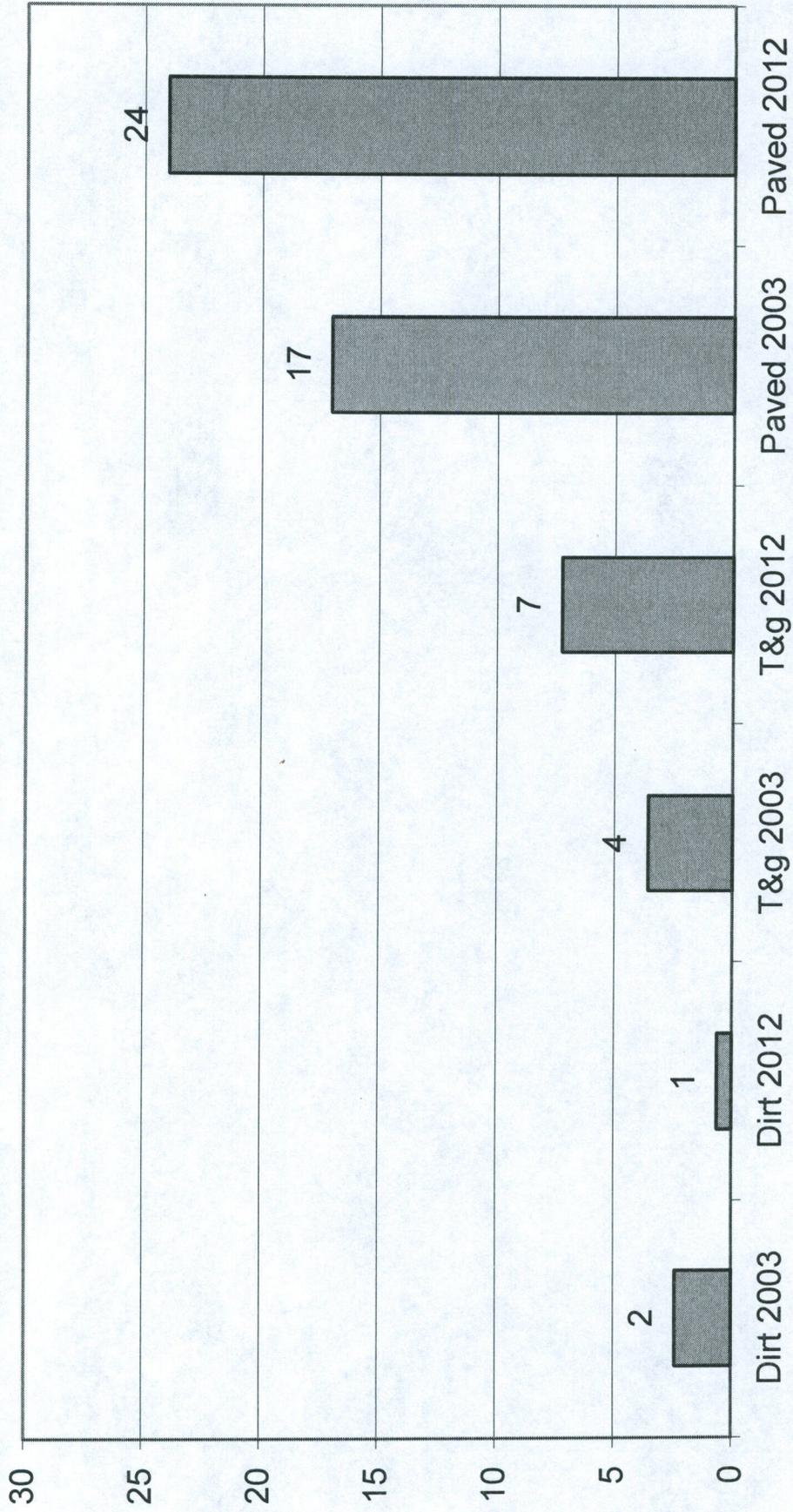
Type of Road Surface District 2 2003 vs 2012 (miles)



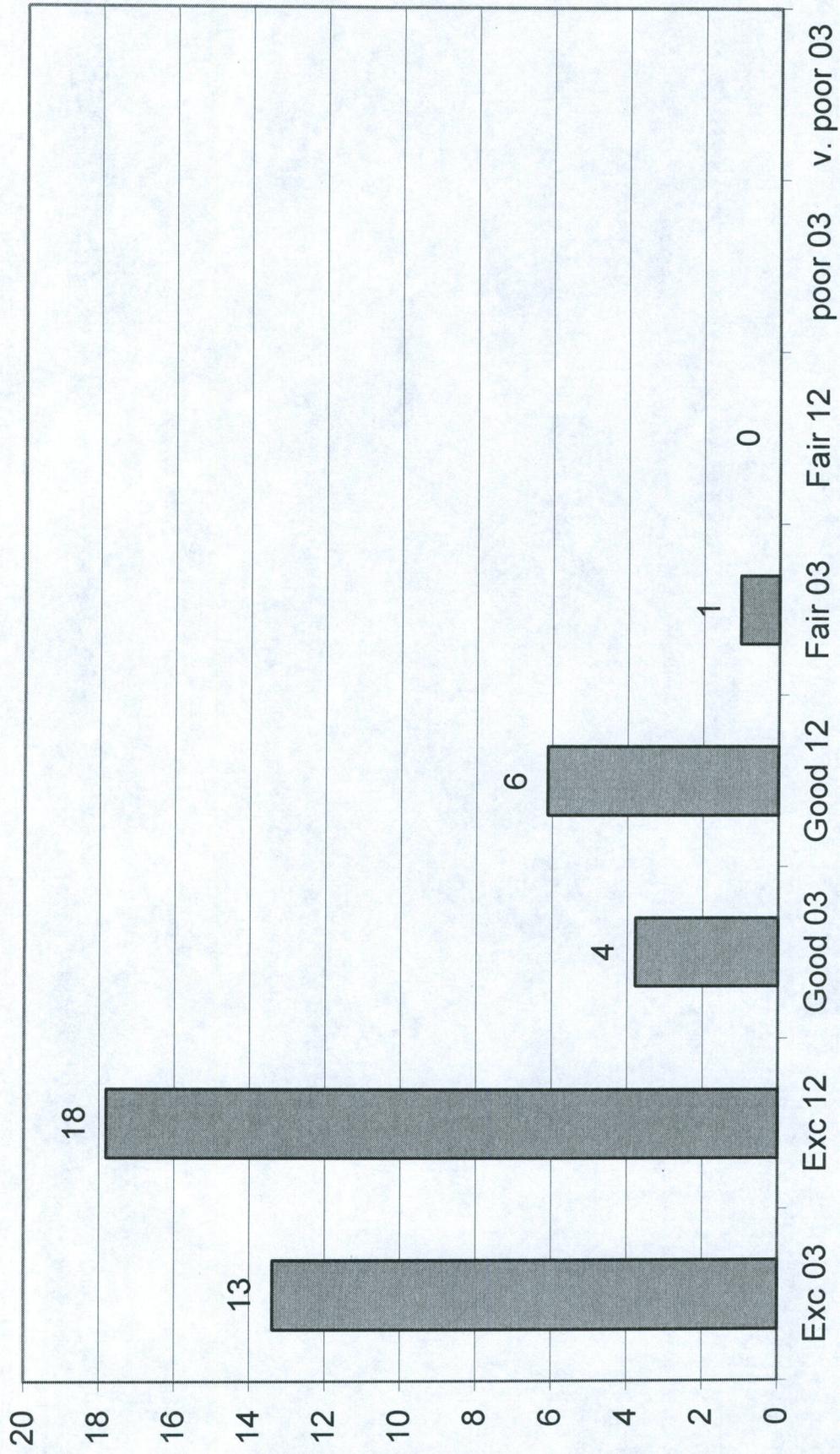
Paved Roads Condition Dist. 2 2003 vs. 2012 (miles)



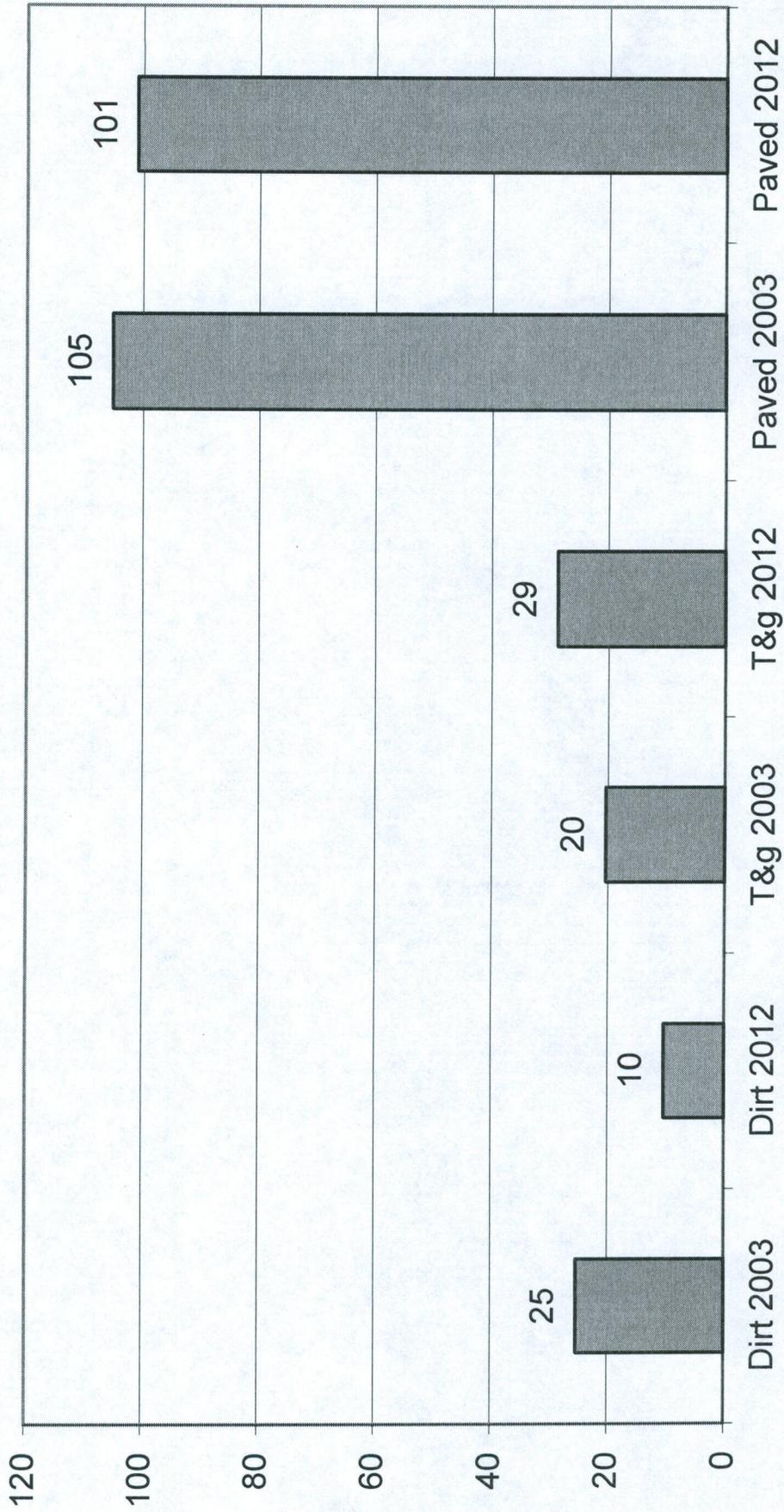
Type of Road Surface District 3 2003 vs 2012 (miles)



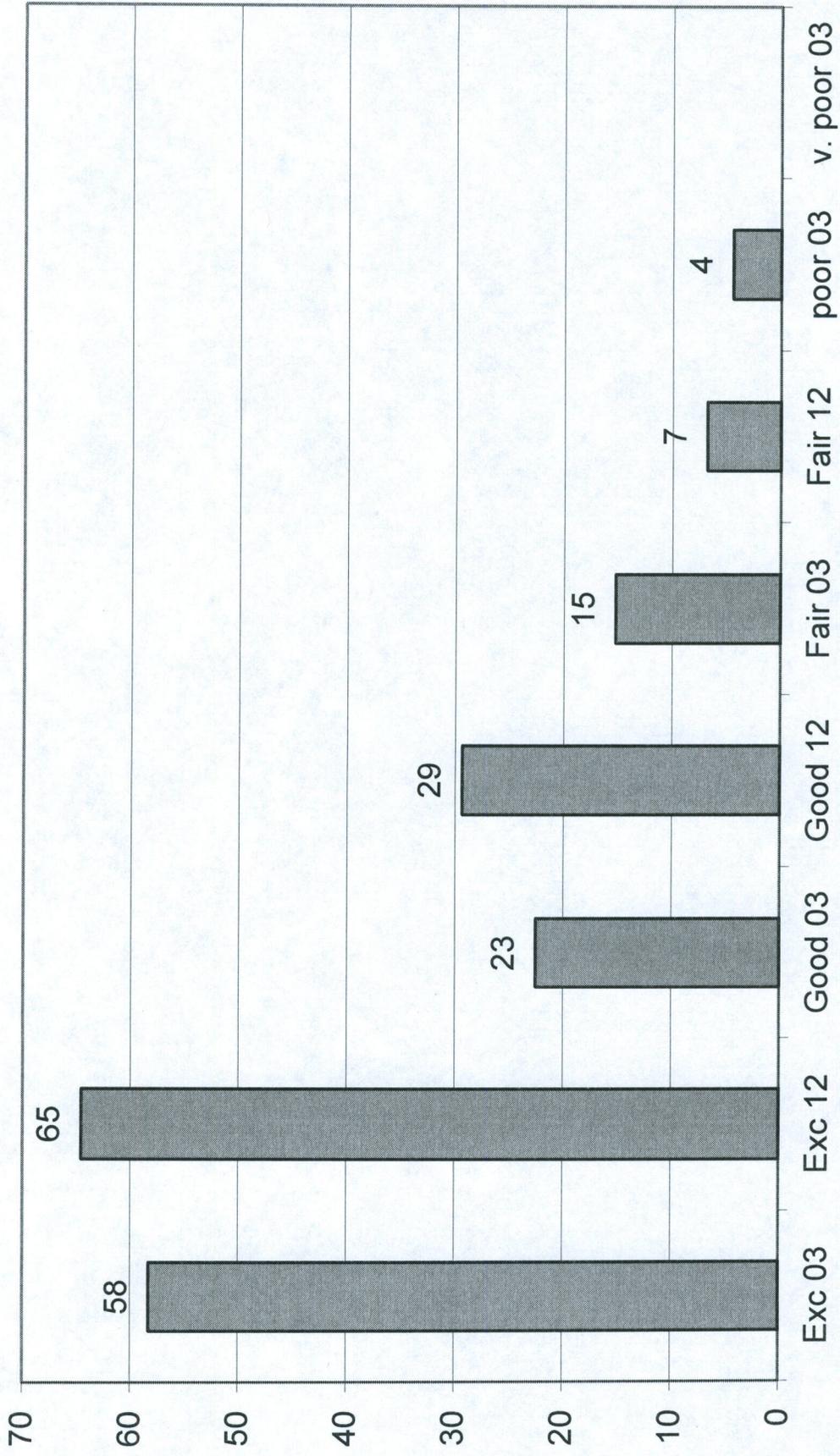
Paved Roads Condition Dist. 3 2003 vs. 2012 (miles)



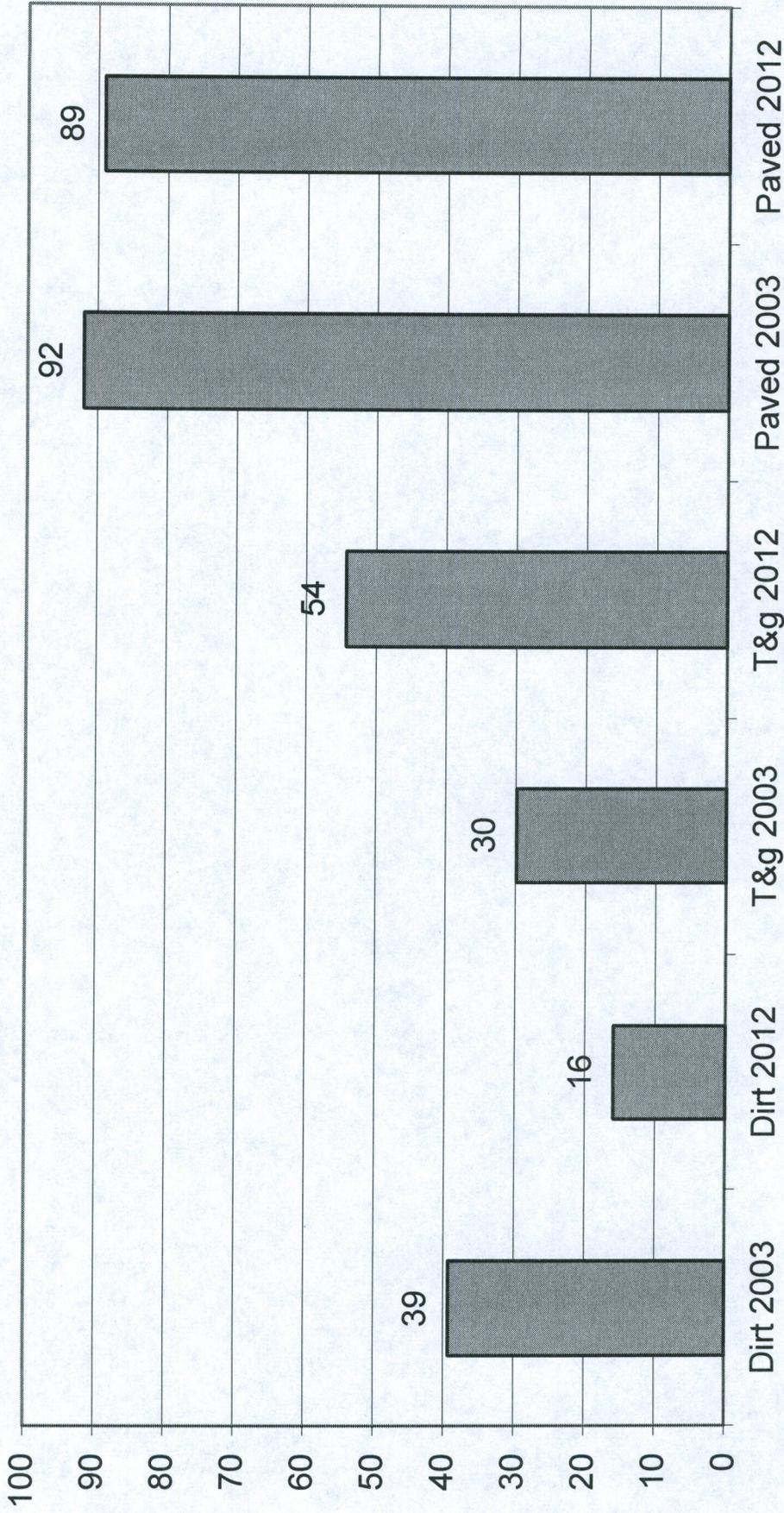
Type of Road Surface District 4 2003 vs 2012 (miles)



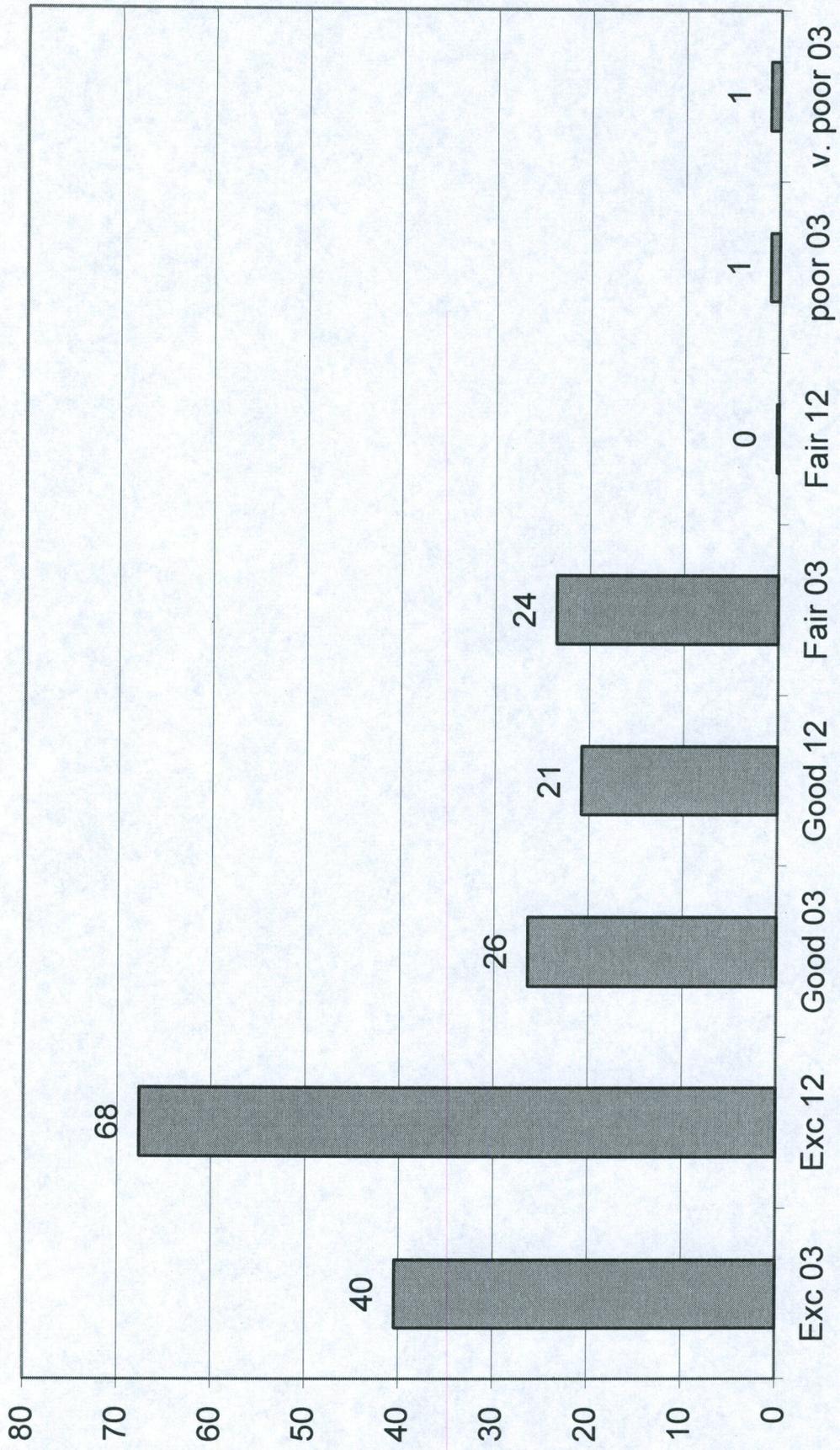
Paved Roads Condition Dist. 4 2003 vs. 2012 (miles)



Type of Road Surface District 5 2003 vs 2012 (miles)



Paved Roads Condition Dist. 5 2003 vs. 2012 (miles)



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

From original plan (2001) with paved roads paved since 2001 (districts may be off, some roads may not be county rds anymore)

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date	
Ack Powell Rd. pt 1	405	P	4	0.195	2011	2003	
Adams Town Rd. pt 1	176	P	4	1.550	2011	2009	from lou girly to lankford LARP
Airline Goldmine Rd.	508	P	5	4.715	2011		from airline end
Airline School Rd.	508	P	3	1.932	2011	2005	
Akins Lunsford Rd.	153	P	5	0.964	2011		
Alderman Ln.	432	P	4	0.209	2011	2004	
Alexander Ray Rd. pt 2	141	p	5	0.118	2011		
Almar Rd. pt 1	12	p	2	1.846	2011		
Almar Rd. pt 2	12	p	1	0.047	2011		from 77sp see lca
Amos Craft Rd.	407	P	1	0.342	2011		
Andrew Floyd Rd pt 1	162	p	5	0.583	2011	2005	
Ankerich Rd.	184	P	3	1.842	2011		
Apache Tr.		p	2	0.161	2011	2006	
Arrow Ct.	559	p	4	0.064	2011		
Arrow Ln.	559	P	4	0.280	2011	2004	
Arrowhead Dr.	555	P	4	0.561	2011		
Asbury Rd.	128	p	5	0.407	2011		
Attis Point Dr.	664	p	2	0.323	2009	2007	seaiad with t&g need to level
Ayers Rd. pt 1	416	p	5	0.091	2011		
Baileys Garage Rd.	208	P	3	1.490	2010	2010	larp 2010
Bakers Bridge Rd.	133	P	5	2.750	2011		monitor road surface condition
Bamboo Pt. Rd.	440	P	2	0.261	2011		
Bannister Dr.	458	P	3	0.125	2011	2007	
Bass Rd.	3	P	2	0.335	2011		
Beacon Light Rd.	187	P	4	2.909	2011	2007	LARP 2007
Beaver Lodge Rd. pt 1	487	P	2	0.237	2011		
Beaverdam Farm Rd.	143	P	5	3.987	2011	2006	safety project 2008
Bella Vista Dr.	619	P	2	0.150	2011		
Belva Ln.	229	P	4	0.090	2011		
Ben Shirley Ln.		P	4	0.303	2010		
Bent Creek Rd. pt1.	322	P	2	0.354	2011	2002	
Bert Moorhead Rd.	349	P	5	1.252	2011	2005	
Bethany Ln.	83	P	5	0.383	2011		
Bio Church Rd.	510	P	5	4.075	2010	2011	STATE AID 2011
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	2011	2002	em to moore
Bio Ln.pt 3	49	p	1&5	1.012	2011	2009	moore to bio church
blackmon	175	p	3&5	0.500	2011	2005	safety project 2008
Bo Hill Estates	402	P	1	0.216	2011		
Boat Rd.	291	P	2	0.269	2011	2000	
Bobwhite Dr.	391	p	2	0.371	2011		fair cond paved road sealed 20
Boleman Hill Rd. pt 1	301	P	2	0.394	2011	2004	
Bow Dr.	558	P	4	0.453	2011		
Bowersville Rd.	341	P	4	0.647	2011	2009	
Bramblewood Dr.	488	P	2	0.141	2011	2007	
Breezy Point	495	P	2	0.188	2011	2006	
Brown Cir.	428	P	2	0.436	2011		
Byrum Cemetary Rd. pt 1	275	P	4	0.262	2010		
Carters Ferry Rd.	310	P	2	1.350	2011	2003	

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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			
Capri Cir.	425	P	3	0.173	2011	2009			
Capri Dr.	425	P	3	0.670	2011	2004			
Cedar Creek Cir	401	P	1	0.653	2011	2003			
Cedar Ridge Rd.	485	P	2	0.737	2011	2007			
Cedar Ln	270	P	2	0.366	2011				
Cedartown Rd.	639	p	4	0.251	2011				
Chateau Estates Rd.	514	P	4	0.841		2005			
cherokee plaza		p	4	0.084	2011				
Cherokee Ridge Rd.	468	P	3	0.821	2011				
Christian Dr.	478	P	4	0.328	2011				
circle dr		p	1	0.088	2011				
clay street	337	p	1	0.280	2006	2007	county contract	2007	
Coldwater Creek Rd.	45	P	1	1.103	2011				
Collier Rd.		p	1	0.364	2011				
Collins Rd.	364	P	4	0.507	2011				
Corinth Church Rd.	121	P	5	0.940	2011	2003			
Cove Tr.		p	2	0.034	2011				
Cromer Rd.	28	P	1	0.486	2011	2001			
Cromer Rd. spur		P	1	0.023	2011	2001			
Cross Creek Tr. Pt 1	241	P	4	0.020	2010				
Crumps Rd.	232	P	2	1.370	2011	2002			
Deer Run Ln.	77	P	3&5	2.122	2011	2004			
Deerfield Ct.	669	P	5	0.270	2011				
Deerfield Ln.		P	5	0.378	2011				
Delta Way	431	P	4	0.121	2011	2004			
Detter Rd.	417	P	5	0.270	2011				
Doyle Rd. pt1	179	p	4	0.573	2011	2002	2002 paved over t&g, lankford		
Duncan Rd.	130	P	5	0.878	2011				
E&M Dairy Rd.	48	P	1	1.243	2011	2004			
Eagle Grove School Rd. pt2	505	P	5	2.177	2011	2004	safety project 2008, starting to		
Eagle Heights Rd.	653	P	5	0.603	2011				
Eagle Lake Rd.	521	P	5	0.418	2011				
Early Dr. pt 1	316	P	2	0.325	2011		from 51 to old reed crk dr		
Early Dr. pt 2	315	P	2	0.391	2011		10 ft wide fr old reed crk dr to d		
Elizabeth Rd	33	P	1	0.910	2011				
Ellis Dr.	56	p	1	0.746	2011				
Elrod Ferry Rd. Pt 1	332	P	2	0.565	2011	2002	08,y	ends meth park ln, cr	
Elrod Ferry Rd. pt2	332	P	2	0.775	2011		08,y	ends corp park, cr 33	
Ernest Oliver Dr.	52	P	1	0.997	2011			starting to crack monitor	
Evalena Dr.	409	P	1	0.242	2011				
Fisher Dr.	218	P	3	0.218	2011				
Fishermans Cove	475	P	2	0.066	2011	2002			
Foxtail Dr.	374	p	2	0.314	2011				
Foxtrot Ln.	543	P	2	0.215	2011				
Frank Crook Rd.	82	P	5	1.593	2011				
Fred King Rd.	227	P	4	1.226	2011	2005			
Freedom Hghts Dr		P	2	0.687	2011				
Freeman Dr.	549	p	4	0.187	2011				
Freeman Rd.	110	p	5	0.300		2002			
Friendship Dr.	483	P	2	0.216	2011				

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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			
geneva road		p	2	0.180	2011				
George Burns Ln.	673	p	3	0.192	2011	2002			
Georgia Dr.	378	P	1	0.237	2011				
Gilliam Rd.	238	p	4	0.921	2011		strip sealed midsection 2007		
Ginns Pool Rd.	106	p	5	0.840	2010	2010	larp 2010 over t&g		
Glen Dr.	388	P	2	0.161	2011	2007	10 ft wide, fari cond paved road		
Goldmine Holly Springs Rd.	508	P	5	4.524	2009	2012	STATE AID 2012		
Golf Course Rd.	57	p	1	0.934	2011	2006	road ends at 0.934 mi		
golfview dr		p	3	0.310	2011	2007			
Good Dam View Rd.	31	P	2	0.423	2011				
Grace Baptist Church Rd.	157	P	5	1.622	2011	2006	safety project 2008		
Graham way		P	2	0.046	2011	2004			
greenbriar		p	2	0.486	2011				
Green Meadows Dr pt1		p	5	0.117	2011		at end		
Greenwood Rd. pt2	288	P	4	0.530	2011				
Gremul Dr.	601	P	4	1.813	2011	2001			
Griffin Rd.	240	P	4	1.813	2011	2001			
Grizzle Rd.	609	P	5	0.350	2011				
Grove Hill Rd.	438	P	1	0.140	2011				
Grover blvd	409	p	1	0.050	2011				
Gurley Rd	211	P	3	0.691	2011				
Hanley Rd.	150	p	5	0.570	2010				
Harbor Heights Cir.	553	P	4	0.250	2011	2004			
Harbor Heights Ln.		P	4	0.193	2011				
Harbor Light Marina Rd. pt 2	355	P	4	0.400	2011	2010	LARP 2010 circle at end		
Hart State Park Rd.	261	p	2	0.263	2011	2002	safety project 2008		
Heard Dr. pt1	643	P	1	0.073	2011				
Hickory Crossing Rd. pt 2	509	P	1&5	1.039	2011	2007	LARP 2007 from 172 to hedges		
Hickory Crossing Rd. pt 1	509	P	1&5	1.489		2009	from hedges mill rd to 77 LARP		
Hidden Point Rd.	437	P	2	0.675	2011	2006			
highland ave pt 1	203	p	3	0.157	2011				
Highland ave pt 2	203	p	3	0.189	2011	2002			
Highland Ridge Dr		P	4	0.580	2011	2004			
Highland Shoals Ct		P	4	0.115	2011	2006			
Hillandale Rd.	621	P	2	0.578	2011	2006			
Hodges Ln. pt1	654	p	2	0.170	2011				
Hodges Mill Rd.	53	P	1	2.669	2011	2006			
Holly Hills Dr.	520	P	4	1.035	2011	2002			
Holmes Rd.	40	p	5	0.330	2011	2002			
Homestead Rd. pt 1	23	P	1	0.430	2011	2005			
Homestead Rd. pt 2	23	P	1	0.253	2011				
Honeysuckle Ln.	489	P	2	0.241	2011				
Honeysuckle Rd.	419	p	4	0.426	2011		sealed 2007		
Hummingbird Rd.	372	P	2	0.439	2011				
Idlewood Lane		p	2	0.180	2011	2002			
Janice Dr.	54	P	1	0.271	2011	2005			
Jim Garvey Rd.	439	P	2	0.266	2011				
Joe Findley Rd.	131	P	5	1.215	2011	2005			
Jonaustin Way		P	2	0.294	2011	2004			
Jud Cole Rd.	213	P	3	1.067	2011	2002			

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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	
Junction 77 Rd.	507	P	4	2.241	2011	2004	safety project 2008
Justin Rd.		p	4	0.138	2011		
Kelly Rd.	186	p	4	1.252		2009	county contract 2008
Kimberly Ln.	486	P	2	0.134	2011		
King Dr.	399	P	1	0.461	2011		
Kings Bench Dr.	576	P	4	1.007	2011	2001	
knox circle		p	4	0.300	2011		
Knox Dr.	625	P	4	0.272	2011		
Knox Ln.	626	P	4	0.122	2011		
Kotal Cir.	76	P	5	0.486	2011	2010	sealed with tg
Kotal Rd.	75	P	5	1.080	2011	2005	
Lake Front Rd.	522	P	5	0.431	2011		
lake pointe lane	334	p	2	0.065	2011		
Lakeview Rd.	273	P	4	1.713	2011		
Lamb Rd.	484	P	2	0.065	2011		
Lanier St.	264	P	2	0.153	2011		
Lewis Dr.	415	P	2	0.321	2011		
Liberty Church Rd.	505	P	5	2.373		2010	paved by DOT Stimulus funding
Liberty Hill Rd. pt 2	20	p	1	1.136	2011	2007	from lib hill ch rd to sb white co
Liberty Hill Ch Rd. pt1	511	P	1&2	1.338	2010	2012	from Lib. Hill Rd to SR29 STAT
Liberty Hill Ch Rd. pt2	511	P	1	2.460	2010	2011	STATE AID 2011
Liberty Ln.	21	P	2	0.426	2011		
Lightwood Ln. pt 1	318	P	2	0.728	2011	2007	fair cond paved rd sealed 07
Lightwood Rd.	291	P	2	2.385	2011	2003	
Lindy Ln.	607	P	2	0.598	2011	2005	sealed 2005
Little Rd.	107	p	5	0.220	2010		
Lost Tr.	642	P	2	0.559	2011		
Lou Gurley Rd.	189	P	4	2.675	2011		
Lucilla Dr.	410	P	1	0.127	2011		
Majestic Shores Ln.	648	P	2	0.161	2011		
Majestic Shores Rd. pt 1	647	P	2	0.386	2011		
Marlin Press Rd.	121	P	5	0.138	2011		
Marsh Ln.	216	P	3	0.245	2011		
Martin Dairy Rd.	181	P	3	0.934	2011	2005	
Martin Norman Place	43	P	5	0.493	2011	2002	
Marys Lane		p	4	0.190	2011	2008	accepted by BOC 7/27/10
Mclsbury ct		P	2	0.050		2002	
McMullan Rd.	539	P	2	1.108		2009	county contract 2008
Melody Point rd		P	2	1.038	2011	2001	
Methodist Park Ln.	332	P	2	0.395	2011	2002	safety project 2008
Mewborn Rd.	64	P	5	0.943	2011	2006	
Monique dr		P	1	0.298	2011		
Montevideo Rd. pt 2	4	P	1&2	1.333		2004	safety project 2008
Milltown Rd. pt 1	312	2	P	1.031	2011	2003	Five Forks to Carters Ferry CR
Milltown Rd. pt2	312	2	P	0.890	2011	2007	carters ferry to end at corp millt
Moon Rd.	119	P	5	0.633	2011		
Moore Rd.	47	P	5	2.387	2011	2005	
Morris Rd.	226	P	4	1.144	2011	2007	
Moreland heights ct	672	p	2	0.040	2011		
moroeland heights	672	P	2	0.268	2011		

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ROAD NAME	CR#	Type	DI	MILE.	Date eval.	pave date			
Mouchet Rd.	191	P	4	1.820	2011				
Mount Olivet Rd. pt 2	503	P	4	3.472	2010		from rock springs rd to bolema		
Mustang Dr.	517	P	2	0.737	2011				
Nancy Dr.	263	P	1 & 2	0.574	2011				
Nancy Heights	353	P	3	0.168	2011	2005			
Nelle Dr.	620	P	2	0.312	2011				
New Hope Rd.	282	P	2	1.736	2011	2004			
N. Forest Ave.	265	p	1 & 3	1.006	2011	2007			
Northlake Dr.	623	P	3	0.230	2011	2006			
Nursery Rd.	444	P	2	0.520	2011				
Oaktree Ln.		P	4	0.362	2011				
O'Conner Ln.	302	P	2	0.378	2011	2005	sealed 2005		
Old Andersonville Rd	694	P	2	1.710		2006			
Old Beacon Light Rd. pt1	188	P	4	1.223	2011				
Old Beacon Light Rd. pt2	188	P	3	0.362	2011	2004			
Old Canon Church Rd.	148	P	3&4	1.217	2010				
Old Elbert Rd. pt1	122	P	5	0.830	2011	2004			
Old Henry's Church Rd.	102	P	5	1.251	2011	2002	safety project 2008		
Old Hwy 29 Rd.	87	P	5	0.545	2011				
Old 29 Rd.	152	P	5	0.415		2005			
Old Mt. Hebron Rd.	230	P	4	0.872	2009	2010	LARP 2010		
Old Oak Tr.	491	P	2	0.176	2011				
Old Reed Creek Rd.	357	P	2	0.567	2011	2007			
Old Sardis Dr.	473	P	1	0.384	2011				
Omer Bond Rd. pt2	108	p	5	1.020	2011	2010			
Otis Skelton Rd.	105	P	5	1.611	2011	2010			
Panorama Dr.	434	P	4	0.600		2011			
Parham Rd.	231	P	2	1.039	2011	2002			
Park Place Dr.	597	P	4	0.433	2011	2002			
Parkdale Dr.	381	P	1	1.346	2011				
Parker Rd. pt1	129	p	5	0.088	2011		from hwy 17		
Partlow Rd.	130	P	5	0.270	2011				
Payne Rd.		P	4	0.266	2011				
Pearson Dr.	56	P	1	0.335	2011				
Persimmon Dr.	464	p	3	0.420	2011	2006			
Pete Allen Rd.	15	p	1	0.544	2011	2005			
Pine Tree Trace	516	P	4	0.221	2011				
Pineview Ln.	406	P	4	0.218	2011	2002			
Pineywoods Rd.	319	P	2	0.520	2011				
Pinkston Dr.	687	p	4	0.336		2002			
Placid Cove Dr.	692	P	4	0.272	2011				
Placid Cove Tr.		P	4	0.067	2011				
Ponderosa Dr.	352	P	1&3	0.158	2010				
Powder Ramp Rd.	426	P	2	0.301	2011				
Powderbag Creek Rd.	268	P	2	1.075	2011				
Prairie Rd.	384	p	1	0.191	2011				
Pullian Ln.	130	P	5	0.606	2011	2001			
Quail Rd.	296	P	2	0.473	2011				
Rabbit Run	676	P	2	0.208	2011				
Rainbow Dr.	308	P	2	1.006	2011				

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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			
Rainbow Ln.	624	P	3	0.385	2011	2009			
Ray Weaver Rd. pt1	86	p	5	1.137	2011		from 29 highway		
Rays Rd.	583	P	4	0.350	2011				
Reba Dr.	614	P	1	0.235	2011	2002			
Redwine Church Rd. pt 1	148	p	5	0.602	2011	2002			
Redwine Church Rd. pt 2	148	p	5	4.662	2011	2007	LARP 2007		
Reed Creek Heights Dr.	631	P	2	0.410	2011				
Reed Creek Heights Tr.	632	P	2	0.304	2011	2007			
Reed Creek Point	295	P	2	0.990	2009	2010	LARP 2010		
Reed Creek School pt 1	301	P	2	1.710	2011	2001	safety project 2008		
Reed Creek School pt 2	301	p	2	0.454	2011	2004	safety project 2008		
Reed Rd.	196	P	4	1.992		2004			
Rellim Way		P	2	0.155	2011	2004			
Reno Dr.	233	P	4	0.838	2011				
Ridge Rd.	260	P	2	3.230	2011	2000			
Ridge Terrace Ln.	387	P	2	0.149	2011				
Ridgeview Rd.	501	P	4	2.930	2011				
Ridgeway Rd.	165	P	4&5	1.557	2011	2009			
Ridgewood Ln.	527	P	2	0.322	2011	2005			
Ridgewood Dr.	526	P	2	0.873	2011	2005			
Robin Hood Ln.	492	p	2	0.202	2011	2001			
Rock Springs Rd. pt 1	503	P	4	2.171	2011	2005	mt ol to lakeview, cr 362 also, L		
Rocky Ford Rd. pt 1	503	P	4	1.426	2011	2003	safety project 2008		
Roper Rd.	241	P	4	0.983	2011	2003			
Rowland Hills	545	P	1	0.279	2011				
S B White Rd.	31	P	1&2	1.424	2011	2007	contract 2007		
Sardis Church Rd.	474	P	1	0.154	2011				
Savanah St. Ext.	263	P	2	0.294	2011				
Sawyer Ln.	419	P	4	0.185	2011				
Scott Town Dr.	408	P	1	0.381	2010				
Sentu Way	605	P	2	0.271	2011	2002			
Shady Hills Rd. pt 1	528	P	3	0.250	2011				
Shallow Creek Rd. pt 1	316	P	2	0.208		2002			
Shea Drive		P	2	0.106	2011				
Shirley Rd.	251	P	4	0.984	2011	2005			
Shirley's Way	618	P	2	0.308	2011				
Shoal Creek Church Rd.	245	P	4	1.720		2009	sealed 2007, county contract 2		
Shoal Creek Crossing	533	P	4	0.755	2011	2004	sealed 2004		
Shoal Creek Rd. pt 2	197		4	0.262	2006	2005	77 to reed rd	safety proj	
Sidney Dr	606	P	2	0.035		2002			
Spencer In		p	3	0.372	2011	2007			
Springdale dr	258	P	3	0.180	2011				
St James Rd. pt2	3	P	2	1.033	2011			bass rd to turner rd	
St John CME Church Rd.	93	P	5	2.038	2011				
Stansell Dr.	303	P	2	0.759	2011	2007	was fair cond paved rd sealed		
Stinson Ct.	518	P	2	0.135	2011	2007	was fair cond paved rd sealed		
Sterling Dr.	22	P	1	0.431	2011				
Stillwood Dr.		P	2	0.500	2011				
Stovall Rd.	190	P	4	0.646	2011				
Sugarcane Dr.		P	2	0.301	2011	2002			

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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			
Sunset Cir.	345	P	3	0.328	2011	2002			
Sunset Dr.	346	P	3	0.498	2011				
Sunset Rd.	217	P	3	1.170	2011				
Sunnybrook Ln.	262	P	2	0.879	2011				
Sylvester Drive	674	p	1	0.125	2011				
Tabernacle Church Rd.	412	P	3	0.115	2011				
Tahoe Ct.	481	P	4	0.084	2011	2002			
Tahoe Dr.	463	P	4	0.591	2011	2002			
tee pee ln	558	p	4	0.209	2011				
Tefel East Dr.	611	P	1	0.294	2011				
Tefel West Dr.	610	P	1	0.273	2011				
Timberlane Dr.	429	P	2	0.120	2011	2006			
Tranquility Ln	301	P	2	1.458	2011	2005			
Tugaloo Point	602	P	2	0.400	2011				
Turner Rd.	3	P	2	1.568	2011				
Twin Branch Rd. pt 1	339	P	4	1.305	2011		from ridgeview to fc line		
Valley Hart Rd.	547	P	1	0.510	2011				
Vanna Rd.	508	P	5	2.904	2011	2002	safety project 2008		
Vanna waller rd	269	P	2	0.706	2010				
Vickery St. Ext.	259	P	3	0.883	2011	2009			
Walt Wilson Rd.	286	P	4	0.547	2011	2004			
Walters Rd. pt1	503	P	4	1.150		2009	rock sprg rd to griffin rd LARP 2		
Watersedge Dr.	616	P	2	0.274	2011				
Wayne Cir.	382	P	2	0.366	2011				
Wayne Cir. Ext.	635	P	2	0.085	2011				
West End Dr.		P	2	0.209	2011				
Westover		p	2	0.048	2011				
Westwood Cir.		P	2	0.371	2011				
Whippoorwill Cir.	242	P	4	0.913	2011				
Whitaker Rd.	72	P	5	0.190	2010				
Wicker Rd. pt1	542	P	2	0.422	2011				
Wilderness Pt.	603	P	2	0.221	2011	2009	tg sealed first 0.1 mile 09		
Will Bailey Rd.	236	P	4	2.468	2011	2006			
Willis Rd. pt 1	247	P	4	0.066	2011				
Willis Rd. pt 2	247	p	4	0.230	2011	2006			
Windsong Rd.	14	P	1	0.340	2011				
Windy Hill Rd.		P	5	0.503	2010				
Winter Ln. pt 1	493	P	4	0.420	2011	2003			
Wineberger Rd.	435	P	2	0.433	2011				
Wolfe Creek Tr.	638	P	4	0.405	2011				
Woodbine Way	373	P	2	0.501	2011	2007	10 foot wide	fair cond p	
Woodland Dr.- Cannon	214	P	3	1.395		2002			
Woodland Way	41	P	5	3.114	2011	2006			
Woodhurst Dr.	415	P	2	0.375	2011	2006			
Woods Lane	671	P	2	0.284	2011	2001			
Wynward Point Dr.	641	P	2	0.620	2011				
York Shores Dr		P	2	0.206	2011	2004	Accepted 1 25 05 BOC ROW s		
York Shores Ln		P	2	0.223	2011	2004	Accepted 1 25 05 BOC ROW s		
Zion CME Church Rd.	509	P	1	1.790	2011	2002			
				<u>252.658</u>					

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Long Range Plan Roads in "Good" Condition

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	Seal date	
Adams Town Rd. pt 2	176	p	4	0.719	2011	2008	from lankford to bowersville city limits
Allen Acres Rd.	414	P	2	0.260	2011		
Allen Ct	633	p	2	0.120	2011		
B. Bailey Rd.	287	P	4	2.400	2011	2007	SAFETY GRANT PROJECT 08
Bartlett Rd.	196	P	4	1.438	2009	2007	strip sealed sections 2007
beaver crk rd pt 2	100	p	5	0.547	2011	2010	
Ben Maxwell Rd.	99	P	5	2.830	2011		
Bethany Bowersville Rd.	73	P	3,4,5	6.364	2011	2011	
Bible Baptist Ch. Rd. pt 1	477	P	5	0.095	2011	2006	sealed 2006
Boleman Hill Rd. pt2	301	P	2	1.606	2011	2007	
Bow Ct.	558	P	4	0.333	2011		
Brookdale Dr.	244	P	4	0.533	2011		
Bryson Rd.	52	P	1	0.415	2011		
Cedar Pond Rd.		p	1&2	0.584	2009	2009	
Cedar hills rd	604	p	2	0.209	2011	2011	16 ft. wide road, sealed 2011
Center of the World Rd	216	P	3	1.143	2011		
Chandlers Ferry Rd.	279	p	2	1.567	2011	2007	
Clay Brown Rd.	510	P	5	3.077	2010		
Cleveland Mill Rd. pt2	232	p	4	0.940	2011	2005	from Mt. Olivet-sealed with tg
Cokesbury Church rd	536	p	2	0.346	2011	2011	
Cornhusker Rd.	30	p	1	0.479	2011	2011	
Country Lane		p	4	0.424	2011		
Country Ridge Dr.	548	p	5	0.390	2011		
Cove Tr.		p	2	0.034			
Crawfords Ferry Rd.	306	P	2	2.100	2011	1997	
Curt Bailey Rd. pt2	284	p	4	0.100	2010	2007	
E. Nannie Rd.	290	p	2	0.163	2011		
Eagle Grove School Rd. pt1	505	P	5	2.005	2011	2011	from 29 to speedway SAFETY GRANT PROJECT 08
Falcon Dr.	391	p	2	0.325	2011		need to seal whole road
Farm Rd. pt2	153	p	5	0.732	2011	2010	
Fleming Cir.	413	P	2	0.281	2011		
Flora Ln.	298	P	2	0.319	2011		10 feet wide
Foothills Dr.	443	P	4	0.322	2009	2009	
Freedom Church Rd.	129	P	5	0.928	2011		
Harbor Light Marina Rd. pt1	355	p	4	1.527	2011	2004	
Harbor Point pt2	299	p	2	0.067	2011		
Hillcrest Cir.	356	P	4	0.882	2011	2009	
Hugh Dorsey Rd.	441	P	2	0.321	2011	2007	fair cond paved rd strip sealed 07
Hunters Pond Rd.	376	p	5	0.127	2011		
Industrial Park Rd.	57	P	3	0.380	2011		monitor this road
John Fleming Rd.	278	p	2&4	0.766	2011	2007	strip sealed
Knox Bridge Rd.	247	P	4	0.326	2010	2007	
Lake Club Dr.	555	P	4	0.268	2011		
Lake Club Cir.	556	P	4	0.684	2011		getting close to fair cond
Lake Pointe Rd.	334	P	2	0.445	2009		
Lakeshore Cir.	307	P	2	0.725	2011	2007	fair cond paved rd sealed 07
Lankford Rd. pt 2	178	P	4	1.096	2011		safety project 2008 ridgeview to frank co line
Lankford Rd. pt 1	178	P	4	3.098	2011		safety project 08 51 to ridgeview rd monitor hill near dairy rd
Landfill Rd.	379	P	1	0.577	2011		
Laurel Dr.	206	P	3	0.965	2011		
Lavonia Beach Dr	598	p	4	0.137	2011		
Lewis Rd.	17	P	2	1.306	2011	2011	
Liberty Hill Rd. pt 3	20	p	2	2.019	2011		from sb white to pt 4
Little Powderbag Rd.	32	P	2	0.565	2011		
McLane Morris Rd. pt1	234	P	4	0.677	2011	2003	
McCurlley Rd.	13	P	1	1.229	2011		
McCurry Rd	68	P	5	1.566	2011	2010	parts in fair cond
Melody Ln.		P	2	1.240	2011	2007	
Melody Farms Dr.	681	p	2	0.130	2011		
Memorial Rd.	207	P	3	1.484	2011		SAFETY GRANT PROJECT 08
Milford Rd.	261	P	2	0.695	2011		
Monica Dr.	535	P	1	0.265	2009		need to seal road
Montevideo Rd. pt 1	4	P	1	2.975	2011	2011	need to watch this road
Mt. Olivet School Rd.	234	P	4	0.800	2009	2007	strip sealed midsection 2007
Mt. View Ln. pt 1	582	P	4	0.340	2009	2009	strip sealed 2009
Mt. Hebron Rd.	395	P	2&4	3.647	2011	2011	monitor this road
New Prospect Rd.	317	P	2	3.452	2011		northern section in fair condition- SAFETY GRANT PROJECT
Oak Crest Dr. pt 2	304	P	2	0.955	2011	2011	from new prospect
Old 29 Hwy	538	P	2	4.600	2011		
Old Elbert Rd. pt 2	122	P	5	3.309	2011		
Old Mount Olivet Rd.	351	P	4	0.552	2011		
Page Rd. pt 2	31	p	1&2	0.602	2011	2011	from nancy hart end

Long Range Plan Roads in "Good" Condition

Parkertown Rd.	253	P	4	4.008	2011	2007	
Paynes Creek Rd.	362	P	4	1.212	2011	2011	need to strip seal sections
Point Rd.	544	p	2	0.750	2011	2007	fair cond paved rd sealed 07
Pulliam Mill Rd.	94	p	5	1.872	2011		only half of road (east lane- in Hart Co.)
Reed Creek Tr.	496	P	2	1.070	2011	2007	need to seal frist section to reed crk pt rd
Rice Mill Rd. pt 2	16	p	2	0.774	2011		SAFETY GRANT PROJECT 08
Rock Springs Rd. pt2	503	P	4	1.172	2011	2009	SAFETY GRANT PROJECT 08 strip sealed 09
Rockdale Rd.	213	P	3	0.820	2011		
Ross Ln.	389	P	2	0.186	2011		8 ft wide
Sarjon Rd.	294	P	2	1.160	2011	2007	was fair cond paved rd sealed with t&g
Scott Mill Rd.	204	p	3	0.978	2011		
Seed Cleaner Rd.	71	P	1&5	1.235	2010		
Sharon Church Rd.	321	P	2	0.280	2011		
Shoal Creek Rd.pt 3	197		4	1.077	2011	2011	from reed rd towards lav hwy SAFETY GRANT PROJECT 08
Speedway Rd. pt1	92	P	5	0.447	2011		from clay brown rd
Tom Bartlett Rd.	196	P	4	0.503	2011		
Tom Rice Rd.	151	P	5	1.074	2011	2010	16 foot wid need to strip seal
Tugalo Heights Cir.	272	p	2	1.268	2011	2007	
Twelve Oaks Rd.		P	4	0.468	2011		
Union Hill School Rd.	80	P	5	1.213	2011	2010	
Virginia Hills Rd.	456	P	5	0.602	2011		
Walters Rd. pt2	503	P	4	1.024	2011	2011	griffin rd to bridge, need to seal
Walters Rd. pt3	503	P	4	0.920	2011	2011	bridge to shoal creek ch. Rd
Water Oak Dell Dr.	360	p	4	0.480	2011		
Westside Ln.		P	4	0.034	2010		
Whippoorwill Tr.	23	P	1&2	2.756	2011		middle 0.620 in fair cond, some of road in exc condition watch this road
Whitewood Rd. pt 2	178	p	3&4	0.818	2011		
Willow Ln.	433	P	4	0.640	2011		
Woodlake Landing	393	P	3	0.343	2009	2009	
Wyncott Way	515	P	4	0.232	2009	2009	strip seal sections 2009
Yacht Club Rd.	304	P	2	1.681	2011	2007	

110.024

\$ 16,503,600

Hart County Long Range Roads Plan Fair Condition Paved Roads

ROAD NAME	CR#	Type	DI	MILE.	Date eval.	chip seal	inspection comments
Airline Goldmine Rd.	508	P	5	0.250	2011		from goldmine end
Liberty Hill Rd. pt 1	20	p	1	1.365	2011		from 77 to lib hill ch rd, need to widen
Mount Olivet Rd.pt 1	503	P	4	5.030	2011	2007	from 51 to rock springs rd
Nancy Hart School Rd.	504	P	1	2.310	2011	2007	safety grant project 08
Musket Trail		P	2	0.240	2011		
Shoal Creek Rd.pt 4	197		4	1.772	2011	2011	from lav hwy- SAFETY GRANT PROJECT
Whippoorwill Tr.	23	P	1&2	0.620	2011		middle 0.620, rest in good cond.

11.337

\$ 150,000

estimate cost per mile
\$ 1,700,550

Long Range Roads Plan Tar and Gravel Roads

ROAD NAME	CR#	Type	DI	MILE.	inspect date	pave date	inspection comr
Ack Powell Rd. pt 2	405	tg	4	0.175	2011	2003	first time 03
Airline Store Rd. pt1	78	tg	4	0.812	2011	2003	
Allen Orsley Rd.	61	tg	5	1.307	2011	2005	
Alvin Mize Rd. pt1	114	tg	5	0.702		2010	
Andrew Floyd Rd pt 2	162	tg	5	0.370	2010	2010	first time 04, from
Arrowhead Ct.		tg	4			2008	
Bailey Place Rd.	276	tg	4	0.152	2011	2005	first time 05
Bailey Rd.	119	tg	5	1.037	2011	2003	
Bakers Rd.	126	tg	5	1.377	2010	2010	
Bay View Rd.	467	tg	2	0.180	2010	2003	
Bear Creek Rd.	96	tg	5	1.290	2011	2006	first time 06
Beasley Rd.	257	tg	4	0.910	2011	2004	
beaver crk rd pt1	100	tg	5	0.661	2011	2003	
Beaver Dam Rd.	97	tg	5	1.388		2010	first time 10
Beaver Lodge Rd. pt2	487	tg	2	0.079		2007	first time 07
Bessie Rd.	479	tg	4	0.120	2011	2007	first time 07
Bethesda Church Rd.	61	tg	5	0.604	2011	2005	
Bible Baptist Ch. Rd. pt 2	477	tg	5	0.173		2010	first time 10
Billy J. Ray Rd	608	tg	5	0.130	2011	2008	first time 08
Bird Ct.		tg	2	0.190	2011	2007	first time 07
Blanton P. Shirley Rd.	375	tg	5	0.529	2011	2010	first time 04
Bode Weaver Rd.	58	tg	5	0.784	2010	2003	
Bond Kelley Rd.pt2	103	tg	5	0.438	2011	2005	
Bonds Rd. pt 1	104	tg	5	0.782	2011	2005	
Bonds Rd. pt 2	104	tg	5	0.987		2010	first time 10 fr bor
Bow In		tg	4	0.640	2011	2004	
Bowers Rd.	77	tg	3	0.415	2011	2011	first time 07
Bradley Rd.		tg	5	0.325	2011	2008	first time 08
Briscoe Rd.	164	tg	5	0.280		2010	first time 10
Broken Arrow Rd. pt 2	279	tg	4	0.118	2011	2007	
Brooks Rd.	140	tg	5	0.736		2010	first time 06
Brown Rd.	147	tg	3	0.185		2009	dead end at hous
Brown Stone Dr.	156	tg	5	0.251		2008	first time 08
Browns Ln.	497	tg	2	0.231		2009	first time 09
Bruce Ct.	459	tg	1	0.352		2010	first time 06
Bryant Dr.		tg	5	0.285	2011	2008	first time 08
Burbick Ln. pt1	10	tg	2	0.034	2011	2003	
Burch St. pt2	123	tg	5	0.402		2008	first time 08
Byrum Cemetary Rd. pt2	275	tg	4	0.874	2011	2005	first time 05
C & C Cir. Pt1	696	tg	2	0.120	2011	2005	
C & C Cir. Pt2	696	tg	2	0.158	2011	2005	first time 05
Caney Branch Rd.	194	tg	4	1.690	2011	2004	
Carlton Dr.	385	tg	2	0.270	2011	2006	
Carters Dr.	644	tg	1	0.110	2011	2008	first time 08
cherokee In		tg	4	0.160	2011	2007	
Christmas Tree Rd.	185	tg	3	0.796	2011	2011	
Cleveland Mill Rd. pt1	232	tg	4	0.540	2011	2005	from Mt. Hebron
cline	698	tg	1	0.080	2011	2003	
Clyde Cir.	423	tg	2	0.434	2011	2004	
Community Rd.	154	tg	5	0.452	2011	2008	first time 08
Craft Howell Rd. pt2	377	tg	5	0.544	2010	2003	fr friendship rd

Long Range Roads Plan Tar and Gravel Roads

Craft Rd. pt 1	3	tg	2	0.714	2011	2008	first time 08
Craft Rd. pt 2	3	tg	2	0.713	2011	2008	first time 08
Creekwood rd	699	tg	2	0.240		2007	first time 07
Cross Roads Cir.	220	tg	4	1.225	2011	2003	
Curt Bailey Rd. pt 1	284	tg	4	0.893	2011	2011	first time 07
Deep Woods Rd. pt 1	688	tg	1	0.210		2008	first time 08
Della Payne		tg	5	0.108	2011	2008	first time 08
Dempsey Brown Rd.	584	tg	5	0.488	2011	2005	
Dobb's Landing	283	tg	2	1.642	2011	2004	
Dockery Rd.	161	tg	5	0.679	2011	2006	
Dogwood Ln.		tg	2	0.085	2011	2008	
Eastern Rd.	637	tg	1	0.174	2011	2004	first time 04
Ertzberger Rd.	212	tg	3	0.049		2009	first time 09
Evans Dr	49	tg	1	0.180		2008	first time 08
Evergreen lane		tg	4	0.190	2011	2005	first time 05
Farm Rd. pt1	153	tg	5	0.910	2010	2010	and fld rd to redw
Flat Rock Rd. pt1	29	tg	1	1.534	2011	2006	fr nh to 77sp
Flat Rock Rd. pt2	29	tg	1	1.498	2011	2004	montevideo to 77
Flat Shoal Rd.pt1	210	tg	3	1.081	2011	2003	
Flat Shoal Rd.pt2	210	tg	3	0.020	2011	2004	first time 04
Fleming Park Rd.	660	tg	4	0.222	2011	2007	first time 07
Flint		tg	2	0.070	2011	2007	first time 07
Floyd Rd.	170	tg	4	0.402	2011	2007	rebuild road with
Forest Cir.	530	tg	2	0.335		2009	first time 09
Foxworth Ln.	277	tg	4	0.392		2009	first time 09
Frank Kelly Rd.	85	tg	5	0.864	2011	2005	
Friendship Rd. pt1	57	tg	1&5	0.113	2011	2006	first time 06
Friendship Rd. pt2	57	tg	1&5	2.333	2011	2005	
Goodwin Ln.	252	tg	4	0.508		2009	first time 09
Green Meadows Dr pt 1		tg	5	0.427	2011	2006	first time 06
Greenacres cir		tg	4	0.315	2011	2007	first time 07
Greenway Upholstery Rd.	523	tg	2	0.980	2011	2007	
Greenwood Rd. pt1	288	tg	4	0.610		2011	first time 07
Gurley Rd pt 2	211	tg	3	0.108		2009	first time 09
Harbin Rd.	551	tg	4	0.210	2011	2007	
Harbor Point pt1	299	tg	2	0.434	2011	2005	first time 05
Harris Rd	398	tg	5	0.490		2010	first time 06
Hart Service Rd.		tg	2	0.115			accepted by boc
Hartway Rd.	472	tg	5	0.150	2011	2008	first time 08
Harvey Ln.	590	tg	4	0.280	2011	2007	
Hatton Ford Rd.	540	tg	2	2.215	2011	2004	
Heard Dr. pt2	643	tg	1	0.048	2011	2008	first time 08
Heritage Rd.	331	tg	2	0.556	2011	2006	
Highland ave pt 3	203	tg	3	0.151		2009	first time 09
Hilley Rd.		tg	5	0.296	2010	2010	
Hodges Ln. pt2	654	tg	2	0.400		2009	first time 09
Hometown Rd.	59	tg	1&5	0.674	2010	2005	
Howard Rd.	69	tg	5	0.300		2008	first time 08
Hunnicutt Cir.	174	tg	4	0.250		2009	off ridgeview
Ivy Tr.	482	tg	2	0.331		2009	first time 09
James dr.	531	tg	2	0.230		2009	first time 09
Jane Rd.	358	tg	4	0.597		2007	first time 07
Jim Crittendon Rd	615	tg	2	0.300	2011	2004	

Long Range Roads Plan Tar and Gravel Roads

Jim Gulley Rd.	2	tg	2	0.432	2011	2004	
Jim Heard Rd.	343	tg	5	0.866	2010	2010	dead end at hous
Joe Bailey Rd.	427	tg	2	0.266	2011	2004	
Joe Johnson Rd.	84	tg	5	0.664		2010	
John Gaines Rd.	661	tg	5	0.240		2007	first time 07
John W. Jordan Rd.	48	tg	1&5	1.640		2007	first time 07
Jones-Bishop Rd.	283	tg	2	0.577	2011	2005	first time 05
Jones Rd. pt 1	15	tg	1	0.500	2011	2006	first time 06
K-N-K Ln.	658	tg	4	0.180	2011	2011	first time 05
Kathy Lane	4	tg	2	0.130	2011	2011	first time 06
Kay Dr.	1	tg	2	0.247	2011	2004	
Kay Nursury Rd.	137	tg	5	1.905	2011	2006	
Kesler Rd.	81	tg	5	2.664	2011	2005	
Kings Rd.	198	tg	4	1.382		2011	
Kinley Rd.	340	tg	5	0.467		2010	
Knox Bridge Crossing rd	594	tg	4	1.878	2011	2007	
Lake Club Cir. -ext	556	tg	4	0.040	2010	2004	rename
Landing Ct.	589	tg	4	0.090	2010	2004	first time 04
Lecroy Ln.	344	tg	3	0.439	2011	2007	first time 07
Lettie Ruth Dr.	119	tg	5	0.250	2011	2003	
Lightwood Ln. pt 2	318	tg	2	0.049		2010	
Lindy cove		tg	2	0.040		2007	first time 07
Lucas Rd.	524	tg	4	0.294	2011	2003	
Lyle Ln.		tg	4	0.056		2009	dead end at pave
Majestic Shores Trl		tg	2	0.080		2007	first time 07
Massey's Subdivision Rd.	497	tg	2	0.552		2010	first time 10
Maxwell Dr.		tg	1	0.080	2011	2008	first time 08
Maxwell Mill Rd.	94	tg	5	1.694	2011	2006	first time 06
McDuffie rd		tg	4	0.205		2009	first time 09
McGarity Rd		tg	5	0.220	2011	2005	
McLane Morris Rd. pt2	234	tg	4	0.874	2011	2005	first time 05
Memorial Rd. pt2	207	tg	3	1.000	2011	2011	
Merritt Rd. pt 1	338	tg	5	0.527	2011	2008	first time 08
Merritt Rd. pt 2	338	tg	5	0.589	2011	2006	
Miller Dr.	462	tg	3	0.129	2011	2004	first time 04
Misty Mills Rd.	350	tg	4	0.511	2010	2003	
Mockingbird Ln.	363	tg	4	0.535	2011	2007	first time 07
Mohawk Trail	559	tg	4	0.150	2011	2007	rough condition, c
Moss Gin Rd.	112	tg	5	0.478		2008	first time 08
Motes Rd.	685	tg	5	0.306	2011	2008	first time 08
Mt. View Ln. pt 2	582	tg	4	0.150		2009	dead end at pave
Mudman rd		tg	1	0.216	2011	2007	first time 07
New Light Church Rd.	250	tg	4	0.402	2011	2004	
Norman Rd.	329	tg	2	0.568	2011	2003	
Nursery Rd. pt2	444	tg	2	0.075		2011	first time 07
Oak Crest Dr. pt 1	304	tg	2	1.509	2011	2007	from reed crk sch
Old Elbert Rd. pt3	124	tg	5	0.380	2010	2010	section from vann
Old Leonrd Cheek Rd		tg	4	0.085		2007	first time 07
Old Mill Cir.	280	tg	2	0.702		2011	first time 07
Old Mill Rd.	280	tg	2	0.682		2011	first time 07
Omer Bond Rd.pt1	108	tg	5	1.098	2011	2010	
Orchard Rd.	170	tg	4	0.592	2011	2007	
Orsley Twins Rd.	697	tg	5	0.210	2011	2008	first time 08

Long Range Roads Plan Tar and Gravel Roads

Page Rd. pt 1	31	tg	1&2	1.608	2011	2004	first time 04
Parker Rd. pt2	129	tg	5	0.389	2010	2010	first time 04
Parkertown Heights Rd.	361	tg	4	1.148		2007	
Parks Brown Rd.	44	tg	5	0.744	2011	2003	
Partain Dr.	436	tg	2	0.040	2011	2007	first time 07
Pebble Point	552	tg	4	0.242	2011	2007	
Phillips Cir.	411	tg	5	0.352	2011	2006	
Pierce Brown Rd.	227	tg	4	0.904		2009	first time 09
Pine Acres Estates	403	tg	2	0.236	2011	2003	
Pinecrest Dr.	529	tg	3	0.192	2009	2009	first time 09
Plum Creek Rd.	306	tg	2	0.807	2009	2009	first time 09
Press Mann Rd.	26	tg	1	0.475	2011	2004	end at elbert co li
Price Chapel Rd.	200	tg	4	0.683	2011	2005	first time 05
Punkin Bend	600	tg	2	0.351		2009	first time 09
Ragans Rd.	25	tg	1	0.460	2011	2004	
Raindrop Cir.	400	tg	2	0.641	2011	2005	first time 05
Ray Johnson Rd	595	tg	4	0.200		2009	gate at end
Ray Weaver Rd. pt2	86	tg	5	1.652	2011	2008	first time 08
Redleaf Rd.	532	tg	2	0.502		2010	first time 06
Reece Lane		tg	5	0.366		2008	first time 08
Reed Creek Highway	593	tg	2	1.242	2011	2005	
Rhodella Park Ave.	330	tg	2	0.262	2011	2003	
Rhodella Park St.	328	tg	2	0.252	2011	2003	
Rhodella Rd.	326	tg	2	0.241	2011	2003	
Rhodes Dr.	144	tg	5	0.400	2010	2004	first time 04
Rice Mill Rd. pt 1	16	tg	2	0.560	2010	2006	
Ricks Rd.	627	tg	4	0.491	2011	2007	first time 07
River Valley Dr.	383	tg	2	0.267	2011	2006	
Robert Reid Rd.	118	tg	5	0.988	2011	2003	
Robins Rd	655	tg	2	0.450	2011	2007	first time 07
Rocky Ford Cutoff	243	tg	4	0.165	2011	2007	
Rosewood Cir.	390	tg	4	0.381	2011	2006	first time 06
Ruckers Dr.	470	tg	5	0.116	2011	2003	
Rumsey Rd. pt1	296	tg	2	0.204	2011	2007	
Sam Todd Rd.	95	tg	5	1.767		2010	frist time 10
Sardis Point Rd.	31	tg	2	0.267		2011	
Seclusion drive		tg	1	0.070	2011	2006	first time 06
Shady Hills Rd. pt 2	528	tg	3	0.134	2009	2009	first time 09
Shallow Creek Rd. pt 2	316	tg	2	0.654		2008	first time 08
Sherman Dove Rd.	120	tg	5	0.496	2011	2005	
Shiloh Church Rd. pt1	61	tg	5	0.891	2011	2005	
Shiloh Church Rd.pt2	61	tg	5	0.610	2011	2006	first time pave 06
Shiloh Church Rd.pt3	61	tg	5	0.475	2011	2010	first time pave 10
Shoal Creek Rd.pt2	197	tg	4	0.268	2011	2003	from roper to 77
Shubert Rd.	490	tg	2	0.332		2009	first time 09
Singleton Rd.	98	tg	5	0.673		2008	first time 08
Snowbird Ln.	442	tg	2	0.254	2011	2007	first time 07
Somerset rd		tg	1	0.155	2011	2004	first time 04
Spears Cir.	392	tg	3	0.314		2011	first time 05
Speedway Rd. pt 2	92	tg	5	0.850	2011	2004	first time 04
Speedway Rd. pt3	92	tg	5	0.716	2011	2010	first time 10
Spring Rd.		tg	2	0.160	2011	2007	first time 07
St James Rd. pt1	3	tg	2	0.422	2010	2010	

Long Range Roads Plan Tar and Gravel Roads

St James Rd. pt3	3	tg	2	0.420	2011	2011	first time 04
St James Rd. pt4	3	tg	2	0.890	2011	2011	first time 06
Stephen Johnson Rd.	46	tg	5	1.087	2011	2005	
still water	90	tg	5	1.100	2010	2010	first time 06
Stovall Cir.	271	tg	2	0.473	2011	2004	
Sunflower dr		tg	4	0.911	2011	2007	first time 07
Sunnybrook ct		tg	2	0.135		2009	first time 09
Swan Sanders Rd	323	tg	2	1.007	2011	2008	
T B Thornton Rd.	25	tg	1	0.537	2011	2004	
Tanglewood Ln.	519	tg	2	0.381		2011	
Taylor Smith Rd. pt1	127	tg	5	0.416	2011	2008	first time 08
Taylor Smith Rd. pt2	127	tg	5	0.264		2010	first time 10
Teasley Cove		tg	2	0.100	2011	2008	first time 08
Teasley Ln.	612	tg	2	0.412	2011	2008	first time 08
Thermon Adams Rd.	64	tg	5	2.250	2011	2005	
Thorton Square Drive		tg	5	0.055	2011	2008	first time 08
Tim Mize Rd.	115	tg	5	0.670	2010	2010	
Tom Cobb Dr.	300	tg	2	0.804		2009	dead end at circle
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		2009	first time 09
Uly White Rd.	88	tg	5	0.905	2010	2010	
Vandeford Rd.	138	tg	5	1.057	2011	2008	first time 08
Vaughn Morrison Rd.	106	tg	5	0.600		2010	first time 10
Vegas dr		tg	4	0.221	2011	2008	first time 08
Walnut Dr.	292	tg	2	0.770		2010	
Walter Way	420	tg	4	0.621		2009	first time 09
Watsadler Rd.	39	tg	2	0.460		2011	
Well Rd.	72	tg	5	0.536	2010	2006	first time 06
Wheat Rd.	297	tg	2	0.643		2009	first time 09
Whispering Pines Rd.	215	tg	3	0.924	2011	2008	
Whitewood Rd. pt 1	178	tg	5	0.445	2011	2006	first time 06
Whiting Dr.	223	tg	4	0.340	2011	2005	first time 05
Whitworth Rd.	249	tg	4	0.432	2011	2007	To Frank Co. Line
Wicker Rd. pt2	542	tg	2	0.241	2010	2010	first time 10
Williams Rd. pt 2	181	tg	3	1.017	2011	2006	first time 06
Williams Rd. pt 3	181	tg	3	0.052	2011	2009	first time 09
Williams Rd.pt 1	181	tg	3	0.247	2011	2006	
Willis Rd. pt 3	247	tg	4	0.260		2009	first time 09
Winter Ln. pt 2	493	tg	4	0.128	2011	2007	first time 07
Woodland Dr.	476	tg	2	0.129	2011	2003	
Woody Rd.	38	tg	5	0.325	2011	2008	first time 08
Worley Rd.	466	tg	2	0.205		2010	first time 10
Y W Vickery Rd.	365	tg	4	0.870		2009	first time 09
				135.521			

HART COUNTY ROADS INVENTORY- Dirt Roads

6/1/2012

ROAD NAME	CR#	MILEAG	TYPE	DIST.	Clas	ROW	Pave	Paint	comments
ABC Farm Road		0.219	d	5	c1	40			accepted by BOC 1 27 09
Airline Store Rd. pt2	78	0.287	d	5	b1	60			fr deer run rd to williams spu
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				
Bakers Farm Rd.	307	0.270	d	2					
Ball Park Rd.	651	0.188	D	1		60			dead end
Bent Creek Rd. pt2.	322	1.054	D	2	b2				
Bill Lucas Rd	596	0.128	d	4					
Bond Kelly Rd.pt1	103	0.692	d	5	b1				
Bowen Rd.	35	0.741	D	2					
Broken Arrow Rd. pt 1	279	0.465	D	2	c2				
Burbick Ln. pt2	10	0.197	d	1	c2				gate at 0.230 mi
Carlton Brown Rd.	146	1.137	D	5					80 ft row at brdg
Carnes Cemetary Rd.	274	0.847	D	4	c2				
Cartee Johnson rd		0.446	d	2		40			awaiting DOT#, dead end at
Claude Floyd Rd.	135	0.795	D	5					
College Ave. pt2	168	0.925	d	4					
Craft Howell Rd. pt1	377	0.554	d	5					
Deep Woods Rd. pt 2	688	0.535	d	1	b2				
Deer Rd.	124	0.059	D	5					
Dooley Woods Rd.	193	0.209	D	4	c2				dead end at gate
Elias P. Jenkins Rd.	67	1.757	D	5	b2				80 ft row at brdg
Farmers Lane		0.080	d	2	c2	60			accepted by boc 7/26/11
Farris Rd.	666	0.101	d	4		40			dead end
Fowler Street	460	0.225	d	4	c1				from orchard rd to cty line
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
Glover Rd.	192	1.011	D	4					from cr 191 to 196
Grace Rd.	646	0.244	D	5		60			dead at circle/houses
Grantham Dr.	599	0.127	d	4					
H. N. Ayers Rd.	324	1.225	d	2	c2				
Hall Dr.	42	0.171	D	5					dead end at house
Hanley Rd. spur	150	0.340	d	5	c2				ends near bridge
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
Jones Rd. pt 2	15	1.363	D	1&2		60,40			
Jordan Road		0.122	d	5	c2	60			was CR74
Lazy B Dr.	7	0.689	D	2					dead end at gate
Leanne dr.		0.146	d	4					into system 3/00 awaiting DC
Lefevre Rd	163?	0.455	d	5	c1				added 1/14/03
Liberty Hill Rd. pt 1	20	0.040	d	1&2	b2				
Lynch Dr.		0.175	d	5	c2	60			accepted by boc 2 13 07
Majestic Shores -No Name	649	0.152	D	2	c2	20	1998		undeveloped road, no house
Mill Cir.	158	0.617	D	5	c2				

Jon Caime

Hart County Public Works Director

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HART COUNTY ROADS INVENTORY- Dirt Roads

6/1/2012

ROAD NAME	CR#	MILEAG	TYPE	DIST.	Clas	ROW	Pave	Paint	comments
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
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
Osborne Ln.		0.500	d	2	c2	dd			awaiting CR#, petition on file
Ostrich Farm Dr.	305	0.554	D	2	c1				
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
Paynes Rd.		0.180	d	3	c2				deadend
Pristine Cove		0.395	d	2	c2	60			accepted by boc 3 2712 incl
Ridge Terrace Ln. pt2	387	0.055	d	2					
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
Rosewood Ln.	6	0.4	D	2					
Rucker Grove Church Rd.	65	0.485	D	5					t&g small section first time 10
Rumsey Rd. pt2	296	0.232	d	2	c2				ends at house
Seawright Ln.	18	0.479	D	2					dead end
Still Waters Rd.	90	0.742	D	5	c1				
Sutton Rd.	172	1.020	d	4	c1				in bowersville cl
Thorton Baker Rd.		0.185	d	2	c2	40			accepted by boc 1 13 09
Turtle Ln.		0.290	d	5	c2	40			accepted by boc 2 14 12 (am
Tuscarora Trail	323	0.566	D	2					circle
Wagon Ho Farm Rd.	281	0.623	D	2	c2				
Watershed Rd.	142	1.972	D	5	b2				dot cr86 also
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
Wren Rd.		0.188	d	4	c2				taken into system 11.01 awa
Zips Rd.	15	1.459	D	1&2	b2				
		40.221							
t&g per year	10								
years		4.0221							
% reduction with new tprogram		63%							