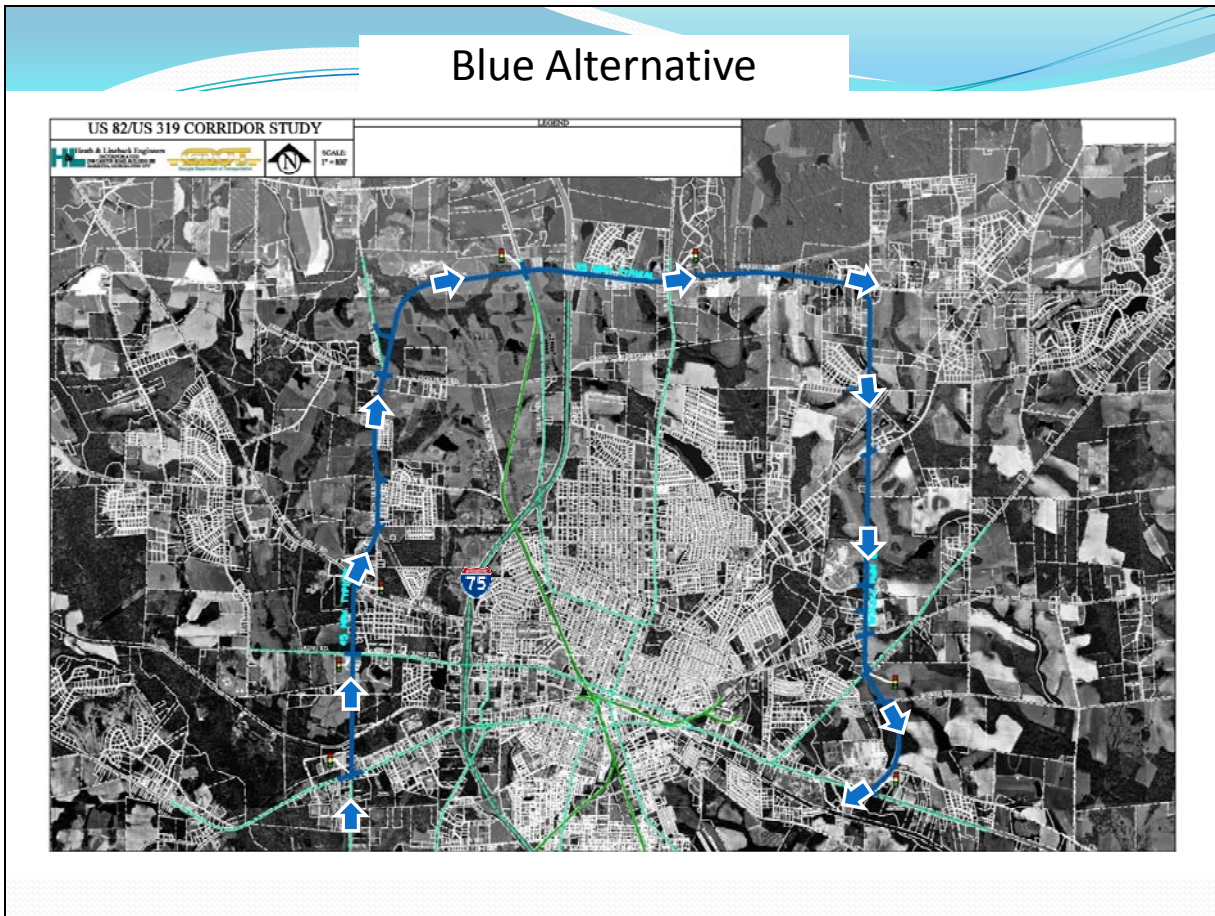




Alternatives Considered

So, keeping our purpose and need in mind, the project team began to look at a variety of alternatives. How could we remove truck traffic off of US82 in downtown Tifton, while providing the trucks with a reasonable travel time and minimizing impacts to the community and the environment? The following alternatives were considered and removed because they would not meet the purpose and need.

Blue Alternative

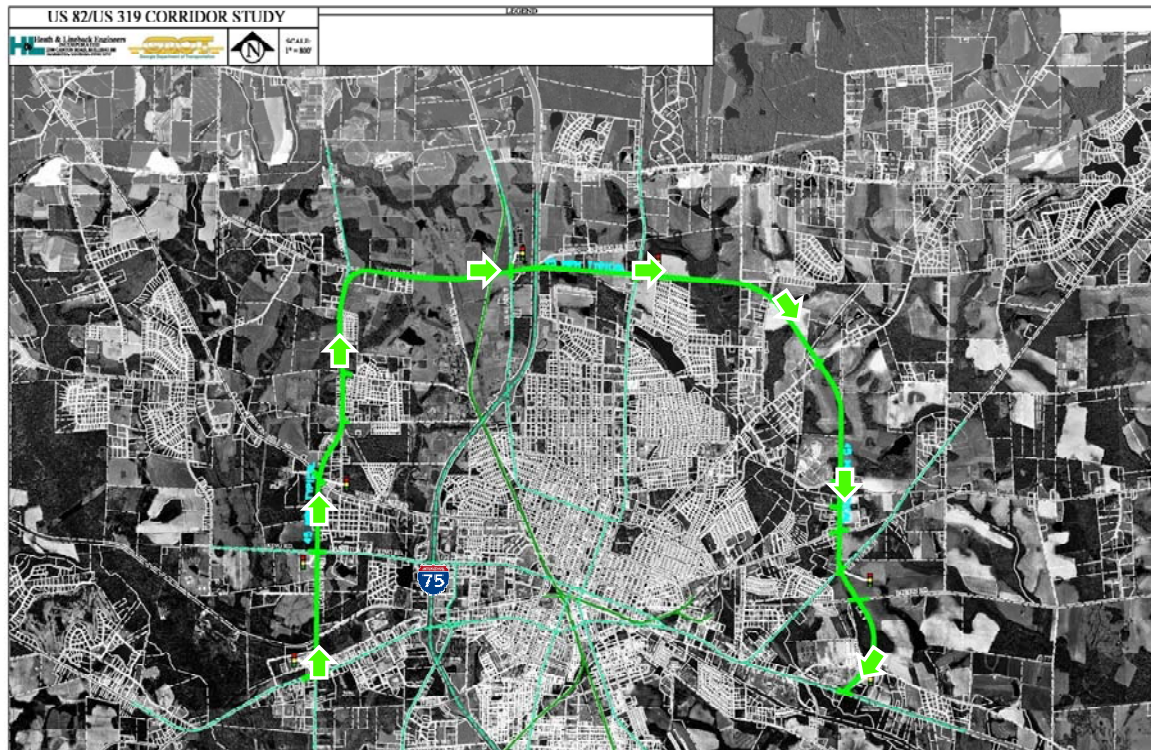


The Blue Alternative begins at the intersection of Carpenter Road and US 82 and travels north along Carpenter Road past Zion Hope Road, where it turns right to head east, running parallel to Zion Hope Road, crossing I-75, and joining CR-8 just past the intersection with Brighton Road. The Blue Alternative ends at the intersection of CR-8 and US 82.

Though this alignment does have direct access to I-75, it is 12.5 miles long, it does not provide access to industrial development areas, and it does not serve traffic to and from I-75 south. Additionally, University of Georgia and Experiment Station land is impacted by this alignment.

Therefore, the Blue Alternative was eliminated as a possible solution.

Green Alternative

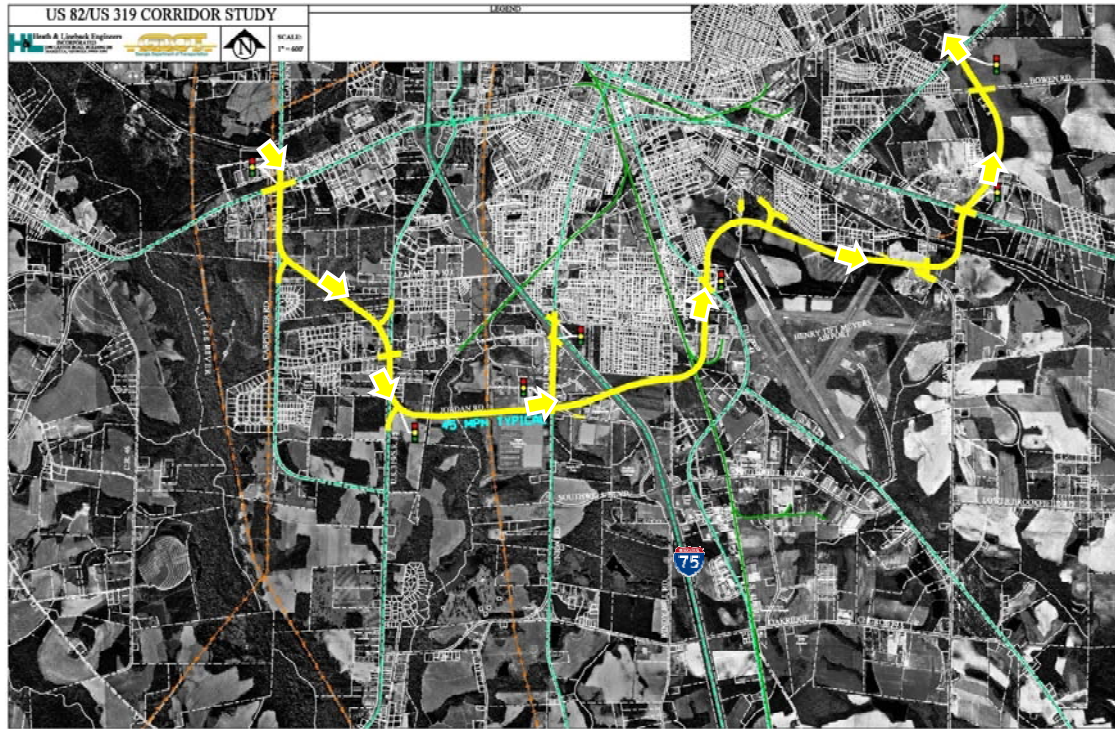


The Green Alternative follows a similar path as the Blue Alternative: it starts at the intersection of US 82 and Carpenter Road, but turns due east at Zion Hope Road, continues across I-75, SR 125, merges into CR 8 and reconnects to the Blue Alternative at CR 8 just north of the intersection with US 319.

Like the Blue Alternative, this alignment does not provide access to industrial development areas, and it does not serve the I-75 south traffic destination. While somewhat shorter than the Blue Alternative, the Green Alternative does not provide direct connection to I-75.

Therefore, the Green Alternative was eliminated as a possible solution.

Yellow Alternative

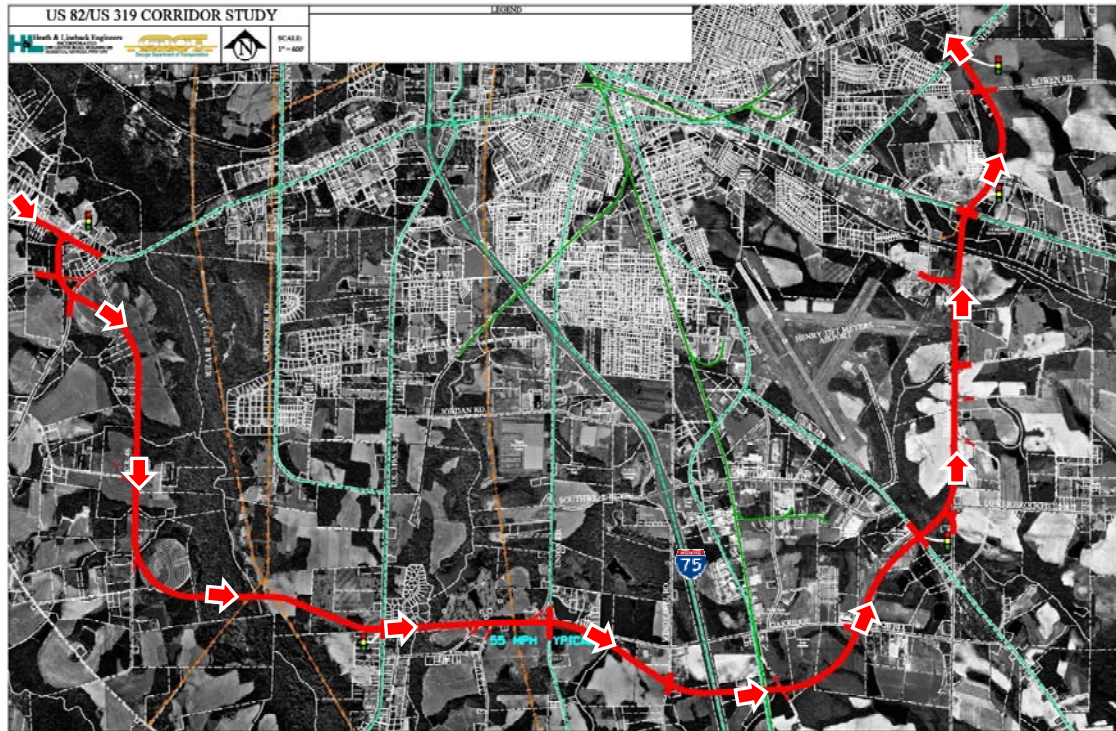


The Yellow Route begins at the intersection of US 82 and Carpenter Road and heads southeast, cutting diagonally to re-intersect with US 319 and Golden Road. The Yellow Alternative then heads south on US 319 to connect with Jordan Road, which it follows to Old Union Road before cutting northeast across I-75, the railroad tracks and US 41. The Yellow Alternative then travels along the north end of the Henry Tift Myers Airport to join Tifton Eldorado Road/CR 8 and terminates at US 319.

Though this route is the shortest, it does not provide direct access to I-75, nor does it accommodate future industrial growth. Additionally, the impacts to residential areas were considered excessive.

Therefore, the Yellow Alternative was eliminated as a possible solution.

Red Alternative



The Red Alternative begins west of the intersection of Highway 82 and Salem Church Road. The Red Alternative heads south along Hall Road then heads east, crossing the Little River and connects with Kell Road. The Red Alternative then continues east, following along Kell Road past Union Road before cutting southeast to cross I-75 south of Oakridge Church Road. The Red Alternative then travels north east crossing US41 and SR 125 and merges into Tifton Eldorado Road. The Red Alternative then crosses US 82 and terminates at US 319.

The Red Alternative does accommodate future industrial growth. However, it is the longest alternate to the south and does not provide direct access to I-75. Therefore, the Red Alternative was eliminated as a possible solution.