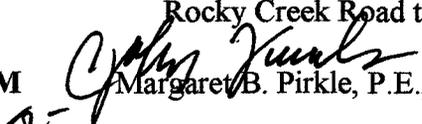


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 351120-. Bibb County **OFFICE** Preconstruction
STP-3201(10)
Bloomfield Road/Log Cabin Drive from
Rocky Creek Road to Eisenhower Parkway **DATE** August 16, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

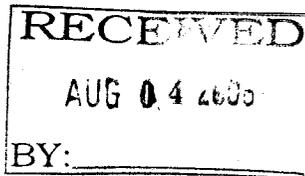
Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Babs Abubakari
Ben Buchan
Thomas Howell
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: STP-3201 (10), Bibb Co. OFFICE: Urban Design
P.I. No. 351120
Bloomfield Rd. / Log Cabin Dr. DATE: August 1, 2006
from Rocky Creek Rd. to Eisenhower Parkway
FROM: *James B. Buchan*
James B. Buchan, P.E., State Urban Design Engineer
TO: Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
SUBJECT: Revised Project Concept Report

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The changes to the concept report include extending the project's southern terminus and reducing the speed design within the vicinity of a substandard alignment.

This project's southern terminus presently ends as Bloomfield Road intersects Rocky Creek Road on a curve that does not meet the proposed design speed of 70 km/h (45 mph). Extending the project southern terminus by an additional 118.53 m (390 ft) would allow for this intersection to be reconstructed to meet a 40 km/h (25 mph) design speed. Reducing the project's proposed design speed from 70 km/h (45 mph) to 60 km/h (35 mph) allows for a lower speed approaching this curve, acting to better meet driver's expectation. The posted speed limit along the corridor is 60 km/h (35 mph).

The revised concept report as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTIP) and the State Transportation Improvement Program (STIP).

DATE 8/7/06

Joseph P. Pledge
State Transportation Planning Administrator

JBB: MAAI ^{2/2006}

Distribution

Brian Summers, P.E., Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Keith Golden, P. E., State Traffic Safety & Design Engineer
Jamie Simpson, State Financial Management Administrator
Thomas Howell, P.E., District Engineer

Design traffic has increased and it appears that a raised median should reduce the flush median. If not changed, a second project should be programmed for future median placement, dependent on accident data.

Updated traffic data (AADT):

Current Year 2007 AADT: 16,200 Design Year 2027 AADT: 24,400

Programmed/Schedule:

P.E.: 2003

R/W: 2003

Construction: 2007

Revised cost estimates:

1. Construction cost	\$ 7,049,867
2. Right-of-way cost	\$
3. Utilities Cost	<u>\$ 395,348</u>
Totals	\$ 7,445,215

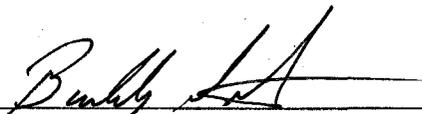
Is the project located in a Non-attainment area? Yes No.

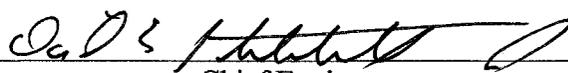
This project is for the widening of Bloomfield Rd. / Log Cabin road from 2-lanes to 4-lanes with a continuous left turn lane from Rocky Creek Rd. to Eisenhower Parkway. Project is scheduled for 2009 opening. This matches the conforming plan model description/map. (See attachments)

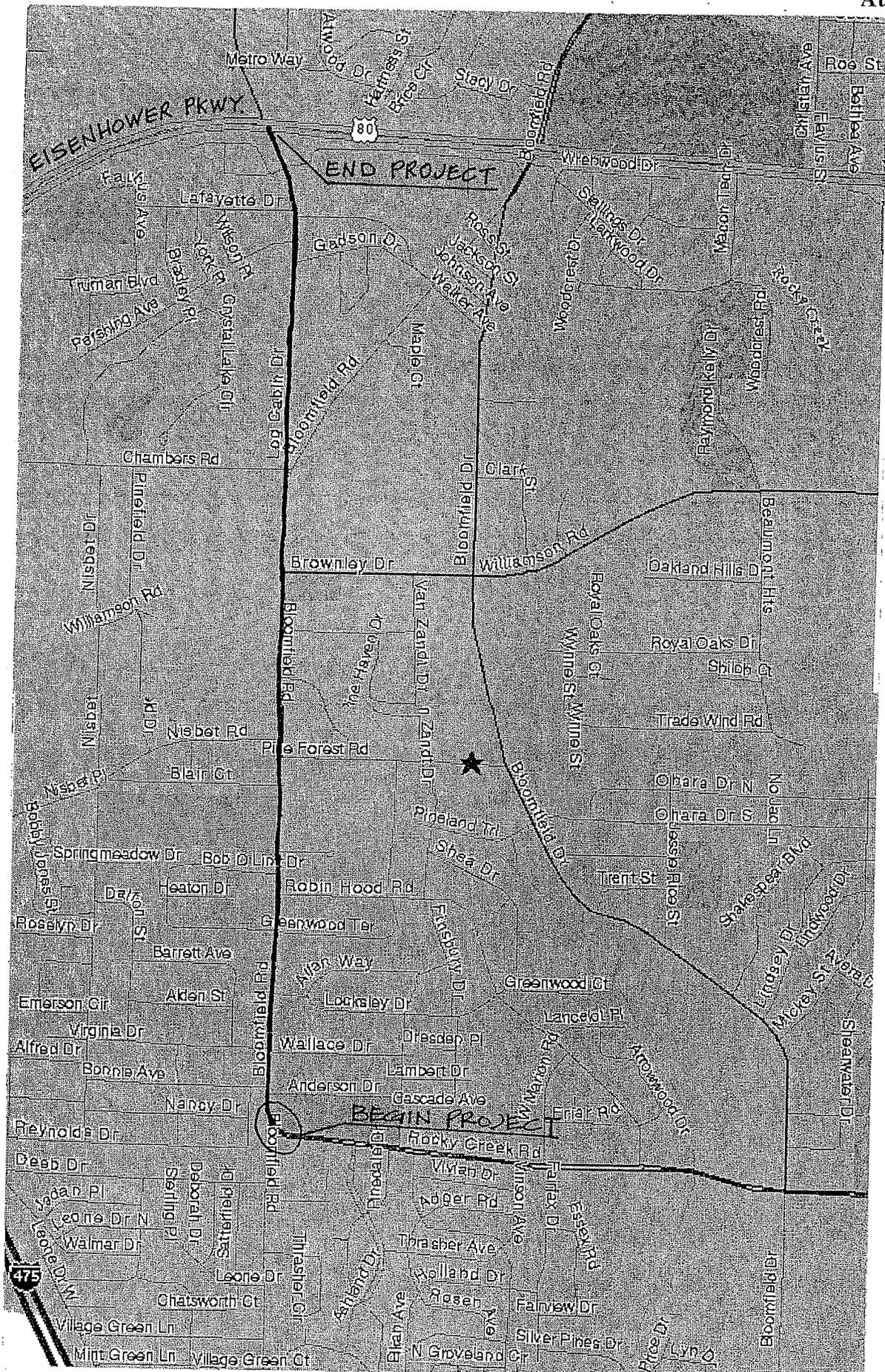
Recommendation: This office recommends that the revised concept report be approved.

Attachments:

1. Location Map
2. Cost Estimate
3. Macon Travel Demand Model Schematic
4. Need and Purpose Statement

Concur: 
Director of Preconstruction

Approve: 
Chief Engineer



Project Location Map

Estimate Report for file "STP-3201 (10)"

Attachment # 2

Section Earthwork					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	400000.00	CLEARING & GRUBBING -	400000.00
210-0100	1	LS	980000.00	GRADING COMPLETE -	980000.00
Section Sub Total:					\$1,380,000.00

Section Base and Paving					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	30600	MG	25.00	GR AGGR BASE CRS, INCL MATL	765000.00
402-1812	1420	MG	85.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	120700.00
402-3121	5985	MG	85.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	508725.00
402-3250	12155	MG	85.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1033175.00
413-1000	39240	L	0.35	BITUM TACK COAT	13734.00
Section Sub Total:					\$2,441,334.00

Section Concrete Work					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	10255	M2	24.86	CONC SIDEWALK, 100 MM	254939.30
441-0740	2500	M2	23.62	CONCRETE MEDIAN, 100 MM	59050.00
441-4020	2510	M2	36.43	CONC VALLEY GUTTER, 150 MM	91439.30
441-6222	9650	LM1	33.95	CONC CURB & GUTTER, 200 MM X 750 MM, TP 2	327617.50
Section Sub Total:					\$733,046.10

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	2975	LM1	94.44	STORM DRAIN PIPE, 450 MM, H 0.3 - 3 M	280959.00
550-1240	1450	LM1	125.67	STORM DRAIN PIPE, 600 MM, H 0.3 - 3 M	182221.50
550-1300	660	LM1	153.22	STORM DRAIN PIPE, 750 MM, H 0.3 - 3 M	101125.20
550-1360	515	LM1	193.00	STORM DRAIN PIPE, 900 MM, H 0.3 - 3 M	99395.00
550-1420	25	LM1	222.13	STORM DRAIN PIPE, 1050 MM, H 0.3 - 3 M	5553.25
550-1480	5	LM1	239.62	STORM DRAIN PIPE, 1200 MM, H 0.3 - 3 M	1198.10
550-4218	8	EA	461.53	FLARED END SECTION 450 MM, STORM DRAIN	3692.24
550-4224	2	EA	619.91	FLARED END SECTION 600 MM, STORM DRAIN	1239.82
550-4230	1	EA	761.57	FLARED END SECTION 750 MM, STORM DRAIN	761.57
550-4236	2	EA	863.62	FLARED END SECTION 900 MM, STORM DRAIN	1727.24
550-4248	1	EA	1956.67	FLARED END SECTION 1200 MM, STORM DRAIN	1956.67
668-1100	128	EA	1868.02	CATCH BASIN, GP 1	239106.56
668-1110	5	LM1	665.68	CATCH BASIN, GP 1, ADDL DEPTH	3328.40
668-1200	2	EA	2096.55	CATCH BASIN, GP 2	4193.10
668-2100	39	EA	1371.15	DROP INLET, GP 1	53474.85
668-2110	11	LM1	617.23	DROP INLET, GP 1, ADDL DEPTH	6789.53
668-2200	1	EA	2025.39	DROP INLET, GP 2	2025.39
668-4300	3	EA	1524.93	STORM SEWER MANHOLE, TP 1	4574.79
Section Sub Total:					\$993,322.21

Section Signing and Striping					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1040	43	M2	249.94	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 6	10747.42
636-2020	210	LM1	9.84	GALV STEEL POSTS, TP 2	2066.40
653-0120	69	EA	58.21	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	4016.49
653-1501	9400	LM1	0.67	THERMOPLASTIC SOLID TRAFFIC STRIPE, 125 MM, WHITE	6298.00
653-1502	9360	LM1	0.67	THERMOPLASTIC SOLID TRAFFIC STRIPE, 125 MM, YELLOW	6271.20
653-1704	220	LM1	12.26	THERMOPLASTIC SOLID TRAFFIC STRIPE, 600 MM, WHITE	2697.20
653-1804	2570	LM1	5.19	THERMOPLASTIC SOLID TRAFFIC STRIPE, 200 MM, WHITE	13338.30
653-3501	5600	GLM1	0.46	THERMOPLASTIC SKIP TRAFFIC STRIPE, 125 MM, WHITE	2576.00
653-3502	4630	GLM1	0.47	THERMOPLASTIC SKIP TRAFFIC STRIPE, 125 MM, YELLOW	2176.10
653-6004	35	M2	2.81	THERMOPLASTIC TRAF STRIPING, WHITE	98.35

653-6006	790	M2	3.15	THERMOPLASTIC TRAF STRIPING, YELLOW	2488.50
654-1001	330	EA	3.39	RAISED PVMT MARKERS TP 1	1118.70
654-1003	360	EA	3.43	RAISED PVMT MARKERS TP 3	1234.80
Section Sub Total:					\$55,127.46

Section Traffic Signalization

Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-2001	100	LM1	4.67	STEEL WIRE STRAND CABLE, 6.35 MM	467.00
639-4004	16	EA	4070.34	STRAIN POLE, TP IV	65125.44
647-1000	1	LS	54506.00	TRAFFIC SIGNAL INSTALLATION NO - (1)	54506.00
647-1000	1	LS	55074.00	TRAFFIC SIGNAL INSTALLATION NO - (2)	55074.00
647-1000	1	LS	49582.00	TRAFFIC SIGNAL INSTALLATION NO - (3)	49582.00
647-1000	1	LS	57937.00	TRAFFIC SIGNAL INSTALLATION NO - (4)	57937.00
647-2140	11	EA	1344.04	PULL BOX, PB-4	14784.44
647-2150	4	EA	1781.53	PULL BOX, PB-5	7126.12
682-6233	2500	LM1	18.58	CONDUIT, NONMETL, TP 3, 50 MM	46450.00
935-1113	2750	LM1	7.45	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 24 FIBER	20487.50
935-1511	200	LM1	7.65	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	1530.00
935-3103	4	EA	489.20	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	1956.80
935-3203	1	EA	773.65	FIBER OPTIC CLOSURE, AERIAL (SEALED), 24 FIBER	773.65
935-4010	14	EA	72.80	FIBER OPTIC SPLICE, FUSION	1019.20
935-6562	5	EA	1700.71	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	8503.55
936-8000	1	LS	2000.00	TESTING	2000.00
Section Sub Total:					\$387,322.70

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	HA	1145.87	TEMPORARY GRASSING	1145.87
163-0240	18	MG	206.23	MULCH	3712.14
163-0550	128	EA	218.84	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	28011.52
165-0020	2595	LM1	2.73	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	7084.35
171-0020	5190	LM1	5.33	TEMPORARY SILT FENCE, TYPE B	27662.70
700-6910	2	HA	2059.14	PERMANENT GRASSING	4118.28
Section Sub Total:					\$71,734.86

Section Miscellaneous

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	60084.19	FIELD ENGINEERS OFFICE TP 3	60084.19
634-1200	192	EA	80.20	RIGHT OF WAY MARKERS	15398.40
Section Sub Total:					\$75,482.59

Section Traffic Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	271600.00	TRAFFIC CONTROL -	271600.00
Section Sub Total:					\$271,600.00

Total Estimated Cost: \$6,408,969.92

Subtotal Construction Cost \$6,408,969.92

E&C Rate 10.0 % \$640,896.99

Inflation Rate 0.0 % @ 0.0 Years \$0.00

Total Construction Cost \$7,049,866.91

Right Of Way \$0.00

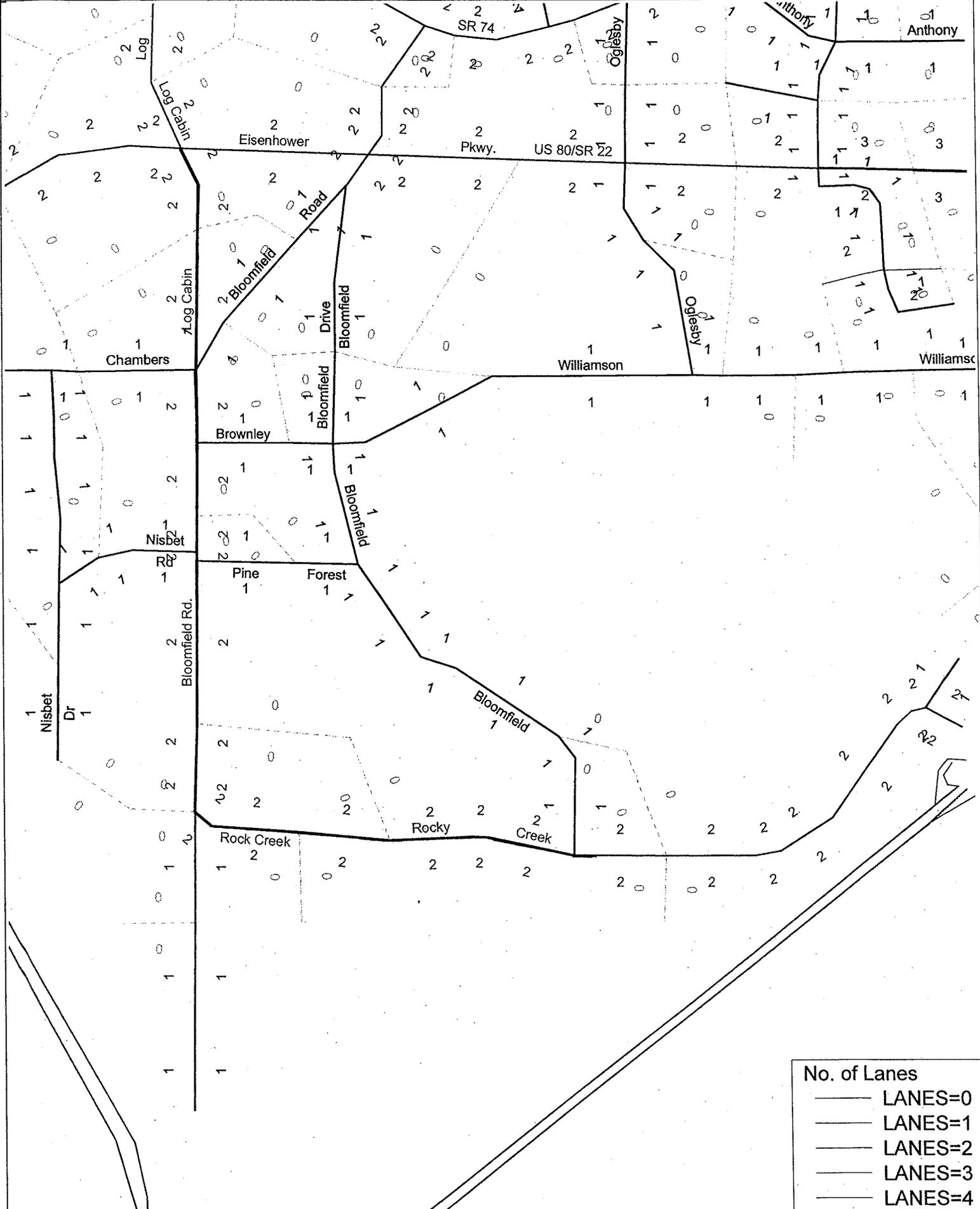
ReImb. Utilities \$0.00

Grand Total Project Cost \$7,049,866.91

WATER & SEWER INSTALLATION QUANTITIES

PAY ITEM #		ITEM	QUANTITY	MEAN	TOTAL
611	- 8050	ADJUST MANHOLE TO GRADE	49 EA	960	47040
611	- 8140	ADJUST WATER VALVE BOX GRADE	32 EA	397	12704
611	- 9995	ADJUST WATER VALVE VAULT TO GRADE	1 EA	7000	7000
660	- 0808	SAN SEWER PIPE, 200MM, DUCTIL IRON PIPE	70 LM1	213	14910
660	- 0810	SAN SEWER PIPE, 250MM, DUCTIL IRON PIPE	167 LM1	352	58784
668	- 3300	SAN SEWER MH, TP1	9 EA	3646	32814
670	- 1060	WATER MAIN, 150MM	151 LM1	88	13288
670	- 5620	WATER SERVICE LINE, 50MM	1105 LM1	47	51935
670	- 9710	RELOCATE EXIST FIRE HYDRANT	12 EA	856	10272
670	- 9730	RELOCATE EXIST WATER METER , INCL BOX	93 EA	657	61101
***	- ***	ADJUST WATER MAIN, 100 MM	5 EA	2000	10000
***	- ***	ADJUST WATER MAIN, 150 MM	20 EA	2500	50000
***	- ***	ADJUST WATER MAIN, 200 MM	2 EA	3000	6000
***	- ***	ADJUST WATER MAIN, 250 MM	1 EA	3500	3500
***	- ***	ADJUST WATER MAIN, 300 MM	4 EA	4000	16000
					395348

Macon 2030 Network Coded Lanes



No. of Lanes	
	LANES=0
	LANES=1
	LANES=2
	LANES=3
	LANES=4

Need and Purpose

The proposed project would widen Bloomfield Road/Log Cabin Drive from a two-lane road to a four-lane urban roadway from Rocky Creek Road to Eisenhower Parkway (US 80/SR 22) (see Figure 1, Project Location Map). The proposed project has two primary purposes. The first purpose of this project would be to provide additional traffic capacity to accommodate existing and future traffic volumes on Bloomfield Road/Log Cabin Drive through the design year 2027. The second purpose of this project would be to improve safety on Bloomfield Road/Log Cabin Drive within the project limits. Heavy traffic volumes and multiple left and right turns into driveways, side streets, and cross streets presently create delays and unsafe traffic conditions on Bloomfield Road/Log Cabin Drive between Rocky Creek Road and Eisenhower Parkway. The addition of a through lane in each direction and a continuous center left-turn lane would serve to alleviate traffic congestion problems and safety concerns on these roads.

Planning Background and Project History

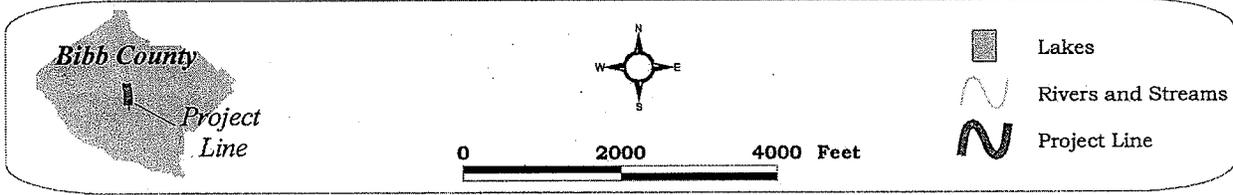
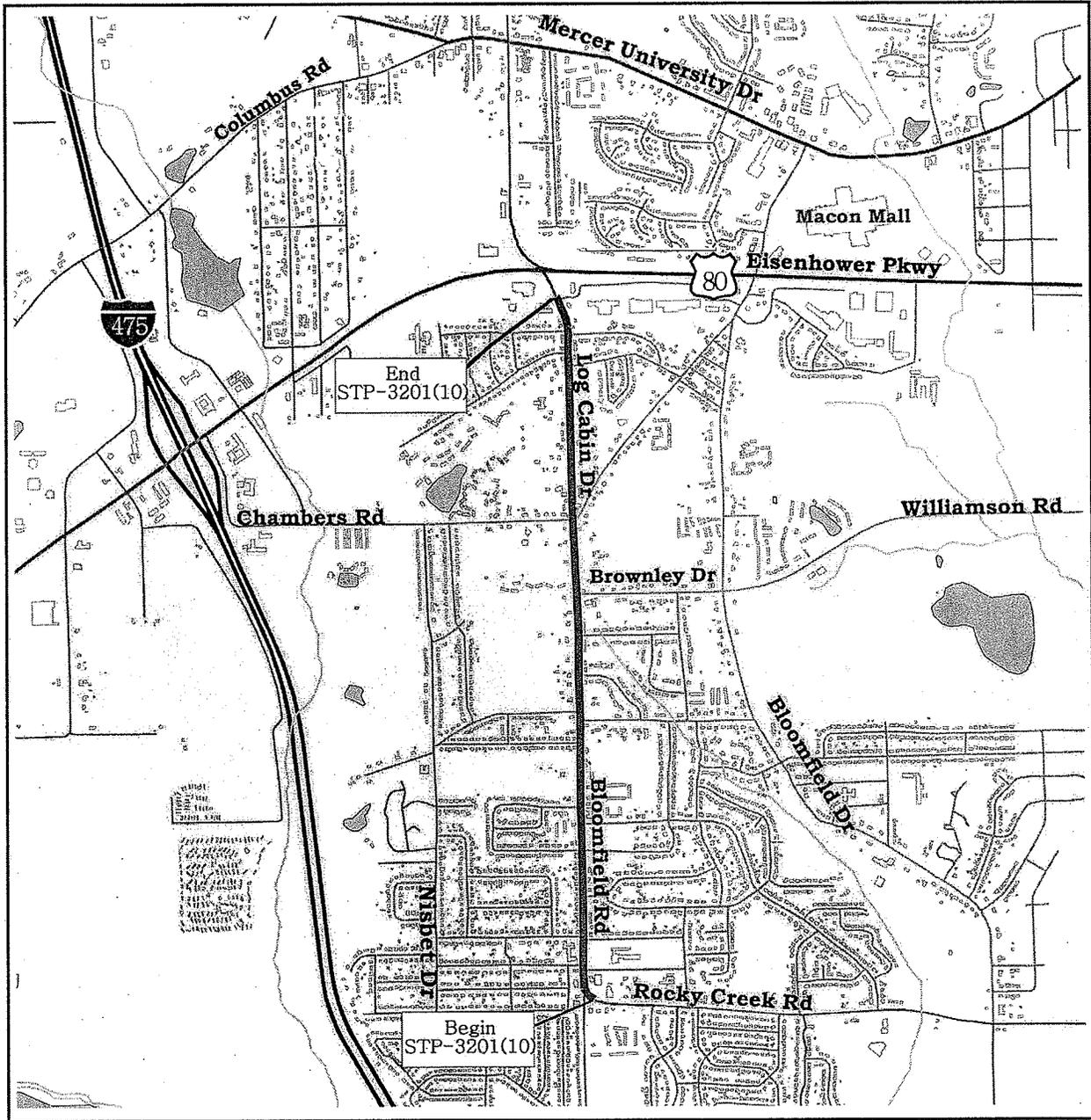
The roadway within the proposed project limits is currently classified as an urban minor arterial roadway. Bloomfield Road/Log Cabin Drive is used as a major cut-through route by residents north and south of the project corridor to bypass Eisenhower Parkway (US 80/SR 22) to reach Pio Nono Avenue (US 41/SR 247). Log Cabin Drive also serves as a major connector between the Eisenhower Parkway and Mercer University Drive. Bloomfield Road/Log Cabin Drive and the streets they intersect also facilitate movements between residential neighborhoods in the southwestern and western parts of Macon and the Macon Mall, and commercial centers on Eisenhower Parkway and Mercer University Drive.

Project STP-3201(10), the proposed improvement to Bloomfield Road/Log Cabin Drive from Rocky Creek Road to Eisenhower Parkway, is included in the Macon Area Transportation Study (MATS) adopted FY 06-08 TIP as MCN-31. This project is also in the current Macon-Bibb County Road Improvement Program. This project is included in the GDOT State Transportation Improvement Program (STIP) as P.I. 351120.

Description of Proposed Project

The existing Bloomfield Road from Rocky Creek Road to Log Cabin Drive/Chambers Road is an urban two-lane facility with 7.3 meters (24 feet) of pavement, curb and gutter, and a sidewalk on one side. The existing Log Cabin Drive from Chambers Road to Eisenhower Parkway is a rural two-lane road with 6.7 meters (22 feet) of pavement and no shoulders or drainage ditches. The proposed improvements consist of upgrading the existing roadways to four-lane urban sections with continuous center left turn lanes. Total length of the proposed project would be approximately 3.24 kilometers (2.01 miles).

Figure 1: Project Location Map



Logical Termini

The southern terminus for the proposed improvements to Bloomfield Road/Log Cabin Drive is the Bloomfield Road intersection with Rocky Creek Road. Rocky Creek Road is a four-lane facility from Bloomfield Road to I-75. Of the 22,200 vehicles expected to use Bloomfield Road just north of this southern terminus, 16,200 come from or travel to Rocky Creek Road, which is currently a four-lane roadway. With approximately 75% of traffic on Bloomfield Road traveling to and from Rocky Creek Road, this intersection provides logical termini. With only 11,000 vehicles per day expected to use Bloomfield Road to the south, this project will not create the need for an additional capacity adding project south of this terminus.

The northern terminus of the project is located just south of the intersection of Log Cabin Road and Eisenhower Parkway (US 80/SR 22). At this location, the proposed project will tie into the previously widened Log Cabin Road. GDOT Project STP-3201(9) widened Log Cabin Road to a four-lane roadway from just south of the intersection with Eisenhower Parkway (US 80/SR 22) north to Mercer University Drive (SR 74). By tying into an existing four-lane roadway, this connection provides logical termini. According to traffic counts, approximately 35% of daily traffic on Log Cabin Road south of Eisenhower Parkway either travels to or from Eisenhower Parkway. Of the total 22,200 daily vehicles utilizing Log Cabin Road to travel to and from the north, 7,770 vehicles do not continue on or come from Log Cabin Road. With Eisenhower Parkway and Log Cabin Road already four-lane roadways, this project will not create the need for additional widening of these facilities.

Other Projects in the Area

- CR 88/Log Cabin Dr. from SR 74/Mercer University Dr. to Hollingsworth
GDOT Project Number STP-3201(8), P.I. 351100. Widening and reconstruction project.
- Northwest Parkway- New Location from Log Cabin Road to Napier/Park Street to US 41.
GDOT Project Number STP-3213(4), P.I. 351140. New location roadway and widening and reconstruction project.
- CR 723/Forest Hill Rd from Wimbish Road to CR 79/Northside Drive.
GDOT Project Number STP-3213(3), P.I. 351130. Widening and reconstruction project.
- CR 723/Forest Hill Rd from US 41/Forsyth Street to Wimbish Road
GDOT Project Number STP-3213(1), P.I. 350520. Widening and reconstruction project.

Traffic Analysis

Traffic Counts along Bloomfield Road were taken in 2004. Traffic growth rates are based on historical GDOT traffic count as well as the Macon Area Transportation Study (MATS) regional travel demand model. Analysis of this data revealed a growth rate of 2%. This growth rate was applied to the existing traffic counts to develop future (2027) design traffic along the corridor. The projected design traffic for 2027 is presented in Figures 2 and 3. Table 1 presents the results of the results of the Highway Capacity Software (HCS) intersection analysis for existing and future conditions. As shown below, all intersections will operate at acceptable levels of service by 2027.

Table 1: Existing and Future (2027) Intersection LOS Results				
Intersection	Existing		Future 2027	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Bloomfield Road @ Bloomfield Village Drive	B	C	C	C
Bloomfield Road @ Chambers Road/ Bloomfield Rd	C	F	C	C
Bloomfield Road @ Wallace/Virginia Drive	C	C	B	B
Bloomfield Road @ Rocky Creek Rd	C	D	B	B

Safety Analysis

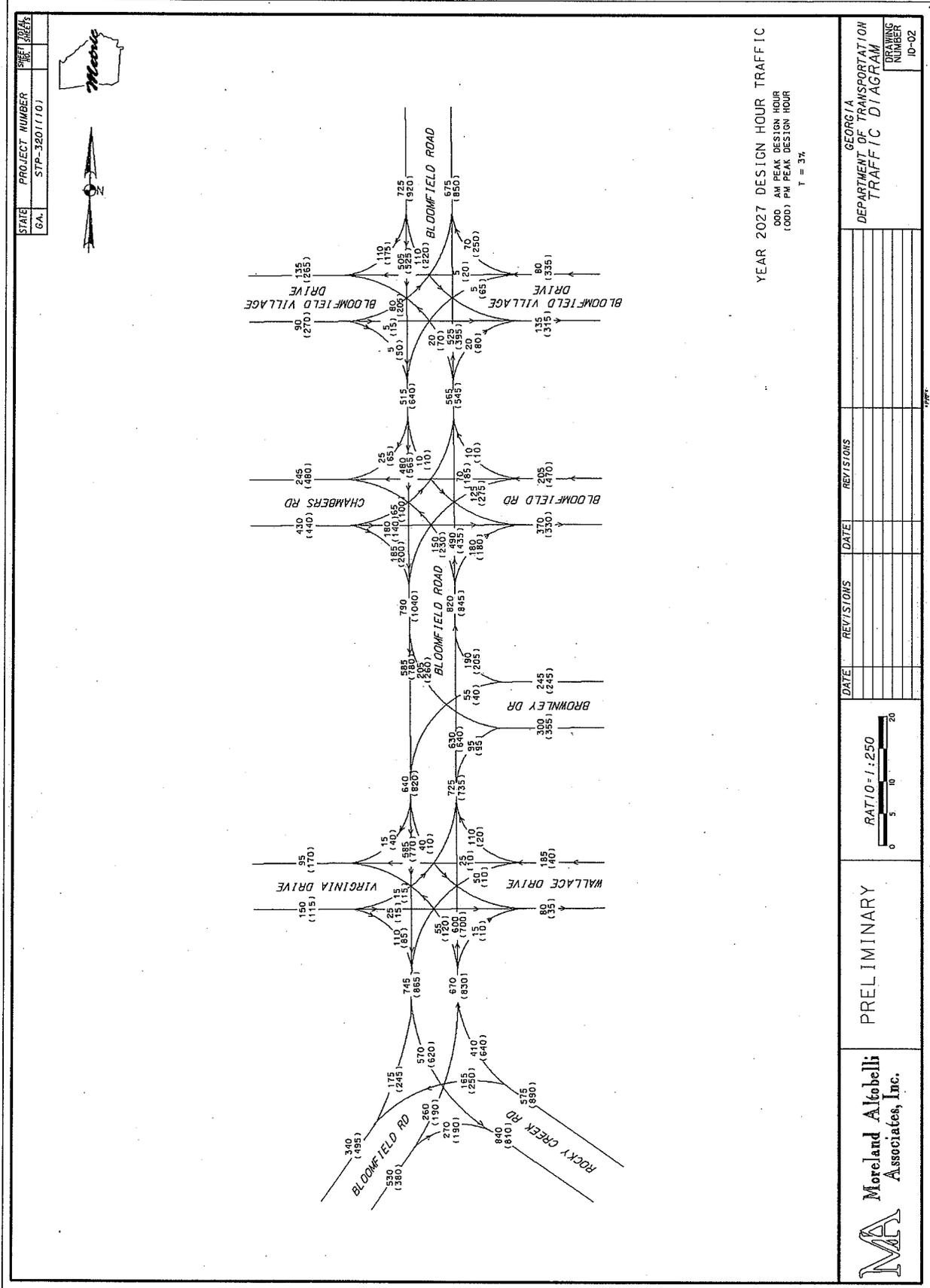
Historical accident and injury rates were calculated based on 2002, 2003, and 2004 data, as shown in the table below. The historical data includes no record of fatalities during this time period. The table also shows statewide average accident and injury rates corresponding to an urban minor arterial functional classification.

Table 2: Accident History								
Year	# of Accidents	# of Injuries	Accident Rate ⁽¹⁾	Injury Rate ⁽¹⁾	Statewide Average Accident Rate ⁽¹⁾	Statewide Average Injury Rate ⁽¹⁾	Accident Difference	Injury Difference
Bloomfield Road/Log Cabin Road: Urban Minor Arterial								
2002	61	32	605	317	577	222	1.04X	1.43X
2003	74	43	734	426	585	223	1.25X	1.91X
2004	48	29	476	288	509	194	0.93X	1.48X

Note: Rates per 100 Million Vehicle Miles

The analysis indicates with the exception of 2003, Bloomfield Road had an accident rate comparable with the statewide average for an Urban Minor Arterial. The accident rate increased slightly for one year in 2003. While the accident rate was similar to statewide average, the injury rate was significantly above statewide average for all three years, peaking in 2003 with almost double the statewide rate. Of 183 total accidents in the three year period, 99 accidents were rear-end accidents. This high percentage of rear end type accidents indicates that left and right turning traffic is being struck by through traffic. With numerous driveways and side streets along the project corridor, turning vehicles are being struck in the rear by faster moving through traffic. This project will reduce these accidents by providing two through lanes in each direction as well as a continuous center turn lane to separate left turning traffic from through traffic.

Figure 3: 2027 Peak Hour Traffic



Environmental Justice, Title VI/ E.O. 12898

Title VI of the Civil Rights Act of 1964 and related statutes assure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, and disability. EO 12898 *Federal Actions to Address Environmental Justice to Minority Populations and Low Income Populations* requires federal agencies to consider impacts to minority and low income populations as part of environmental analyses to ensure that these populations do not receive a disproportionately high number of adverse human health impacts as a result of a federally funded project. In 1998 FHWA issued a guidance document that established policies and procedures for complying with EO 12898 in relation to federally-funded transportation projects. This guidance defines a “disproportionately high and adverse effect as one that is predominately borne by, suffered by, of that is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or the non-low-income population.

Minority persons are defined as those people belonging to the following groups: Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander and Hispanic or Latino. It is important to note that while the first five groups are defined as races, Hispanic or Latino is defined as an ethnicity by the Office of Management and Budget (OMB 1997) as well as Census 2000. As such, people of this minority group can belong to any racial group but are still considered minorities with respect to Environmental Justice. Low-income persons are defined as those whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

While evaluating the proposed project for Environmental Justice impacts, two methods were employed. The first method was to utilize Census 2000 data to provide a quantitative analysis of the project area with respect to minority and low-income populations. The second method was an actual field survey of the project area to identify potential low-income and/or minority communities and populations.

The Bloomfield Road/Log Cabin Drive project is contained within three census tracts: 131.02, 131.02 and 132.02. Table 3 presents an analysis of the minority and low-income populations within the study area compared to those of Georgia, Bibb County in its entirety as well as the area of southern Macon/Bibb County that encompasses the project area. The southern Macon/Bibb County area is made up of the following census tracts: 104, 105, 125, 126, 127, 128, 129, 131.01, 131.02, 132.01 and 132.02. The results of this analysis area presented below in Table 3.

The quantitative EJ analysis presented in Table 3 reveals a project area with a racial minority percentage of 66% and a low-income percentage of 17.4 %. While these numbers are higher than their corresponding county and state values, they are actually slightly lower than those of the southern Macon/Bibb County area surrounding the project location. The percent of persons in the study area of Hispanic or Latino ethnicity is so low as warrant no further study.

**Table 3: Quantitative EJ Analysis of
Bloomfield Road/Log Cabin Drive Project Area**

Group	Project Area 131.01, 131.02 & 132.02	Southern Macon/Bibb County	Bibb County	Georgia
Total Population	13,847	42,478	153,887	8,186,453
Race				
White	4,710 (34.0%)	11,506 (27.1%)	77,147 (50.1%)	5,327,281 (65.1%)
Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander	9,137 (66.0%)	30,972 (72.9%)	76,740 (49.9%)	2,349,542 (28.7%)
Ethnicity				
Hispanic or Latino	243 (1.8%)	557 (1.3%)	2,023 (1.3%)	435,227 (5.3%)
Income				
Low-Income Families	650(17.4%)	2973(27.8%)	6,207(15.5%)	210,138(12.6%)

Source: Census 2000

Various field surveys of the project area revealed a high percentage of minority persons within the project area. Although several houses in poor states of repair were identified, it is inaccurate and difficult to identify low-income persons during field surveys in urban areas. While this project is expected to have multiple displacements, these displacements do not comprise a disproportionately high percentage of minority persons when compared to the surrounding area. It is concluded that there would be no disproportionately high and adverse effects to low-income or minority communities or populations by the proposed project.