

# **MADISON ATHENS- CLARKE OCONEE REGIONAL TRANSPORTATION STUDY**

**FY 2024 - 2027 Transportation Improvement  
Program**

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**Final December 6, 2023**

*Prepared by:*

**Athens-Clarke County Planning Department**

*In cooperation with:*

**Madison County Department of Planning & Zoning**

**Oconee County Planning Department**

**Federal Highway Administration**

**Federal Transit Administration**

**Georgia Department of Transportation**

***Madison Athens-Clarke Oconee Regional  
Transportation Study***

**FY 2024 - 2027  
TRANSPORTATION IMPROVEMENT  
PROGRAM**

**Adopted**

**December 6, 2023**

***Prepared by:***  
**Athens-Clarke County Planning Department**

***In cooperation with:***  
**Madison County, Oconee County, Federal Highway Administration,  
Federal Transit Administration and Georgia Department of Transportation**

***The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, the Federal Highway Administration, or Federal Transit Administration.***

***No person in the United States shall, on the grounds of race, color, creed, sex, age, disability, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination by the Madison Athens-Clarke Oconee Regional Transportation Study membership, staff, or agents.***

**RESOLUTION BY THE MACORTS POLICY COMMITTEE ADOPTING THE  
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY FY  
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, federal regulations for metropolitan transportation planning issued in May 2016 require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and annually update the Transportation Improvement Program (TIP); and,

WHEREAS, the Athens-Clarke County Planning Department is the Metropolitan Planning Organization for the Madison Athens-Clarke Oconee Oglethorpe Jackson Region; and,

WHEREAS, the attached Madison Athens-Clarke Oconee Regional Transportation Study *Transportation Improvement Program* is drawn from the *MACORTS 2045 Metropolitan Transportation Plan*; and,

WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of the law and regulations; and,

WHEREAS, the staff of the Athens-Clarke County Planning Department and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the law and regulation; and,

WHEREAS, the State of Georgia has developed and the U.S. Environmental Protection Agency has approved the State of Georgia Implementation Plan for Attainment of State and National Ambient Air Standards (SIP); and,

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2024 - 2027 TIP; and,

WHEREAS, the Madison Athens-Clarke Oconee study area is in compliance with the SIP and has not been designated as a non-attainment area;

NOW, THEREFORE, BE IT RESOLVED that the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee adopts the *FY 2024 - 2027 Transportation Improvement Program* as set forth in the document attached to this Resolution;

BE IT FURTHER RESOLVED that the MACORTS Policy Committee finds that the requirements of applicable law and regulation regarding urban transportation planning have been met and authorizes the Planning Director to execute a joint certification to this effect with the Georgia Department of Transportation.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee.

12/6/2023

Date



Chairperson, MACORTS Policy Committee

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**SECTION I**  
**Introduction**

## **INTRODUCTION**

The Athens-Clarke County Planning Department is designated as the Metropolitan Planning Organization (MPO) for the Madison Athens-Clarke Oconee Regional Transportation Study Area (MACORTS). The MACORTS area includes all of Clarke County and portions of Madison, Oconee, Oglethorpe, and Jackson Counties. The MPO is responsible for administering the “3-C” (comprehensive, cooperative, and continuous) transportation planning process as required by the United States Department of Transportation (U.S. DOT) for receiving federal funding.

In addition to coordinating the transportation planning activities and preparing periodic reports in support of the Federal Highway Administration (FHWA) Section 112 PL funding and the Federal Transit Administration planning and capital grants, the MPO is required to prepare a cooperatively developed Transportation Improvement Program (TIP) that details a balanced four-year program of projects (Tier 1) and a second two-year program of projects (Tier 2) to be undertaken in the MACORTS Area. Included in the TIP is a prioritized listing of area projects grouped by project type, along with estimated costs and sources of funding for each project. The role of the TIP is to implement the short-range (four-year) elements of the long-range (20 year) Metropolitan Transportation Plan.

Although only federally funded projects located within the MPO boundary are required to be included in the TIP, all transportation projects that require any kind of federal action--including local projects, airport projects, and Transportation System Management (TSM) projects that primarily consist of minor operation improvements to existing facilities -- have also been included for informational purposes. There is no section solely containing pedestrian and/or bicycle facilities within the TIP. Such facilities are noted in the project descriptions on the individual project sheets. The comprehensive transportation project package enables local, state, and federal officials to evaluate the impact these proposed projects will have on the entire urban transportation system.

All federally funded transportation projects must be included in the Policy Committee-approved MACORTS Transportation Plan and TIP prior to receiving federal funding. The TIP,

by design, is a flexible document that can be amended at any time as required according to procedures and guidelines established through the formal planning process and approved by the Federal Highway Administration and Federal Transit Administration. The information contained in this report reflects the views of the MPO, which is solely responsible for the accuracy of the data. The contents of this report do not necessarily reflect the views and policies of the Department of Transportation of the State of Georgia, the Federal Highway Administration, or the Federal Transit Administration.

### ***Plan Consistency***

Each project in this TIP is taken from the financially constrained project list on the now known as the Metropolitan Transportation Plan or MTP). The project detail sheets that are included in the document list both a MACORTS and a GDOT project identification numbers, if available, for cross-reference between the MTP and the TIP.

### ***Laws and Regulations***

The laws that require MPO's to develop TIP's are found in Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code. The rules that govern MPOs are published in the Code of Federal Regulations (CFR's) at Title 23, Chapter 1, Part 450, Subpart C. Sections 450.324 through 450.330 specifically relate to the development of the TIPs. The Bipartisan Infrastructure Law (BIL), is the most current law enacted that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects. The BIL largely maintains current program structures and funding shares between highway and transit. The transportation planning process must explicitly address the eleven planning factors included in the Infrastructure Investment and Jobs Act (IIJA) and previously outlined in the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

### **Public Access Strategies**

1. All MACORTS plans and documents shall be made available for the public to review at the MACORTS office and on the MACORTS website ([www.macorts.org](http://www.macorts.org)). Copies of draft documents also will be available for public review in the planning

offices of the participating member counties of MACORTS. Copies of the current MACORTS plans and documents shall be provided free of charge in digital and/or hardcopy upon request. Copies of the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan shall be distributed to all other participating agencies.

2. Updates to the MTP and TIP will be available for a 30-day public review and comment period. A 15-day public review and comment period will be provided for amendments to the MTP and TIP.
3. The MPO shall provide, upon request and 48-hour notice, assistance to those with special needs or limited English proficiency at MACORTS meetings.
4. Pages on the MACORTS website can be translated into any of several languages as chosen by the user to assist those with limited English proficiency.
5. In-person public meetings will be held at convenient and accessible locations and times. All committee meetings, public hearings, and formal events of MACORTS shall be held in facilities that are accessible by persons with disabilities. Generally speaking, meetings will be held at public facilities (see Appendix C for locations), on weekday evenings and at locations that are handicapped accessible and served by public transit, where available.
6. As necessary, public and committee meetings may be held virtually at the discretion of the Policy Committee. In preparation for virtual public meetings, all materials to be presented in the meeting will be posted on the MACORTS website ([www.macorts.org](http://www.macorts.org)).
7. If a Final Draft version of an MACORTS document/plan differs significantly from the Draft version that was provided to the public for review and comment, that document will be provided to the public again for review and comment for a minimum of 15 days (45 days for Participation Plan). Whether a document is 'significantly different' will be decided by the MPO Staff in coordination with the Georgia Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration. To be ultimately decided upon by the Policy Committee as to whether the document is significantly different.

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WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of the law and regulations; and,

WHEREAS, the staff of the Athens-Clarke County Planning Department and the Georgia Department of Transportation have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the law and regulation; and,

WHEREAS, the State of Georgia has developed and the U.S. Environmental Protection Agency has approved the State of Georgia Implementation Plan for Attainment of State and National Ambient Air Standards (SIP); and,

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2024 - 2027 TIP; and,

WHEREAS, the Madison Athens-Clarke Oconee study area is in compliance with the SIP and has not been designated as a non-attainment area;

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**CERTIFICATION**

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---

Date

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Chairperson, MACORTS Policy Committee

## **MACORTS COMMITTEE MEMBERS**

### **MACORTS Policy Committee**

#### *Voting Members:*

Kelly Girtz	MACORTS Policy Committee Chairperson Mayor, Unified Government of Athens-Clarke County
John Daniell	MACORTS Policy Committee Vice-Chairperson Chairman, Oconee County Board of Commissioners
Todd Higdon	Chairman, Madison County Board of Commissioners
Jannine Miller	Director of Planning, Georgia Department of Transportation
Ryan Nesbit	Senior Vice President for Finance and Administration, University of Georgia
Sara Beresford	Citizen Representative, Athens-Clarke County Planning Commission
Dave Henson	Citizen Representative, Oconee County
Vacant	Citizen Representative, Madison County Planning Commission

#### *Non-voting Members:*

Sabrina David	Ex-Officio, Div. Administrator, Federal Highway Admin, GA Div.
SueAnne Decker	Ex-Officio, District Engineer, Georgia DOT, District 1
Brad Griffin	Alternate, Director, Athens-Clarke County Planning Department
Justin Kirouac	Alternate, County Administrator, Oconee County
Vivian Canizares	Alternate, Assistant Office Head – Rural and Metro Planning, GDOT
Brett Jackson	Alternate, Associate Vice President of Auxiliary & Administrative Services, University of Georgia
Blaine Williams	Alternate, Manager, Athens-Clarke County Unified Government
Alan Lapczynski	Alternate, Public Works & Road Superintendent, Madison County

### **MACORTS Technical Coordinating Committee**

Brad Griffin	MACORTS TCC Committee Chairperson Director, Athens-Clarke County Planning Department
David Bradley	President, Athens Area Chamber of Commerce
Jason Branch	Superintendent, Oconee County School District
G. Craig Camuso	Resident Vice President for State Relations, CSX Inc.
Justin Lott	District 1 Representative, Georgia Department of Transportation
Olivia Lewis*	Community Planner, Federal Highway Administration*
Stephen Bailey	Director, Transportation & Public Works Dept., Athens-Clarke County
Mark Beatty	Director of Planning, Northeast Georgia Regional Commission

**MACORTS Technical Coordinating Committee (continued)**

Kim Grayson	Transportation Planner, Georgia Department of Transportation
Tracy Patrick	Planning & Zoning Director, Madison County
John Friedmann	Senior VP – Ops Planning and Support, Norfolk Southern Rail
Tim Griffith	Traffic Engineer, Athens-Clarke County
Guy Herring	Director, Oconee County Planning & Development
Shurod Swift	Director of Transportation, Athens-Clarke Co. School District
Rani Katreeb	Interim Director, Athens-Clarke Co. Transportation and Public Works Department
SueAnne Decker	Pre-Construction Engineer, Georgia Department of Transportation
Justin Kirouac	County Administrator, Oconee County
Charlie Barrow	Oconee Rivers Greenway Commission
Alan Lapczynski	Madison County Public Works & Road Superintendent Director,
David Lynn	Athens Downtown Development Authority
Mike Mathews	Director, Athens/Ben Epps Airport
Ryan Solchenburger	Director, Athens-Clarke County Transit Department
Robert Walker	Transportation Planner, Athens-Clarke Co. Planning Dept. Transit
Victor Pope	Planner, Athens Transit System
Brian Varin	Director, University of Georgia Auxiliary Services Sustainability
Mike Wharton	Officer, Athens-Clarke County
Conolus Scott, Jr.	Member, Madison County Planning Commission
Gwynne Darden	Associate Vice President, University of Georgia Office of the University Architects for Facilities Planning
Hollis Terry	Director, Athens-Clarke County Public Utilities
<b>VACANT</b>	Associate Transportation Planner, Athens-Clarke Co.
Todd Berven	Director, University of Georgia Campus Transit System Manager,
Blaine Williams	Athens-Clarke County Unified Government
Amanda Wommack	Assistant Superintendent for Admin. & Ops, Madison Co. School District
Jody Woodall	Oconee County Public Works Director

\*Non-voting Members of Technical Coordinating Committee



## Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating any changes from current transportation bill. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).
- Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Metropolitan Transportation Plans (MTPs). Processes described below detail procedures that are

to be used to update an existing approved STIP or TIP and associated plan, if applicable, and adhere to the guidelines stated above for administrative modifications and amendments.

#### Administrative Modifications for Initial Authorizations

The following actions require an Administrative Modification to the STIP/TIP/MTP:

- A. Project phases may have a cost increase up to \$2,000,000 or 20% of the amount to be authorized.
  - If the STIP amount is \$10,000,000 or less, the cost may be increased up to \$2,000,000.
  - If the STIP amount is greater than \$10,000,000, the cost may be increased by a maximum of 20%.
- B. Shifting projects within the 4-year STIP.

An administrative modification can be processed in accordance with these procedures provided that:

- 1. It does not affect the air quality conformity determination.
- 2. It does not impact financial constraint.
- 3. It does not require public review and comment.

The administrative modification process consists of a monthly list of change notifications from GDOT, with project change summaries sent on a monthly basis to the FHWA and FTA by the

Georgia DOT. Documentation is also provided to FHWA to process FMIS authorizations for STIP project phases in advance of the of the monthly administrative modifications report.

### [Amendments for Initial Authorizations](#)

The following actions require an Amendment to the STIP/TIP/MTP:

- A. Addition of a phase of a project.
- B. Project phases that increase in cost over the thresholds described in the Administrative Modification section.
- C. Addition of a TIP.
- D. A major change in total project termini length greater than 1 mile, if applicable. Changes in project termini lengths for project concepts or scopes such as bridge replacements, intersection improvements, passing lanes, resurfacing, etc. are not considered a major change.
- E. Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30.

Amendments require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. Georgia DOT will assure that the amendment process and the public involvement procedures have been followed. All amendments should be approved by FHWA and/or FTA.

#### Notes:

- a. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- b. The date the STIP becomes effective is when FHWA and FTA approve it.
- c. The STIP is developed on the state fiscal year, which is July 1 - June 30.
- d. Funds for cost increases will come from those set aside in the STIP financial plan by Georgia DOT for modifications and cost increases. Fiscal constraint will be maintained in the STIP at all times.

### [FHWA/GDOT ROW FMIS Authorization Policy](#)

Every project presented to FHWA for ROW funding authorization must be listed in the current STIP/TIP. All FMIS requests must be based on a current GDOT ROW cost estimate. All projects

must have approved current/accurate ROW plans. All projects must have a current approved NEPA document.

#### ROW Cost Estimates under \$15 million

ROW estimates under \$15 million must be programmed in a single year through the current STIP/TIP and be authorized fully in that same year.

#### ROW Cost Estimates over \$15 million

ROW cost estimates over \$15 million may be split funded in two phases that are programmed in consecutive years. A minimum of 40% of all funding must be in the first year of authorization.

#### If Additional ROW funds are Required

If additional ROW funds are required for the following situations, an amount up to 20% of original cost estimate may be authorized immediately with documentation of where the funds were obtained from in the Georgia DOT program to follow within 30 days to the FHWA Georgia Division Office.

1. Condemnation over runs
2. Change in cost estimate due to change in scope or significant plan changes

If an amount is required over 20% of the original ROW cost estimate, or for reasons other than stated above, FHWA and GDOT will deal with these issues on a case-by-case basis.

Documentation of where the funds were obtained from will be forwarded to the Georgia FHWA Division office within 30 days of approval.

---

## Lump Sum Funding

The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for managing and accounting for the funding. They can be found in the statewide or "All Counties" section of the STIP. Lump sum banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are the groups and information about them. Except for rights-of-way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when required in that category.

### Group: Transportation Alternative Program (TAP)

This group is for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trails and safe routes to school.

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

### Group: Maintenance

This group is broken into two programs: Bridge Maintenance and Maintenance.

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).
- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

### Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

#### **Group: Rights of Way Protective Buying and Hardship Acquisitions**

This group is for the acquisition of parcel(s) of rights-of-way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP.

#### **Group: Safety**

This group is broken into two programs: Railroad & Safety Improvements

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

#### **Group: Operations**

This group is broken into two programs: Operational Improvements & Signal Upgrades.

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, and Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

#### **Group: Wetland Mitigation**

This group is for wetland enhancement, restoration, and/or preservation projects that serves to offset unavoidable wetland impacts which is known as wetland mitigation or compensatory mitigation. The ecological benefits of a mitigation project should compensate for the functional loss resulting from the permitted wetland impacts on infrastructure projects. Funding allows for the planning, designing, construction, and post construction monitoring required for approved and established mitigation sites.



#### Group: Low Impact Bridges

Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- The safety of the traveling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost-effective engineering solutions.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

## MPO Lump Sum Projects - Athens

Time run: 3/21/2023 12:43:25 PM

### Clarke

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013954			SR 15 ALT/CR 1228 FM SUNSET DRIVE TO S OF PULASKI STREET-VRU	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0015390			CR 1037/CHASE STREET FM CR 478/BARBER STREET TO CSX #639916G	PE	AUTHORIZED						
0016920			SR 10 @ CR 993/WEST HANCOCK AVE	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0018353			SR 8; SR 10; SR 15; SR 15 ALT & SR 316 @ 9 LOCS	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0019763			NORTH OCONEE RIVER GREENWAY TRAIL FM NORTH AVE TO 1ST STREET	PE	PRECST						
M006393			BRIDGE PRESERVATION @ 7 LOCS IN CLARKE & WALTON COUNTY								

### Madiso

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M006395			SR 172 FROM SR 72 TO ELBERT COUNTY LINE								

### Oconee

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0017185			SR 53 @ SNOWS MILL ROAD/ROCKY BRANCH ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0017186			SR 53 @ CR 99/RAYS CHURCH ROAD/CR 516/MALCOLM BRIDGE ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
M005881			SR 10/US 78 FROM WALTON COUNTY LINE TO SR 8								



**CAPITAL IMPROVEMENT JUSTIFICATION  
ATHENS TRANSIT DEPARTMENT & UNIVERSITY OF GEORGIA CAMPUS  
TRANSIT SYTEM  
(FY 2024- FY 2027)**

**CATEGORY I: VEHICLES**

TRANSIT VEHICLES: The purchase of these vehicles will continue the fleet replacement program for buses which are approaching the end of their useful life. This vehicle will meet all Clean Air Act and Americans with Disabilities Act provisions.

ELDERLY/DISABLED VEHICLE-VAN: The purchase of these vehicles will replace vehicles in the paratransit fleet already in existence.

**CATEGORY II: PARTS, TOOLS, AND EQUIPMENT**

CAPITAL MAINTENANCE ITEMS: This project includes the rebuilding of engines and transmissions, the leasing of tires, and paint and body repair. Also included will be the procurement of A/C equipment, suspension system, brakes, air system, tools and equipment, and other capital maintenance items that may occur during the year.

**FINANCIAL CAPACITY OF THE ATHENS TRANSIT DEPARTMENT &  
UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM**

**PURPOSE**

The purpose of this document is to address the Athens Transit Department's and the University of Georgia Campus Transit System financial capacity to implement its four-year (Tier 1) program of projects as outlined in the Transportation Improvement Program (TIP). The FTA requires this analysis to insure that the local transit entity possesses the financial capacity to complete the TIP projects for which federal assistance is being requested.

**SCOPE**

The FTA circular provides that this assessment address two specific aspects of financial capacity. These are (1) the financial condition of Athens Transit Department and the University of Georgia Campus Transit System and (2) the financial capability of the Athens Transit Department and the University of Georgia Campus Transit System. This assessment is to include all of the funding

sources which support the Athens Transit Department and the University of Georgia Campus Transit System. The following sections address these areas.

#### FINANCIAL CONDITION

Athens Transit Department was established in 1976 and has received federal financial assistance since that time to provide public transportation services in the Athens community. It is a department of the Unified Government of Athens-Clarke County and is subsidized through the general fund. Additional non-federal financial support is provided through system revenues, (including a University of Georgia student transportation fee), and the Georgia Department of Transportation.

#### **NON-FEDERAL OPERATING FUNDS – ATHENS TRANSIT DEPARTMENT**

ENTITY	FY2024
State of Georgia	\$0
Local Contribution	\$3,621,632
System Revenues	\$0
TOTAL	\$3,621,632

## **NON-FEDERAL CAPITAL FUNDS – ATHENS TRANSIT DEPARTMENT**

ENTITY	FY 2024
State of Georgia	\$90,000
Local Contribution	\$90,000
System Revenues	\$0
<b>TOTAL</b>	<b>\$180,000</b>

The aforementioned funding through the local general fund, state and federal sources and system revenues, covers all operating and capital costs of Athens Transit Department.

The University of Georgia Campus Transit System is a division of the University of Georgia Auxiliary Services Department. Non-federal financial support is provided through student transportation fees and charter revenues (external and internal UGA customers).

## **NON-FEDERAL OPERATING FUNDS – UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM**

Entity	Fiscal Year 2023
State of Georgia	\$0
Student Fees (Local)	\$8,677,294.60
Charters (Local)	\$389,057.80
<b>Total</b>	<b>\$9,066,352.40</b>

### **Non-Federal Capital Funds**

Entity	Fiscal Year 2023
State of Georgia	\$0
Local Contribution	\$42,814.87
<b>Total</b>	<b>\$42,814.87</b>

The aforementioned funding through the student transportation fees, charter revenue, state and federal sources covers all operating and capital costs of the University of Georgia Campus Transit Department.

## **FINANCIAL CAPABILITY**

The financial capability of Athens Transit Department and the University of Georgia Campus Transit System will remain stable for the next four-year (TIP) period. Athens Transit Department plans to purchase one or two buses per year, when possible, thereby eliminating large bus purchases in a single year. SPLOST funding will be utilized in the Bus Stop Improvement Program in the next three years. Based on these facts it is expected that Athens Transit Department will continue to be a vital source of public transportation and receive revenue increases for the TIP period.

### SUMMARY

Athens Transit Department and the University of Georgia Campus Transit System will continue to have the financial resources necessary to operate, based on expected revenues, and the commitment of the Athens-Clarke County community to provide public transportation.

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**SECTION II**  
**Financials**

# MACORTS FY 2024 – 2027 Transportation Improvement Program

## List of Authorized Projects

Primary County: Oconee									
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0007685	CSNHS-0007-00(685)		SR 8/SR 316/US 29 @ CR 58/DIALS MILL EXT	AUTHORIZED	PE	2021	\$1,233,550.00	100	\$1,233,550.00
0009011	CSSTP-0009-00(911)	R-26	SR 53 FROM SR 24/US 441 TO CR 274/HOG MTN - PHASE II	AUTHORIZED	CST	2021	\$13,267,271.14	100	\$13,267,271.14
0013763			SR 8/SR 316/US 29 @ DIALS MILL ROAD & @ DIALS MILL EXT	AUTHORIZED	PE	2021	\$2,741,650.00	100	\$2,741,650.00
0013764			SR 8/SR 316/US 29 @ CR 64/MCNUIT CREEK ROAD	AUTHORIZED	PE	2022	\$1,312,672.68	100	\$1,312,672.68
0013765			SR 8/SR 316/US 29 @ CR 263/MARS HILL ROAD	AUTHORIZED	PE	2023	\$1,032,502.32	100	\$1,032,502.32
0013767			SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	AUTHORIZED	PE	2022	\$2,184,840.00	100	\$2,184,840.00
						2023	\$2,016,295.20	100	\$2,016,295.20
0013768			SR 8/SR 316/US 29 @ CR 440/CR 662/VIRGIL LANGFORD ROAD	AUTHORIZED	ROW	2023	\$1,950,000.00	100	\$1,950,000.00
0015405			WARNING DEVICE UPGRADES @ 23 ABR LOCS IN DISTRICT 1 & 2	AUTHORIZED	CST	2021	\$6,321.21	65	\$4,108.79
0015656			CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART	AUTHORIZED	ROW	2021	\$130,000.00	100	\$130,000.00
0016081			CR 828/BISHOP FARMS PKWY EXT TO NEW HIGH SHOALS ROAD	AUTHORIZED	ROW	2021	\$1,000,000.00	100	\$1,000,000.00
00160918			CR 51/CR 266 & CS 586@2 LOC - OFF-SYSTEM SAFETY IMPROVEMENTS	AUTHORIZED	CST	2021	\$564,322.23	100	\$564,322.23
					PE	2021	\$3,016.51	100	\$3,016.51
0017185			SR 53 @ SNOWS MILL ROAD/ROCKY BRANCH ROAD	AUTHORIZED	PE	2021	\$400,000.00	82	\$328,000.00
0017186			SR 53 @ CR 99/RAYS CHURCH ROAD/CR 516/MALCOLM BRIDGE ROAD	AUTHORIZED	PE	2021	\$400,000.00	82	\$328,000.00
0017970			WATKINSVILLE TRUCK BYPASS FROM SR 24 TO SR 15 - SCOPING ONLY	AUTHORIZED	SCP	2022	\$500,000.00	83	\$415,000.00
M006157			SR 8/SR 316 FM BARROW COUNTY LINE TO E OF CR 929/OCONEE CONN	AUTHORIZED	MCST	2021	\$975,505.98	100	\$975,505.98
S015677			Install a RCUT at SR 15/US 441 and Lavista Road	AUTHORIZED	TSA	2022	\$48,512.59	100	\$48,512.59
S015678			Install U Turn on SR 15/US 441 near Lavista Rd	AUTHORIZED	TSA	2022	\$141,821.60	100	\$141,821.60
S015680			Restrict left turns on Rockinwood Dr at SR 15/US 441	AUTHORIZED	TSA	2022	\$105,377.84	100	\$105,377.84

Primary County: Clarke									
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0013715			SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 5 MI E OF BOGART	AUTHORIZED	CST	2023	\$15,374,732.45	100	\$15,374,732.45
0013716			SR 10 LOOP EB & WB @ SR 8/US 29	AUTHORIZED	CST	2021	\$11,435,957.03	100	\$11,435,957.03
0013806			SR 10/US 78 @ NORTH OCONEE RIVER	AUTHORIZED	ROW	2021	\$3,400,000.00	100	\$3,400,000.00
0015645			CR 479/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE	AUTHORIZED	ROW	2021	\$335,000.00	100	\$335,000.00
0016859		R-12	JENNINGS MILL RD FROM WESTPARK DRIVE TO SR 10/US 78	AUTHORIZED	CST	2021	\$3,158,712.18	100	\$3,158,712.18
0016920			SR 10 @ CR 993/WEST HANCOCK AVE	AUTHORIZED	ROW	2023	\$1,057,000.00	100	\$1,057,000.00
0017151			PL ATHENS - FY 2021	AUTHORIZED	PLN	2021	\$184,110.46	100	\$184,110.46
0017891			PL ATHENS - FY 2022	AUTHORIZED	PLN	2022	\$130,402.05	100	\$130,402.05
0018342			2050 METRO TRANSPORTATION PLAN DEVELOP - FY 2022 ATHENS UPWP	AUTHORIZED	PLN	2022	\$350,000.00	100	\$350,000.00
0018353			SR 8; SR 10; SR 15; SR 15 ALT & SR 316 @ 9 LOCS	AUTHORIZED	PE	2022	\$360,000.00	79	\$284,400.00
0018413			PL ATHENS - FY 2023	AUTHORIZED	PLN	2023	\$238,319.94	100	\$238,319.94
0019297			PL ATHENS - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	\$6,510.55	100	\$6,510.55
0019727			PL ATHENS - FY 2024	AUTHORIZED	PLN	2023	\$1,200,000.00	100	\$1,200,000.00
122600-	STP02-0014-01(070)	R-10	SR 10 LOOP/ATHENS PERIMETER @ SR 10/US 78/LEXINGTON RD	AUTHORIZED	CST	2021	\$25,142,115.88	100	\$25,142,115.88
M006075			SR 10 LOOP @ 8 LOCS IN CLARKE COUNTY - BRIDGE REHABILITATION	AUTHORIZED	MCST	2023	\$4,909,137.05	100	\$4,909,137.05
M006128			SR 10 FROM CR 793/ATLANTA HWY TO W OF CR 16/HUNTINGTON ROAD	AUTHORIZED	MCST	2021	\$1,101,931.10	100	\$1,101,931.10
M006129			SR 15 FROM S OF SR 100 LOOP TO N OF CR 478/NEWTON BRIDGE RD	AUTHORIZED	MCST	2022	\$1,810,691.64	100	\$1,810,691.64
M006319			SR 15 ALT FROM SR 10 LOOP TO CR 244/LAVENDER ROAD	AUTHORIZED	MCST	2023	\$3,111,655.49	100	\$3,111,655.49
S015476			ON-RAMP EXTENSION FROM CHASE ST ONTO SR 10 LOOP (OUTER)	AUTHORIZED	TSA	2021	\$167,361.81	100	\$167,361.81

Primary County: Madison									
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0019685			SR 72 @ CR 231/FOOTE MCCLELLAN ROAD	AUTHORIZED	PE	2023	\$260,000.00	100	\$260,000.00
M005916			SR 72 FROM SR 8 TO 0.19 MI W OF CR 221/MCCARTY DODD ROAD	AUTHORIZED	MCST	2021	\$4,185,924.80	100	\$4,185,924.80

*MACORTS FY 2024 – 2027 Transportation Improvement Program*

2/27/2023

ATHENS							
TOTAL EXPECTED HIGHWAY & TRANSIT							
STIP FUNDS (MATCHED)							
FY 2024 - FY 2027							
FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		\$ 8,119,000	\$ 31,570,163	\$ 61,575,331	\$ 57,340,053	\$ 158,604,547
STBG	Y233		\$ -	\$ 2,359,556	\$ -	\$ -	\$ 2,359,556
STBG	Y236		\$ 8,357,370	\$ -	\$ -	\$ -	\$ 8,357,370
STBG	Y240		\$ -	\$ 2,329,079	\$ -	\$ 4,100,000	\$ 6,429,079
Carbon	Y606		\$ 446,441	\$ 741,151	\$ 741,151	\$ 741,151	\$ 2,669,895
PROTECT	Y800		\$ -	\$ 75,000	\$ 730,000	\$ -	\$ 805,000
BFP	Y110		\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
Local	LOC		\$ 4,777,936	\$ 1,247,865	\$ 2,050,000	\$ -	\$ 8,075,801
Transit	211IA		\$ 427,520	\$ -	\$ -	\$ -	\$ 427,520
Transit	451IA		\$ 106,880	\$ -	\$ -	\$ -	\$ 106,880
Transit	5303		\$ 121,790	\$ 121,790	\$ 121,790	\$ 121,790	\$ 487,160
Transit	5307		\$ 4,760,694	\$ 11,125,864	\$ 11,125,864	\$ 11,125,864	\$ 38,138,286
NHPP	Y001	LIGHTING	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 52,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 598,000	\$ 598,000	\$ 598,000	\$ 598,000	\$ 2,392,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 3,721,000	\$ 3,323,000	\$ 3,323,000	\$ 3,323,000	\$ 13,690,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 279,000	\$ 279,000	\$ 279,000	\$ 279,000	\$ 1,116,000
STBG	Y240	OPERATIONS	\$ 159,000	\$ 159,000	\$ 159,000	\$ 159,000	\$ 636,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 399,000	\$ 399,000	\$ 399,000	\$ 399,000	\$ 1,596,000
STBG	Y240	RW PROTECTIVE BUY	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
HSIP	YS30	SAFETY	\$ 1,329,000	\$ 1,329,000	\$ 1,329,000	\$ 1,329,000	\$ 5,316,000
RRX	YS40	RAILROAD CROSSINGS	\$ 153,000	\$ 153,000	\$ 153,000	\$ 153,000	\$ 612,000
<b>TOTAL</b>			<b>\$ 33,788,631</b>	<b>\$ 55,843,468</b>	<b>\$ 83,117,136</b>	<b>\$ 79,701,858</b>	<b>\$ 252,451,094</b>

**Following page: List of TIP Projects by funding code**



STP Funds: Y001			FY 2024				FY 2025				FY 2026				FY 2027			
PI#	Project Description	TIP Pg. #	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
0013767	SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	37		\$ 1,454,000						\$ 14,954,380				\$30,359,000				\$27,528,924
0013769	SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	39		\$ 1,865,000						\$ 14,705,285				\$29,816,331				\$27,061,129
0019266	SR 10 LOOP SB & NB @ CSX RAILROAD 1.3 MI S OF ATHENS	45	\$ 1,200,000													\$ 550,000		
0019267	SR 10 LOOP SB & NB @ CSX #938042F 1.5 MI NW OF ATHENS	46	\$ 1,200,000													\$ 550,000		
0019268	SR 10 LOOP SB & NB @ CR 600/NORTH AVE 1.5 MI NE OF ATHENS	47	\$ 1,200,000													\$ 550,000		
0019269	SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS	42	\$ 1,200,000													\$ 550,000		
0019265	SR 10 LOOP SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS	44									\$ 1,400,000					\$ 550,000		
0013768	SR 8/SR 316/US 29 @ CR 440/CR 662/VIRGIL LANGFORD ROAD	38								\$ 1,910,498								
Total y001 Cost			\$ 4,800,000	\$ 3,319,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,570,163	\$ 1,400,000	\$ -	\$ -	\$60,175,331	\$ -	\$ 2,750,000	\$ -	\$54,590,053
Available y001 fund			\$ 4,800,000	\$ 3,319,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,570,163	\$ 1,400,000	\$ -	\$ -	\$60,175,331	\$ -	\$ 2,750,000	\$ -	\$54,590,053
STP Funds: Y240			FY 2024				FY 2025				FY 2026				FY 2027			
PI#	Project Description	TIP Pg. #	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
0015645	CR 473/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE	48							\$ 227,311	\$ 1,901,768								
0019264	CR 1423/OLD MACON HWY @ MIDDLE OCONEE RIVER 3 MI S OF ATHENS	50						\$ 200,000									\$ 100,000	\$ 4,000,000
Total y240 Cost								\$ 200,000	\$ 227,311	\$ 1,901,768							\$ 100,000	\$ 4,000,000
Available y240 fund								\$ 200,000	\$ 227,311	\$ 1,901,768							\$ 100,000	\$ 4,000,000
STP Funds: Y236			FY 2024				FY 2025				FY 2026				FY 2027			
PI#	Project Description	TIP Pg. #	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
0013806	SR 10/US 78 @ NORTH OCONEE RIVER	43			\$ 557,000	\$ 7,800,370												
Total y236 Cost					\$ 557,000	\$ 7,800,370												
Available y236 fund					\$ 557,000	\$ 7,800,370												
STP Funds: Y233			FY 2024				FY 2025				FY 2026				FY 2027			
PI#	Project Description	TIP Pg. #	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
0015656	CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART	49							\$ 10,000	\$ 2,349,556								
Total y233 Cost					\$ -	\$ -			\$ 10,000	\$ 2,349,556								
Available y233 fund					\$ -	\$ -			\$ 10,000	\$ 2,349,556								
STP Funds: Y800			FY 2024				FY 2025				FY 2026				FY 2027			
PI#	Project Description	TIP Pg. #	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
0019614	SR 10/US 78 FROM E BROAD STREET TO FOUNDRY STREET	35						\$ 75,000					\$ 30,000	\$ 700,000				
Total y800 Cost					\$ -	\$ -		\$ 75,000	\$ -	\$ -			\$ 30,000	\$ 700,000				
Available y800 fund					\$ -	\$ -		\$ 75,000	\$ -	\$ -			\$ 30,000	\$ 700,000				
STP Funds: Y110			FY 2024				FY 2025				FY 2026				FY 2027			
PI#	Project Description	TIP Pg. #	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
0019549	CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK	51												\$ 500,000				
Total y110 Cost					\$ -	\$ -		\$ -	\$ -	\$ -			\$ -	\$ 500,000				
Available y110 fund					\$ -	\$ -		\$ -	\$ -	\$ -			\$ -	\$ 500,000				



## Athens Project Cost Summary

### FY 2024 thru FY 2027

PI #	Year	Fund Code	Federal	State	Other	Total
0013767	2024	Y001	\$1,163,200	\$290,800	\$0	\$1,454,000
0013769	2024	Y001	\$1,492,000	\$373,000	\$0	\$1,865,000
0019266	2024	Y001	\$960,000	\$240,000	\$0	\$1,200,000
0019267	2024	Y001	\$960,000	\$240,000	\$0	\$1,200,000
0019268	2024	Y001	\$960,000	\$240,000	\$0	\$1,200,000
0019269	2024	Y001	\$960,000	\$240,000	\$0	\$1,200,000
		<b>Y001 Totals:</b>	<b>\$6,495,200</b>	<b>\$1,623,800</b>	<b>\$0</b>	<b>\$8,119,000</b>
0013806	2024	Y236	\$6,685,896	\$1,671,474	\$0	\$8,357,370
		<b>Y236 Totals:</b>	<b>\$6,685,896</b>	<b>\$1,671,474</b>	<b>\$0</b>	<b>\$8,357,370</b>
0016081	2024	LOC	\$0	\$0	\$4,400,000	\$4,400,000
0017186	2024	LOC	\$0	\$0	\$377,936	\$377,936
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,777,936</b>	<b>\$4,777,936</b>
T008556	2024	0111A	\$0	\$0	\$0	\$0
		<b>0111A Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
T008556	2024	2111A	\$427,520	\$0	\$0	\$427,520
		<b>2111A Totals:</b>	<b>\$427,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$427,520</b>
T008556	2024	4511A	\$0	\$0	\$106,880	\$106,880
		<b>4511A Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$106,880</b>	<b>\$106,880</b>
T007063	2024	5303	\$97,432	\$12,179	\$12,179	\$121,790
		<b>5303 Totals:</b>	<b>\$97,432</b>	<b>\$12,179</b>	<b>\$12,179</b>	<b>\$121,790</b>
T007051	2024	5307	\$2,380,347	\$0	\$2,380,347	\$4,760,694
		<b>5307 Totals:</b>	<b>\$2,380,347</b>	<b>\$0</b>	<b>\$2,380,347</b>	<b>\$4,760,694</b>
<b>FY 2024 Totals:</b>			<b>\$16,086,395</b>	<b>\$3,307,453</b>	<b>\$7,277,342</b>	<b>\$26,671,190</b>
0013767	2025	Y001	\$11,963,504	\$2,990,876	\$0	\$14,954,380
0013768	2025	Y001	\$1,528,398	\$382,100	\$0	\$1,910,498
0013769	2025	Y001	\$11,764,228	\$2,941,057	\$0	\$14,705,285
		<b>Y001 Totals:</b>	<b>\$25,256,130</b>	<b>\$6,314,033</b>	<b>\$0</b>	<b>\$31,570,163</b>
0015656	2025	Y233	\$1,887,645	\$471,911	\$0	\$2,359,556
		<b>Y233 Totals:</b>	<b>\$1,887,645</b>	<b>\$471,911</b>	<b>\$0</b>	<b>\$2,359,556</b>
0015645	2025	Y240	\$1,703,263	\$425,816	\$0	\$2,129,079
0019264	2025	Y240	\$160,000	\$40,000	\$0	\$200,000

PI #	Year	Fund Code	Federal	State	Other	Total
		<b>Y240 Totals:</b>	<b>\$1,863,263</b>	<b>\$465,816</b>	<b>\$0</b>	<b>\$2,329,079</b>
0019614	2025	Y800	\$60,000	\$15,000	\$0	\$75,000
		<b>Y800 Totals:</b>	<b>\$60,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$75,000</b>
0016920	2025	LOC	\$0	\$0	\$1,047,865	\$1,047,865
0019549	2025	LOC	\$0	\$0	\$200,000	\$200,000
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,247,865</b>	<b>\$1,247,865</b>
T008024	2025	5303	\$97,432	\$12,179	\$12,179	\$121,790
		<b>5303 Totals:</b>	<b>\$97,432</b>	<b>\$12,179</b>	<b>\$12,179</b>	<b>\$121,790</b>
T008384	2025	5307	\$2,317,796	\$390,990	\$8,417,078	\$11,125,864
		<b>5307 Totals:</b>	<b>\$2,317,796</b>	<b>\$390,990</b>	<b>\$8,417,078</b>	<b>\$11,125,864</b>
<b>FY 2025 Totals:</b>			<b>\$31,482,266</b>	<b>\$7,669,929</b>	<b>\$9,677,122</b>	<b>\$48,829,317</b>
0013767	2026	Y001	\$24,287,200	\$6,071,800	\$0	\$30,359,000
0013769	2026	Y001	\$23,853,065	\$5,963,266	\$0	\$29,816,331
0019265	2026	Y001	\$1,120,000	\$280,000	\$0	\$1,400,000
		<b>Y001 Totals:</b>	<b>\$49,260,265</b>	<b>\$12,315,066</b>	<b>\$0</b>	<b>\$61,575,331</b>
0019614	2026	Y800	\$584,000	\$146,000	\$0	\$730,000
		<b>Y800 Totals:</b>	<b>\$584,000</b>	<b>\$146,000</b>	<b>\$0</b>	<b>\$730,000</b>
0019549	2026	Y110	\$400,000	\$100,000	\$0	\$500,000
		<b>Y110 Totals:</b>	<b>\$400,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$500,000</b>
0019549	2026	LOC	\$0	\$0	\$2,050,000	\$2,050,000
		<b>LOC Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,050,000</b>	<b>\$2,050,000</b>
T008025	2026	5303	\$97,432	\$12,179	\$12,179	\$121,790
		<b>5303 Totals:</b>	<b>\$97,432</b>	<b>\$12,179</b>	<b>\$12,179</b>	<b>\$121,790</b>
<b>FY 2026 Totals:</b>			<b>\$50,341,697</b>	<b>\$12,573,245</b>	<b>\$2,062,179</b>	<b>\$64,977,121</b>
0013767	2027	Y001	\$22,023,139	\$5,505,785	\$0	\$27,528,924
0013769	2027	Y001	\$21,648,903	\$5,412,226	\$0	\$27,061,129
0019265	2027	Y001	\$440,000	\$110,000	\$0	\$550,000
0019266	2027	Y001	\$440,000	\$110,000	\$0	\$550,000
0019267	2027	Y001	\$440,000	\$110,000	\$0	\$550,000
0019268	2027	Y001	\$440,000	\$110,000	\$0	\$550,000
0019269	2027	Y001	\$440,000	\$110,000	\$0	\$550,000
		<b>Y001 Totals:</b>	<b>\$45,872,042</b>	<b>\$11,468,011</b>	<b>\$0</b>	<b>\$57,340,053</b>
0019264	2027	Y240	\$3,280,000	\$820,000	\$0	\$4,100,000
		<b>Y240 Totals:</b>	<b>\$3,280,000</b>	<b>\$820,000</b>	<b>\$0</b>	<b>\$4,100,000</b>
T008026	2027	5303	\$97,432	\$12,179	\$12,179	\$121,790

PI #	Year	Fund Code	Federal	State	Other	Total
		<b>5303 Totals:</b>	<b>\$97,432</b>	<b>\$12,179</b>	<b>\$12,179</b>	<b>\$121,790</b>
T008386	2027	5307	\$6,735,812	\$390,990	\$3,999,062	\$11,125,864
		<b>5307 Totals:</b>	<b>\$6,735,812</b>	<b>\$390,990</b>	<b>\$3,999,062</b>	<b>\$11,125,864</b>
		<b>FY 2027 Totals:</b>	<b>\$55,985,286</b>	<b>\$12,691,180</b>	<b>\$4,011,241</b>	<b>\$72,687,707</b>
		<b>Athens Totals:</b>	<b>\$153,895,645</b>	<b>\$36,241,806</b>	<b>\$23,027,884</b>	<b>\$213,165,335</b>

## Athens Project Cost Detail

### FY 2024 thru FY 2027

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0013767		SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	Interchange	2024	ROW	Y001	\$1,163,200	\$290,800	\$0	\$1,454,000
0013769		SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	Interchange	2024	ROW	Y001	\$1,492,000	\$373,000	\$0	\$1,865,000
0013806		SR 10/US 78 @ NORTH OCONEE RIVER	Bridges	2024	CST	Y236	\$6,240,296	\$1,560,074	\$0	\$7,800,370
0013806		SR 10/US 78 @ NORTH OCONEE RIVER	Bridges	2024	UTL	Y236	\$445,600	\$111,400	\$0	\$557,000
0016081		CR 828/BISHOP FARMS PKWY EXT TO NEW HIGH SHOALS ROAD	Roadway Project	2024	CST	LOC	\$0	\$0	\$4,400,000	\$4,400,000
0017186		SR 53 @ CR 99/RAYS CHURCH ROAD/CR 516/MALCOLM BRIDGE ROAD	Roundabout	2024	ROW	LOC	\$0	\$0	\$377,936	\$377,936
0019266		SR 10 LOOP SB & NB @ CSX RAILROAD 1.3 MI S OF ATHENS	Bridges	2024	PE	Y001	\$960,000	\$240,000	\$0	\$1,200,000
0019267		SR 10 LOOP SB & NB @ CSX #938042F 1.5 MI NW OF ATHENS	Bridges	2024	PE	Y001	\$960,000	\$240,000	\$0	\$1,200,000
0019268		SR 10 LOOP SB & NB @ CR 600/NORTH AVE 1.5 MI NE OF ATHENS	Bridges	2024	PE	Y001	\$960,000	\$240,000	\$0	\$1,200,000
0019269		SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS	Bridges	2024	PE	Y001	\$960,000	\$240,000	\$0	\$1,200,000
T007051		FY 2024-ATHENS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$2,380,347	\$0	\$2,380,347	\$4,760,694

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T007063		FY 2024-ATHENS MPO-SEC. 5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$97,432	\$12,179	\$12,179	\$121,790
T008556		FY 2024-Athens-Sec.5339 Bus and Bus Facility	Urban Transit - Capital/Ops	2024	113A9	011IA	\$0	\$0	\$0	\$0
T008556		FY 2024-Athens-Sec.5339 Bus and Bus Facility	Urban Transit - Capital/Ops	2024	113A9	211IA	\$427,520	\$0	\$0	\$427,520
T008556		FY 2024-Athens-Sec.5339 Bus and Bus Facility	Urban Transit - Capital/Ops	2024	113A9	451IA	\$0	\$0	\$106,880	\$106,880
<b>FY 2024 Totals:</b>							<b>\$16,086,395</b>	<b>\$3,307,453</b>	<b>\$7,277,342</b>	<b>\$26,671,190</b>
0013767		SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	Interchange	2025	CST	Y001	\$11,963,504	\$2,990,876	\$0	\$14,954,380
0013768		SR 8/SR 316/US 29 @ CR 440/CR 662/VIRGIL LANGFORD ROAD	Grade Separation	2025	CST	Y001	\$1,528,398	\$382,100	\$0	\$1,910,498
0013769		SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	Interchange	2025	CST	Y001	\$11,764,228	\$2,941,057	\$0	\$14,705,285
0015645		CR 479/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE	Bridges	2025	CST	Y240	\$1,521,415	\$380,354	\$0	\$1,901,768
0015645		CR 479/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE	Bridges	2025	UTL	Y240	\$181,849	\$45,462	\$0	\$227,311
0015656		CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART	Bridges	2025	CST	Y233	\$1,879,645	\$469,911	\$0	\$2,349,556
0015656		CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART	Bridges	2025	UTL	Y233	\$8,000	\$2,000	\$0	\$10,000
0016920		SR 10 @ CR 993/WEST HANCOCK AVE	Operational Improvement	2025	CST	LOC	\$0	\$0	\$734,809	\$734,809
0016920		SR 10 @ CR 993/WEST HANCOCK AVE	Operational Improvement	2025	UTL	LOC	\$0	\$0	\$313,056	\$313,056

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0019264		CR 1423/OLD MACON HWY @ MIDDLE OCONEE RIVER 3 MI S OF ATHENS	Bridges	2025	ROW	Y240	\$160,000	\$40,000	\$0	\$200,000
0019549		CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK	Bridges	2025	ROW	LOC	\$0	\$0	\$200,000	\$200,000
0019614		SR 10/US 78 FROM E BROAD STREET TO FOUNDRY STREET	Drainage Improvements	2025	ROW	Y800	\$60,000	\$15,000	\$0	\$75,000
T008024		FY 2025-ATHENS MPO-SEC. 5303-PLANNING	MPO/Region Transit	2025	TPLN	5303	\$97,432	\$12,179	\$12,179	\$121,790
T008384		FY 2025-ATHENS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2025	TOPR	5307	\$2,317,796	\$390,990	\$8,417,078	\$11,125,864
<b>FY 2025 Totals:</b>							<b>\$31,482,266</b>	<b>\$7,669,929</b>	<b>\$9,677,122</b>	<b>\$48,829,317</b>
0013767		SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	Interchange	2026	CST	Y001	\$24,287,200	\$6,071,800	\$0	\$30,359,000
0013769		SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	Interchange	2026	CST	Y001	\$23,853,065	\$5,963,266	\$0	\$29,816,331
0019265		SR 10 LOOP SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS	Bridges	2026	PE	Y001	\$1,120,000	\$280,000	\$0	\$1,400,000
0019549		CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK	Bridges	2026	CST	LOC	\$0	\$0	\$2,000,000	\$2,000,000
0019549		CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK	Bridges	2026	CST	Y110	\$400,000	\$100,000	\$0	\$500,000
0019549		CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK	Bridges	2026	UTL	LOC	\$0	\$0	\$50,000	\$50,000
0019614		SR 10/US 78 FROM E BROAD STREET TO FOUNDRY STREET	Drainage Improvements	2026	CST	Y800	\$560,000	\$140,000	\$0	\$700,000

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0019614		SR 10/US 78 FROM E BROAD STREET TO FOUNDRY STREET	Drainage Improvements	2026	UTL	Y800	\$24,000	\$6,000	\$0	\$30,000
T008025		FY 2026-ATHENS MPO-SEC. 5303-PLANNING	MPO/Region Transit	2026	TPLN	5303	\$97,432	\$12,179	\$12,179	\$121,790
T008385		FY 2026-ATHENS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2026	TOPR	5307	\$6,735,812	\$390,990	\$3,999,062	\$11,125,864
<b>FY 2026 Totals:</b>							<b>\$57,077,509</b>	<b>\$12,964,235</b>	<b>\$6,061,241</b>	<b>\$76,102,985</b>
0013767		SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	Interchange	2027	CST	Y001	\$22,023,139	\$5,505,785	\$0	\$27,528,924
0013769		SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	Interchange	2027	CST	Y001	\$21,648,903	\$5,412,226	\$0	\$27,061,129
0019264		CR 1423/OLD MACON HWY @ MIDDLE OCONEE RIVER 3 MI S OF ATHENS	Bridges	2027	CST	Y240	\$3,200,000	\$800,000	\$0	\$4,000,000
0019264		CR 1423/OLD MACON HWY @ MIDDLE OCONEE RIVER 3 MI S OF ATHENS	Bridges	2027	UTL	Y240	\$80,000	\$20,000	\$0	\$100,000
0019265		SR 10 LOOP SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS	Bridges	2027	ROW	Y001	\$440,000	\$110,000	\$0	\$550,000
0019266		SR 10 LOOP SB & NB @ CSX RAILROAD 1.3 MI S OF ATHENS	Bridges	2027	ROW	Y001	\$440,000	\$110,000	\$0	\$550,000
0019267		SR 10 LOOP SB & NB @ CSX #938042F 1.5 MI NW OF ATHENS	Bridges	2027	ROW	Y001	\$440,000	\$110,000	\$0	\$550,000
0019268		SR 10 LOOP SB & NB @ CR 600/NORTH AVE 1.5 MI NE OF ATHENS	Bridges	2027	ROW	Y001	\$440,000	\$110,000	\$0	\$550,000
0019269		SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS	Bridges	2027	ROW	Y001	\$440,000	\$110,000	\$0	\$550,000

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T008026		FY 2027-ATHENS MPO-SEC. 5303-PLANNING	MPO/Region Transit	2027	TPLN	5303	\$97,432	\$12,179	\$12,179	\$121,790
T008386		FY 2027-ATHENS-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2027	TOPR	5307	\$6,735,812	\$390,990	\$3,999,062	\$11,125,864
<b>FY 2027 Totals:</b>							<b>\$55,985,286</b>	<b>\$12,691,180</b>	<b>\$4,011,241</b>	<b>\$72,687,707</b>
<b>Athens Totals:</b>							<b>\$160,631,457</b>	<b>\$36,632,796</b>	<b>\$27,026,946</b>	<b>\$224,291,199</b>



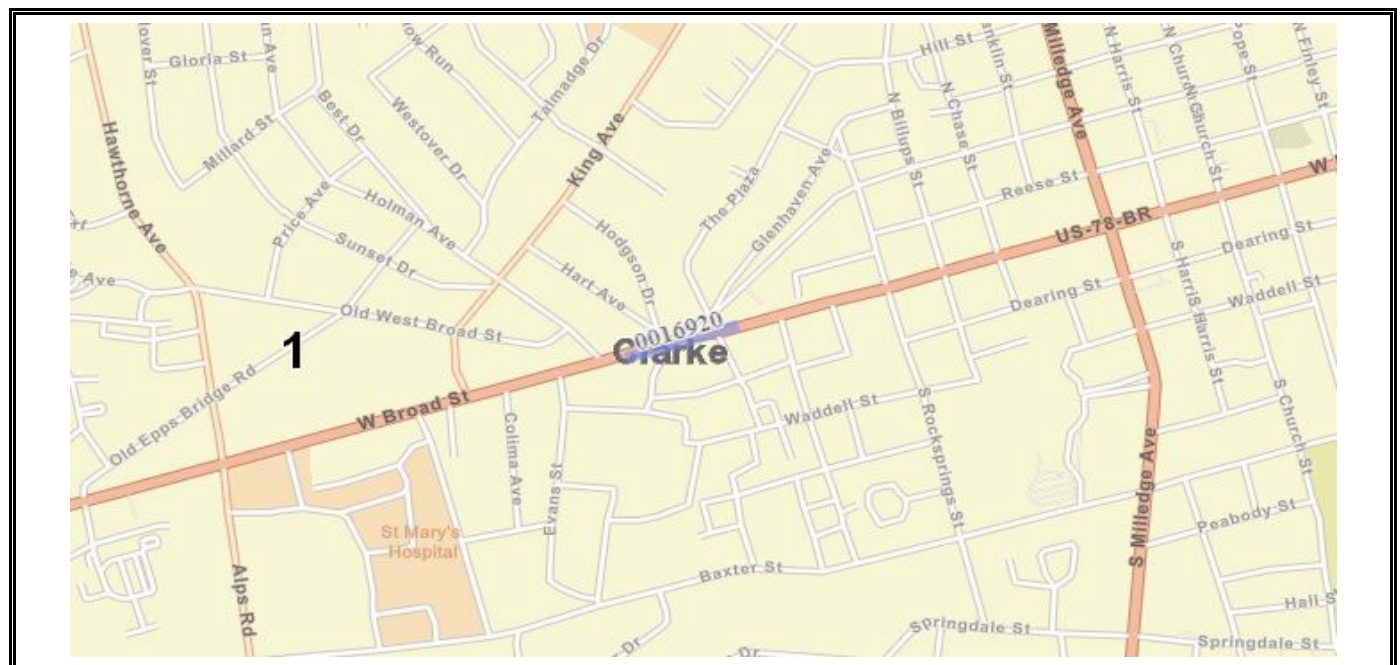
### **SECTION III**

## **Road and Highway Projects**

**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> <a href="#">SR 10 @ CR 993/WEST HANCOCK AVE</a>		<b>MTP Project / TIP #</b>		<b>Fund:</b> LOC		
<b>PROJECT DESCRIPTION:</b>  This project is to create a Multilane Roundabout		<i>Estimated Cost:</i>		\$1,047,865		
		<i>County:</i>		Clarke		
		<i>P.I. #:</i>		0016920		
		<i>GDOT Prj. #:</i>				
<i>Length (miles):</i>	0.25	<i># of existing lanes:</i>	4	<i># of lanes planned:</i>	4	
<i>DOT District #:</i>	1	<i>Congressional Dist. #:</i>	10	<i>RDC:</i>	Northeast Georgia	
<i>Average Daily Traffic Volume</i>		<i>2018 ADT:</i>	30,300	<i>2045(projected):</i>	44,500	
<b>COMMENTS/REMARKS:</b>						
<b>PROJECT PHASE</b>	<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State					\$0
Construction Costs (\$)	Local		\$734,809			\$734,809
Utilities Costs (\$)	Local		\$313,056			\$313,056
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$1,047,865</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,047,865</b>
Federal Cost (\$)		\$0	\$0	\$0	\$0	\$0
State Cost (\$)		\$0	\$0	\$0	\$0	\$0
Local Cost (\$)		\$0	\$1,047,865	\$0	\$0	\$1,047,865

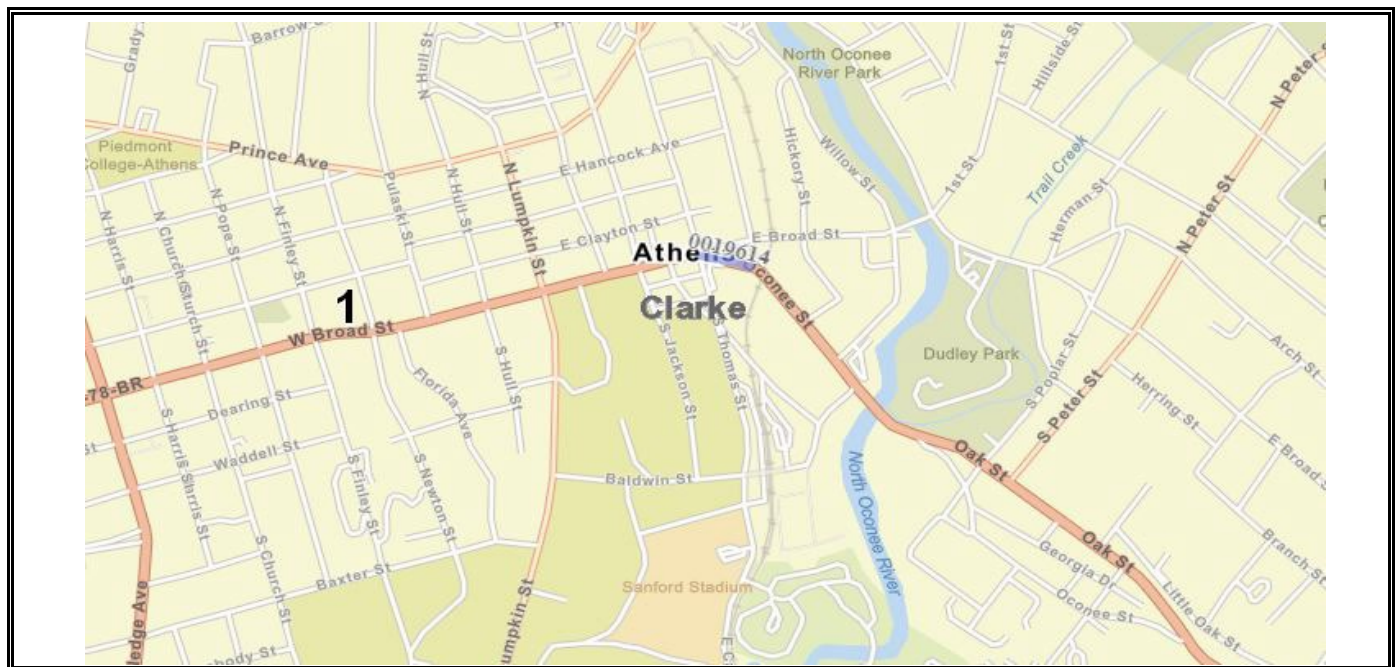
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 10/US 78 FROM E BROAD STREET TO FOUNDRY S			<b>MTP Project / TIP #</b>			<b>Fund:</b> Y800	
<b>PROJECT DESCRIPTION:</b>  This is a drainage rehabilitation project			<i>Estimated Cost:</i>			\$805,000	
			<i>County:</i>			Clarke	
			<i>P.I. #:</i>			0019614	
			<i>GDOT Prj.#:</i>				
<i>Length (miles):</i> 0.09		<i># of existing lanes:</i> 2		<i># of lanes planned:</i> 2			
<i>DOT District #:</i> 1		<i>Congressional Dist. #:</i> 10		<i>RDC:</i>		Northeast Georgia	
<i>Average Daily Traffic Volume</i>		<i>2018 ADT:</i> 30,300		<i>2045(projected):</i>		44,500	
<b>COMMENTS/REMARKS:</b>							
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
<i>Preliminary Engineering (\$)</i>		Fed/State					\$0
<i>Right-of-Way (\$)</i>		Fed/State		\$75,000			\$75,000
<i>Construction Costs (\$)</i>		Fed/State			\$700,000		\$700,000
<i>Utilities Costs (\$)</i>		Fed/State			\$30,000		\$30,000
<b>PROJECT COST</b>			\$0	\$75,000	\$730,000	\$0	\$805,000
<i>Federal Cost (\$)</i>			\$0	\$60,000	\$584,000	\$0	\$644,000
<i>State Cost (\$)</i>			\$0	\$15,000	\$146,000	\$0	\$161,000
<i>Local Cost (\$)</i>			\$0	\$0	\$0	\$0	\$0

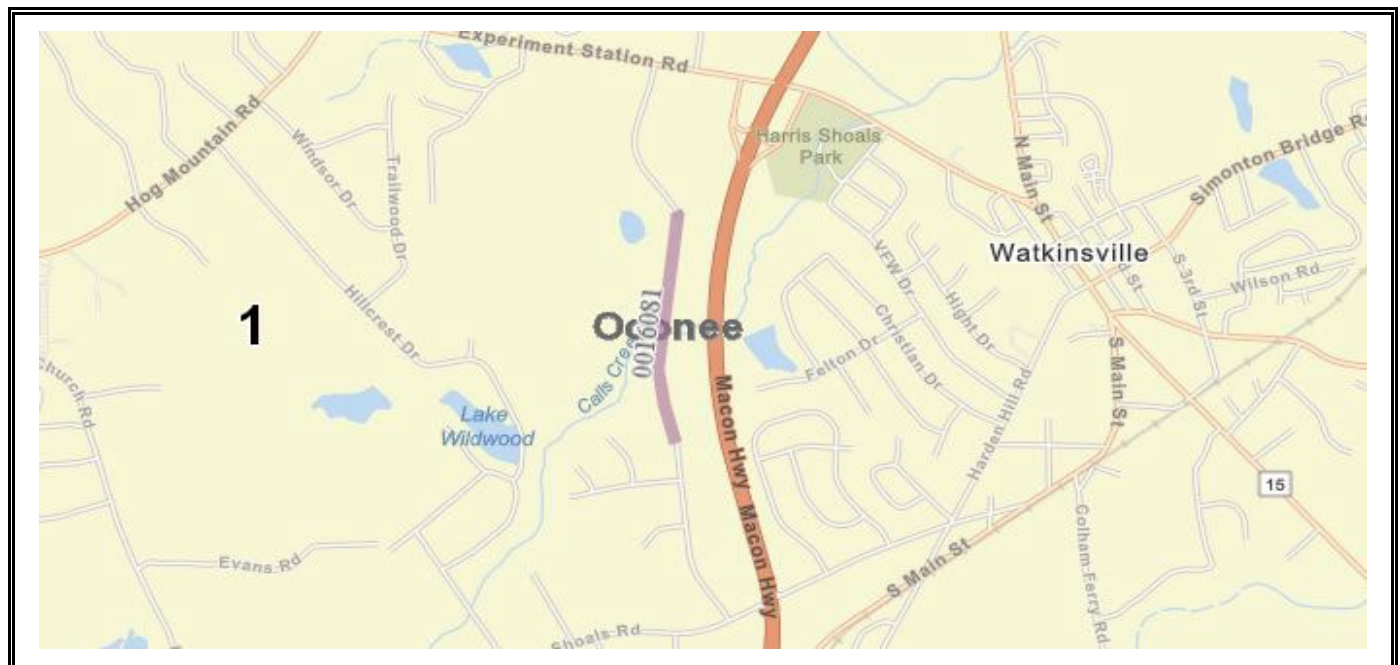
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> CR 828/BISHOP FARMS PKWYEXT TO NEW HIGH SHOALS		<b>MTP Project / TIP #</b>		<b>Fund:</b> LOC		
<b>PROJECT DESCRIPTION:</b>  Extend CR 828/Bishop Farms Pkwy to New High Shoals Road.		<i>Estimated Cost:</i>		\$4,400,000		
		<i>County:</i>		Oconee		
		<i>P.I. #:</i>		0016081		
		<i>GDOT Prj.#:</i>				
<i>Length (miles):</i>	0.65	<i># of existing lanes:</i>	0	<i># of lanes planned:</i>	2	
<i>DOT District #:</i>	1	<i>Congressional Dist. #:</i>	10	<i>RDC:</i>	Northeast Georgia	
<i>Average Daily Traffic Volume</i>		<i>2018 ADT:</i>	30,300	<i>2045(projected):</i>	44,500	
<b>COMMENTS/REMARKS:</b>						
<b>PROJECT PHASE</b>	<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State					\$0
Construction Costs (\$)	Local	\$4,400,000				\$4,400,000
Utilities Costs (\$)	Fed/State					\$0
<b>PROJECT COST</b>		\$4,400,000	\$0	\$0	\$0	\$4,400,000
Federal Cost (\$)		\$0	\$0	\$0	\$0	\$0
State Cost (\$)		\$0	\$0	\$0	\$0	\$0
Local Cost (\$)		\$4,400,000	\$0	\$0	\$0	\$4,400,000

**PROJECT LOCATION**

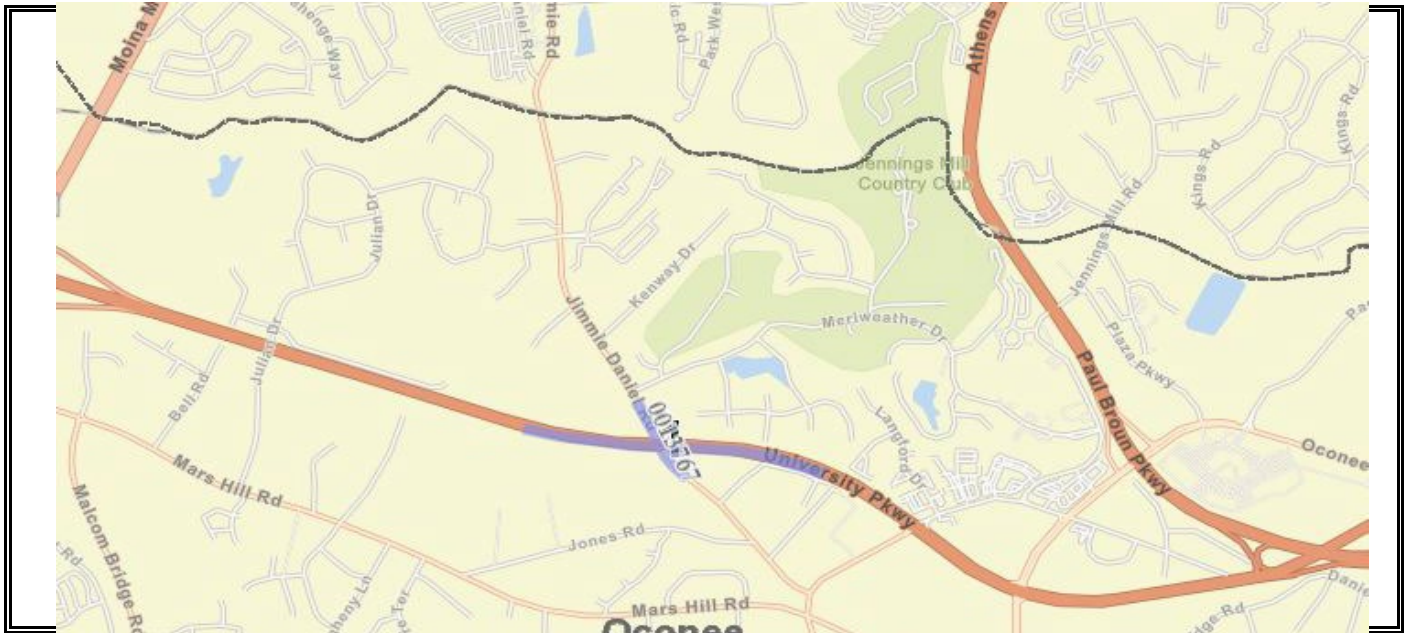




**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD		<b>MTP Project / TIP #</b> P-77		<b>Fund:</b> Y001		
<b>PROJECT DESCRIPTION:</b>  This project would create an interchange at the SR 316 intersection with Jimmie Daniel Road.		<b>Estimated Cost:</b>		\$74,296,304		
		<b>County:</b>		Oconee		
		<b>P.I. #:</b>		0013767		
		<b>GDOT Prj.#:</b>				
<b>Length (miles):</b> 1.6	<b># of existing lanes:</b> 4	<b># of lanes planned:</b> 4				
<b>DOT District #:</b> 1	<b>Congressional Dist. #:</b> 10	<b>RDC:</b> Northeast Georgia				
<b>Average Daily Traffic Volume</b> 2018 ADT:	4,830	<b>2045(projected):</b>		12,800		
<b>COMMENTS/REMARKS:</b>						
<b>PROJECT PHASE</b>	<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State	\$1,454,000				\$1,454,000
Construction Costs (\$)	Fed/State		\$14,954,380	\$30,359,000	\$27,528,924	\$72,842,304
<b>PROJECT COST</b>		\$1,454,000	\$14,954,380	\$30,359,000	\$27,528,924	\$74,296,304
Federal Cost (\$)		\$1,163,200	\$11,963,504	\$24,287,200	\$22,023,139	\$59,437,043
State Cost (\$)		\$290,800	\$2,990,876	\$6,071,800	\$5,505,785	\$14,859,261
Local Cost (\$)		\$0	\$0	\$0	\$0	\$0

**PROJECT LOCATION**



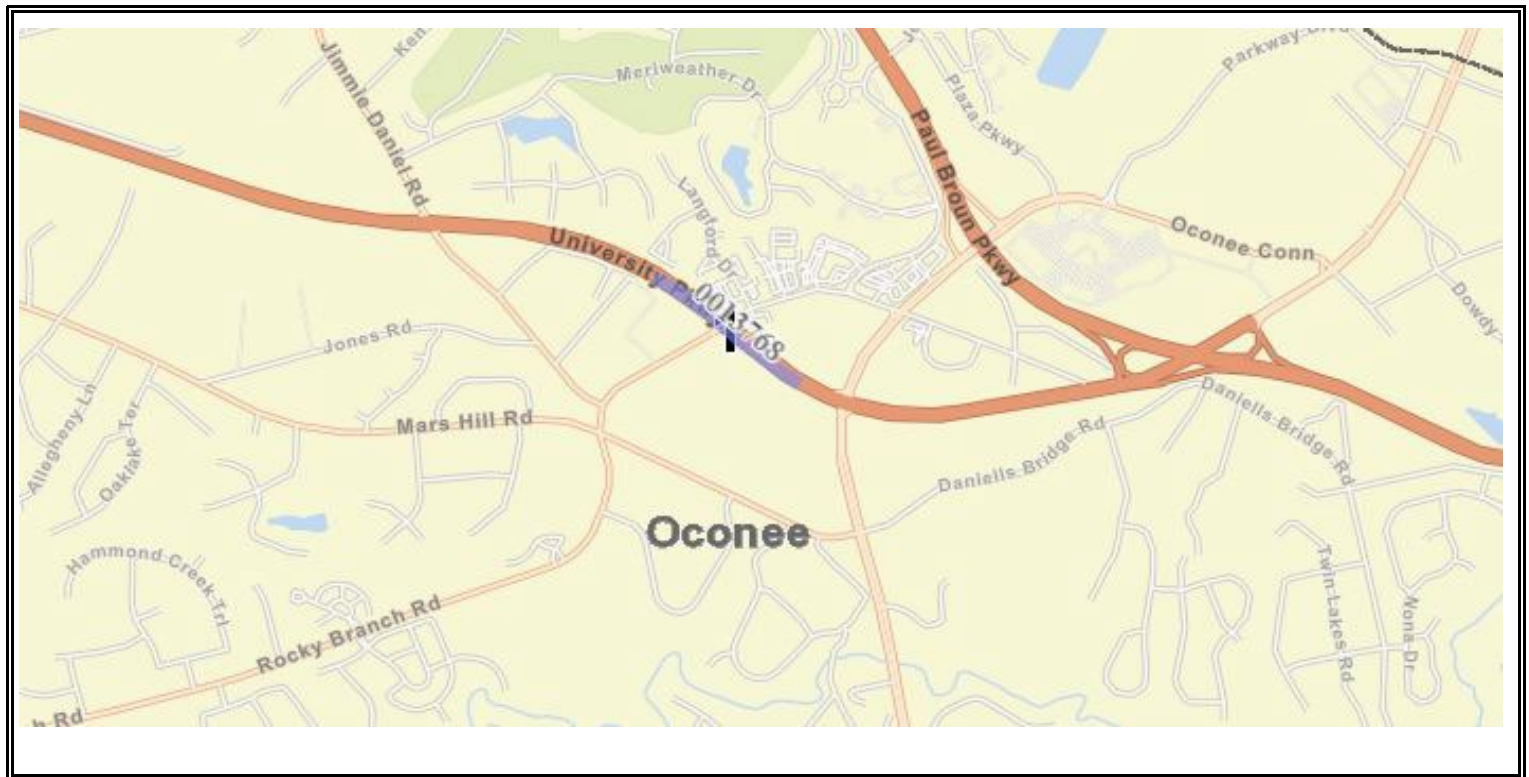
**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 8/SR 316/US 29 @ CR 440/CR 662/VIRGIL LANGFORD ROAD		<b>MTP Project / TIP#:</b>		<b>FUND:</b> Y001/HB170		
<b>PROJECT DESCRIPTION:</b>  This project involves a grade separation project at the SR 316 intersection with Virgil Langford Road.				<b>Est. Const Cost:</b> \$5,270,498		
				<b>County:</b> Oconee		
				<b>P.I. #:</b> 0013768		
				<b>GDOT Prj. #:</b>		
<b>Length (miles):</b> 0.44	<b># of existing lanes:</b> 4	<b># of lanes planned:</b> 4				
<b>DOT District #:</b> 1	<b>Congressional Dist. #:</b> 10	<b>RDC:</b> Northeast Georgia				
<b>COMMENTS/REMARKS:</b> FY24 ROW funds are all through HB170 funds.						

PROJECT PHASE	SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State	\$3,360,000				\$3,360,000
Construction Costs (\$)	Fed/State		\$1,910,498			\$1,910,498
<b>PROJECT COST</b>		\$3,360,000	\$1,910,498	\$0	\$0	\$5,270,498
Federal Cost (\$)		\$0	\$1,528,398	\$0	\$0	\$1,528,398
State Cost (\$)		\$3,360,000	\$382,100	\$0	\$0	\$3,742,100
Local Cost (\$)		\$0	\$0	\$0	\$0	\$0

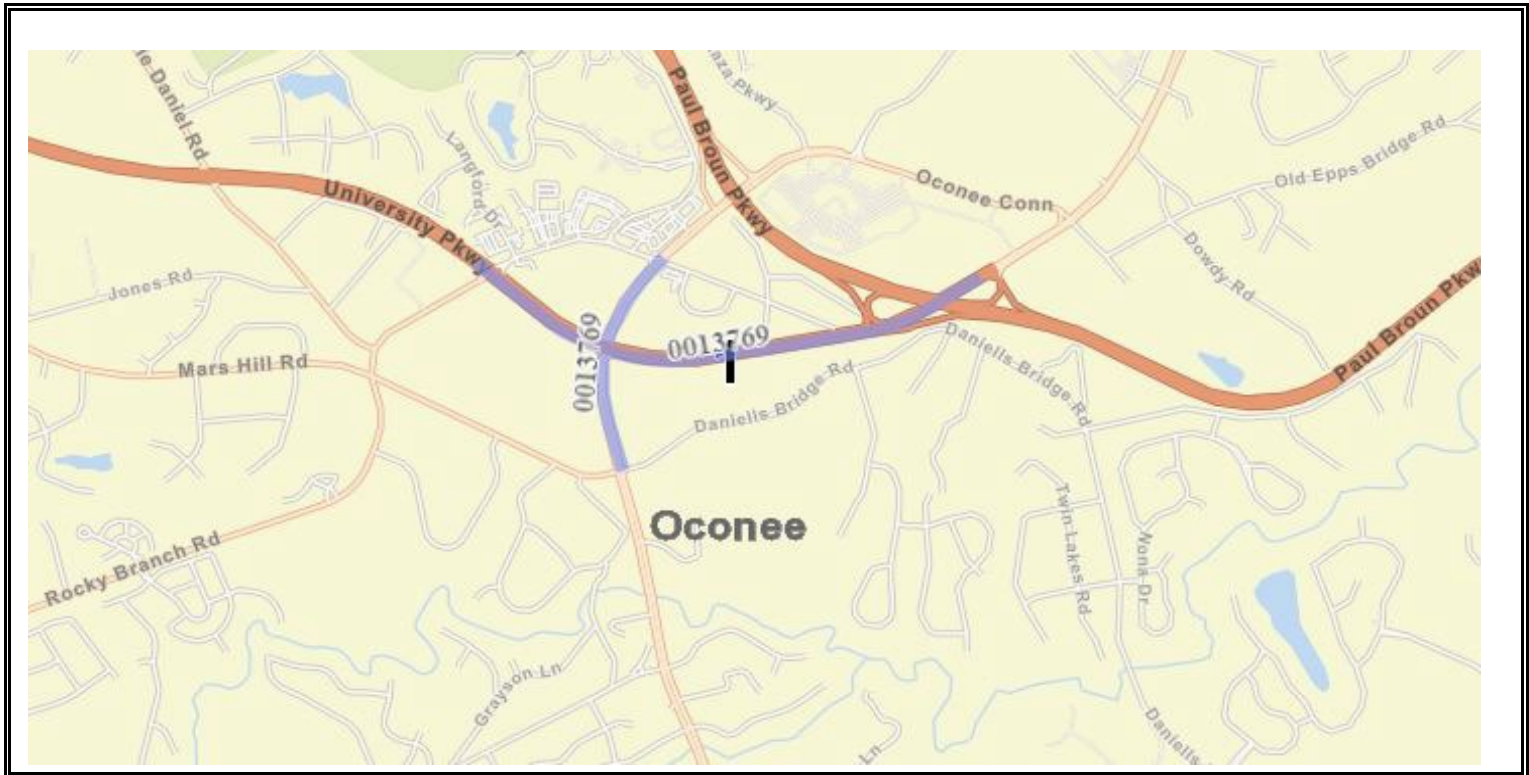
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR		<b>MTP Project / TIP#:</b> N/A		<b>Fund:</b> Y001		
<b>PROJECT DESCRIPTION:</b>  This project would create an interchange at the SR 316 intersection with the Oconee Connector.				<b>Est. Const Cost:</b> \$73,447,745		
				<b>County:</b> Oconee		
				<b>P.I. #:</b> 0013769		
				<b>GDOT Prj. #:</b>		
<b>Length (miles):</b> 1.5	<b># of existing lanes:</b> 4	<b># of lanes planned:</b> 4				
<b>DOT District #:</b> 1	<b>Congressional Dist. #:</b> 10	<b>RDC:</b> Northeast Georgia				
<b>COMMENTS/REMARKS:</b>						
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>
Preliminary Engineering (\$)		Fed/State				\$0
Right-of-Way (\$)		Fed/State	\$1,865,000			\$1,865,000
Construction Costs (\$)		Fed/State		\$14,705,285	\$29,816,331	\$27,061,129
<b>PROJECT COST</b>			\$1,865,000	\$14,705,285	\$29,816,331	\$27,061,129
Federal Cost (\$)			\$1,492,000	\$11,764,228	\$23,853,065	\$21,648,903
State Cost (\$)			\$373,000	\$2,941,057	\$5,963,266	\$5,412,226
Local Cost (\$)			\$0	\$0	\$0	\$0

**PROJECT LOCATION**





**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 53 @ CR 99/RAYS CHURCH ROAD/CR 516/MALCOLM BRIDGE		<b>MTP Project / TIP #</b>	<b>Fund:</b> LOC			
<b>PROJECT DESCRIPTION:</b>  This project would create a roundabout.		<i>Estimated Cost:</i> \$377,936				
		<i>County:</i> Oconee				
		<i>P.I. #:</i> 0017186				
		<i>GDOT Prj.#:</i>				
<i>Length (miles):</i> 0.3	<i># of existing lanes:</i> 2	<i># of lanes planned:</i> 2				
<i>DOT District #:</i> 1	<i>Congressional Dist. #:</i> 10	<i>RDC:</i> Northeast Georgia				
<i>Average Daily Traffic Volume 2018 ADT:</i> 4,830		<i>2045(projected):</i> 12,800				
<b>COMMENTS/REMARKS:</b>						
<b>PROJECT PHASE</b>	<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Local	\$377,936				\$377,936
Construction Costs (\$)	Fed/State					\$0
<b>PROJECT COST</b>		\$377,936	\$0	\$0	\$0	\$377,936
Federal Cost (\$)		\$0	\$0	\$0	\$0	\$0
State Cost (\$)		\$0	\$0	\$0	\$0	\$0
Local Cost (\$)		\$377,936	\$0	\$0	\$0	\$377,936

**PROJECT LOCATION**





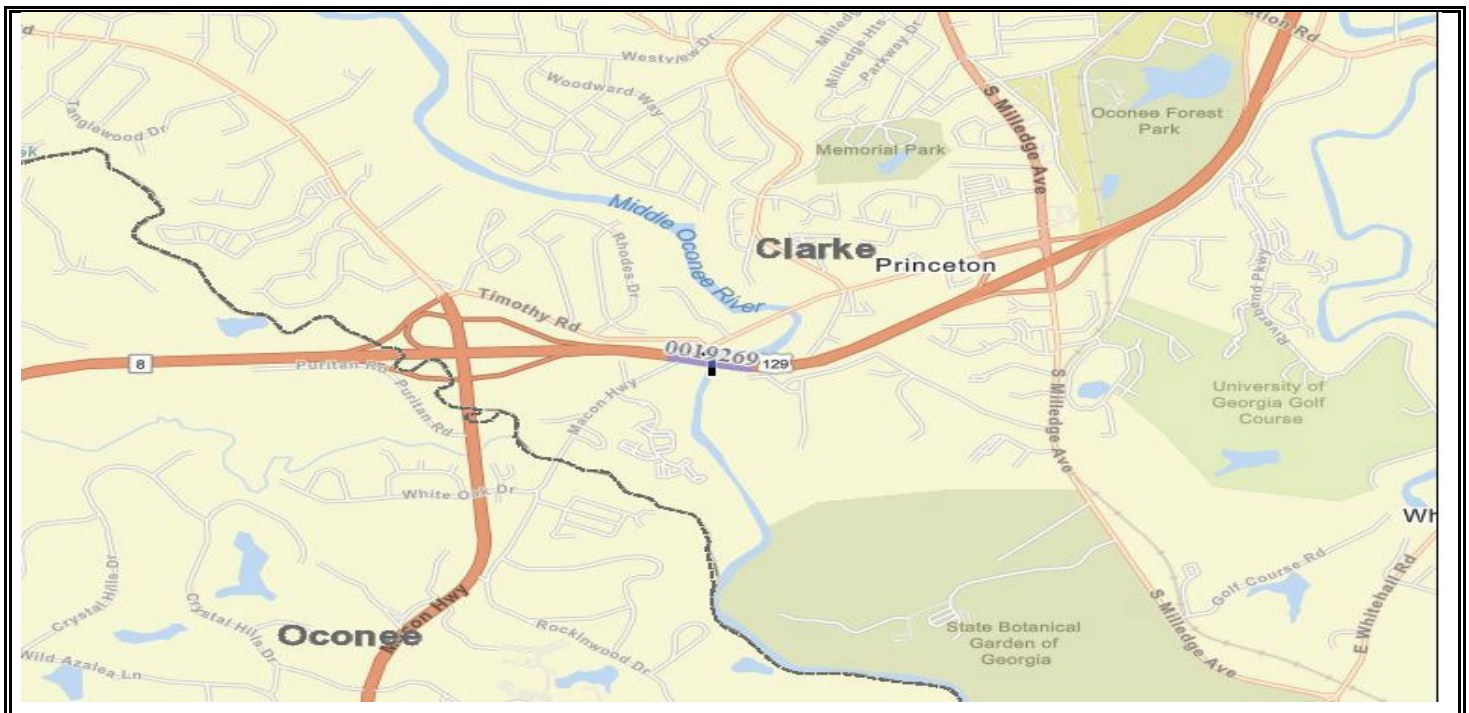
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**SECTION IV**  
**Bridge Projects**

**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS			<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y001	
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at SR10 Loop at Middle Oconee River. 3.5 mi S of Athens			<b>Estimated Cost:</b>		\$1,750,000	
			<b>County:</b>		Clarke	
			<b>P.I. #:</b> 0019269			
			<b>GDOT Prj#:</b>			
<b>Length (miles):</b> 0.4		<b># of existing lanes:</b> 4		<b># of lanes planned:</b> 4		
<b>DOT District #:</b> 1		<b>Congressional Dist. #:</b> 9		<b>RDC:</b> Northeast Georgia		
<b>Average Daily Traffic Volume 2018:</b>				<b>2045 (projected):</b>		
<b>COMMENTS/REMARKS:</b>						

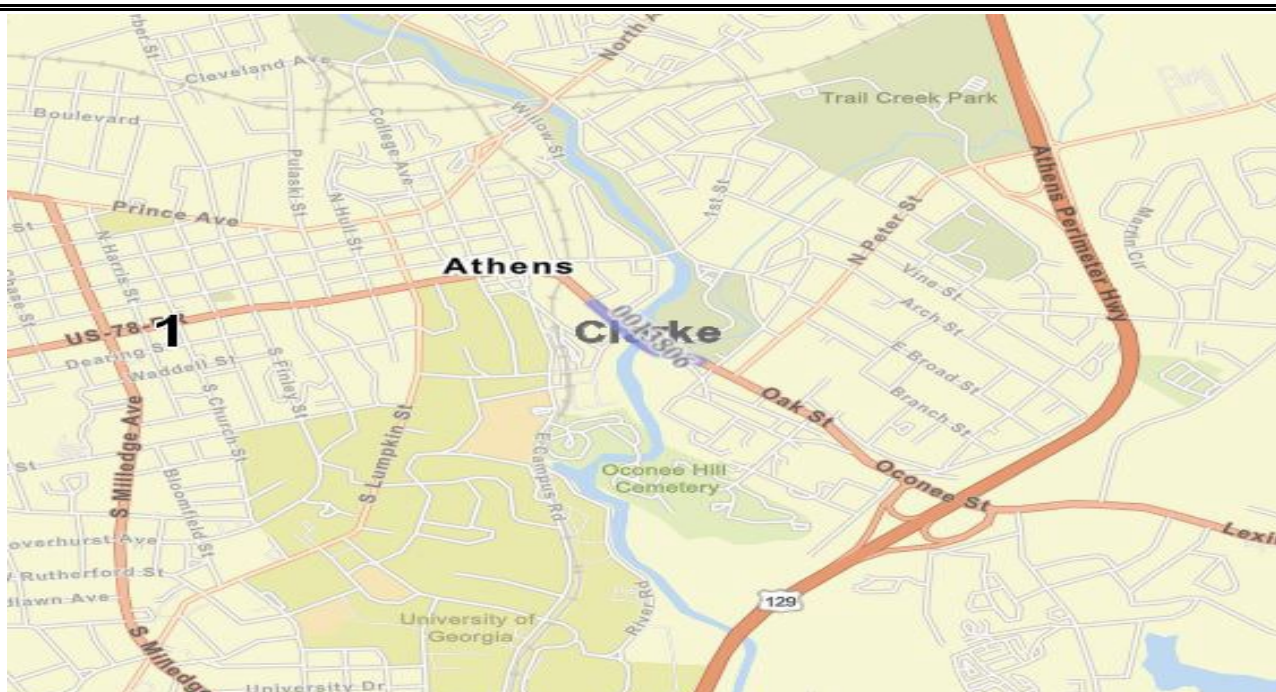
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b>		SR 10/US 78 @ NORTH OCONEE RIVER		<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y236	
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges over the North Oconee River at the SR 10 Loop.				<b>Estimated Cost:</b>		\$8,357,370	
				<b>County:</b>		Clarke	
				<b>P.I. #:</b> 0013806			
				<b>GDOT Prj#:</b>			
<b>Length (miles):</b>		0.23	<b># of existing lanes:</b>		4	<b># of lanes planned:</b> 4	
<b>DOT District #:</b>		1	<b>Congressional Dist. #:</b>		10	<b>RDC:</b> Northeast Georgia	
<b>Average Daily Traffic Volume</b>		2018:	44,400	<b>2045 (projected):</b>		45,200	
<b>COMMENTS/REMARKS:</b>							
PROJECT PHASE		SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Preliminary Engineering (\$)		Authorized					\$0
Utility (\$)		Fed/State	\$557,000				\$557,000
Construction Costs (\$)		Fed/State	\$7,800,370				\$7,800,370
PROJECT COST			\$8,357,370	\$0	\$0	\$0	\$8,357,370
Federal Cost (\$)			\$6,685,296	\$0	\$0	\$0	\$6,685,296
State Cost (\$)			\$1,671,474	\$0	\$0	\$0	\$1,671,474
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0

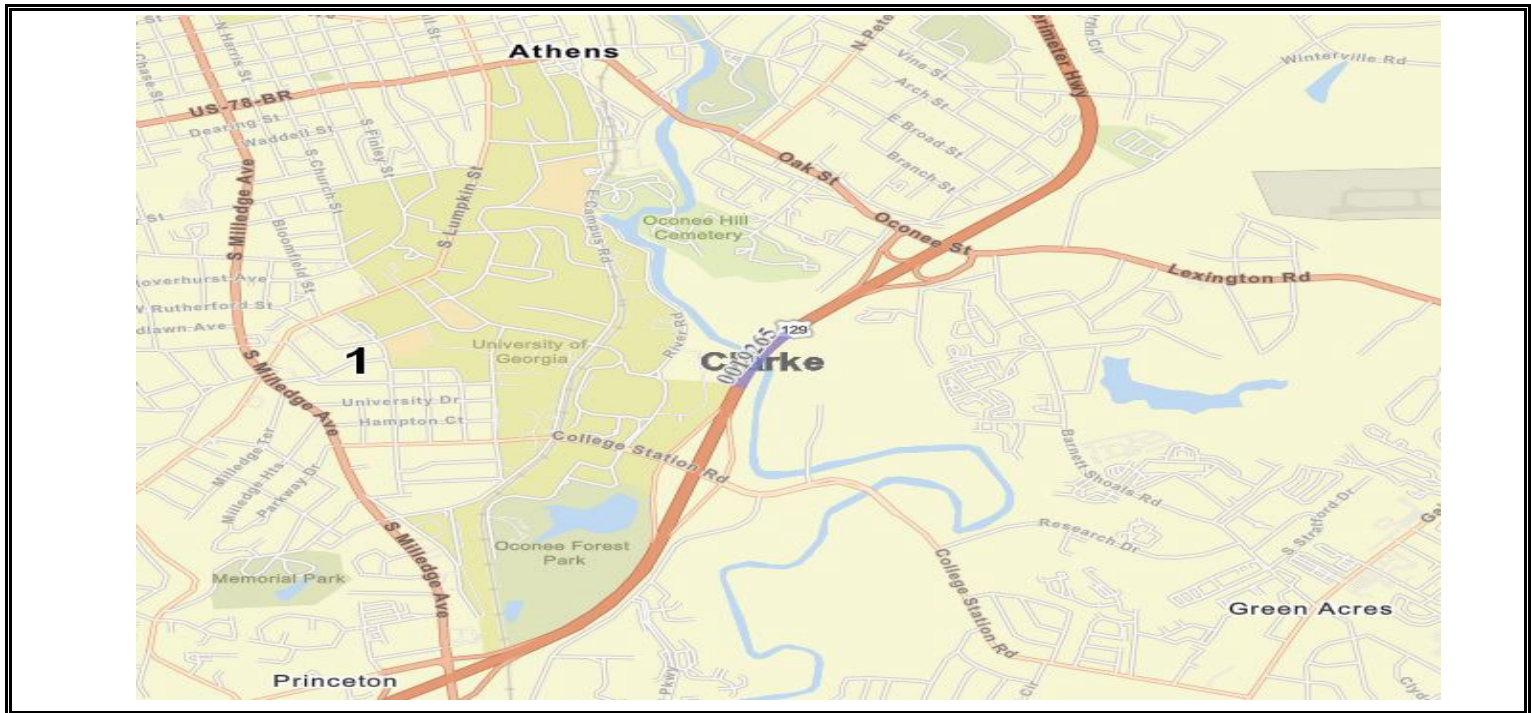
## PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 10 LOOP SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS			<b>MTP Project / TIP #:</b>			<b>FUND:</b> Y001	
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges over the North Oconee River at the SR 10 Loop. 1.4 Mi. South of Athens			Estimated Cost:			\$1,950,000	
			County:			Clarke	
			P.I. #: 0019265				
			GDOT Prj#:				
Length (miles): 0.23		# of existing lanes: 4		# of lanes planned:		4	
DOT District #: 1		Congressional Dist. #: 10		RDC:		Northeast Georgia	
Average Daily Traffic Volume		2018: 44,400		2045 (projected):		45,200	
<b>COMMENTS/REMARKS:</b>							
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)		Fed/State			\$1,400,000		\$1,400,000
Right-Of-Way (\$)		Fed/State				\$550,000	\$550,000
Construction Costs (\$)		Fed/State					\$0
<b>PROJECT COST</b>			\$0	\$0	\$1,400,000	\$550,000	\$1,950,000
Federal Cost (\$)			\$0	\$0	\$1,120,000	\$440,000	\$1,560,000
State Cost (\$)			\$0	\$0	\$280,000	\$110,000	\$390,000
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0

**PROJECT LOCATION**

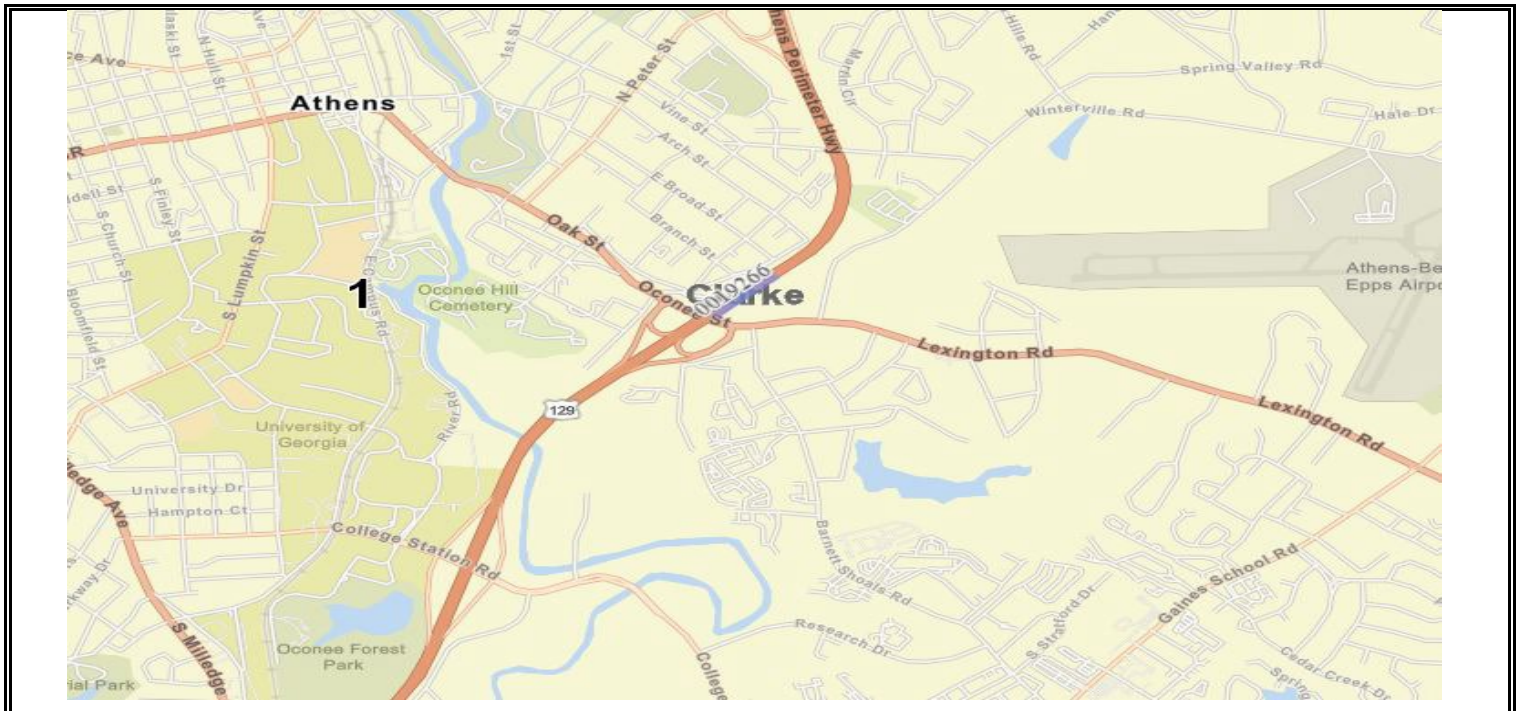




**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 10 LOOP SB & NB @ CSX RAILROAD 1.3 MI S OF ATHENS		<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y001			
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at SR10 Loop at CSX railroad 1.3 mi S of Athens.		Estimated Cost:		\$1,750,000			
		County:		Clarke			
		P.I. #:		0019266			
		GDOT Prj#:					
Length (miles):	0.4	# of existing lanes:	4	# of lanes planned:	4		
DOT District #:	1	Congressional Dist. #:	9	RDC:	Northeast Georgia		
Average Daily Traffic Volume		2018:		2045 (projected):			
<b>COMMENTS/REMARKS:</b>							
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)		Fed/State	\$1,200,000				\$1,200,000
Right-of-Way (\$)		Fed/State				\$550,000	\$550,000
Construction Costs (\$)		Fed/State					\$0
<b>PROJECT COST</b>			\$1,200,000	\$0	\$0	\$550,000	\$1,750,000
Federal Cost (\$)			\$960,000	\$0	\$0	\$440,000	\$1,400,000
State Cost (\$)			\$240,000	\$0	\$0	\$110,000	\$350,000
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0

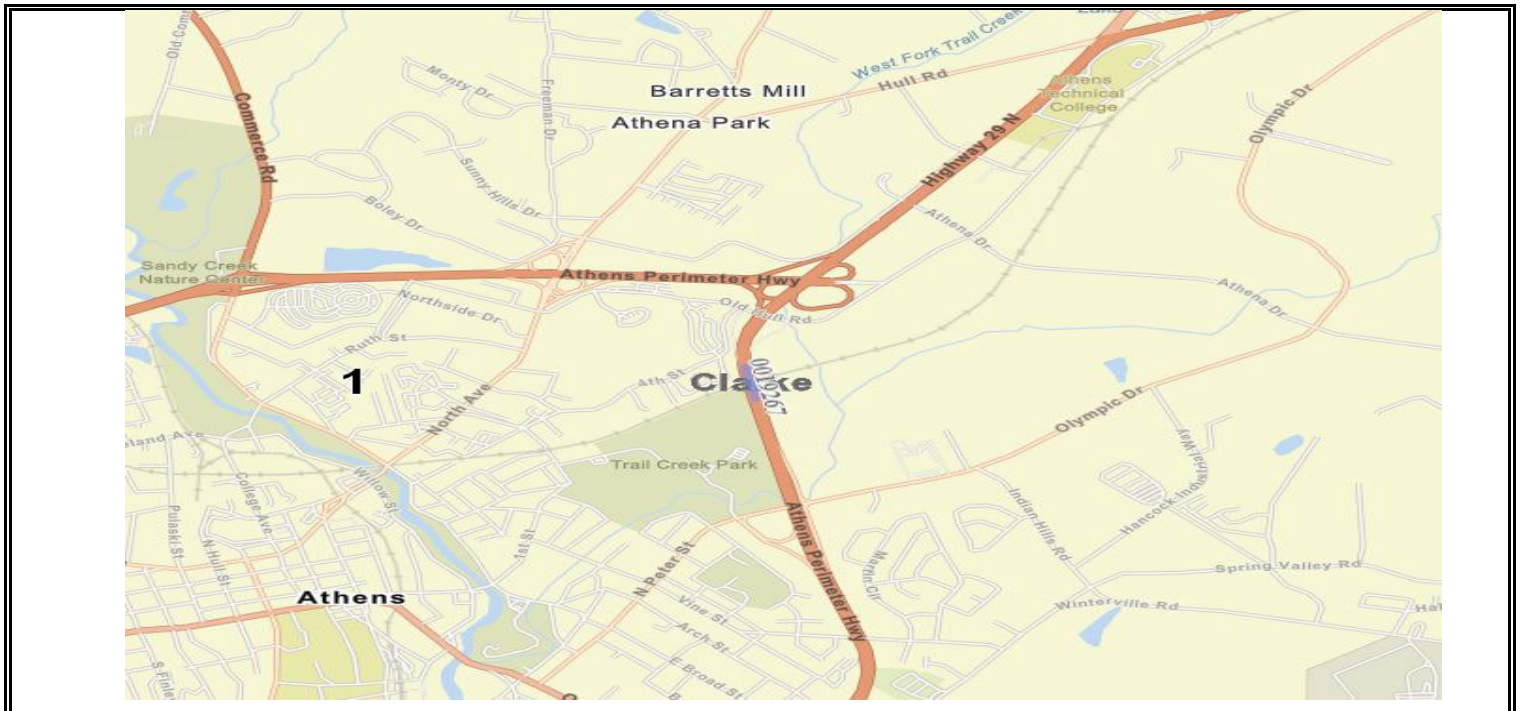
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 10 LOOP SB & NB @ CSX #938042F 1.5 MI NW OF ATHENS		<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y001			
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at SR10 Loop at CSX railroad 1.5 mi NW of Athens.		Estimated Cost:		\$1,750,000			
		County:		Clarke			
		P.I. #:		0019267			
		GDOT Prj#:					
Length (miles):	0.4	# of existing lanes:	4	# of lanes planned:	4		
DOT District #:	1	Congressional Dist. #:	9	RDC:	Northeast Georgia		
Average Daily Traffic Volume		2018:		2045 (projected):			
<b>COMMENTS/REMARKS:</b>							
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)		Fed/State	\$1,200,000				\$1,200,000
Right-of-Way (\$)		Fed/State				\$550,000	\$550,000
Construction Costs (\$)		Fed/State					\$0
<b>PROJECT COST</b>			\$1,200,000	\$0	\$0	\$550,000	\$1,750,000
Federal Cost (\$)			\$960,000	\$0	\$0	\$440,000	\$1,400,000
State Cost (\$)			\$240,000	\$0	\$0	\$110,000	\$350,000
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0

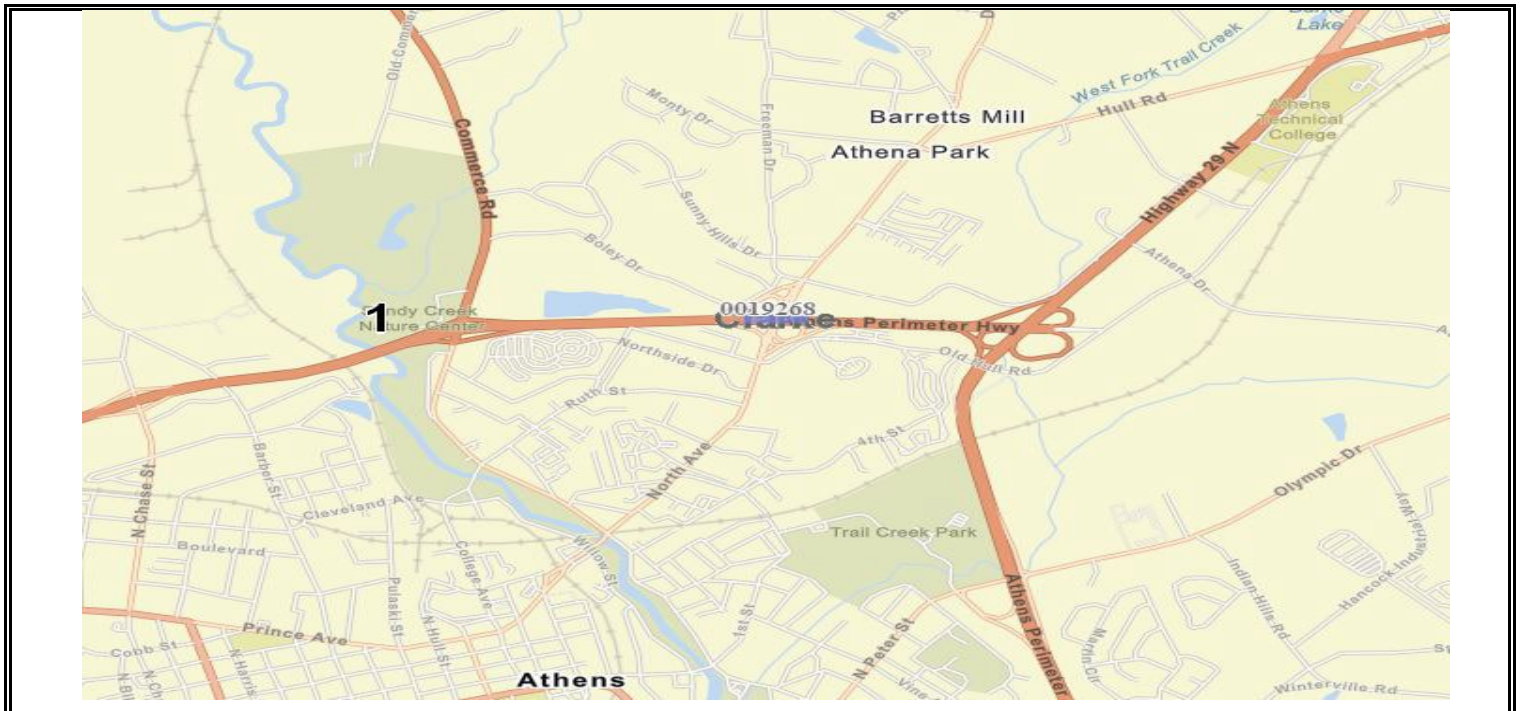
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> SR 10 LOOP SB & NB @ CR 600/NORTH AVE 1.5 MI NE OF ATHENS		<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y001			
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at SR10 Loop at 1.5 mi NE of Athens.		Estimated Cost: \$1,750,000					
		County: Clarke					
		P.I. #: 0019268					
		GDOT Prj#:					
Length (miles): 0.4	# of existing lanes: 4	# of lanes planned: 4					
DOT District #: 1	Congressional Dist. #: 9	RDC: Northeast Georgia					
Average Daily Traffic Volume 2018:		2045 (projected):					
<b>COMMENTS/REMARKS:</b>							
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)		Fed/State	\$1,200,000				\$1,200,000
Right-of-Way (\$)		Fed/State				\$550,000	\$550,000
Construction Costs (\$)		Fed/State					\$0
<b>PROJECT COST</b>			\$1,200,000	\$0	\$0	\$550,000	\$1,750,000
Federal Cost (\$)			\$960,000	\$0	\$0	\$440,000	\$1,400,000
State Cost (\$)			\$240,000	\$0	\$0	\$110,000	\$350,000
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0

**PROJECT LOCATION**

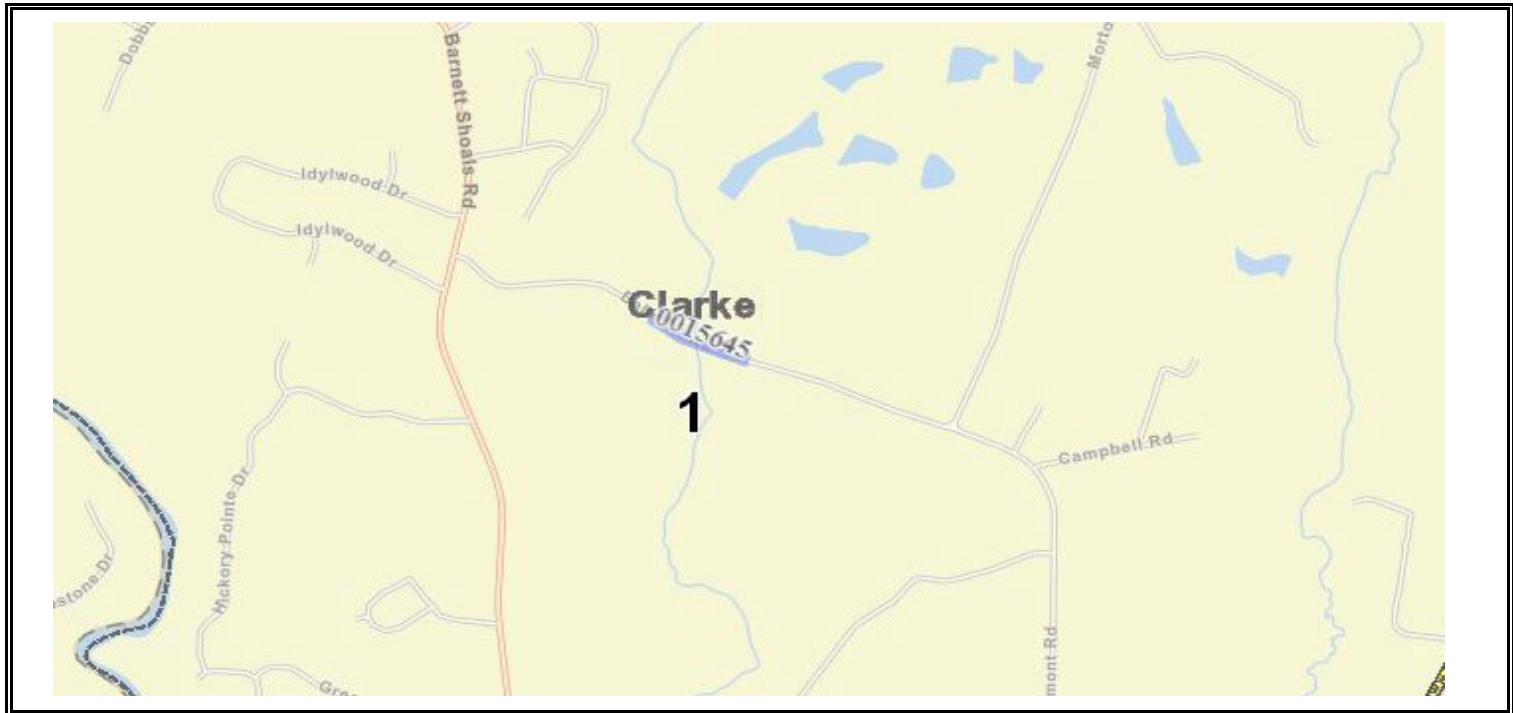




**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> CR 479/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE			<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y240		
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at CR 479/Belmont Road @ Shoal Creek. 6.7 Mi S of Winterville			Estimated Cost:		\$2,129,079		
			County:		Clarke		
			P.I. #:		0015645		
			GDOT Prj#:				
Length (miles): 0.7		# of existing lanes: 2		# of lanes planned: 2			
DOT District #: 1		Congressional Dist. #: 10		RDC:		Northeast Georgia	
Average Daily Traffic Volume 2018:		650		2045 (projected):		1,430	
<b>COMMENTS/REMARKS:</b>							
<b>PROJECT PHASE</b>		<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)		Fed/State					\$0
Utility (\$)		Fed/State		\$227,311			\$227,311
Construction Costs (\$)		Fed/State		\$1,901,768			\$1,901,768
<b>PROJECT COST</b>			\$0	\$2,129,079	\$0	\$0	\$2,129,079
Federal Cost (\$)			\$0	\$1,703,263	\$0	\$0	\$1,703,263
State Cost (\$)			\$0	\$425,816	\$0	\$0	\$425,816
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0
Local Cost (\$)			\$0	\$0	\$0	\$0	\$0

**PROJECT LOCATION**

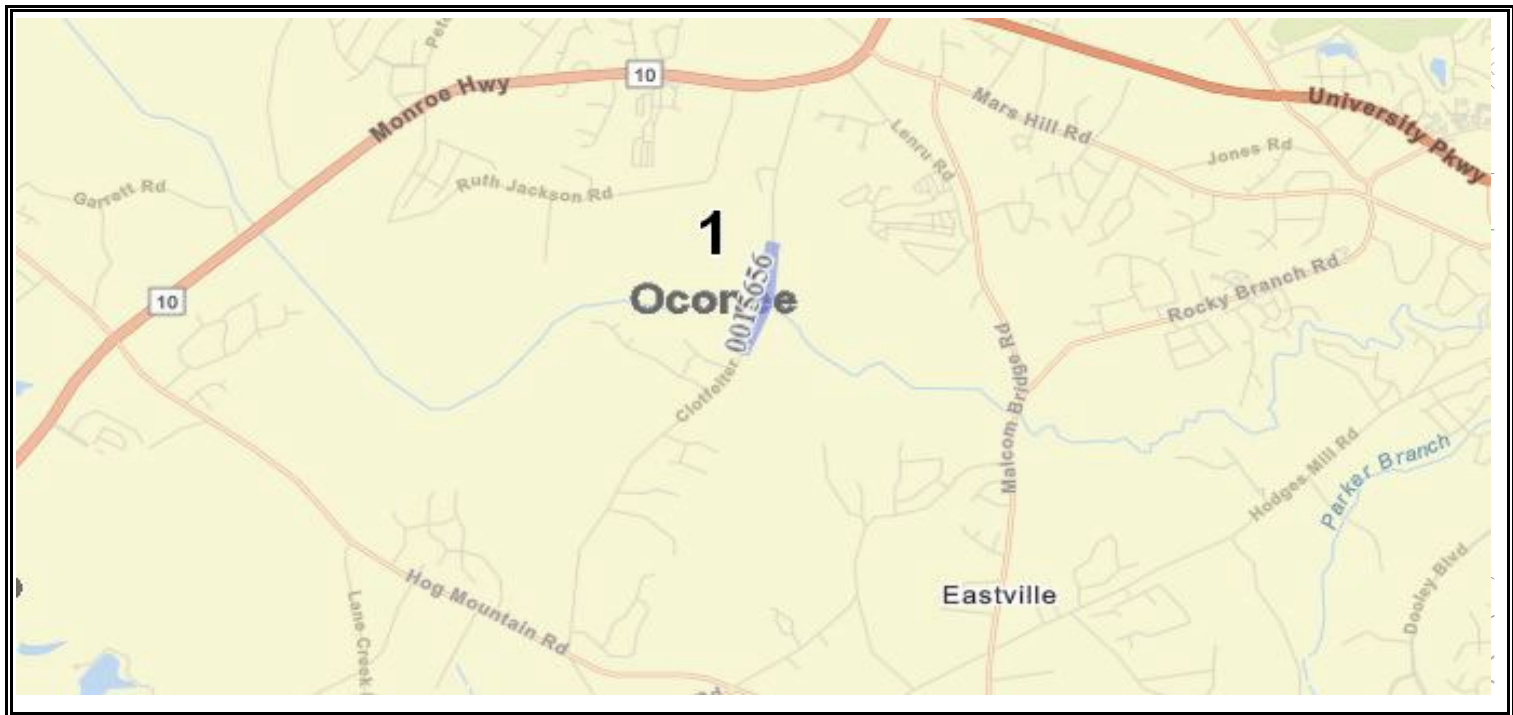




**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART		<b>MTP Project / TIP #:</b>		<b>FUND:</b> Y233	
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at CR 592@Clotfelter Road 3 Mi S of Bogart		Estimated Cost:		\$2,359,556	
		County:		Oconee	
		P.I. #: 0015656			
		GDOT Prj#:			
Length (miles):	0.3	# of existing lanes:	2	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	10	RDC:	Northeast Georgia
Average Daily Traffic Volume 2018:		2,010	2045 (projected):		N/A
<b>COMMENTS/REMARKS:</b>					

**PROJECT LOCATION**



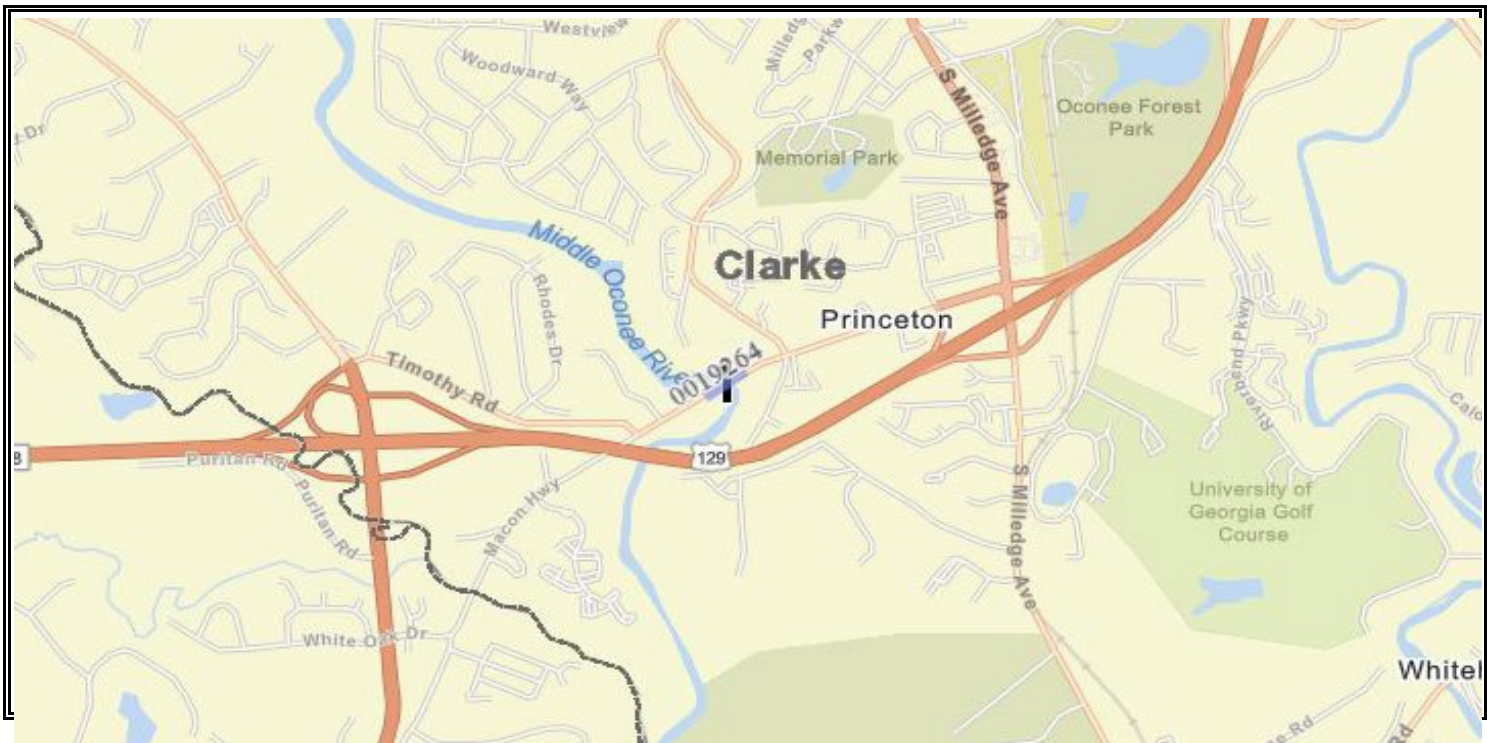
**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> CR 1423/OLD MACON HWY @ MIDDLE OCONEE RIVER 3 MI S OF ATHENS		<b>MTP Project / TIP #:</b>	<b>FUND:</b> Y240
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at CR1423 Old Macon Highway @ Middle Oconee 3 Mi S of Athens		<b>Estimated Cost:</b> \$4,300,000	
		<b>County:</b> Clarke	
		<b>P.I. #:</b> 0019264	
		<b>GDOT Prj#:</b>	
<b>Length (miles):</b> 0.2	<b># of existing lanes:</b> 2	<b># of lanes planned:</b> 2	
<b>DOT District #:</b> 1	<b>Congressional Dist. #:</b> 10	<b>RDC:</b> Northeast Georgia	
<b>Average Daily Traffic Volume 2018:</b> 2,010		<b>2045 (projected):</b> N/A	
<b>COMMENTS/REMARKS:</b>			

PROJECT PHASE	SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Construction Costs (\$)	Fed/State				\$4,000,000	\$4,000,000
Right-Of-Way (\$)	Fed/State		\$200,000			\$200,000
Utility (\$)	Fed/State				\$100,000	\$100,000
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$4,100,000</b>	<b>\$4,300,000</b>
Federal Cost (\$)		\$0	\$160,000	\$0	\$3,280,000	\$3,440,000
State Cost (\$)		\$0	\$40,000	\$0	\$820,000	\$860,000
Local Cost (\$)		\$0	\$0	\$0	\$0	\$0
Local Cost (\$)		\$0	\$0	\$0	\$0	\$0

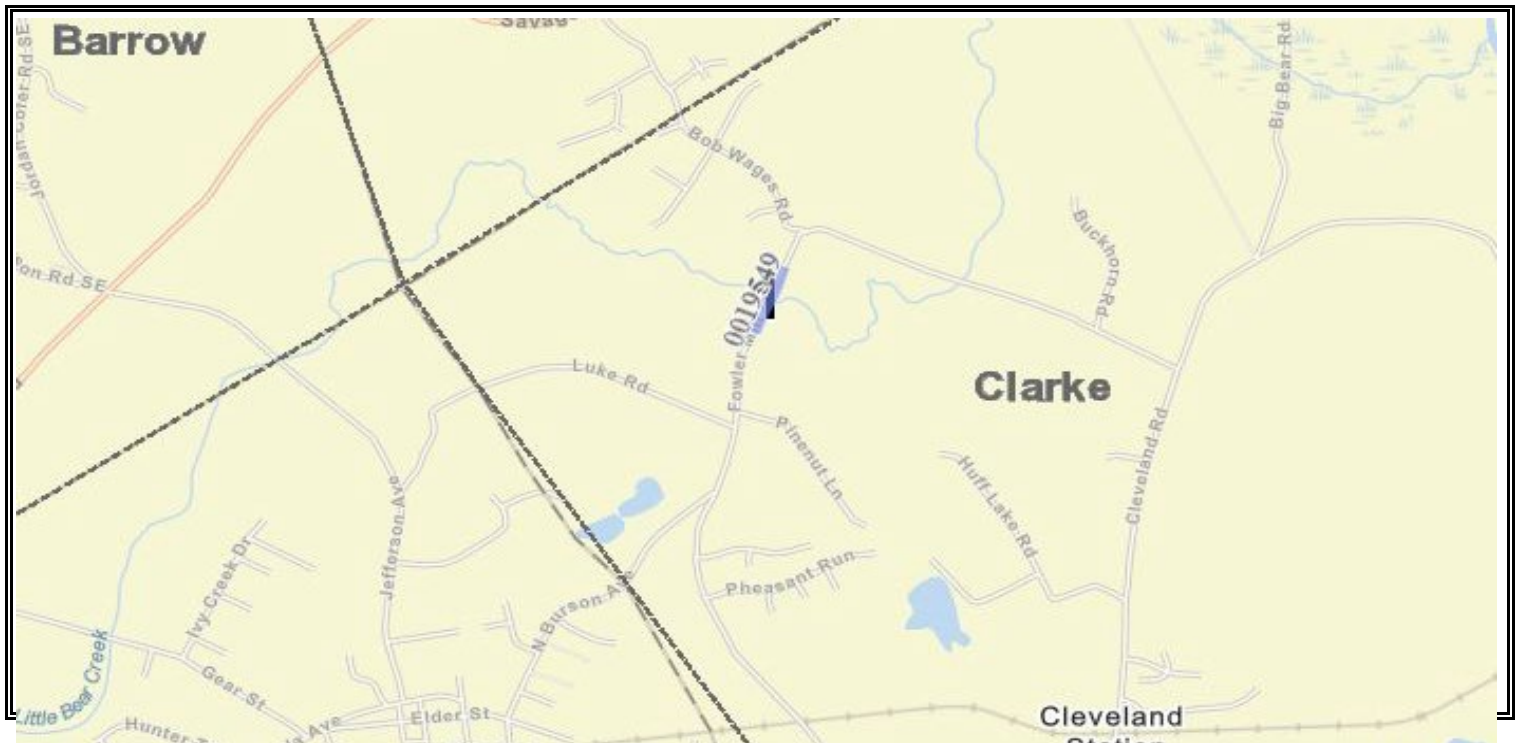
**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK			<b>MTP Project / TIP #:</b>			<b>FUND:</b> LOC/Y110	
<b>PROJECT DESCRIPTION:</b> Replace the existing bridges at CR3 Fowler Mill @ Little Bear Creek			Estimated Cost:			\$2,750,000	
			County:			Clarke	
			P.I. #: 0019549				
			GDOT Prj#:				
Length (miles): 0.2		# of existing lanes: 2		# of lanes planned:		2	
DOT District #: 1		Congressional Dist. #: 10		RDC:		Northeast Georgia	
Average Daily Traffic Volume 2018:		2,010		2045 (projected):		N/A	
<b>COMMENTS/REMARKS:</b>							

**PROJECT LOCATION**



## **SECTION V**

### **Local Grant Funded Projects**



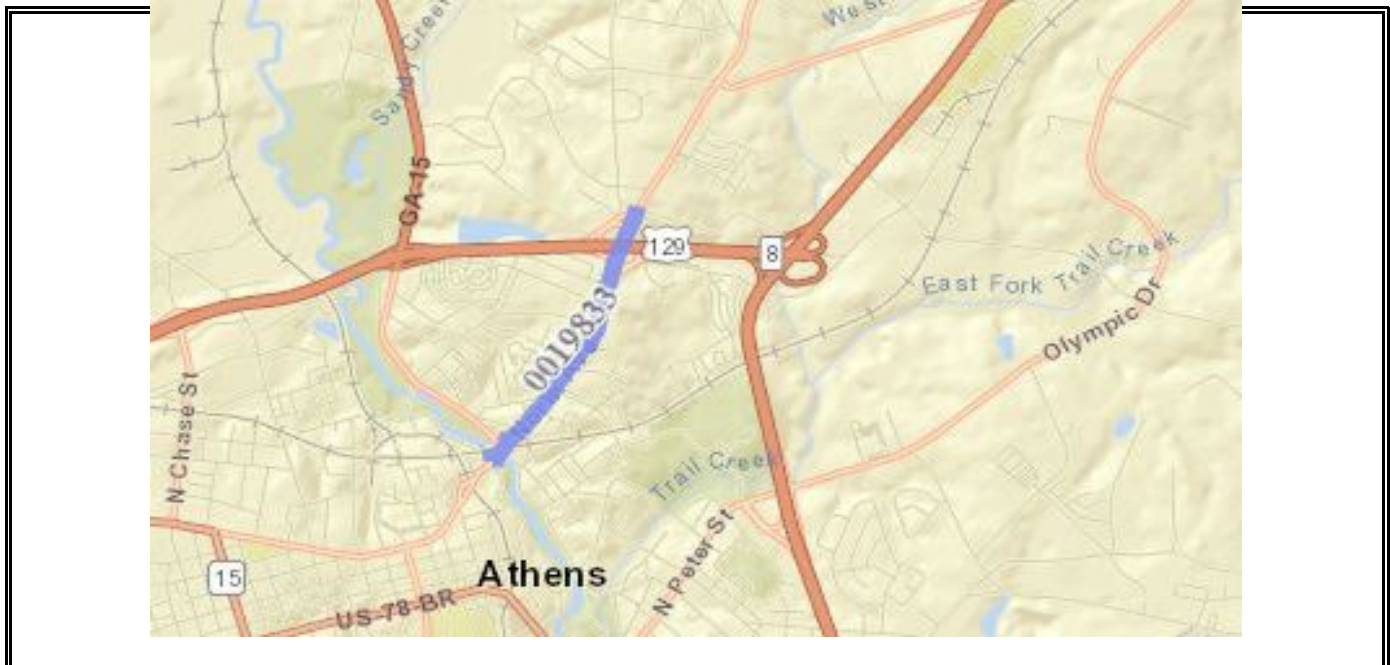
**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> ACC Public Works RAISE Grant		<b>MTP Project / TIP #</b>		<b>Fund:</b> Local/BIP	
<b>PROJECT DESCRIPTION:</b>  For the North Avenue Rebuilding American Infrastructure w/ Sustainability and Equity (RAISE) Grant Funds.		<i>Estimated Cost:</i>		\$24,970,000	
		<i>County:</i>		Clarke	
		<i>P.I. #:</i> 0019833			
		<i>GDOT Prj.#:</i>			
<i>Length (miles):</i>	<i># of existing lanes:</i>	<i># of lanes planned:</i>			
<i>DOT District #:</i> 1	<i>Congressional Dist. #:</i> 10	<i>RDC:</i> Northeast Georgia			
<i>Average Daily Traffic Volume</i> 2018 ADT:		2045(projected):			
<b>COMMENTS/REMARKS:</b>  No MPO Funds or state funds are involved. Agreement is solely between ACC Public Works and FHWA.					

PROJECT PHASE	SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Preliminary Engineering (\$)	Fed/State/Other	\$2,421,000				\$2,421,000
Right-of-Way (\$)	Fed/State/Other		\$750,000			\$750,000
Utilities (\$)	Fed/State/Other			\$1,009,000		\$1,009,000
Construction Costs (\$)	Fed/State/Other			\$20,790,000		\$20,790,000
<b>PROJECT COST</b>		\$2,421,000	\$750,000	\$21,799,000	\$0	\$24,970,000
Federal Cost (\$)		\$2,421,000	\$750,000	\$21,799,000	\$0	\$24,970,000
State Cost (\$)		\$0	\$0	\$0	\$0	\$0
LOC Cost (\$)		\$0	\$0	\$0	\$0	\$0

**PROJECT LOCATION**



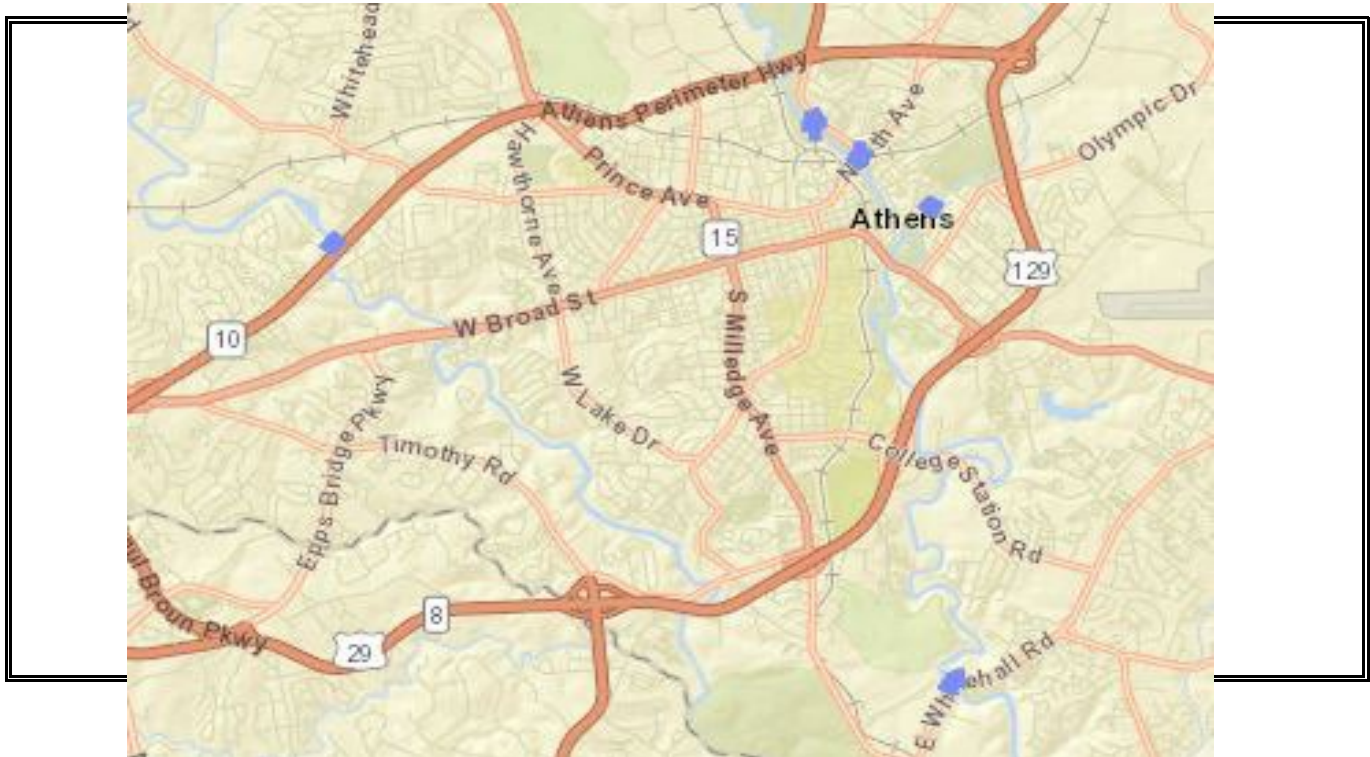
**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> ACC Public Works BIP Grant		<b>MTP Project / TIP #</b>		<b>Fund:</b> Local/BIP		
<b>PROJECT DESCRIPTION:</b>  For supporting planning phase of Bridge Investment Program activities.		Estimated Cost:		\$810,000.00		
		County:		Clarke		
		P.I. #:		0020030		
		GDOT Prj.#:				
Length (miles):	# of existing lanes:		# of lanes planned:			
DOT District #: 1	Congressional Dist. #: 10		RDC: Northeast Georgia			
Average Daily Traffic Volume		2018 ADT:		2045(projected):		
<b>COMMENTS/REMARKS:</b>  No MPO Funds or state funds are involved. Agreement is solely between ACC Public Works and FHWA.						

PROJECT PHASE	SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Preliminary Engineering (\$)	Fed/State/Other	\$810,000				\$810,000
Right-of-Way (\$)	Fed/State					\$0
Construction Costs (\$)	Fed/State					\$0
<b>PROJECT COST</b>		\$810,000	\$0	\$0	\$0	\$810,000
Federal Cost (\$)		\$648,000	\$0	\$0	\$0	\$648,000
State Cost (\$)		\$0	\$0	\$0	\$0	\$0
LOC Cost (\$)		\$162,000	\$0	\$0	\$0	\$162,000

**PROJECT LOCATION**



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**SECTION VI**  
**Transit Projects**

**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> Transit Planning Activities		<b>MTP Project / TIP #:</b>		<b>FUND:</b> 5303	
<b>PROJECT DESCRIPTION:</b> Project phase categories do not apply to this worksheet. Planning support service provided to Athens Transit by MACORTS.		<b>Estimated Cost:</b> \$487,160.00 <b>County:</b> Clarke <b>P.I. #:</b> <b>GDOT Prj#:</b>			
<b>Length (miles):</b>	<b># of existing lanes:</b>	<b># of lanes planned:</b>			
<b>DOT District #:</b>	<b>Congressional Dist. #:</b>	<b>RDC:</b> Northeast Georgia			
<b>Average Daily Traffic Volume 2018:</b>		<b>2045 (projected):</b>			
<b>COMMENTS/REMARKS:</b> These projects are covered by GDOT project #'s T007063, T008024, T008025, and T008026, respectively.					

PROJECT PHASE	SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State					\$0
Construction Costs (\$)	Fed/State					\$0
<b>PROJECT COST</b>		\$0	\$0	\$0	\$0	\$0
Federal Cost (\$)		\$97,432	\$97,432	\$97,432	\$97,432	\$389,728
State Cost (\$)		\$12,179	\$12,179	\$12,179	\$12,179	\$48,716
Local Cost (\$)		\$12,179	\$12,179	\$12,179	\$12,179	\$48,716

**PROJECT LOCATION**



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> Transit Capital/Ops Funds		<b>MTP Project / TIP #:</b>		<b>FUND:</b> 5307		
<b>PROJECT DESCRIPTION:</b> Project phase categories do not apply to this worksheet. These are Capital/Ops funds.		<b>Estimated Cost:</b>		\$38,138,286.00		
		<b>County:</b>		Clarke		
		<b>P.I. #:</b>				
		<b>GDOT Prj#:</b>				
<b>Length (miles):</b>	<b># of existing lanes:</b>	<b># of lanes planned:</b>				
<b>DOT District #:</b>	<b>Congressional Dist. #:</b>	<b>RDC:</b> Northeast Georgia				
<b>Average Daily Traffic Volume 2018:</b>		<b>2045 (projected):</b>				
<b>COMMENTS/REMARKS:</b> These projects are covered by GDOT project #'s T007051, T008384, T008385, and T008386, respectively.						
<b>PROJECT PHASE</b>	<b>SOURCE</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>TOTAL</b>
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State					\$0
Construction Costs (\$)	Fed/State					\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Federal Cost (\$)		\$2,380,347	\$2,317,796	\$6,735,812	\$6,735,812	\$18,169,767
State Cost (\$)		\$0	\$390,990	\$390,990	\$390,990	\$1,172,970
Other Cost (\$)		\$2,380,347	\$8,417,078	\$3,999,062	\$3,999,062	\$18,795,549

**PROJECT LOCATION**

**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>PROJECT NAME:</b> Transit Planning Activities		<b>MTP Project / TIP #:</b>		<b>FUND:</b> 5339	
<b>PROJECT DESCRIPTION:</b> Project phase categories do not apply to this worksheet. These are Sec. 5339 Bus and Bus facility funds.		<b>Estimated Cost:</b> \$534,400.00			
		<b>County:</b> Clarke			
		<b>P.I. #:</b>			
		<b>GDOT Prj#:</b>			
<b>Length (miles):</b>	<b># of existing lanes:</b>	<b># of lanes planned:</b>			
<b>DOT District #:</b>	<b>Congressional Dist. #:</b>	<b>RDC:</b> Northeast Georgia			
<b>Average Daily Traffic Volume 2018:</b>		<b>2045 (projected):</b>			
<b>COMMENTS/REMARKS:</b> These projects are covered by GDOT project #'s T007063, T008024, T008025, and T008026, respectively.					

PROJECT PHASE	SOURCE	FY2024	FY2025	FY2026	FY2027	TOTAL
Preliminary Engineering (\$)	Fed/State					\$0
Right-of-Way (\$)	Fed/State					\$0
Construction Costs (\$)	Fed/State					\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Federal Cost (\$)		\$427,520	\$0	\$0	\$0	\$427,520
State Cost (\$)		\$0	\$0	\$0	\$0	\$0
Local Cost (\$)		\$106,880	\$0	\$0	\$0	\$106,880

**PROJECT LOCATION**

Unviersity of Georgia - Transit  
TIP - 5307 Funding Request

<b>Fiscal Year</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
2025	Fixed Route Operating Costs	\$7,946,000	\$3,973,000	-	\$3,973,000
	<b>FY25 Total</b>	<b>\$7,946,000</b>	<b>\$3,973,000</b>	<b>\$0</b>	<b>\$3,973,000</b>
2026	Fixed Route Operating Costs	\$8,110,000	\$4,055,000	-	\$4,055,000
	<b>FY26 Total</b>	<b>\$8,110,000</b>	<b>\$4,055,000</b>	<b>\$0</b>	<b>\$4,055,000</b>
2027	Fixed Route Operating Costs	\$8,281,000	\$4,140,500	-	\$4,140,500
	<b>FY27 Total</b>	<b>\$8,281,000</b>	<b>\$4,140,500</b>	<b>\$0</b>	<b>\$4,140,500</b>
2028	Fixed Route Operating Costs	\$8,446,620	\$4,140,500	-	\$4,140,500
	<b>FY28 Total</b>	<b>\$8,446,620</b>	<b>\$4,140,500</b>	<b>\$0</b>	<b>\$4,140,500</b>

Note: Actual reimbursements will be subject to funding availablity and the ACC/UGA Transportation Agreement for sharing the 5307 STIC funds.

This is proposed funding subject to GDOT, FHWA and FTA approval.

# APPENDICES

# **APPENDIX A**

## **MACORTS PUBLIC INVOLVEMENT PROCESS**

**Summary of Public Comment Received, copies of legal ads, etc. will appear here once public comment has completed.**

## **APPENDIX B**

# **PERFORMANCE MANAGEMENT AGREEMENTS**





## GEORGIA PERFORMANCE MANAGEMENT AGREEMENT Per 23 CFR 450.314(h)

**WHEREAS**, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

**WHEREAS**, Metropolitan Planning Organizations (MPO(s)), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

**WHEREAS**, the 23 CFR 450.314(h) requires that MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

**NOW, THEREFORE, BE IT RESOLVED**, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data
  - a. The Georgia Department of Transportation (GDOT) will collect data used in developing statewide targets to meet the federal performance management requirements for highways<sup>1</sup> to include the following:
    - o Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures<sup>2</sup>:
      1. Number of fatalities;
      2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT);
      3. Number of serious injuries;
      4. Rate of serious injuries per 100 million VMT; and
      5. Number of combined non-motorized fatalities and non-motorized serious injuries.
    - o Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
      1. Percentage of pavements on the Interstate System in Good condition;
      2. Percentage of pavements on the Interstate System in Poor condition;
      3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
      4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;
      5. Percentage of NHS bridge deck area classified as in Good condition; and
      6. Percentage of NHS bridge deck area classified as in Poor condition.

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<sup>1</sup> 23 CFR Part 490

<sup>2</sup> PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

- o Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:
    1. Percent of Person-Miles Traveled on the Interstate System That Are Reliable;
    2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable;
    3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017<sup>3</sup>;
    4. Percentage of the Interstate System Mileage providing for Reliable Truck Travel Times;
    5. Annual Hours of Peak-Hour Excessive Delay Per Capita;
    6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel; and
    7. Total Emissions Reduction.
  - b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality<sup>4</sup> and GDOT will coordinate on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and the Total Emission Reduction measures.
  - c. GDOT will coordinate directly with the Georgia Association of Metropolitan Planning Organizations (GAMPO) to distribute transportation performance data used in developing statewide highway targets to each Georgia MPO.
    - o GDOT will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
    - o Where possible and practicable, GDOT will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.
  - d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide GDOT with the performance target(s) and any supplemental data used in association with the MPO target setting process.
- 2. Selection of transportation performance targets
  - a. GDOT and the MPOs will establish or revise performance targets in coordination with each other.
    - o Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person GAMPO meetings, webinars, conference calls, and email/written communication.

<sup>3</sup> This measure and associated target will only be required if it is not repealed. Reference: Federal Register / Vol. 82, No. 215 / Wednesday, November 8, 2017 / Proposed Rules; FHWA Docket No. FHWA-2017-0025.

<sup>4</sup> As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

- o MPOs shall be given an opportunity to provide comment on GDOT targets no less than 30-days prior to GDOT's establishment or revision of highway targets.
    - o If an MPO chooses to set its own target, the MPO will develop the target in coordination with GDOT. The MPO will provide GDOT the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.
  - b. GDOT will select statewide performance targets to meet the federal performance management requirements for highways.
    - o GDOT will provide written notice to GAMPO (for distribution to each Georgia MPO) when GDOT selects a target. This notice will provide the target and the date GDOT set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
    - o If an MPO chooses to support the statewide target, the MPO will provide written documentation to GDOT that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
    - o If the MPO chooses to set its own target, the MPO will provide GDOT documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).
  - c. Those MPOs currently in non-attainment or maintenance for air quality<sup>4</sup> and GDOT will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective nonattainment areas for ozone.
3. Reporting of performance targets.
- a. GDOT will report all highway targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490.
    - o Through the Highway Safety Improvement Program Annual Report for PM1 measures;
    - o Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures; and
    - o Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.
  - b. GDOT will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program amended or adopted after May 27, 2018.
4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

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- a. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.
  - b. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.
  - c. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.
5. The collection of data for the State asset management plans for the NHS.
- a. GDOT will be responsible for collecting bridge and pavement condition data for the NHS. This includes NHS roads are that are not on the State highway system, but instead are under the ownership of local jurisdictions, if such roads exist.

*All parties agree that email communications shall be considered written notice for all portions of this agreement.*

**[signature page to follow]**

**Signature page**



GAMPO Chair

4/12/18

Date



GDOT (Commissioner)

4/30/18

Date

Version: FINAL / March 27, 2018



## Performance-Based Transit Planning Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) requires the metropolitan planning organizations (MPO), State(s), and the providers of public transportation (referred to here as "providers") to jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

The Georgia Department of Transportation (GDOT), the MPO, and provider(s) hereby agree to share transit asset management data, targets, and plans as follows:

- Providers will share their Transit Asset Management (TAM) Plan, and TAM targets with the MPO and GDOT and report to the National Transit Database.
- Providers will coordinate with the MPO and GDOT during the development of their TAM Plan and targets.
- The MPO will set TAM targets for their planning area in coordination with providers in their planning area and share those targets with providers and GDOT.
- GDOT sponsors a Group TAM Plan for participating Tier 2 transit providers, collects inventory information from these providers, sets targets in coordination with the providers, and shares the TAM Plan with providers and MPOs statewide.
- MPOs will reflect TAM targets in their short range and long range planning documents, and share with GDOT and providers in their planning area.
- GDOT will provide a Statewide Transportation Improvement Program (STIP) Performance Report, reflecting TAM targets set by the GDOT Group Plan, and will share this report with MPOs and transit providers statewide.



MPO Signature

11-8-19

Date

Brad Griffin, Director  
Print Name and Title

MACORTS  
Organization Name

## Performance-Based Transit Planning Agreement

Name of Public Transportation Provider 1: Athens Clarke County Transit Department

	<u>11-8-19</u>	<u>Butch McDuffie, Director</u>
Provider Signature	Date	Print Name and Title

Name of Public Transportation Provider 2: \_\_\_\_\_

_____	_____	_____
Provider Signature	Date	Print Name and Title

Name of Public Transportation Provider 3: \_\_\_\_\_

_____	_____	_____
Provider Signature	Date	Print Name and Title

Name of Public Transportation Provider 4: \_\_\_\_\_

_____	_____	_____
Provider Signature	Date	Print Name and Title

# **APPENDIX C**

## **SYSTEM PERFORMANCE REPORT**



# **Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated May 2023)**

## **Background**

Pursuant to the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\) Act](#) enacted in 2012 and the [Fixing America's Surface Transportation Act \(FAST Act\)](#) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)<sup>1</sup> issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures<sup>2</sup>, the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

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<sup>1</sup> [23 CFR Part 450, Subpart B and Subpart C](#)

<sup>2</sup> [23 CFR 490.107](#)

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The MACORTS 2045 Metropolitan Transportation Plan (MTP) will be adopted in October 2024. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the MACORTS 2045 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures.

## Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>3</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>4</sup>. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2023 MPO PM1 targets must be set by February 27, 2023.<sup>5</sup> The MACORTS adopted/approved the Georgia statewide safety performance targets on 2/8/2023.

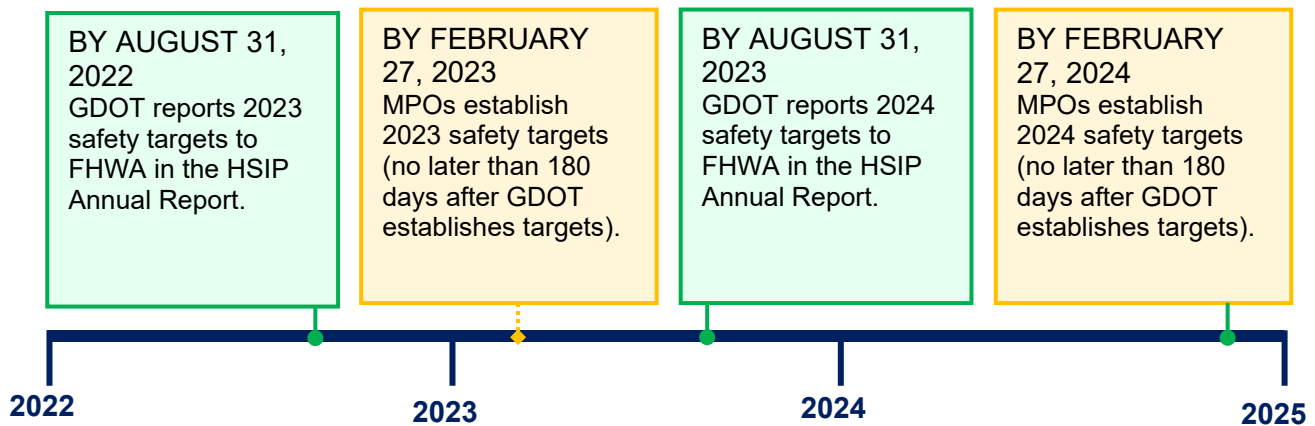
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<sup>3</sup> [23 CFR Part 490, Subpart B](#)

<sup>4</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

<sup>5</sup> <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

## Safety Performance Targets Timeline (2022-2024)



The latest safety conditions will be updated annually over a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

**Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)**

Performance Measures	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802

Source: GDOT's HSIP reports.

MACORTS recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of

national transportation goals and statewide and regional performance targets. As such, the 2045 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2045 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2045 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>6</sup>
- MACORTS 2045 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>7</sup> and bridge condition<sup>8</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

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<sup>6</sup> [2021Statewide Strategic Transportation Plan/2045 Statewide Transportation Plan](#)

<sup>7</sup> [23 CFR Part 490, Subpart C](#)

<sup>8</sup> [23 CFR Part 490, Subpart D](#)

## Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

## Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

## Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025.

### **SECOND** Performance Period (January 1, 2022, to December 31, 2025)

BY <i>DECEMBER 16, 2022*</i> GDOT establishes statewide targets for 2023 and 2025 and reports performance and targets to FHWA	BY JUNE 14, 2023 MPOs establish 2025 targets (no later than 180 days after GDOT establishes targets).	BY OCTOBER 1, 2024 GDOT reports statewide performance and progress toward targets	BY OCTOBER 1, 2026 GDOT reports statewide performance and progress targets (Full Performance)
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\* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The MACORTS adopted/approved the Georgia statewide PM2 targets 6/14/23. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and MACORTS will have the opportunity at that time to revisit the four-year PM2 targets.

**Table 2. Pavement and Bridge Condition/PM2 Performance and Targets**

<b>Performance Measures</b>	<b>Georgia Performance (Baseline 2021)</b>	<b>Georgia 2-year Target (2023)</b>	<b>Georgia 4-year Target (2025)</b>
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

MACORTS recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2045 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2045 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>9</sup>
- The MACORTS 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

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<sup>9</sup> [2021Statewide Strategic Transportation Plan/2045 Statewide Transportation Plan](#)



## **System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3**

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>10</sup>, freight movement on the Interstate system<sup>11</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>12</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The MACORTS MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

## System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person

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<sup>10</sup> [23 CFR Part 490, Subpart E](#)

<sup>11</sup> [23 CFR Part 490, Subpart F](#)

<sup>12</sup> [23 CFR Part 490, Subparts G and H](#)



miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

### Freight Movement Performance Measure

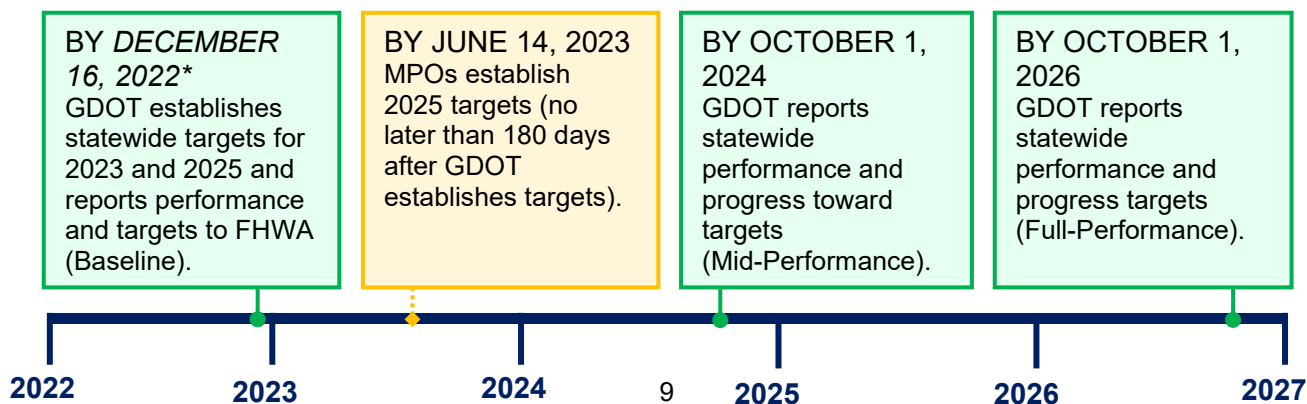
The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

### PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to September 30, 2025 (for the four-year target).

## **SECOND** Performance Period (January 1, 2022, to December 31, 2025)



*\* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The MACORTS adopted/approved the Georgia statewide PM3 targets on 6/14/23. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and MACORTS will have the opportunity at that time to revisit the four-year PM3 targets.

**Table 3. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets**

<b>Performance Measure</b>	<b>Georgia Performance (Baseline 2021)</b>	<b>Georgia 2-year Target (2023)</b>	<b>Georgia 4-year Target (2025)</b>
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

\*4-year Cumulative Emission Reductions from 2018-2021

MACORTS recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2045 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.<sup>13</sup>
- The 2021 SSTP/2045 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.<sup>14</sup>

<sup>13</sup> <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

<sup>14</sup> [2021 Statewide Strategic Transportation Plan/2045 Statewide Transportation Plan](#)

- The MACORTS 2045 MTP addresses reliability, freight movement, congestion, [and emissions] and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements

## Appendix B:

PI#	Cost	Work Type	PM-1	PM-2		PM-3	
			Safety	Bridges	Pavement	System Reliability	Truck Reliability
0013767	\$ 74,296,304.00	interchange	✓			✓	✓
0013769	\$ 73,447,745.00	interchange	✓			✓	✓
0013806	\$ 8,357,370.00	bridge		✓			
0019266	\$ 1,750,000.00	bridge		✓			
0019267	\$ 1,750,000.00	bridge		✓			
0019268	\$ 1,750,000.00	bridge		✓			
0019269	\$ 1,750,000.00	bridge		✓			
0019265	\$ 1,950,000.00	bridge		✓			
0015645	\$ 2,129,079.00	bridge		✓			
0015656	\$ 2,359,556.00	bridge		✓			
0019264	\$ 4,300,000.00	bridge		✓			
0019549	\$ 2,750,000.00	bridge		✓			
0016081	\$ 4,400,000.00	Roadway Project	✓			✓	
0017186	\$ 377,936.00	Roundabout	✓			✓	
0013768	\$ 1,910,498.00	Grade Separation	✓			✓	
0016920	\$ 1,047,865.00	Operational Improvement				✓	✓
0019614	\$ 805,000.00	Drainage Improvements			✓		

## **APPENDIX D**

### **CURRENT PERFORMANCE TARGETS:**

**PM 1 – SAFETY**

**PM2 – BRIDGE & PAVEMENT CONDITION**

**PM3 - SYSTEM RELIABILITY, FREIGHT, &  
CMAQ**

**TAM – TRANSIT ASSET MANAGEMENT**

## RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas and,

WHEREAS, the Technical Coordinating Committee of MACORTS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its January 25, 2023 meeting recommended that MACORTS support the Safety Performance Management Targets approved by the Georgia Department of Transportation as follows:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,680 (2019 – 2023) 5-year average by December 2023.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.360 (2019 – 2023) 5-year average by December 2023.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 8,966 (2019 – 2023) 5-year average by December 2023.
- Rate of Serious Injuries per 100 million VMT – To reduce the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 7.679 (2019 – 2023) 5-year average by December 2023.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 802 (2019 – 2023) 5-year average by December 2023.

NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS that MACORTS agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation and incorporate these targets by administrative modification to the 2045 Metropolitan Transportation Plan, and FY 21 – 24 Transportation Improvement Program.

### CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on February 8, 2023.

Recommended by:



Brad Griffin, TCC Chairman / MPO Director

February 8, 2023



Kelly Girtz, MACORTS Policy Committee Chairperson

February 8, 2023



## **RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE**

WHEREAS, amendments to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) must be approved by the MACORTS Policy Committee and,

WHEREAS, the FY 2021 – 2024 Transportation Improvement Program must support the 2045 Metropolitan Transportation Plan and,

WHEREAS, the Georgia Department of Transportation's State Transportation Improvement Program (STIP) and the MACORTS TIP must match, the following items have been amended in the FY 2021 – 2024 Transportation Improvement Program following the transportation planning process:

PM-2/PM-3 Safety Targets from GDOT: These are annually adopted targets provided by GDOT hereby added to the TIP.

NOW THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS and amends the FY 2021 – 2024 Transportation Improvement Program to include these changes.

### **CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee at their meeting held on June 14, 2023



Kelly Girtz, MACORTS Policy Committee Chair

June 14, 2023



Brad Griffin, MACORTS Technical Coordinating Committee Chair

June 14, 2023



## GDOT's Calendar Year 2023 Statewide Targets for Safety (2019-2023 rolling average)

Performance Measures	Targets (to maintain numbers under)
Number of fatalities	1,680
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.36
Number of serious injuries	8,966
Rate of serious injuries per 100 million VMT	7.679
Number of non-motorized fatalities and non-motorized serious injuries	802

### PM 2 TARGETS

Table 1 Bridge Level of Service Measures

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHS Bridge in <b>Poor condition</b> as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

Note: GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

Table 2 Pavement Level of Services

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% (NHS) in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Good condition</b>	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition

Note: The 2-yr and 4-yr targets are the same. GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

## PM 3 TARGETS

### Summary of the PM 3 Performance Measures

Performance Measure	Geographic Extent	Applicable Roadways
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads
Total Emissions Reduction	Statewide	All Roads

\*GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.

### PM 3 Targets

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled	73.9%	68.4%

on the Interstate that are reliable		
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

**Note:** GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

## **APPENDIX E**

### **On-Site Certification Report**

**CERTIFICATION  
OF THE  
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY  
(MACORTS) METROPOLITAN PLANNING ORGANIZATION**

Be it known to all, the below signees do hereby endorse and certify the MACORTS MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

- I. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
  - a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
  - b) All major modes of transportation are members of the MPO
  - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
  - d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
  - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
  - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
  - g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
1. **UPWP (23 CFR Part 450.308)**
  - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
  - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
  - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
  - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.
2. **LRTP/MTP (23 CFR Part 450.324)**
  - a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
  - b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
  - c) The LRTP/MTP is fiscally constrained.
  - d) The development of the LRTP/MTP and the TIP are coordinated with other providers

of transportation (e.g. regional airports, maritime port operators).

- e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
- f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
- h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- i) The transit authority's planning process is coordinated with the MPO's planning process.
- j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.

3. **TIP 23 CFR Part 450.326)**

- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- b) Each project included in the TIP is consistent with the LRTP/MTP.
- c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- f) The MPO TIP is included in the STIP by reference, without modification.
- g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

4. **Participation Plan (23 CFR Part 450.316)**

- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
- b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
- d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
- g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
- h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.

5. **List of Obligated Projects (23 CFR Part 450.334)**

- a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- b) The annual listing is made available to the public via the TIP or the LRTP/MTP.

II. **In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**

- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

- III. **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**
  - a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
  - b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
  - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
  - d) The MPO has a documented policy on how Title VI complaints will be handled.
  - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
  - f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
  - a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects**
  - a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal- aid highway construction contracts**
  - a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
  - a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally- Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.



- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.





Kelly Girtz, Policy Committee Chairman

Date

Madison Athens-Clarke Oconee Regional Transportation Study Metropolitan Planning Organization

Vivian Canizares

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Date: 2023.10.25  
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Vivian Canizares, Assistant State Transportation Planning Administrator

Date

Georgia Department of Transportation, Office of Planning



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Date: 2023.10.26 08:57:44 -04'00'

Matthew Markham, Deputy Director of Planning

Date

Georgia Department of Transportation, Office of Planning