October 9, 2019

MACORTS

2045 METROPOLITAN TRANSPORTATION PLAN UPDATE

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October 9, 2019

Prepared in Cooperation with:

Madison County Department of Planning and Zoning

Oconee County Planning Department

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administation

PREPARED FOR

MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

PREPARED BY

RS&H

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

WHEREAS, 23 CFR 450.322 of the Code of Federal Regulations requires Metropolitan Planning Organizations (MPOs) to develop a performance-based long-range, multimodal, financially constrained transportation plan every five years for areas in air quality attainment; and

WHEREAS, through a continuing, cooperative, and comprehensive transportation planning process in conformance with applicable federal and state requirements, MACORTS developed the latest Metropolitan Transportation Plan (MTP) with a horizon year of 2045; and

WHEREAS, a 30-day public involvement period was conducted for review of the Final Draft 2045 MTP including three (3) public meetings consistent with the adopted MACORTS Participation Plan; 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 plan update,

WHEREAS, the Technical Coordinating Committee at its September 25, 2019 meeting recommended the adoption of the MACORTS 2045 Metropolitan Transportation Plan:

NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS that the horizon of the MACORTS MTP be extended to the year 2045 and the MACORTS 2045 MTP be adopted.

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 October 9, 2019.

Recommended by:

October 9, 2019

John Scarborough
MACORTS Policy Committee Chairperson

Kelly Girtz, co-chair for..

October 9, 2019

Brad Griffin
TCC Chairman / MPO Director

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CHAPTER 1: INTRODUCTION

The Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) region, which includes the counties of Athens-Clarke, Oconee and Madison, serves as a regional center for the northeastern area of Georgia and is home to a demographically diverse population. The area has sustained a steady growth pattern over the years, both in population and economically, and that growth is expected to continue in the future. The region is also a center of higher education, with the University of Georgia located in downtown Athens and facilities spread throughout the region, the University of North Georgia Oconee campus located in Watkinsville, the Athens campus of Piedmont College located near downtown Athens, and Athens Technical College.

Transportation is a critical piece of the quality of life in the region, providing access to services, employment, health care, education, and recreation. The transportation system is also a critical element of the region's economic vitality and maintaining an efficient transportation system sustains the economy, as well as providing residents and visitors with the mobility needed for daily life.

Transportation is also rapidly evolving, due to technology and changing expectations for mobility. These changing trends include both local and global forces and affect the planning approach for the future of transportation. This Metropolitan Transportation Plan (MTP) was developed with the goal of meeting today's mobility needs, while strategically planning to meet future needs and the evolving transportation landscape.

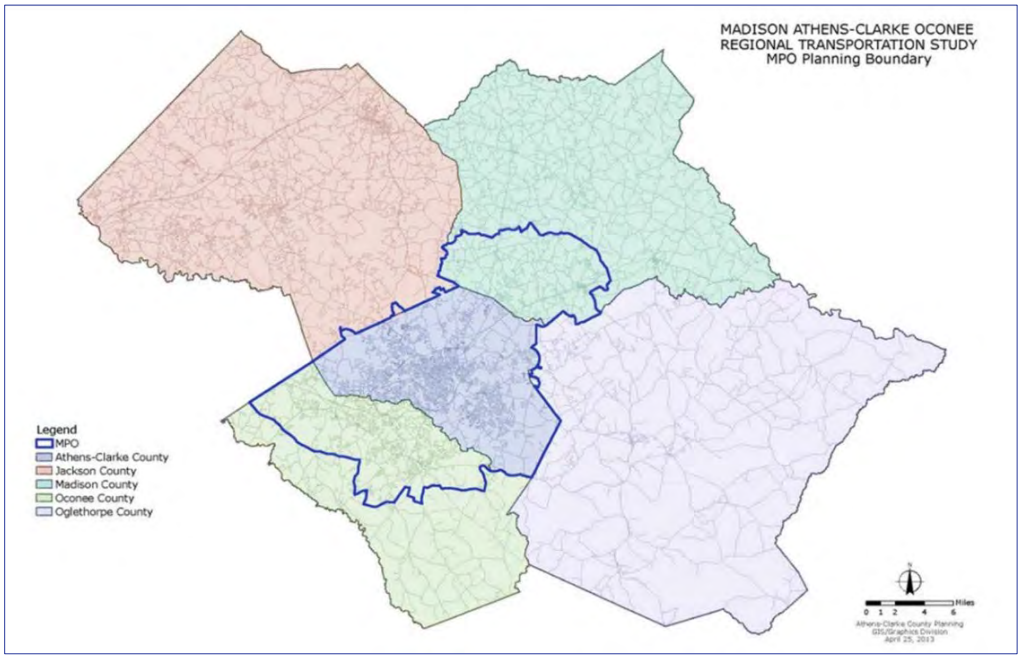
The MACORTS Region

Federal regulations require that areas of 50,000 or greater in population are designated as Metropolitan Planning Organizations (MPOs). The MPO is charged with carrying out the transportation planning process in the designated urbanized area, as well as for areas that are expected to become urbanized within the next 20 years.

Because transportation projects are typically funded with a combination of federal, state and local dollars, there are specific requirements for transportation planning set forth in the federal transportation legislation, Fixing America's Surface Transportation Act or the FAST Act. **The Madison Athens-Clarke Oconee Regional Transportation Study** is the federally designated organization responsible for cooperatively planning for transportation in the region. Comprised of the local governments in the metropolitan area, the MPO plans for the expenditure of federal transportation funds through a cooperative, comprehensive, and continuing process.

Athens and Clarke County were designated as a Metropolitan Planning Organization (MPO) in 1969. Following the 1990 US Census, the MPO area was expanded to include a portion of neighboring Oconee County, and the MPO name was changed to the Athens-Clarke Oconee Regional Transportation Study (ACORTS) to reflect the boundary expansion. Following the 2000 US Census, the MPO boundary was again expanded to include a portion of Madison County, and the MPO became the Madison Athens-Clarke Oconee Regional Transportation Study. After the US Census in 2010, the urbanized area was again expanded to include portions of neighboring Jackson and Oglethorpe Counties. Jackson County chose to participate in the Gainesville-Hall MPO and Oglethorpe County chose not to actively participate in the MACORTS planning process. The MACORTS area is shown in Figure 1.

FIGURE 1. MACORTS PLANNING AREA



Source: MACORTS

The Metropolitan Transportation Plan

One of the key responsibilities of the MPO is the development of the Metropolitan Transportation Plan (MTP), formerly known as the Long-Range Transportation Plan (LRTP). This MTP is the 20-year plan that sets the goals and objectives, and strategies, and identifies specific projects to address the transportation needs within the MPO area to ensure mobility for people and goods. This update, required every five years, includes the identification of the existing conditions within the MPO, as well as the future conditions through the planning horizon year of 2045.

The MTP includes a comprehensive assessment of existing conditions and future needs, including transportation, land use, demographics and economic indicators. This comprehensive assessment of existing and future multimodal transportation needs provides the foundation of identifying solutions to address those needs, as well as the development of supporting policies.

The FAST Act sets forth specific requirements for the development of the MTP and the elements incorporated within the plan. The horizon year must be a minimum of 20 years and must include a financially feasible, or cost constrained, set of projects. Identified needs typically outpace the available funding, so a list of those projects not funded within the horizon years is also included. These project lists are developed through a combination of technical analyses, significant input from the members of the public, and coordination with local jurisdictions, as well as with the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA).

Related Plans

The local jurisdictions within the MPO, and MACORTS, have been proactive in the development of plans to address different community needs and issues. In addition, GDOT has several statewide plans that were applicable to this process. Each of these plans were reviewed within the context of the MTP update and pertinent information incorporated. These plans are summarized below.

Athens Airport Master Plan

Airport master plans are developed within the guidelines and requirements of the Federal Aviation Administration (FAA) and provide the blueprint for the airport's long-range activities and projections. The Athens Ben-Epps Airport Master Plan provided an inventory of the existing facilities and service area, socio-economic data, activity forecasts, a demand and capacity analysis, an environmental overview of sensitive resources, financial analysis, and the identification of short and long range plans and projects for the airport.

Athens-Clarke County Comprehensive Plan

The Athens-Clarke County Comprehensive Plan was adopted in 2018 and developed in coordination with the Envision Athens effort. The Comprehensive Plan is compliant with the requirements of the Georgia Department of Community Affairs, and includes a vision for the community, community goals and objectives, the identification of needs and opportunities, and a defined work program and informed the development of existing conditions and future needs. This work program identified projects, roles and responsibilities, as well as cost of implementation. Specific community elements of the Comprehensive Plan include economic development, land use, transportation, and housing.

Athens in Motion

In 2018, the Athens in Motion plan, which is the bicycle and pedestrian master plan for Athens-Clarke County, was adopted. The master plan included the development of goals and objectives, an assessment of the existing conditions of the bike/ped network, the identification of needs, and specific projects and cost estimates for addressing the identified needs and issues and meeting the overall goals of the community. Projects were assessed and prioritized, and an overall action plan developed for implementation. In addition to the implementation action plan, overall policies and strategies that affect the implementation of bicycle and pedestrian projects were reviewed and refined to better meet the needs of the community. The plan informed the assessment of bicycle and pedestrian needs.

Athens Transit Feasibility Study

This feasibility study, which focused on the potential consolidation of Athens-Clarke County Transit with the University of Georgia transit system, was completed in 2016. The goal of the study was to identify any inefficiencies or duplication of services, the development of comprehensive service options through the analysis of rider behavior and preference, and the identification of technological advancements. Although there are areas of duplication between the two providers, the current conditions did not support consolidation. Recommendations focused on route-specific consolidation efforts, rather than system-wide. This feasibility study formed the foundation of the required Transit Development Plan and the transit assessment for this MTP.

Athens-Clarke County Transit Development Plan

Building on the Athens Transit Feasibility Study, the Transit Development Plan (TDP) was updated. The TDP update, required by the Federal Transit Administration (FTA), provided a review of the transit services, the operational performance of the system, and the identification of needs and opportunities. The TDP recommendations are included in a five-year fiscally constrained work program, which includes the specific projects identified to meet the overall goals and objectives for the transit system.

Athens-Clarke County Greenway Network Plan

The Athens-Clarke County Greenway Plan update was adopted in 2017 and provides the guidance for the development of the greenway system in the area. Athens-Clarke County staff worked closely with the Oconee Rivers Greenway Commission on the plan update, which focuses on the greenway network of trails

along and within the river corridors. This plan established an overall vision for the greenway network and its associated greenspaces, trails, and parks, goals and objectives, and overall management guidance for the trail system. This conceptual plan provides the framework for the setting priorities, programming and budgeting, and network development. The plan also identifies the highest priority corridors which promote the overall goal of connectivity. The plan provided information for the bicycle and pedestrian assessment.

Oconee County Joint Comprehensive Plan

The Oconee Joint Comprehensive Plan was updated in 2018 and includes unincorporated Oconee County and the municipalities of Bishop, Bogart, North High Shoals, and Watkinsville. The Comprehensive Plan, which is required for local governments, provides local decision-makers with a tool for the future of the county and its cities. The plan elements include a profile of the community, land use, transportation, parks and greenspace and informed the existing and future conditions assessment. In addition to the specific elements, the plan includes the overall goals and objectives for the communities, the identification of needs and opportunities, and an implementation plan or short term work program. This work program identifies specific projects, roles, responsibilities and costs.

Oconee County Long Range Transportation Plan

In 2018, the Georgia Department of Transportation (GDOT) Office of Planning, together with Oconee County, developed the Long Range Transportation to provide the framework for transportation decisions within the county through 2045. Goals and objectives for transportation in Oconee County were developed, projects identified, and project prioritization criteria developed in order to develop the final list of projects for the implementation plan. This implementation plan is structured in tiers for short term, mid-term, and long term project recommendations and provided information for the assessment of existing conditions and future needs.

Madison County Comprehensive Plan

The Madison County Comprehensive Plan was updated in 2017. The Comprehensive Plan serves as a tool for local decision-makers to guide their community into the future. The plan identifies the goals and objectives for Madison County, and the needs and opportunities for each element, which includes land use, transportation, economic development, housing, natural and cultural resources and community facilities and services. Action items to address the needs and take advantage of the opportunities are included in a short term work program, which includes roles, responsibilities and costs of implementation. The plan informed the assessment of the existing conditions and future needs.

GDOT Statewide Freight Plan

The Georgia Statewide Freight and Logistics Plan was developed and is maintained by GDOT. Freight and logistics are a critical element of the state's economy. The Freight Plan ensures the integration of freight and logistics planning for highways, rail, and water, and to identify projects that will enhance the efficient movement of freight within and through the state. The plan includes the identification of the Georgia Strategic Freight Network and includes a short-range, mid-range, and long-range plan for project implementation. The plan provided data and information for the freight analysis.

2015 GDOT Statewide Rail Plan

GDOT has developed and maintained a State Rail Plan that is focused on providing guidance for the freight and passenger rail planning activities and project development plans. The 2015 State Rail Plan has a 25-year timeframe, with the horizon year of 2040. The plan identifies the existing conditions of the rail network within the state, as well as the economic impacts of the rail system and activities. The plan includes both

Class I rail lines, as well as the short-line, or smaller, more regionally focused rail lines and provided information for the modal analyses.

2040 GDOT Statewide Strategic Transportation Plan (SSTP)/Statewide Transportation Plan (SWTP)

The GDOT SWTP has a horizon year of 2040 and provides an overview of the existing conditions of the statewide transportation system and the projected conditions in the future. This multimodal plan includes all major modes, as well as the interconnectivity of those modes. The plan also includes statewide economic and transportation demand forecasts through 2040. The SWTP includes a cost constrained, prioritized project list, as well as the unconstrained projects and is focused on meeting the current and future transportation demands of the state.

The SSTP, with a horizon year of 2040 provides the "strategic direction and makes the business case for increased transportation investments". The SSTP is updated every two years with the most recent update occurring in 2018. The SSTP update is focused on addressing changing conditions and priorities for the state and identifying the investment strategies that support Georgia's economic vitality and quality of life. The plan was a critical element of the framework for the MTP update.

GDOT Transportation Asset Management Plan (2018 - 2027)

GDOT, in compliance with federal requirements, developed a Transportation Asset Management Plan (TAMP). This plan provides a strategic and comprehensive approach to managing the transportation assets and needs of the state, as well as identifying strategies to meet those needs. This data-driven plan provides decision support for investments in managing, maintaining, and preserving the statewide transportation system. The plan outlines the state's approach to pavement and bridge asset management, as well as the processes for improving and preserving the system, including setting specific performance targets in order to strategically align investment strategies. The plan was an important facet of the framework for the MTP update.

Georgia Strategic Highway Safety Plan (2019 – 2021)

The safety of Georgia's traveling public is of primary importance and the Strategic Highway Safety Plan (SHSP), developed cooperatively by GDOT and the Governor's Office of Highway Safety, provides the framework for reducing fatalities and injuries on the state's roadways. The plan provides a comprehensive, multi-disciplinary approach, integrating engineering solutions, education, enforcement, and emergency services. Statewide performance goals and objectives are outlined in the plan, along with strategies and approaches to meet those goals and objectives and reduce/eliminate safety issues on the state's roadway system. The plan provided a critical element of the framework for the MTP update.

CHAPTER 2: PLANNING FOR MOBILITY

The region's transportation system incorporates a variety of opportunities for moving people and goods efficiently through and within the region. The MTP, with its identified goals and objectives, provides the framework for the planning process and guides the overall approach for transportation. These goals are crafted within the context of national and state goals, as well as the federal planning factors found in the federal legislation.

Goals and Planning Factors

The FAST Act states that the metropolitan transportation planning process must address specific factors. These factors are shown below, with the critical element of each factor shown in bold.

- Support **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the **safety** of the transportation system for motorized and non-motorized users
- Increase the **security** of the transportation system for motorized and non-motorized users
- Increase **accessibility and mobility** of people and freight
- **Protect and enhance the environment**, promote energy conservation, **improve the quality of life**, and promote consistency between transportation improvement and state and local planned growth and economic development patterns
- Enhance the **integration and connectivity of the transportation system, across and between modes, for people and freight**
- Promote **efficient system management** and operation
- Emphasize the **preservation of the existing transportation system**
- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance **travel and tourism**

The consideration and incorporation of these federal planning factors was a key element in the development of the MTP and provided the foundation for the development of the goals and objectives. In addition, incorporating and addressing these planning factors allow for the ability to meet the national goals outlined in the FAST Act. These national goals, together with the planning factors, form the framework for the overall MTP goals and objectives. The national goals include:

- Enhance the performance of the transportation system while protecting and enhancing the natural environment
- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Achieve a significant reduction in congestion on the National Highway System
- Improve the efficiency of the surface transportation system
- Maintain the highway infrastructure asset system in a state of good repair
- Reduce project costs, promote jobs and the economy and expedite the movement of people and good by accelerating project completion through elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
- Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

The GDOT Statewide Strategic Transportation Plan, updated in 2018, provides the strategic and policy approach for transportation investments in the state. The SSTP is updated every two years to address changing priorities for investments and is coupled with the 2040 Statewide Transportation Plan, which includes a cost constrained list of priority projects whose investments are targeted to meeting the identified goals. These state goals are coupled with the national goals and federal planning factors, to form the framework for the MTP goals include:

- Improve safety
- Maintain and preserve the system
- Improve reliability
- Relieve congestion
- Improve freight and economic development
- Improve the environment.

MACORTS Goals and Objectives

The goals, established within the framework of the federal and state goals and the federal planning factors, provide the guidance for the performance based planning process and ensure that the overall community goals and visions are supported. The goals are consistent with the federal planning factors, as well as the statewide transportation goals.

The first step in crafting the 2045 MTP goals was the review the transportation goals identified in the 2040 Long Range Transportation Plan. The approach was to review these goals previously established through broad-based community and stakeholder input and ensure current applicability, and adjust as needed to meet changing community conditions and/or updated federal requirements. The goals from the 2040 Long Range Transportation Plan include the following:

- Open process consistent with federal planning factors
- Complement and enhance land use recommendations and preserve the existing transportation facilities
- Safe and secure transportation system for all users
- Support increased, accessible transit service
- Maximize mobility
- Provide an acceptable level of service to accommodate all travel needs
- Limit/mitigate adverse environmental impacts
- Provide a safe and efficient multimodal transportation network
- Efficient system operation using the functional classification system

Through an extensive stakeholder and public involvement process, the updated goals for the 2045 MTP were developed, along with specific objectives for achieving the identified goal. The 2045 MTP goals and objectives are shown in Table 1.

TABLE 1. 2045 GOALS AND OBJECTIVES

MTP GOAL	OBJECTIVES
Enhance Land Use	
Complement and enhance linkages between transportation and land use while encouraging regional collaboration	▪ Strengthen the connection between land use and transportation planning ▪ Encourage land use strategies that maximize the potential for transit patronage and coverage ▪ Encourage coordinated local and regional land use planning ▪ Encourage access management to preserve corridor capacity and enhance safety ▪ Support implementation of the land use recommendations as set forth in the Comprehensive Plan(s) for Athens-Clarke County, Oconee County, Madison County, and Oglethorpe County
Safety and Security	
Ensure the safety and security of the multimodal transportation system for all users	▪ Minimize frequency and severity of vehicular crashes ▪ Reduce modal conflicts ▪ Prioritize transportation improvements that reduce fatalities and serious injuries ▪ Utilize design strategies to reduce potential crashes
Transit	
Support increased and accessible transit	▪ Encourage transit-supportive land use patterns ▪ Coordinate transit route development with existing and potential regional transportation systems ▪ Include transit accommodations in future road and sidewalk improvements ▪ Provide for pedestrian/bicycle access to existing and proposed transit routes ▪ Improve accessibility and enhance the paratransit service
Mobility	
Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate	▪ Encourage transit-supportive land use patterns ▪ Coordinate transit route development with existing and potential regional transportation systems ▪ Include transit accommodations in future road and sidewalk improvements ▪ Provide for pedestrian/bicycle access to existing and proposed transit routes ▪ Improve accessibility and enhance the paratransit service ▪ Improve freight mobility and access to freight generators and attractors

MTP GOAL	OBJECTIVES
Environment and Quality of Life	
Provide a sustainable transportation system that protects and enhances the natural environment, and improves the quality of life for residents	▪ Plan transportation facilities that protect environmental, historic, cultural, and community resources ▪ Support green infrastructure initiatives ▪ Reduce traffic congestion to promote improved air quality ▪ Minimize destruction of natural areas due to transportation facility location and/or size. Where possible, include appropriate landscaping and utilization of non-invasive or native species
System Preservation and Maintenance	
Preserve and maintain the existing transportation system	▪ Maintain acceptable bridge ratings ▪ Maintain acceptable levels of maintenance for roadways ▪ Maintain multimodal transportation facilities at an acceptable level
System Management and Operation	
Promote efficient transportation systems management and operation that incorporates feasible technologies	▪ Maximize efficiency of intersections through signal timing enhancements and alternative design elements ▪ Minimize vehicular congestion delays ▪ Expand the use of Intelligent Transportation Systems (ITS), and other technologies, where feasible
Reliability and Resiliency	
Promote transportation system reliability and resiliency through identification of issues and investments, and mitigate stormwater impacts associated with the surface transportation system	▪ Identify areas of vulnerability that impact reliability of the network and identify mitigation investments ▪ Minimize recurring and non-recurring congestion delays ▪ Ensure parallel or secondary access is planned for all developments of regional impact ▪ Coordinate with local emergency management agencies to ensure reliability of evacuation routes ▪ Support investments in multimodal transportation options to reduce reliance on a single mode of transportation ▪ Identify deficiencies in stormwater infrastructure, associated with surface transportation, and identify mitigation investments

MTP GOAL	OBJECTIVES
Multimodal Connectivity	
Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	▪ Provide interconnected bicycle and pedestrian network as viable transportation options ▪ Follow recommendations in adopted multimodal plans ▪ Provide for safe bicycle and pedestrian access between activity and residential centers ▪ Encourage the planning and programming of transportation enhancement projects ▪ Coordinate the design and implementation of multimodal facilities with appropriate agencies and user groups
Travel and Tourism	
Provide a transportation network that enhances regional accessibility for travel and tourism, and promotes local tourism industry	▪ Promote transportation initiatives that enhance regional connectivity ▪ Support investments in transportation facilities that support tourism industries ▪ Support investments in transit facilities and service expansions to facilitate visitor use of the systems ▪ Promote investments in transportation infrastructure that supports public airports in the MACORTS region
Economic Vitality	
Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency	▪ Improve operating efficiency of the existing infrastructure and transportation systems ▪ Reduce travel time and delays ▪ Promote projects that incorporate multimodal / complete street elements ▪ Promote projects which provide the maximum travel benefit per cost

Performance Based Planning

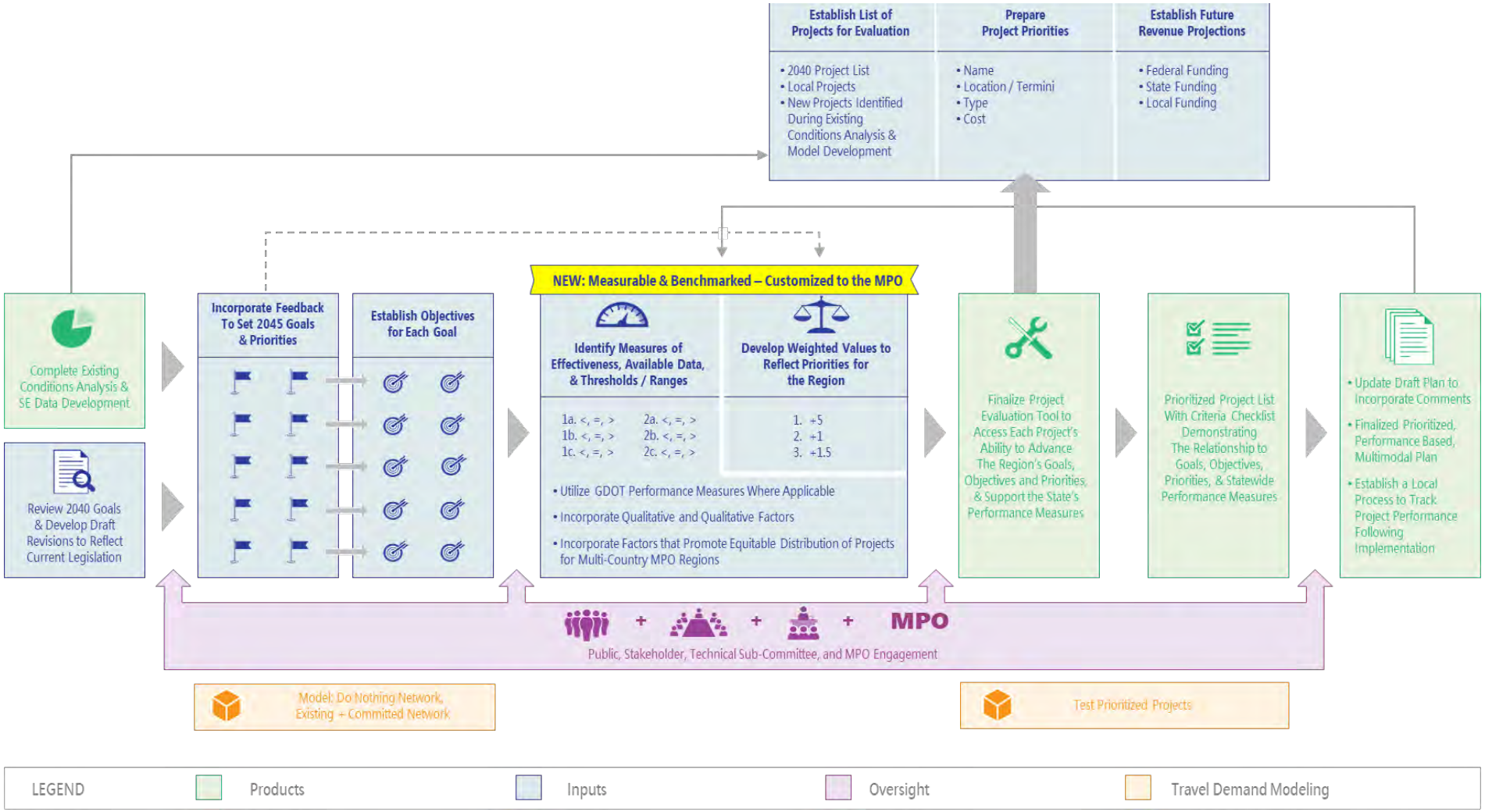
In addition to the cooperative, continuous, and comprehensive planning process and the incorporation of the federal planning factors, the FAST Act also includes a requirement for performance-based planning. As stated in the legislation, *"the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals…"*

The typical, basic planning process for an MTP update includes the following steps:

- Existing conditions analysis
- Review and update of goals
- Establish objectives
- Finalize project list
- Financial analysis
- Prioritize and financially constrain project list
- Develop the plan documentation

However, to meet the performance-based planning requirement, these standard steps have been supplemented and enhanced to ensure that the performance-based approach is incorporated into the planning process. The graphic, shown in Figure 2, depicts how this performance-based planning process is accomplished. The new performance-based steps are shown within the overall process and include the identification of measures of effectiveness, the data to be utilized in assessing these metrics, and a performance-based prioritization process that reflects the priorities of the region and identifies projects to meet the established goals. The process also includes a performance management and monitoring process after project implementation to determine if the project accomplished the intended results.

FIGURE 2. PERFORMANCE BASED PLANNING PROCESS



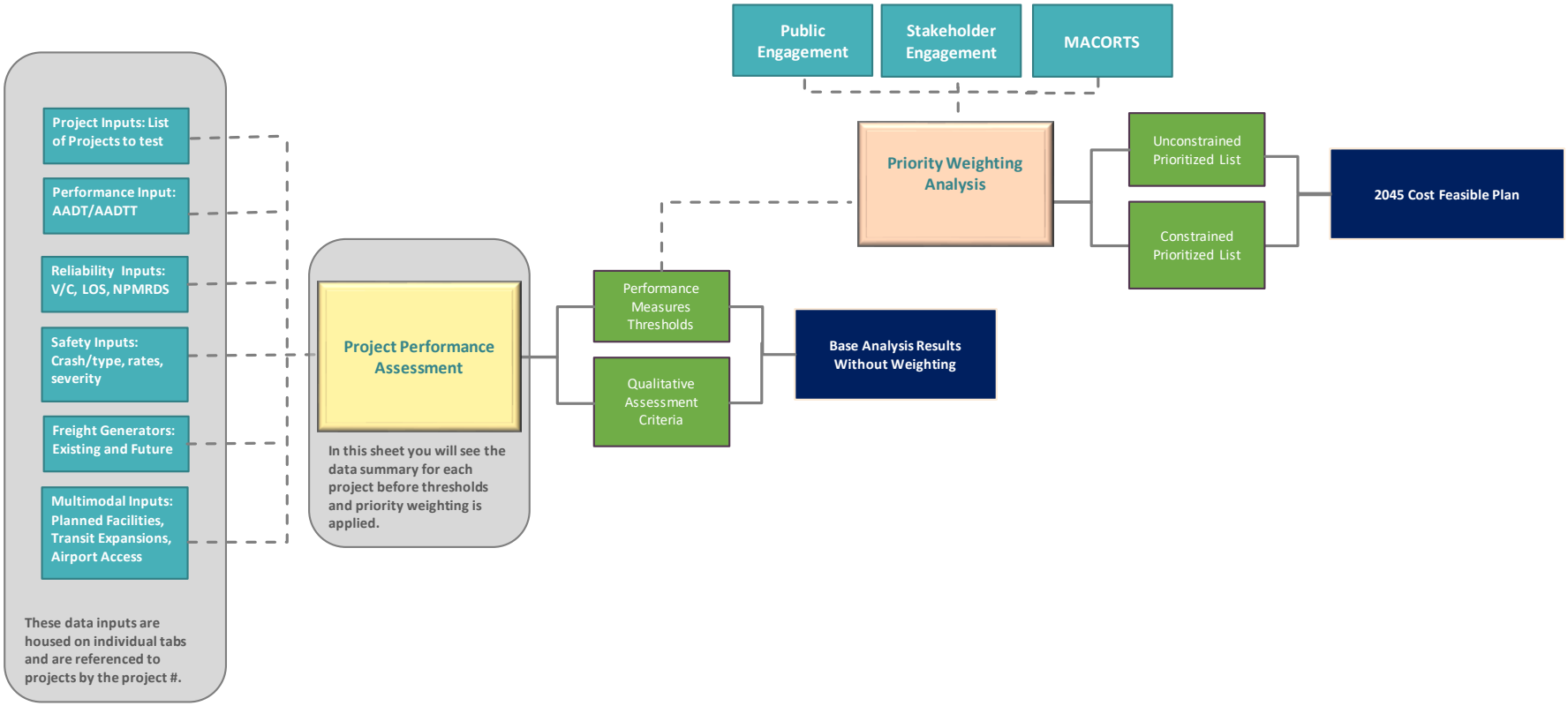
Performance measures, or measures of effectiveness, were developed in support of the goals and objectives identified for the community. These performance measures were developed using the FHWA SMART principle. This approach focuses on measures that are:

- **S**pecific
- **M**easurable
- **A**greed
- **R**ealistic
- **T**ime Bound

The SMART approach uses available data to provide measurable results over a defined period of time. The performance measures, which were developed within the context, and in support, of the goals and objectives, and with significant stakeholder and public input, are shown in Table 2. These SMART performance measures, which fit into the "new" box identified in the graphic in Figure 2, provide the performance based connection between the goals and objectives through the development of the plan and ensure the identified goals support the performance based approach.

Figure 3, found on the following page, depicts the performance based planning process. This process incorporates the data driven performance measures for the project assessment and then moves forward into project prioritization and the development of the final cost constrained plan.

FIGURE 3. PERFORMANCE BASED PLANNING PROCESS



These performance measures were used for assessing and prioritizing projects, further demonstrating the connection between the goals, objectives and performance measures and the identification of transportation investments that meet the overall vision of the MACORTS region. These data-driven performance measures, which support the measurement of the objectives as well as the goals, are shown in Table 2.

TABLE 2. MACORTS GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

GOALS	OBJECTIVES	PERFORMANCE MEASURES
Enhance Land Use		
Complement and enhance linkages between transportation and land use while encouraging regional collaboration	▪ Strengthen the connection between land use and transportation planning ▪ Encourage land use strategies that maximize the potential for transit patronage and coverage ▪ Encourage coordinated local and regional land use planning ▪ Encourage access management to preserve corridor capacity and enhance safety ▪ Support implementation of the land use recommendations as set forth in the Comprehensive Plan(s) for Athens-Clarke County, Oconee County, Madison County, Oglethorpe County, and Jackson County	▪ Percent of population within 1 mile of transit route or facility ▪ Incorporation of access management strategies in projects ▪ Inter-agency coordination at the local and regional levels ▪ Incorporation of land use recommendations in projects that are aligned with local Comprehensive Plans
Safety and Security		
Ensure the safety and security of the multimodal transportation system for all users	▪ Minimize frequency and severity of vehicular crashes ▪ Reduce modal conflicts ▪ Prioritize transportation improvements that reduce fatalities and serious injuries ▪ Utilize design strategies to reduce potential crashes	▪ Number of fatalities in the Calendar Year (CY) ▪ Rate of fatalities (per 100 million VMT) ▪ Number of serious injuries (CY) ▪ Rate of serious injuries per 100 million VMT ▪ Number of combined non-motorized fatalities and non-motorized serious injuries ▪ Number of bicycle/pedestrian fatalities in the CY ▪ Number of bicycle/pedestrian injuries in the CY

GOALS	OBJECTIVES	PERFORMANCE MEASURES
Transit		
Support increased and accessible transit	▪ Encourage transit-supportive land use patterns ▪ Coordinate transit route development with existing and potential regional transportation systems ▪ Include transit accommodations in future road and sidewalk improvements ▪ Provide for pedestrian/bicycle access to existing and proposed transit routes ▪ Improve accessibility and enhance the paratransit service	▪ Population within 1 mile of a transit route or facility ▪ Number of regional connections ▪ Projects incorporate multimodal facilities and access to transit ▪ Reduction in network gaps accessing transit stops ▪ Number/length of paratransit trips ▪ Transit ridership/population within service area
Mobility		
Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate	▪ Encourage transit-supportive land use patterns ▪ Coordinate transit route development with existing and potential regional transportation systems ▪ Include transit accommodations in future road and sidewalk improvements ▪ Provide for pedestrian/bicycle access to existing and proposed transit routes ▪ Improve accessibility and enhance the paratransit service ▪ Improve freight mobility and access to freight generators and attractors	▪ Highway peak hour speed (6AM to 10AM) ▪ Highway peak hour speed (3PM to 7PM) ▪ Congestion cost per auto commuter (per year) ▪ Travel Time Index ▪ Congestion levels on facilities with transit routes ▪ Reduction in multimodal network gaps ▪ Reduction in multimodal gaps providing access to transit facilities ▪ Miles of new multimodal facilities

GOALS	OBJECTIVES	PERFORMANCE MEASURES
Environment and Quality of Life		
Provide a sustainable transportation system that protects and enhances the natural environment, and improves the quality of life for residents	▪ Plan transportation facilities that protect environmental, historic, cultural, and community resources ▪ Support green infrastructure initiatives ▪ Reduce traffic congestion to promote improved air quality ▪ Minimize destruction of natural areas due to transportation facility location and/or size. Where possible, include appropriate landscaping and utilization of non-invasive or native species	▪ Impacts to the natural environment associated with transportation projects ▪ Impacts to cultural, historic and community resources associated with transportation projects ▪ Project inclusion of green infrastructure elements and techniques ▪ Reduction in vehicle miles of travel ▪ Number of alternative fuel vehicles registered in MACORTS region
System Preservation and Maintenance		
Preserve and maintain the existing transportation system	▪ Maintain acceptable bridge ratings ▪ Maintain acceptable levels of maintenance for roadways ▪ Maintain multimodal transportation facilities at an acceptable level	▪ Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area ▪ Percent of NHS bridges in Good condition as a percentage of total NHS bridge deck area ▪ Percent of non-interstate roads meeting GDOT maintenance standards ▪ Percentage of multimodal transportation facilities meeting or exceeding the maintenance threshold required in the Transit Asset Management (TAM) Plan
System Management and Operation		
Promote efficient transportation systems management and operation that incorporates feasible technologies	▪ Maximize efficiency of intersections through signal timing enhancements and alternative design elements ▪ Minimize vehicular congestion delays ▪ Expand the use of Intelligent Transportation Systems (ITS), and other technologies, where feasible	▪ Percent of roadway network operating at LOS D or worse ▪ Average daily traffic per lane ▪ Travel Time Index ▪ Signalization optimization

GOALS	OBJECTIVES	PERFORMANCE MEASURES
Reliability and Resiliency		
Promote transportation system reliability and resiliency through identification of issues and investments, and mitigate stormwater impacts associated with the surface transportation system	▪ Identify areas of vulnerability that impact reliability of the network and identify mitigation investments ▪ Minimize recurring and non-recurring congestion delays ▪ Ensure parallel or secondary access is planned for all developments of regional impact ▪ Coordinate with local emergency management agencies to ensure reliability of evacuation routes ▪ Support investments in multimodal transportation options to reduce reliance on a single mode of transportation ▪ Identify deficiencies in stormwater infrastructure, associated with surface transportation, and identify mitigation investments	▪ Reduction in vulnerability of the system through infrastructure monitoring procedures/systems ▪ Buffer Time Index ▪ Coordination of agencies to address non-recurring congestion due to incidents ▪ Project incorporates multimodal facilities ▪ Strategies developed to identify stormwater issues/impacts on the transportation system through inter-agency coordination ▪ Transit Automatic Vehicle Location (AVL) travel time index
Multimodal Connectivity		
Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	▪ Provide interconnected bicycle and pedestrian network as viable transportation options ▪ Follow recommendations in adopted multimodal plans ▪ Provide for safe bicycle and pedestrian access between activity and residential centers ▪ Encourage the planning and programming of transportation enhancement projects ▪ Coordinate the design and implementation of multimodal facilities with appropriate agencies and user groups	▪ Reduction in network gaps found in the multimodal networks ▪ Programming of multimodal plan recommendations ▪ Reduction in gaps between activity and residential centers ▪ Inter-agency/inter-governmental coordination

GOALS	OBJECTIVES	PERFORMANCE MEASURES
Travel and Tourism		
Provide a transportation network that enhances regional accessibility for travel and tourism, and promotes local tourism industry	▪ Promote transportation initiatives that enhance regional connectivity ▪ Support investments in transportation facilities that support tourism industries ▪ Support investments in transit facilities and service expansions to facilitate visitor use of the systems ▪ Promote investments in transportation infrastructure that supports public airports in the MACORTS region	▪ Number of network miles connecting regional activity centers ▪ Programming of eco-tourism supportive transportation facilities ▪ Availability of multimodal transportation services targeted to visitors
Economic Vitality		
Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency	▪ Improve operating efficiency of the existing infrastructure and transportation systems ▪ Reduce travel time and delays ▪ Promote projects that incorporate multimodal / complete street elements ▪ Promote projects which provide the maximum travel benefit per cost	▪ Reduction in VMT ▪ Travel Time Index ▪ Projects include bicycle and pedestrian facilities ▪ Project cost/vehicle miles of travel

The matrix, found in Table 3 on the following page, further demonstrates the connection between the MACORTS goals, objectives and performance measures, and how they fully support the national and state planning goals and incorporate the federal planning factors.

TABLE 3. GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	MACORTS 2045 Goals	MACORTS 2045 Objectives	MACORTS Performance Measures	Data Source for Performance Measure
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Improve the environment	**Enhance Land Use:** Complement and enhance linkages between transportation and land use while encouraging regional collaboration.	o Strengthen the connection between land use and transportation planning o Encourage land use strategies that maximize the potential for transit patronage and coverage o Encourage coordinated local and regional land use planning o Encourage access management to preserve corridor capacity and enhance safety o Support implementation of the land use recommendations as set forth in the Comprehensive Plan(s) for Athens-Clarke County, Oconee County, Madison County, Oglethorpe County, and Jackson County	o Percent of population within 1 mile of transit route or facility o Incorporation of access management strategies in projects o Inter-agency coordination at the local and regional levels o Incorporation of land use recommendations in projects that are aligned with local Comprehensive Plans	o Environmental Justice analysis; US Census o Project review o Local land development actions occurring along State Highway System with documented transportation review and recommendations

Increase the safety of the transportation system for motorized and nonmotorized users.
 	
Increase the security of the transportation system for motorized and nonmotorized users.
	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Improve safety	**Safety/Security:** Ensure the safety and security of the multimodal transportation system for all users.	o Minimize frequency and severity of vehicular accidents
				o Reduce modal conflicts
				o Prioritize transportation improvements that reduce fatalities and serious injuries
				o Utilize design strategies to reduce potential crashes
					o Number of fatalities in the Calendar Year (CY)
					o Rate of fatalities (per 100 million VMT)
					o Number of serious injuries (CY)
					o Rate of serious injuries per 100 million VMT
					o Number of combined non-motorized fatalities and non-motorized serious injuries
					o Number of bicycle/pedestrian fatalities in the CY
					o Number of bicycle/pedestrian injuries in the CY
						o GDOT
						  o Georgia Electronic Accident Reporting System (GEARS)
						  o GDOT Traffic Analysis and Data Application

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	MACORTS 2045 Goals	MACORTS 2045 Objectives	MACORTS Performance Measures	Data Source for Performance Measure

Increase accessibility and mobility of people and freight	To achieve a significant reduction in congestion on the National Highway System
	
	To improve the efficiency of the surface transportation system
		Relieve congestion and improve reliability
		
		Improve freight movement and economic development opportunities
			Transit: Support increased and accessible transit service.
			
			Mobility: Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate.
				o Encourage transit-supportive land use patterns
				o Coordinate transit route development with existing and potential regional transportation systems
				o Include transit accommodations in future road and sidewalk improvements
				o Provide for pedestrian/bicycle access to existing and proposed transit routes
				o Improve accessibility and enhance the paratransit service
				o Improve freight mobility and access to freight generators and attractors
					o Population within 1 mile of a transit route or facility
					o Number of regional connections
					o Projects incorporate multimodal facilities and access to transit
					o Reduction in network gaps accessing transit stops
					o Number/length of paratransit trips
					o Reduction in multimodal network gaps
						o Environmental Justice analysis; US Census
						o Project review and identification of connections
						o Public Works/Engineering Depts.
						o Transit Systems
						  o Inventory of Capital Assets
						  o Ridership data
						  o Remix access density reports
						  o NTD reporting data

Enhance the integration and connectivity of the transportation system, across and between modes for people and freight	To achieve a significant reduction in congestion on the National Highway System To improve the efficiency of the surface transportation system	Relieve congestion and improve reliability	**Mobility:** Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate.	o Encourage transit-supportive land use patterns o Coordinate transit route development with existing and potential regional transportation systems o Include transit accommodations in future road and sidewalk improvements o Provide for pedestrian/bicycle access to existing and proposed transit routes o Improve accessibility and enhance the paratransit service o Improve freight mobility and access to freight generators and attractors	o Highway peak hour speed (6AM to 10AM) o Highway peak hour speed (3PM to 7PM) o Congestion cost per auto commuter (per year) o Travel Time Index o Congestion levels on facilities with transit routes o Reduction in multimodal network gaps o Reduction in multimodal gaps providing access to transit facilities o Miles of new multimodal facilities	o National Performance Management Data Research Set o GDOT Traffic Analysis and Data Application o Public Works/Engineering Depts o Transit Service Profiles: Routes, Service Area, Route Miles, Bus Stop Improvement Program Inventory

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	MACORTS 2045 Goals	MACORTS 2045 Objectives	MACORTS Performance Measures	Data Source for Performance Measure
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Improve the environment	**Environment and Quality of Life:** Provide a sustainable transportation system that protects and enhances the natural environment and improves the quality of life for residents.	o Plan transportation facilities that protect environmental, historic, cultural, and community resources o Support green infrastructure initiatives o Reduce traffic congestion to promote improved air quality o Minimize destruction of natural areas due to transportation facility location and/or size. Where possible, include appropriate landscaping	o Impacts to the natural environment associated with transportation projects o Impacts to cultural, historic and community resources associated with transportation projects o Project inclusion of green infrastructure elements and techniques o Reduction in vehicle miles of travel o Number of alternative fuel vehicles registered in the MACORTS region	o Project Review; Geographic Information Systems (GIS) analysis o County license tag databases o Project Review o GDOT o Traffic Analysis and Data Application
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Improve the environment Relieve congestion and improve reliability	**Multimodal Connectivity:** Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	o Provide interconnected bicycle and pedestrian network as viable transportation options o Follow recommendations in adopted multimodal plans o Provide for safe bicycle and pedestrian access between activity and residential centers o Encourage the planning and programming of transportation enhancement projects o Coordinate the design and implementation of multimodal facilities with appropriate agencies and user groups	o Reduction in network gaps found in the multimodal networks o Programming of multimodal plan recommendations o Reduction in gaps between activity and residential centers o Inter-agency/inter-governmental coordination	o Public Works/Engineering Depts. o Project Review o Committee Structure Review

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	MACORTS 2045 Goals	MACORTS 2045 Objectives	MACORTS Performance Measures	Data Source for Performance Measure
Emphasize the preservation of the existing transportation system	To maintain the highway infrastructure asset system in a state of good repair	Maintain and preserve the existing transportation system	**System Preservation and Maintenance:** Preserve and maintain the existing transportation system, while incorporating innovative approaches where feasible.	o Maintain acceptable bridge ratings o Maintain acceptable levels of maintenance for roadways o Maintain multimodal transportation facilities at an acceptable level	o Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area o Percent of NHS bridges in Good condition as a percentage of total NHS bridge deck area o Percent of non-interstate roads meeting GDOT maintenance standards o Percent of multimodal transportation facilities meeting or exceeding the maintenance threshold required in the Transit Asset Management (TAM) Plan	o GDOT o Public Works/Engineering Depts. o FTA Transit Economic Requirements Model (TERM) scale for maintenance
Promote efficient system management and operation	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Maintain and preserve the existing transportation system	**System Management and Operation:** Promote efficient transportation systems management and operation that incorporates feasible technologies.	o Maximize efficiency of intersections through signal timing enhancements and alternative design elements o Minimize vehicular congestion delays o Expand the use of Intelligent Transportation Systems (ITS), and other technologies, where feasible	o Percent of roadway network operating at LOS D or worse o Average daily traffic per lane o Travel Time Index o Signalization optimization	o GDOT Traffic Analysis and Data Application o National Performance Management Research Data Set o Public Works/Engineering/Traffic Depts.

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	MACORTS 2045 Goals	MACORTS 2045 Objectives	MACORTS Performance Measures	Data Source for Performance Measure
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	To maintain the highway infrastructure asset system in a state of good repair To enhance the performance of the transportation system while protecting and enhancing the natural environment	The 2040 SWTP/2015 SSTP do not currently address this federal goal.	**Reliability and Resiliency:** Promote transportation system reliability and resiliency through identification of issues and investments and mitigate stormwater impacts associated with the surface transportation system.	o Identify areas of vulnerability that impact reliability of the network and identify mitigation investments o Minimize recurring and non-recurring congestion delays o Ensure parallel or secondary access is planned for all developments of regional impact o Coordinate with local emergency management agencies to ensure reliability of evacuation routes o Support investments in multimodal transportation options to reduce reliance on a single mode of transportation o Identify deficiencies in stormwater infrastructure, associated with surface transportation, and identify mitigation investments	o Reduction in vulnerability of the system through infrastructure monitoring procedures/systems o Buffer Time Index o Coordination of agencies to address non-recurring congestion due to incidents o Project incorporates multimodal facilities o Strategies developed to identify stormwater issues/impacts on the transportation system through inter-agency coordination o Transit Automatic Vehicle Location (AVL) travel time index	o GDOT and Public Works/Engineering Depts.; Project Review o National Performance Management Research Data Set o Local Stormwater Management Departments o Local Emergency Management Agencies o Project Review o Transit providers AVL data
Enhance travel and tourism	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	The 2040 SWTP/2015 SSTP do not currently address this federal goal.	**Travel and Tourism:** Provide a transportation network that enhances regional accessibility for travel and tourism and promotes local tourism industry.	o Promote transportation initiatives that enhance regional connectivity o Support investments in transportation facilities that support eco-tourism industries o Support investments in transit facilities and service expansions to facilitate visitor use of the systems o Promote investments in transportation infrastructure that supports public airports in the MACORTS region	o Number of network miles connecting regional activity centers o Programming of eco-tourism supportive transportation facilities o Availability of multimodal transportation guides targeted to visitors	o GDOT and Public Works/Engineering Depts.; Project Review o Project Review o Local Convention and Visitors Bureau

FAST Act National Planning Factors	FAST Act National Goals	GA 2040 SWTP/2015 SSTP State Goals	MACORTS 2045 Goals	MACORTS 2045 Objectives	MACORTS Performance Measures	Data Source for Performance Measure
Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. To improve the efficiency of the surface transportation system	Improve freight movement and economic development opportunities	**Economic Vitality:** Support the economic vitality of the region by enabling local, regional and global competitiveness, productivity and efficiency.	o Improve operating efficiency of the existing infrastructure and transportation systems o Reduce travel time and delays o Promote projects that incorporate multimodal / complete street elements o Promote projects which provide the maximum travel benefit per cost	o Reduction in VMT o Travel Time Index o Projects include bicycle and pedestrian facilities o Project cost/vehicle miles of travel	o GDOT Traffic Analysis and Data Application o National Performance Management Research Data Set o Project Review o GDOT Project Review

National Transportation Performance Measures and State Targets

The FAST Act also prescribed the national goals for performance management to be included in Transportation Plans at the state and local levels. The states and MPO's are required to coordinate to develop measures and targets for transportation plans in the areas of safety, interstate and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, and total emissions reduction. These measures are broken into 3 groups with incremental implementation:

- PM1: Safety Performance Measures: Initial targets were adopted in 2018 and updated annually by February 27
- PM2: Pavement and Bridge Condition on Interstate and non-Interstate NHS roads: Initial Targets were adopted in 2018 and will be updated every four years
- PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads: Initial Targets were adopted in 2018 and will be updated every four years.

Safety Performance Measures (PM1)

The FAST Act required MPOs to develop specific safety performance targets or agree to support those developed by GDOT. MACORTS agreed to support the Safety Performance Targets identified by GDOT which are updated annually on a rolling five-year average. These targets, shown in Table 4, provide a critical element of the performance based planning framework and ongoing performance management.

Table 4. PM1: SAFETY PERFORMANCE MEASURES

National Safety Performance Measures	GDOT Statewide Performance (2012 – 2016)	GDOT Statewide Performance (2013 – 2017)	GDOT Statewide Performance (2015 – 2019)
Number of Fatalities	1,305.2	1376.3	1,655.0
Rate of Fatalities per 100 million VMT	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 million VMT	15,348	19.756	18.900
Total Number of Non-motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

Performance Management Group 2 (PM2)

The PM2 targets consist of the pavement and bridge condition measures on all interstates and non-interstate roadways designated as part of the National Highway System (NHS). As with the safety performance measures, MPOs could develop their own specific targets or agree to support the GDOT targets. The targets in this group are updated every four years after the initial adoption, and with a possible revision at the two-year interim. MACORTS agreed to support the PM2 targets developed by GDOT. These targets, shown in Table 5, provide a critical element of the performance based planning framework and ongoing performance management.

TABLE 5. PERFORMANCE MANAGEMENT GROUP 2

Performance Measures	Georgia Performance (Baseline)	Georgia 2-Year Target (2019)	Georgia 4-Year Target (2021)
Percentage of Interstate Pavement in Good Condition	60%	N/A	≥ 50%
Percentage of Interstate Pavement in Poor Condition	4%	N/A	≤ 5%
Percentage of non-Interstate NHS Pavement in Good Condition	44%	≥ 40%	≥ 40%
Percentage of non-Interstate NHS Pavement in Poor Condition	10%	≤ 12%	≤ 12%
Percentage of NHS Bridges Classified as in Good Condition	49.1%	≥ 60%	≥ 60%
Percentage of NHS Bridges Classified as in Poor Condition	1.35%	≤ 10%	≤ 10%

Performance Management Group 3 (PM3) Targets

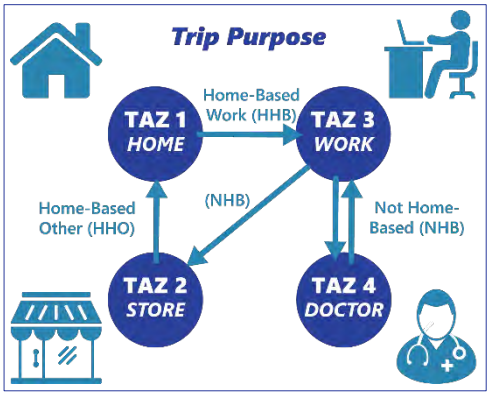
The PM3 targets consist of travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all interstates and non-interstate NHS roadways. MACORTS, rather than developing their own specific targets, agreed to support the PM3 targets developed by GDOT. Similar to PM2, these targets are updated every four years, with possible revisions at the two-year interim. These targets, shown in Table 6, provide a critical element of the performance based planning framework and ongoing performance management.

TABLE 6. PERFORMANCE MANAGEMENT GROUP 3

National Performance Measures: Travel Time Reliability, Freight Reliability, Peak Hour Delay, and Total Emissions Reduction	Georgia Performance (Baseline)	Georgia Performance 2-Year Target (2019)	Georgia Performance 4-Year Target (2021)
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	80.4%	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual Hours of Peak Hour Excessive Delay per Capita (PEHD)	20.4 hours	N/A	24.6 hours
Percent Non-SOV Travel	2221.%	22.1%	22.1%

CHAPTER 3: EXISTING CONDITIONS: PEOPLE, PLACES AND TRAVEL PATTERNS

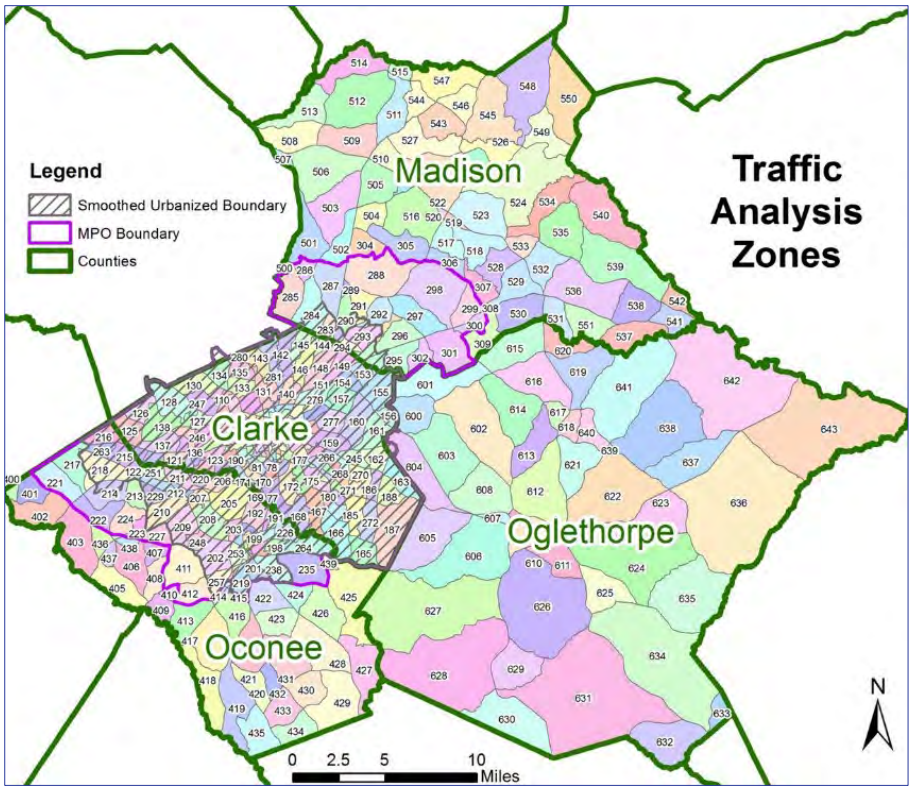
A comprehensive understanding of the region and its travel patterns is required to effectively plan for transportation and serve the mobility needs of the population. The changes in population and employment, development patterns, and the region's position as the economic and educational hub for northeastern Georgia influence the region's transportation needs and travel patterns.



Travel Demand Model

The Travel Demand Model is updated cooperatively by GDOT and MACORTS. The model, which is run by GDOT for the MPO, is one of the major tools used in analyzing the transportation network and utilizes transportation network characteristics and socioeconomic data as inputs. The model uses base year data (2015) and future projections for the planning horizon year (2045). These inputs provide the model with the necessary information to assess travel patterns in a four step process, which includes trip generation (how many trips?), trip distribution (where are trips going?), modal choice (how is the trip being made?), and trip assignment (what route is being used for the trip?).

For modeling purposes, the planning area incorporates the four counties in the region, including Oglethorpe. The region is divided into smaller geographies called Traffic Analysis Zones (TAZs). These TAZs are areas typically defined by similar characteristics, a geographic feature, or transportation facility. The socioeconomic and network inputs are assigned to the TAZs to provide the information needed to model the four step process described above.



Based on the inputs, the model also provides an understanding of trip purpose, which includes:

- Home-Based Work: These trips include those from home to work and from work to home and occur typically during the peak hours
- Home-Based Other: These trips include those beginning or ending at home and include the other trips that are made, such as to the store, school, or appointments

- Non-Home Based: These trips are made while people are away from home and make a trip, such as at work for lunch or between stops running errands.

The socioeconomic inputs include population, employment, and college and school students. Once assigned to the TAZs, the data is screened and adjusted according to criteria on population and employment densities, persons per household, and employment that specifically serves students.

Population and Employment

Population

Data from the US Census was used to develop the population estimates for the 2015 base year. This data included Census block and tract information from the 2010 decennial census and the 2015 American Community Survey estimates. In 2015, the majority of the highest population densities occur in Clarke County and in Oconee County. The area of Madison County with the greatest density is located in the southwestern portion of the county adjacent to the Clarke County line. Figure 4 depicts the population densities by TAZ within the MACORTS region.

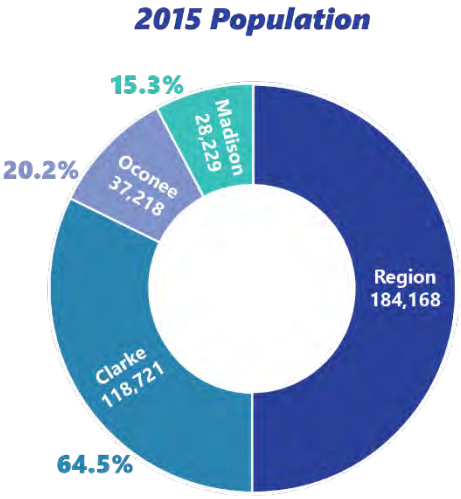
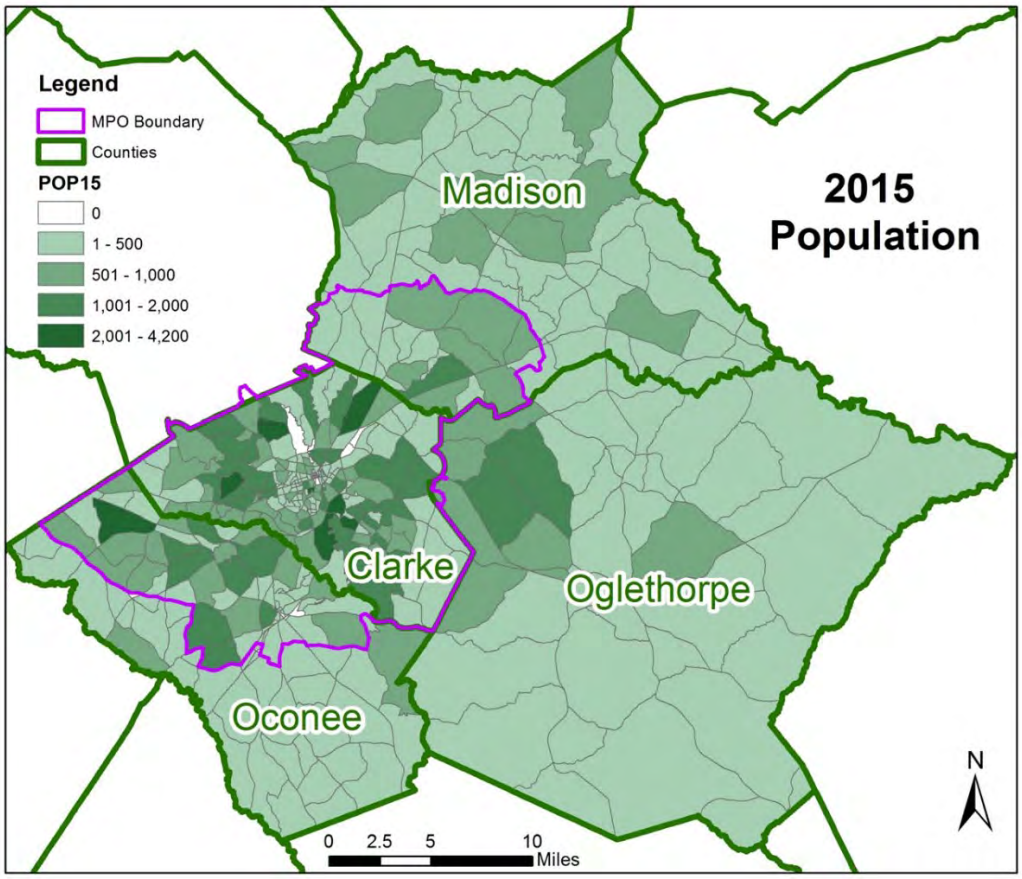


FIGURE 4. 2015 MACORTS POPULATION



The 2045 future year population was developed based on the 2015 population. The population projections utilized two data sources, which included the Georgia Office of Planning and Budget and the Regional Economic Models, Inc (REMI) provided by GDOT. The final population projections were developed using a combination of the annual growth rates from the two sources. Athens-Clarke County had a projected annual growth rate of 0.74% and Madison County of 0.36%. Oconee County had an annual population growth of 2.14%. The population growth by TAZ is shown in Figure 5, with the largest growth areas occurring in western Oconee County.

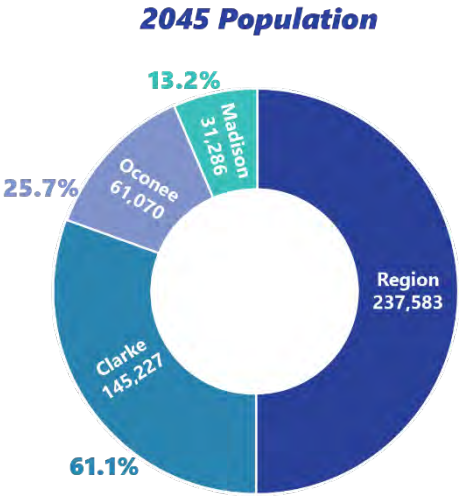
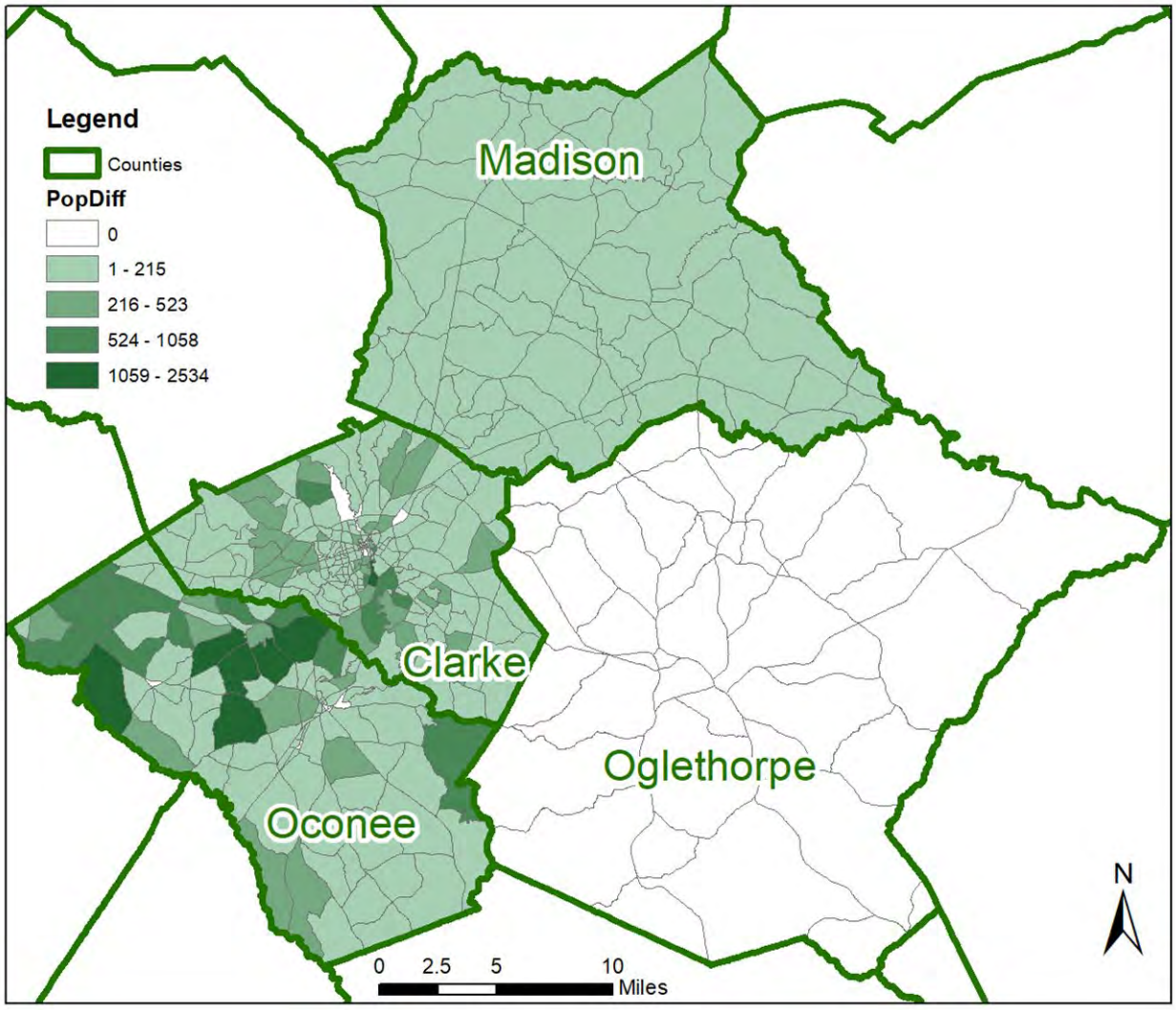


FIGURE 5. POPULATION GROWTH BY TAZ



Title VI and Environmental Justice

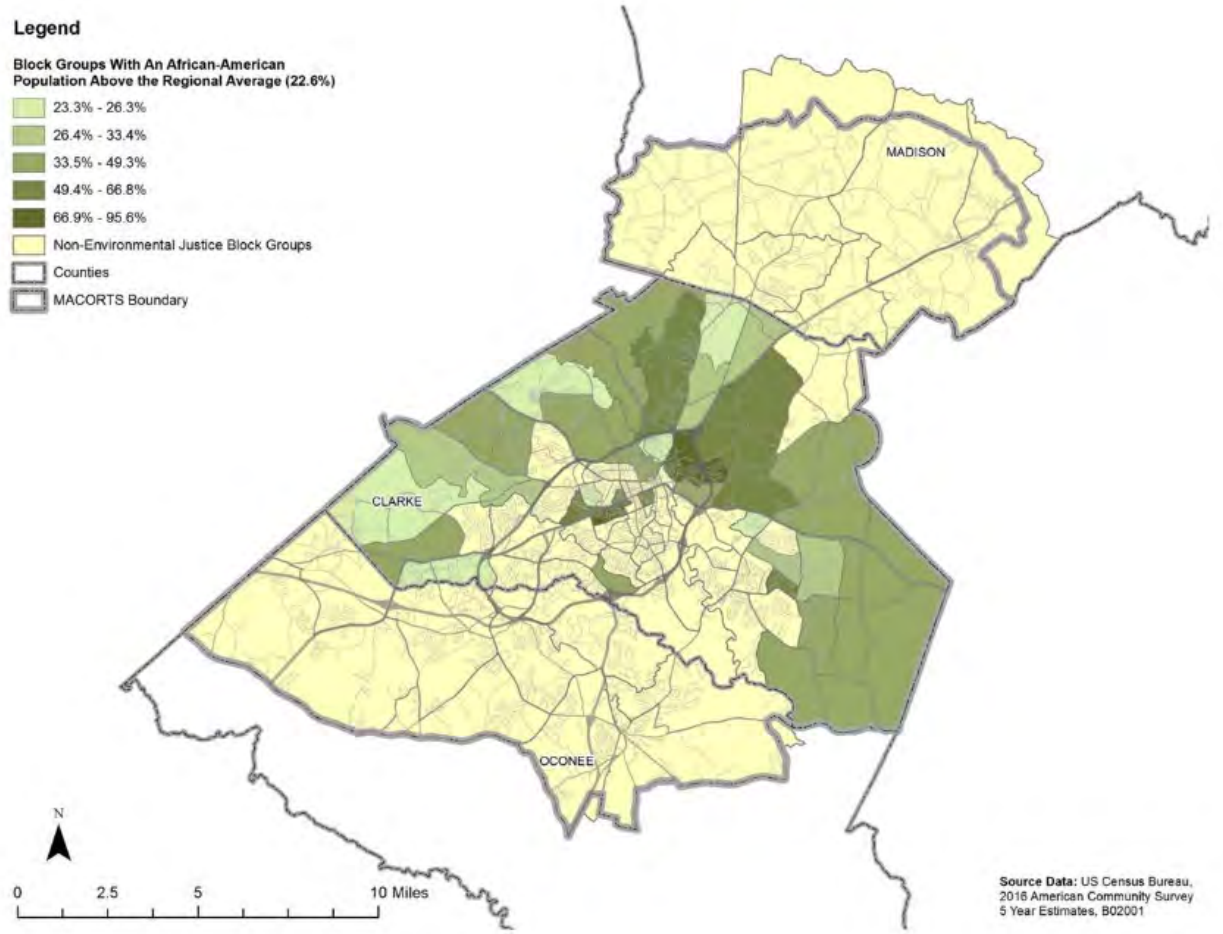
Title VI of the Civil Rights Act of 1964 states that no person on the grounds of race, color, or national origin shall be subject to discrimination under any program or activity receiving federal financial assistance. In addition, the focus on Environmental Justice (EJ) states that federal agencies shall identify and address, as appropriate, disproportionally high and adverse human health or environmental effects of programs, policies, and activities on minority populations and low-income populations. As the recipients of federal transportation dollars, the planning process must incorporate the Title VI and EJ analysis, as these populations often experience significant transportation and mobility challenges. These challenges were reported by the public during the public involvement phases of the development of this Plan (see Public and Stakeholder Engagement section beginning on page 89.) The US Census Bureau American Community Survey data from 2016 was used to update the identification and location of the Title VI and EJ populations from the previous plan.

Using this Census geography of block groups and tracts, any area was identified with populations above the overall regional average of 4.2%. The northwestern area of the MPO in Madison County does have block groups with EJ populations that are greater than the 4.2% regional average, but less than 5.3%. Regionally, the highest concentrations of EJ populations are found in the more central areas of Athens-Clarke County and in the block groups along the Oconee/Athens-Clarke County line. Based on the Census data, the regional average for each of the following categories was calculated; maps of the categories are shown in Figures 6 through 13.

- **African-American**

  The block groups with an African American population above the regional average of 22.6% are located only in Athens-Clarke County, with concentrations of populations occurring primarily north and east of the downtown area, along with several block groups found in the downtown area.

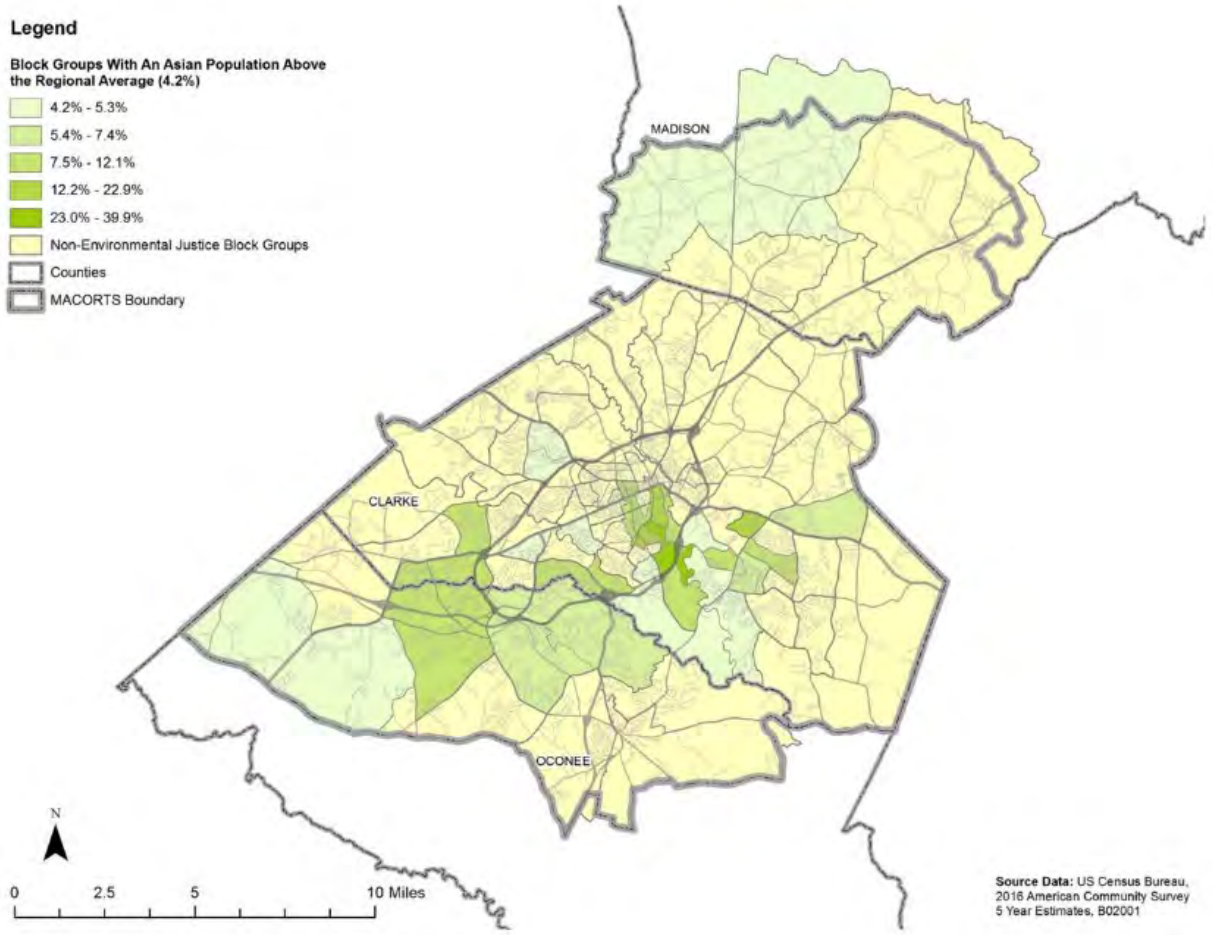
FIGURE 6. AFRICAN AMERICAN POPULATONS ABOVE REGIONAL AVERAGE



- **Asian**

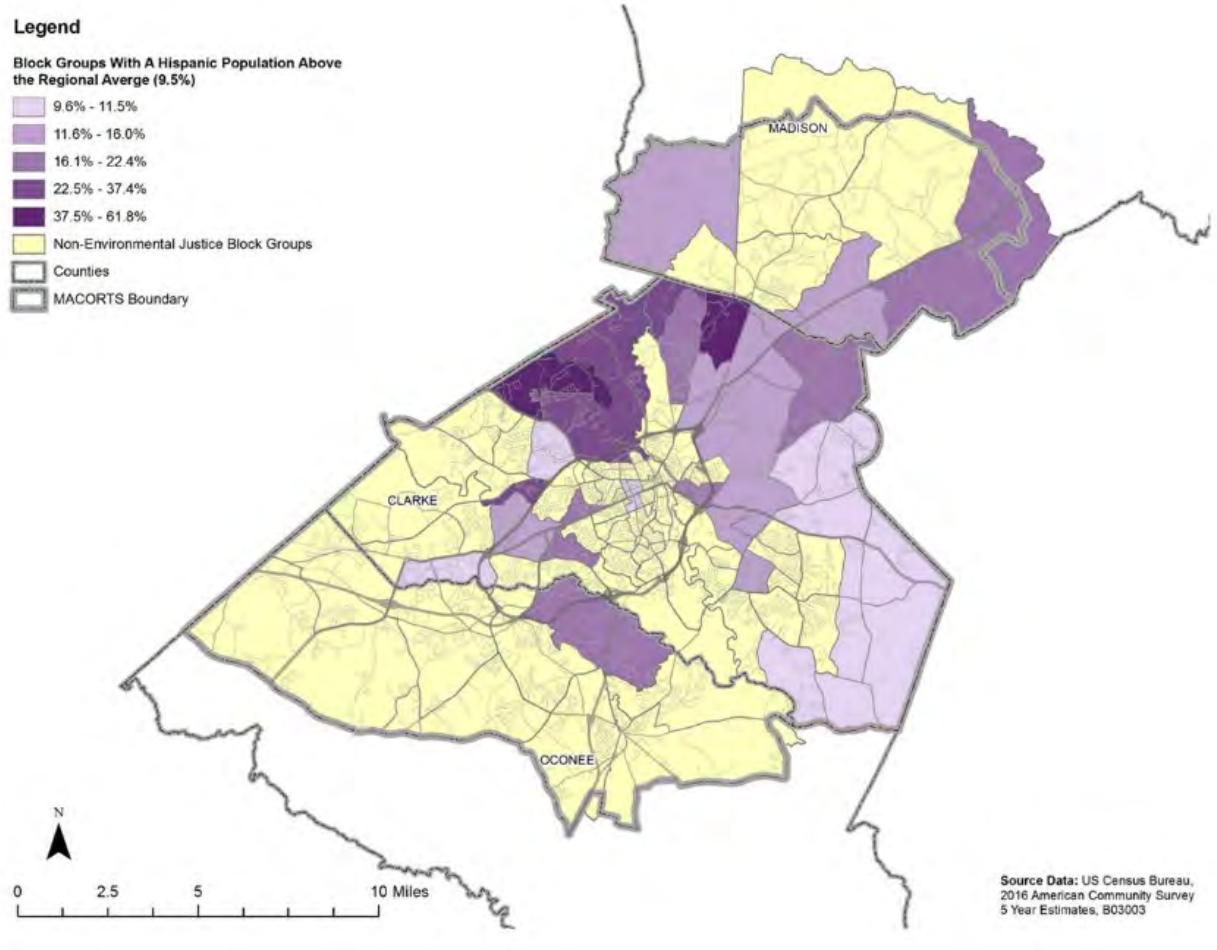
  Block groups with an Asian population above the regional average of 4.2% are concentrated in Athens-Clarke County, primarily in the central area and south and east of the center. Block groups are also located along the Oconee County line.

FIGURE 7. ASIAN POPULATIONS ABOVE REGIONAL AVERAGE



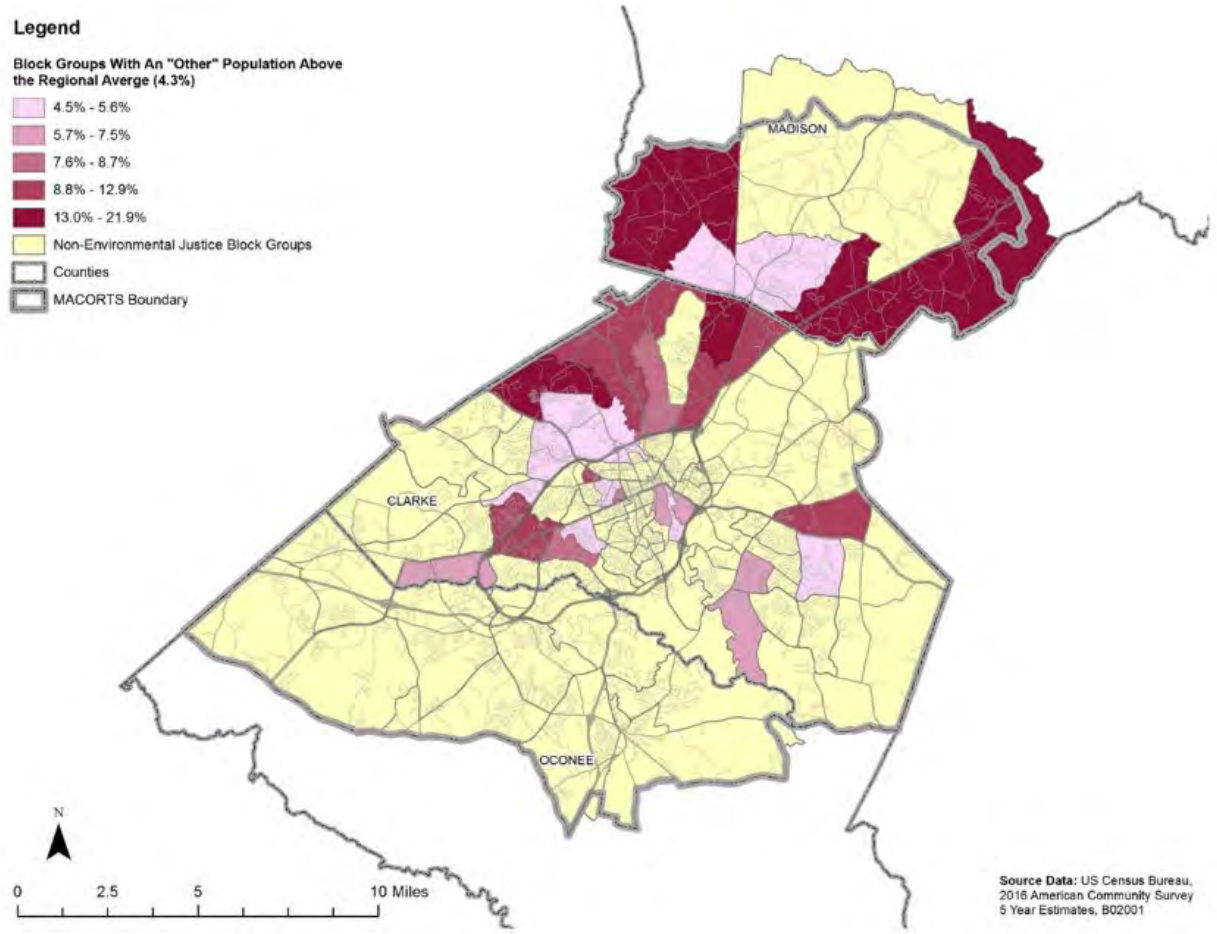
- **Hispanic**
  The largest concentrations of the Hispanic populations occur in northeastern Athens-Clarke County at the Madison County line and in the northern portions of the county near the Jackson County line.

FIGURE 8. HISPANIC POPULATION ABOVE REGIONAL AVERAGE



- **Other Race not Caucasian, African American or Asian**
  The block groups with the heaviest concentrations occur in southern Madison County adjacent to Oglethorpe and Athens-Clarke Counties and in western Madison County adjacent to Jackson County. Concentrations in Athens-Clarke County are found primarily in the northern areas adjacent to Madison and Jackson Counties. In addition, there are smaller concentrations found west of the downtown area.

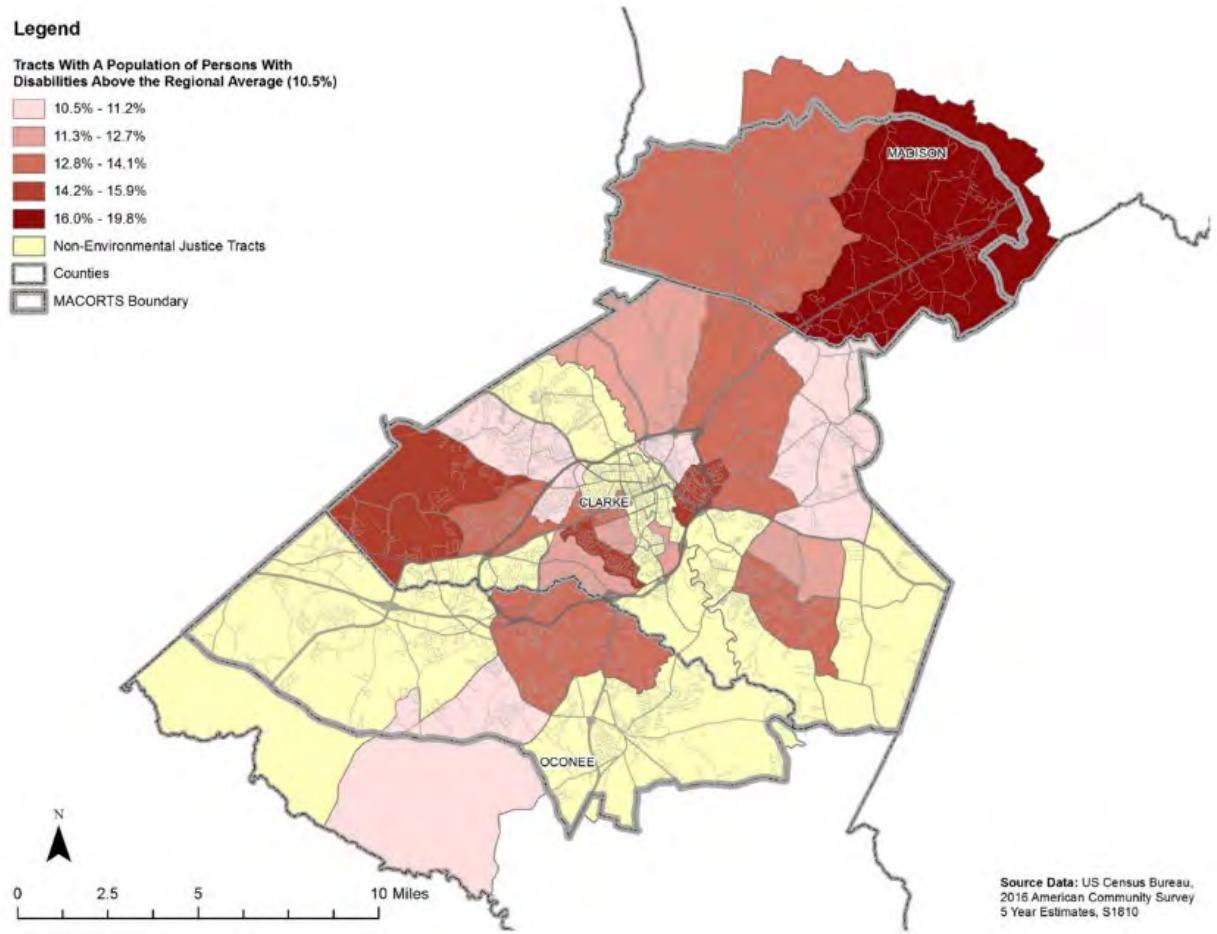
FIGURE 9. OTHER POPULATIONS ABOVE REGIONAL AVERAGE



- **Persons with Disabilities**

  The largest population is found in eastern Madison County, with a concentration of between 16% and 20% above the regional average. The western portion of Madison County also exhibits populations above the regional average. Those areas in Athens-Clarke County are found west of the downtown area, and northwest of the downtown area towards Madison County.

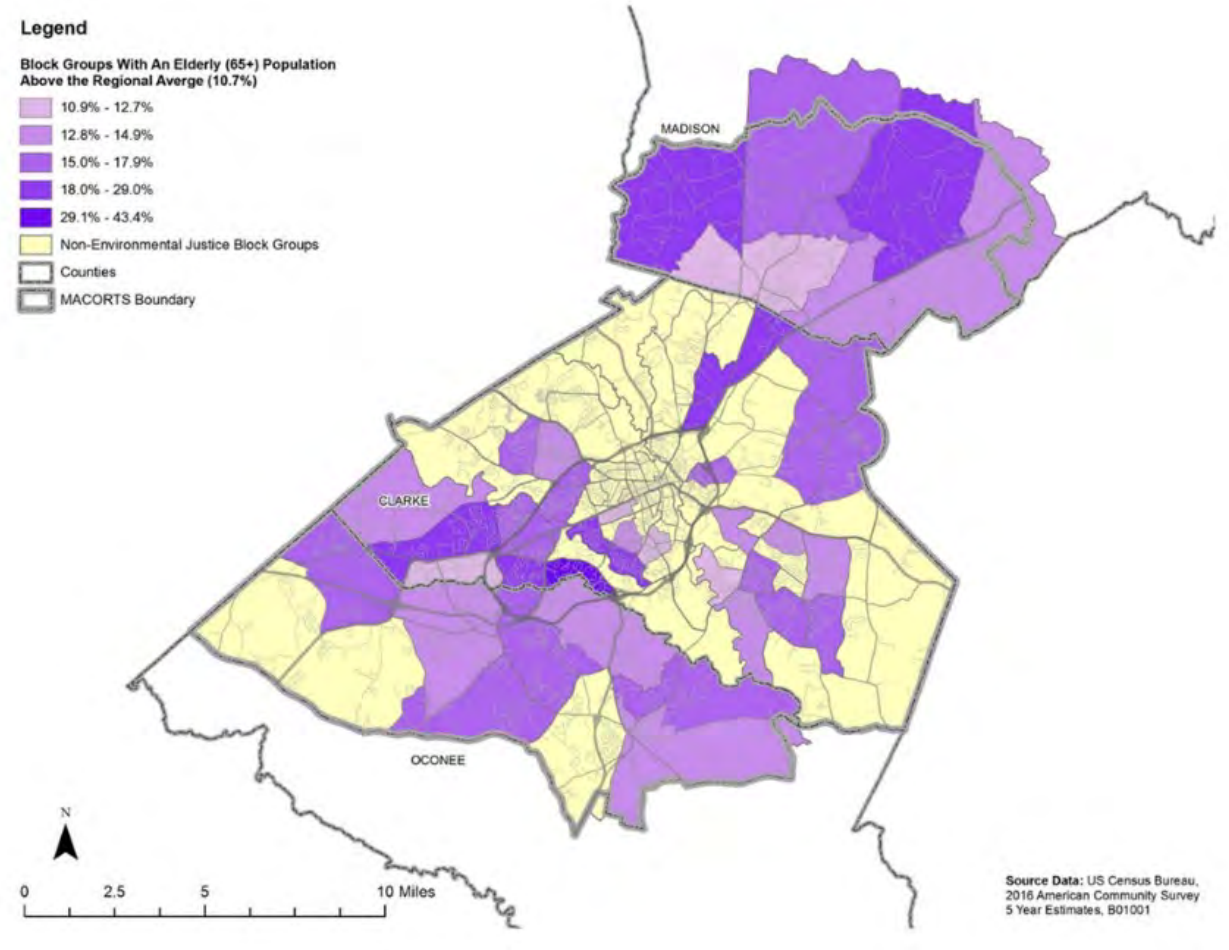
FIGURE 10. POPULATIONS OF PERSONS WITH DISABILITIES ABOVE REGIONAL AVERAGE



- **Elderly (Age 65 and Over)**

  Elderly populations, or those over 65 years of age, above the regional average of 10.7% were found primarily in Madison County and in Athens-Clarke County adjacent to Madison County and in the western portion of the county. There were no block groups over the regional average in Oconee County.

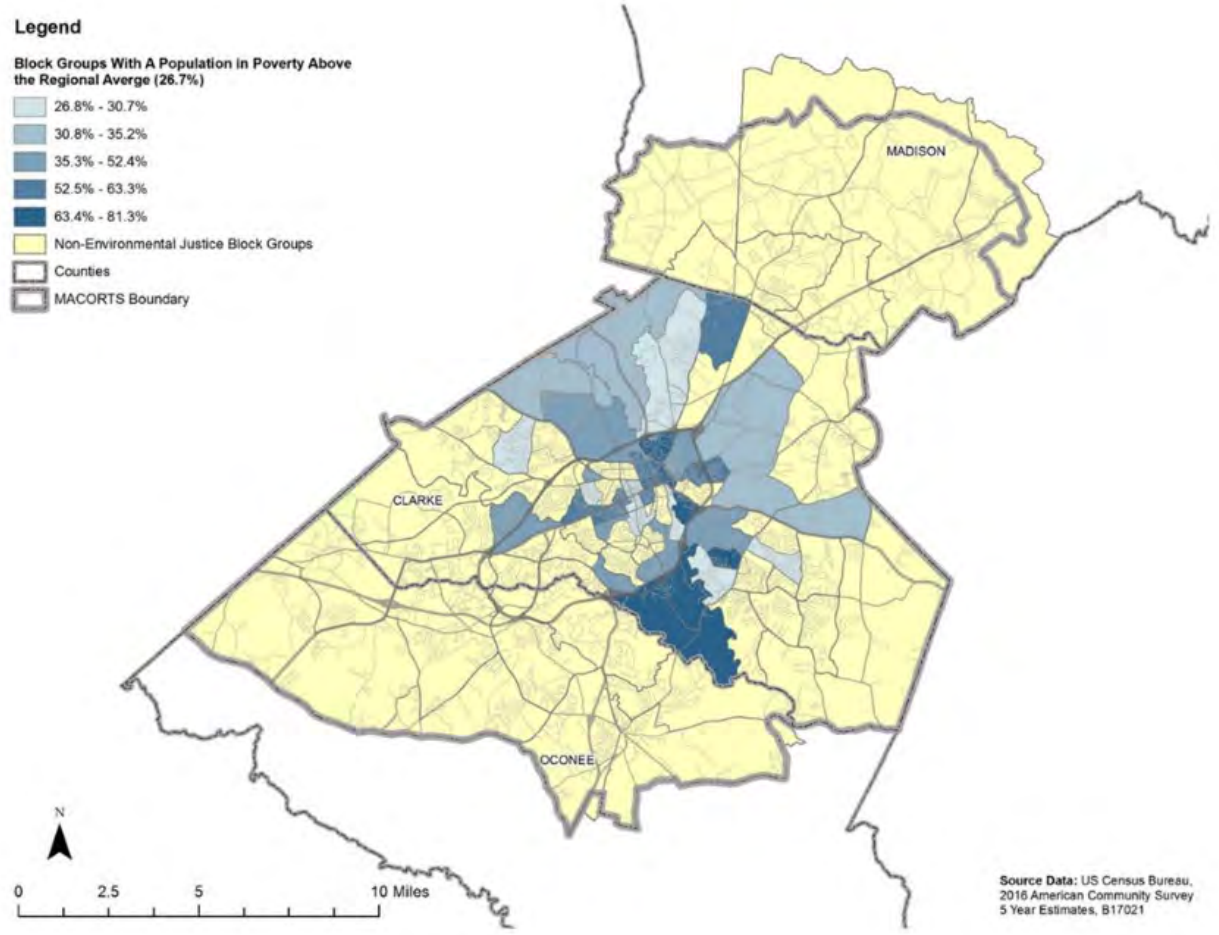
FIGURE 11. ELDERLY POPULATIONS ABOVE REGIONAL AVERAGE



- **Poverty**

  The average of populations living in poverty in the counties of Athens-Clarke, Madison, and Oconee is 26.7%. Those areas with populations above the regional average are found in Athens-Clarke County, with none found in Madison and Oconee Counties. These populations primarily surround the downtown area except to the west.

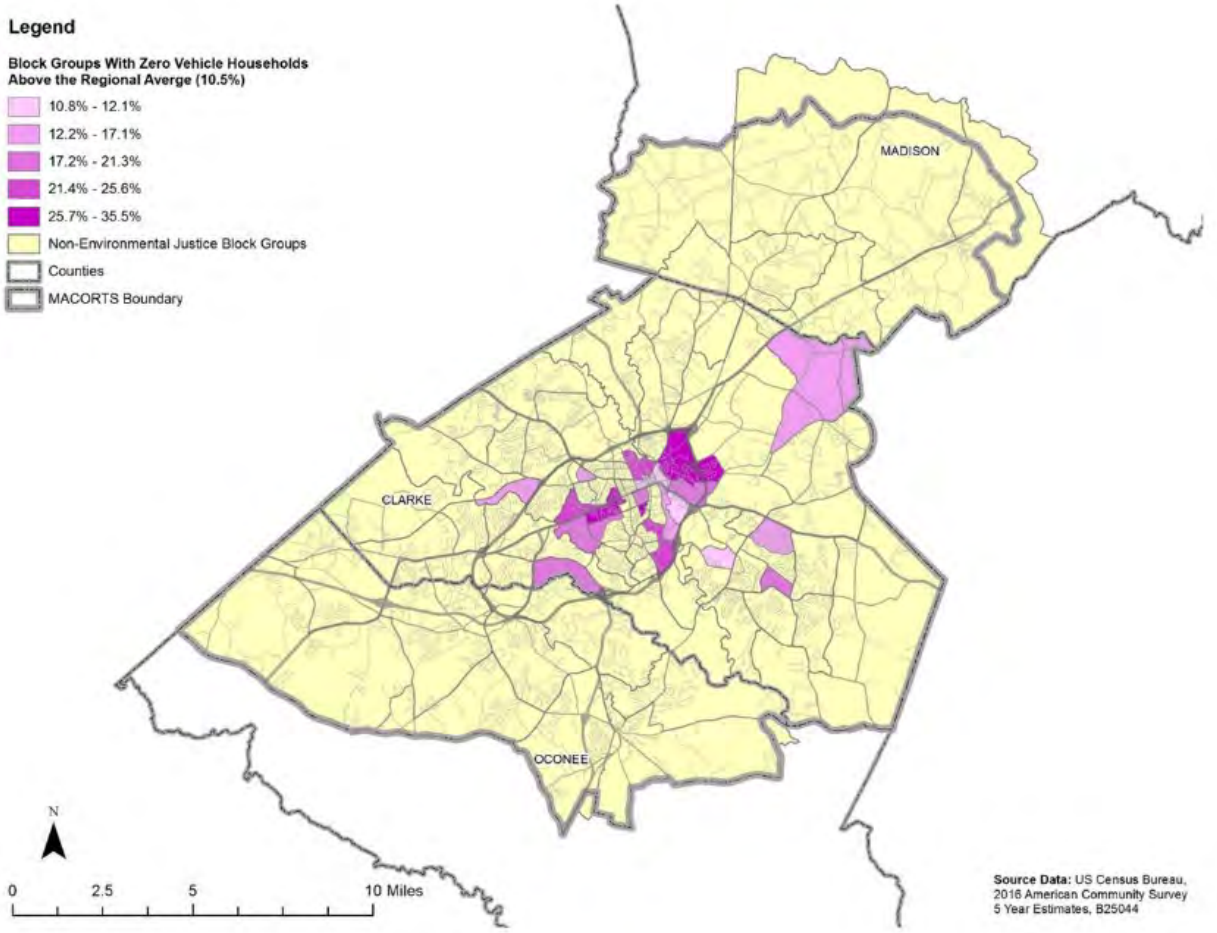
FIGURE 12. POPULATIONS IN POVERTY ABOVE REGIONAL AVERAGE



- **Households without Access to an automobile**

  Populations with no access to a vehicle, or Zero Vehicle Households, are found only in Athens-Clarke County. The regional average for these populations is 10.5% and the block groups with populations higher than this average are found primarily in the central area of the county, near the downtown. There is one block group adjacent to Madison County that is also above the regional average.

FIGURE 13. ZERO VEHICLE HOUSEHOLDS ABOVE REGIONAL AVERAGE



Employment

Sources for the employment data include information from a variety of agencies on the national, state and local levels. Geographically oriented data is obtained from the US Census Longitudinal Employer-Household Dynamics (LEHD) and from InfoUSA, which was purchased by MACORTS. LEHD data combines several sources of data on the labor market and provides information and statistics on employment, earnings, and job flow at a geographic and industrial level. InfoUSA is an industry and business big data set that supplements the LEHD data.

In addition to the LEHD and InfoUSA data, information from the Georgia Department of Labor (GDOL), County Business Patterns provided by the US Census Bureau, and the Bureau of Economic Analysis (BEA) housed at the US Department of Commerce were also used. Finally, GDOT provided information from the Regional Economic Models, Inc (REMI).

In addition to the development of the employment data for each county, employment by category was also developed. The North American Industry Classification System employment categories from the LEHD data were used as the base and converted to employment categories for the Travel Demand Model.

Athens-Clarke County is the employment center of the MPO region, with areas of high-density employment also located in Oconee County. Major employers were identified and the largest employers in Athens-Clarke County include:

- University of Georgia
- Piedmont Athens Regional Hospital
- Clarke County School District
- Pilgrim's Pride Corporation
- Athens-Clarke County Unified Government
- Caterpillar
- St Mary's Health Care System

The employment data shows that the MPO area has grown in employment since 2010 with a 6.1% increase in total jobs. Athens-Clarke County experienced the largest increase followed by Oconee County. The Manufacturing, Transportation, Communication, Utilities and Warehousing sector experienced a significant increase in employment with a 38% increase. Figure 14 depicts the 2015 employment by TAZ.

As Athens-Clarke County and increasingly Oconee County strengthen their position as regional employment hubs, it becomes more important to maintain and improve regional mobility. The public and stakeholders echoed this sentiment, as see in the Public and Stakeholder Engagement section beginning on page 89.

FIGURE 14. 2015 EMPLOYMENT

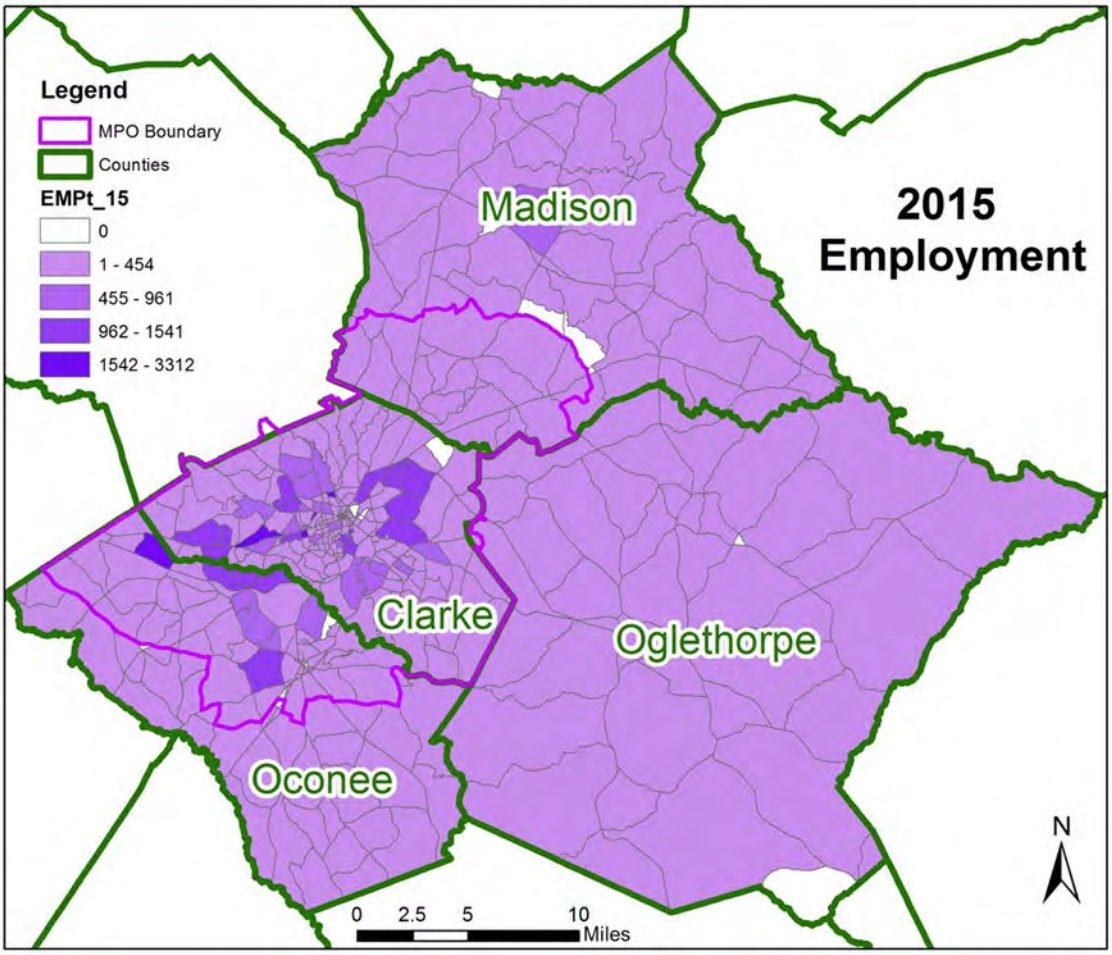
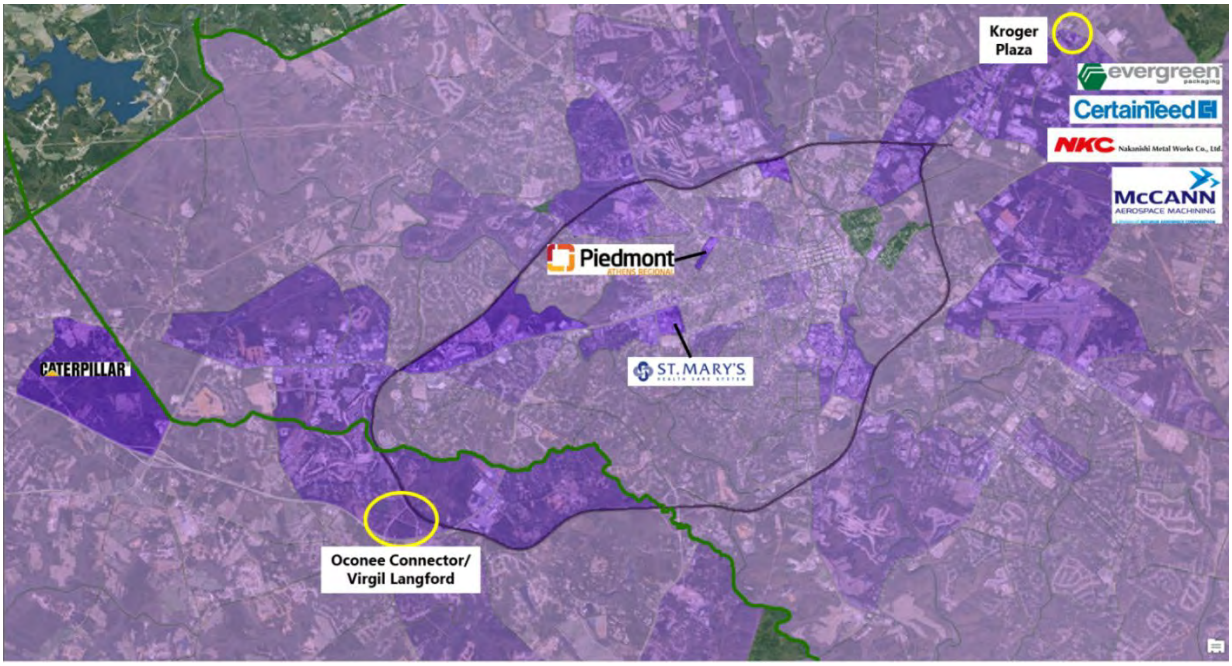
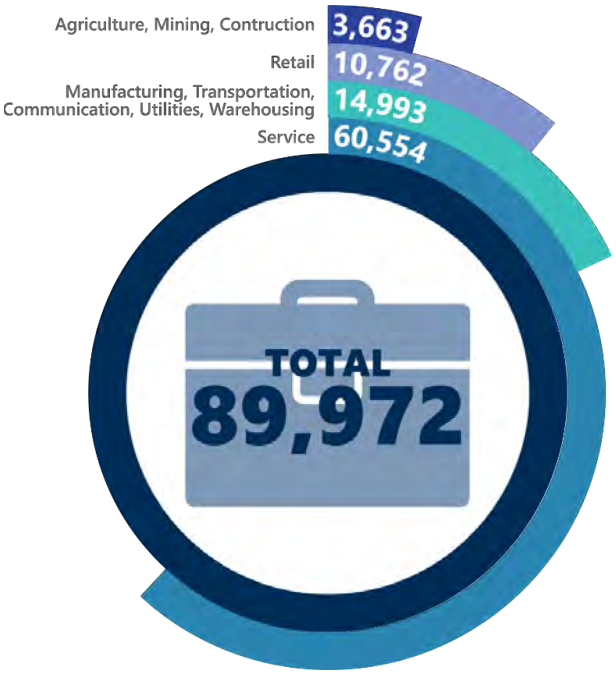


Figure 15 depicts the areas of high density employment and the major employers located within that TAZ.

FIGURE 15. ZONAL EMPLOYMENT: MAJOR EMPLOYERS



The future employment totals were developed from the 2015 totals using the county population growth rate. The REMI model includes employment projections, but only at the regional level and not at the individual county level. The annual growth rate for employment in the region according to REMI is 0.76%. This growth rate is comparable to the OPB regional population growth rate of 0.87%. With these comparable growth rates, the future employment projections were developed using the county population growth rate. In addition, local considerations that could affect projections such as significant infrastructure improvements (major new roads), unemployment rates, schools and changes in industry mix were reviewed. These local considerations that could affect the historical trend patterns were not applicable.



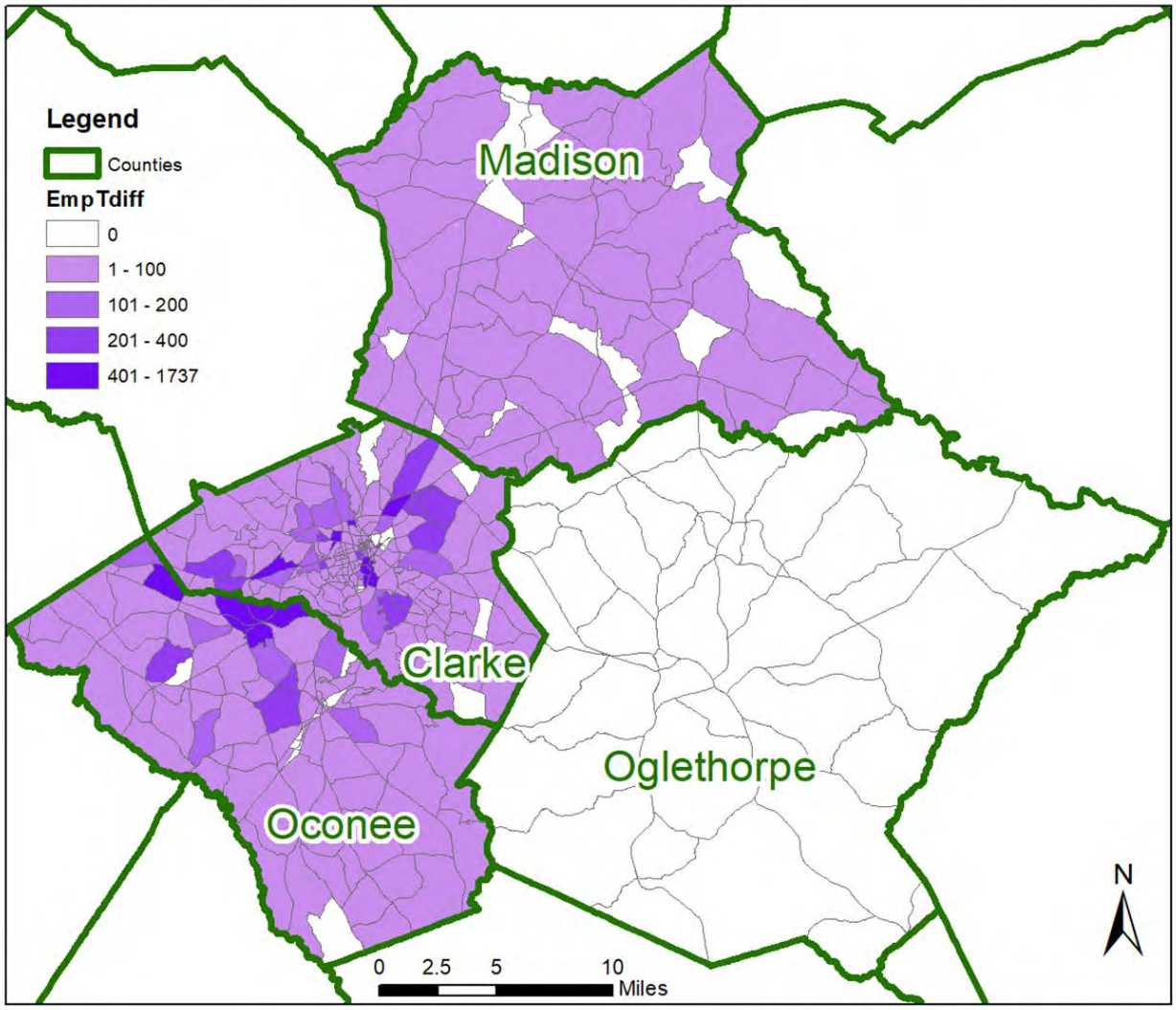
The 2015 total employment and 2045 total employment are shown in Table 7.

TABLE 7. 2015 AND 2045 TOTAL EMPLOYMENT

COUNTY	2015	2045
Clarke	68,140	83,267
Madison	5,135	5,690
Oconee	14,666	24,082
Region	87,941	113,039

The employment growth by TAZ is shown in Figure 16.

FIGURE 16. EMPLOYMENT GROWTH BY TAZ



Land Use

Land use and transportation are inherently related, as development patterns directly influence the demands placed on the transportation system.

Athens-Clarke County is the most urban of the counties within the MACORTS area. The downtown Athens area is the primary commercial center, with additional commercial areas along the major transportation corridors. The downtown area is surrounded by a mix of uses, including mixed density residential and single family residential. A large portion of the county is classified as government with the presence of the University of Georgia and its expansive campus and facilities. The eastern and northern portions of the county are classified as agricultural/agricultural residential, with a mix of single family residential. A relatively large area of the northeastern portion of the county is classified as employment/industrial. Along the Oconee County line, there is a mix of commercial, employment/office, employment/industrial, and single family residential.

Oconee County is primarily agriculture and agriculture residential outside of the City of Watkinsville and along the Athens-Clarke County line. These areas include a mix of residential, business, office, and commercial. Industrial uses are also included in the area where Caterpillar is located, as well as east of Watkinsville.

Madison County is primarily agricultural and rural residential, however, there are areas of suburban and neighborhood development, particularly in the southern portion of the county. There are also commercial areas located along the major transportation corridors. The southern portion of Madison County adjacent to Athens-Clarke County is included in the MPO planning area.

Modes and Travel Patterns

The different modal transportation networks within the MACORTS region are interrelated and provide options for the movement of people and goods within and through the region. These transportation networks include roadway, bicycle and pedestrian, transit, rail, and air. While the primary mode is by automobile, the MACORTS region's robust modal networks provide significant options for residents and visitors.

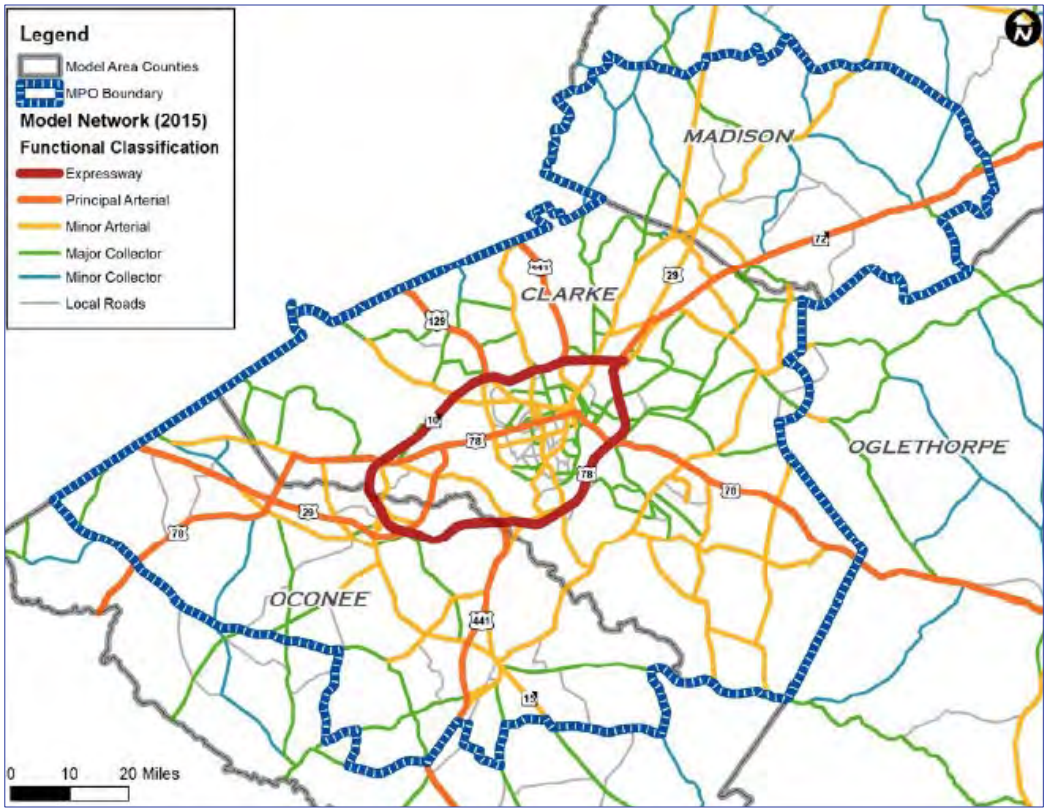
Roadway

The roadway network within the MACORTS area consists of a range of facilities from high-volume expressways and major arterials to local streets. Each of these roadways is classified by GDOT based on their specific infrastructure characteristics and the type of travel they serve. These roadway categories, or Functional Classification, include Interstates, Expressway/Freeway, Arterials, Collectors and Local facilities. There are no interstates located within the MACORTS region.

The Athens Perimeter or SR 10 Loop is designated as an Expressway/Freeway, which are high-speed, high volume facilities with full access control. Arterials carry relatively higher speed, higher volumes of traffic traveling longer distances, such as US 78. Collectors are those facilities that provide a connection to the arterial system from the local streets, which are facilities that are low volume, low speed facilities serving primarily short distance, local trips.

The highway network and functional classification is shown in Figure 17.

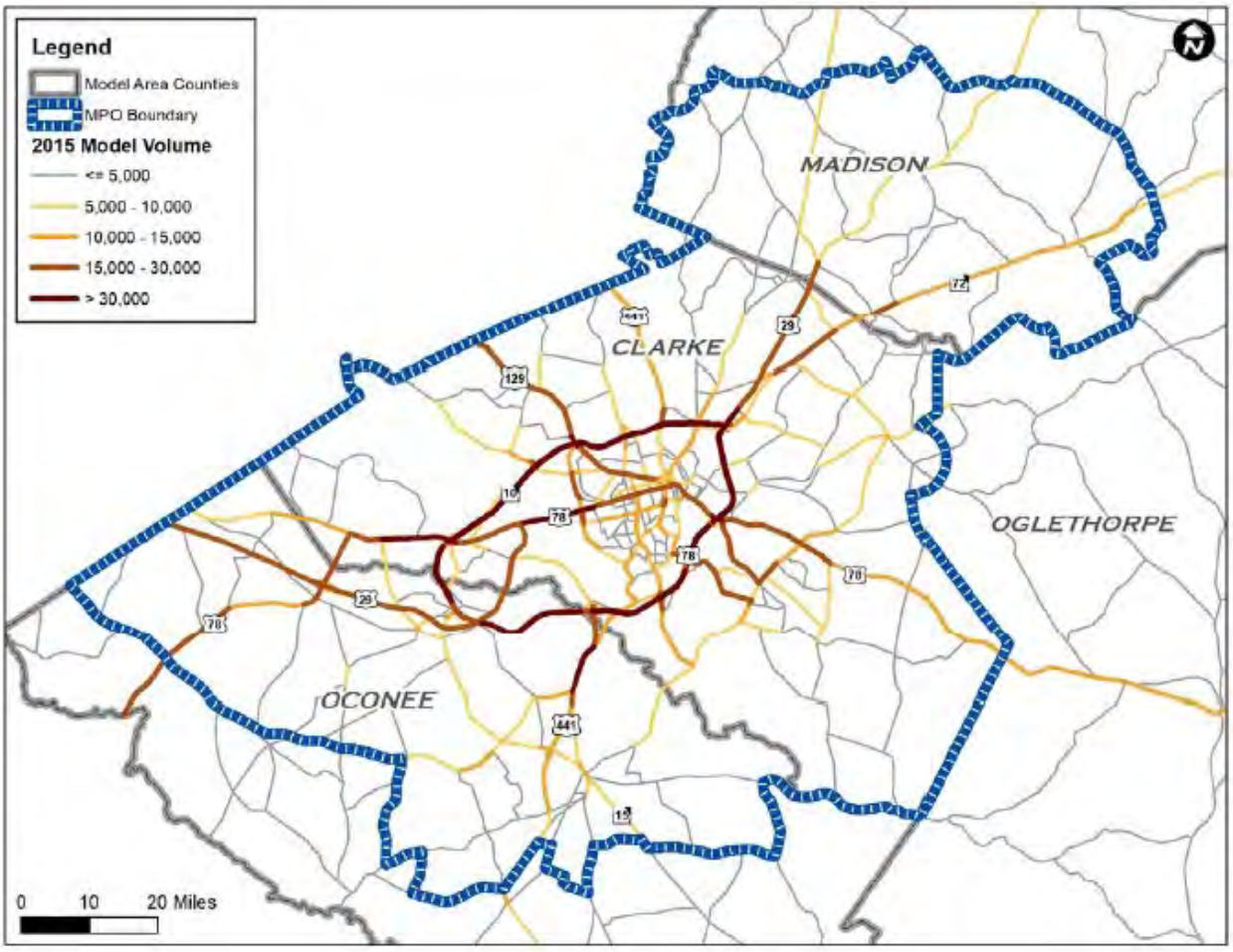
FIGURE 17. 2015 MACORTS HIGHWAY NETWORK AND FUNCTIONAL CLASSIFICATION



Source: GDOT

The first step in the modeling process is to understand the base year (2015) conditions. Figure 18 depicts the 2015 modeled traffic volumes provided by GDOT. These values will be used to project the future year conditions. The darkest red on the map depicts traffic volumes of greater than 30,000 and the facilities shown in dark orange carry between 15,000 and 30,000 vehicles per day. The remainder of the network facilities carry less than 15,000 vehicles per day. The volumes shown are for both directions.

FIGURE 18. 2015 TOTAL DAILY VOLUMES



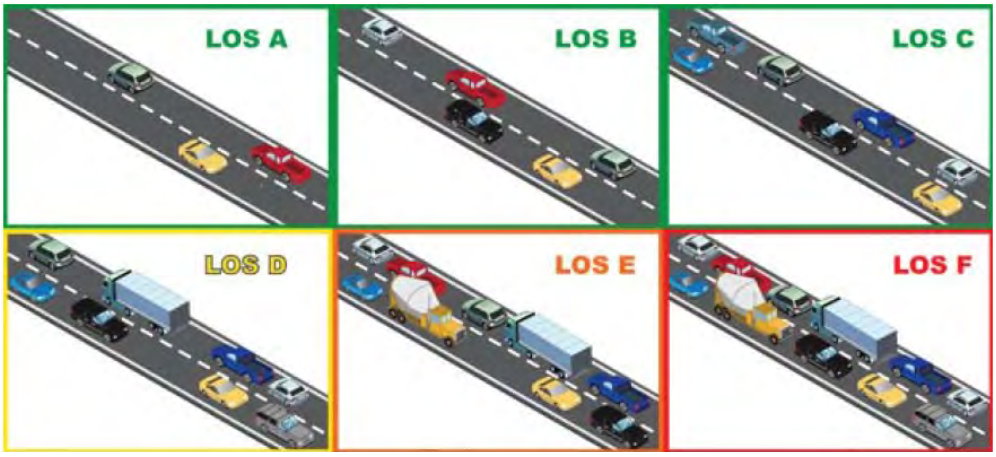
Volume-to-capacity ratio is a key tool for identifying roadway segments that are operating at a deficient Level of Service. Level of Service (LOS) designations are letter grades "A" through "F", which are similar to report card grades. Level of Service "A" is considered the best, with grades "D" through "F" indicating unsatisfactory operations.

While "A" is the best Level of Service, transportation infrastructure investments are expensive and funding resources are constrained, which makes achieving LOS "A" on all facilities in a transportation network infeasible. Generally, an acceptable LOS is defined as "D" or better for urbanized areas. Table 8 describes the Level of Service characteristics for each designation.

TABLE 8. LEVEL OF SERVICE

LEVEL OF SERVICE DESIGNATION	DESCRIPTION
A	Free flow with individual users virtually unaffected by the presence of others in the traffic stream.
B	Stable flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.
C	Restricted flow which remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
D	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though traffic flow remains stable.
E	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
F	Forced flow in which the amount of traffic approaching a point exceeds the amount that can be served, and queues form, characterized by stop and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

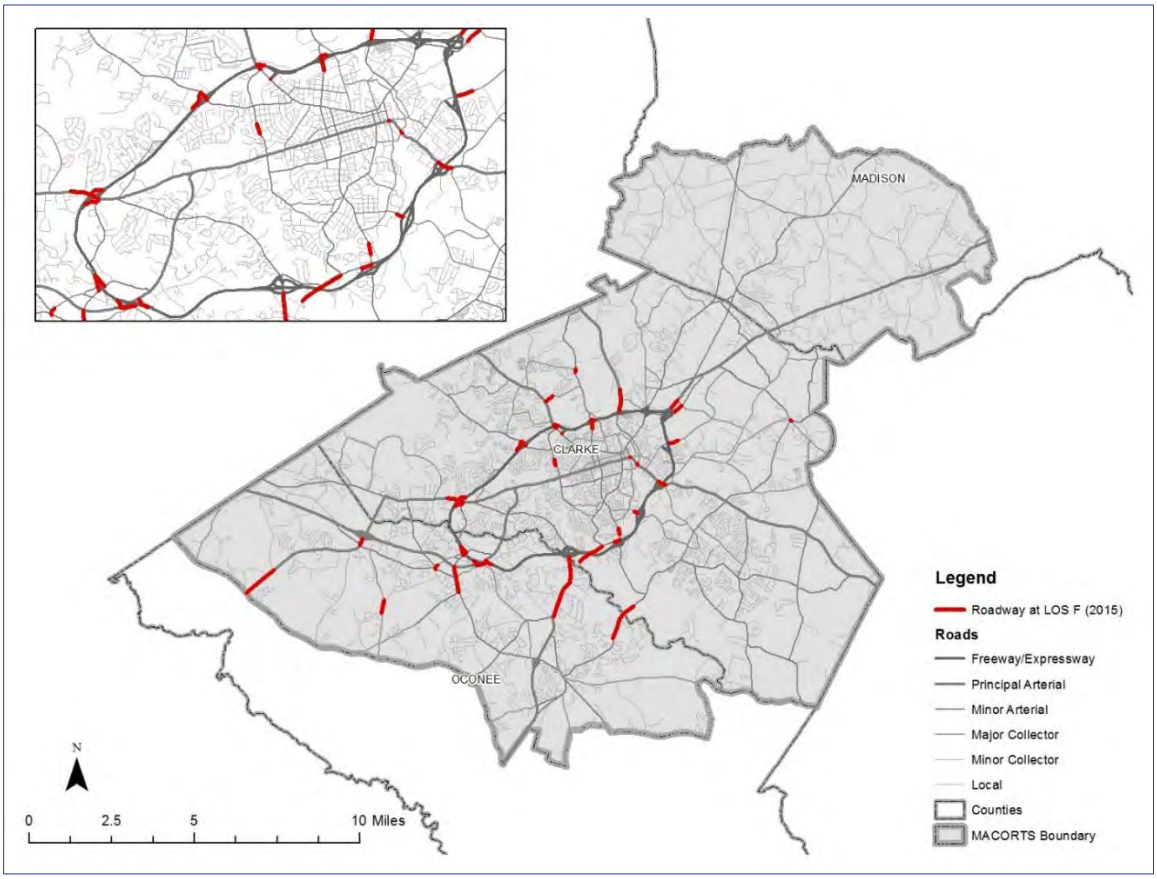
Source: Transportation Planning Handbook (2nd Edition), Institute of Transportation Engineers, 1999.



Within the MACORTS area, a volume-to-capacity ratio of 0.5 to 0.7 indicates that a road segment is operating at LOS "C". When the volume-to-capacity ratio exceeds 1.0, this indicates the roadway is over capacity and may need improvements to increase capacity.

The 2015 corridors experiencing a vehicle to capacity ratio (v/c ratio) of over 1.0, which corresponds to a Level of Service F are shown in Figure 19.

FIGURE 19. 2015 LEVEL OF SERVICE



The vast majority of the network, 79%, operates at Level of Service C or better. Ten percent of the network operates at Level of Service D; eight percent operates at Level of Service E and only three percent of the network operates at Level of Service F. Those segments are defined below.

US 78 (Monroe Highway) from SR 53 (Hog Mountain Road) to Dials Mill Road

US 78 (Monroe Highway), defined as a principal arterial, carries both regional and local traffic, serving as an important connection between Oconee County and Athens-Clarke County. Table 9 shows the increase in traffic along US 78 (Monroe Highway) just to the west of this corridor, as historic traffic count data was not available on the segment itself.

TABLE 9. TRAFFIC COUNTS ON US 78 (MONROE HIGHWAY) JUST WEST OF SR 53 (HOG MOUNTAIN ROAD)

Station Number	Type	2015	2016	2017	3-Year Average
219-0105 Just West of SR 53 (Hog Mountain Road)	AADT	16,800	17,500	20,300	18,200
	Truck %	11	11	8	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

US 78 (Monroe Highway) from Mars Hill Road to SR 316 (University Parkway)

This section of US 78 (Monroe Highway) is also a principal arterial serving regional and local traffic. Table 10 shows traffic volumes along this segment have remained flat over the most recent three-year period. The count station is slightly north of the segment, which was the closest location where count data was available.

TABLE 10. TRAFFIC COUNTS ON US 78 (MONROE HIGHWAY) JUST NORTH OF SR 316 (UNIVERSITY PARKWAY)

Station Number	Type	2015	2016	2017	3-Year Average
219-0109 Just North of SR 316 (University Parkway)	AADT	17,600	18,100	17,600	17,767
	Truck %	8	8	9	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Malcom Bridge Road from Rocky Branch Road (South Leg) to Rocky Branch Road (North Leg)

Malcom Bridge Road is classified as a major collector and carries primarily local traffic. Table 11 shows traffic volumes have been increasing along this segment over the most recent three-year period.

TABLE 11. TRAFFIC COUNTS ON MALCOM BRIDGE ROAD FROM ROCKY BRANCH ROAD (SOUTH LEG) TO ROCKY BRANCH ROAD (NORTH LEG)

Station Number	Type	2015	2016	2017	3-Year Average
219-0228 Just North of Rocky Branch Road (South Leg)	AADT	3,650	3,740	3,820	3,737
	Truck %	8	7	4	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Virgil Langford Road from Mars Hill Road to Jimmy Daniel Road

Virgil Langford Road is defined as a minor arterial and carries primarily local traffic from Rocky Branch Road to SR 316 (University Parkway). No traffic counts were available near this segment.

Mars Hill Road/Oconee Connector from Hodges Mill Road to SR 316 (University Parkway)

Mars Hill Road and the Oconee Connector are classified as minor arterials and carry regional and local traffic from Oconee County to US 78 (University Parkway) and SR 10 Loop. Table 12 shows traffic volumes have increased significantly on this segment during the most recent three-year period, doubling between 2015 and 2016.

TABLE 12. TRAFFIC COUNTS ON MARS HILL ROAD JUST SOUTH OF BARBER CREST ROAD

Station Number	Type	2015	2016	2017	3-Year Average
219-0198 Just South of Barber Crest Road	AADT	6,440	14,700	15,000	12,047
	Truck %	4	4	2	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

US 129 (Macon Highway) from SR 53 (Hog Mountain Road) to SR 10 Loop

US 129 (Macon Highway) is defined as a principal arterial. This corridor carries regional and local traffic from Oconee County to SR 10 Loop. As shown in Table 13, traffic volumes along this corridor have been increasing over the most recent three-year period.

TABLE 13. TRAFFIC COUNTS ON US 129 (MACON HIGHWAY) FROM SR 53 (HOG MOUNTAIN ROAD) TO SR 10 LOOP

Station Number	Type	2015	2016	2017	3-Year Average
219-0125 Just South of White Oak Drive	AADT	24,300	26,700	29,900	26,967
	Truck %	6	9	8	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Macon Highway from Puritan Lane to South Milledge Avenue

This segment of Macon Highway is defined as a minor arterial and primarily serves local traffic, providing a crossing of SR 10 Loop. Table 14 shows an increase in traffic volumes over the most recent three-year period.

TABLE 14. TRAFFIC COUNTS ON MACON HIGHWAY FROM PURITAN LANE TO SOUTH MILLEDGE AVENUE

Station Number	Type	2015	2016	2017	3-Year Average
059-0006 Just East of Timothy Road	AADT	13,400	13,800	13,900	13,700
	Truck %	2	2	n/a	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Simonton Bridge Road/East Whitehall Road from Hickory Hill Drive to South Milledge Avenue

Simonton Bridge and East Whitehall Roads are classified as minor arterials that carry regional traffic between Watkinsville and Oconee County and Clarke County. As shown in Table 15, traffic volumes along this segment have declined slightly during the most recent three-year period.

TABLE 15. TRAFFIC COUNTS ON SIMONTON BRIDGE ROAD/EAST WHITEHALL ROAD FROM HICKORY HILL DRIVE TO SOUTH MILLEDGE AVENUE

Station Number	Type	2015	2016	2017	3-Year Average
059-0245 South of South Milledge Avenue	AADT	6,240	5,860	5,900	6,000
	Truck %	3	3	7	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

South Milledge Avenue from Davis Street to Habersham Drive

South Milledge Avenue is defined as a minor arterial and carries primarily local traffic between SR 10 Loop and downtown Athens. Table 16 shows an increase in traffic volumes over the most recent three-year period.

TABLE 16. TRAFFIC COUNTS ON SOUTH MILLEDGE AVENUE FROM DAVIS STREET TO HABERSHAM DRIVE

Station Number	Type	2015	2016	2017	3-Year Average
059-0101 South of Davis Street	AADT	14,800	15,200	16,400	15,467
	Truck %	3	4	3	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

College Station Road from SR 10 Loop to River Road

College Station Road is classified as a major collector and serves traffic accessing the University of Georgia from SR 10 Loop. Table 17 shows traffic volumes have increased on this corridor during the most recent three-year period.

TABLE 17. TRAFFIC COUNTS ON COLLEGE STATION ROAD FROM SR 10 LOOP TO RIVER ROAD

Station Number	Type	2015	2016	2017	3-Year Average
059-0514 West of River Road	AADT	18,100	18,500	18,900	18,500
	Truck %	2	2	2	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

US 78 (Oconee Street/Lexington Road) from Barnett Shoals Road to Grove Street

US 78 (Oconee Street/Lexington Road) is defined as a principal arterial and serves local and regional traffic travelling to and from downtown Athens as well as providing connectivity to SR 10 Loop.

Table 18 shows traffic volumes have declined slightly on this segment during the most recent three-year period.

TABLE 18. TRAFFIC COUNTS ON US 78 (OCONEE STREET/LEXINGTON ROAD) FROM BARNETT SHOALS ROAD TO GROVE STREET

Station Number	Type	2015	2016	2017	3-Year Average
059-0058 West of River Road	AADT	34,600	35,600	30,500	33,567
	Truck %	3	3	3	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Olympic Drive from SR 10 Loop to Olympic Way

Olympic Drive is classified as a major collector and provides connectivity to SR 10 Loop. Table 19 shows a significant increase in traffic volumes on this segment during the most recent three-year period.

TABLE 19. TRAFFIC COUNTS ON OLYMPIC DRIVE FROM SR 10 LOOP TO OLYMPIC WAY

Station Number	Type	2015	2016	2017	3-Year Average
059-0498 East of SR 10 Loop	AADT	4,650	7,050	7,190	6,297
	Truck %	3	3	3	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Old Hull Road from SR 10 Loop to Athena Drive

Old Hull Road is a minor arterial parallel to US 29 that primarily serves local traffic. Table 20 shows an increase in traffic volumes to the north of this segment, the closest count location available, over the most recent three-year period.

TABLE 20. TRAFFIC COUNTS ON OLD HULL ROAD FROM SR 10 LOOP TO ATHENA DRIVE

Station Number	Type	2015	2016	2017	3-Year Average
059-0481 North of Athena Drive	AADT	6,620	6,810	9,640	7,690
	Truck %	7	7	4	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

US 29 from SR 10 Loop to Athena Drive

Us 29 is defined as a principal arterial serving local and regional traffic traveling between Madison and Athens-Clarke counties. As shown in table 21, traffic volumes have been increasing to the north of this segment, the closest count location available, over the most recent three-year period.

TABLE 21. TRAFFIC COUNTS ON US 29 FROM SR 10 LOOP TO ATHENA DRIVE

Station Number	Type	2015	2016	2017	3-Year Average
059-0025 North of Athena Drive	AADT	27,400	28,200	28,700	28,100
	Truck %	8	8	8	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

US 441 (Commerce Road) from SR 10 Loop to Old Commerce Road

US 441 (Commerce Road) is classified as a principal arterial and serves regional and local traffic traveling between Madison and Clarke Counties. As shown in Table 22, traffic volumes on this corridor have been increasing over the most recent three-year period.

TABLE 22. TRAFFIC COUNTS ON US 441 (COMMERCE ROAD) FROM SR 10 LOOP TO OLD COMMERCE ROAD

Station Number	Type	2015	2016	2017	3-Year Average
059-0085 North of SR 10 Loop	AADT	11,600	11,900	13,900	12,467
	Truck %	14	14	3	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

North Chase Street from Oneta Street to SR 10 Loop

North Chase Street is a minor arterial providing local connectivity between US 78 (Broad Street) and SR 10 Loop. Traffic counts near this segment were not available.

Tallassee Road from SR 10 Loop to Mitchell Bridge Road

Tallassee Road is classified as a minor arterial and serves local and regional traffic travelling between Jackson County and SR 10 Loop. Table 23 shows an increase in traffic volume just to the north of this segment, the closest available count location, over the most recent three-year period.

TABLE 23. TRAFFIC COUNTS ON TALLASSEE ROAD FROM SR 10 LOOP TO MITCHELL BRIDGE ROAD

Station Number	Type	2015	2016	2017	3-Year Average
059-0167 South of Westchester Drive	AADT	14,900	15,300	15,400	15,200
	Truck %	n/a	n/a	1	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Mitchell Bridge Road from Westchester Drive to Tallassee Road

Mitchell Bridge Road is a major collector providing local connectivity To Tallassee Road and SR 10 Loop. Traffic counts near this segment were not available.

US 78 (Atlanta Highway) from Crane Drive to SR 10 Loop

US 78 (Athens Highway) is classified as a principal arterial and carries regional and local traffic to downtown Athens. The traffic counts for this facility are shown in Table 24.

TABLE 24. TRAFFIC COUNTS ON US 78 (ATLANTA HIGHWAY) FROM CRANE DRIVE TO SR 10 LOOP

Station Number	Type	2015	2016	2017	3-Year Average
059-0007 West of Mellwood Drive	AADT	35,100	36,000	34,000	35,033
	Truck %	3	3	4	n/a

Source: GDOT Traffic Counts, 2018 Traffic Analysis & Data Application

Level of Service can also be applied to intersections. In 2015, eight intersections operated with a volume to capacity ratio greater than 1.0. The highest volume to capacity ratio observed was 1.27. Table 25 provides a list of intersections over capacity, shown from highest volume to capacity ratio to lowest:

TABLE 25. HIGHEST V/C RATIO INTERSECTIONS

INTERSECTION	V/C RATIO
US 78 (Lexington Road) at US 441 (SR 10 Loop) On-Ramp	1.27
Oconee Street at East Broad Street	1.16
US 78 (Lexington Road) at US 78/US 441/SR 10 Loop Off-Ramp	1.14
US 441 at White Oak Road	1.08
Tallassee Road at Mitchell Bridge Road/Estelle Avenue	1.08
Mars Hill Road/Oconee Connector at Mars Hill Road/Daniels Bridge Road	1.07
Macon Highway at US 78/US 441/SR 10 Loop On-Ramp/Moose Club Drive	1.06
US 78 (Lexington Road) at South Barnett Shoals Road	1.05

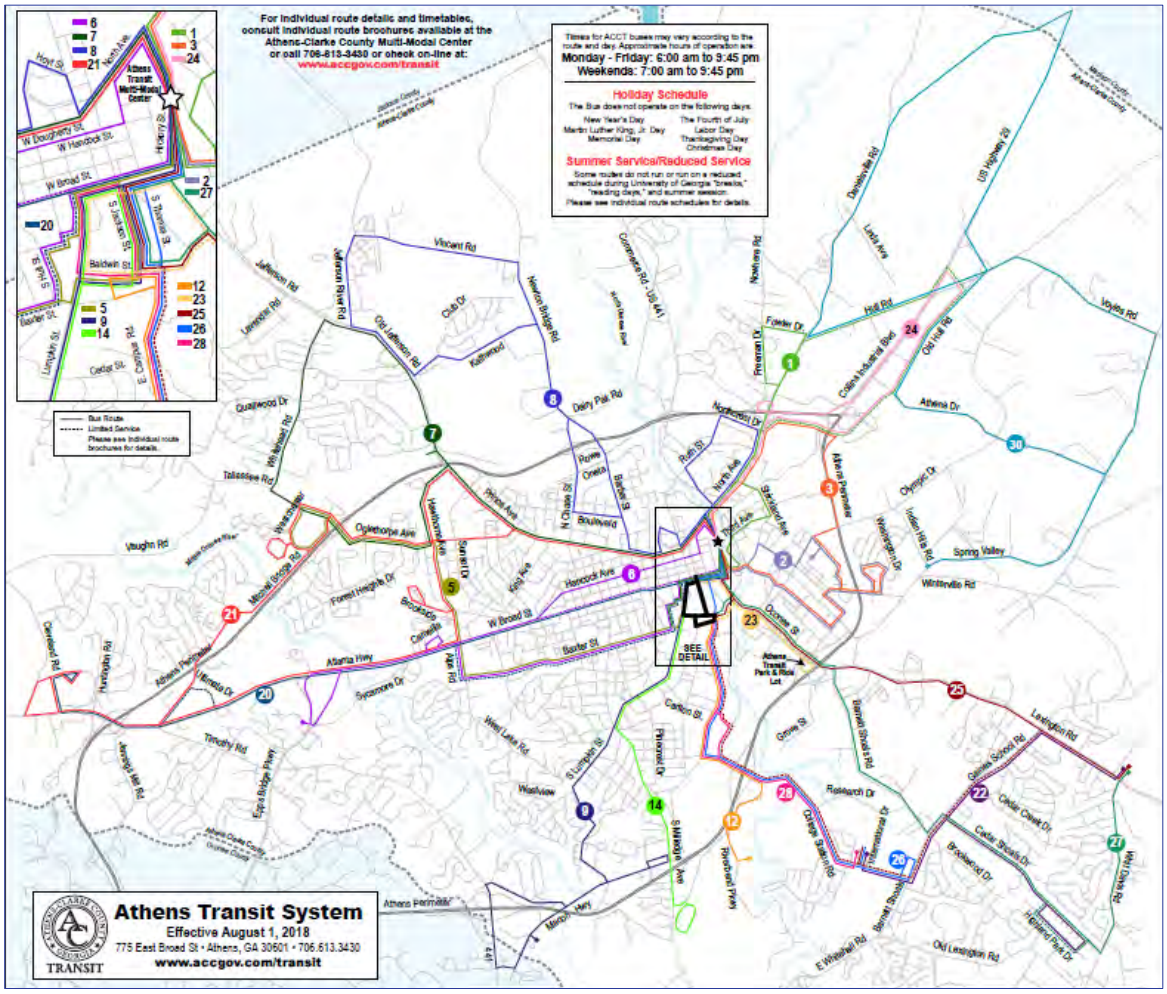
Transit

The Athens-Clarke County Transit (ACC Transit) is the major fixed route transit service provider in Athens-Clarke County and also operates a demand response service. ACC Transit operates 20 routes throughout the county connecting to the downtown area and the Multi-Modal Transit Center. This facility, located in downtown Athens, serves as transfer center for ACC Transit and regional connections with Megabus. ACC

Transit also provides service to the University of Georgia and coordinates with the UGA Transit, which also utilizes the transit center.

There is no fixed-route system operating in Oconee County. ACC Transit Route 30 does enter into the Madison County just across the county line via Danielsville Road and US 29. Figure 20 displays the current ACC Transit system.

FIGURE 20. ACC TRANSIT SYSTEM



ACC Transit provides service throughout the county to major shopping locations, residential neighborhoods, the University of Georgia campus facilities and Athens Area Technical Institute. The Multi-Modal Transportation Center serves as the hub for the system and is located downtown. The University of Georgia transit system and Megabus also utilize the center.

Route times vary, but the system runs seven days a week from 6:00 am to 9:45 pm. During the summer, routes primarily serving the University of Georgia and its students have reduced service or do not run due to the lower demand with the students out of school. The system does not provide service on seven holidays, which include New Year's Day, ML King Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

Transit ridership is typically affected by a wide variety of factors, such as weather and seasonal travel behaviors, with the University of Georgia calendar having a particular influence on ACC Transit. The majority of transit systems' peak ridership occurs in March and October and ACC Transit also follows that trend, with September, October and November having the highest ridership.

ACC Transit has 508 bus stops within the area, with the conditions at each stop varying with sidewalks, shelters, seating, signage and information. Twenty-three of the 508 bus stops are used by the majority of transit riders. These stops all have the adequate amenities for information and comfort, as well as sufficient access to bicycle and pedestrian facilities. Those lesser used stops that are not major boarding and alighting locations have fewer amenities and less multimodal connectivity. There is a bus stop improvement program designed to improve the rider's experience through increased pedestrian accessibility and comfort enhancements. Transit connections with bicycle and pedestrian facilities are a key consideration and critical to transit usage.

ACC Transit Financial Plan

Funding for ACC Transit is from three sources which include the Athens-Clarke County General Fund, Federal Transit Administration (FTA), and farebox revenues. As a department of the Athens-Clarke County Unified Government, ACC Transit competes with the other municipal departments for funding from the general fund. To supplement the standard FTA formula funding, ACC Transit is highly active and successful in acquiring grant funding.

For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance. As Athens-Clarke County continues to grow, this limitation will force ACC Transit to rely on local funding for all operational revenues, which currently accounts for over 85% of the annual budget.

According to the most recent Transit Development Plan, the operating budget for the Athens Transit System in Fiscal Year 2017 was $5,321,160, of which 91.76% was expended at the close of the fiscal year. The FY 2017 operating budget for the system was 35% lower than the previous year's budget of $8,175,918, of which 86.49% was expended.

The MACORTS approved Transportation Improvement Program (TIP) includes current and projected funding amounts for the Athens Transit system. These figures were used to establish baseline and projected capital and operational funding levels for the five year implementation plan. Tables 9 and 10 provides the detailed cost information as approved in the FY 2018 - 2021 TIP.

The TDP includes an annual inflation factor for operational funding at 3%. Applying this growth factor to the current operational budget and TDP projections results in a 2045 operational cost of $14,014,083. Federal funding projections for the MTP plan horizon are anticipated to equal approximately $5,527,000 and fare revenues are estimated at $1,850,000. The local financial obligation is anticipated to shift within the plan horizon due to the FTA 5307 funding regulations pertaining to urban area populations that exceed 200,000. The federal contribution to operating revenues will no longer be allowable, therefore local funding sources will be required for all operational expenses.

TABLE 26. FIXED ROUTE OPERATIONAL FUNDING AND EXPENDITURES

	ATHENS TRANSIT OPERATING – FIXED ROUTE					
	APPROVED TIP COST SCHEDULE				TDP PROJECTIONS	
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
TOTAL COST	$ 5,953,753	$ 6,554,000	$ 6,722,000	$ 6,894,000	$ 7,100,820	$ 7,313,845
FEDERAL COST	$ 2,099,000	$ 2,563,000	$ 2,640,000	$ 2,719,000	$ 2,800,570	$ 2,884,587
FARE REVENUE	$ 1,413,894	$ 1,428,000	$ 1,442,000	$ 1,456,000	$ 1,470,560	$ 1,485,266
LOCAL COST	$ 2,440,859	$ 2,563,000	$ 2,640,000	$ 2,719,000	$ 2,800,570	$ 2,884,587

** Includes Federal Operating Assistance Supplemental Funds (federal funds not utilized by other transit systems in Georgia).*

These funds will be requested by The Unified Government of Athens-Clarke County. Supplemental funding is not guaranteed and, should it not be available, service cuts or local funding would be needed. ~ NOTES: The Federal funding source for each fiscal year is Title 49 USC 5307. The TIP budget table does not reflect revenue increases associated directly with the proposed Athens Transit base fare rate increase. At the time of this writing the FY 2019 budget is under development and the fare increase has not been approved or assessed

The following capital expenditures table is based on projected needs of capital rolling stock and support equipment, including:

- Transit Buses and Vans
- Capital Maintenance
- Spare parts/Associated Maintenance Equipment
- IT Equipment Rehab/Renovation
- Supervisor Vehicle
- Training
- Safety / Security

TABLE 27. CAPITAL EXPENDITURES

	ATHENS TRANSIT – FIXED ROUTE					
	APPROVED TIP COST SCHEDULE				TDP PROJECTIONS	
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23
TOTAL COST	$ 2,340,000	$ 2,410,000	$ 2,483,000	$ 2,557,000	$ 2,633,710	$ 2,712,721
FEDERAL COST	$ 1,872,000	$ 1,928,000	$ 1,986,400	$ 2,045,600	$ 2,106,968	$ 2,170,177
STATE COST	$ 234,000	$ 241,000	$ 248,300	$ 255,700	$ 263,371	$ 271,272
LOCAL COST	$ 234,000	$ 241,000	$ 248,300	$ 255,700	$ 263,371	$ 271,272

Source: Transit Development Plan

In addition to the standard Federal, State and Local capital funding, Athens-Clarke County voters recently approved a local transportation SPLOST referendum[1]. The approved program of projects authorized by voters represents a cost of $5,440,000 for vehicle expansion and replacement, bus stop and transfer facility improvements, and transit service expansion. Governments cannot use TSPLOST funds to pay for operating expenses such as personnel salaries or ongoing expenses, therefore the expansion of transit service will result in a $230,000 annual operating budget impact

Transit Asset Management Plan Targets

The FAST Act required the development of transit asset management targets for the transit state of good repair and these must be incorporated into the MTP. GDOT developed the GDOT Group Transit Asset Management Plan (TAM Plan) to assist the smaller urban transit agencies to meet these federal regulations. ACC Transit endorsed the targets found in the GDOT TAM Plan and MACORTS agreed to incorporate these targets from the TAM Plan into the MTP. These targets are shown in Table 28.

TABLE 28. TRANSIT ASSET MANAGEMENT PLAN TARGETS

Asset Category/ Class	Total Number	Useful Life Benchmark / 3.0 TERM Rating*	Number Exceeding ULB / 3.0 TERM Rating*	% Exceeding ULB / 3.0 TERM Rating*	FY 2019 Targets
Rolling Stock	775		96	12.4%	
BU – Bus (35' – 40')	82	14 Years	8	9.8%	15%
BU – Bus (29' – 30')	54	12 Years	21	38.9%	35%
CU – Cutaway Bus	593	7 Years	52	8.8%	10%
MV - Minivan	1	8 Years	1	100%	50%
SB – School Bus	33	15 Years	8	24.2%	50%
VN - Van	12	8 Years	6	50%	50%
Equipment	55		23	42.6%	
Automobile	18	8 Years	11	61.1%	55%
Trucks & Other Rubber Tire Vehicles	31	10 Years	11	35.5%	55%
Equipment > $50,000	6	14 Years	N/A	N/A	N/A
Facilities	83		7	8.4%	
Administration	62	N/A	2	3.2%	25%
Maintenance	11	N/A	5	45.5%	25%
Passenger / Parking Facilities	10	N/A	0	0%	10%

*TERM scale is used for asset condition assessment for facilities. There are 5 ratings (1-5) where 5 is excellent condition and 1 is in poor condition.

[1] The TSPLOST 2018 program was approved by Athens-Clarke County voters on November 7, 2017. Sales tax collection will begin in April 2018 as an additional sales tax on the current sales tax. The new TSPLOST sales tax will be 1%, making Athens-Clarke County's total sales tax 8%. Source: Athensclarkecounty.com

Table 29 shows the projects currently in the FY 2018-2021 TIP Transit Section and the targets they are anticipated to affect in a positive manner.

TABLE 29. CONTRIBUTION TO PERFORMANCE TARGETS

Section 5307 Capital Line Items	Approximate Total for Period FY 18 – FY 21	Funds Programmed Contributing to Meeting the Target
40 ft. Bus Replacement	$6,000,000	15% of Busses Exceeding Useful Life Benchmark
Transit Vehicle - Van	$750,000	10% of Cutaways Exceeding Useful Life Benchmark
Capital Maintenance	$1,225,000	25% of Maintenance Exceeding Useful Life Benchmark
Spare Parts / Capital Maintenance Equipment	$625,000	25% of Maintenance Exceeding TERM Rate of 3
IT Equipment – Rehab / Renovate	$490,000	10% of Passenger Facilities Exceeding TERM Rate of 3
Supervisor Vehicle	$135,000	50% of Vans Exceeding Useful Life Benchmark
Section 5339	Approximate Total for Period FY 18 – FY 21	Funds Programmed Contributing to Meeting the Target
Bus and Bus Facilities	$2,000,000	15% of Busses Exceeding TERM Rate of 3 and 25% Maintenance Facilities and 10% Passenger / Parking Facilities

In addition, the TIP contains a schedule for bus replacement that provides a template for keeping track of the transit vehicles age and expected life. This template provides the ability for local asset management and is used to ensure that the state of good repair standards are met.

University of Georgia Transit System

The University of Georgia (UGA) also operates a campus transit system that provides service to the university community with fixed-route and paratransit service. The UGA system primarily serves the central campus area and remote campus facilities located away from the main campus and connects with the Athens Multi-Modal Transportation Center. UGA operates 55 busses at maximum service on 11 fixed routes that operate fare-free for students, faculty and staff. The University system provided 5,875,868 fixed route trips in 2018, which is a 3% approximate increase from the previous year's ridership.

The operating expenses for the University system were reported at $6,326,332 for Fiscal Year 2017 with $7,616,096 collected in fare revenues. The system is funded primarily through a student transportation fee assessed each semester. Additional revenue is obtained from providing special service that support campus activities, such as charter services for the UGA community for trips that have an "educational purpose".

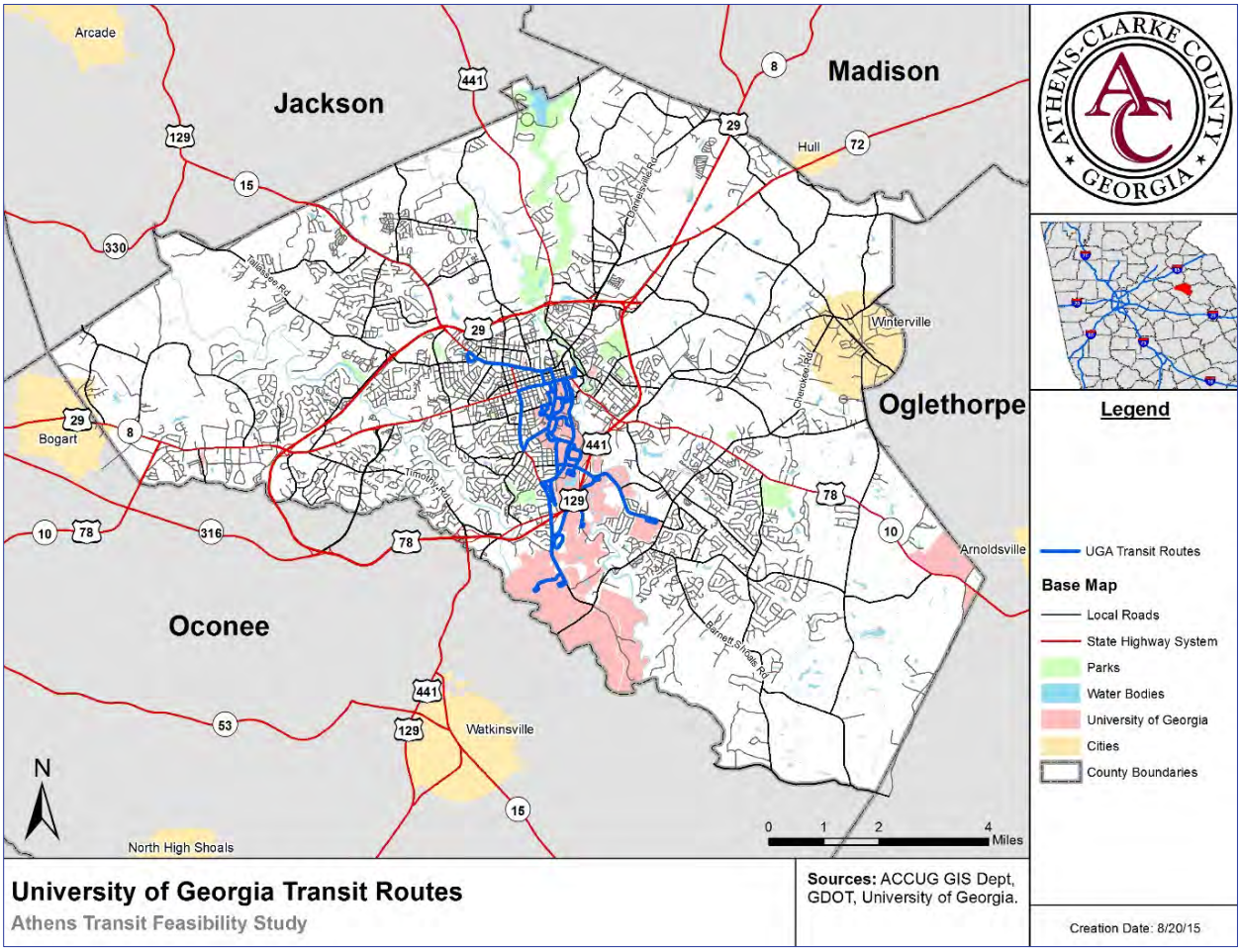
The University transit system does not have an official relationship with the Georgia Department of Transportation nor the Federal Transit Administration, therefore federal and state capital funding must flow

through Athens-Clarke County. The University's transit system is a voluntary reporter with the National Transit Database and for the purpose of FTA program: Small Transit Intensive Cities, the University ridership data is combined with Athens-Clarke County Transit. The two entities have had consistent success in meeting or surpassing five of six areas measured, allowing additional operating funds to flow to the Metropolitan Planning Organization to be distributed to the operators.

The UGA system has experienced steady growth in ridership, with a significant increase on North Campus routes over the last year. As ridership demands continue to increase, the system's ability to keep pace will require investments in capital rolling stock and service modifications. Recent investments in transportation infrastructure includes the development of park-n-ride facilities with transit shuttles to and from campus. With growing transportation needs and limited parking capacity, UGA transit services are anticipated to continue to expand through the plan horizon of 2045.

The UGA system is shown in Figure 21.

FIGURE 21. UNIVERSITY OF GEORGIA TRANSIT SYSTEM

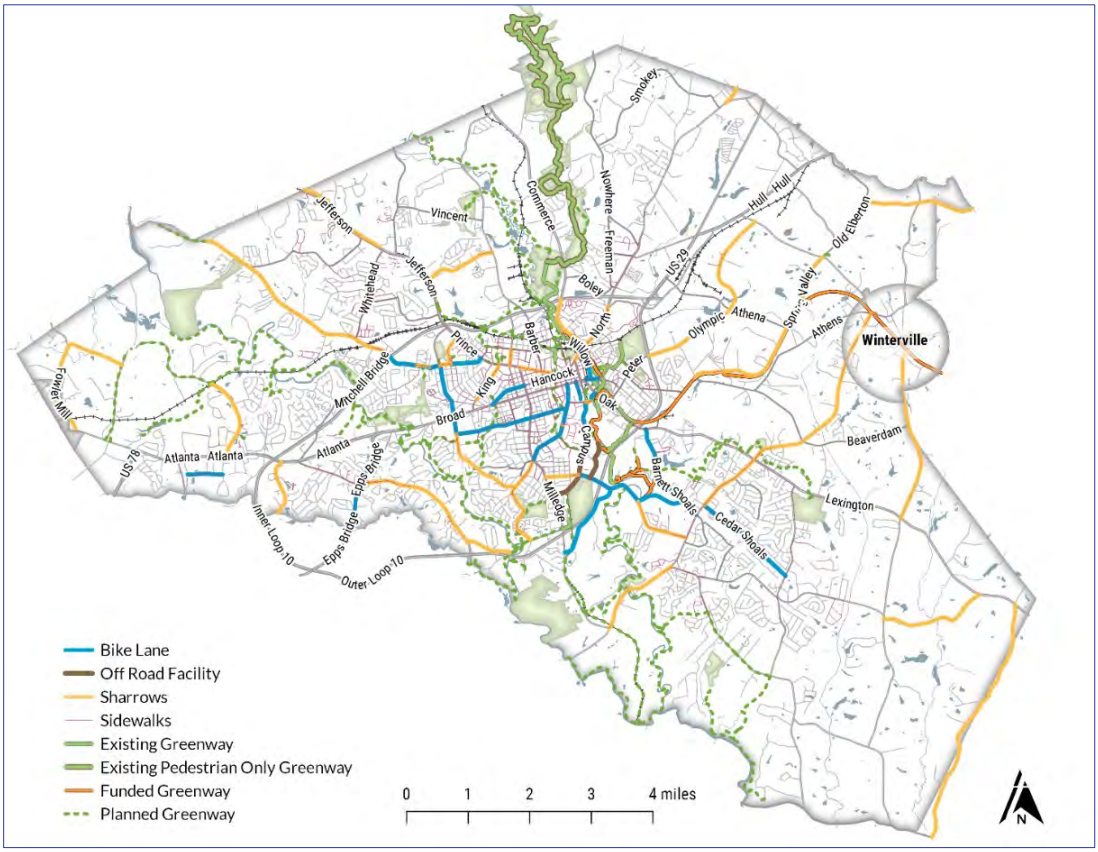


Bicycle and Pedestrian

Athens-Clarke County

Athens-Clarke County currently has a variety of greenways and sidewalks but limited on-street bicycle infrastructure. As seen in Figure 22, there are several key gaps and a lack of pedestrian connectivity throughout the county, especially in rural areas. Additionally, the existing infrastructure does not reach many parts of the county, and some existing facilities are substandard and/or damaged. These types of barriers can limit access to destinations for those who already use active transportation, as well as discourage new users.

FIGURE 22. BICYCLE AND PEDESTRIAN FACILITIES

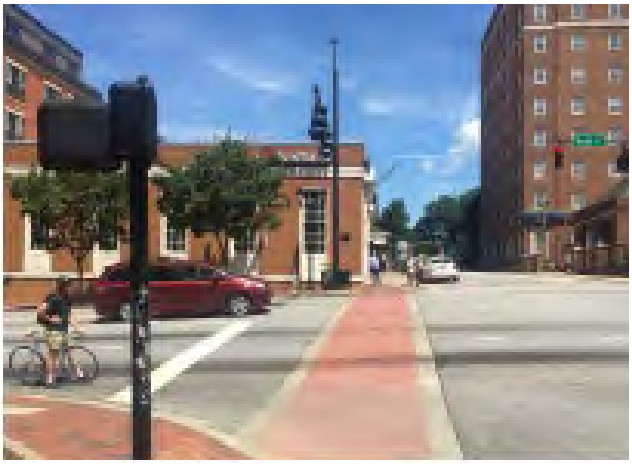


Source: Athens in Motion

The Athens in Motion Plan used a Level of Comfort analysis to illustrate the state of the roadway from the bicyclists' perspective. A Level of Comfort (LOC) analysis quantifies bicyclists' experience on a given piece of road. Using the characteristics of an existing roadway, the analysis informs designers about the type of infrastructure that will best serve cyclists. The analysis used in the plan is adapted from the methodology outlined in the Mineta Institution's report "Low-Stress Bicycling and Network Connectivity," which assigns

a "score" to a given bikeway using characteristics such as the level of separation from traffic, road speeds, traffic volumes, and safe crossings on major roadways.

The LOC analysis categorizes each roadway into 5 categories based on users' willingness to bicycle in varying conditions. Not all bicyclists feel comfortable riding in mixed traffic (i.e., in the roadway with cars). In fact, most people in the US would choose not to ride a bicycle if they must intermingle with cars on the street[2]. The levels used in the Athens in Motion Plan are as follows:



Source: Athens in Motion

- LOC 1: Roadways where riding bicycles is comfortable for all ages and abilities.
- LOC 2: Roadways that are comfortable for adults that don't bicycle often
- LOC 3: Roadways best suited for enthusiastic cyclists who are confident in their abilities
- LOC 4: Except for the most advanced cyclists, roadways that are not comfortable for people on bicycles
- LOC 5: Roadways that are totally intolerable for bicycle use

Results from the LOC analysis showed there were many low stress/high comfort roadways in Athens-Clarke County, but most these were disconnected from major destinations by high-stress corridors.

In the Athens in Motion Plan, LOC analysis was combined with demand analysis, public input, and accessibility analysis to local destinations to form a connected network of streets and trails. These proposed infrastructure improvements were strategically selected to improve mobility for active transportation users throughout Athens-Clarke County. The facility recommendations were broken down into five categories.

Separated Facility: Separated facilities include shared use paths, side paths, and on-street separated bike lanes which offer an exclusive bikeway physically separated from motor vehicle traffic. Separated facilities, whether on-street or on an independent alignment are more attractive to a wider range of users especially on higher volume and higher speed roads.

Buffered Facility: Buffered bicycle lanes are created by painting or otherwise creating a flush buffer zone between a bike lane and the adjacent travel lane. While buffers are typically used between bicycle lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be provided between bike lanes and parking lanes in locations with high parking turnover to discourage bicyclists from riding too close to parked vehicles.

Delineated Facility: Delineated facilities include both conventional bike lanes and striped paved shoulders. Conventional bike lanes provide an exclusive space for bicyclists in the roadway and are established using lines and symbols on the roadway surface directly adjacent to the travel lane. Delineated facilities are for

[2] Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016.

one-way travel and are normally provided in both directions on two-way streets and/or on one side of a one-way street.

Shared Facility: Shared facilities, also known as bicycle boulevards or neighborhood bikeways, are applied on quiet streets and through residential neighborhoods. These treatments are designed to prioritize bicycle through-travel, while discouraging motor vehicle traffic and maintaining relatively low motor vehicle speeds. Shared facilities often also include elements of traffic calming, including traffic diverters, speed attenuators such as speed humps or chicanes, pavement markings, and signs.

Source: Athens in Motion

Sidewalk: The Athens in Motion Plan also included sidewalk recommendations. Sidewalks play a critical role in the character, function, enjoyment, and accessibility of neighborhoods, main streets, and other community destinations. Sidewalks are the place typically reserved for pedestrians within the public right-of-way, adjacent to property lines or the building face.

The Athens in Motion Plan developed a network of facilities to encourage bicycling and walking throughout the community. To implement this network strategies for prioritization, context, flexibility, and cost were taken into consideration .

Prioritization: While the plan outlined a variety of recommendations, realization of individual projects required developing a prioritization method to rank projects with the greatest impact for bicyclists and pedestrians in the region. To prioritize these projects, each segment of roadway was scored independently and then averaged with other segments within the respective project. Calculating the prioritization score in this manner ensured that each criterion was captured at a detailed level for scoring of the overall projects. Projects were scored using general as well as bicycle and pedestrian specific criteria.

BICYCLE AND PEDESTRIAN CRITERIA

- *Equity:* A variety of factors were considered for the equity prioritization criterion including percentage of households with no vehicle, public sidewalk to road ratio, and percentage of population under 18 and over 65.
- *Land Use:* Land Use factors included proximity to destinations such as parks and schools, as well properties identified as commercial or high density residential.
- *Transit:* Access to transit stops is often a key factor for pedestrians and bicycles. Access to transit stops was measured in terms of its proximity to the project.
- *Critical Corridors:* Critical corridors are those that connected the core of Athens to destinations outside of Loop 10. These high-volume corridors are often the most direct routes in Athens-Clarke County. These corridors were scored based on the location of the project. Higher priority was given to projects that were on/ along the corridor than to those that intersected it.
- *Public Input:* Public comment density was analyzed to understand areas that received more attention from the public regarding bicycle and pedestrian improvements.

BICYCLE SPECIFIC CRITERIA

- *Safety:* Bicycle recommendations were categorized into separated, buffered, delineated and shared facilities. Each of these categories included several facility types but varied based upon the amount of separation needed based on existing conditions. Facilities with more separation received the highest scores due to increased safety.
- *Existing Facilities:* The Level of Comfort (LOC) analysis scores were used to score the recommended network. Segments that were currently uncomfortable received a higher score due to the increased need for bicycle and pedestrian enhancements to improve the network.
- *Connectivity:* To leverage existing and funded bicycle infrastructure, proximity to these facilities were prioritized. Segments along the proposed network were scored based upon the proximity to existing or funded infrastructure to determine the connectivity weight.

PEDESTRIAN SPECIFIC CRITERIA

- *Safety:* Increased separation from vehicular travel and slower speeds were considered important safety factors for pedestrians. To prioritize safety for pedestrians, the bicycle LOC score was used to understand existing facility conditions for bicyclists and the impact it had on pedestrians. A high score of LOC for the bicyclist indicated less comfort, this was rationalized as a higher scoring for pedestrian safety.
- *Connectivity:* Pedestrian connectivity was based upon existing sidewalk and the land use context for the proposed network segments.

Context: Each of the projects looked at the existing land use context to determine develop recommendations that were safe and appropriate.

Flexibility: The Plan provided strategies for both design decisions through a context specific design menu, and design guidelines for common facility types.

Cost based on Facility type: The cost estimates for the proposed facility types provide several possible variations for implementing bicycle or pedestrian facilities based upon variable existing conditions.

The Athens in Motion Plan provides tiered priority rankings for each proposed project. The plan also outlined a 0-2, 3-5, and 6-10-year action plan for phased implementation and includes a "success measure plan" that details short-, mid-, and long-term tasks to be accomplished. Tracking these measures will be valuable in demonstrating the areas for growth for safety and connectivity through the community. Additional resources included in the plan are typical cross sections, design context and guidance, and cost estimates.

The full project list can be found in the Athens in Motion plan at the following website: https://www.athensclarkecounty.com/7604/Athens-In-Motion-Bicycle-Pedestrian-Mast

Oconee County

In Oconee County, pedestrian facilities are concentrated in the downtown area of Watkinsville. These sidewalks are located primarily on Main Street from SR 53 to South Barnett Shoals Road and along portions of South Main Street and South Barnett Shoals Road. Additional facilities for bicyclists and pedestrians are mainly found within the Oconee County parks and recreation facilities. With over 600 acres of parkland, amenities include walking paths and hiking trails and bike trails. In the most recent update of the Oconee County Comprehensive Plan, connections to parks with trails, sidewalks and paths was identified as an opportunity. In addition, other opportunities identified include the development of a multi-use trail network connecting to other trail networks and providing access to the Oconee and Apalachee Rivers.

Madison County

Madison County is more rural in nature and in the 2017 update of the county Comprehensive Plan, its "rural charm" was identified as a significant strength. One of the work items identified in the plan's work program was the development of a complete streets and trails plan. There are no state-designated bicycle routes within Madison County.

Rail

The State of Georgia has a long history with rail and led the southern states in the development of rail and railroad mileage. Atlanta became the center of rail activity in the southeastern United States and Norfolk Southern (NS) and CSX currently operate major facilities in and around Atlanta, and across the state. In addition to NS and CSX, which are classified as Class I railroads, there are 25 short line railroads, or Class III, and the state owns 676 miles of railroad that is leased to various carriers.

The MACORTS area is served by both CSX and NS lines, which move freight, and the passenger Amtrak line is located north of the MACORTS planning boundary. Although there is currently no passenger rail service within the MACORTS area, Athens-Clarke County is prepared for potential future service. The Athens Multi-Modal Transit Center is located along a rail line that could in the future provide passenger service. In

addition to the Class I rail lines, there is also a short line railroad that runs from the Madison, GA area to north of Athens.

There is a total of 86 rail crossings on public roadways in Athens-Clarke County, with 54, or 63% of those crossings at grade and 32, or 37% of the crossings grade separated. All of the at grade crossings have signage and/or signals.

In Madison County, there are a total of 40 CSX public roadway rail crossings with three of those crossings grade separated and all of the at grade crossings are either signed or signaled. In Oconee County, there are a total of 20 rail crossings on public roadways, with 16 of the crossings operated by BR Anderson, three by CSX and one by Norfolk Southern. All of these crossings are at grade and all are signed and/or signaled.

Air

The Athens Ben Epps Airport serves the MACORTS region and is located three miles east of downtown Athens. The airport is one of nine designated commercial service airports in Georgia, although commercial service provided by Seaport Airlines with service between Athens and Nashville, was discontinued in 2014. The airline was receiving an operational subsidy from the Federal Aviation Administration (FAA), but the number of daily passengers did not meet the minimum threshold to continue receiving the additional funding, forcing the discontinuation of the service.

Source: Google

Current services available at Athens Ben Epps Airport include fueling, hangars and tiedowns, air freight, aerial spraying, charter flights, flight instruction, and aircraft rentals and sales. There are 128 aircraft based at the airport, with 105 single engine planes, 10 multi-engine planes, four turbine engine planes and four helicopters. The airport averages 100 aircraft operations per day.

Athens Ben Epps Airport currently has two asphalt runways. The main runway, positioned east-west, is 6,122 feet long and the secondary runway, which runs north-south, is 3,995 feet in length. The main runway was recently expanded to its current length and is undergoing a rehabilitation project. In addition, the airport terminal building was recently renovated.

The airport is governed by an airport authority comprised of six members appointed by the mayor and commission. At least one member of the authority is required to live within five miles of the airport. Authority members serve a four-year term and are restricted to two consecutive terms. The major responsibilities of the airport authority include working with airport management on policies governing safety, personnel and budget; ensuring compliance with FAA guidelines; and ensuring the airport meets the existing and future needs of the community.

Ground transportation providing access to the airport include automobile rentals, limousine rentals, taxi service and rideshare services. ACC Transit does not currently provide fixed route service to the airport, however, ACC Transit operates a shuttle service providing access to and from the airport to the University

of Georgia for home football games. Riders must have a football ticket to purchase the $10.00 round trip; shuttles leave the airport and the downtown area approximately every 30 minutes and provide access to the campus.

Freight Mobility

The Georgia Statewide Freight and Logistics Plan included the designation of a statewide freight network. Within the MACORTS area, the facilities designated as freight corridors include US 441, which runs north/south through the area; SR 72, which runs eastward towards Elberton, Georgia; and SR 316 which is the main connection from the MACORTS area to the Atlanta metro area. US 441 is also part of the Governor's Road Improvement Program (GRIP), which is a system of highways throughout the state identified for improvements to benefit economic development throughout the state. Although designated as part of the freight network, none of these corridors were identified in the top 50 facilities for truck movements within the state.

The GDOT Traffic Analysis and Data Application (TADA) tool provides recent traffic information, as well as truck information with traffic count sites located throughout the state. The three freight corridors within the MACORTS area are included in the TADA tool, with data ranging from 2014 through 2016. Table 30 shows the traffic and truck percentages for the three freight corridors.

TABLE 30. FREIGHT NETWORK AADT AND TRUCK PERCENT

SR 72	2014 AADT	2015 AADT	2016 AADT	TRUCK %
North of SR 10 Loop	26,500	27,400	28,200	8%
Near Madison County Line	13,700	15,000	15,400	9%
Madison County North of County Line	13,900	14,400	14,800	5%
North of Hull	13,500	14,200	14,800	6%
US 441	**2014 AADT**	**2015 AADT**	**2016 AADT**	**TRUCK %**
North of Bishop	17,900	18,500	19,000	8%
South of SR 53	11,100	11,500	13,600	14%
South of Hog Mountain Rd	10,800	11,200	11,000	12%
South of SR 10 Loop	23,500	24,300	29,700	9%
SR 10 Loop @ Olympic	24,500	25,700	26,700	11%
North of SR 10 Loop	17,500	18,300	19,100	4%
North of Holman Rd	11,000	12,900	13,300	10%
North of Newton Bridge Rd	13,400	14,100	14,700	10%
SR 316	**2014 AADT**	**2015 AADT**	**2016 AADT**	**TRUCK %**
East of US 78/SR 10	25,300	26,100	32,900	7%

Source: GDOT Traffic Analysis and Data Application

According to the Freight and Logistics Plan, the Atlanta metro area and the Savannah metro area are the largest attractors and generators of freight movement in the state. In addition, there are a number of mid-sized metropolitan areas that experience relatively large amounts of freight traffic, however, the MACORTS area is not included.

Unlike major distribution hubs, such as the Atlanta region and the Savannah area with the major port facilities, the economy of the MACORTS region is based primarily on education, government and healthcare, which are not freight intensive. According to the 2016 American Community Survey, 83 percent of the workforce is employed in management, business, sciences and arts, service and sale/office occupations.

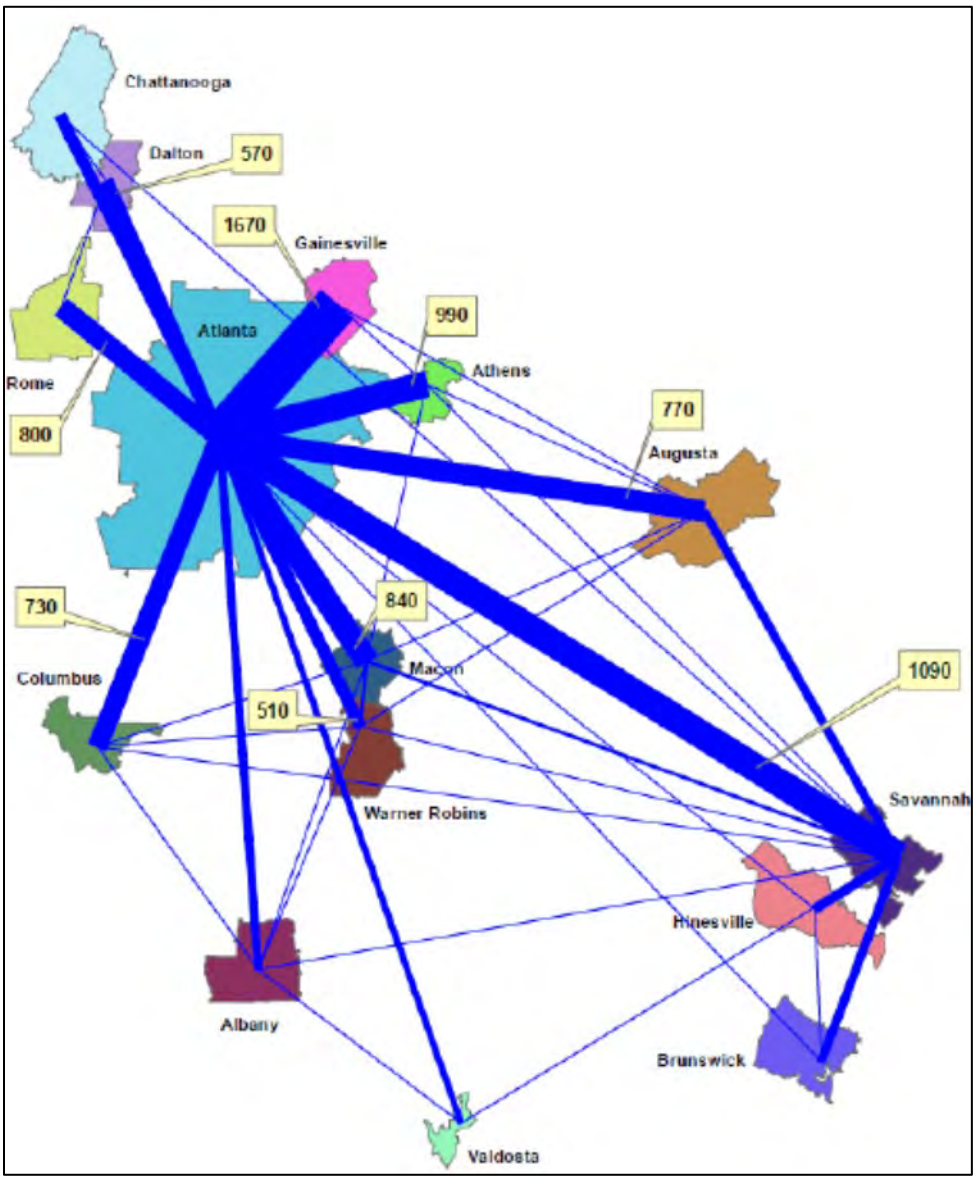
There are some more freight intensive segments of the economy, and these industries include both distribution and manufacturing. There are 12 distributors identified within the MACORTS area and 18 manufacturers, which includes Caterpillar, one of the largest employers in the MACORTS region. Each of these distributors and manufacturers contribute to the freight volumes within the region.

Freight movement also occurs with the retail/commercial supply chain, as well as increased deliveries by truck due to on-line shopping. In addition, in June, 2019, Wayfair, a major on-line site, announced a distribution center will be located in the Athens area, which will add to the truck volumes. Jackson County, adjacent to Athens-Clarke County, is experiencing significant growth in distribution centers, which could impact the MACORTS area.

The inbound and outbound truck tonnage for the MACORTS region ranges between less than one million to 3.5 million tons annually. The largest freight movement for the MACORTS area is between the metro Atlanta area and according to the Statewide Freight Plan, there are an estimated 447 daily trucks between Athens and Atlanta, with Gainesville as the next highest truck volumes with an estimated 33 trucks per day.

The Statewide Travel Demand Model which shows that the truck annual average daily traffic on the Athens network shows between 1,000 and 3,000 daily trucks on portions of US 441 and SR 10 Loop in the Athens area. The majority of the network in the MACORTS region has less than 1,000 daily trucks according to the model. According to the model, it is anticipated that by 2050, the truck volumes within the MACORTS region will remain at the same levels. Figure 23 displays the estimated truck volumes between urbanized areas within the state.

FIGURE 23. ESTIMATED DAILY TRUCK VOLUMES BEWTEEN URBANIZED AREAS



Source: GDOT Statewide Freight and Logistics Plan

Although freight mobility is not a major component of the transportation system within the MACORTS area, the amount of truck traffic and access to freight generators and attractors was included as part of the project performance assessment. These measures included both truck volumes, as well as the accessibility and connectivity for freight on the transportation network. In addition, freight may have a larger impact on the transportation system in the future due to increasing on-line shopping and resulting deliveries. The impacts of freight on the transportation network will continue to be monitored closely to ensure the early identification of related mobility issues both for freight, as well as its impacts on the overall system.

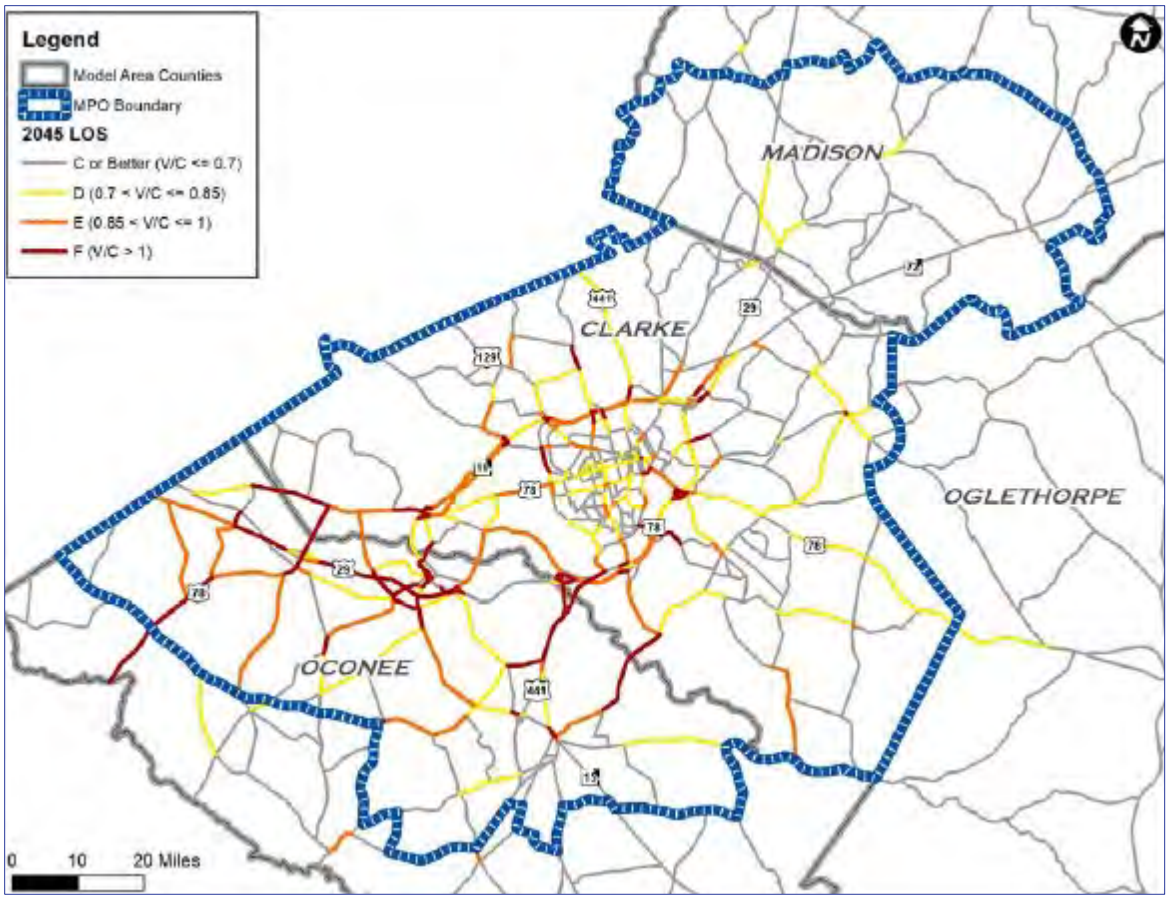
CHAPTER 4: PLAN DEVELOPMENT

The development of the 2045 plan is a multi-faceted process that includes technical analyses to determine the existing and future conditions, as well as public and stakeholder involvement. Both of these elements are equally important in the development of a plan for the future of transportation that will meet the mobility needs of the community.

Future Conditions

In order to assess future conditions and identify the potential projects to address the deficiencies found within the network by 2045, the travel demand model is used. The model is run by GDOT with projected traffic for 2045 and no infrastructure improvements, or a "do-nothing" scenario, which allows potential candidate projects to be identified to address the projected conditions. The roadway segments that are projected to be operating at Level of Service F in 2045 in this do-nothing scenario are shown in Figure 24 in red and at Level of Service E shown in orange.

FIGURE 24. FUTURE (2045 DO-NOTHING SCENARIO) ROADWAY SEGMENTS LEVEL OF SERVICE



By 2045, if no roadway capacity improvements are implemented, congested corridors in the MACORTS area are forecasted to increase significantly. Table 31 lists the corridors that are anticipated to be over capacity in the future. For corridors with a number of contiguous roadway segments with a vehicles-to-capacity ratio of over 1.0, the range of forecasted ratios is provided.

TABLE 31. CORRIDORS WITH PROJECTED VEHICLE TO CAPACITY RATIO OVER 1.0 (2045 DO-NOTHING NETWORK)

Corridor	Vehicles to Capacity Ratio
US 78 (Monroe Highway) between SR 53 (Hog Mountain Road) and Pete Dickens Road	1.11 to 1.38
US 78 (Monroe Highway) between Wellington Drive and US 78 BR (Atlanta Highway)	1.01 to 1.41
US 78 (Oconee Street) between Grove Street and Barnett Shoals Road	1.14 to 1.63
SR 53 (Hog Mountain Road) between Hebron Church Road/ Sikes Road and Cole Springs Road/ Clotfelter Road	1.00 to 1.26
SR 53 (Hog Mountain Road) between Elder Road and Dooley Connector	1.06 to 1.12
SR 53 (Hog Mountain Road) between Government Station Road and US 29 (Macon Highway)	1.00 to 1.06
Clotfelter Road between Clotfelter Lane and US 78 (Monroe Highway)	1.01
SR 316 (University Parkway) between McNutt Creek Road and US 78 (Monroe Highway)	1.00 to 1.17
SR 316 (University Parkway) between Bell Road and US 29 (Paul Brown Parkway)	1.02 to 1.78
McNutt Creek Road between SR 316 (University Parkway) and Aiken Road/ Mars Hill Road	1.01 to 1.09
Atlanta Highway between Osceola Avenue and US 78 (Mona Michael Parkway)	1.01 to 1.30
Malcom Bridge Road between Rocky Branch Road (South Leg) and Rocky Branch Road (North Leg)	1.55
Rocky Branch Road between Malcom Bridge Road and Old Waverly Way	1.01
Rocky Branch Road between East of Cambridge Square/ Rowan Oak Circle and Mars Hill Road	1.12 to 1.16
Virgil Langford Road between Mars Hill Road and Oconee Connector	1.12 to 1.64
Jimmie Daniel Road between Virgil Langford Road and Meriweather Drive	1.00 to 1.34
Jimmie Daniel Road between Norris Drive and Clarke County Boundary	1.06 to 1.13
US 78 BR (Atlanta Highway) between Commerce Boulevard and Jennings Mill Road	1.11 to 1.51

Corridor	Vehicles to Capacity Ratio
US 78 BR (West Broad Street) between Baxter Street and Oglethorpe Avenue	1.03 to 1.06
US 78 BR (West Broad Street) between Norton Road and Phoenix Road/South Milledge Avenue	1.00 to 1.02
US 78 BR (Oconee Street) between Bishop Farms Parkway and US 129 (Macon Highway)	1.02 to 1.16
Mars Hill Road between Rocky Branch Road/ Virgil Langford Road and Oconee Connector	1.19 to 1.21
Daniels Bridge Road between Mars Hill Road and Founders Boulevard	1.36 to 1.41
Mars Hill Road/Oconee Connector between Hodges Mill Road and SR 316 (University Parkway)	1.45 to 1.78
Oconee Connector between Virgil Langford Road and US 29 (Paul Brown Parkway)	1.17 to 1.22
Merriweather Drive between Mill Pond Court and Jennings Mill Road	1.04
Jennings Mill Road between Merriweather Drive and Kingswood Drive	1.01 to 1.12
US 129 (Macon Highway) between SR 53 (Hog Mountain Road) and SR 10 Loop	1.28 to 1.67
Macon Highway between US 129 (Oconee Veterans Parkway) and Old Will Hunter Road/South Lumpkin Street	1.29 to 1.46
Macon Highway between Moose Club Drive and South Milledge Avenue	1.42
Timothy Road between SR 10 Loop and Branford Place	1.03 to 1.15
Alps Road/Hawthorne Avenue between Baxter Street and Oglethorpe Avenue	1.01 to 1.14
Simonton Bridge Road/ East Whitehall Road between Norton Road and Phoenix Road/South Milledge Avenue	1.17 to 1.52
Experiment Station Road between Bishop Farms Parkway and US 129 (Macon Highway)	1.00 to 1.17
SR 15 (North Main Street) between Harden Hill Road/ Simonton Bridge Road and First Street	1.03 to 1.08
Barnett Shoals Road between McRees Mill Road and Bob Godfrey Road	1.28 to 1.24
South Milledge Avenue between Davis Street and Annes Court/East Campus Road	1.04 to 1.27
College Station Road between River Road and North Oconee Access Road	1.08 to 1.26
Olympic Drive between SR 10 Loop and Olympic Way	1.09 to 1.11
Old Hull Road between SR 10 Loop and Athena Drive	1.12 to 1.20

Corridor	Vehicles to Capacity Ratio
US 29 between SR 10 Loop and Athena Drive	1.15 to 1.17
Danielsville Road between Pine Hollow and Fowler Drive/ Hull Road	1.11 to 1.12
Commerce Road between SR 10 Loop and Paradise Valley Road/ River Heights Drive	1.03 to 1.30
Newton Bridge Road between Kathwood Drive and Vincent Drive	1.15 to 1.30
Kathwood Drive between US 129 (Jefferson Road) and Club Drive	1.05 to 1.11

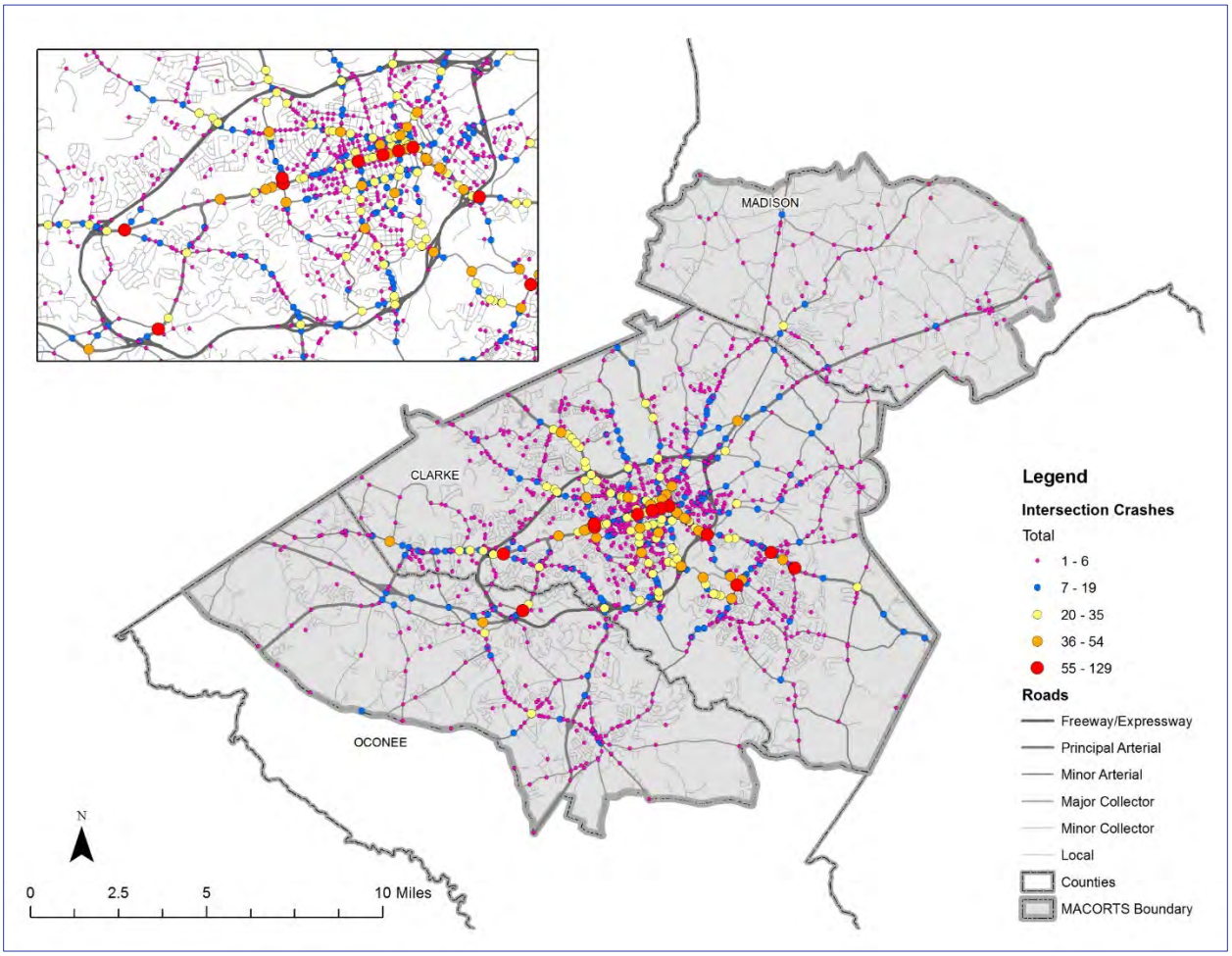
Safety

Safety is a critical concern in assessing the transportation network. In addition to supporting the GDOT safety performance measures, MACORTS completed a comprehensive safety and crash analysis for the plan update. The results of this analysis provided information incorporated in the planning prioritization process and the development of the final project list.

The Georgia Electronic Accident Reporting System (GEARS) is the GDOT database that provides a comprehensive set of crashes and crash information and was used to identify areas experiencing elevated levels of incidents that exceed the GDOT statewide averages.

These crashes were summarized by both segment and intersection location. Because the crashes were not always located exactly at an intersection or on a segment, all crashes within 40 feet of an intersection were assigned to that intersection. Similarly, all crashes within 20 feet of a segment, were assigned to that segment. Within the MACORTS area between 2015 and 2017, there were a total of 21,378 total crashes. Of those crashes, 78% were crashes with property damage only; 22% of the crashes resulted in one or more injuries, with a total of 7,383 injuries. Fatal crashes were also identified, with a total of 58 fatalities or 0.25% of crashes resulting in a fatality. Crashes at intersections are shown in Figure 25.

FIGURE 25. INTERSECTION CRASHES (2015 – 2017)



The ten intersections with the highest number of crashes over the time period are shown in Table 32.

TABLE 32. TEN HIGHEST INTERSECTION CRASH LOCATIONS

INTERSECTION	NUMBER OF CRASHES
US 78 (Broad Street) at Hawthorne Ave/Alps Road	129
US 78 (Lexington Road) at Gaines School Road	119
US 78 (Lexington Road) at Whit Davis Road	87
South Barnett Shoals Road at Gaines School Road	82
US 78 (Broad Street) at Milledge Avenue	78
US 78 (Broad Street) at Thomas Street	77
US 78 (Atlanta Highway) at Timothy Road	72
US 78 at South Barnett Shoals Road	67
Hawthorne Avenue at Old Epps Bridge Road	65
Epps Bridge Parkway at Oconee Connector	65

Source: GDOT GEARS

The ten highest intersection crash locations resulting in injury are shown in Table 33. Of these ten intersections, US 78 at Whit Davis Road and US 78 at Gaines School Road are the two locations that are also found in the ten highest overall crash locations. There are three intersection locations where fatal crashes occurred during the time period. These locations are shown in Table 34 and in Figure 26.

TABLE 33. TEN HIGHEST INTERSECTION INJURY CRASH LOCATIONS

INTERSECTION	TOTAL INJURIES
US 78 (Lexington Road) at Whit Davis Road	46
US 78 (Lexington Road) at Cooper Road	41
US 78 (Lexington Road) at Gaines School Road	40
US 129 (Jefferson Road) at Jefferson River Road	39
US 29 (Old Monroe Road) at Hull Road	38
South Barnett Shoals Road at Gaines School Road	37
Atlanta Highway at Cleveland Road	32
Oglethorpe Avenue at Hawthorne Avenue	31
US 78 (Broad Street) at Camellia Drive	28
US 78 at South Barnett Shoals Road	27

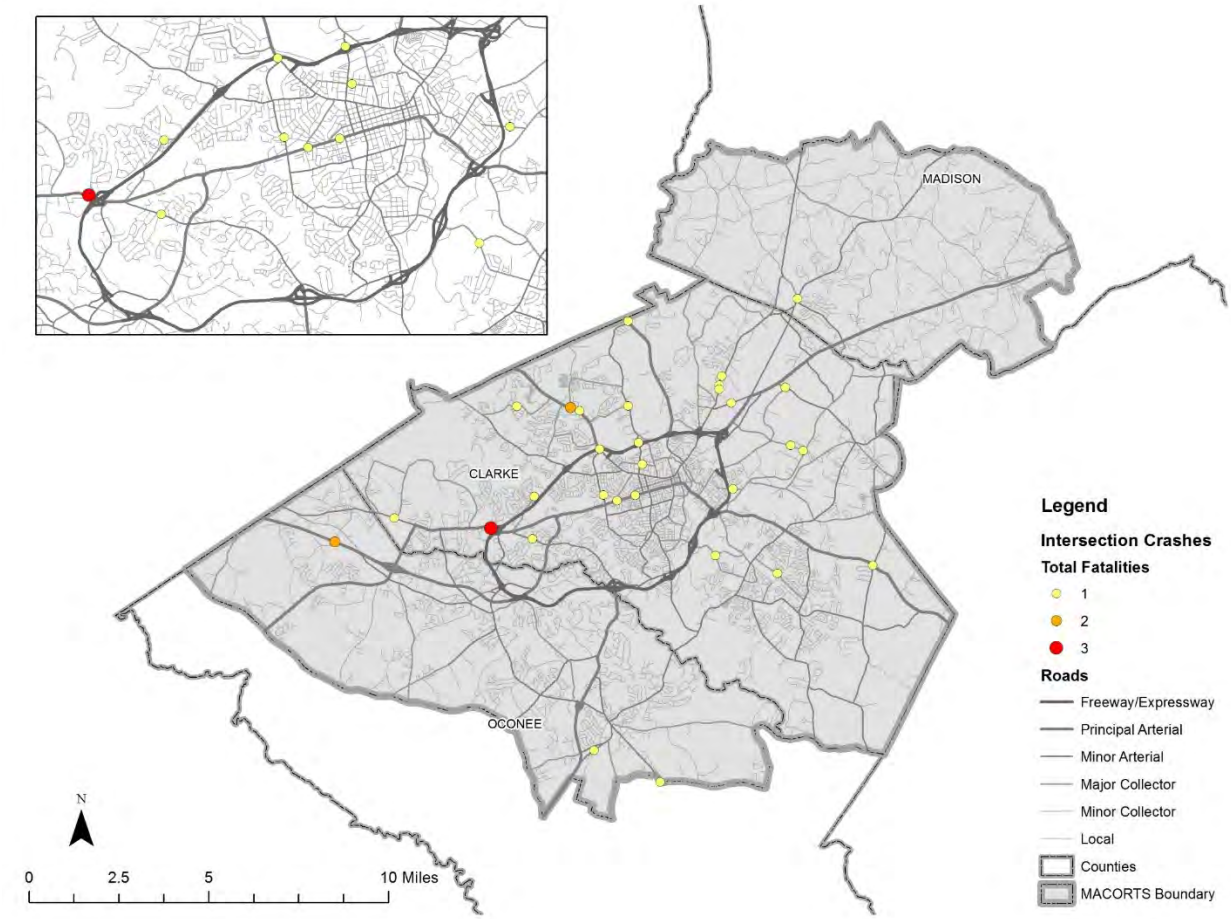
Source: GDOT GEARS

TABLE 34. INTERSECTION FATAL CRASH LOCATIONS

INTERSECTION	TOTAL FATALITIES
US 78 (Atlanta Highway) at Huntington Road	3
US 129 (Jefferson Road) at Jefferson River Road	2
US 29/GA 316 at McNutt Creek Road	2

Source: GDOT GEARS

FIGURE 26. INTERSECTIONS WITH FATAL CRASHES



The same safety analysis completed for the intersections was also completed for the roadway segments. Total crashes on segments are shown in Figure 27 and the segments with the highest number of crashes are shown in Table 35.

FIGURE 27. SEGMENT CRASHES (2015 - 2017)

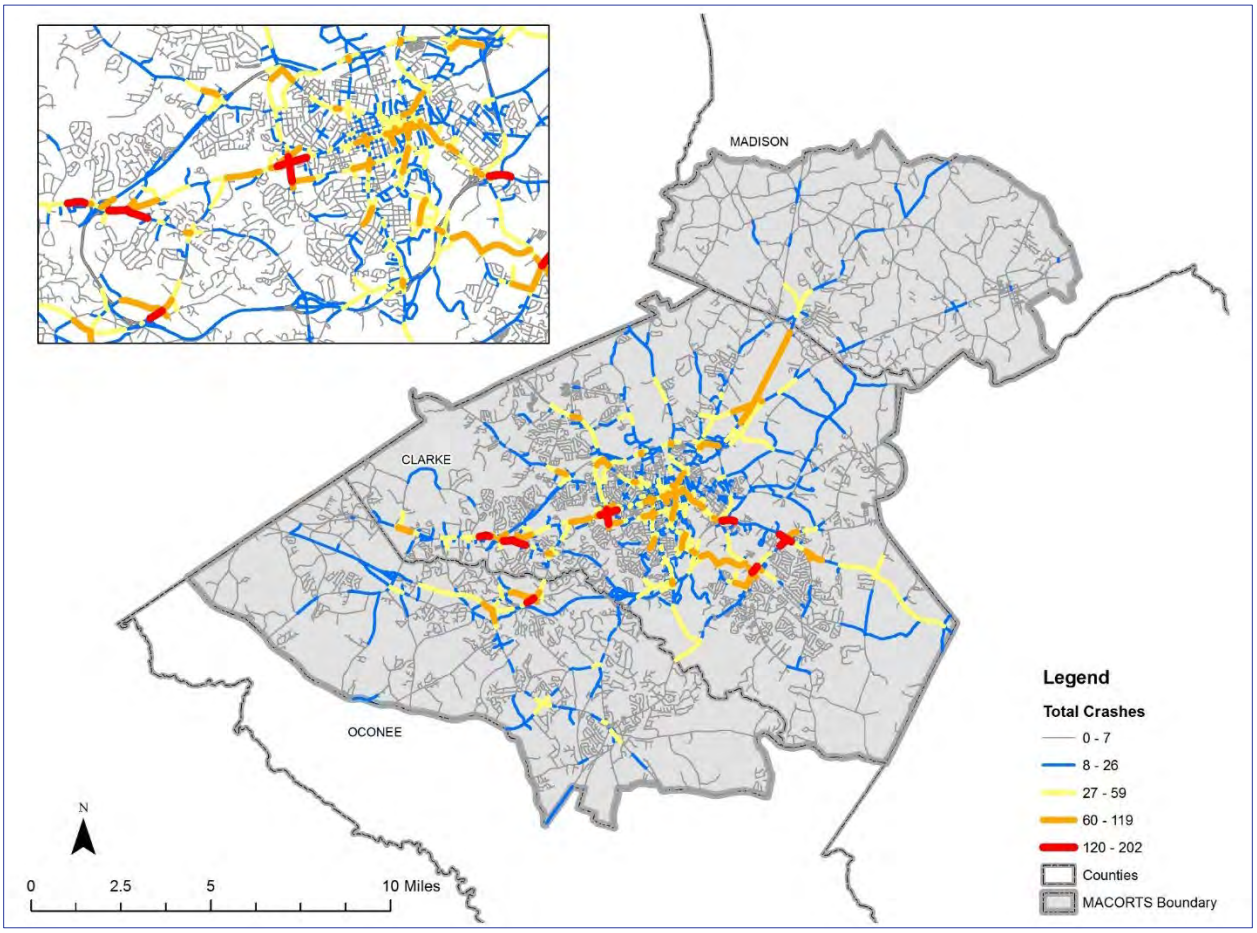


TABLE 35. HIGH CRASH SEGMENTS (2015 - 2017)

HIGH CRASH SEGMENTS	TOTAL CRASHES
Alps Road from Baxter Street to US 78 (Broad Street)	202
US 78 (Broad Street) from Old Epps Bridge Road to Hawthorne Avenue/Alps Road	192
Alps Road from US 78 (Broad Street) to Old Epps Bridge Road	191
US 78 (Broad Street) from Hawthorne Avenue/Alps Road to Magnolia Street	176
Gaines School Road from Briarcliff Lane to US 78 (Lexington Road)	167
Epps Bridge Parkway from SR 10 Loop to Oconee Connector	160
US 78 (Atlanta Highway) from Mellwood Drive to Arrowhead Road	158
US 78 (Atlanta Highway) from Jennings Mill Road to Timothy Road/Mitchell Bridge Road	146
US 78 (Lexington Road) From South Barnett Shoals Road to Johnson Drive	145

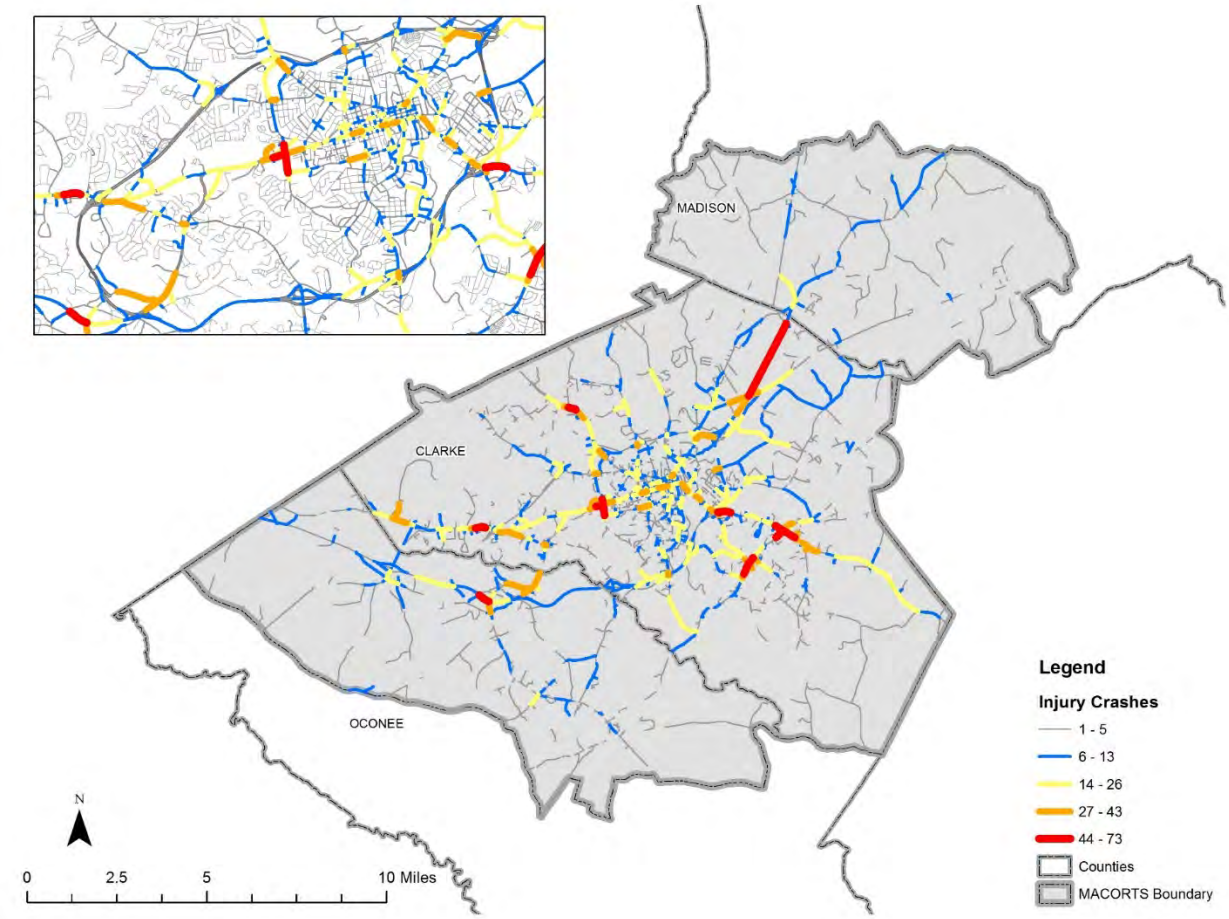
US 78 (Lexington Road) from Gaines School Road to East Meadow Drive	141
Gaines School Road from South Barnett Shoals Road/Greencrest Drive to Ansonborough Lane/Cedar Shoals Drive	136
US 78 (Lexington Road) from Mimosa Drive to Gaines School Road	132
Timothy Road from US 78 (Atlanta Highway) to Timothy Court	131
US 78 (Broad Street) at Hawthorne Avenue/Alps Road	129
US 78 (Lexington Road) at Gaines School Road	119

Segments with the highest injury crash locations are shown in Table 36 and in Figure 28. The highest fatality crash segment includes a western segment of the SR 10 Loop near the Atlanta Highway/US 78 interchange where there were three fatalities over the time period.

TABLE 36. HIGH INJURY SEGMENTS

HIGH INJURY SEGMENTS	INJURY CRASHES
US 78 (Atlanta Highway) from Mellwood Drive to Arrowhead Road	73
US 78 (Lexington Road) from Gaines School Road to East Meadow Drive	70
US 29 from Hull Road to Harve Mathis Road	65
US 78 (Lexington Road) from East Meadow Drive to Cooper Road)	62
Gaines School Road from Briercliff Lane to US 78 (Lexington Road)	60
Alps Road from Baxter Street to US 78 (Broad Street)	58
US 78 (Lexington Road) From South Barnett Shoals Road to Johnson Drive	58
US 78 (Lexington Road) from Mimosa Drive to Gaines School Road	58
Gaines School Road from South Barnett Shoals Road/Greencrest Drive to Ansonborough Lane/Cedar Shoals Drive	56
Jefferson Road from Jefferson River Road to Camak Drive	53
US 78 (Broad Street) from Old Epps Bridge Road to Hawthorne Avenue/Alps Road	51
Alps Road from US 78 (Broad Street) to Old Epps Bridge Road	50
SR 316 (University Parkway) from Virgil Langford Road to Oconee Connector	49
Barnett Shoals Road from Forest Road to Greencrest Drive	47
US 78 (Lexington Road) at Cooper Road	41
US 78 (Lexington Road) at Gaines School Road	40
Jefferson Road at Jefferson River Road	39
US 29 North at Hull Road	38

FIGURE 28. HIGH INJURY ROADWAY SEGMENTS



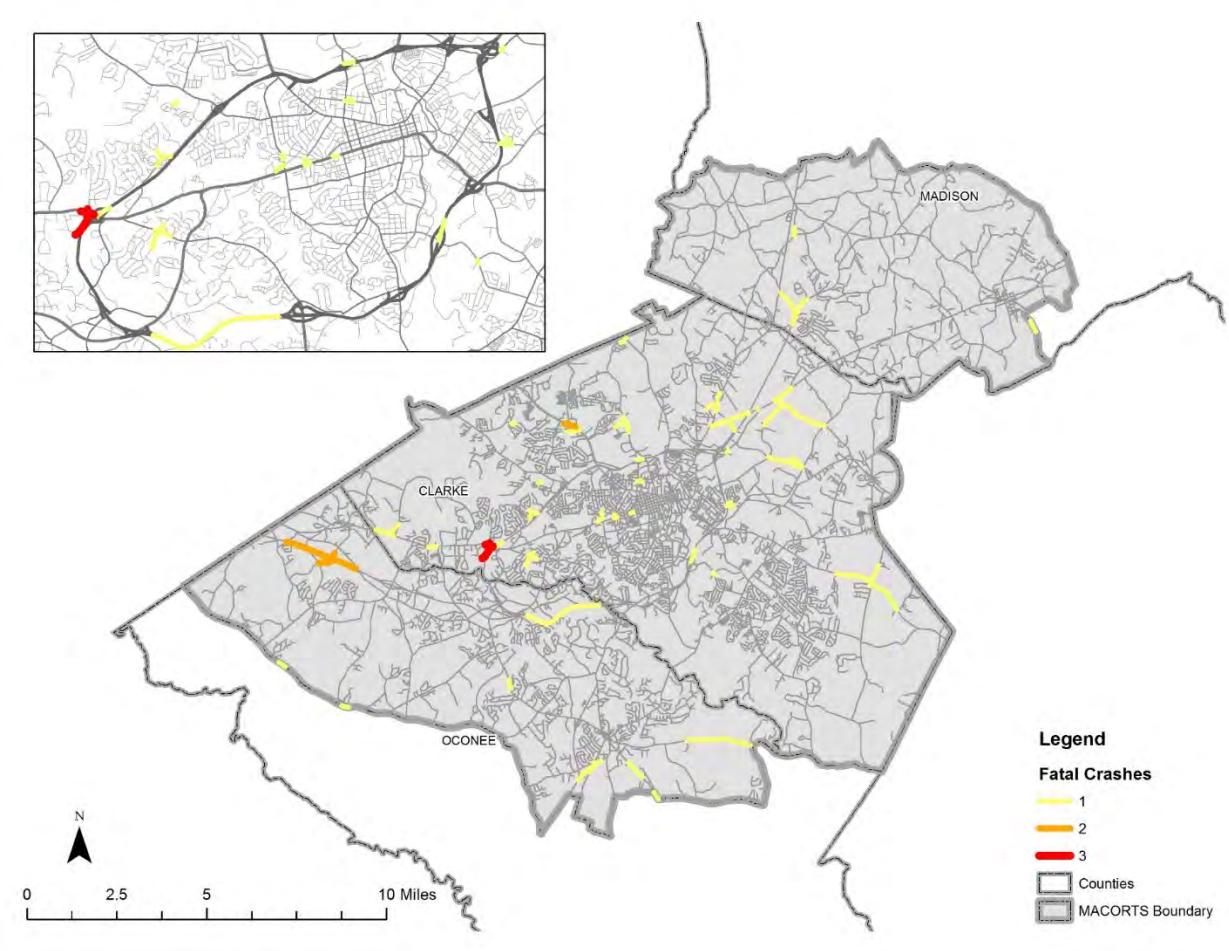
The highest fatality crash segment includes a western segment of the SR 10 Loop near the Atlanta Highway/US 78 interchange.

The least amount of crashes occurs on Sunday with the most occurring on Friday. Regionally, the highest concentration of crashes was found in Athens, GA near UGA and on major highways.

Over 41% of rear end crashes make up the manner of collision in the data set. Twenty-five percent of crashes are angle collisions and nearly 14% of crashes are resultants of collisions not with a Motor Vehicle. Sideswipe-Same Direction crashes are approximately 10% of total crash types. Crash type, (angle, sideswipe, etc), weather conditions were not included in the data set provided. Common factors that contributed to these crashes were mostly due to following too close (25%), failure to yield (12%), and changing lanes improperly (6%); 78% of crashes occurred in dry roadway conditions; 71% of crashes occur in the daylight.

Figure 29 depicts the high fatality roadway segments.

FIGURE 29. HIGH FATALITY ROADWAY SEGMENTS

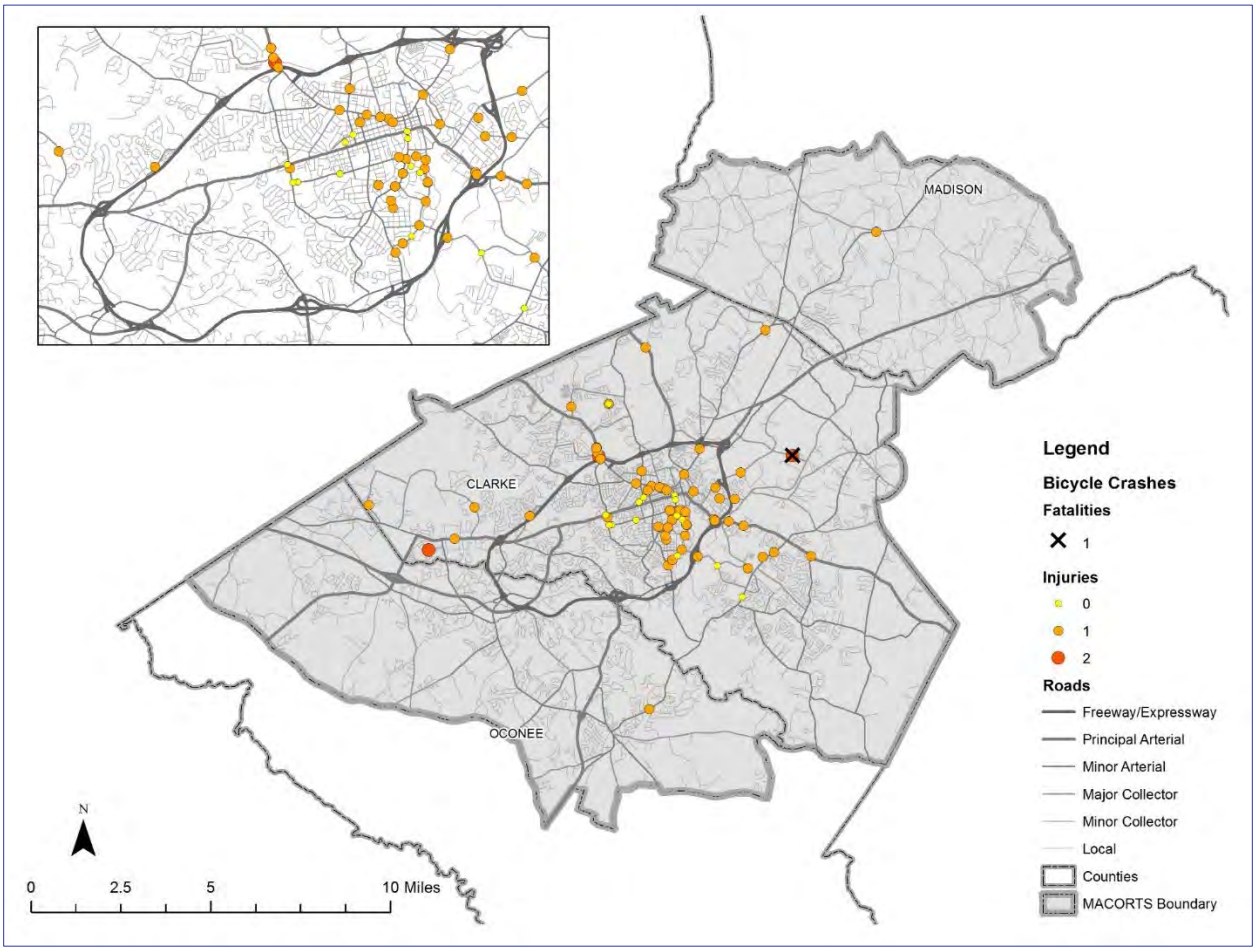


Approximately 1.3%, or 278 of the 21,738 crashes involved a pedestrian or bicycle. Crashes involving bicyclists resulted in 66 injuries and one fatality. Bicycle crashes are depicted in Figure 30. The bicycle crash locations exhibiting more than one injury crash or fatality are shown in Table 37.

TABLE 37. HIGH BICYCLE CRASH LOCATIONS

BICYCLE CRASH LOCATION	TYPE OF CRASH	TOTAL INJURIES/FATALITIES
Athena Drive at Anderson Lane	Fatality	1
Marlborough Downs Road at Sarsen Circle	Injury	2
Jefferson Road: 490 feet South of South Homewood Drive	Injury	2
Athena Drive at Anderson Lane	Injury	2

FIGURE 30. BICYCLE CRASHES



Crashes involving pedestrians resulted in 178 injuries and 10 fatalities. Pedestrian crash locations are shown in Figure 31. The intersection or roadway segment where a pedestrian crash resulted in injury or fatality are shown in Table 38.

FIGURE 31. PEDESTRIAN CRASHES

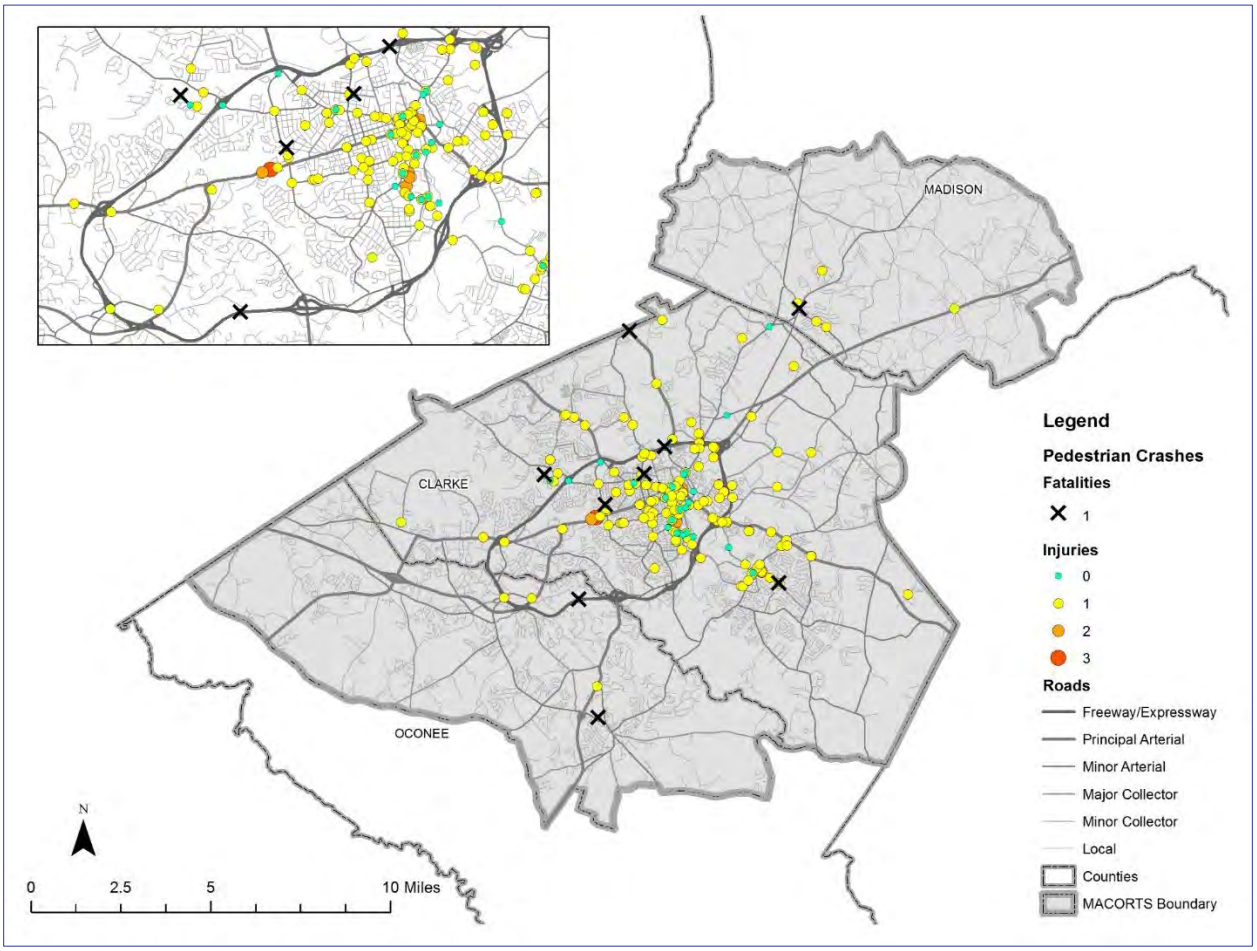


TABLE 38. PEDESTRIAN INJURY AND FATAL CRASH LOCATIONS

INTERSECTION/ROADWAY SEGMENT	TOTAL FATALITIES
Cedar Shoals Drive Northwest of East Paces Drive	2
SR 53 (Experiment Station Road) at Durham Street	1
US 29 (Paul Brown Parkway)/SR 10 (Athens Perimeter Highway) just west of Old Epps Bridge Road	1
Lake Place West of Lake Court	1
Old West Broad Street at Hawthorne Avenue	1
Boulevard at Wynburn Avenue	1
US 441 (Commerce Road) at Newton Bridge Road	1
SR 10 Loop West of North Oconee River Greenway	1
US 29 North at Fortson Store Road/Glenn Carrie Road	1

INTERSECTION/ROADWAY SEGMENT	TOTAL INJURIES
US 78 (West Broad Street) at Camilla Drive	3
US 78 (West Broad Street) at Briarcliff Road	2
East Washington Street at North Jackson Street	2
East Washington Street at North Thomas Street	2
Sanford Drive 280 feet South of West Green Street	2
Sanford Drive 290 feet North of Soule Street	2
Sanford Drive at Cedar Street	2

Crash rates per 100 million vehicle miles traveled (VMT) were calculated from the most recent three years of crash data and compared to similarly classified roadway segments around the state. Annual average daily traffic (AADT) data was collected from GDOT's traffic analysis data application[3] for all roadway segments. A weighted average was used where multiple AADT count stations were located on one crash analysis segment.

This analysis summed all crashes for the previous three years and then divided by three to get the average crash occurrence per year on the segment. The yearly crash figure was then divided by the segment exposure (vehicle miles traveled) to calculate the average crash rate for the segment. All segment crash rates were compared with 2016 statewide average rates.

Fifty-two roadway segments were analyzed as part of this effort. Of the 52 segments, 36 had crash rates higher than the statewide average. Thirty-two segments had rates of injury crashes higher than the statewide average, and 20 segments had rates of fatal crashes higher than the statewide average. In general, roads with fatality rates higher than the statewide average were on high volume state routes. The three local segments with rates of fatal crashes higher than the statewide average were:

1. Timothy Road from Business 78 to SR 10 Loop
2. Hawthorne Avenue from Business 78 to SR 10 Loop
3. College Station Road from Research Drive to S. Barnett Shoals Road

This analysis included 17 segments inside SR 10 Loop and of those 17 segments, all but one segment had higher crash rates than the statewide average. Similarly, 16 of the 17 segments had rates of crashes involving injuries higher than the statewide average. Table 39 depicts the crash rates by segment, with those locations higher than the statewide average shown in red.

[3] https://gdottrafficdata.drakewell.com/publicmultinodemap.asp

TABLE 39. CRASH RATES BY STUDY SEGMENT

County	Road	From	To	AADT	Rate	Crash Rates (per 100 MVM)				
						All Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities
Oconee	SR 10 Loop	US 29/SR 316	US 78	29,950	Study Segment	130	30	**72**	0.00	0.00
				-	Statewide Average	167	40	56	0.54	0.63
Oconee	SR 10 Loop	US 78	US 441	35,200	Study Segment	156	38	**58**	**2.00**	**2.00**
				-	Statewide Average	167	40	56	0.54	0.63
Athens - Clarke	SR 10 Loop	US 441	US 78	34,100	Study Segment	49	17	20	**2.87**	**2.87**
				-	Statewide Average	167	40	56	0.54	0.63
Oconee Athens - Clarke	SR 10 Loop	US 78	Bus 78	27,400	Study Segment	54	8	12	0.00	0.00
				-	Statewide Average	167	40	56	0.54	0.63
Athens - Clarke	SR 10 Loop	Bus 78	US 129	39,150	Study Segment	138	29	43	**1.94**	**1.94**
				-	Statewide Average	167	40	56	0.54	0.63
Athens - Clarke	SR 10 Loop	US 129	US 29	48,530	Study Segment	137	26	42	**1.61**	**1.61**
				-	Statewide Average	167	40	56	0.54	0.63
Oconee	US 29	Craft Rd	US 78	26,300	Study Segment	51	13	21	**2.67**	**2.67**
				-	Statewide Average	108	34	52	1.57	1.75
Oconee	US 29/US 78	US 78	SR 10 Loop	33,100	Study Segment	**163**	**52**	**78**	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75
Oconee	US 78	SR 53	US 29	20,500	Study Segment	93	**34**	**65**	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75
Oconee Athens - Clarke	Bus 78	US 29	SR 10 Loop	26,680	Study Segment	**657**	138	**296**	**2.93**	**5.87**
				-	Statewide Average	628	145	218	1.47	1.62
Oconee	US 441	Thomas Farm Road	SR 53	13,700	Study Segment	46	11	11	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75

County	Road	From	To	AADT	Rate	Crash Rates (per 100 MVM)				
						All Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities
Oconee Athens - Clarke	US 441	SR 53	SR 10 Loop	24,930	Study Segment	**148**	**47**	**72**	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75
Oconee	SR 24	US 441	SR 15	2,790	Study Segment	**786**	65	65	**65.47**	**65.47**
				-	Statewide Average	655	156	232	1.53	1.60
Oconee	SR 15	Greene Ferry Rd	SR 24	7,560	Study Segment	**372**	**118**	**157**	**19.59**	**19.59**
				-	Statewide Average	145	49	74	2.42	2.74
Oconee	SR 15	SR 24	SR 53	16,400	Study Segment	**702**	134	134	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Oconee Athens - Clarke	SR 15	SR 53	SR 10 Loop	12,500	Study Segment	**236**	**101**	**135**	0.00	0.00
				-	Statewide Average	145	49	74	2.42	2.74
Athens - Clarke	US 78	SR 10 Loop	Whit Davis Road	26,670	Study Segment	**890**	**240**	**597**	0.00	0.00
				-	Statewide Average	628	145	218	1.47	1.62
Athens - Clarke	US 78	Whit Davis Road	Moss Creek Road	10,500	Study Segment	500	105	211	**5.55**	**5.55**
				-	Statewide Average	628	145	218	1.47	1.62
Athens-Clarke Madison	SR 72	US 29	SR 393/Glenn Carrie Road	17,300	Study Segment	**422**	**143**	**164**	**5.28**	**5.28**
				-	Statewide Average	108	34	52	1.57	1.75
Madison	SR 72	SR 393/Glenn Carrie Road	SR 257/Lem Edwards Road	14,700	Study Segment	56	25	31	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75
Madison	SR 72	SR 257/Lem Edwards Road	SR 231/Diamond Hill Colbert Rd	15,300	Study Segment	**116**	32	32	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75
Madison	SR 72	SR 231/Diamond Hill Colbert Rd	SR 172	10,300	Study Segment	50	17	17	**16.62**	**16.62**
				-	Statewide Average	108	34	52	1.57	1.75

County	Road	From	To	AADT	Rate	Crash Rates (per 100 MVM)				
						All Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities
Athens - Clarke	US 29	SR 10 Loop	SR 72	28,700	Study Segment	**338**	**95**	**154**	0.00	0.00
				-	Statewide Average	108	34	52	1.57	1.75
Athens-Clarke Madison	US 29	SR 72	SR 393/Glenn Carrie Road	19,600	Study Segment	**298**	**93**	**168**	**4.66**	**4.66**
				-	Statewide Average	145	49	74	2.42	2.74
Madison	US 29	SR 393/Glen Carrie Road	Spratlin Mill Road	8,620	Study Segment	**403**	**147**	**293**	**12.22**	**12.22**
				-	Statewide Average	145	49	74	2.42	2.74
Madison	US 29	Spratlin Mill Road	Colbert Grove Church Road	7,810	Study Segment	**221**	**65**	**156**	0.00	0.00
				-	Statewide Average	145	49	74	2.42	2.74
Madison	SR 106	US 29	SR 393/Glen Carrie Road	6,960	Study Segment	**275**	**101**	**183**	**9.15**	**9.15**
				-	Statewide Average	145	49	74	2.42	2.74
Athens-Clarke	US 441	Newton Bridge Road	SR 10 Loop	15,730	Study Segment	295	77	140	**4.84**	**4.84**
				-	Statewide Average	628	145	218	1.47	1.62
Athens-Clarke	US 129	John Collier Road	SR 10 Loop	20,530	Study Segment	564	**168**	**370**	**3.81**	**7.63**
				-	Statewide Average	628	145	218	1.47	1.62
Athens-Clarke	W. Broad Street	SR 15/N.Milledge Avenue	S. Thomas Street	23,200	Study Segment	**3953**	**684**	**1256**	0.00	0.00
				-	Statewide Average	628	145	218	1.47	1.62
Athens-Clarke	College Station Road	SR 10 Loop	Research Drive	28,800	Study Segment	535	131	95	0.00	0.00
				-	Statewide Average	599	142	210	1.49	1.62
Athens-Clarke	College Station Road	Research Drive	S. Barnett Shoals Road	12,300	Study Segment	**1822**	**283**	**385**	**20.25**	**20.25**
				-	Statewide Average	599	142	210	1.49	1.62
Athens-Clarke	Research Drive	College Station Road	S. Barnett Shoals Road	10,100	Study Segment	**925**	**255**	**287**	0.00	0.00
				-	Statewide Average	599	142	210	1.49	1.62
Athens-Clarke	S. Barnett Shoals	S. Barnett Shoals Road	US 78	17,950	Study Segment	**1712**	**345**	**670**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60

County	Road	From	To	AADT	Rate	Crash Rates (per 100 MVM)				
						All Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities
	Rd/Gaines School Rd									
Athens-Clarke	Cherokee Road	US 78	Beaverdam Road	11,300	Study Segment	**1285**	97	**485**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	Bus 78	SR 10 Loop	Hawthorne Avenue/Alps Drive	52,030	Study Segment	488	**156**	**318**	**1.76**	**1.76**
				-	Statewide Average	628	145	218	1.47	1.62
Athens-Clarke	Bus 78	Hawthorne Avenue/Alps Drive	SR 15/N.Milledge Avenue	21,500	Study Segment	**1853**	**372**	**804**	0.00	0.00
Oconee Athens-Clarke	Epps Bridge Parkway	SR 10 Loop	US 78	20,590	Study Segment	**713**	**185**	**266**	0.00	0.00
				-	Statewide Average	628	145	218	1.47	1.62
Athens-Clarke	Timothy Road	Bus 78	SR 10 Loop	8,370	Study Segment	**1609**	**300**	**482**	**9.09**	**9.09**
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	Hawthorne Avenue	SR 10 Loop	Bus 78	17,060	Study Segment	**1984**	**387**	**642**	**9.45**	**9.45**
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	Alps Road/West Lake Drive	Bus 78	S. Lumpkin St	13,370	Study Segment	**1366**	**205**	**353**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	Baxter Street	Alps Road	S. Lumpkin St	10,510	Study Segment	**3046**	**453**	**837**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	S. Lumpkin Street	Macon Highway	SR 15	11,200	Study Segment	**3040**	**297**	**542**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	S. Lumpkin Street	SR 15	W. Broad Street	11,950	Study Segment	**796**	121	162	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60

County	Road	From	To	AADT	Rate	Crash Rates (per 100 MVM)				
						All Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities
Athens-Clarke	S. Thomas Street/E. Campus Road	Oconee Street	SR 15	9,510	Study Segment	**1598**	**249**	**471**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	SR 15/N.Milledge Avenue	Prince Avenue	Bus 78	11,000	Study Segment	**3138**	**598**	**697**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	SR 15/N.Milledge Avenue	Bus 78	S. Lumpkin St	14,450	Study Segment	**2672**	**327**	**793**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	SR 15/N.Milledge Avenue	S. Lumpkin St	SR 10 Loop	15,550	Study Segment	**1988**	**340**	**617**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	Prince Avenue	SR 10 Loop	Pulaski Street	18,450	Study Segment	**1581**	**260**	**512**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	Dougherty Street	Pulaski Street	N. Thomas Street	12,700	Study Segment	**4013**	**647**	**1381**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	North Avenue	N. Thomas Street	SR 10 Loop	6,840	Study Segment	**4260**	**692**	**1639**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60
Athens-Clarke	MLK Jr Parkway	SR 10 Loop	North Avenue	7,130	Study Segment	**2690**	**538**	**1037**	0.00	0.00
				-	Statewide Average	655	156	232	1.53	1.60

The technical analysis of the existing conditions and future needs indicate several issues that should be a focus in the identification of the projects. These needs include addressing roadway congestion and safety for all users. In addition, the provision of bicycle and pedestrian facilities with connectivity and access to the transit system is also an identified need.

Public and Stakeholder Engagement

MACORTS recognizes how important input from the community is to the development of a viable transportation plan. This input, participation and feedback from the community is one of the most important components of the cooperative, continuous, and comprehensive planning process under which the MPO activities are accomplished.

MACORTS has a robust Participation Plan which provides the framework for the overall MPO community participation process. This plan update was accomplished within the guidance of the Participation Plan, as well as including enhanced opportunities for engagement.

Public Engagement

Understanding the need to gain meaningful input from the public for this performance based plan, MACORTS undertook a multi-pronged effort to ensure a broad variety of opportunities for participation was available. These opportunities included both technology, on-line based efforts, as well as the more traditional methods of gaining input.

Survey

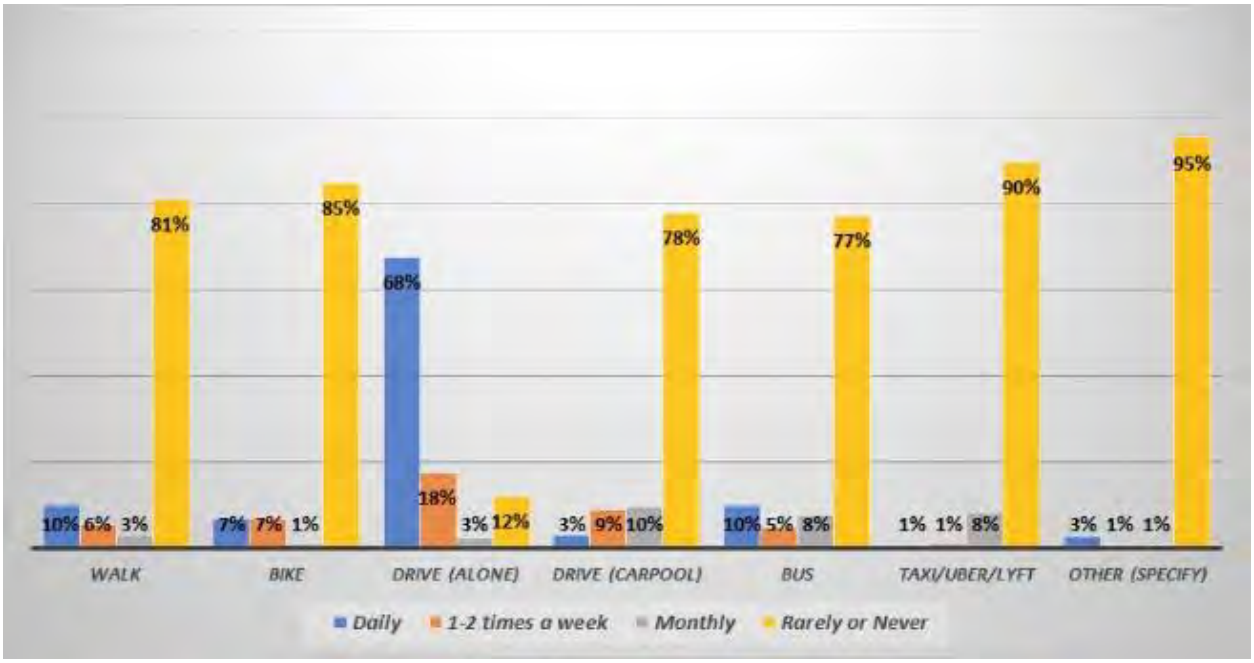
A public survey was developed and hosted on-line, as well as made available in hard copy for those citizens who wished to take the survey in writing. This survey focused on obtaining information from the respondent regarding their modal choices, travel patterns, priorities, and transportation challenges and strategies to address those challenges. The survey provided valuable feedback on how the community members moved throughout the region, as well as their priorities with regard to mobility needs and strategies to meet those needs.

The survey included 18 multiple choice questions and two questions requiring an open-ended response. The questions focused on information regarding the respondent's commute, information on typical mode choice and the factors leading to that choice, input on current and future transportation conditions and challenges, and transportation priorities. The survey, open for 83 total days, was advertised through social media, as well as on the project Facebook page. Additionally, hard copies of the survey were available for those who preferred to respond via written copy, rather than on-line.

Thirty-two percent of the total respondents were in the age group of 35-44, followed by 19% of respondents in the age groups of 25-34 and 55-64. Ten percent of respondents were age 65 or older and 3% were ages 18 to 24. The majority of respondents live in Athens-Clarke County (64%), followed by 30% residing in Oconee County and 4% in Madison County.

Figure 32 shows the responses to the question of mode of transportation used to commute to work and/or school. The majority of respondents typically drive alone (68%), with the next highest category as walking or using the transit system at 10%.

FIGURE 32. MODE CHOICE OF SURVEY RESPONDENTS



For trips other than work and/or school, the majority of respondents continue to drive alone (55%), while 20% walk and 7% bicycle.

The majority of survey respondents travel under five miles one-way to work and/or school, with the next highest category between five to ten miles (27%). Fifteen percent of respondents travel between 10 and fifteen miles, with five percent traveling over 40 miles.

The availability of the mode of transportation is the element most identified in choosing the mode of transportation (30%), followed closely by location (29%) and accessibility (25%). Reliability of the mode was identified by 12% of respondents, with cost being identified by only 4% of the survey respondents.

Figure 33 depicts the responses to rating the quality of existing modes of transportation and Figure 34 shows the reasons why respondents rarely walk, bike, or use transit as their mode of transportation.

FIGURE 33. QUALITY OF EXISTING TRANSPORTATION MODES BY SURVEY RESPONDENTS

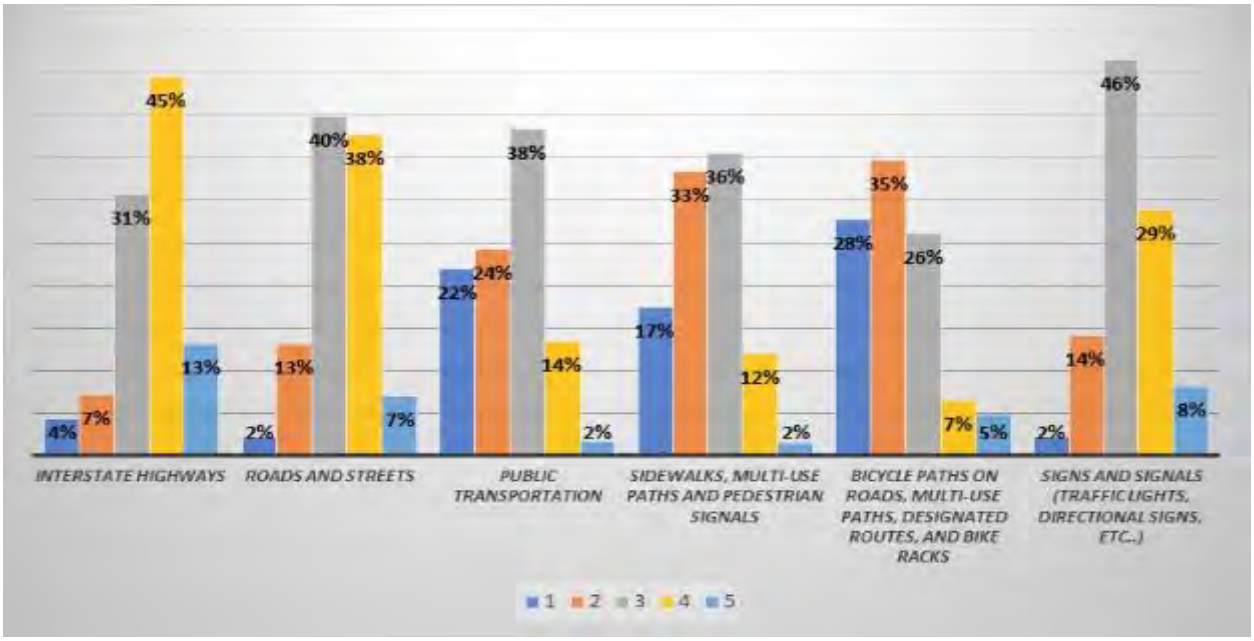
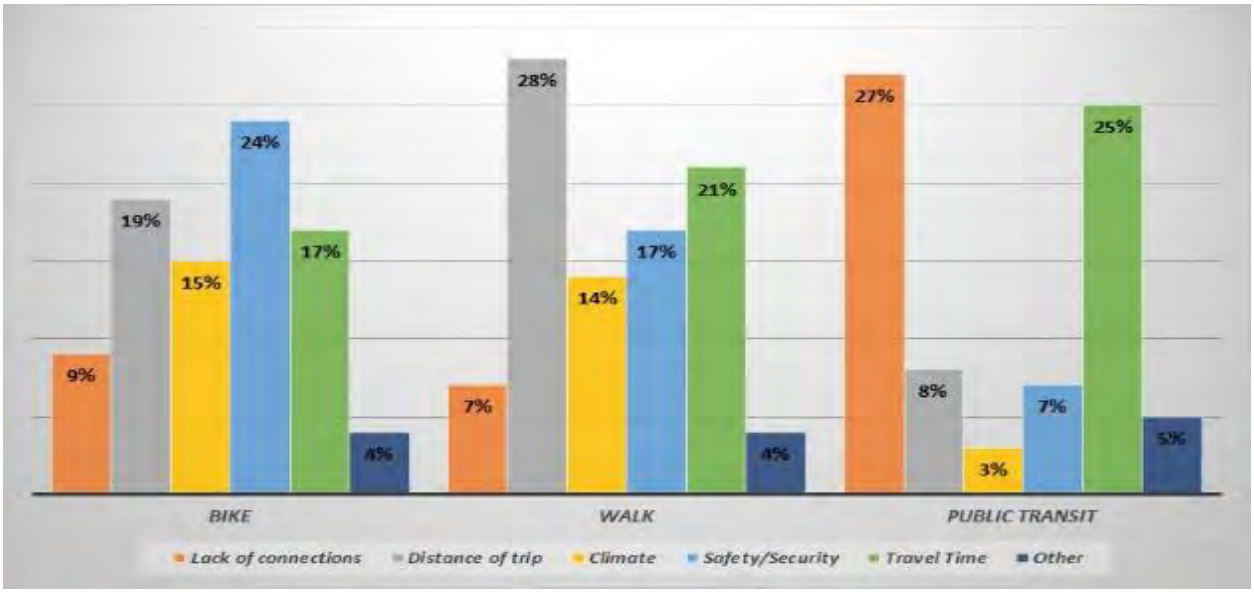


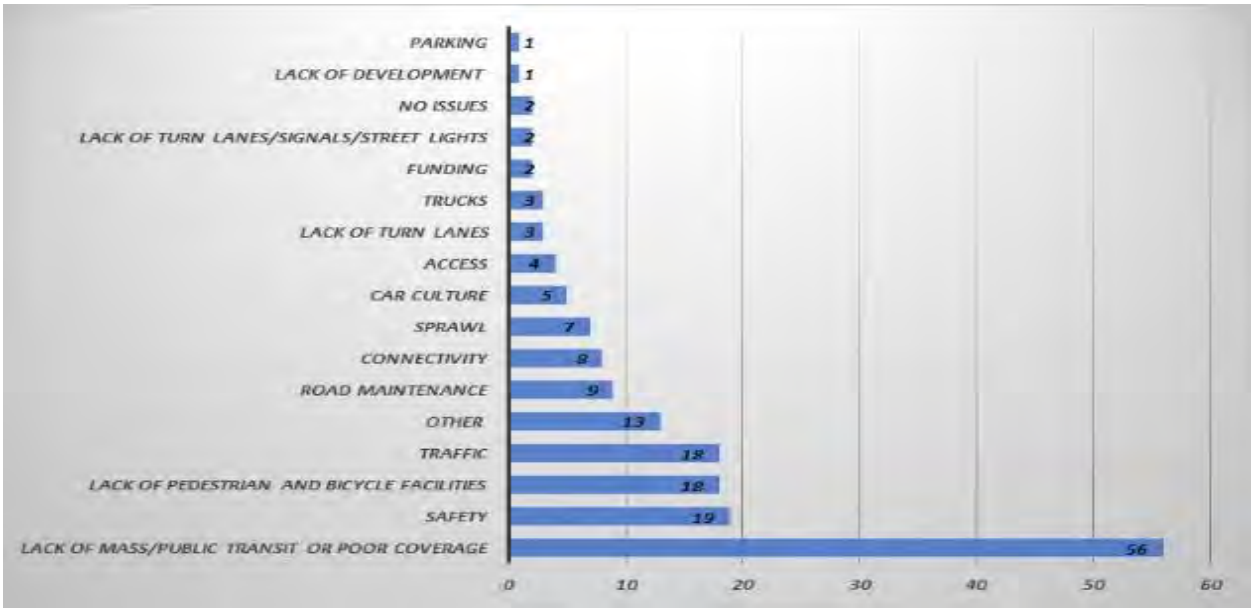
FIGURE 34. REASONS WHY RESPONDENTS RARELY WALK, BIKE, OR USE TRANSIT



Survey respondents were then asked if more and improved facilities were available, would their use of walking, biking, or taking transit for trips increase. Fifty-five percent of respondents stated they would take transit and walk more frequently, and 46% of respondents stated they would bike more frequently if there were more and improvement facilities supporting those modes.

The biggest transportation issue identified by respondents identified lack of public transit or poor coverage with 56 respondents identifying that as the most pressing transportation challenge. Figure 35 depicts the responses to this survey question.

FIGURE 35. BIGGEST TRANSPORTATION CHALLENGE SURVEY RESPONSES



The survey also asked what will be the three most significant transportation challenges in the region in the next 25 years. Increased traffic was identified as the most significant issue, followed by aging and deteriorating infrastructure. The results of this survey question are shown in Figure 36 and Figure 37 depicts the three best ways identified by respondents to address these challenges.

FIGURE 36. FUTURE TRANSPORTATION CHALLENGES SURVEY RESPONSES

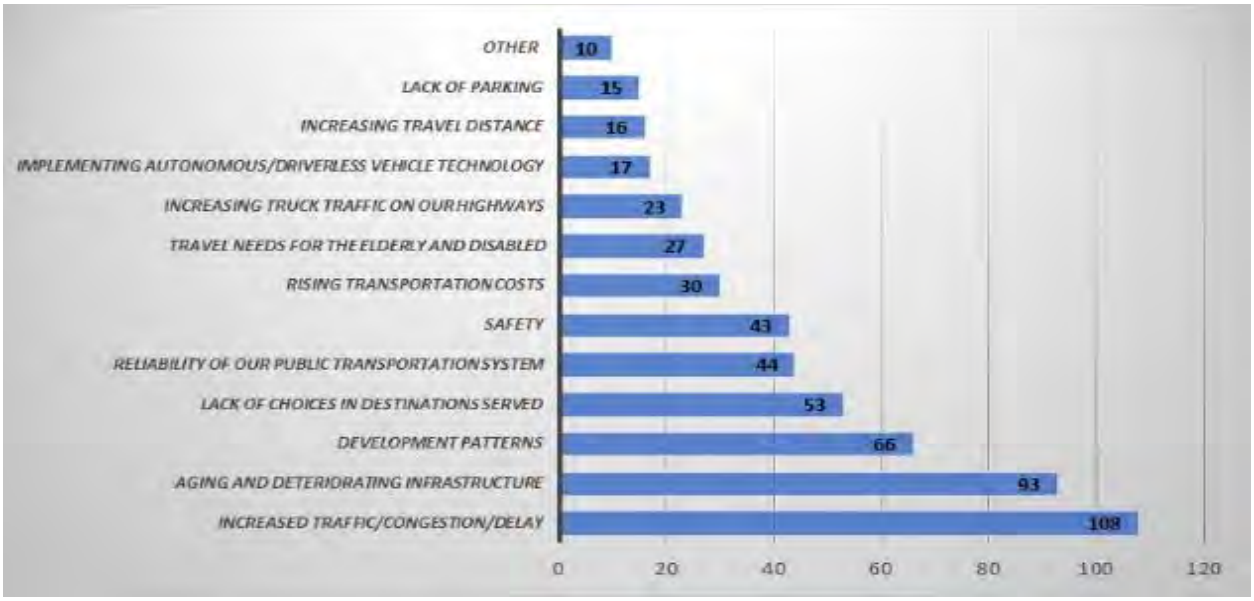
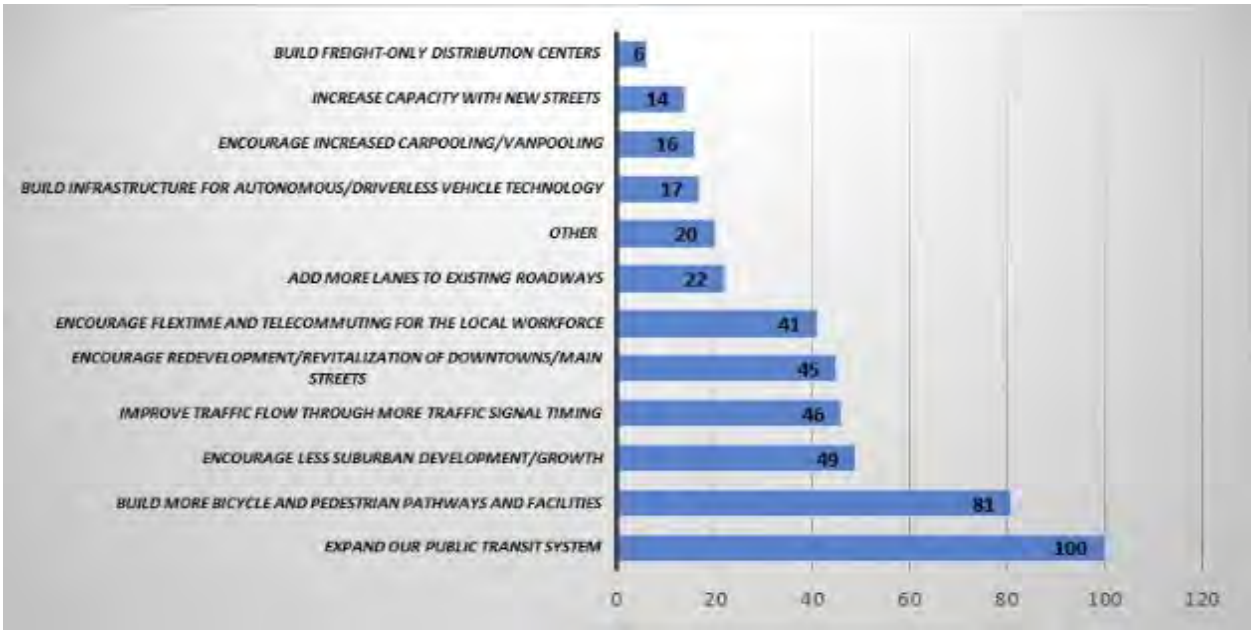
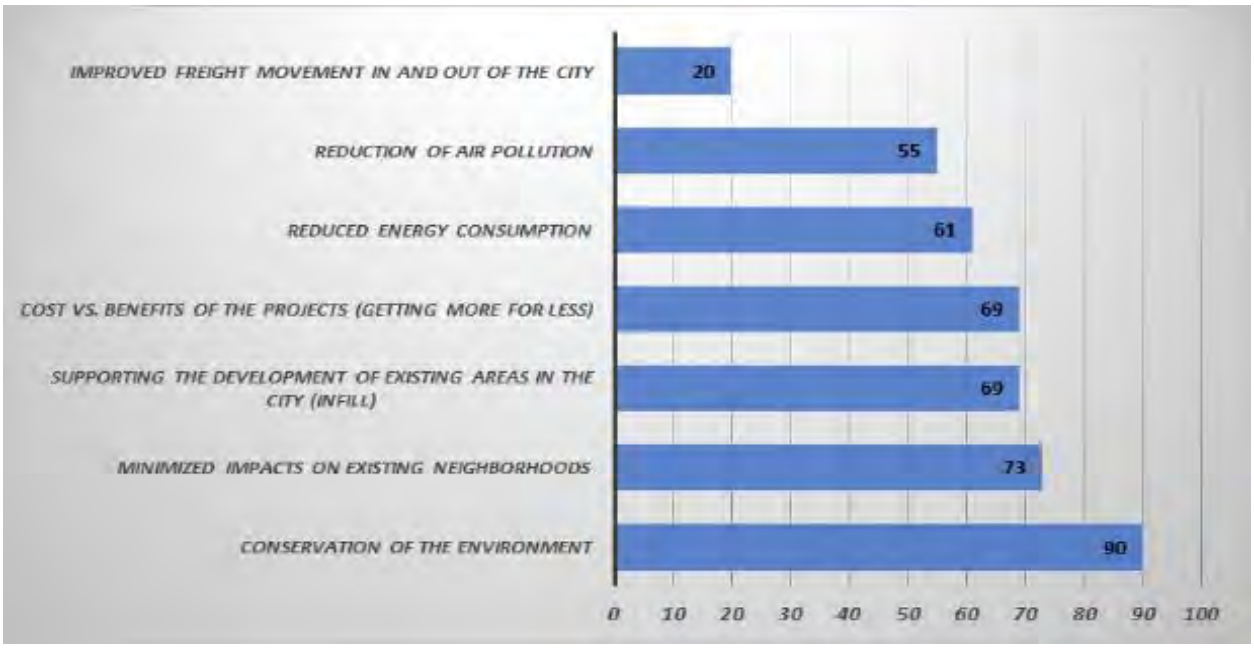


FIGURE 37. ADDRESSING CHALLENGES SURVEY RESPONSES



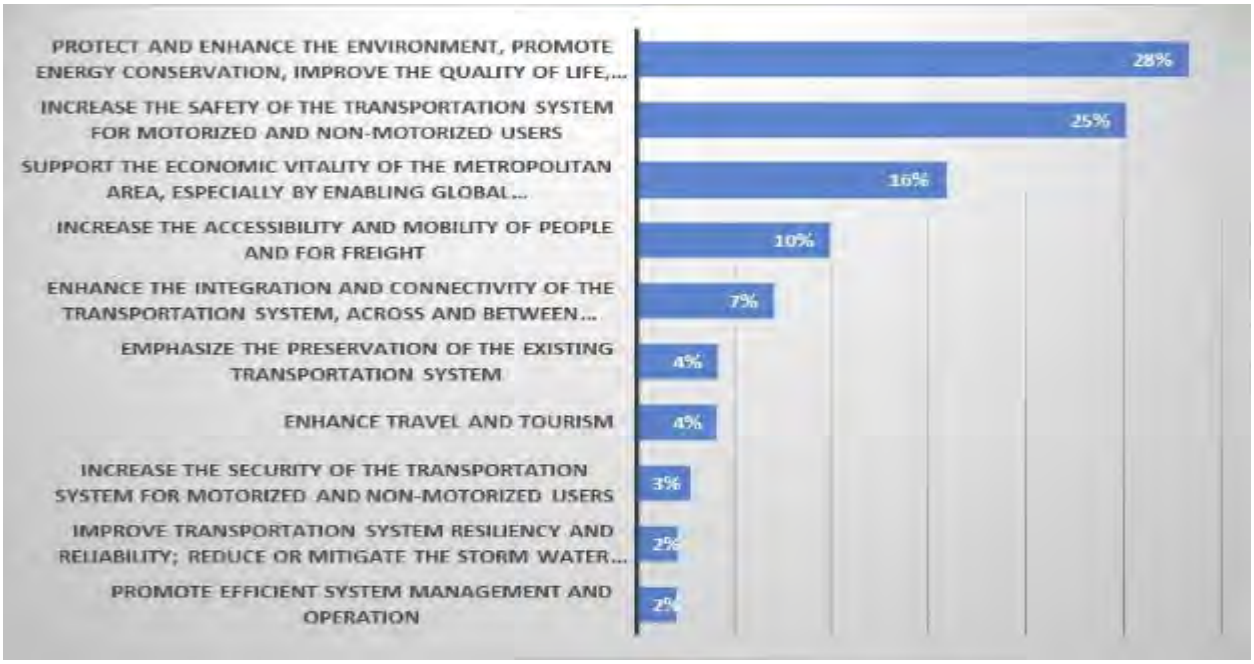
Respondents were also asked the top three considerations in the selection of transportation projects. Conservation of the environment received the highest number of responses followed my minimizing impacts on existing neighborhoods, supporting infill development, and project benefit/cost. These responses are shown in Figure 38.

FIGURE 38. CONSIDERATIONS IN SELECTING PROJECTS SURVEY RESPONSES



Respondents were then asked to rank in importance the federal planning factors. Figure 39 depicts the results of this question.

FIGURE 39. RANKING OF FEDERAL PLANNING FACTORS SURVEY RESPONSES



The full survey results, including additional comments provided by respondents, is found in Appendix I, beginning on page 194.

Public Meetings

MACORTS also recognized the need to do more than host the traditional open house style meeting. In order to increase participation, the goal was to host the public meeting where people already were, rather than asking them to come to an additional meeting. Public meetings were held in each of the three participating counties at project milestones to ensure that all residents had convenient access to participate throughout the process.

In Madison County, the meeting was held at the recreational ballfields on a Saturday. This location provided those attending the ballgames held throughout the day to participate as they entered and exited the gates. A broad cross-section of the community, from young to older, provided feedback through an interactive exercise.

Participants were given three marbles and asked to drop their marbles in the jars labeled with transportation priorities or issues. This exercise provided direct input into the development of the project prioritization methodology. This same meeting was also held at the Oconee County Recreation Department and in the lobby of the Athens-Clarke County government building. The meeting in Athens

was held during lunch, as many community members visited the building to take care of business during that time.

The results of the interactive marble exercise showed that the increasing traffic, congestion and delay was the top priority for participants. The next most pressing issue or priority as aging and deteriorating infrastructure, followed by travel needs of the elderly and disabled and safety.

In order to gain additional feedback, the marble exercise was available at the front desk of the Planning Department for several weeks. When customers visiting the office had the opportunity to participate, even though they may not have attended a "formal" meeting.

The meetings, access to the survey and other project materials were advertised again using a combination of traditional and technology. Notifications were published in newspapers based in each county; email blasts and Facebook ads were also effective in advertising both the project and input opportunities. Project fact sheets and meeting flyers were developed and posted in physical locations, on Facebook, and incorporated into the email blasts. Additionally, all materials were translated into Spanish and available if needed by a participant.

Stakeholder Participation

As part of the expanded involvement approach, a Stakeholder Committee was formed. This committee included representatives from a broad cross section of the community, agencies and advocacy groups. This committee included representatives from the University of Georgia, including the student government; Athens Technical College; local government officials; modal representatives; economic development and chamber of commerce; focused local agencies, such as housing and aging; advocacy groups; emergency services; convention and visitors bureau; and major employers. Representatives from the regional commission, GDOT, and FHWA were also included.

This committee met early in the process and provided guidance and feedback on the direction of the planning process. Technology was also used to obtain feedback from meetings, with the use of real-time polling, providing committee members with the opportunity for direct feedback on goals, objectives and priorities that form the framework of the plan. Committee members were asked to identify their priorities based on the federal planning factors. Safety was identified as the highest priority, followed by increased accessibility and mobility. Enhancing travel and tourism was identified as the lowest priority.

Technical Committee Sub-committee

A sub-committee of the MPO Technical Coordinating Committee (TCC) was formed to serve as a technical working group to review and provide detailed feedback on the different elements of the plan. This committee, which included technical staff from the local governments, as well as lead elected officials who wished to participate, reviewed in detail the different plan components and provided feedback and guidance on each of these plan elements. This subcommittee reviewed the goals, objectives and performance measures, the inclusion of these performance measures in the project prioritization process, the full, unconstrained project list, the results of the prioritization process, and the financially constrained project list. Once comments from the subcommittee were addressed, the project elements were reviewed by the full TCC and recommended to the Policy Committee for approval. This subcommittee process allowed local technical staff the opportunity to provide significant input and facilitated the process for approval by the full TCC and Policy Committee.

Performance Based Project Assessment and Prioritization

Unconstrained Project List

Projects included in the performance-based assessment and prioritization process were identified from a variety of sources. These sources include the previous plan (2040 Long Range Transportation Plan), of which 13 projects from previous plans were identified as authorized or completed. In addition to the previous plan, input from local staff and officials, technical analysis, and input from the public and community stakeholders. Each of the projects identified was reviewed for consistency with the overall goals and objectives established for the plan. Extensive coordination with GDOT was also undertaken to ensure all projects currently programmed at the state level were also incorporated.

The universe of projects was combined into a project list with no financial constraints applied. This project list was carefully reviewed by MACORTS staff, local staff, the Technical Subcommittee, and GDOT and feedback and comments regarding projects, descriptions, locations, status, and costs were provided. These comments were addressed, and the updated list reviewed by the Technical Subcommittee, the TCC and the Policy Committee and was adopted by the Policy Committee as the unconstrained project list.

This unconstrained project list includes 82 projects eligible for funding through the MTP process. Six local projects were also identified through the input process. Of these projects, 30 are widening projects; 29 interchange and intersection improvements; five new construction; six safety and access management; and four other projects which included efforts such as widening a two-lane facility to a standard cross-section with no additional capacity. Three bridge projects and 11 traffic signal and operational projects were also identified.

Total Projects: 82
Local Projects: 6
Widening: 30
Interchange/Intersection: 29
New Construction: 5
Safety/Access Management: 6
Cross Section: 4
Bridge: 3
Signal/Operation: 11

Performance Assessment and Project Prioritization

In order to assess the performance of each project, a tool was developed utilizing the data identified with the establishment of the performance measures that aligned with the goals and objectives. The performance assessment of the projects included a data-based, quantitative approach, utilizing information such as Level of Service, Vehicle to Capacity ratio, truck percent, crash numbers and crash rates. In addition, a more qualitative approach was used when specific datasets for measurements were not available. For the qualitative assessment, projects were assessed in GIS and the analysis resulted in a "Yes", it meets the

criteria, "No", the project does not meet the criteria, or the project "Somewhat" meets the criteria. These qualitative measures included a focus on freight mobility and access to freight generators and attractors, impacts to environmental and cultural resources, and access to tourism and travel sites. This qualitative assessment was then quantified with assigned scores or points for the answers. Additional details on the tool are found in Appendix G, Page 178. The data and performance assessment approach are shown in Table 40.

TABLE 40. PROJECT PERFORMANCE ASSESSMENT

GOALS / OBJECTIVES	PERFORMANCE ASSESSMENT	QUANTITATIVE / QUALITATIVE
▪ Mobility ▪ System Management and Operation ▪ System Preservation and Maintenance ▪ Reliability and Resiliency ▪ Economic Vitality: Freight Mobility	▪ Average Annual Daily Traffic ▪ Percentage of Trucks ▪ Level of Service ▪ Volume to Capacity Ratio	▪ Quantitative: GDOT Data
▪ Safety and Security ▪ Reliability and Resiliency	▪ Total Vehicle Crashes ▪ Crash Rate ▪ Total Bike/Ped Crashes ▪ Injury and Fatal Bike/Ped Crashes ▪ Injury and Fatal Vehicle Crashes ▪ Rate of Fatalities ▪ Rate of Injuries	▪ Quantitative: GDOT Data
▪ Freight Mobility ▪ Enhanced Land Use ▪ Economic Vitality	▪ Freight Supportive ▪ Supports Access to Freight Generators / Attractors	▪ Qualitative: Project Assessed » Yes = 1 » No = 0 » Somewhat= 0.5
▪ Travel and Tourism	▪ Supports Access to Tourist Attractions	▪ Qualitative: Project Assessed » Yes = 1 » No = 0 » Somewhat= 0.5 »
▪ Mobility ▪ Multimodal Connectivity ▪ Transit ▪ Economic Vitality	▪ Access to Planned Bike/Ped Facilities ▪ Existing or Planned Transit Service ▪ Supports Regional Multimodal Connections ▪ Supports Access to Airport	▪ Qualitative: Project Assessed » Yes = 1 » No = 0 » Somewhat= 0.5

GOALS / OBJECTIVES	PERFORMANCE ASSESSMENT	QUANTITATIVE / QUALITATIVE
▪ Environment and Quality of Life ▪ Travel and Tourism	▪ Potential Impact on Natural Resources ▪ Potential Impact on Historic Resources	▪ Qualitative: Project Assessed » Yes = 1 » No = 0 » Somewhat= 0.5

In addition to these factors listed in the table, the category of Local Support was added through the Technical Subcommittee and TCC. Four factors, which also meet the goals and objectives, were identified for the Local Support category and these factors were included in the performance assessment of each project. The four factors include:

- Local funding committed to a project that demonstrates local/regional priority and improves the ability to implement the project.
- Future safety concerns that are not yet reflected in the published safety data.
- Staging of future land development that will contribute to LOS degradation.
- Return on investment: Projects that are not practical or feasible due to a high cost and lower return on investment vs projects with lower costs and high return on investment.

With the development of the assessment criteria, a priority weighting was then applied to each factor. The priority weighting was developed for each goal and was based on the average of the priority weighting defined through the public survey results, the Stakeholder Committee, and staff. This average priority rating was presented to the Technical Subcommittee, TCC and Policy Committee for concurrence. The final average priority weighting, which was applied to the initial project performance assessment scores, is shown in Table 41.

TABLE 41. PRIORITY WEIGHTING

GOAL	AVERAGE PRIORITY WEIGHTING
Enhance Land Use	1
Safety and Security	8
Transit	8
Mobility	7
Environment and Quality of Life	6
Multimodal Connectivity	6
System Preservation and Maintenance	5
System Management and Operation	4
Reliability and Resiliency	4

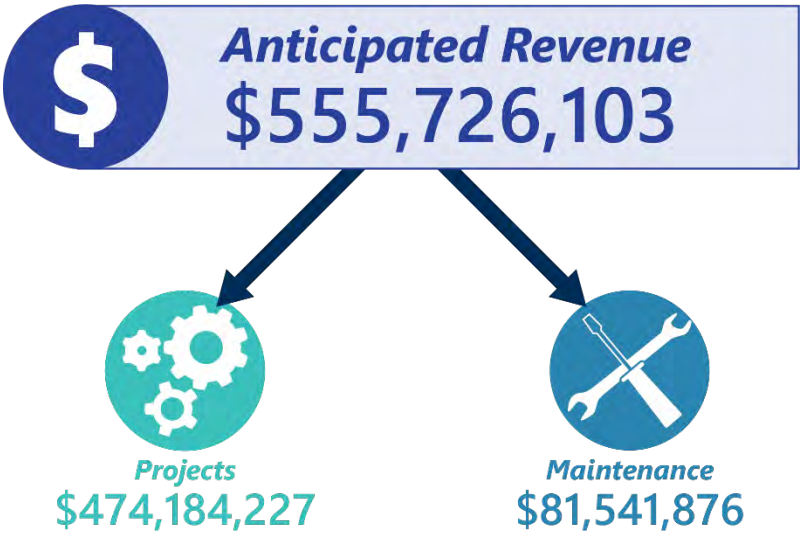
GOAL	AVERAGE PRIORITY WEIGHTING
Travel and Tourism	2
Economic Vitality	5
ADDITIONAL PRIORITY	
Local Support – Four Factors	

This performance assessment and prioritization process was applied to the unconstrained project list and resulted in the draft project prioritization list.

Financial Assessment

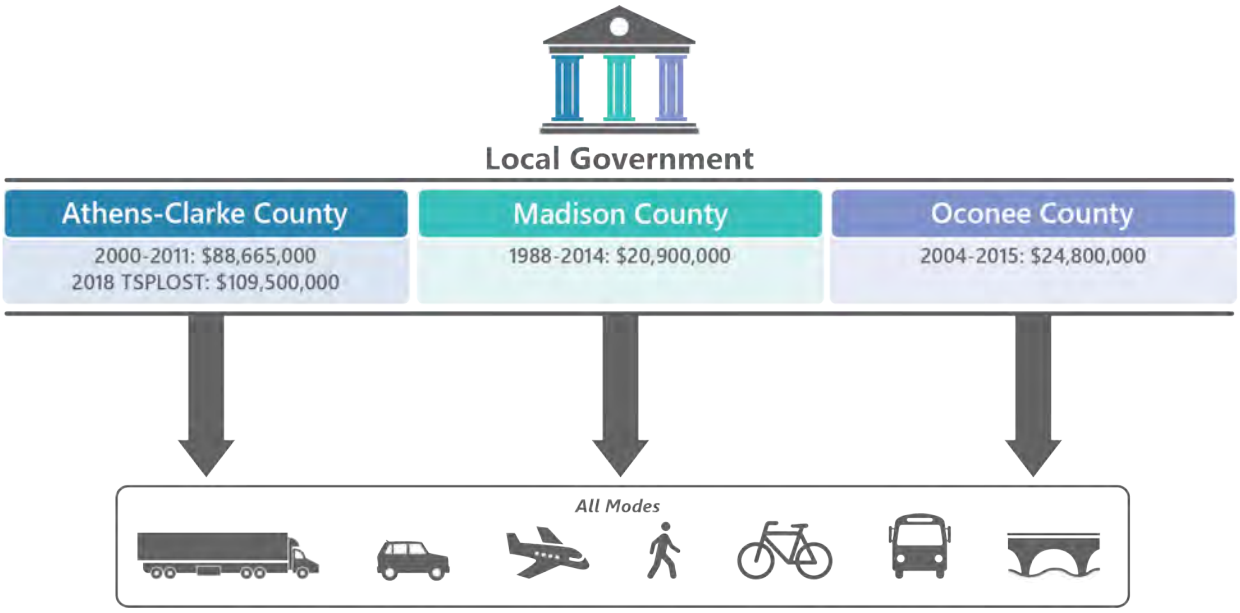
According to federal regulations, the Metropolitan Transportation Plan is required to include a financially constrained or balanced project list, which means that project costs need to match the anticipated revenues through the horizon year of the plan. This financial assessment is a critical step in the development of the plan and incorporate both revenue and cost estimates. These estimates are developed first for the base year and then, as required by federal requirements, inflated to Year of Expenditure (YOE). In coordination with GDOT, a 2% annual inflation rate was used to develop the Year of Expenditure dollars for project costs.

The revenue projections include an assessment from all potential funding sources. GDOT provided the revenues anticipated to be available to MACORTS over the planning period. These revenue estimates total $555,726,103, with $474,184,227 available for projects. The remaining balance of $81,541,876 is focused on maintenance.



The local governments in the MACORTS region have a strong history of supporting a variety of transportation projects over the last several decades. All three counties have dedicated local funding specifically to transportation projects.

FIGURE 40. LOCAL FUNDING FOR TRANSPORTATION



With the development of the estimated revenues, the project costs were also developed. These project costs were identified for the base year and then inflated annually through the horizon year to provide the required YOE estimate. These cost estimates were developed using several sources, which included GDOT cost estimates and local staff. Additional cost estimates for the remainder of the projects were developed specifically for this MTP update and also estimates based on comparable programmed projects. The cost estimates were stratified into project phases, which include Preliminary Engineering (PE), Right of Way (ROW), and Construction (CST). Cost estimates were also developed for utilities. These costs by phase were totaled to obtain the full cost estimate for the project.

The project cost estimates for the unconstrained project list totaled over $1.5 billion. With the available revenues and the total project costs identified, the project prioritization process provided the information needed to rank the projects and develop the financially constrained, or financially feasible project list.

Transit

According to the most recent Transit Development Plan, funding for ACC Transit comes from a combination of fare revenues, local funding, and federal and state funding. Table 42 depicts the funding sources, amounts from 2009 – 2016, as well as the operational expenditures and capital expenses.

TABLE 42. ACC TRANSIT FUNDING

	2009	2010	2011	2012	2013	2014	2015	2016
Locally Generated Funds								
Fare Revenues	$1,621,800	$1,736,500	$1,865,300	$1,937,500	$1,878,200	$1,990,540	$1,951,600	$1,860,560
Government Funding								
Local	$1,568,100	$1,303,800	$1,290,100	$1,344,700	$2,439,600	$1,892,880	$2,095,800	$2,328,570
State	$78.000	$197,400	$29,200	$106,500	$252,600	$61,130	$58,800	$115,330
Federal	$1,589,700	$2,428,700	$1,555,900	$3,654,700	$5,665,100	$2,331,960	$2,507,430	$2,756,370
Use of Funds								
Operations	$4,129,600	$4,265,800	$4,359,600	$4,437,100	$5,621,600	$5,687,770	$6,053,610	$6,007,970
Capital	$737,100	$1,425,500	$405,100	$2,635,800	$4,640,800	$611,340	$583,630	$1,153,260

Source: Athens Clarke County Transit System Transit Development Plan, May 2018

The 2045 revenue estimates include $5,527,000 in federal funds with fare revenues forecast at $1,850,000 for a total of $7,377,000. As noted earlier, the local financial obligation is anticipated to shift within the plan horizon due to the FTA 5307 funding regulations pertaining to urban area populations that exceed 200,000. The federal contribution to operating revenues will no longer be allowable, therefore local funding sources will be required for all operational expenses. Should the local funding remain at the current level, the anticipated local revenues in 2045 will be $5,526,800

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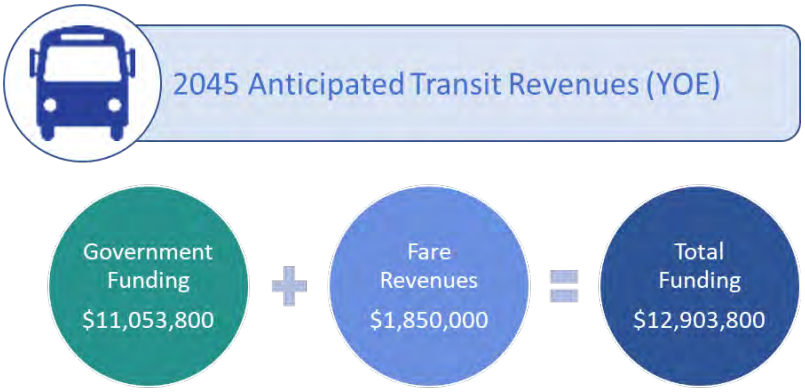


CHAPTER 5: INVESTMENTS AND STRATEGIES

Financially Constrained Project List

The project ranking and the development of the financially constrained project list is focused into three cost bands. These cost bands provide for the opportunity to identify a logical progression of project implementation over time and by phase. The cost bands utilized are:

- 2019-2025
- 2026-2035
- 2036-2045

Projects identified for the constrained project list were assigned to the cost band based on the financial feasibility, as well as how soon a project could move forward.

The MACORTS financially constrained plan includes 46 projects spread throughout the region. The project costs in Cost Band 1 equal a total of $107,172,749; in Cost Band 2 project costs equal $172,167,035 and in Cost Band 3, project costs equal $194,804,345. The total project costs are $474,103,929 within the constrained plan. Unfunded project costs total $1,394,411,238. Project revenues available are $474,184,227, leaving a balance of $40,199.

FIGURE 41. PROJECT IMPLEMENTATION PROGRESSION

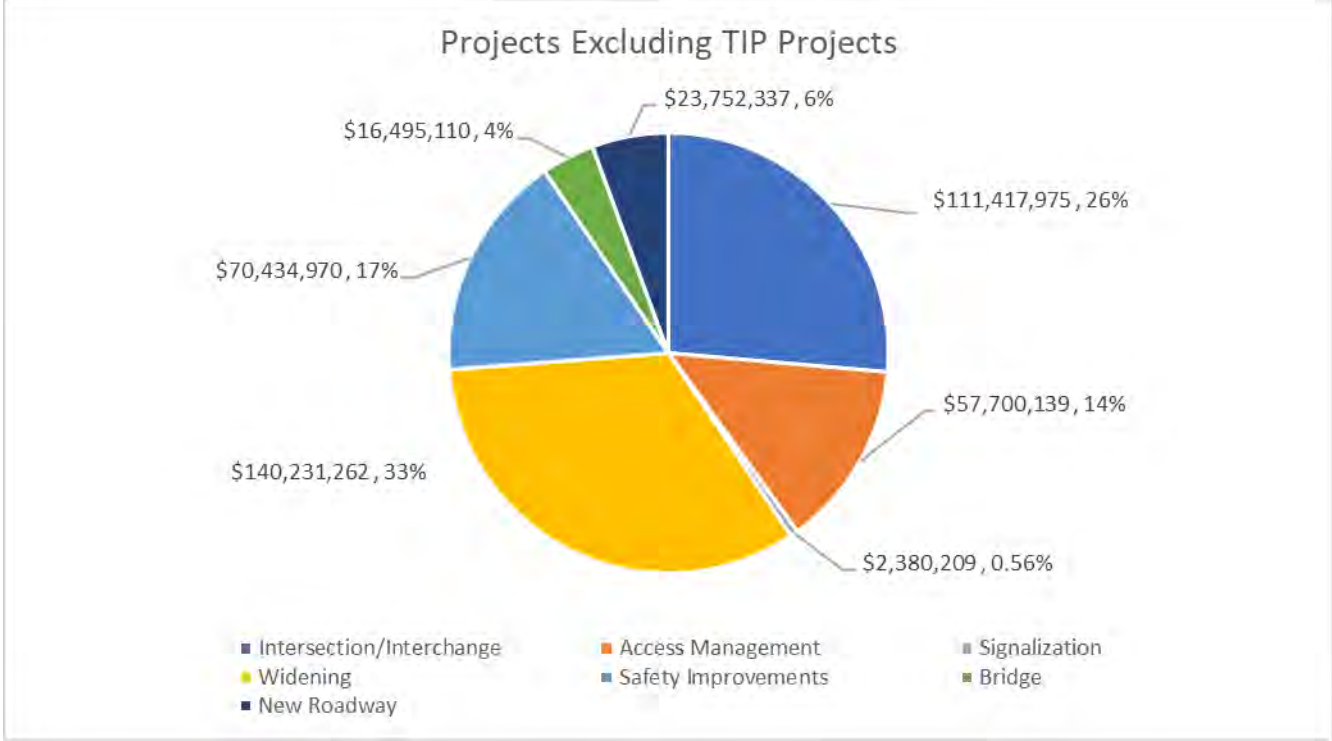
TABLE 43. FINANCIAL BALANCING

Cost Band 1 (2019 - 2025)	$107,172,749
Cost Band 2 (2026 – 2035)	$172,167,035
Cost Band 3 (2036 – 2045)	$194,804,345
Total Project Costs	$474,104,128
Total Available Revenues	$474,103,929
Balance	$40,099

The projects and project expenditures in the financially constrained project list reflect the needs identified through the technical analysis and the input received from stakeholders and members of the public. In addition, these projects are aligned to support the state's performance goals. The graphic below indicates the breakdown of project expenditures by category. These projects include those in the financially constrained list outside of those included in the Transportation Improvement Program.

The projects included in the constrained project list include the following types of improvements:

- Interchange/Intersection Improvements
- Widening
- New Roadway
- Access Management
- Safety Improvements
- Signalization
- Bridge



The financially constrained project list and map of the projects are found on the following pages. Detailed information for each project is shown in the project sheets found in Appendix B, beginning on Page 127.

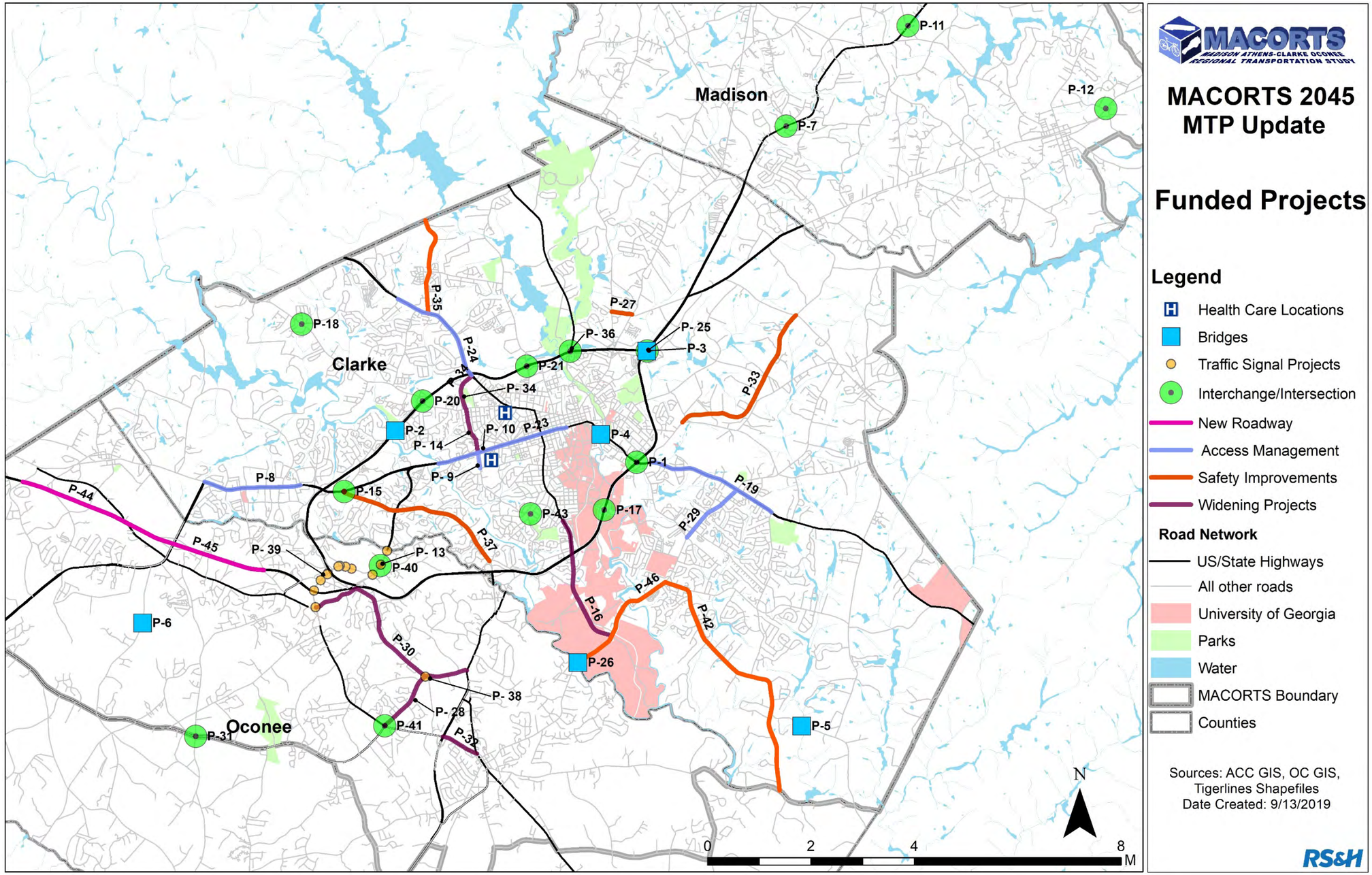
TABLE 44. MACORTS 2045 MTP PRIORITIZED PROJECT LIST

							BAND 1 (2019-2025)			BAND 2 (2026-2035)			BAND 3 (2036-2045)			UNFUNDED (Long Range)		
2045 Project ID	PI#	County	Project Name	Project Type	From	To	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
P-1	122600	ACC	SR 10 Loop / Athens Perimeter at US 78 / Lexington Road	Intersection			$ -	$ -	$ 15,198,302.77	--	--	--	--	--	--			
P-2	0013715	ACC	SR 10 Lp over Middle Oconee	Bridge			$ -	$ -	$ 10,732,931.20	--	--	--	--	--	--			
P-3	0013716	ACC	SR 10 Lp at SR 8 / US 29	Bridge			$ -	$ -	$ 9,831,643.23	--	--	--	--	--	--			
P-4	0013806	ACC	SR 10/US 78 Bridges at North Oconee River	Bridge			$ -	$ 250,000.00	$ 7,027,373.49	--	--	--	--	--	--			
P-5	0015645	ACC	Belmont Road Bridge over Shoal Creek	Bridge			$ -	$ 250,000.00	$ 1,120,000.00	--	--	--	--	--	--			
P-6	0015656	Oconee	CR 592 / Clotfelter Road Bridge over Barber Creek 3 miles south of Bogart	Bridge			$ -	$ 136,000.00	$ 1,510,000.00	--	--	--	--	--	--			
P-7	NA	Madison	US 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements	Intersection Improvement			$ 90,516.43	$ 90,516.43	$ 905,164.31	--	--	--	--	--	--	--	--	--
P-8	NA	ACC	Atlanta Highway Safety and Access Management	Access Management	Monroe Highway	Marilyn Farmer Way	$ 489,559.49	$ 244,779.75	$ 4,895,594.93	--	--	--	--	--	--	--	--	--
P-9	NA	ACC	Alps Road Widening	Access Management	SR10 / US78 / Broad Street	Baxter Street	$ 563,590.22	$ 2,004,978.68	$ 6,481,289.56	--	--	--	--	--	--	--	--	--
P-10	NA	ACC	SR10 / W Broad Street Safety and Access Management - Phase 1	Access Management	Middle Oconee River	Hancock Avenue	$ 379,007.69	$ -	$ 3,790,079.17	--	--	--	--	--	--	--	--	--
P-11	NA	Madison	US 29 at Moons Grove Church Rd & Azalea Lane	Intersection Improvements			$ 222,615.28	$ -	$ 2,226,152.82	--	--	--	--	--	--	--	--	--
P-12	NA	Madison	SR 72 at HV Chandler Road Intersection	Intersection Improvements			$ 181,032.86	$ 181,032.86	$ 1,810,328.61	--	--	--	--	--	--	--	--	--
P-13	NA	Oconee	Traffic Signal Upgrade Project	Signals	NA	NA	$ 13,899.10	$ -	$ 138,990.97	--	--	--	--	--	--	--	--	--
P-14	NA	ACC	Hawthorne Avenue Widening - Ph 1	Widening	Broad St.	Oglethorpe Ave.	$ 1,878,634.06	$ 6,683,262.28	--	--	--	$ 25,819,136.64	--	--	--	--	--	--
P-15	NA	ACC	Mitchell Bridge Rd / Timothy Rd Realignment	Intersection			$ -	$ -	--	--	--	$ 4,118,357.12	--	--	--	--	--	--
P-16	NA	ACC	Milledge Avenue Safety Improvements	Widening			$ 842,226	$ 6,014,936	--	--	--	$ 11,575,173	--	--	--	--	--	--
P-17	NA	ACC	SR 10 Loop at College Station Road Interchange Improvements	Interchange			$ 387,975	$ -	--	--	--	$ 4,636,665	--	--	--	--	--	--
P-18	NA	ACC	Tallassee Road at Lavender Road Realignment	Intersection			$ 222,615	$ -	--	--	--	$ 2,660,459	--	--	--	--	--	--
P-19	NA	ACC	Lexington Road Safety and Access Management	Access Management	Winterville Road	Whit Davis Road	$ 660,463	$ -	--	--	--	$ 7,893,143	--	--	--	--	--	--
P-20	NA	ACC	SR10 Loop at Tallassee Road Interchange Improvement	Interchange			$ 1,336,944	$ 1,336,944	--	--	--	$ 19,173,257	--	--	--	--	--	--
P-21	NA	ACC	SR10 Loop at Chase Street Interchange Improvement	Interchange			$ 883,003	$ 1,378,014	--	--	--	$ 14,648,376	--	--	--	--	--	--
P-22	NA	ACC	Timothy Road Corridor and Safety Improvements - Phase I	Safety/Operational Improvements	Epps Bridge Pkwy	Atlanta Highway	$ 484,555	$ 2,539,804	--	--	--	$ 6,659,504	--	--	--	--	--	--
P-23	NA	ACC	SR10 / W Broad Street Safety and Access Management - Phase 2	Access Management	Hancock Avenue	Pulaski Street	$ 287,864	$ 287,864	--	--	--	$ 3,440,244	--	--	--	--	--	--
P-24	NA	ACC	US129 / SR15 / Jefferson Road Safety Improvements	Access Management	SR10 Loop	Lavender Road	$ 412,191	$ -	--	--	--	$ 4,926,070	--	--	--	--	--	--
P-25	NA	ACC	SR 10 Loop at US 29 Interchange	Interchange			$ 1,148,686	--	--	--	$ 11,668,678	$ 25,396,536	--	--	--	--	--	--
P-26	NA	ACC /Oconee	Whitehall Rd. Simonton Bridge Rd. Bridge Project	Bridge	Whitehall Rd.		$ 1,273,663	--	--	--	$ -	$ 15,221,448	--	--	--	--	--	--
P-27	NA	ACC	Fowler Drive Safety Improvements	Safety Improvements	Freeman Drive	Danielsville Rd.	--	--	--	$ 324,392	$ 650,589	$ 3,243,926	--	--	--	--	--	--
P-28	NA	Oconee	Hog Mountain Road Widening	Widening	Mars Hill Rd.	US 441	$ 1,399,169	$ 2,039,264	--	--	--	--	--	--	$ 5,861,709	--	--	--
P-29	NA	ACC	Gaines School Road Safety and Access Management	Access Management	Barnett Shoals Rd.	SR10/US78/ Lexington Road	$ 1,086,828	--	--	--	$ 3,322,033	--	--	--	$ 16,534,561	--	--	--
P-30	NA	Oconee	Daniels Bridge Rd Widening	Widening	South of Mars Hill Rd.	Hog Mountain Rd.	$ 3,333,685	--	--	--	$ 6,789,050	--	--	--	$ 10,468,904	--	--	--

TABLE 44. MACORTS PRIORITIZED PROJECT LIST (CONTINUED)

							BAND 1 (2019-2025)			BAND 2 (2026-2035)			BAND 3 (2036-2045)			UNFUNDED (Long Range)		
2045 Project ID	PI#	County	Project Name	Project Type	From	To	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
P-31	NA	Oconee	SR 53 / Rays Church Road / Malcom Bridge Road	Intersection Improvements	NA	NA	$ 488,782	--	--	--	--	--	--	$ -	$ 2,304,486	--	--	--
P-32	0009012	Oconee	SR 53/Mars Hill Rd. from SR 24/US 441 to SR 15 - Phase III	Widening	US 441 Watkinsville Bypass	US 441 Business	--	--	--	--	--	--	$ -	$ 3,851,307	$ 13,955,890	--	--	--
P-33	NA	ACC	Spring Valley Rd. Safety Improvements	Safety Improvements	South of Indian Hills Road	Boyles Road	--	--	--	--	--	--	$ 291,280	$ 2,644,727	$ 15,250,406	--	--	--
P-34	NA	ACC	Hawthorne Avenue Widening - Phase 2	Widening	Oglethorpe Ave	Prince Ave	--	--	--	--	--	--	$ 1,231,567	$ 3,505,050	$ 12,489,605	--	--	--
P-35	NA	ACC	Jefferson River Rd. Safety Improvements	Safety	Jefferson Rd.	Jackson County line	--	--	--	--	--	--	$ 197,654	$ 9,249,439	$ 2,273,024	--	--	--
P-36	NA	ACC	SR10 Loop at US441	Interchange			--	--	--	--	--	--	$ 952,823	$ -	$ 9,528,225	--	--	--
P-37	NA	ACC	Timothy Road Corridor and Safety Improvements - Phase II	Safety/Operational Improvements	SR10 Loop	Epps Bridge Parkway	--	--	--	--	--	--	$ 1,439,267	$ 4,262,214	$ 16,551,576	--	--	--
P-38	NA	Oconee	Traffic Signal Upgrade Project	Signals	NA	NA	--	--	--	--	--	--	$ 20,248	$ -	$ 202,484	--	--	--
P-39	NA	Oconee	Traffic Signal Upgrade Project	Signals	NA	NA	--	--	--	--	--	--	$ 182,235	$ -	$ 1,822,352	--	--	--
P-40	NA	Oconee	Epps Bridge / @ Dowdy Road	Intersection Improvements	NA	NA	--	--	--	--	--	--	$ 230,449	$ -	$ 2,304,486	--	--	--
P-41	NA	Oconee	SR 53at Hog Mountain Road Intersection Improvements	Intersection Improvements	Union Church Rd	Mars Hill/Hog Mountain	--	--	--	--	--	--	$ 230,449	$ -	$ 2,304,486	--	--	--
P-42	0007938	ACC	Barnett Shoals Rd. from Whitehall Rd. to Bob Godfrey Rd.	Safety Improvements	Whitehall Rd.	Bob Godfrey Rd.	--	--	--	--	--	--	$ 103,342	$ -	$ 1,191,377	--	--	--
P-43	NA	ACC	S Lumpkin Street at West Lake Dr Intersection Improvement	Roundabout			--	--	--	--	--	--	$ 370,662	$ -	$ 3,706,621	--	--	--
P-44	NA	Oconee	SR 316 Frontage Rd. - I	New Roadway	Mars Hill Rd.	Dials Mill Rd.	--	--	--	--	--	--	$ 1,953,105	$ 8,549,645	$ 22,461,209	--	--	--
P-45	NA	Oconee	SR 316 Frontage Road - II	New Roadway	Mars Hill Rd.	Jimmie Daniel Rd.	--	--	--	--	--	--	$ 2,478,859	$ 10,770,728	--	--	--	$ 31,473,903
P-46	0007937	ACC	CR 477/Whitehall Rd from Oconee County Line to Barnett Shoals Road	Safety Improvements	Lexington Hwy.	Oconee County line	--	--	--	--	--	--	$ 3,077,895	--	--	--	$ -	$ 62,600,795
							$ 18,067,502	$ 23,437,396	$ 65,667,851	$ 324,392	$ 22,430,351	$ 149,412,292	$ 12,759,834	$ 42,833,109.60	$ 139,211,401			
							Total Project Cost		$ 107,172,749		Cost	$ 172,167,035		Cost	$ 194,804,345			
							Scenario B TIP Revenue Est.		$ 110,981,379		Revenue	$ 172,573,900		Revenue	$ 190,628,948			
							Balance		$ 3,808,629		Balance	$ 406,865		Balance	$ (4,175,396)			
							Cumulative Funding Balance											
							Total Revenues		$ 474,184,227									
							Total Projects		$ 474,144,129									
									$ 40,099									

FIGURE 42. MACORTS 2045 FUNDED PROJECTS



MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

MACORTS 2045 MTP Update

Funded Projects

Legend

- Health Care Locations
- Bridges
- Traffic Signal Projects
- Interchange/Intersection
- New Roadway
- Access Management
- Safety Improvements
- Widening Projects

Road Network

- US/State Highways
- All other roads
- University of Georgia
- Parks
- Water
- MACORTS Boundary
- Counties

Sources: ACC GIS, OC GIS, Tigerlines Shapefiles
Date Created: 9/13/2019

RS&H

Transit Projects

The most recent Transit Development Plan (TDP), adopted in May, 2018, identified projects grouped into short-term, mid-term, and long term timeframes. The projects identified for the short-term included low, or no cost options that could realistically be accomplished within one to five years. These short-term projects included:

- Route 5 Realignment
  - To improve service for users, the restructuring of the route eliminates the current loop operation and becomes bi-directional service and is recommended to be implemented in conjunction with Route 7 changes.
- Route 6 Realignment
  - To provide better bi-directional service, portions of the route are eliminated, while additional sections are added. Those areas eliminated are served by other routes.
- Route 7 Realignment
  - Implemented in conjunction with the Route 5 changes, this restructuring covers the loop area previously served by Route 5.
- New Service: MLK Parkway/Commerce Road/Newton Bridge Road
  - This new route, identified as a need, serves the area where future industrial and residential development will occur. Peak hour service is recommended until all day service can be supported.
- New Service: US 29/Danielsville Road
  - This proposed route, beginning as peak hour service with potential expansion to all day service, provides service to the northern portion of the Athens-Clarke County and southern Madison County where a high latent demand for ridership was identified.

Mid-term service recommendations were identified to occur within the five to ten year timeframe. These recommendations include improvements to existing service, as well as new service. These projects include:

- Route 8: Improved Service
  - Existing loops along this route are recommended for elimination. In addition, the extension of service hours for the remainder of the route is recommended.
- Route 9: Improved Service
  - Existing loops along this route are recommended for elimination, along with a portion of the route., which should be implemented with new service along South Lumpkin Street and Milledge Avenue.
- New Service: South Lumpkin Street/Milledge Avenue
  - This new fixed route provides service to the Multi-Modal Transit Center from the areas along South Lumpkin/Milledge Avenue and will serve those areas eliminated from Route 9.
- New Service: Atlanta Highway/Caterpillar Flexible Service
  - Flexible, pre-scheduled service to operate within one mile of the route along Atlanta Highway.
- New Service: Eastside Flexible Service
  - Flexible, per-scheduled service operating within one mile of the service route in the eastern portion of Athens-Clarke County.
- Decentralized Transfer Facilities

- Three options for decentralized transfers at Lexington Road/Gaines School Road, Alps Road at Hawthorne Avenue, and Mitchell Bridge Road and Atlanta Highway.

Long term recommendations were identified for the 10 to 15 year timeframe. These long range projects include:

- New Service: Epps Bridge Parkway/Crosstown
  - This route provides service from developments in northern Oconee County with the ability to connect with existing routes, including 5, 6, 7, 20 and 21 and includes additional transfer options outside of the Multi-Modal Transit Center and/or the UGA Arch area.
- Frequency Improvements
  - Improved frequency on routes to increase the efficiency of the system and better serve users.

Table 45 details the identified projects and costs.

TABLE 45. TRANSIT PROJECTS AND COSTS

Service Option	Annual Operating Costs	Capital Costs
Short Term		
Route 5 Reroute	---	---
Route 6 Reroute	---	---
Route 7 Reroute	$192,579	---
New Service: MLK Parkway/Commerce Road/Newton Bridge Rd	$467,114	$600,000
New Service: US 29/Danielsville Road	$467,114	$630,000
Short Term Subtotal	**$1,126,807**	**$1,230,000**
Mid-Term		
Route 8 Reroute	$100,847	---
Route 9 Reroute	$41,125	---
New Service: South Lumpkin/Milledge Avenue	$476,792	$510,000
New Service: Atlanta Highway/Caterpillar	$950,669	$200,000
New Service: Eastside Flexible Route	$475,334	$130,000
Route 5 Frequency	$490,451	$450,000
Route 7 Frequency	$452,881	$450,000
Route 9 Frequency	$476,792	$450,000
Route 25 Frequency	$497,152	$450,000
Route 26 Frequency	$663,844	$450,000
Decentralized Transfer Points	---	$1,500,000
Mid Term Subtotal	**$4,625,888**	**$4,590,000**
Long-Term		
New Service: Epps Bridge Parkway/Crosstown	$476,792	$120,000
Routes 1/3 Frequency	$501,052	$450,000
Route 2/24 Frequency	$597,473	$450,000
Route 8 Frequency	$467,114	$450,000
Route 12 Frequency	$1,215,037	$450,000
Route 14 Frequency	$961,080	$450,000

Service Option	Annual Operating Costs	Capital Costs
Route 20 Frequency	$502,952	$450,000
Route 21 Frequency	$756,902	$450,000
Route 22 Frequency	$756,913	$450,000
Route 27 Frequency	$679,286	$450,000
Route 28 Frequency	$317,316	$450,000
Long Term Subtotal	**$7,231,917**	**$4,620,000**
Total	**$12,984,612**	**$10,440,000**

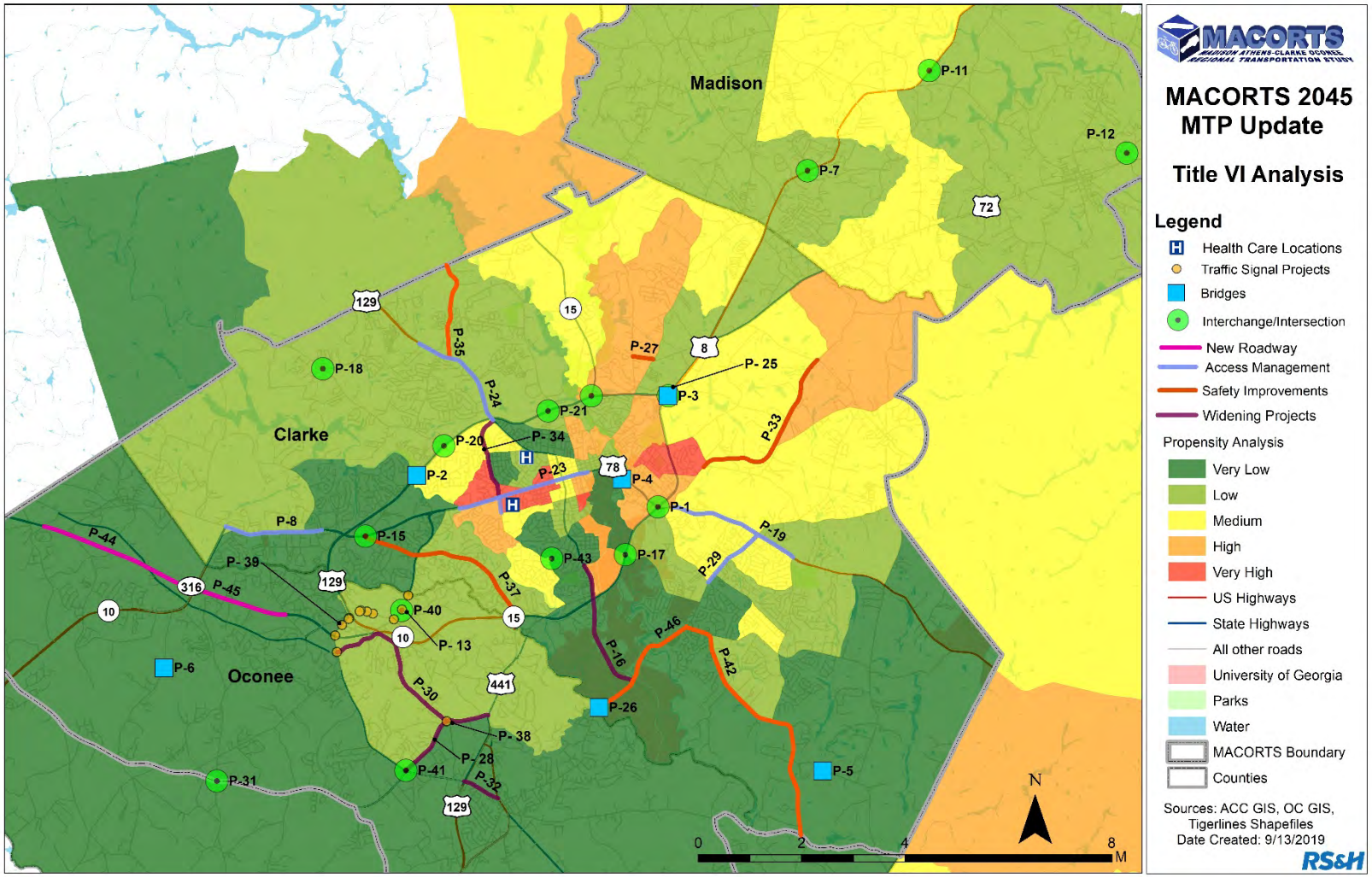
Since the adoption of the TDP, all routes that circulated through the University of Georgia campus were re-routed to accommodate campus construction. In addition, the realignments of Routes 5, 6, and 7 have been implemented, as well as the new service on US 29/Danielsville Road.

Environmental Mitigation

In order to understand how the impacts of the identified projects, the project map was overlaid with the Environmental Justice communities, as well as with the natural and community resources. The projects that are adjacent to, or within, the identified Environmental Justice communities, which include minority populations, concentrations of elderly populations, populations living in poverty and those without access to a vehicle, were reviewed to ensure better access and mobility, as well as minimal to no community impacts.

The map in Figure 43 displays the locations with the highest concentrations of Environmental Justice communities overlaid with the identified projects. The projects that are within, or adjacent to those areas with the highest concentrations of Environmental Justice populations all include new and/or enhanced bicycle and pedestrian facilities, as well as configurations to enhance both the safety, as well as the aesthetics of the facility. These projects include access management techniques that improve safety for motorists, as well as other modal users, provide pedestrian refuges with the inclusion of medians, and provide opportunities for landscaping and streetscaping. Each of these projects is aligned with the MACORTS commitment to provide all populations with efficient mobility, access and connectivity.

FIGURE 43. TITLE VI PROJECT ANALYSIS



MACORTS also has a strong commitment to enhancing the environment and quality of life, which is reflected within their goals for the MTP. The projects were overlaid with environmental and community resources to ensure no adverse impacts occur from these projects on the community's sensitive resources. In addition, the projects were overlaid with the identified flood zones to ensure that projects did not increase the vulnerability of the transportation system to severe weather events.

The maps in Figures 44 through 47 show that no adverse impacts from the projects occur on these natural and community resources. Through the inclusion of multimodal facilities within the projects, the access and connectivity to these historic resources and greenspaces is enhanced and improved.

FIGURE 44. PROJECT ASSESSMENT - FLOOD ZONES

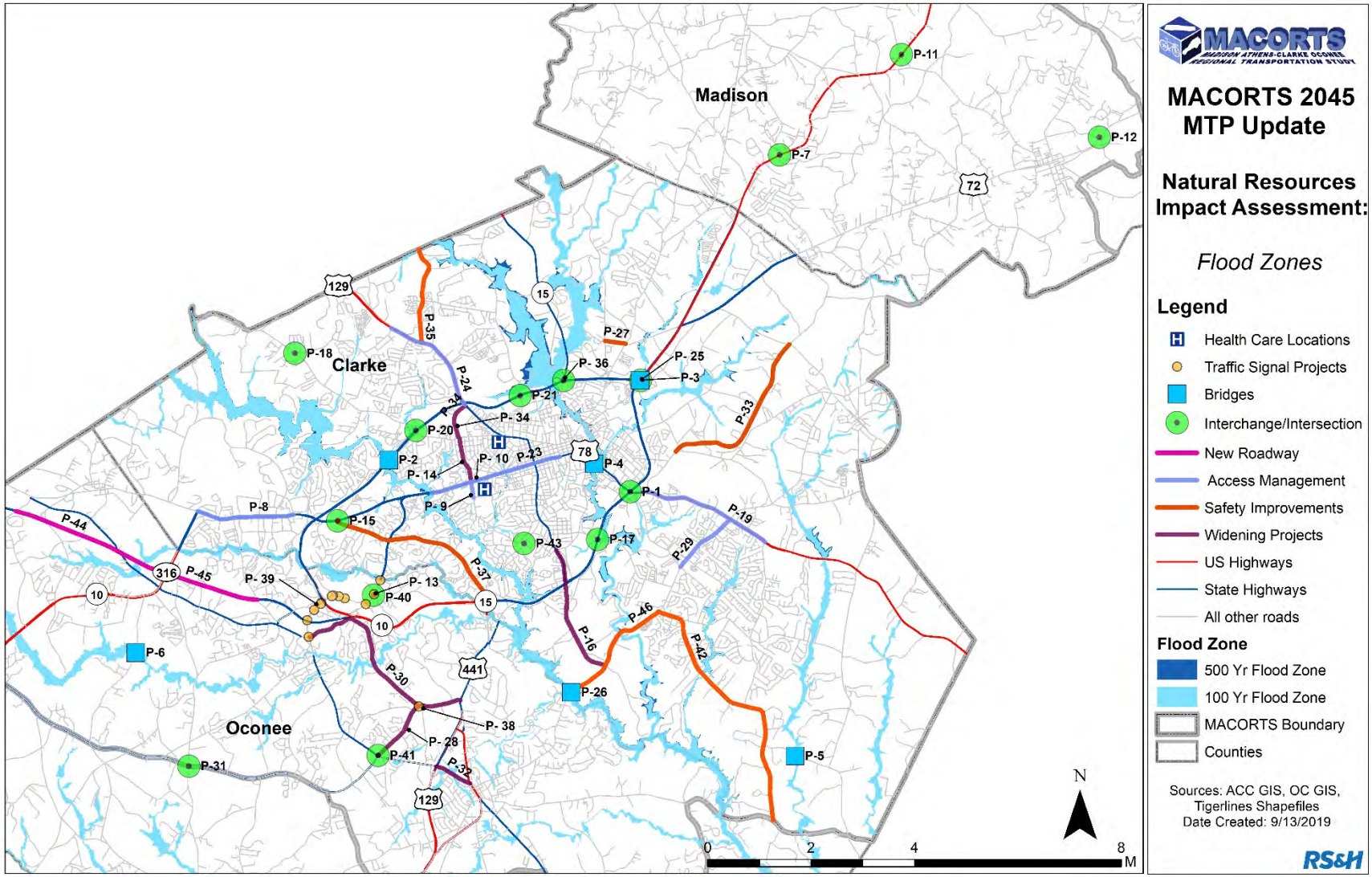


FIGURE 45. PROJECT ASSESSMENT - HISTORIC BUILDINGS

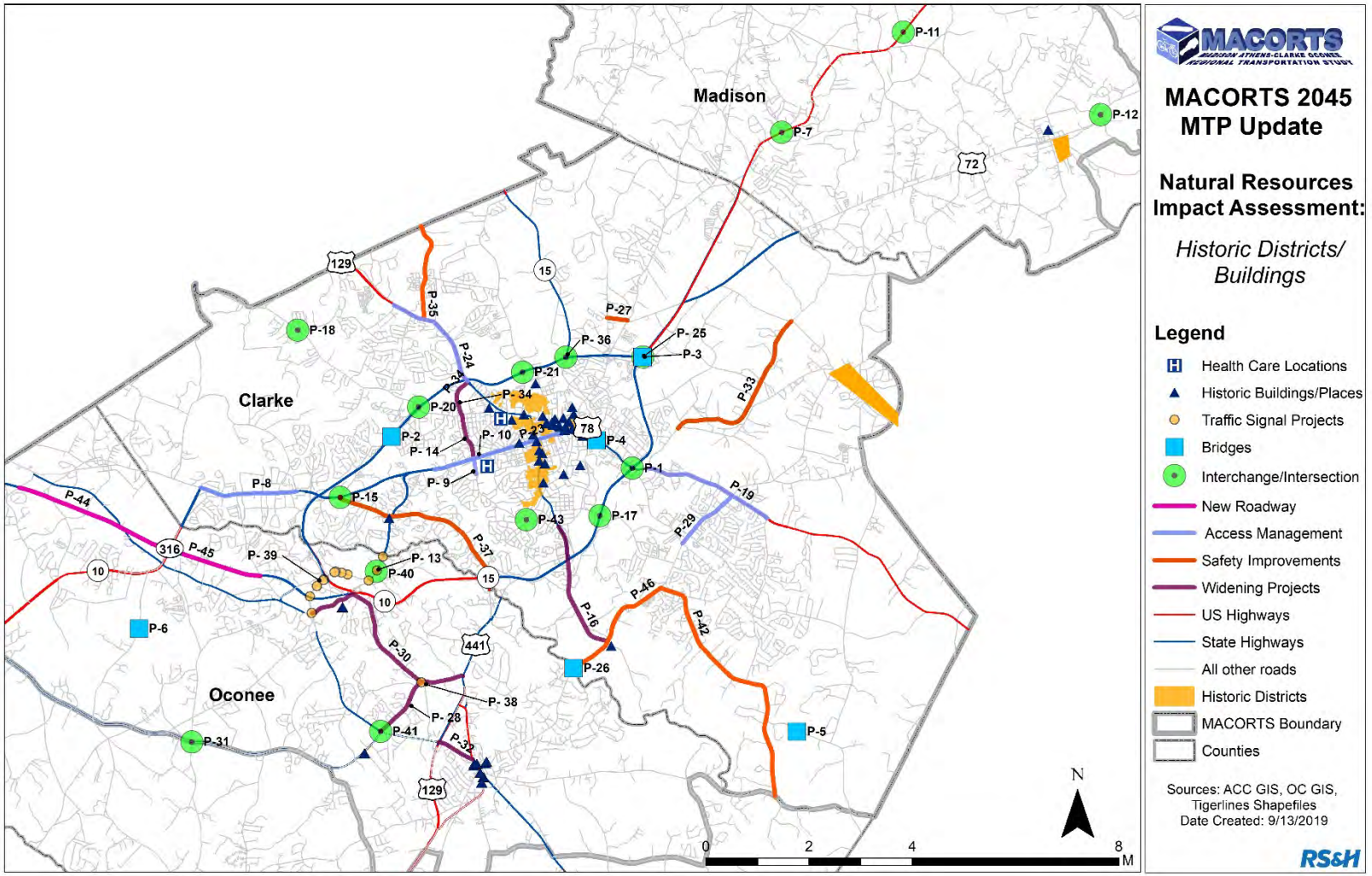


FIGURE 46. PROJECT ASSESSMENT - HISTORIC DISTRICTS

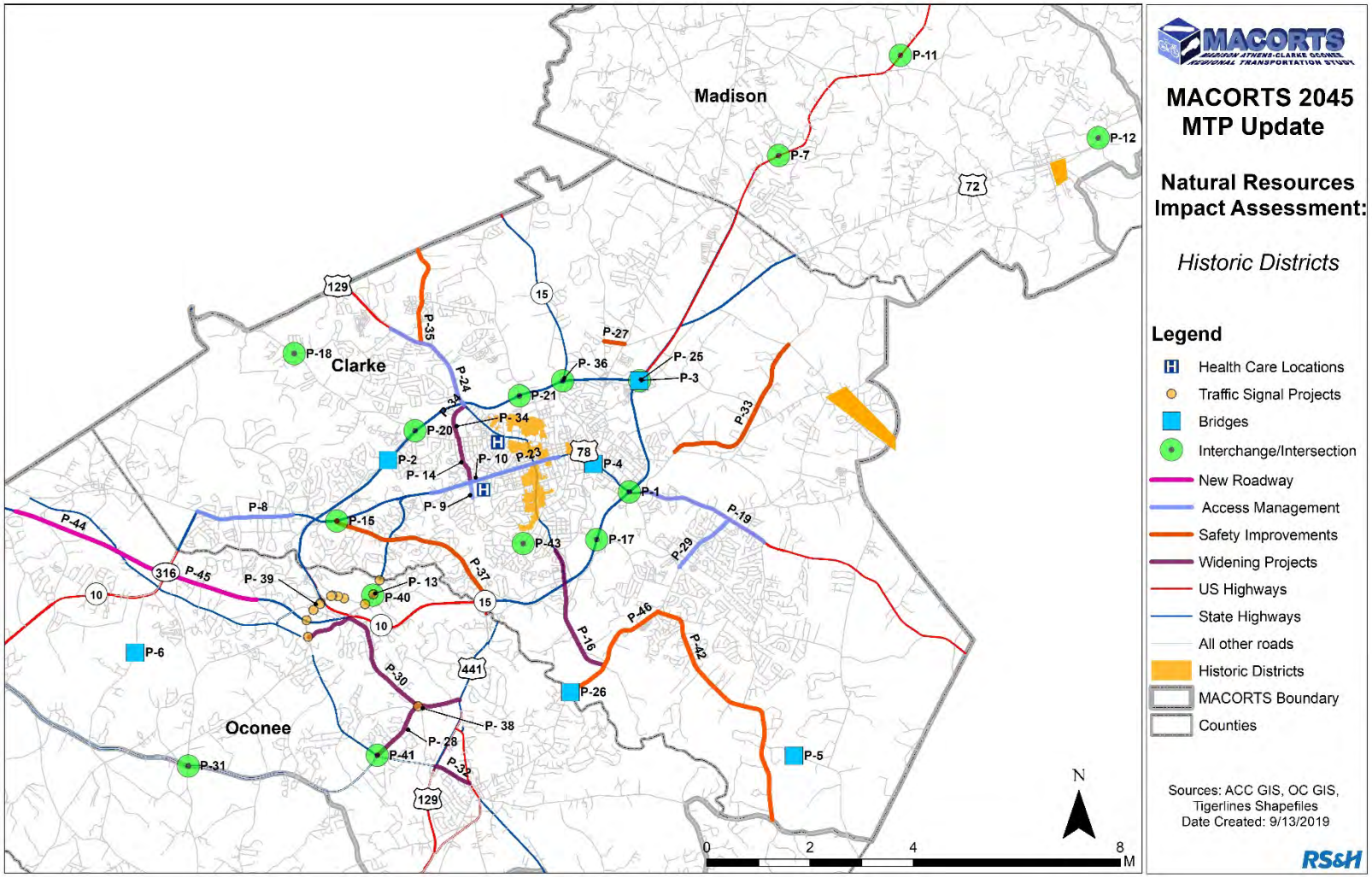
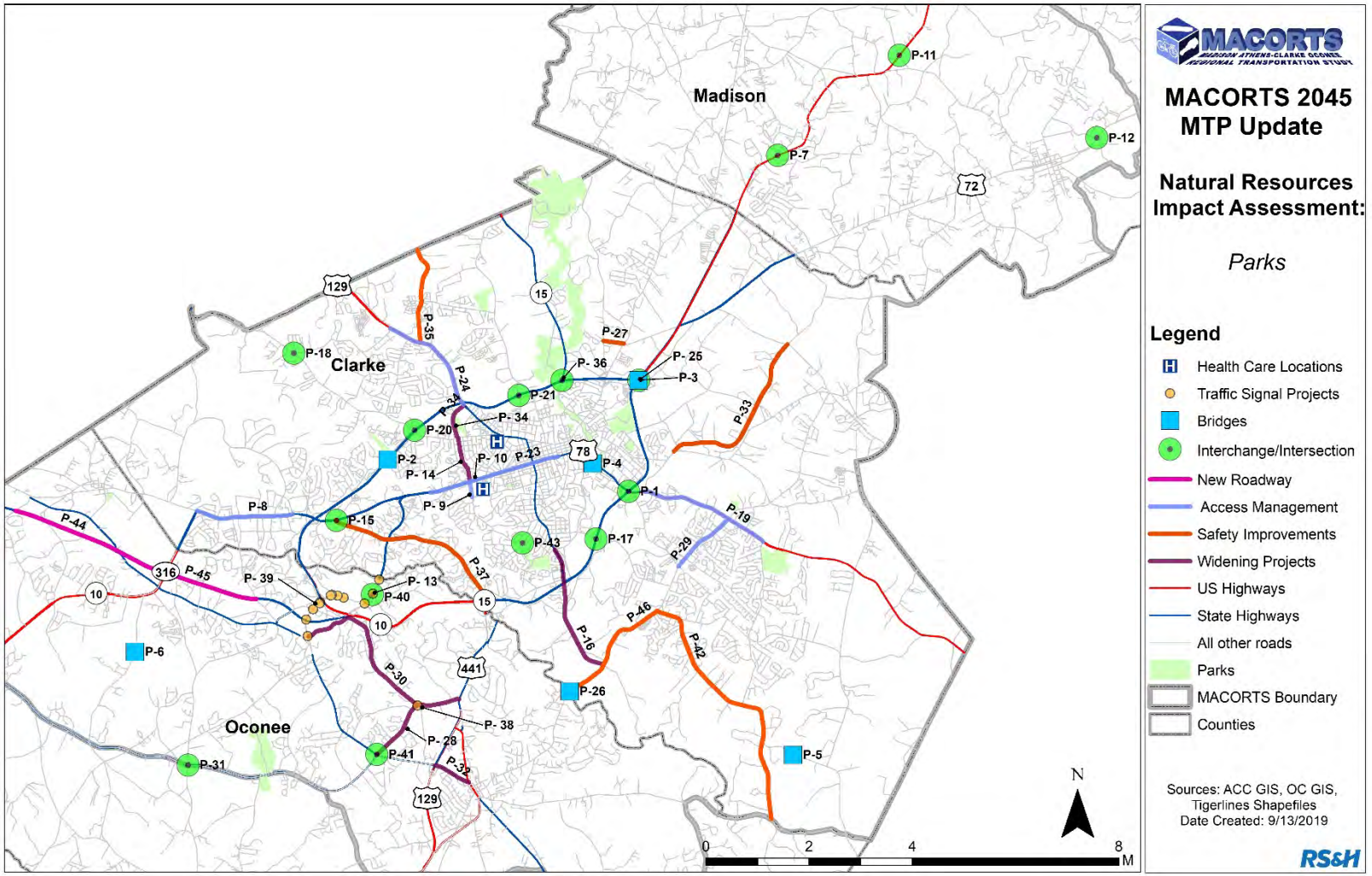


FIGURE 47. PROJECT ASSESSMENT - PARKS/GREENSPACE



Performance Based Plan

The projects identified through this performance based planning process were assessed to determine how well each project met the goals and objectives of MACORTS, as well as the federal planning factors, and the national and state goals. The assessment criteria were based on the performance metrics that were established to measure the goals and objectives and the assessment is incorporated into the project tool described earlier.

The project assessment is shown in Table 46. The projects are aligned to depict how each project meets the MACORTS goals, as well as how the MACORTS goals are aligned with the state and national goals, as well as the federal planning factors. The MACORTS goals and objectives were developed within the context and framework of these state and national goals and planning factors, and the project assessment also depicts how each project meets these additional elements.

This page contains a listing of projects within the MACORTS MPO study area that have been evaluated using goals, objectives, and measures of effectiveness developed through the planning process. The priorities identifed through public and agency engagement, and supported by the MACORTS Committees have been applied to the evaluation criteria to ensure the programed listing of projects reflects the transportation goals of the region, as well as the state and national goals and the federal planning factors.

TABLE 46. MACORTS PROJECT PERFORMANCE ASSESSMENT

				GA 2040 SWTP/2015 SSTP State Goals								
				Improve the environment	*Relieve congestion and improve reliability *Improve freight movement and economic development opportunities		Maintain and preserve the existing transportation system	Improve freight movement and economic development opportunities		Improve safety		
				FAST Act National Goals								
				To enhance the performance of the transportation system while protecting and enhancing the natural environment.	* To achieve a significant reduction in congestion on the National Highway System * To improve the efficiency of the surface transportation system		To maintain the highway infrastructure asset system in a state of good repair	* To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. *Improve freight network and ability of rural communities to access markets and support economic development		To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.		
				FAST Act National Planning Factors								
				Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns.	* Enhance the integration and connectivity of the transportation system, across and between modes for people and freight. * Increase accessibility and mobility of people and freight		Emphasize the preservation of the existing transportation system	Promote efficient system management and operation	Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	* Increase the safety of the transportation system for motorized and nonmotorized users *Increase the security of the transportation system for motorized and nonmotorized users	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Enhance travel and tourism
ID	**Project Location**	**Project Type**	**Project Description**	**MACORTS 2045 Goals**										
				Enhance Land Use: Complement and enhance linkages between transportation and land use while encouraging regional collaboration.	**Environment and Quality of Life:** Provide a sustainable transportation system that protects and enhances the natural environment and improves the quality of life for residents.	**Multimodal Connectivity:** Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	**Mobility:** Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate.	**Transit**: Support increased and accessible transit service.	**System Preservation and Maintenance:** Preserve and maintain the existing transportation system, while incorporating innovative approaches where feasible.	**System Management and Operation:** Promote efficient transportation systems management and operation that incorporates feasible technologies.	**Economic Vitality:** Support the economic vitality of the region by enabling local, regional and global competitiveness, productivity and efficiency.	**Safety/Security**: Ensure the safety and security of the multimodal transportation system for all users.	**Reliability and Resiliency:** Promote transportation system reliability and resiliency through identification of issues and investments and mitigate stormwater impacts associated with the surface transportation system.	**Travel and Tourism:** Provide a transportation network that enhances regional accessibility for travel and tourism and promotes local tourism industry.
P-1	SR 10 Loop / Athens Perimeter at US 78 / Lexington Road	Widening	Widen SR 10 Loop/Athens Perimeter @ US 78 / Lexington Rd. to 4 lanes	◑	◕	◑	●	●	◑	◕	◕	◕	●	●
P-2	SR 10 Loop over Middle Oconee	Bridge	Replace existing bridge	○	●	○	●	○	●	●	◑	●	●	○
P-3	SR 10 Loop at SR 8 / US 29	Bridge	Replace existing bridge	○	●	○	●	○	●	●	◑	●	●	○
P-4	SR 10/US 78 Bridges at North Oconee River	Bridge	Replace existing bridge	○	●	○	●	○	●	●	◑	●	●	○
P-5	Belmont Road Bridge over Shoal Creek	Bridge	Replace existing bridge	○	●	○	●	○	●	●	◑	●	●	○
P-6	CR 592 / Clotfelter Road Bridge over Barber Creek 3 miles south of Bogart	Bridge	Replace existing bridge	○	●	○	●	○	●	●	◑	●	●	○
P-7	US 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements	Intersection Improvement	Add turn lanes and safety improvements	◕	◕	◑	◑	○	◕	●	◕	◕	◑	○
P-8	Atlanta Highway Safety and Access Management	Access Management	Convert center turn lane to median, with safety improvements and bike/ped facilities	◕	●	●	●	◕	●	●	●	●	●	○
P-9	Alps Road Widening	Access Management	Convert Alps center turn to median and intersection improvements	◕	●	◑	●	●	◕	●	◕	◕	●	○
P-10	SR10 / W Broad Street Safety and Access Management - Phase 1	Access Management	Convert center turn lane to median, with safety improvements and bike/ped facilities	●	●	●	●	●	●	●	●	●	●	○
P-11	US 29 at Moons Grove Church Rd & Azalea Lane	Intersection Improvements	Reconstruct intersection with turn lanes	◑	◑	○	●	○	◕	●	●	◕	◕	○
P-12	SR 72 at HV Chandler Road Intersection	Intersection Improvements	Addition of intersection turn lanes	◑	◑	○	●	○	◕	●	●	◑	●	○
P-13	Traffic Signal Upgrade Project	Signals	Upgrade traffic signals	○	◕	○	◕	○	◕	●	◑	●	●	○
P-14	Hawthorne Avenue Widening - Ph 1	Widening	Widen roadway with bike/ped facilities	●	◕	●	●	●	◕	●	●	●	●	○
P-15	Mitchell Bridge Rd / Timothy Rd Realignment	Realignment	Intersection reconstruction	◕	◕	◕	◕	●	◕	●	●	●	◕	○
P-16	Milledge Avenue Safety Improvements	Widening	Roadway reconstruction with bike/ped faciliaties	◕	◕	●	●	●	◕	●	◕	●	●	●
P-17	SR 10 Loop at College Station Road Interchange Improvements	Lane Configuration	Interchange improvements	◕	◕	◕	◕	●	◕	●	●	●	●	●
P-18	Tallassee Road at Lavender Road Realignment	Realignment	Intersection realignment	◑	◕	◑	◕	○	◕	●	●	●	◕	○

This page contains a listing of projects within the MACORTS MPO study area that have been evaluated using goals, objectives, and measures of effectiveness developed through the planning process. The priorities identifed through public and agency engagement, and supported by the MACORTS Committees have been applied to the evaluation criteria to ensure the programed listing of projects reflects the transportation goals of the region, as well as the state and national goals and the federal planning factors.

				GA 2040 SWTP/2015 SSTP State Goals										
				Improve the environment	*Relieve congestion and improve reliability *Improve freight movement and economic development opportunities		Maintain and preserve the existing transportation system	Improve freight movement and economic development opportunities			Improve safety			
				FAST Act National Goals										
				To enhance the performance of the transportation system while protecting and enhancing the natural environment.	* To achieve a significant reduction in congestion on the National Highway System * To improve the efficiency of the surface transportation system		To maintain the highway infrastructure asset system in a state of good repair	* To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. *Improve freight network and ability of rural communities to access markets and support economic development			To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.			
				FAST Act National Planning Factors										
				Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns.	* Enhance the integration and connectivity of the transportation system, across and between modes for people and freight. * Increase accessibility and mobility of people and freight		Emphasize the preservation of the existing transportation system	Promote efficient system management and operation	Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency		* Increase the safety of the transportation system for motorized and nonmotorized users *Increase the security of the transportation system for motorized and nonmotorized users	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Enhance travel and tourism	
				MACORTS 2045 Goals										
ID	Project Location	Project Type	Project Description	**Enhance Land Use**: Complement and enhance linkages between transportation and land use while encouraging regional collaboration.	**Environment and Quality of Life:** Provide a sustainable transportation system that protects and enhances the natural environment and improves the quality of life for residents.	**Multimodal Connectivity:** Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	**Mobility:** Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate.	**Transit**: Support increased and accessible transit service.	**System Preservation and Maintenance:** Preserve and maintain the existing transportation system, while incorporating innovative approaches where feasible.	**System Management and Operation:** Promote efficient transportation systems management and operation that incorporates feasible technologies.	**Economic Vitality:** Support the economic vitality of the region by enabling local, regional and global competitiveness, productivity and efficiency.	**Safety/Security**: Ensure the safety and security of the multimodal transportation system for all users.	**Reliability and Resiliency:** Promote transportation system reliability and resiliency through identification of issues and investments and mitigate stormwater impacts associated with the surface transportation system.	**Travel and Tourism:** Provide a transportation network that enhances regional accessibility for travel and tourism and promotes local tourism industry.
P-19	Lexington Road Safety and Access Management	Access Management	Convert center turn lane to median, with safety improvements and bike/ped facilities	●	●	●	◕	●	◕	●	●	●	●	●
P-20	SR10 Loop at Tallassee Road Interchange Improvement	Interchange	Interchange reconstruction and bike/ped improvements	◕	●	◕	◕	◕	◕	◕	◕	◕	◕	○
P-21	SR10 Loop at Chase Street Interchange Improvement	Interchange	Interchange reconstruction	◕	◕	◕	◕	●	◕	◕	●	●	◕	○
P-22	Timothy Road Corridor and Safety Improvements - Phase 2	Safety/Operational Improvements	Roadway reconstruction with bike/ped facilities	◑	●	●	◑	◑	◕	●	●	●	●	○
P-23	SR10 / W Broad Street Safety and Access Management - Phase 2	Access Management	Convert center turn lane to median, with safety improvements and bike/ped facilities	●	●	●	◕	●	◕	●	●	●	●	●
P-24	US129 / SR15 / Jefferson Road Safety Improvements	Access Management	Medians and turn lanes	◑	●	◕	◕	●	◕	●	●	●	●	○
P-25	SR 10 Loop at US 29 Interchange	Interchange	Interchange reconstruction	○	◕	◑	◕	●	◕	●	●	◑	◕	●
P-26	Whitehall Rd. Simonton Bridge Rd. Bridge Project	Bridge	Replace existing bridge	○	●	○	●	○	◕	◕	●	◑	◕	●
P-27	Fowler Drive Safety Improvements	Safety Improvements	Roadway reconstruction with pedestrian improvements	◑	◕	●	◑	●	◕	●	◑	●	●	○
P-28	Hog Mountain Road Widening	Widening	Widen roadway with turn lanes	◑	●	●	●	●	◕	●	◑	●	●	○
P-29	Gaines School Road Safety and Access Management	Access Management	Widen and add median and turn lanes with bike/ped facilities	●	◑	●	◕	●	◕		●	●	●	○
P-30	Daniels Bridge Rd Widening	Widening	Widen and add turn lanes	○	◑	○	◕	○	◕	◕	●	◕	◕	○
P-31	SR 53 / Rays Church Road / Malcom Bridge Road	Intersection Improvements	Intersection Improvements	○	●	○	◕	○	◕	◕	◑	◕	◕	○
P-32	SR 53/Mars Hill Rd. from SR 24/US 441 to SR 15 - Phase III	Widening	Widen with turn lanes with bike/ped facilities	◑	●	●	◕	○	◕	◕	◑	◕	◕	●
P-33	Spring Valley Rd. Safety Improvements	Safety Improvements	Intersection improvements with bike/ped facilities	●	●	●	◑	●	◕	◕	●	◕	◕	○
P-34	Hawthorne Avenue Widening - Phase 2	Widening	Widen with bike/ped facilities	●	●	●	◑	●	◕	◕	●	◕	◕	○
P-35	Jefferson River Rd. Safety Improvements	Safety Improvements	Widen with bike/ped facilities	◑	●	◕	◑	◑	◕	◕	◑	◕	◕	○
P-36	SR10 Loop at US441	Interchange	Interchange reconstruction	○	◑	◑	◕	●	◕	●	●	●	●	●

This page contains a listing of projects within the MACORTS MPO study area that have been evaluated using goals, objectives, and measures of effectiveness developed through the planning process. The priorities identifed through public and agency engagement, and supported by the MACORTS Committees have been applied to the evaluation criteria to ensure the programed listing of projects reflects the transportation goals of the region, as well as the state and national goals and the federal planning factors.

				GA 2040 SWTP/2015 SSTP State Goals										
				Improve the environment	*Relieve congestion and improve reliability *Improve freight movement and economic development opportunities		Maintain and preserve the existing transportation system	Improve freight movement and economic development opportunities		Improve safety				
				FAST Act National Goals										
				To enhance the performance of the transportation system while protecting and enhancing the natural environment.	* To achieve a significant reduction in congestion on the National Highway System * To improve the efficiency of the surface transportation system		To maintain the highway infrastructure asset system in a state of good repair	* To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. *Improve freight network and ability of rural communities to access markets and support economic development		To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.				
				FAST Act National Planning Factors										
				Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns.	* Enhance the integration and connectivity of the transportation system, across and between modes for people and freight. * Increase accessibility and mobility of people and freight		Emphasize the preservation of the existing transportation system	Promote efficient system management and operation	Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	* Increase the safety of the transportation system for motorized and nonmotorized users *Increase the security of the transportation system for motorized and nonmotorized users	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Enhance travel and tourism		
				MACORTS 2045 Goals										
ID	Project Location	Project Type	Project Description	**Enhance Land Use**: Complement and enhance linkages between transportation and land use while encouraging regional collaboration.	**Environment and Quality of Life:** Provide a sustainable transportation system that protects and enhances the natural environment and improves the quality of life for residents.	**Multimodal Connectivity:** Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	**Mobility:** Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate.	**Transit**: Support increased and accessible transit service.	**System Preservation and Maintenance:** Preserve and maintain the existing transportation system, while incorporating innovative approaches where feasible.	**System Management and Operation:** Promote efficient transportation systems management and operation that incorporates feasible technologies.	**Economic Vitality:** Support the economic vitality of the region by enabling local, regional and global competitiveness, productivity and efficiency.	**Safety/Security**: Ensure the safety and security of the multimodal transportation system for all users.	**Reliability and Resiliency:** Promote transportation system reliability and resiliency through identification of issues and investments and mitigate stormwater impacts associated with the surface transportation system.	**Travel and Tourism:** Provide a transportation network that enhances regional accessibility for travel and tourism and promotes local tourism industry.		
P-37	Timothy Road Corridor and Safety Improvements - Phase 1	Safety/Operational Improvements	Roadway reconstruction to include turn lanes and bike/ped facilities	●	●	●	◕	◑	◕	◕	◑	◕	◕	○		
P-38	Traffic Signal Upgrade Project	Signals	Signal upgrades	○	◕	◑	◑	◑	◕	●	◑	◕	◕	○		
P-39	Traffic Signal Upgrade Project	Signals	Signal upgrades	○	◕	○	◕	○	◕	●	○	◕	◕	○		
P-40	Epps Bridge @ Dowdy Road	Intersection Improvements	Intersection Improvements	○	◕	○	◑	○	◕	●	○	◕	◕	○		
P-41	SR 53 intersection at Hog Mountain Rd Improvements	Intersection Improvements	Intersection Improvements	○	◕	○	◑	○	◕	●	●	◕	◕	○		
P-42	Barnett Shoals Rd. from Whitehall Rd. to Bob Godfrey Rd.	Safety Improvements	Roadway reconstruction with turn lanes and bike/ped facilities	◑	●	●	◑	○	◕	◕	○	◕	◑	○		
P-43	S Lumpkin Street at West Lake Dr Intersection Improvement	Roundabout	Intersection improvements with roundabout	◑	●	◑	◕	●	◕	◕	◑	◕	◕	○		
P-44	SR 316 Frontage Rd. - I	New Roadway	New Roadway construction	○	●	○	◕	○	◕	◕	●	◑	●	○		
P-45	SR 316 Frontage Road - II	New Roadway	New Roadway construction	○	●	○	◕	○	◕	◕	●	◑	●	○		
P-46	CR 477/Whitehall Rd from Oconee County Line to Barnett Shoals Rd	Safety Improvements	Widen with turn lanes and bike/ped facilities	◑	●	●	◕	○	◕	◕	○	◕	◕	○		

Project Contribution to Performance Targets

An assessment of the 2045 financially constrained plan and the Transportation Improvement Program is required to show how these projects are expected to positively affect the performance targets. Each of these projects was individually assessed to ensure that each contributed to these performance targets. This assessment is found in Table 47.

TABLE 47. PROJECTS CONTRIBUTION TO PERFORMANCE TARGETS

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight Reliability, Delay
P-1	122600	SR 10 Loop at US 78/Lexington Road	X		X
P-2	0013715	SR 10 Loop over Middle Oconee	X	X	
P-3	0013716	SR 10 Loop at SR 8/US 29	X	X	
P-4	0013806	Belmont Bridge over Shoal Creek	X	X	
P-5	0015645	SR 10 Lp at SR 8 / US 29	X	X	
P-6	0015656	CR 592/Clotfelter Road Bridge over Barber Creek	X	X	
P-7	NA	US 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements	X	X	X
P-8	NA	Atlanta Highway Safety and Access Management	X	X	X
P-9	NA	Alps Road Widening	X	X	X
P-10	NA	SR10 / W Broad Street Safety and Access Management - Phase 1	X	X	X
P-11	NA	US 29 at Moons Grove Church Rd and Azalea Lane	X		X
P-12	NA	SR 72 at HV Chandler Road Intersection	X		X
P-13	NA	Traffic Signal Upgrade Project	X		X
P-14	NA	Hawthorne Avenue Widening – Phase 1	X		X
P-15	NA	Mitchell Bridge Rd / Timothy Rd Realignment	X		X
P-16	NA	Milledge Avenue Safety Improvements	X	X	X
P-17	NA	SR 10 Loop at College Station Road Interchange Improvements	X		X
P-18	NA	Tallassee Road at Lavender Road Realignment	X		X
P-19	NA	Lexington Road Safety and Access Management	X		X

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight Reliability, Delay
P-20	NA	SR10 Loop at Tallassee Road Interchange Improvement	X		X
P-21	NA	SR10 Loop at Chase Street Interchange Improvement	X		X
P-22	NA	Timothy Road Corridor and Safety Improvements - Phase I	X		X
P-23	NA	SR10 / W Broad Street Safety and Access Management - Phase 2	X	X	X
P-24	NA	US129 / SR15 / Jefferson Road Safety Improvements	X	X	X
P-25	NA	SR 10 Loop at US 29 Interchange	X	X	X
P-26	NA	Whitehall Rd. Simonton Bridge Rd. Bridge Project	X	X	
P-27	NA	Fowler Drive Safety Improvements	X		
P-28	NA	Hog Mountain Road Widening	X	X	X
P-29	NA	Gaines School Road Safety and Access Management	X		X
P-30	NA	Daniels Bridge Rd Widening	X		X
P-31	NA	SR 53 / Rays Church Road / Malcom Bridge Road	X		
P-32	0009012	SR 53/Mars Hill Rd. from SR 24/US 441 to SR 15 - Phase III	X	X	X
P-33	NA	Spring Valley Rd. Safety Improvements	X		
P-34	NA	Hawthorne Avenue Widening - Phase 2	X	X	X
P-35	NA	Jefferson River Rd. Safety Improvements	X		
P-36	NA	SR10 Loop at US441	X		X
P-37	NA	Timothy Road Corridor and Safety Improvements - Phase II	X		X
P-38	NA	Traffic Signal Upgrade Project	X		X
P-39	NA	Traffic Signal Upgrade Project	X		X
P-40	NA	Epps Bridge / @ Dowdy Road	X		X
P-41	NA	SR 53 at Hog Mountain Road Intersection Improvements	X		X
P-42	NA	Barnett Shoals Rd from Whitehall Rd to Bob Godfrey Rd	X		X

2045 Project ID	PI#	Project Name	Safety PM	PM2: Pavement and Bridge	PM3: Travel, Freight Reliability, Delay
P-43	NA	S Lumpkin Street at West Lake Dr Intersection Improvement	X		X
P-44	NA	SR 316 Frontage Rd -1	X		X
P-45	NA	SR 316 Frontage Rd - II	X		X
P-46	0007937	CR 477/Whitehall Rd from Oconee County Line to Barnett Shoals Road	X		X

MACORTS Transportation Improvement Program System Performance Report

Each MPO is required to publish a System Performance Report for Performance Measures 1, 2, and 3 and incorporate the report in the Metropolitan Transportation Plan and the Transportation Improvement Program. The MACORTS Policy Committee at their June, 2019 meeting included the report into the documents as required.

The System Performance Report for PM 1, 2 and 3, as well as the Policy Committee resolution is found in Appendix H on page 182.

Unfunded Projects

Transportation needs and the projects identified to meet those needs typically outpace the available funding. In order to ensure that all of the identified projects are not lost, those that fell outside of the constrained list remain in an unfunded project list with their assigned project ranking. This provides the ability to readily move a project currently unfunded into the financially feasible list should a project be dropped or funded by other means; as a project moves out of the list, the next highest priority project in the unfunded list moves up.

Maintaining this unfunded list also provides a starting point in the identification of projects for the next plan update. The unfunded list is found in Appendix C on page 173.

Implementation and Monitoring

In performance based planning, it is important to assess the projects after implementation. Once a project has been implemented, data will be collected and input into the project assessment tool. The implemented project will be assessed to determine if the improvement accomplished the goal of the project. For example, a project identified and implemented to improve safety concerns will be assessed to determine if crash rates, injury and/or fatal crashes have decreased.

Each of the projects included in the financially constrained plan will be reassessed after implementation using the project assessment tool. The reassessment results will be documented and included in the subsequent plan updates.

APPENDICES

A. MACORTS Committees and Members

The MACORTS organization has two standing committees that meet regularly throughout the year. The Policy Committee is comprised of local elected officials and decision-makers from each of the participating governments. This Policy Committee is responsible for adopting required plans and programs, as well as setting the direction for the MPO.

MACORTS Policy Committee

- Mayor, Unified Government of Athens-Clarke County
- Commissioner, Madison County Board of Commissioners
- Chairperson, Oconee County Commission
- Commissioner, Georgia Department of Transportation
- Citizen Representative, Athens-Clarke County Planning Commission
- Senior Vice President for Finance and Administration, University of Georgia
- Citizen Representative, Madison County
- Citizen Representative, Oconee County

Non-voting Members:

- Alternate, Zoning Administrator, Madison County
- Ex-Officio, Division Administrator, Federal Highway Administration, Georgia Division
- Ex-Officio, District Engineer, Georgia Department of Transportation, District 1
- Alternate, Director, Athens-Clarke County Planning Department
- Alternate, Administrative Officer, Oconee County Commission
- Alternate, Director of Strategic and Long Range Planning, Oconee County Planning Department
- Alternate, Manager, Athens-Clarke County Unified Government
- Alternate, Associate Vice President of Auxiliary and Administrative Services, University of Georgia
- Alternate, Assistant State Transportation Planning Administrator, Georgia Department of Transportation

The MACORTS Technical Coordinating Committee (TCC) is comprised of technical staff from the participating local governments and other agencies involved in transportation. The TCC reviews all relevant materials and makes recommendations to the Policy Committee for action.

MACORTS Technical Coordinating Committee

- Director, Athens-Clarke County Planning Department
- Director, Athens Ben Epps Airport
- Urban Transit Group Leader, Georgia Department of Transportation
- Transit Planner, Athens-Clarke County Planning Department
- Transportation Planner, Georgia Department of Transportation
- Transit Planner, Georgia Department of Transportation
- Director, Transportation Public Works Department, Athens-Clarke County
- Representative, Oconee County Citizens Advisory Committee on Transportation
- District Representative, Georgia Department of Transportation, District 1
- Director, Athens-Clarke County Public Utilities

- Traffic Engineer, Athens-Clarke county
- Representative, Oconee Rivers Greenway Commission
- Member, Madison County Planning Commission
- Community Planner, Federal Highway Administration
- Director, University of Georgia Campus Transit System
- Director, University of Georgia Auxiliary Services
- Senior Vice President, Ops Planning and Support, Norfolk Southern Rail
- Director, Athens Downtown Development Authority
- Resident Vice President for State Relations, CSX Inc.
- Public Works Director, Oconee County
- Superintendent, Madison County Road Department
- Pre-Construction Engineer Georgia Department of Transportation
- Director of Public Transit, Athens-Clarke County Transit
- President, Athens Area Chamber of Commerce
- Transportation Planner / MPO Coordinator, Athens-Clarke County
- Associate Transportation Planner, Athens-Clarke County
- Administrative Officer, Oconee County

The MACORTS Technical Subcommittee was formed specifically for this plan update. The committee was comprised of members of the TCC who were interested and able to serve on this subcommittee. The subcommittee met six times during the plan update to review detailed information regarding the planning process and provided guidance and input to move the plan update forward.

MACORTS Technical Subcommittee

- Director, Athens-Clarke County Planning Department
- Transportation Planner / MPO Coordinator, Athens-Clarke County
- Associate Transportation Planner, Athens-Clarke County
- Urban Transit Group Leader, Georgia Department of Transportation
- Transportation Planner, Georgia Department of Transportation
- Director, Athens-Clarke County Transit
- Director, University of Georgia Campus Transit System
- Director, Athens Ben Epps Airport
- Director, Transportation Public Works Department, Athens-Clarke County
- Public Works Director, Oconee County
- Superintendent, Madison County Road Department
- Oconee County Planning Department
- Madison County Planning Department

The MACORTS Stakeholder Committee was comprised of representatives of agencies from each of the communities that had a direct interest in transportation and mobility. These representatives met twice during the project to provide direction and feedback of the planning process.

MACORTS Stakeholder Committee

- University of Georgia
- Intermodal Division, GDOT
- Planning Division, GDOT
- Athens-Clarke County Administration
- Athens-Clarke County Transit
- Bike Athens
- ACC Housing and Community Development
- Athens Downtown Development Authority
- ACC Economic and Development Department
- Athens-Clarke County Sustainability Office
- Athens-Clarke County Planning Commission
- Athens Convention and Visitors Bureau
- Major Employer (Caterpillar)
- Major Employer (Power Partners, Inc.)
- McLane Trucking
- FedEx
- Athens Community Council on Aging
- Athens for Everyone
- MACORTS MPO
- Athens-Clarke County Sustainability Office
- Athens-Clarke County Planning Commission
- Athens Convention and Visitors Bureau
- Madison County Schools
- Oconee County Schools
- Economic Development - Madison County
- Oconee County Land Use & Transportation Committee
- University of Georgia Student Government
- Oconee County Board of Commissioners
- University of Georgia
- Athens Technical College
- Federal Transit Administration
- Federal Highway Administration
- Athens Area Chamber of Commerce
- Northeast Georgia Regional Commission
- Athens-Clarke County Board of Education
- Athens Area Housing Authority
- Athens-Ben Epps Airport
- Madison County Board of Commissioners
- Athens-Clarke County Mayor
- Mayor, Winterville (Athens-Clarke County)
- Mayor, Bogart (Oconee County)
- Mayor, Watkinsville (Oconee County)
- Mayor, Hull (Madison County)
- Mayor, Colbert (Madison County)
- Complete Streets Athens
- Georgia Bikes
- Latino Community
- Economic Development - Oconee County
- Madison County Senior Center
- Oconee County Planning Commission
- Madison County Planning Commission

Oconee County Senior Center

B. Project Sheets

PROJECT NAME:	SR 10 Loop / Athens Perimeter at US 78 / Lexington Road	**PROJECT ID:**	P-1
PROJECT DESCRIPTION: Widen Lexington Rd to 2 lanes in each direction with 2 auxiliary lanes in the vicinity of the interchange. The northbound ramps will be reconstructed. Project design will provide for connection with the rail-trail corridor.		**Estimated Cost:** $ 15,198,303 **County:** ACC **P.I. #:** 122600	
Length (Miles) 0.6	**# of Existing Lanes:** 4	**# of Lanes Planned** 6	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 30,607	**2045 (Projected):** 50,002	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	$ 15,198,303	--	--
PROJECT COST	$ 15,198,303	$ -	$ -
Federal Cost ($)	$ 12,158,642	$ -	$ -
State Cost ($)	$ 1,519,830	$ -	$ -
Local Cost ($)	$ 1,519,830	$ -	$ -

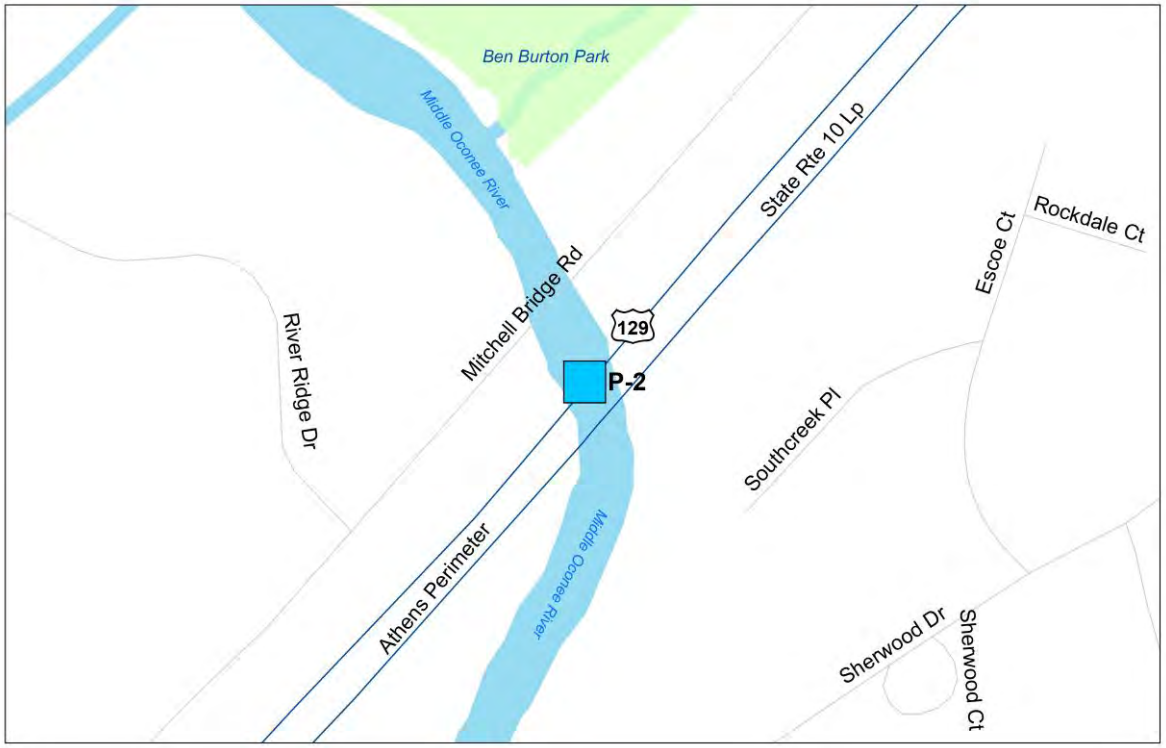
PROJECT LOCATION

PROJECT NAME: SR 10 Loop over Middle Oconee	**PROJECT ID:** P-2
PROJECT DESCRIPTION: Replace the existing bridge over the Middle Oconee River at the SR 10 Loop.	**Estimated Cost:** $ 10,732,931 **County:** ACC **P.I. #:** 0013715

Length (Miles)	0.8	**# of Existing Lanes:**	4	**# of lLanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	9,640	**2045 (Projected):**	17,200

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	$ 10,732,931	--	--
PROJECT COST	$ 10,732,931	$ -	$ -
Federal Cost ($)	$ 8,586,345	$ -	$ -
State Cost ($)	$ 1,073,293	$ -	$ -
Local Cost ($)	$ 1,073,293	$ -	$ -

PROJECT LOCATION



PROJECT NAME: SR 10 Loop at SR 8 / US 29	**PROJECT ID:** P-3
PROJECT DESCRIPTION: Replace the existing bridge at SR 8 / US 29	**Estimated Cost:** $ 9,831,643 **County:** ACC **P.I. #:** 0013716

Length (Miles)	0.8	**# of Existing Lanes:**	4	**# of Lanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	9	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	32,700	**2045 (Projected):**	58,070

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	$ 9,831,643	--	--
PROJECT COST	$ 9,831,643	$ -	$ -
Federal Cost ($)	$ 7,865,315	$ -	$ -
State Cost ($)	$ 983,164	$ -	$ -
Local Cost ($)	$ 983,164	$ -	$ -

PROJECT LOCATION

PROJECT NAME: SR 10/US 78 Bridges at North Oconee River	**PROJECT ID:** P-4
PROJECT DESCRIPTION: Replace the existing bridge over the North Oconee River along SR 10/US 78 (Oak and Oconee St.)	**Estimated Cost:** $ 7,277,373 **County:** ACC **P.I. #:** 0013806

Length (Miles)	0.4	**# of Existing Lanes:**	4	**# of Lanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	22,500	**2045 (Projected):**	39,960

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ 250,000	--	--
Construction (CST):	$ 7,027,373	--	--
PROJECT COST	$ 7,277,373	$ -	$ -
Federal Cost ($)	$ 5,821,899	$ -	$ -
State Cost ($)	$ 727,737	$ -	$ -
Local Cost ($)	$ 727,737	$ -	$ -

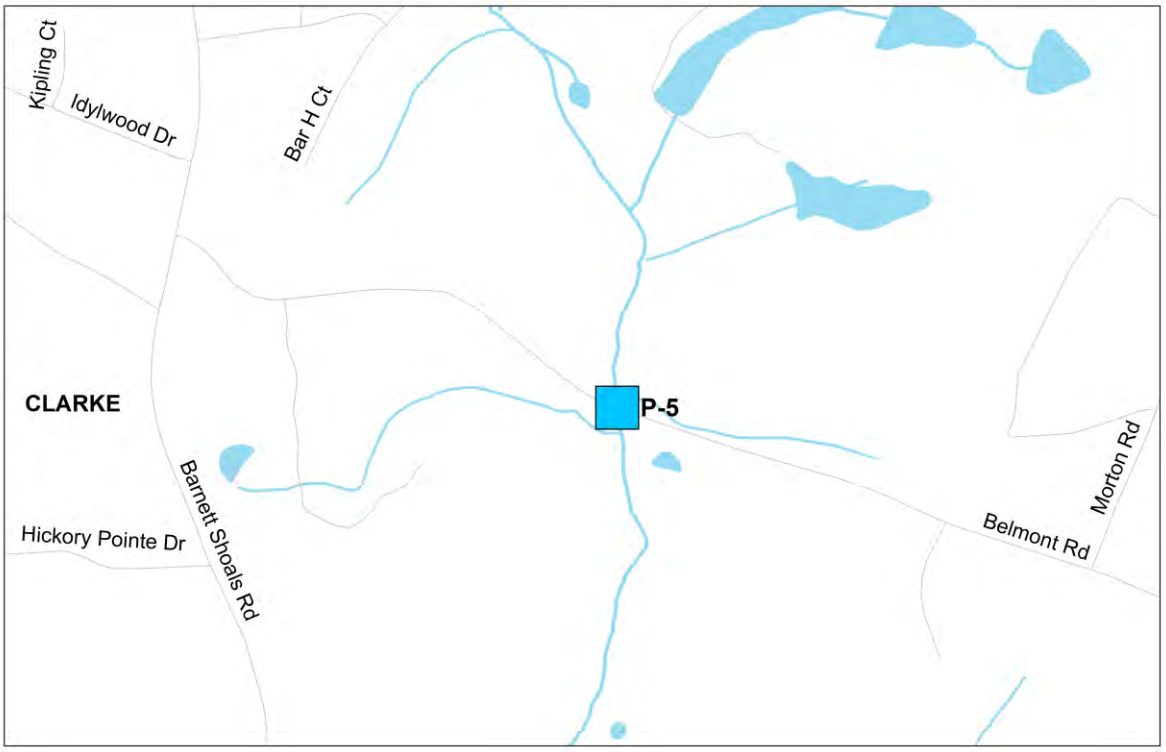
PROJECT LOCATION

PROJECT NAME: Belmont Road Bridge over Shoal Creek	**PROJECT ID:** P-5
PROJECT DESCRIPTION: Replace the existing bridge over Shoal Creek along Belmont Rd.	**Estimated Cost:** $ 1,370,000 **County:** ACC **P.I. #:** 0015645

Length (Miles)	0.4	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	650	**2045 (Projected):**	1,150

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ 250,000	--	--
Construction (CST):	$ 1,120,000	--	--
PROJECT COST	$ 1,370,000	$ -	$ -
Federal Cost ($)	$ 1,096,000	$ -	$ -
State Cost ($)	$ 137,000	$ -	$ -
Local Cost ($)	$ 137,000	$ -	$ -

PROJECT LOCATION



PROJECT NAME:	CR 592 / Clotfelter Road Bridge over Barber Creek 3 miles south of Bogart	**PROJECT ID:**	P-6
PROJECT DESCRIPTION: Replace the existing bridge over Barber Creek along Clotfelter Rd.		**Estimated Cost:**	$ 1,646,000
		County:	Oconee
		P.I. #:	0015656

Length (Miles)	0.4	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	2,000	**2045 (Projected):**	3,550

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ 136,000	--	--
Construction (CST):	$ 1,510,000	--	--
PROJECT COST	$ 1,646,000	$ -	$ -
Federal Cost ($)	$ 1,316,800	$ -	$ -
State Cost ($)	$ 164,600	$ -	$ -
Local Cost ($)	$ 164,600	$ -	$ -

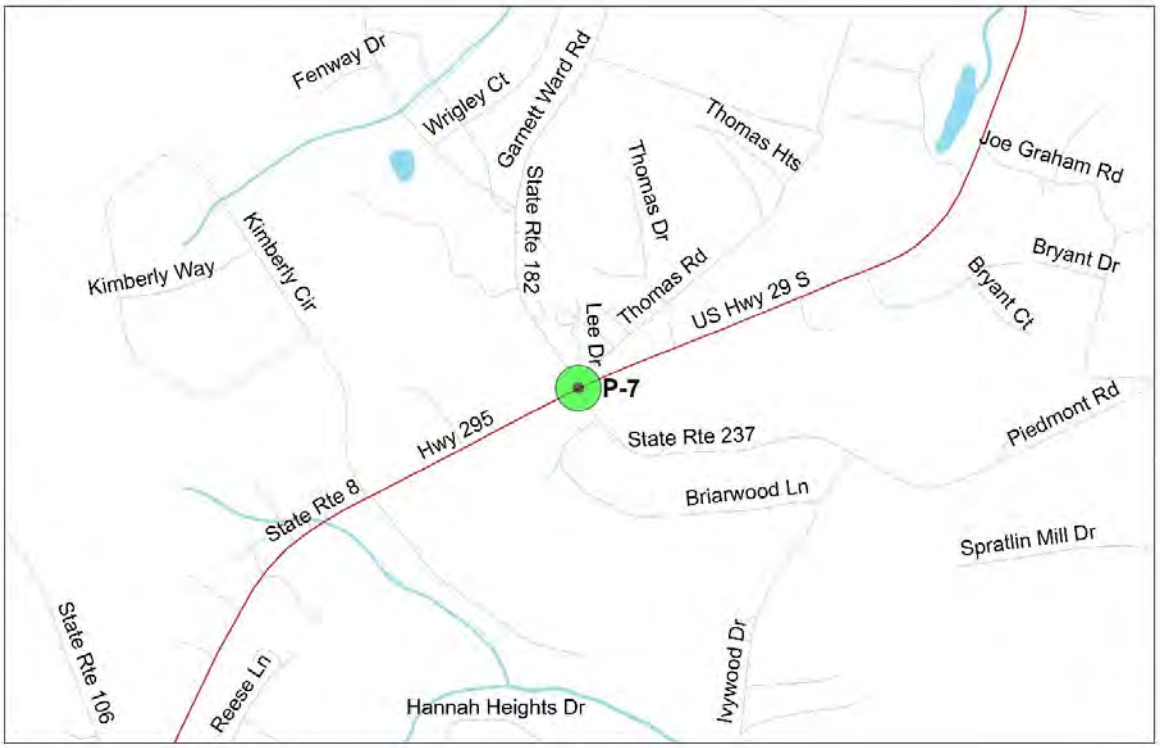
PROJECT LOCATION

PROJECT NAME:	US 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements	**PROJECT ID:**	P-7
PROJECT DESCRIPTION: Add turn lanes and safety improvements to the intersection.		**Estimated Cost:** $ 1,086,197 **County:** Madison **P.I. #:** NA	

Length (Miles)	0.4	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	9	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	8,620	**2045 (Projected):**	10,820

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 90,516	--	--
Right-of-Way(ROW):	$ 90,516	--	--
Construction (CST):	$ 905,164	--	--
PROJECT COST	$ 1,086,197	$ -	$ -
Federal Cost ($)	$ 868,958	$ -	$ -
State Cost ($)	$ 108,620	$ -	$ -
Local Cost ($)	$ 108,620	$ -	$ -

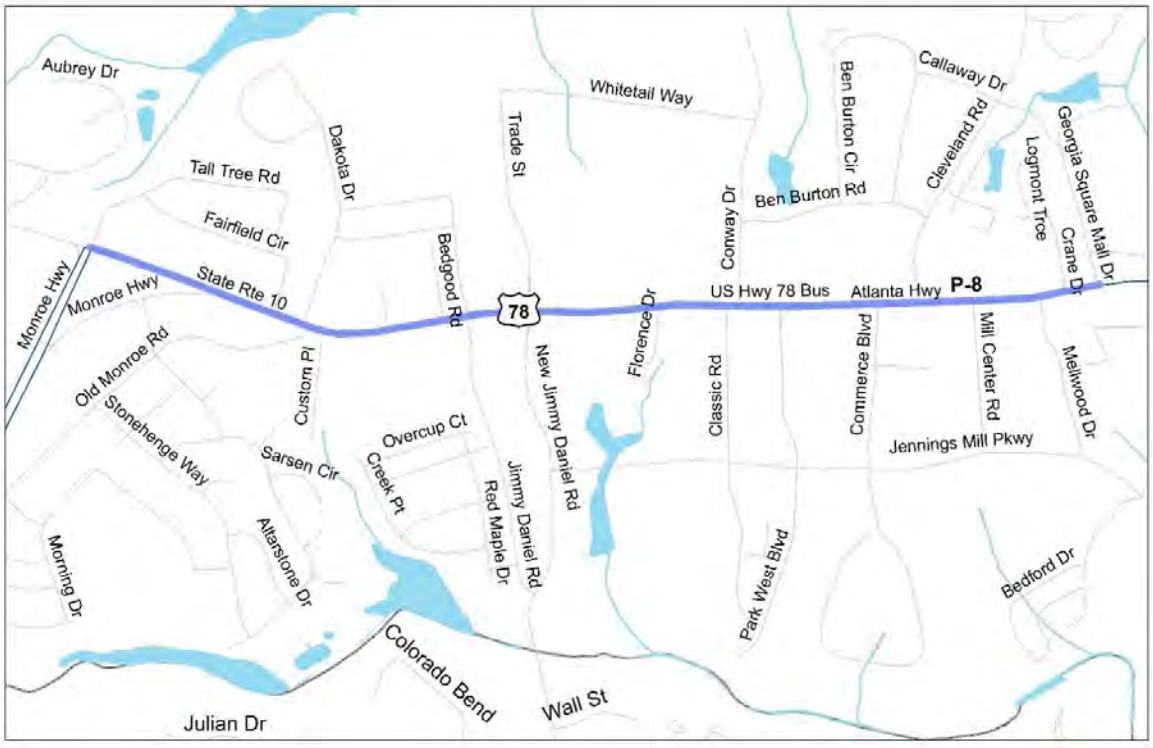
PROJECT LOCATION



PROJECT NAME:	Atlanta Highway Safety and Access Management	**PROJECT ID:**	P-8
PROJECT DESCRIPTION: Convert existing 5-lane section from Monroe Highway to Marilyn Farmer Way to median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities included		**Estimated Cost:** $ 5,629,934 **County:** ACC **P.I. #:** NA	
Length (Miles) 1.9	**# of Existing Lanes:** 5	**# of Lanes Planned** 4	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 17,377	**2045 (Projected):** 39,900	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 489,559	--	--
Right-of-Way(ROW):	$ 244,780	--	--
Construction (CST):	$ 4,895,595	--	--
PROJECT COST	$ 5,629,934	$ -	$ -
Federal Cost ($)	$ 4,503,947	$ -	$ -
State Cost ($)	$ 562,993	$ -	$ -
Local Cost ($)	$ 562,993	$ -	$ -

PROJECT LOCATION



PROJECT NAME: Alps Road Widening	**PROJECT ID:** P-9
PROJECT DESCRIPTION: Convert center turn from SR 10/US 78/Broad St to Baxter Street to median for 4-lane divided roadway with intersection improvements at SR10/US78 and Baxter Street	**Estimated Cost:** $ 9,049,858 **County:** ACC **P.I. #:** NA

Length (Miles)	0.3	**# of Existing Lanes:**	5	**# of Lanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	19,989	**2045 (Projected):**	28,100

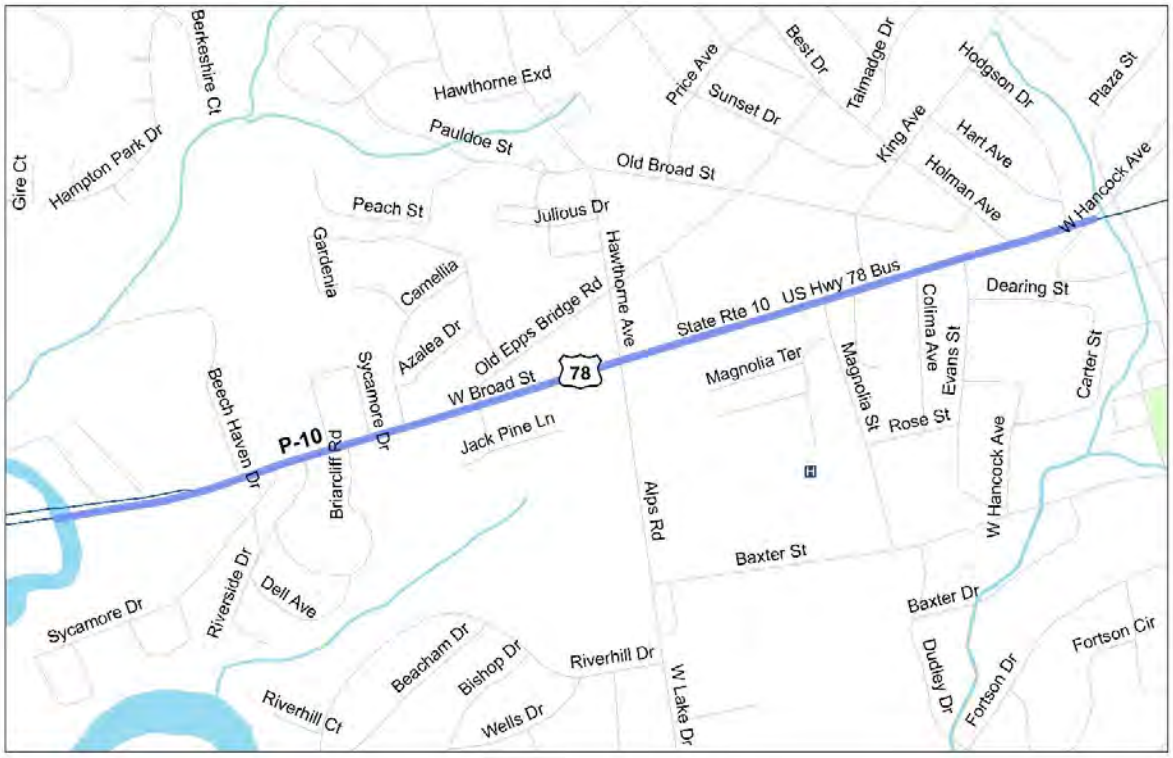
PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 563,590	--	--
Right-of-Way(ROW):	$ 2,004,979	--	--
Construction (CST):	$ 6,481,290	--	--
PROJECT COST	$ 9,049,858	$ -	$ -
Federal Cost ($)	$ 7,239,887	$ -	$ -
State Cost ($)	$ 904,986	$ -	$ -
Local Cost ($)	$ 904,986	$ -	$ -

PROJECT LOCATION

PROJECT NAME:	SR10 / W Broad Street Safety and Access Management - Phase 1	**PROJECT ID:**	P-10
PROJECT DESCRIPTION: Convert existing 7-lane section from the Middle Oconee River to Hancock Avenue to median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities are included.		**Estimated Cost:** $ 4,169,087 **County:** ACC **P.I. #:** NA	
Length (Miles) 1.5	**# of Existing Lanes:** 7	**# of Lanes Planned**	6
DOT District # 1	**Congressional Dist. #:** 10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes	**2015:** 21,568	**2045 (Projected):**	42,895

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 379,008	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	$ 3,790,079	--	--
PROJECT COST	$ 4,169,087	$ -	$ -
Federal Cost ($)	$ 3,335,269	$ -	$ -
State Cost ($)	$ 416,909	$ -	$ -
Local Cost ($)	$ 416,909	$ -	$ -

PROJECT LOCATION



PROJECT NAME:	US 29 at Moons Grove Church Rd & Azalea Lane	**PROJECT ID:**	P-11
PROJECT DESCRIPTION: Reconstruct the intersection to align Moons Grove Church Road & Azalea Lane intersections on US 29 and add turn lanes		**Estimated Cost:** $ 2,448,768 **County:** Madison **P.I. #:** NA	

Length (Miles)	0.6	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	9	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	7,810	**2045 (Projected):**	9,980

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 222,615	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	$ 2,226,153	--	--
PROJECT COST	$ 2,448,768	$ -	$ -
Federal Cost ($)	$ 1,959,014	$ -	$ -
State Cost ($)	$ 244,877	$ -	$ -
Local Cost ($)	$ 244,877	$ -	$ -

PROJECT LOCATION

PROJECT NAME: SR 72 at HV Chandler Road Intersection	**PROJECT ID:** P-12
PROJECT DESCRIPTION: Add turn lanes to this intersection to provide better access and traffic flow to the renewable-energy power plant opening June 2019	**Estimated Cost:** $ 2,172,394 **County:** Madison **P.I. #:** NA

Length (Miles)	0.9	**# of Existing Lanes:**	4	**# of Lanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	9	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	10,300	**2045 (Projected):**	12,710

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 181,033	--	--
Right-of-Way(ROW):	$ 181,033	--	--
Construction (CST):	$ 1,810,329	--	--
PROJECT COST	$ 2,172,394	$ -	$ -
Federal Cost ($)	$ 1,737,915	$ -	$ -
State Cost ($)	$ 217,239	$ -	$ -
Local Cost ($)	$ 217,239	$ -	$ -

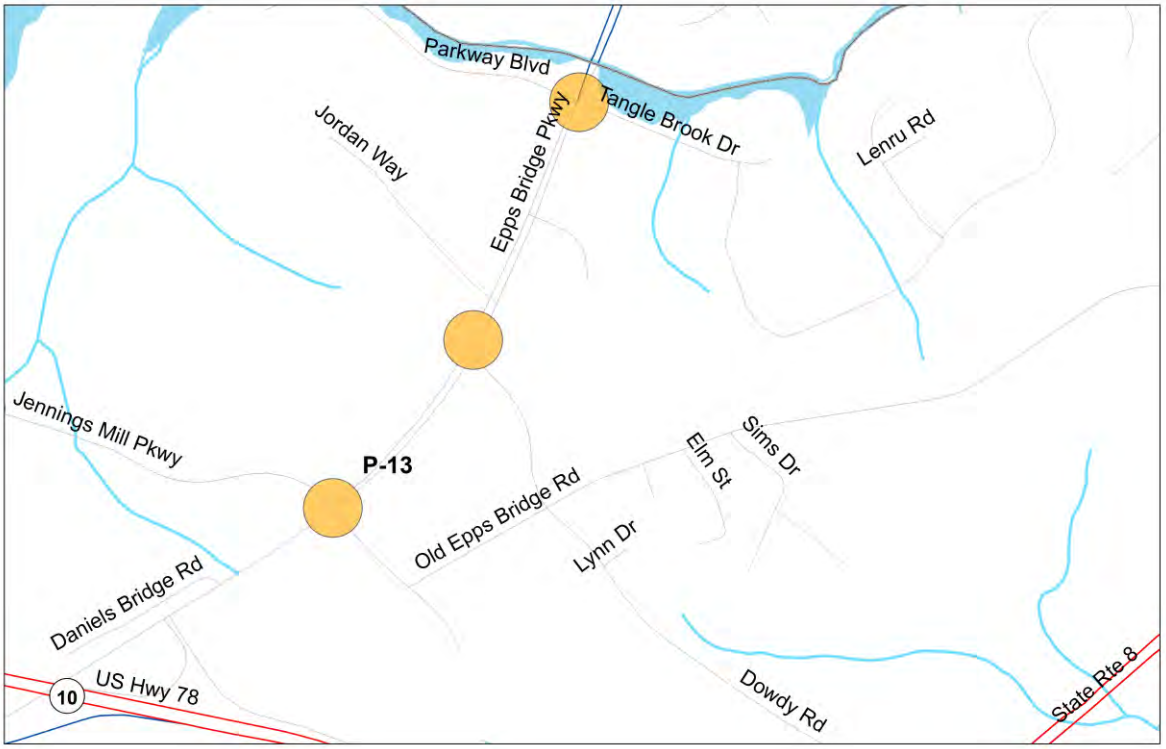
PROJECT LOCATION

PROJECT NAME: Traffic Signal Upgrade Project	**PROJECT ID:** P-13
PROJECT DESCRIPTION: Upgrade and coordinate traffic signals; three locations along Epps Bridge Road corridor	**Estimated Cost:** $ 152,890 **County:** Oconee **P.I. #:** NA

Length (Miles)	0.3	**# of Existing Lanes:**	NA	**# of Lanes Planned**	NA
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	23,500	**2045 (Projected):**	30,840

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 13,899	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	$ 138,991	--	--
PROJECT COST	$ 152,890	$ -	$ -
Federal Cost ($)	$ 122,312	$ -	$ -
State Cost ($)	$ 15,289	$ -	$ -
Local Cost ($)	$ 15,289	$ -	$ -

PROJECT LOCATION



PROJECT NAME: Hawthorne Ave. Widening - Phase I	**PROJECT ID:** P-14
PROJECT DESCRIPTION: Widen to a 5-lane roadway from Broad St. to Oglethorpe Avenue. Pedestrian and bicycle facilities are included in this project.	**Estimated Cost:** $ 34,381,033 **County:** Clarke **P.I. #:** NA

Length (Miles)	1.6	**# of Existing Lanes:**	2	**# of Lanes Planned**	5
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	21,568	**2045 (Projected):**	39,067

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 1,878,634	$ -	$ -
Right-of-Way(ROW):	$ 6,683,262	$ -	$ -
Construction (CST):	$ -	$ 25,819,137	$ -
PROJECT COST	$ 8,561,896	$ 25,819,137	$ -
Federal Cost ($)	$ 6,849,517		
State Cost ($)	$ 856,190		
Local Cost ($)	$ 856,190		

PROJECT LOCATION

PROJECT NAME: Mitchell Bridge Rd / Timothy Rd Realignment	**PROJECT ID:** P-15
PROJECT DESCRIPTION: Realign Michell Bridge Road, Timothy Road, and Atlanta Hwy to create a 90 degree signalized intersection.	**Estimated Cost:** $ 4,118,357 **County:** ACC **P.I. #:** NA

Length (Miles)	0.4	**# of Existing Lanes:**	NA	**# of Lanes Planned**	NA
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	21,463	**2045 (Projected):**	37,170

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	--	$ 4,118,357	--
PROJECT COST	$ -	$ 4,118,357	$ -
Federal Cost ($)	$ -	$ 3,294,686	$ -
State Cost ($)	$ -	$ 411,836	$ -
Local Cost ($)	$ -	$ 411,836	$ -

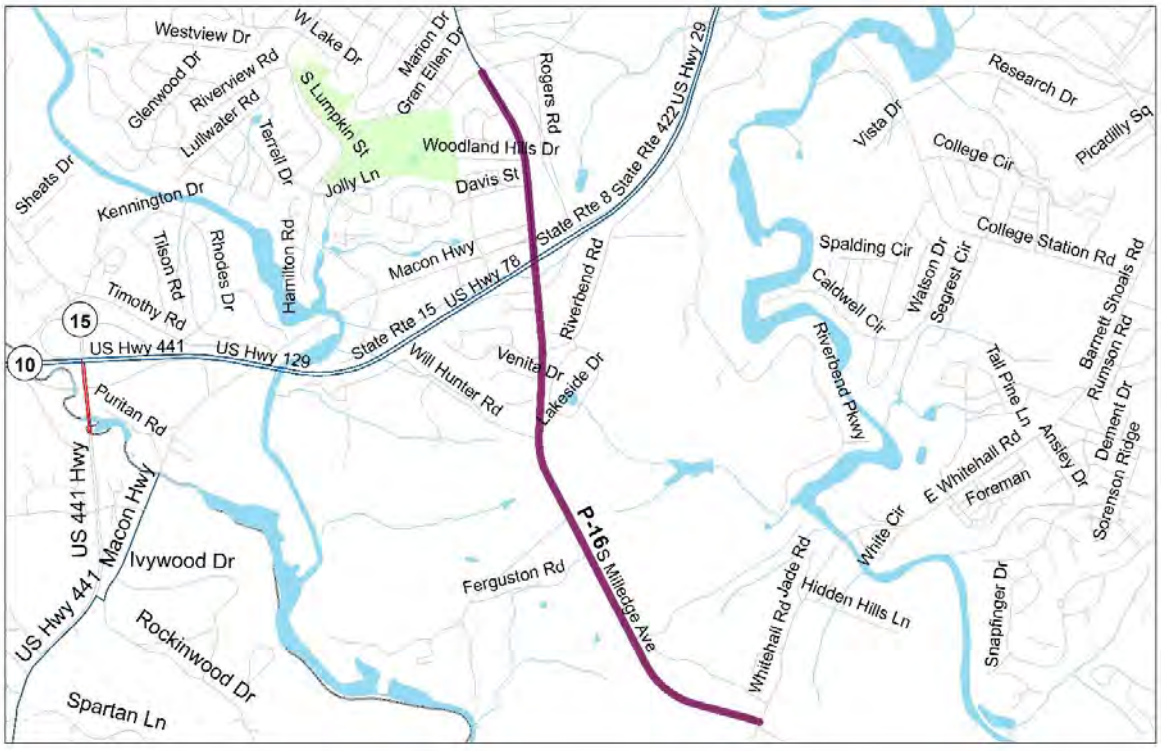
PROJECT LOCATION

PROJECT NAME: Milledge Avenue Safety Improvements	**PROJECT ID:** P-16
PROJECT DESCRIPTION: Widen/reconstruct Milledge Ave to 2-lane typical section from Whitehall Rd. to E Campus Rd with 2-way center left turn lane and dedicated left turn lanes at key intersections. Included in the project are bicycle and pedestrian facilities. The 4-lane typical section in the vicinity of the SR 10 Loop will be retained.	**Estimated Cost:** $ 18,432,334 **County:** ACC **P.I. #:** NA

Length (Miles)	1.8	**# of Existing Lanes:**	2	**# of Lanes Planned**	3
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	11,200	**2045 (Projected):**	17,186

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 842,226	--	--
Right-of-Way(ROW):	$ 6,014,936	--	--
Construction (CST):	--	$ 11,575,173	--
PROJECT COST	$ 6,857,162	$ 11,575,173	$ -
Federal Cost ($)	$ 5,485,729	$ 9,260,138	$ -
State Cost ($)	$ 685,716	$ 1,157,517	$ -
Local Cost ($)	$ 685,716	$ 1,157,517	$ -

PROJECT LOCATION

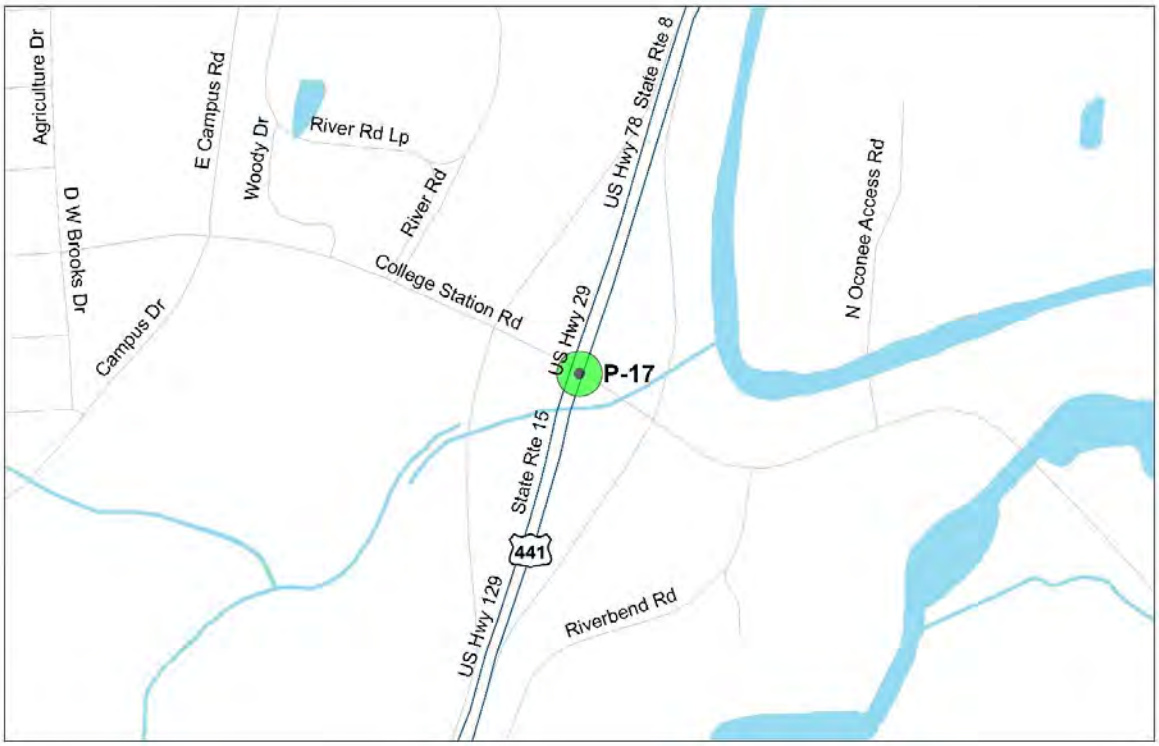


PROJECT NAME:	SR 10 Loop at College Station Road Interchange Improvements	**PROJECT ID:**	P-17
PROJECT DESCRIPTION: Extend left-turn lanes on College Station Rd onto the SR 10 Loop entrance ramps; extend southbound receiving lanes for SB on-ramp; Install channelized right turn lane for westbound approach		**Estimated Cost:** $ 5,024,640 **County:** ACC **P.I. #:** NA	

Length (Miles)	0.4	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	32,000	**2045 (Projected):**	34,620

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 387,975	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	--	$ 4,636,665	--
PROJECT COST	$ 387,975	$ 4,636,665	$ -
Federal Cost ($)	$ 310,380	$ 3,709,332	$ -
State Cost ($)	$ 38,798	$ 463,666	$ -
Local Cost ($)	$ 38,798	$ 463,666	$ -

PROJECT LOCATION



PROJECT NAME:	Tallassee Road at Lavender Road Realignment	**PROJECT ID:**	P-18
PROJECT DESCRIPTION: Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.		**Estimated Cost:** $ 2,883,074 **County:** ACC **P.I. #:** NA	

Length (Miles)	0.1	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	4,100	**2045 (Projected):**	5,870

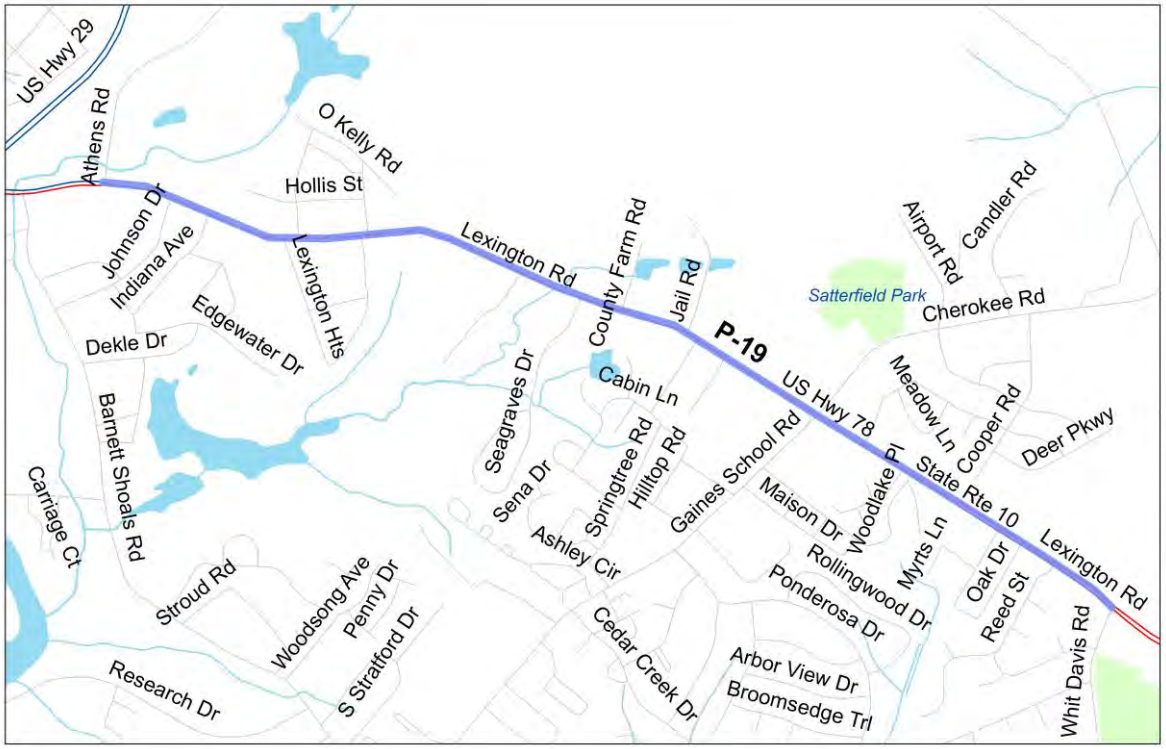
PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 222,615	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	--	$ 2,660,459	--
PROJECT COST	$ 222,615	$ 2,660,459	$ -
Federal Cost ($)	$ 178,092	$ 2,128,367	$ -
State Cost ($)	$ 22,262	$ 266,046	$ -
Local Cost ($)	$ 22,262	$ 266,046	$ -

PROJECT LOCATION

PROJECT NAME:	Lexington Road Safety and Access Management	**PROJECT ID:**	P-19
PROJECT DESCRIPTION: Convert existing 5-lane section (4 travel lanes with center turn lane) from Winterville Rd to Whit Davis Rd to median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities - multiuse path will be included		**Estimated Cost:** $ 8,553,606 **County:** ACC **P.I. #:** NA	
Length (Miles) 2.6	**# of Existing Lanes:** 5	**# of Lanes Planned** 4	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 18,640	**2045 (Projected):** 28,950	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 660,463	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	--	$ 7,893,143	--
PROJECT COST	$ 660,463	$ 7,893,143	$ -
Federal Cost ($)	$ 528,371	$ 6,314,514	$ -
State Cost ($)	$ 66,046	$ 789,314	$ -
Local Cost ($)	$ 66,046	$ 789,314	$ -

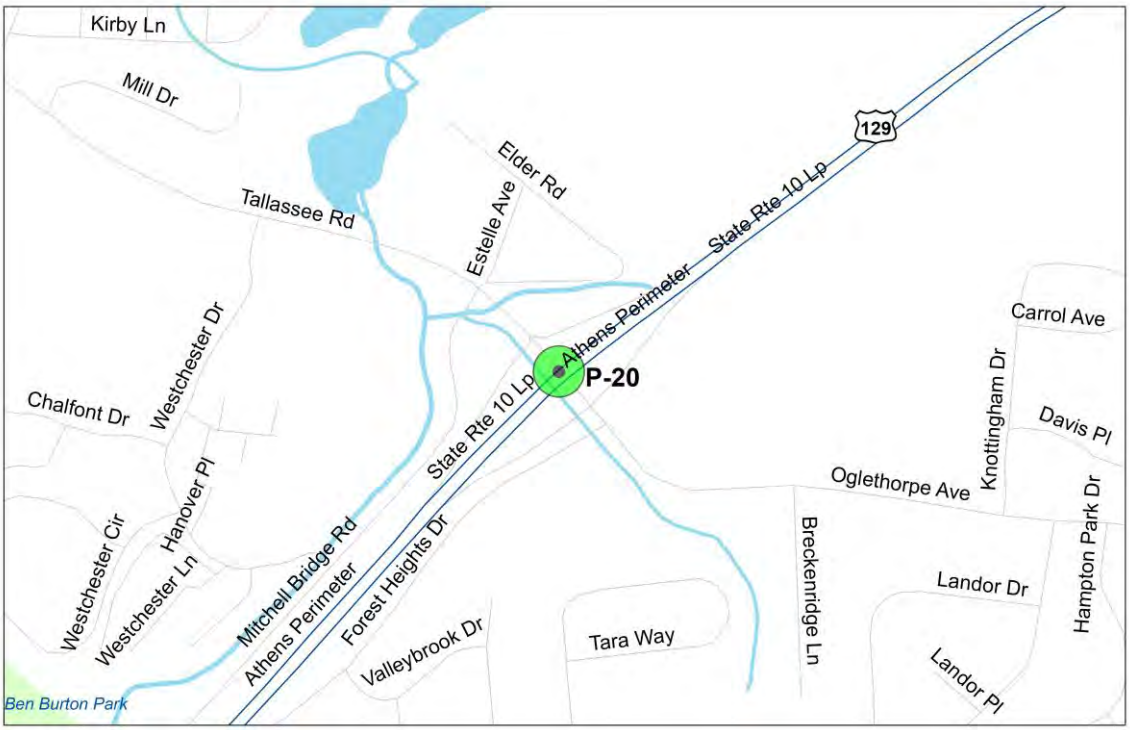
PROJECT LOCATION



PROJECT NAME:	SR10 Loop at Tallassee Road Interchange Improvement	**PROJECT ID:**	P-20
PROJECT DESCRIPTION: Reconstruct existing interchange with extension of entrance ramps, add turn lanes to ramp intersections, and install traffic signal at outer loop ramp; bicycle and pedestrian facilities included		**Estimated Cost:** $ 21,847,144 **County:** ACC **P.I. #:** NA	
Length (Miles) 2	**# of Existing Lanes:** NA	**# of Lanes Planned**	NA
DOT District # 1	**Congressional Dist. #:** 10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes	**2015:** 14,000	**2045 (Projected):**	25,060

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	1,336,944	--	--
Right-of-Way(ROW):	1,336,944	--	--
Construction (CST):	--	19,173,257	--
PROJECT COST	2,673,887	19,173,257	-
Federal Cost ($)	2,139,110	15,338,606	-
State Cost ($)	267,389	1,917,326	-
Local Cost ($)	267,389	1,917,326	-

PROJECT LOCATION

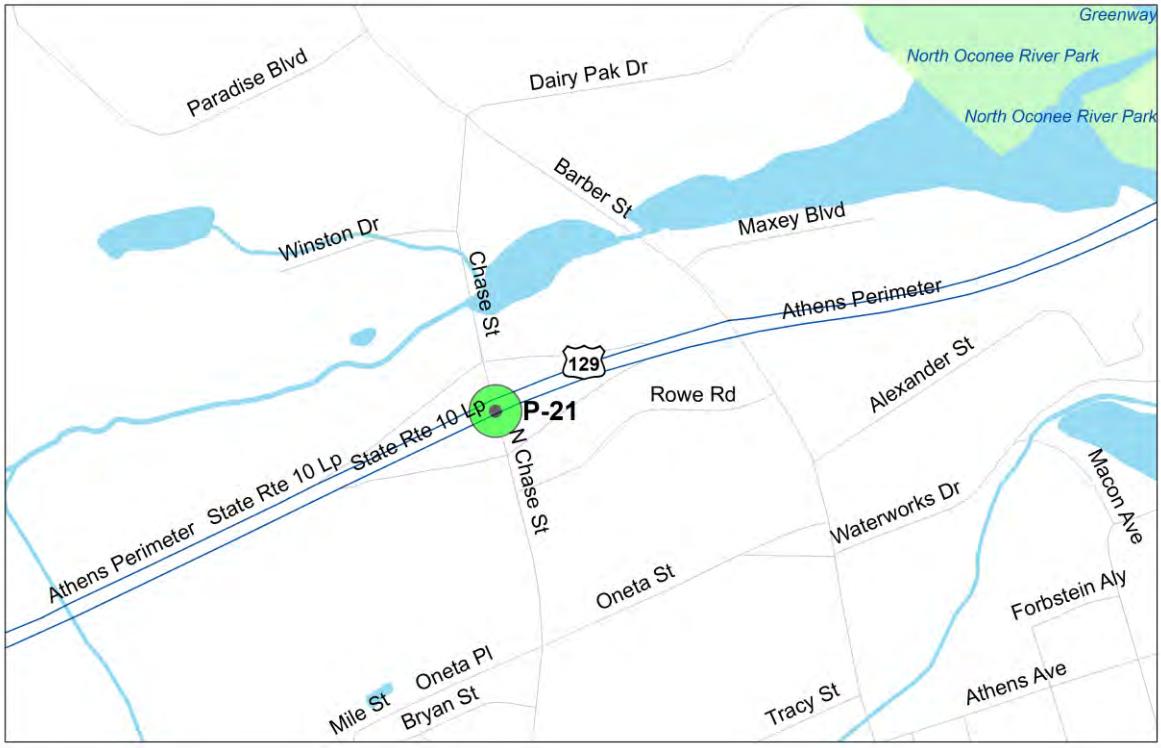


PROJECT NAME:	SR10 Loop at Chase Street Interchange Improvement	**PROJECT ID:**	P-21
PROJECT DESCRIPTION: Reconstruct existing interchange with extension of entrance ramps and roundabouts at the ramp intersections		**Estimated Cost:** $ 16,909,392 **County:** ACC **P.I. #:** NA	

Length (Miles)	2.7	**# of Existing Lanes:**	0	**# of Lanes Planned**	0
DOT District #	1	**Congressional Dist. #:**	9/10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	32,130	**2045 (Projected):**	57,000

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 883,003	--	--
Right-of-Way(ROW):	$ 1,378,014	--	--
Construction (CST):	--	$ 14,648,376	--
PROJECT COST	$ 2,261,017	$ 14,648,376	$ -
Federal Cost ($)	$ 1,808,813	$ 11,718,701	$ -
State Cost ($)	$ 226,102	$ 1,464,838	$ -
Local Cost ($)	$ 226,102	$ 1,464,838	$ -

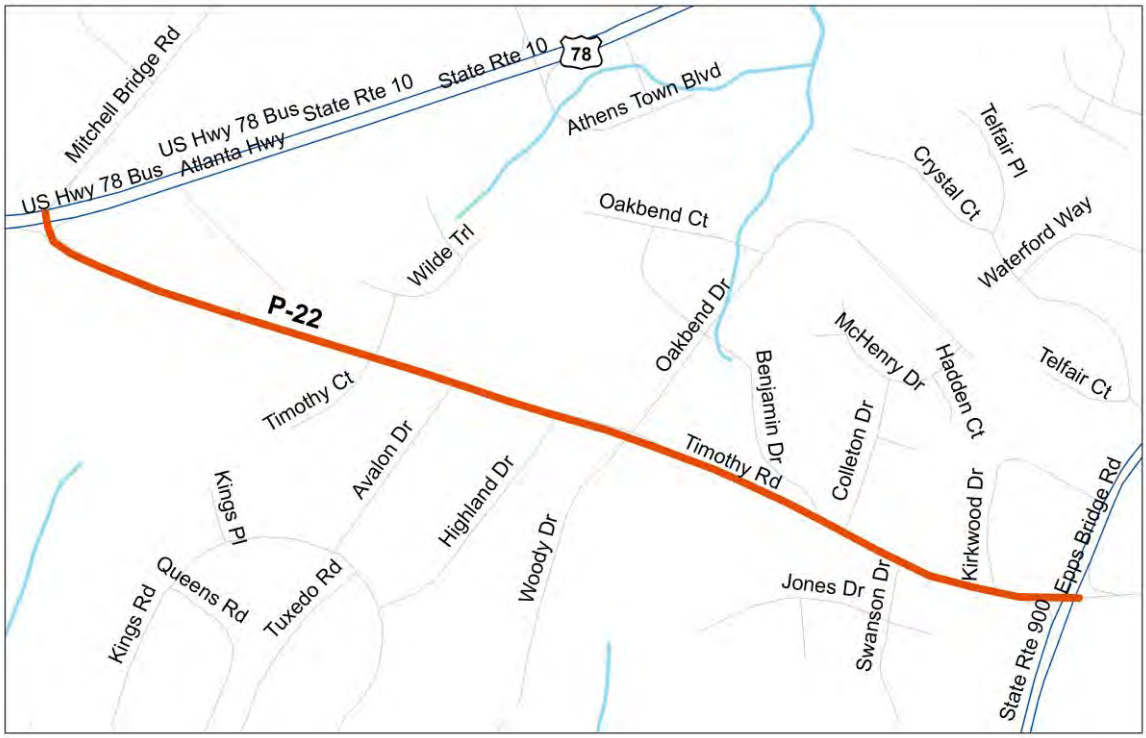
PROJECT LOCATION



PROJECT NAME:	Timothy Road Corridor and Safety Improvements - Phase I	**PROJECT ID:**	P-22
PROJECT DESCRIPTION: Reconstruct Timothy Road from Epps Bridge Parkway to Atlanta Highway to 2 standard travel lanes plus turn lanes at key intersections along the corridor. Bicycle and pedestrian improvements included in project.		**Estimated Cost:** 9,683,863 **County:** ACC **P.I. #:** NA	
Length (Miles) 1	**# of Existing Lanes:** 2	**# of Lanes Planned** 2	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 21,463	**2045 (Projected):** 38,114	

PROJECT PHASE	**FY2019-2025 Median Cost**	**FY2026-2035 Median Cost**	**FY2036-2045 Median Cost**
Preliminary Engineering (PE):	484,555	--	--
Right-of-Way(ROW):	2,539,804	--	--
Construction (CST):	--	6,659,504	--
PROJECT COST	3,024,358	6,659,504	-
Federal Cost ($)	2,419,487	5,327,603	-
State Cost ($)	302,436	665,950	-
Local Cost ($)	302,436	665,950	-

PROJECT LOCATION

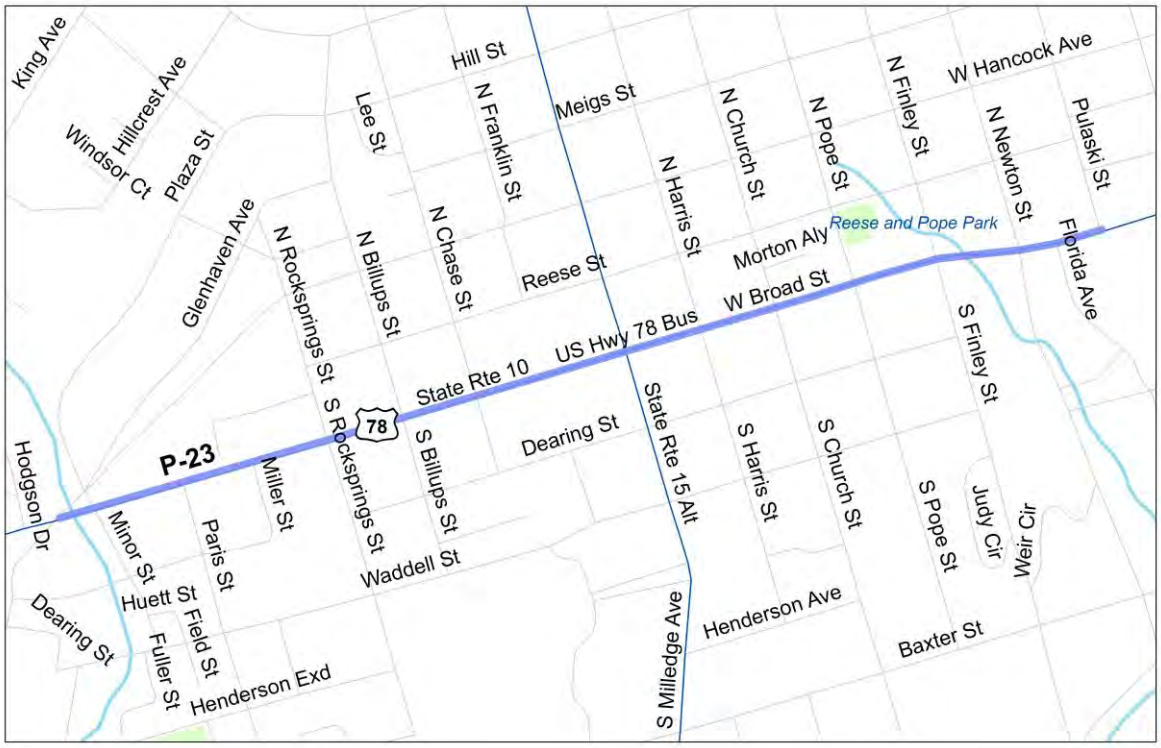


PROJECT NAME:	SR10 / W Broad Street Safety and Access Management - Phase 2	**PROJECT ID:**	P-23
PROJECT DESCRIPTION: Convert existing 4-lane section from Hancock Avenue to Pulaski Street to median divided for access management between signalized intersections and safety improvements at key intersections, including roundabout at Hancock and W. Broad; bicycle and pedestrian facilities are included.		**Estimated Cost:** $ 4,015,972 **County:** ACC **P.I. #:** NA	

Length (Miles)	1.1	**# of Existing Lanes:**	4	**# of Lanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	15,912	**2045 (Projected):**	24,305

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 287,864	--	--
Right-of-Way(ROW):	$ 287,864	$ -	--
Construction (CST):	--	$ 3,440,244	--
PROJECT COST	$ 575,728	$ 3,440,244	$ -
Federal Cost ($)	$ 460,582	$ 2,752,195	$ -
State Cost ($)	$ 57,573	$ 344,024	$ -
Local Cost ($)	$ 57,573	$ 344,024	$ -

PROJECT LOCATION



PROJECT NAME:	US129 / SR15 / Jefferson Road Safety Improvements	**PROJECT ID:**	P-24
PROJECT DESCRIPTION: Install median and turn lanes at key intersections from SR 10 Loop to Lavendar Road		**Estimated Cost:** $ 5,338,260 **County:** ACC **P.I. #:** NA	

Length (Miles)	2.2	**# of Existing Lanes:**	4	**# of Lanes Planned**	4
DOT District #	1	**Congressional Dist. #:**	9	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	18,680	**2045 (Projected):**	28,296

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 412,191	--	--
Right-of-Way(ROW):	$ -	--	--
Construction (CST):	--	$ 4,926,069	--
PROJECT COST	$ 412,191	$ 4,926,069	$ -
Federal Cost ($)	$ 329,753	$ 3,940,855	$ -
State Cost ($)	$ 41,219	$ 492,607	$ -
Local Cost ($)	$ 41,219	$ 492,607	$ -

PROJECT LOCATION

PROJECT NAME: SR 10 Loop at US 29 Interchange			**PROJECT ID:** P-25
PROJECT DESCRIPTION: Reconstruct the interchange to serve the principal traffic movement to remain on SR 10 Loop. Construct entrance and exit ramps to serve traffic onto and off of SR 10 Loop from US 29.			**Estimated Cost:** $ 38,213,898 **County:** ACC **P.I. #:** NA
Length (Miles) NA	**# of Existing Lanes:** NA		**# of Lanes Planned** 2
DOT District # 1	**Congressional Dist. #:** 10		**RC:** Northeast Georgia
Average Daily Traffic Volumes	**2015:** 35,727		**2045 (Projected):** 63,440

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 1,148,685	--	--
Right-of-Way(ROW):	--	$ 11,668,678	--
Construction (CST):	--	$ 25,396,535	--
PROJECT COST	$ 1,148,685	$ 37,065,213	$ -
Federal Cost ($)	$ 918,948	$ 29,652,170	$ -
State Cost ($)	$ 114,869	$ 3,706,521	$ -
Local Cost ($)	$ 114,869	$ 3,706,521	$ -

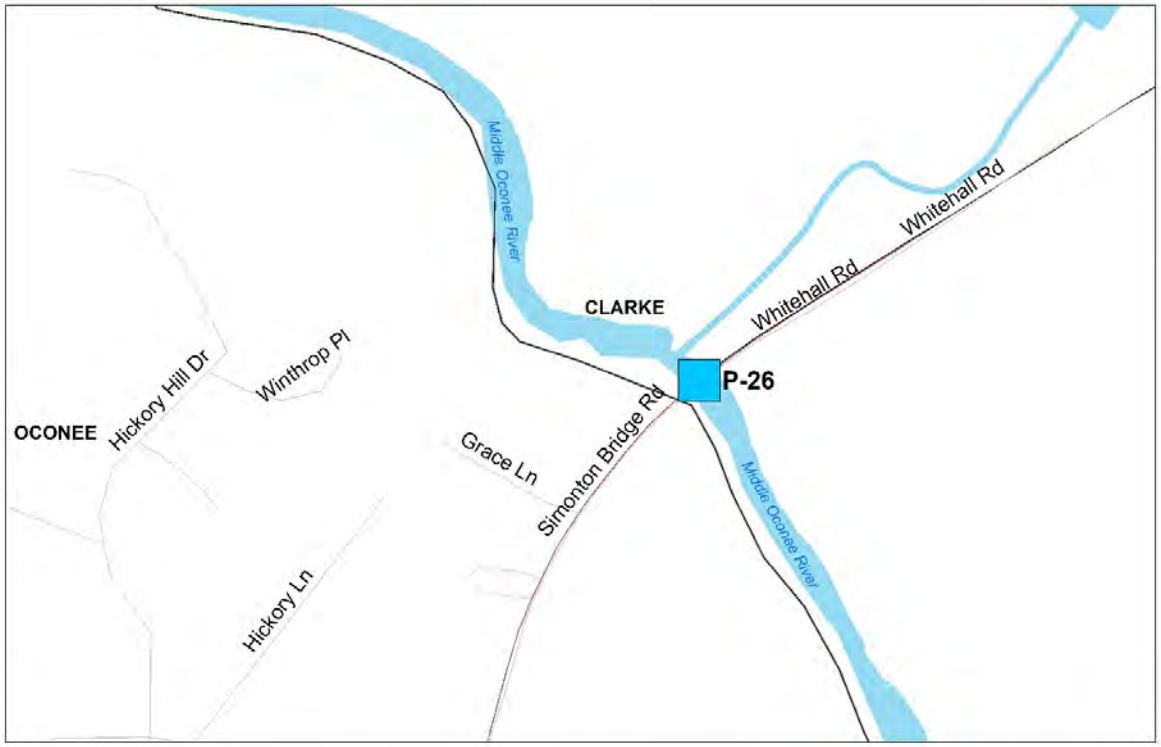
PROJECT LOCATION

PROJECT NAME:	Whitehall Rd/Simonton Bridge Road Bridge Project	**PROJECT ID:**	P-26
PROJECT DESCRIPTION: Reconstruct/improve bridge over Middle Oconee River		**Estimated Cost:**	$ 16,495,111
		County:	ACC /Oconee
		P.I. #:	NA

Length (Miles)	0.1	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	5,900	**2045 (Projected):**	9,650

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 1,273,663	--	--
Right-of-Way(ROW):	--	$ -	--
Construction (CST):	--	$ 15,221,448	--
PROJECT COST	$ 1,273,663	$ 15,221,448	$ -
Federal Cost ($)	$ 1,018,930	$ 12,177,158	$ -
State Cost ($)	$ 127,366	$ 1,522,145	$ -
Local Cost ($)	$ 127,366	$ 1,522,145	$ -

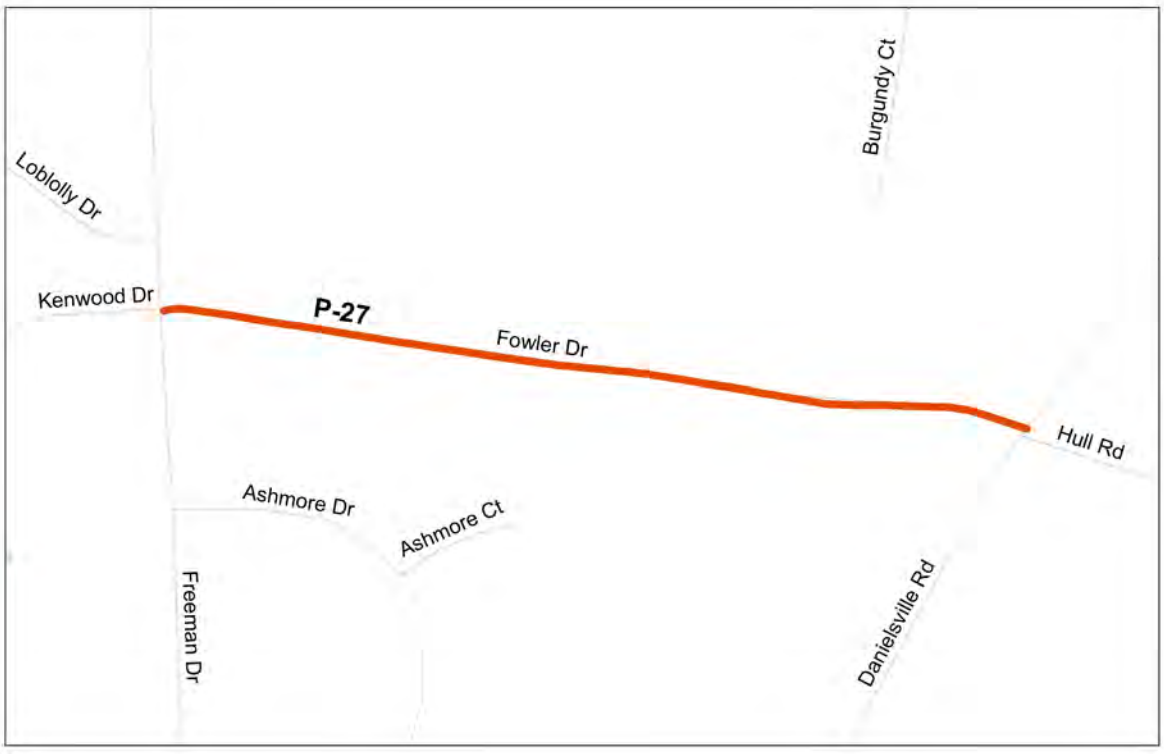
PROJECT LOCATION



PROJECT NAME: Fowler Drive Safety Improvements				**PROJECT ID:** P-27	
PROJECT DESCRIPTION: Reconstruct Fowler Dr. to 2 standard travel lanes from Freeman Dr. to Danielsville Rd. Pedestrian improvements are included.				**Estimated Cost:** $ 4,218,906 **County:** ACC **P.I. #:** NA	
Length (Miles) 0.4		**# of Existing Lanes:** 2		**# of Lanes Planned** 2	
DOT District # 1		**Congressional Dist. #:** 9		**RC:** Northeast Georgia	
Average Daily Traffic Volumes		**2015:** 1,500		**2045 (Projected):** 3,520	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	$ 324,392	$ -
Right-of-Way(ROW):	--	$ 650,589	$ -
Construction (CST):	--	$ 3,243,925	$ -
PROJECT COST	$ -	$ 4,218,906	$ -
Federal Cost ($)	$ -	$ 3,375,125	$ -
State Cost ($)	$ -	$ 421,891	$ -
Local Cost ($)	$ -	$ 421,891	$ -

PROJECT LOCATION

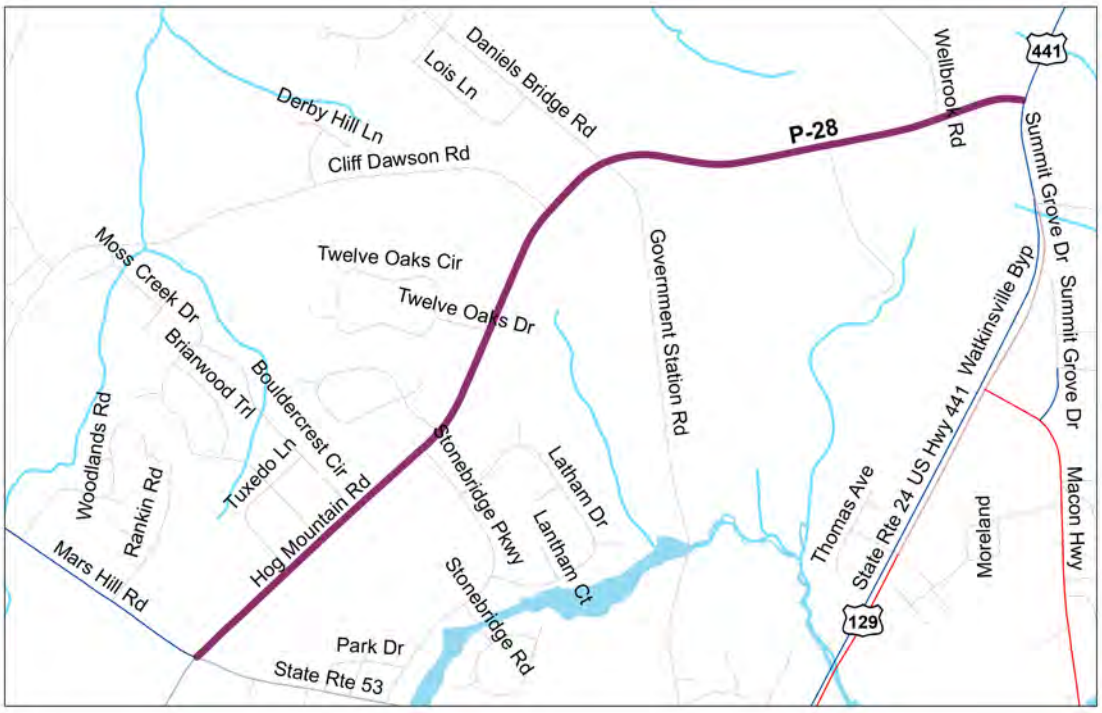


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY 2019 - 2045 METROPOLITAN TRANSPORTATION PLAN

PROJECT NAME: Hog Mountain Road Widening			**PROJECT ID:** P-28
PROJECT DESCRIPTION: Widen to 2-12 ft. lanes with turn lanes and bicycle and pedestrian facilities from Mars Hill Road to US 441			**Estimated Cost:** $ 9,300,142 **County:** Oconee **P.I. #:** NA
Length (Miles) 2.1	**# of Existing Lanes:** 2		**# of Lanes Planned** 2
DOT District # 1	**Congressional Dist. #:** 10		**RC:** Northeast Georgia
Average Daily Traffic Volumes	**2015:** 20,665		**2045 (Projected):** 36,700

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 1,399,169	$ -	--
Right-of-Way(ROW):	$ 2,039,264	$ -	--
Construction (CST):	--	--	$ 5,861,709
PROJECT COST	$ 3,438,433	$ -	$ 5,861,709
Federal Cost ($)	$ 2,750,746	$ -	$ 4,689,367
State Cost ($)	$ 343,843	$ -	$ 586,171
Local Cost ($)	$ 343,843	$ -	$ 586,171

PROJECT LOCATION



PROJECT NAME:	Gaines School Road Safety and Access Management	**PROJECT ID:**	P-29
PROJECT DESCRIPTION: Widen and convert to a 4-lane median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities are included.		**Estimated Cost:** $ 20,943,422 **County:** ACC **P.I. #:** NA	
Length (Miles) 1.3	**# of Existing Lanes:** 4	**# of Lanes Planned** 4	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 18,640	**2045 (Projected):** 33,100	

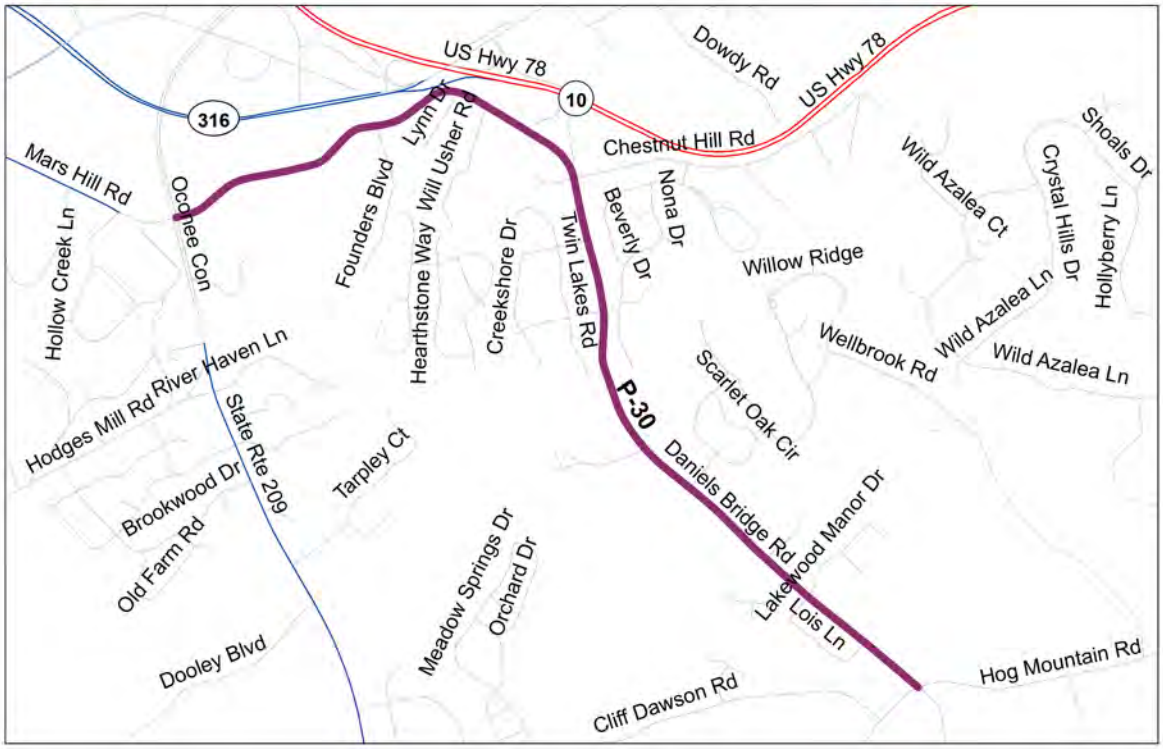
PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 1,086,828	--	--
Right-of-Way(ROW):	--	$ 3,322,033	--
Construction (CST):	--	--	$ 16,534,561
PROJECT COST	$ 1,086,828	$ 3,322,033	$ 16,534,561
Federal Cost ($)	$ 869,462	$ 2,657,626	$ 13,227,649
State Cost ($)	$ 108,683	$ 332,203	$ 1,653,456
Local Cost ($)	$ 108,683	$ 332,203	$ 1,653,456

PROJECT LOCATION

PROJECT NAME: Daniels Bridge Rd Widening			**PROJECT ID:** P-30
PROJECT DESCRIPTION: Widen Daniels Bridge Road to add additional turn lanes and bicycle and pedestrian facilities from south of Mars Hill Road to Hog Mountain Road			**Estimated Cost:** $ 20,591,637 **County:** Oconee **P.I. #:** NA
Length (Miles) 1.7	**# of Existing Lanes:** 2		**# of Lanes Planned** 2
DOT District # 1	**Congressional Dist. #:** 10		**RC:** Northeast Georgia
Average Daily Traffic Volumes	**2015:** 3,800		**2045 (Projected):** 6,880

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 3,333,684	$ -	--
Right-of-Way(ROW):	--	$ 6,789,049	$ -
Construction (CST):	--	--	$ 10,468,904
PROJECT COST	$ 3,333,684	$ 6,789,049	$ 10,468,904
Federal Cost ($)	$ 2,666,947	$ 5,431,239	$ 8,375,123
State Cost ($)	$ 333,368	$ 678,905	$ 1,046,890
Local Cost ($)	$ 333,368	$ 678,905	$ 1,046,890

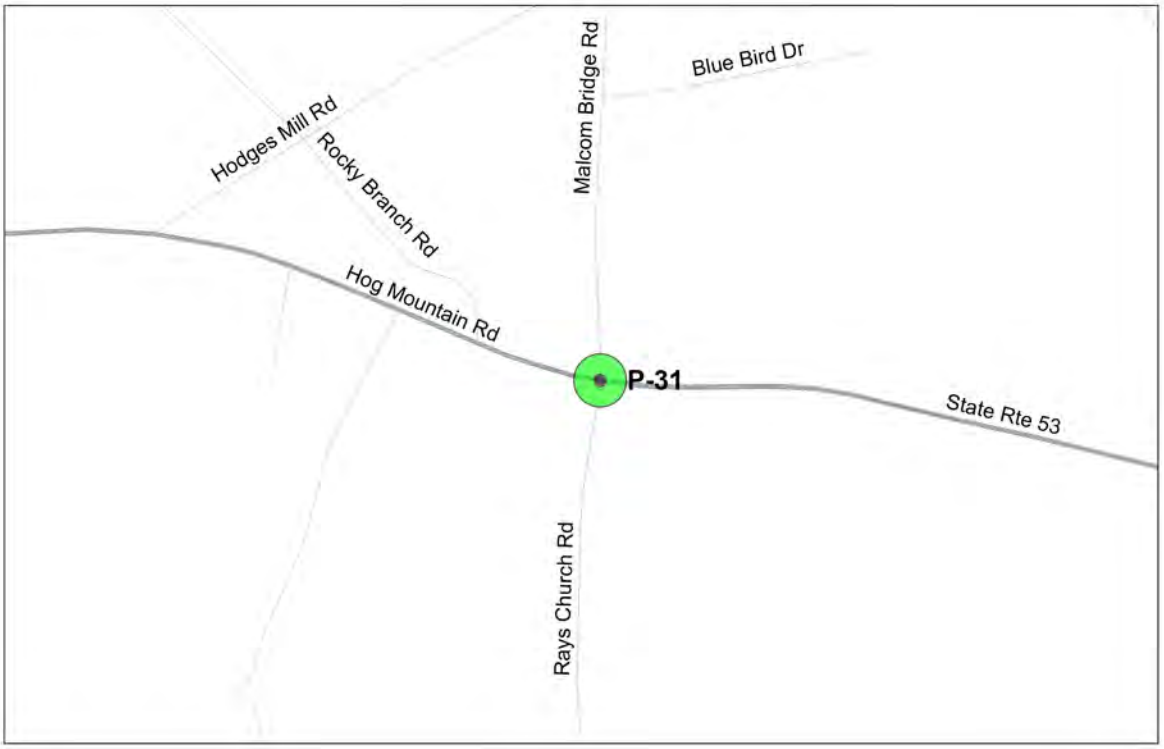
PROJECT LOCATION



PROJECT NAME:	SR 53 / Rays Church Road / Malcom Bridge Road	**PROJECT ID:**	P-31
PROJECT DESCRIPTION: Potential intersection improvement to include a signal or roundabout		**Estimated Cost:** $ 2,793,267 **County:** Oconee **P.I. #:** NA	
Length (Miles) 0.3	**# of Existing Lanes:** 2	**# of Lanes Planned** 2	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 9,900	**2045 (Projected):** 17,930	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ 488,781	$ -	--
Right-of-Way(ROW):	--	--	$ -
Construction (CST):	--	--	$ 2,304,486
PROJECT COST	$ 488,781	$ -	$ 2,304,486
Federal Cost ($)	$ 391,025	$ -	$ 1,843,589
State Cost ($)	$ 48,878	$ -	$ 230,449
Local Cost ($)	$ 48,878	$ -	$ 230,449

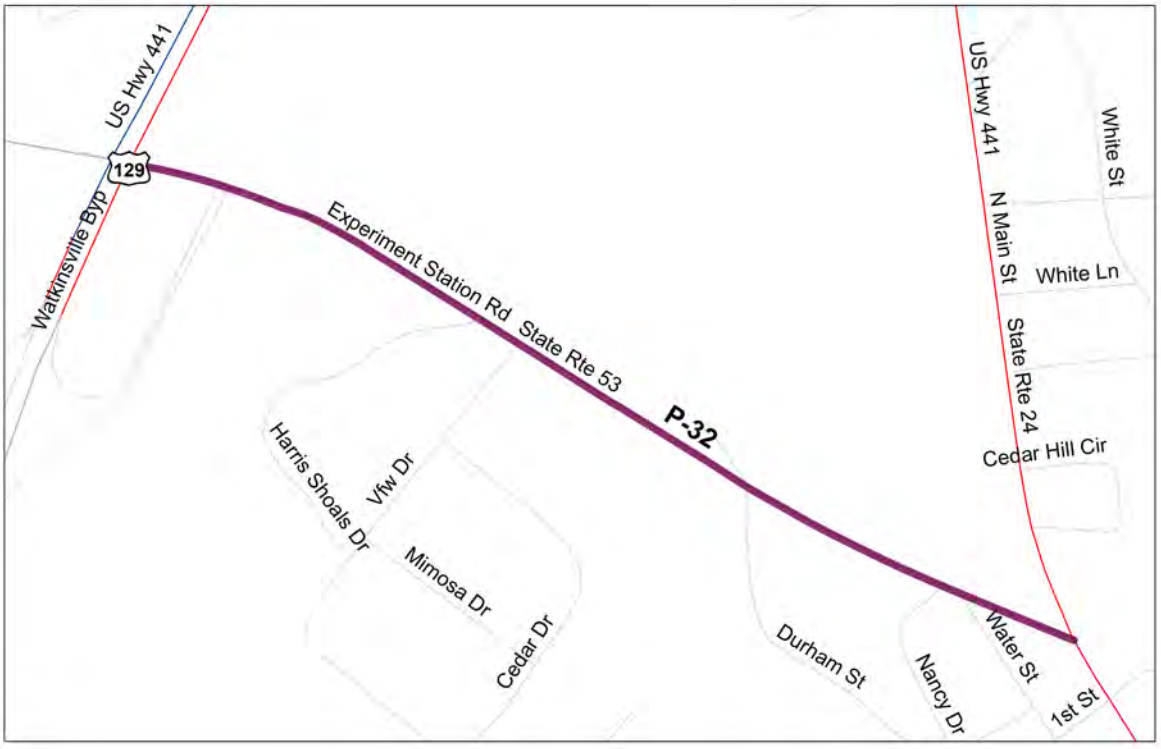
PROJECT LOCATION



PROJECT NAME:	SR 53/Mars Hill Rd. from SR 24/US 441 to SR 15 - Phase III	**PROJECT ID:**	P-32
PROJECT DESCRIPTION: Widen to 4 lanes and construct turn lanes from the US 441 / Watkinsville Bypass to US 441 Business in Watkinsville. Sidewalks and bicycle lanes are included.		**Estimated Cost:** $ 17,807,196 **County:** Oconee **P.I. #:** 0009012	
Length (Miles) 0.7	**# of Existing Lanes:** 2	**# of Lanes Planned** 4	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 12,245	**2045 (Projected):** 22,180	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ -
Right-of-Way(ROW):	--	--	$ 3,851,306
Construction (CST):	--	--	$ 13,955,890
PROJECT COST	$ -	$ -	$ 17,807,196
Federal Cost ($)	$ -	$ -	$ 14,245,757
State Cost ($)	$ -	$ -	$ 1,780,720
Local Cost ($)	$ -	$ -	$ 1,780,720

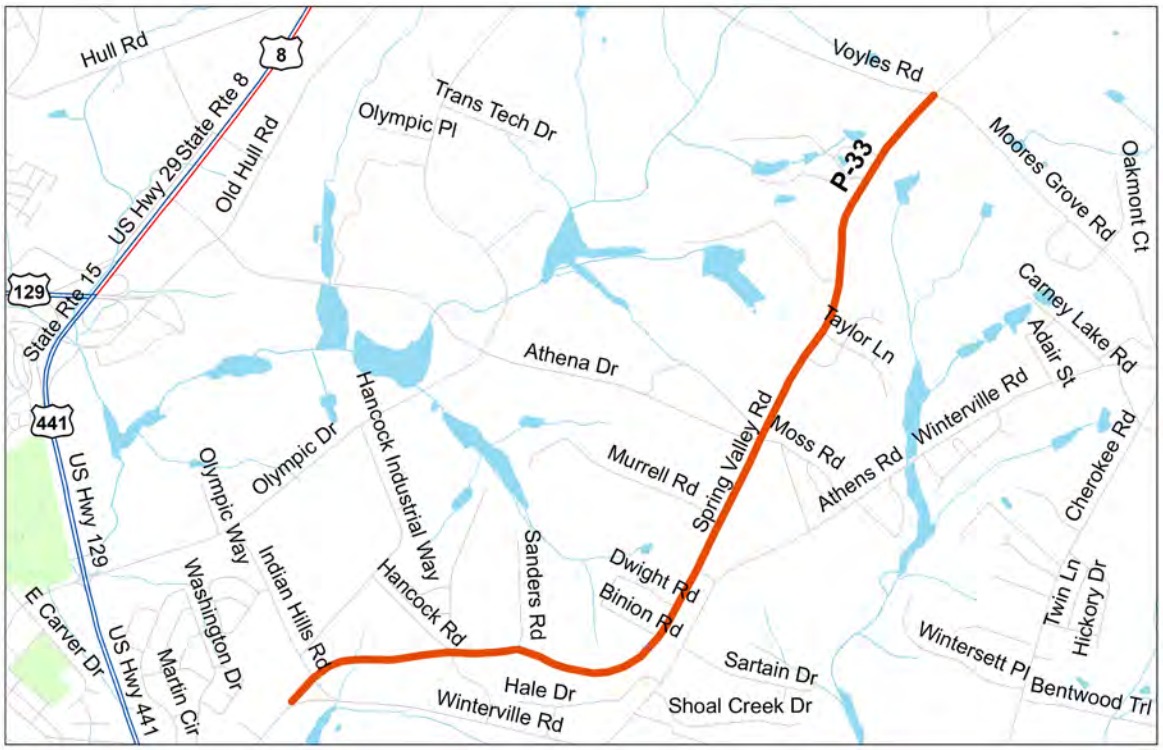
PROJECT LOCATION



PROJECT NAME: Spring Valley Rd. Safety Improvements			**PROJECT ID:** P-33
PROJECT DESCRIPTION: Improve Spring Valley Rd. From south of Indian Hills Rd to Voyles Rd to include turn lanes at key intersections. Sidewalks and bicycle facilities are included.			**Estimated Cost:** $ 18,186,412 **County:** ACC **P.I. #:** NA
Length (Miles) 3.4	**# of Existing Lanes:** 2		**# of Lanes Planned** 2
DOT District # 1	**Congressional Dist. #:** 9		**RC:** Northeast Georgia
Average Daily Traffic Volumes	**2015:** 1,660		**2045 (Projected):** 2,477

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 291,280
Right-of-Way(ROW):	--	--	$ 2,644,726
Construction (CST):	--	--	$ 15,250,406
PROJECT COST	$ -	$ -	$ 18,186,412
Federal Cost ($)	$ -	$ -	$ 14,549,130
State Cost ($)	$ -	$ -	$ 1,818,641
Local Cost ($)	$ -	$ -	$ 1,818,641

PROJECT LOCATION

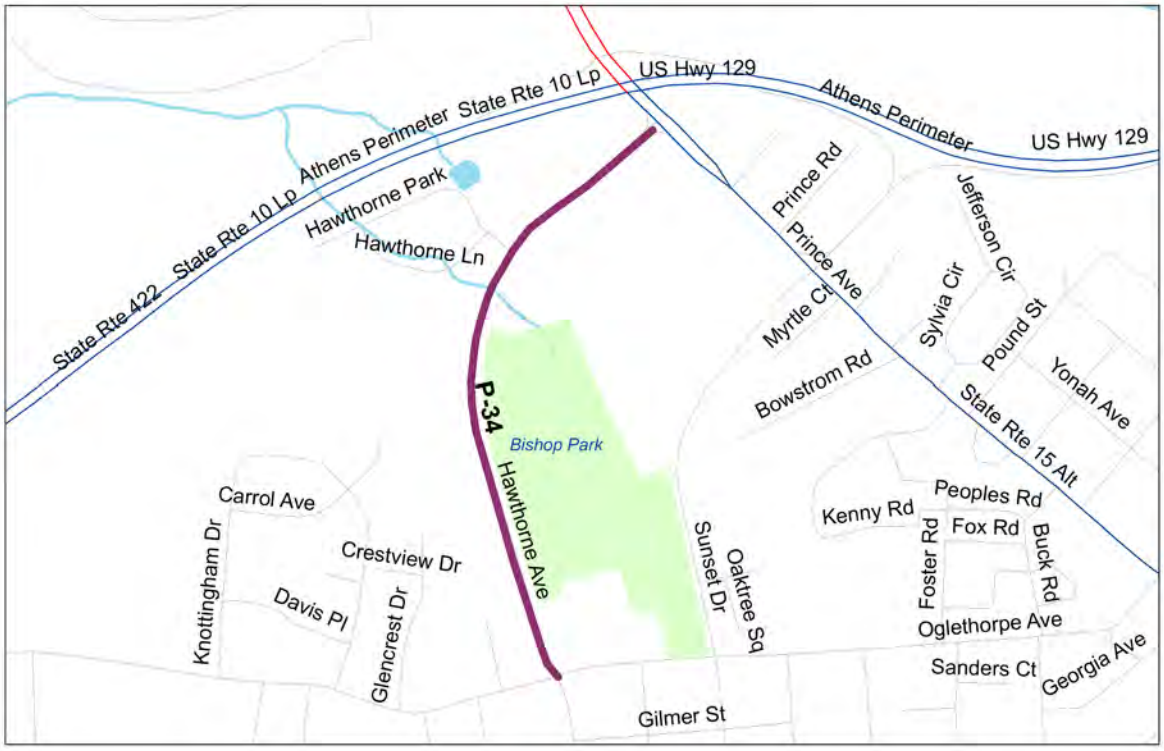


PROJECT NAME: Hawthorne Avenue Widening - Phase 2	**PROJECT ID:** P-34
PROJECT DESCRIPTION: Widen to 5 lane roadway from Oglethorpe Avenue to Prince Avenue. Pedestrian and bicycle facilities will be included.	**Estimated Cost:** $ 17,226,221 **County:** ACC **P.I. #:** NA

Length (Miles)	0.7	**# of Existing Lanes:**	4/5	**# of Lanes Planned**	5
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	17,755	**2045 (Projected):**	32,160

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 1,231,567
Right-of-Way(ROW):	--	--	$ 3,505,050
Construction (CST):	--	--	$ 12,489,605
PROJECT COST	$ -	$ -	$ 17,226,221
Federal Cost ($)	$ -	$ -	$ 13,780,977
State Cost ($)	$ -	$ -	$ 1,722,622
Local Cost ($)	$ -	$ -	$ 1,722,622

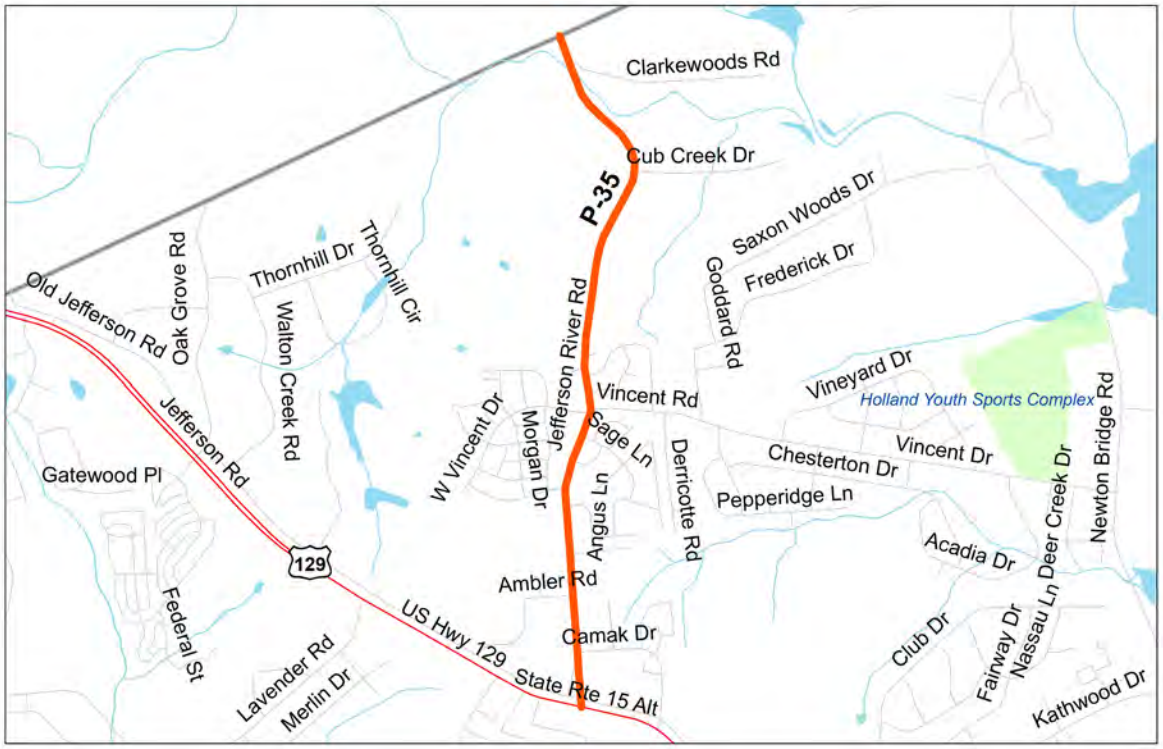
PROJECT LOCATION



PROJECT NAME: Jefferson River Rd. Safety Improvements				**PROJECT ID:** P-35	
PROJECT DESCRIPTION: Widen Jefferson River Rd. to 2 standard lanes from Jefferson Rd. to Jackson County line. Bicycle and pedestrian facilities will be included.				**Estimated Cost:** $ 11,720,117 **County:** ACC **P.I. #:** NA	
Length (Miles) 1.9		**# of Existing Lanes:** 2		**# of Lanes Planned** 2	
DOT District # 1		**Congressional Dist. #:** 9		**RC:** Northeast Georgia	
Average Daily Traffic Volumes		**2015:** 20,530		**2045 (Projected):** 37,190	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 197,654
Right-of-Way(ROW):	--	--	$ 9,249,439
Construction (CST):	--	--	$ 2,273,024
PROJECT COST	$ -	$ -	$ 11,720,117
Federal Cost ($)	$ -	$ -	$ 9,376,093
State Cost ($)	$ -	$ -	$ 1,172,012
Local Cost ($)	$ -	$ -	$ 1,172,012

PROJECT LOCATION

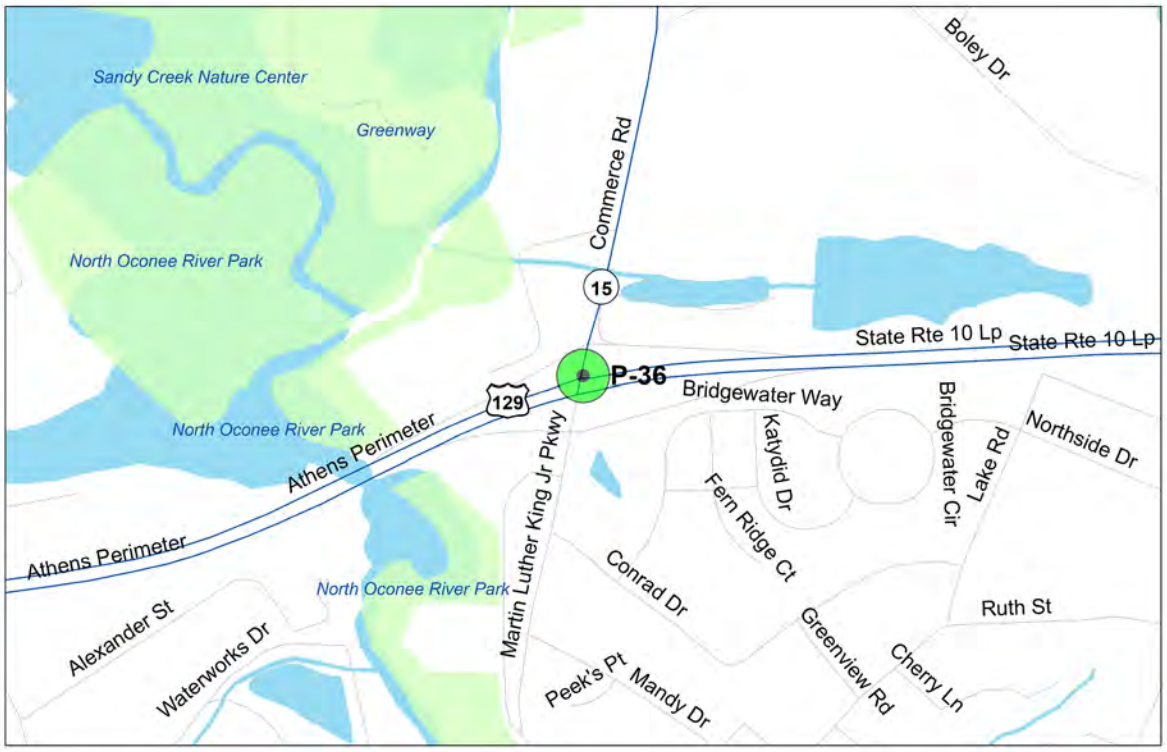


PROJECT NAME: SR10 Loop at US441	**PROJECT ID:** P-36
PROJECT DESCRIPTION: Reconstruct existing interchange with extension of entrance ramps, add turn lanes to ramp intersections, and install traffic signal at outer loop ramp	**Estimated Cost:** $ 10,481,048 **County:** ACC **P.I. #:** NA

Length (Miles)	2.5	**# of Existing Lanes:**	NA	**# of Lanes Planned**	NA
DOT District #	1	**Congressional Dist. #:**	9/10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	21,723	**2045 (Projected):**	38,576

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 952,823
Right-of-Way(ROW):	--	--	$ -
Construction (CST):	--	--	$ 9,528,225
PROJECT COST	$ -	$ -	$ 10,481,048
Federal Cost ($)	$ -	$ -	$ 8,384,838
State Cost ($)	$ -	$ -	$ 1,048,105
Local Cost ($)	$ -	$ -	$ 1,048,105

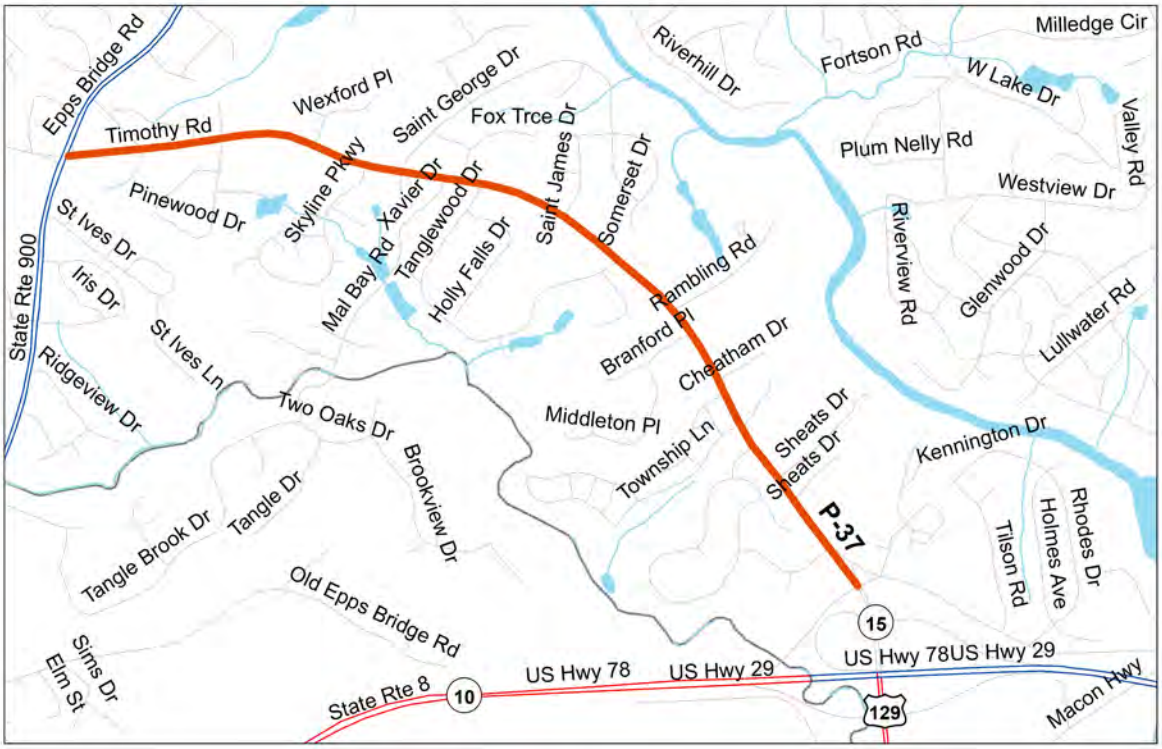
PROJECT LOCATION



PROJECT NAME:	Timothy Road Corridor and Safety Improvements - Phase II	**PROJECT ID:**	P-37
PROJECT DESCRIPTION: Reconstruct Timothy Road to 2 standard travel lanes with 2 way center turn lane plus turn lanes at key intersections along the corridor. Bicycle and pedestrian improvements included in project.		**Estimated Cost:** $ 22,253,057 **County:** ACC **P.I. #:** NA	
Length (Miles) 2.3	**# of Existing Lanes:** 2	**# of Lanes Planned** 2	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 8,370	**2045 (Projected):** 15,161	

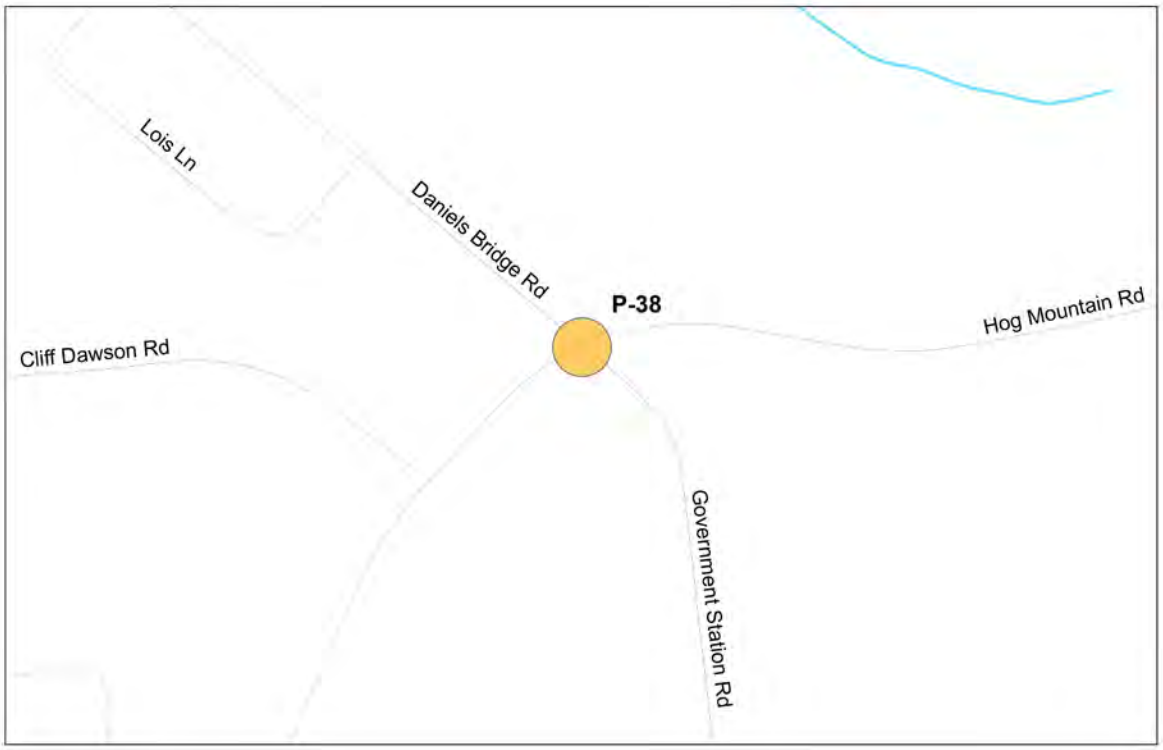
PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 1,439,267
Right-of-Way(ROW):	--	--	$ 4,262,214
Construction (CST):	--	--	$ 16,551,576
PROJECT COST	$ -	$ -	$ 22,253,057
Federal Cost ($)	$ -	$ -	$ 17,802,446
State Cost ($)	$ -	$ -	$ 2,225,306
Local Cost ($)	$ -	$ -	$ 2,225,306

PROJECT LOCATION



PROJECT NAME: Traffic Signal Upgrade Project				**PROJECT ID:** P-38	
PROJECT DESCRIPTION: Upgrade signal at the intersection of Hog Mtn Rd/ Government Station Rd/ Daniels Bridge Rd.				**Estimated Cost:** $ 222,732 **County:** Oconee **P.I. #:** NA	
Length (Miles) 0.1		**# of Existing Lanes:** NA		**# of Lanes Planned** NA	
DOT District # 1		**Congressional Dist. #:** 10		**RC:** Northeast Georgia	
Average Daily Traffic Volumes		**2015:** 8,250		**2045 (Projected):** 10,907	
PROJECT PHASE		**FY2019-2025 Median Cost**		**FY2026-2035 Median Cost**	**FY2036-2045 Median Cost**
Preliminary Engineering (PE):		--		--	$ 20,248
Right-of-Way(ROW):		--		--	$ -
Construction (CST):		--		--	$ 202,484
PROJECT COST		$ -		$ -	$ 222,732
Federal Cost ($)		$ -		$ -	$ 178,186
State Cost ($)		$ -		$ -	$ 22,273
Local Cost ($)		$ -		$ -	$ 22,273

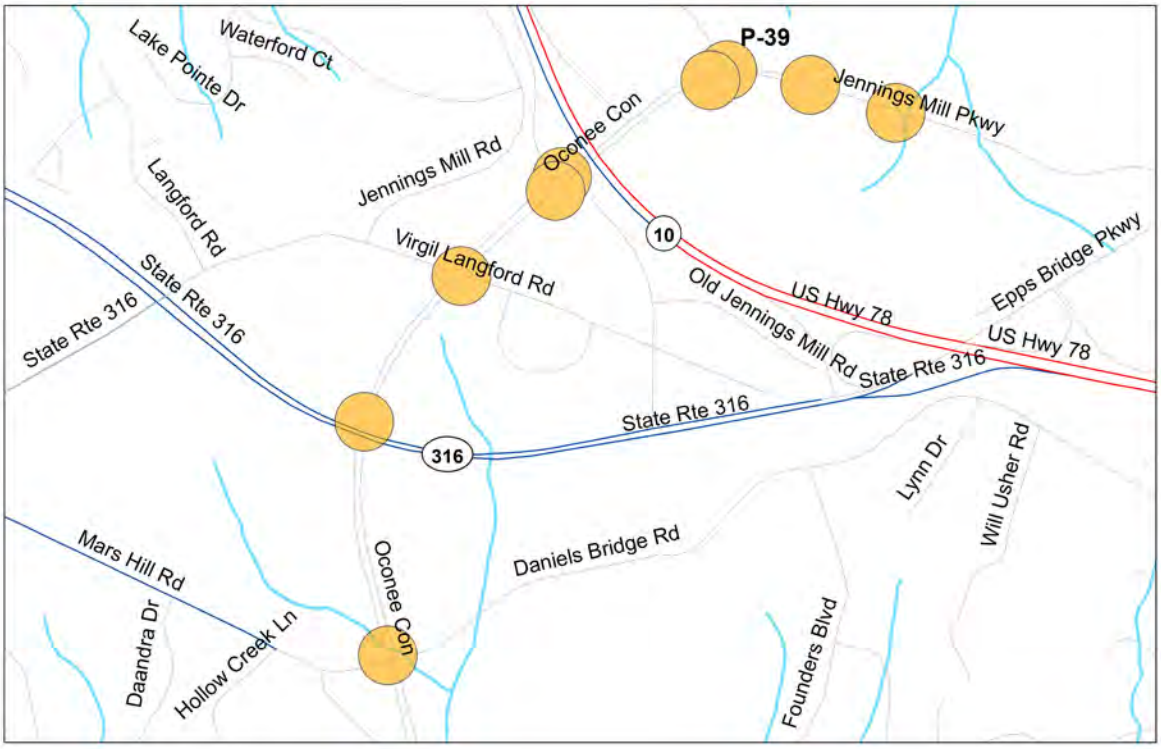
PROJECT LOCATION



PROJECT NAME: Traffic Signal Upgrade Project			**PROJECT ID:** P-39
PROJECT DESCRIPTION: Upgrade and coordinate traffic signals; nine locations along Oconee Connector Corridor			**Estimated Cost:** $ 2,004,588 **County:** Oconee **P.I. #:** NA
Length (Miles) 0.9	**# of Existing Lanes:** NA		**# of Lanes Planned** NA
DOT District # 1	**Congressional Dist. #:** 10		**RC:** Northeast Georgia
Average Daily Traffic Volumes	**2015:** 15,000		**2045 (Projected):** 27,100

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 182,235
Right-of-Way(ROW):	--	--	$ -
Construction (CST):	--	--	$ 1,822,352
PROJECT COST	$ -	$ -	$ 2,004,588
Federal Cost ($)	$ -	$ -	$ 1,603,670
State Cost ($)	$ -	$ -	$ 200,459
Local Cost ($)	$ -	$ -	$ 200,459

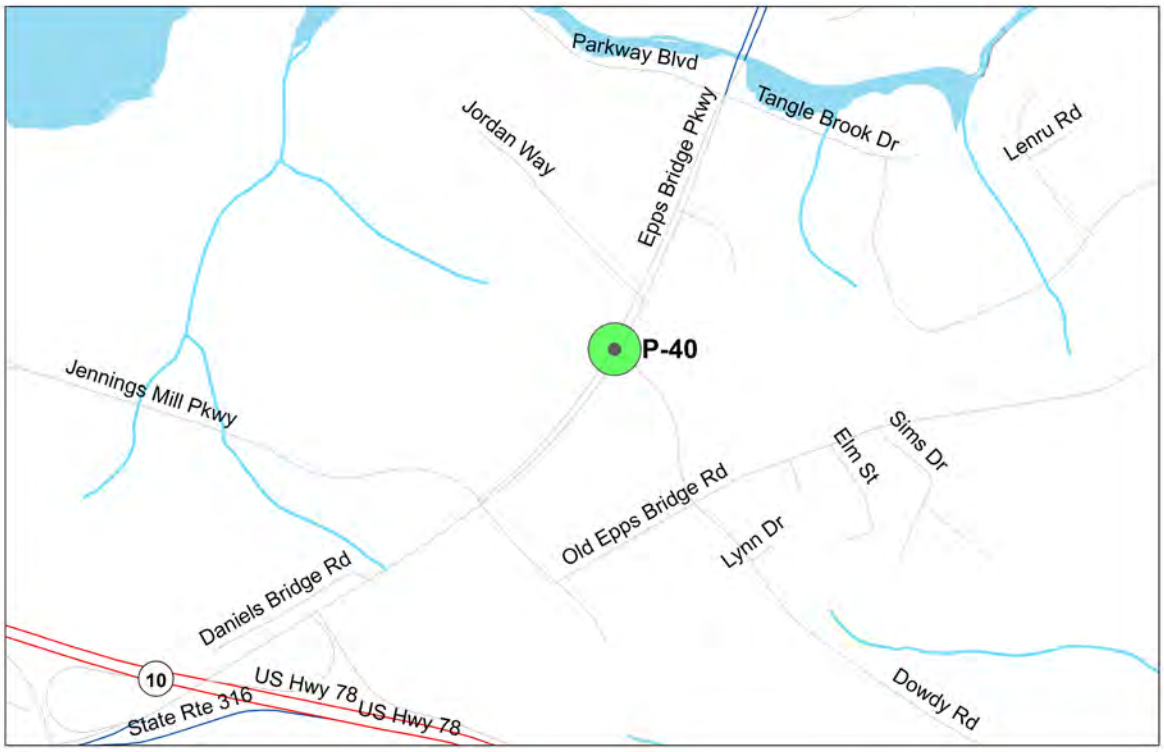
PROJECT LOCATION



PROJECT NAME:	Epps Bridge Parkway @ Dowdy Rd Intersection Improvement	**PROJECT ID:**	P-40
PROJECT DESCRIPTION: Install Median U-Turn (MUT) or Restricted Crossing U-Turn (RCUT)		**Estimated Cost:**	$ 2,534,935
		County:	Oconee
		P.I. #:	NA
Length (Miles)	0.4	**# of Existing Lanes:**	**# of Lanes Planned**
DOT District #	1	**Congressional Dist. #:**	10
RC:	Northeast Georgia		
Average Daily Traffic Volumes	**2015:**	24,000	**2045 (Projected):** 28,710

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 230,449
Right-of-Way(ROW):	--	--	$ -
Construction (CST):	--	--	$ 2,304,486
PROJECT COST	$ -	$ -	$ 2,534,935
Federal Cost ($)	$ -	$ -	$ 2,027,948
State Cost ($)	$ -	$ -	$ 253,493
Local Cost ($)	$ -	$ -	$ 253,493

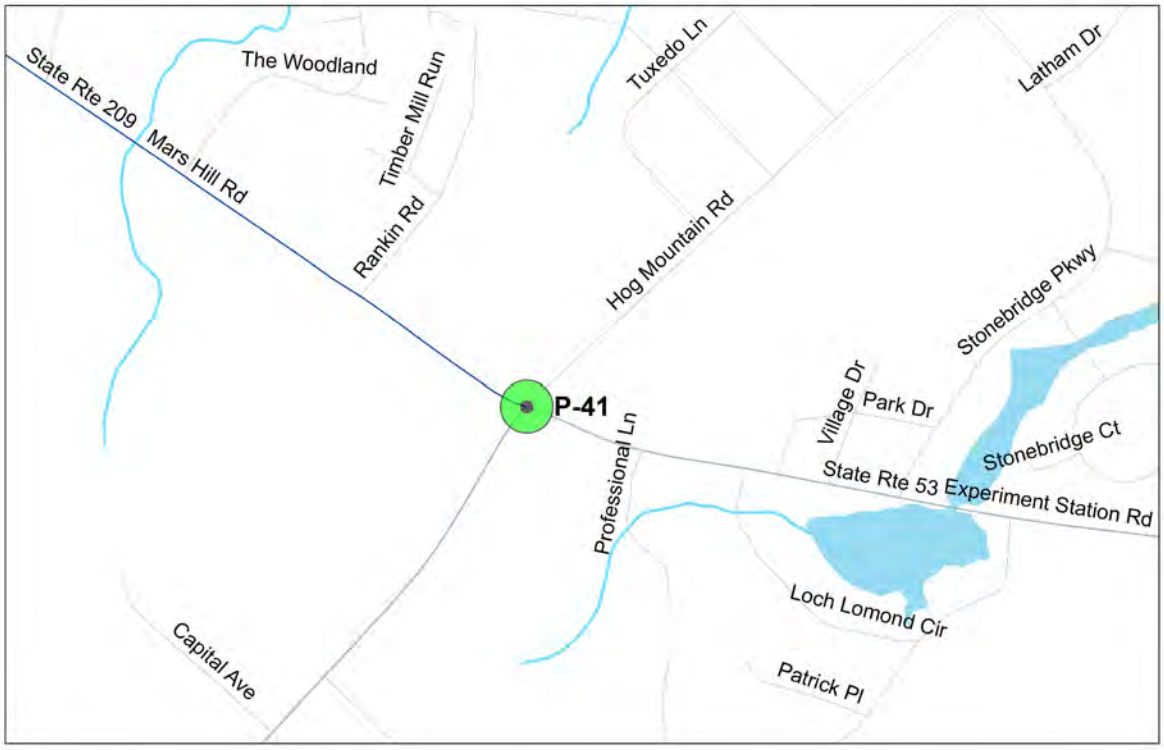
PROJECT LOCATION



PROJECT NAME:	SR 53 at Hog Mountain Rd Intersection Improvements	**PROJECT ID:**	P-41
PROJECT DESCRIPTION: Intersection improvement to include a signal or roundabout, turn lanes and lane widening.		**Estimated Cost:** $ 2,534,935 **County:** Oconee **P.I. #:** NA	
Length (Miles) 0.3	**# of Existing Lanes:** 2	**# of Lanes Planned** 2 or 3	
DOT District # 1	**Congressional Dist. #:** 10	**RC:** Northeast Georgia	
Average Daily Traffic Volumes	**2015:** 14,000	**2045 (Projected):** 25,300	

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 230,449
Right-of-Way(ROW):	--	--	$ -
Construction (CST):	--	--	$ 2,304,486
PROJECT COST	$ -	$ -	$ 2,534,935
Federal Cost ($)	$ -	$ -	$ 2,027,948
State Cost ($)	$ -	$ -	$ 253,493
Local Cost ($)	$ -	$ -	$ 253,493

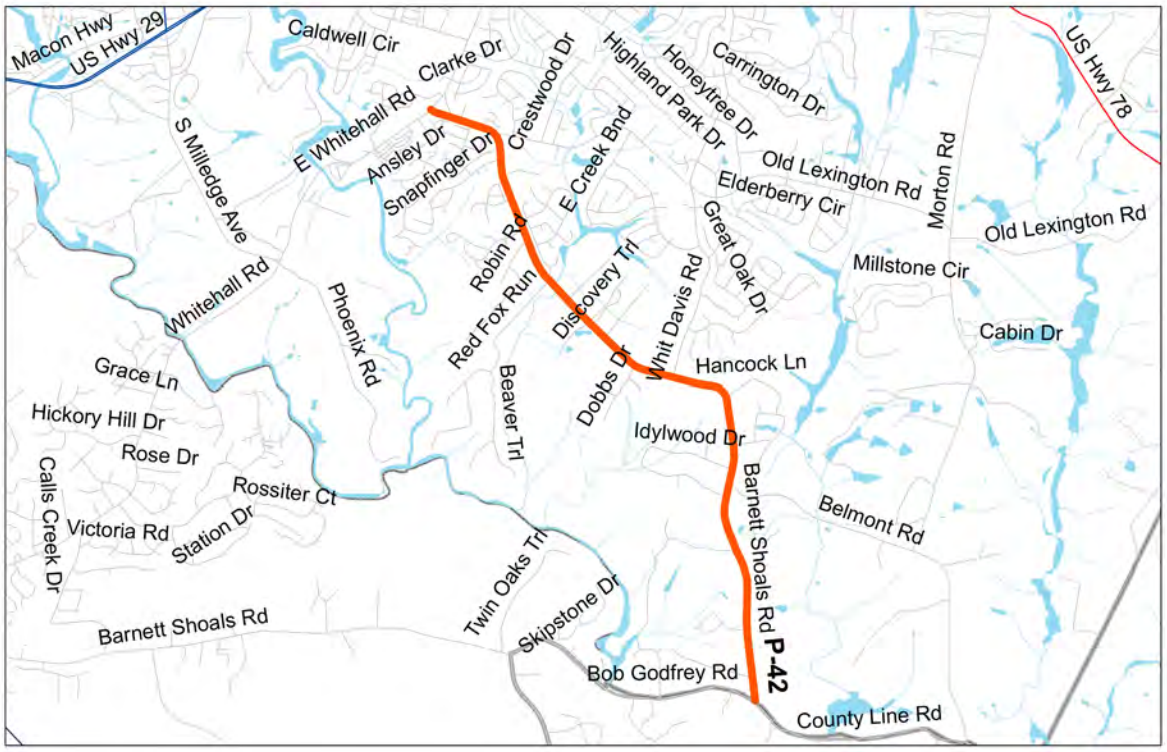
PROJECT LOCATION



PROJECT NAME: Barnett Shoals Rd			**PROJECT ID:** P-42
PROJECT DESCRIPTION: Widen/reconstruct Barnett Shoals Rd to 2 standard travel lanes plus turn lanes at key intersections along the corridor from Whitehall Rd. to Bob Godfrey Rd. Bicycle and Pedestrian improvements included in project.			**Estimated Cost:** $ 1,294,717 **County:** ACC **P.I. #:** 0007938
Length (Miles) 5.3	**# of Existing Lanes:** 2		**# of Lanes Planned** 2
DOT District # 1	**Congressional Dist. #:** 10		**RC:** Northeast Georgia
Average Daily Traffic Volumes	**2015:** 2,370		**2045 (Projected):** 4,290

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	$ -	$ 103,341
Right-of-Way(ROW):	$ -	$ -	$ -
Construction (CST):	$ -	$ -	$ 1,191,376
PROJECT COST	$ -	$ -	$ 1,294,717
Federal Cost ($)	$ -	$ -	$ 1,035,774
State Cost ($)	$ -	$ -	$ 129,472
Local Cost ($)	$ -	$ -	$ 129,472

PROJECT LOCATION



PROJECT NAME:	South Lumpkin Street at West Lake Drive Roundabout	**PROJECT ID:**	P-43
PROJECT DESCRIPTION: Install roundabout at existing intersection with West Lake Drive		**Estimated Cost:** $ 4,077,283 **County:** ACC **P.I. #:** NA	

Length (Miles)	0.8	**# of Existing Lanes:**	2	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	11,950	**2045 (Projected):**	21,650

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	$ -	$ 370,662
Right-of-Way(ROW):	$ -	$ -	$ -
Construction (CST):	$ -	$ -	$ 3,706,621
PROJECT COST	$ -	$ -	$ 4,077,283
Federal Cost ($)	$ -	$ -	$ 3,261,827
State Cost ($)	$ -	$ -	$ 407,728
Local Cost ($)	$ -	$ -	$ 407,728

PROJECT LOCATION

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY 2019 - 2045 METROPOLITAN TRANSPORTATION PLAN

PROJECT NAME: SR 316 Frontage Rd. - I				**PROJECT ID:**	P-44
PROJECT DESCRIPTION: Construct frontage road along the north side of SR 316 from Mars Hill Rd to Dials Mill Rd.				**Estimated Cost:** **County:** **P.I. #:**	$ 33,008,959 Oconee NA
Length (Miles) 2.1	**# of Existing Lanes:**	0		**# of Lanes Planned**	2
DOT District # 1	**Congressional Dist. #:**	10		**RC:**	Northeast Georgia
Average Daily Traffic Volumes	**2015:**	26,300		**2045 (Projected):**	35,115

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 1,953,105
Right-of-Way(ROW):	--	--	$ 8,594,645
Construction (CST):	--	--	$ 22,461,209
PROJECT COST	$ -	$ -	$ 33,008,959
Federal Cost ($)	$ -	$ -	$ 26,407,167
State Cost ($)	$ -	$ -	$ 3,300,896
Local Cost ($)	$ -	$ -	$ 3,300,896

PROJECT LOCATION

PROJECT NAME: SR 316 Frontage Road - II	**PROJECT ID:** P-45
PROJECT DESCRIPTION: Construct frontage road along the north side of SR 316 from Mars Hill Rd to Jimmie Daniel Rd.	**Estimated Cost:** $ 13,249,587 **County:** Oconee **P.I. #:** NA

Length (Miles)	2.9	**# of Existing Lanes:**	0	**# of Lanes Planned**	2
DOT District #	1	**Congressional Dist. #:**	10	**RC:**	Northeast Georgia
Average Daily Traffic Volumes		**2015:**	26,645	**2045 (Projected):**	35,115

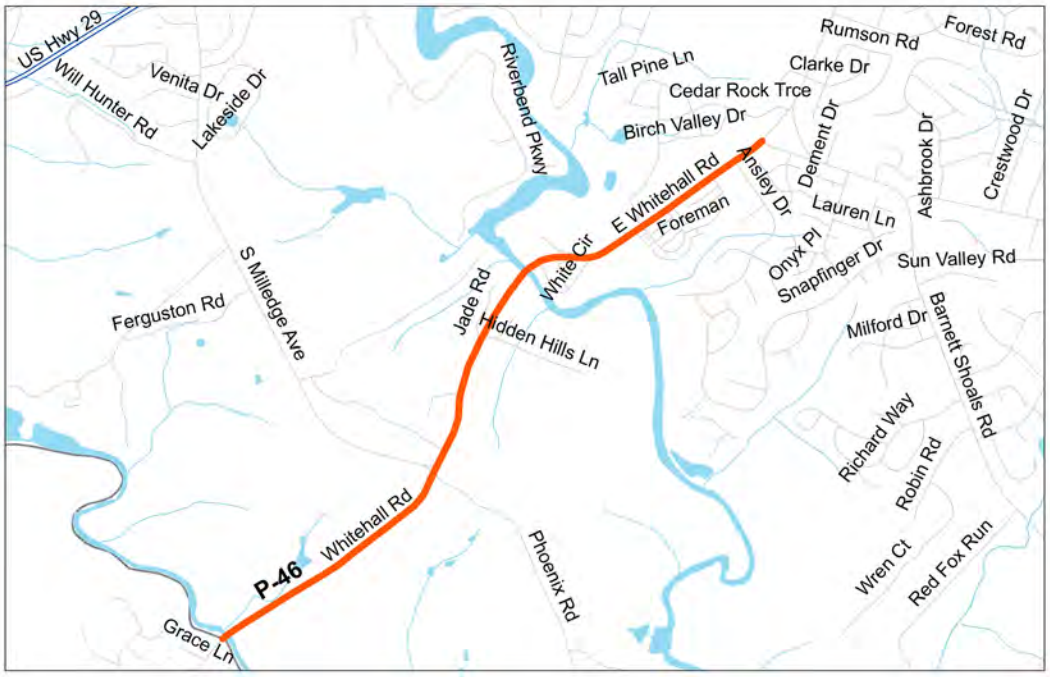
PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	--	--	$ 2,478,859
Right-of-Way(ROW):	--	--	$ 10,770,728
Construction (CST):	--	--	--
PROJECT COST	$ -	$ -	$ 13,249,587
Federal Cost ($)	$ -	$ -	$ 10,599,670
State Cost ($)	$ -	$ -	$ 1,324,959
Local Cost ($)	$ -	$ -	$ 1,324,959

PROJECT LOCATION

PROJECT NAME:	Whitehall Rd Widening	**PROJECT ID:**	P-46
PROJECT DESCRIPTION: Widen to 2 standard travel lanes with turn lanes at key intersections from Barnett Shoals Rd. to Milledge Ave, widen to 4 lanes from Milledge Ave to the Oconee County line. Pedestrian and bicycle improvements included.		**Estimated Cost:** $ 3,077,895 **County:** ACC **P.I. #:** 0007937	
Length (Miles)	2.6	**# of Existing Lanes:**	2
# of Lanes Planned	2 or 4		
DOT District #	1	**Congressional Dist. #:**	10
RC:	Northeast Georgia		
Average Daily Traffic Volumes		**2015:**	17,200
2045 (Projected):	31,150		

PROJECT PHASE	FY2019-2025 Median Cost	FY2026-2035 Median Cost	FY2036-2045 Median Cost
Preliminary Engineering (PE):	$ -	$ -	$ 3,077,895
Right-of-Way(ROW):	$ -	$ -	$ -
Construction (CST):	$ -	$ -	$ -
PROJECT COST	$ -	$ -	$ 3,077,895
Federal Cost ($)	$ -	$ -	$ 2,462,316
State Cost ($)	$ -	$ -	$ 307,789
Local Cost ($)	$ -	$ -	$ 307,789

PROJECT LOCATION



C. Unfunded Project List

							BAND 3 (2036-2045)			UNFUNDED (Long Range)		
2045 Project ID	PI#	County	Project Name	Project Type	From	To	PE	ROW	CST	PE	ROW	CST
P-45	NA	Oconee	SR 316 Frontage Road - II	New Roadway	Mars Hill Rd.	Jimmie Daniel Rd.	$ 2,478,859	$ 10,770,728	--	--	--	$ 31,473,903
P-46	0007937	ACC	CR 477/Whitehall Rd from Oconee County Line to Barnett Shoals Road	Safety Improvements	Lexington Hwy.	Oconee County line	$ 3,077,895	--	--	--	$ -	$ 62,600,795
P-47	NA	ACC	Lexington Highway Widening	Widening	Whit Davis Rd.	Oglethorpe County line	--	--	--	$ 5,892,404	$ 25,261,577	$ 67,762,648
P-48	141970	Oconee	Simonton Bridge Rd. Widening	Widening	Main Street	ACC line	--	--	--	$ 4,712,294	$ -	$ 14,533,134
P-49	0012903	Madison	US 29 Widening - Phase 1 SR 8 from SR 106 to CR 228/Diamond Hill Colbert Rd. - Phase I	Widening	SR 106	CR 288 / Diamond Hill	--	--	--	$ 4,641,110	$ 61,897,226	$ 46,411,095
P-50	NA	Oconee	SR 53 / Snows Mill Road Roundabout	Intersection Improvements	NA	NA	--	--	--	$ 409,241	$ -	$ 4,092,409
P-51	NA	Oconee	SR 53 Widening	Widening	Hog Mountain Rd.	Elder Rd	--	--	--	$ 3,891,938	$ 27,713,832	$ 44,757,290
P-52	NA	ACC	Tallassee Road Widening	Widening	SR 10 Loop	Lavender Rd.	--	--	--	$ 3,632,476	$ 15,049,452	$ 41,773,469
P-53	NA	ACC	Olympic Drive / Indian Hills Rd Widening	Widening	Athens Perimeter	Beaverdam Rd.	--	--	--	$ 3,243,281	$ 13,437,009	$ 32,432,820
P-54	0002391	ACC	SR 15/US 441 / Commerce Road from Loop 10 North to Clarke County Line	Widening	SR10 Loop	Newton Bridge Parkway	--	--	--	$ 5,119,000	$ 10,734,962	$ 89,207,183
P-55	NA	Madison	Glenn Carrie Road Widening	Widening			--	--	--	$ 1,945,969	$ 8,062,205	$ 22,378,646
P-56	NA	Oconee	Hodges Mill Road Widening	Widening	SR 53	Mars Hill Rd	--	--	--	$ 325,308	$ -	$ 3,253,078
P-57	NA	Oconee	Union Church Rd Improvement Project	Widening			--	--	--	$ 1,600,361	$ 8,599,685	$ 18,404,163
P-58	NA	Madison	US 29 at Joe Graham Road Intersection	Safety Improvements			--	--	--	$ 358,063	$ -	$ 3,580,627
P-59	0007939	ACC/ Oconee	Jimmie Daniel / Jimmy Daniell Rd Widening	Widening	SR 316	Atlanta Hwy	--	--	--	$ 1,829,290	$ -	$ 18,292,899

							BAND 3 (2036-2045)			UNFUNDED (Long Range)		
2045 Project ID	PI#	County	Project Name	Project Type	From	To	PE	ROW	CST	PE	ROW	CST
P-60	NA	Oconee	Virgil Langford Road / Rocky Branch Road Widening	Widening	Malcom Bridge Rd	Oconee Connector	--	--	--	$ 428,230	$ -	$ 4,282,300
P-61	0012902	Madison	SR 8 from CR 228/Diamond Hill Colbert to CR 88/Irwin Kirk Rd. - Phase II	Widening	CR 228/Diamond Hill	CR 88/Irwin Kirk Rd.	--	--	--	$ 21,748,186	$ 88,927,432	$ 217,481,860
P-62	NA	ACC	US 29 - Danielsville Rd. Connector	New Roadway	US 29	Danielsville Rd.	--	--	--	$ 1,055,564	$ 5,106,063	$ 12,138,991
P-63	NA	ACC	Epps Bridge Parkway Left Turn Lane	Intersection Improvement	Epps Bridge Pkwy	Atlanta Hwy	--	--	--	$ 177,369	$ -	$ 1,773,685
P-64	NA	Oconee	Clotfelter Road Widening	Widening	SR 53	US 78	--	--	--	$ 467,070	$ -	$ 4,670,705
P-65	132805	ACC	Macon Highway Bridge over Middle Oconee River	Bridge			--	--	--	$ 1,170,632	$ -	$ 11,706,323
P-66	0010288	ACC	Jennings Mill Parkway from Commerce Blvd. to Huntington Rd. - Ph II	New Roadway	Huntington Rd.	Jennings Mill Pkwy	--	--	--	$ -	$ -	$ 5,630,501
P-67	NA	Oconee	Atlanta Hwy Widening	Widening	Dials Mill Rd	Oconee/Clarke County Line	--	--	--	$ 428,230	$ -	$ 4,282,300
P-68	NA	Oconee	SR 15 access to US 441 by-pass of Watkinsville	Intersection Improvements	NA	NA	--	--	--	$ 254,434	$ -	$ 2,544,339
P-69	NA	Oconee	SR 53 / Clotfelter Road Roundabout	Intersection Improvements	NA	NA	--	--	--	$ 397,232	$ -	$ 4,092,409
P-70	NA	ACC	Newton Bridge Rd Safety Improvements	Widening	Chase St.	US 441	--	--	--	$ 194,932	$ -	$ 1,949,320
P-71	NA	Oconee	Bob Godfrey/Barnett Shoals Widening	Widening	Oconee River	Oglethorpe County line	--	--	--	$ 2,010,177	$ 18,274,333	$ 23,117,031
P-72	NA	Madison	Spratlin Mill Road Widening	Widening			--	--	--	$ 447,939	$ 19,114,147	$ 5,151,288
P-73	NA	Oconee	Daniels Bridge Rd Extension	New Roadway	Daniells Bridge Rd. north of Chesnut Hill Rd. Intersection	Jennings Mill Pkwy south of Old Epps Bridge Rd	--	--	--	$ 1,579,967	$ 3,762,363	$ 18,169,619
P-74	NA	Madison	Diamond Hill - Colbert Road Widening	Widening	US 29/GA 8		--	--	--	$ 2,305,791	$ 20,961,736	$ 26,516,595
P-75	NA	Madison	SR106 at Neese-Commerce Rd & Diamond Hill-Neese Rd Intersection	Intersection Improvements			--	--	--	$ 483,664	$ -	$ 5,562,137
P-76	NA	ACC /Oconee	Commuter Rail - Athens to Atlanta	Passenger Rail			--	--	--	$ 13,339,591	$ -	$ 133,395,912

D. Projects Funded by Other Sources

Status	PI#	County	Functional Classification	Project Name	Project Type	Project Description
HB170 funded	0009011	Oconee	Minor Arterial	SR 53 FROM SR 24/US 441 TO CR 274/HOG MTN - Ph II	Widening	Widen to 4 lanes and construct turn lanes as needed from the Hog Mountain Rd to US 441. Sidewalks and bicycle lanes are planned for this corridor.
HB170 funded	122890	ACC	Major Collector	SR 10LP @ SR 10; INC JENNINGS MILL RD REALIGNMENT IN ATHENS	Interchange	Construct a connector road between Atlanta Hwy and SR 10 Loop and a partial interchange with the SR 10 Loop.
2018 TSPLOST	NA	ACC		Tallassee Road Bridge	Bridge	Reconstruct the bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.
HB 170 Funded	0007685	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 58/DIALS MILL EXT	Interchange	Create an interchange at the SR 316 intersection with Dials Mill Extension
HB 170 Funded	0013763	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 60/DIALS MILL ROAD	Interchange	Create an interchange at the SR 316 intersection with Dials Mill Road
HB 170 Funded	0013764	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 64/MCNUTT CREEK ROAD	Interchange	Create an interchange at the SR 316 intersection with McNutt Creek Road
HB 170 Funded	0013765	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 263/MARS HILL ROAD	Interchange	Create an interchange at the SR 316 intersection with Mars Hill Road
HB 170 Funded	0013766	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 20/JULIAN DRIVE	Interchange	Create an interchange at the SR 316 intersection with Julian Drive
HB 170 Funded	0013767	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 55/JIMMY DANIEL ROAD	Interchange	Create an interchange at the SR 316 intersection with Daniel Road
HB 170 Funded	0013768	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 440/CR 662/VIRGIL LANGFORD ROAD	Interchange	Create an interchange at the SR 316 intersection with Virgil Langford
HB 170 Funded	0013770	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ SR 10 LOOP	Interchange	Create an interchange at the SR 316 intersection with SR10 Loop
HB 170 Funded	013769	Oconee	Freeway/ Expressway/ Principal Arterial	SR 8/SR 316/US 29 @ CR 929/OCONEE CONNECTOR	Interchange	Create an interchange at the SR 316 intersection with Oconee Connector
HB 170 / Locally Funded	0016081	Oconee		CR 828/Bishop Farms Pkwy Ext to New High Shoals Rd.	New Roadway	Create a new connection between Bishop Farms Pkwy Extension to New High Shoals Rd.
HB 170 Funded	0013613	Oconee		SR 24 from Apalachee River to CS 7 and from SR 186 to Watkinsville Bypass	Widening	Widen from 2 and 3 lanes to 4 lanes with grass and flush median

E. Projects Not Eligible for Federal Funding

Status	PI #	County	Functional Classification	Project Name	Project Type	Project Description
Ineligible	NA	Madison	Local	Helican Springs Rd. Widening	Widening	Widen Helican Springs Rd. from SR 106 to ACC line to alleviate congestion on US 29. **Not eligible for federal funding due to functional classification.**
Ineligible	NA	Madison	Local	Lloyd Nelms Rd/Martin Griffeth Widening	Widening	Widen to 2 standard travel lanes from SR 106 to Jackson County line. **Not eligible for federal funding due to functional classification.**
Ineligible	NA	Madison	Local	Piedmont Road Widening	Widening	Widen entire length of Piedmont Road to 2 standard travel lanes and improve intersections, where applicable. **Not eligible for federal funding due to functional classification.**
Ineligible	NA	Oconee	Local	McNutt Creek Road/ Pete Dickens Road Widening	Widening	Widen to 12 ft lanes with possible nodal improvements. **Not eligible for federal funding due to functional classification.**
Ineligible	NA	Oconee	Local	Dials Mill Rd	Widening	Possible nodal improvements with 12 ft passing lanes. **Not eligible for federal funding due to functional classification.**
Ineligible	NA	Oconee	Outside MPO	Elder Road / SR 53 / Oconee Veterans Park Roundabout	Realignment	Realign Elder Road to be directly across from Oconee Veterans Park entrance. **Not eligible for MACORTS funding due to location outside MPO boundary.**

F. Authorized/Completed Projects

Status	PI #	County	Functional Classification	Project Name	Project Type	Project Description
Under Construction	NA	ACC		Vine Street Extension		Extend Vine St as a two lane road to Second St. with sidewalks. (Not eligible for federal funding due to functional classification.
HB170, Under Construction	NA	Oconee		New High Shoals Rd/SR 53 Connector		Construct new 2-lane roadway on the west side of the Watkinsville Bypass from SR 53 to New High Shoals Rd.
Completed	0007637	ACC		Greenway Extension to College Station Road		Extend the current Greenway along the east side of the North Oconee River from Oconee Street to College Station Rd. Bridge rehabilitation will be included on the vehicular bridge over the N. Oconee River.
Completed	0007561	ACC		Rail to Trail		Provide for the conversion of the abandoned rail line to a multi-use trail connecting the Multimodal Center to Dudley Park and to the existing bicycle facilities along Barnett Shoals Road.
Completed	142060	Oconee		Mars Hill Rd / Experiment Station Rd Widening - Ph 1	Widening	Widen to 4 lanes and construct turn lanes as needed from the Oconee Connector to Hog Mountain Rd. Sidewalks and bicycles lanes are planned for this corridor.
Completed	NA	Madison		Old Danielsville / US 29 Intersection Improvements	Lane Configuration	Add turn lanes and signalized intersection.
Completed	NA	ACC		Macon Highway Widening		Widen/reconstruct Macon Hwy from ACC/Oconee County line to Milledge Ave. to a 3 lane typical section with a two-way center left-turn lane and dedicated left turn lanes at key intersections along the corridor. Pedestrian and bicycle facilities are planned for this corridor. This project would be constructed with the Macon Hwy. bridge improvement plan.

G. Performance Assessment and Prioritization Tool

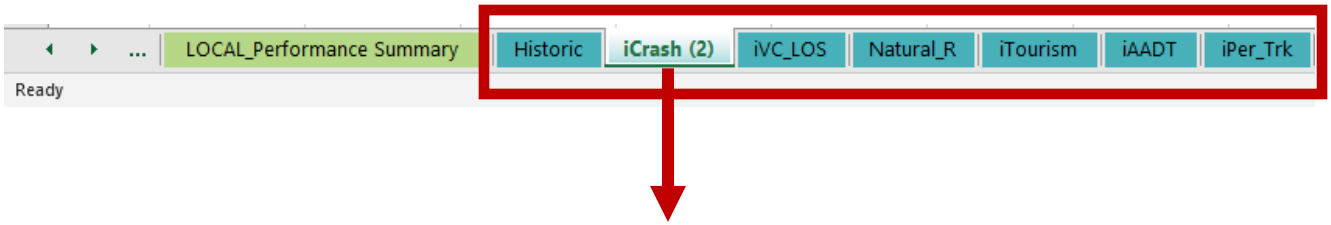
The project performance assessment and prioritization tool was built using a GIS analysis in combination with a spreadsheet analysis. The parameters for assessing each project were identified within the framework of the goals and objectives and utilized available data from various sources, including GDOT and local governments. The GDOT data included traffic counts and truck counts/truck percent from the Traffic Analysis and Data Application (TADA), formerly known as GEOCOUNTS. Crash data was obtained through the GDOT Georgia Electronic Accident Reporting System (GEARS) and entered, and then the crash rates of crashes per 100 million vehicle miles of travel were developed from the raw crash numbers to normalize the numbers. Because of the lack of "traffic counts" for the bicycle and pedestrian modes, the actual crash numbers were utilized. The crash data included the most recent five years of data available to align with the state safety performance measures.

Local government information included existing and future land uses, existing and planned transit routes, and regional multimodal connections. Local visitors bureaus and GIS departments were used to identify tourist attractions, historic sites, and natural resources, as well as state databases. The performance measures included the data-based quantitative metrics, as well as a qualitative assessment. The qualitative assessment included the GIS analysis of access to freight generators and attractors, multimodal facilities, and tourist attractions, as well as impacts to community and environmental resources. Through the GIS analysis, each project was screened and rated as "yes" it meets the criteria, translating to a numeric input of 1.0; "no" the project does not meet the criteria, translating to a numeric input of 0; , or the project "somewhat" meets the criteria, translating to a numeric input of 0.5. Each project was tested based on the following performance measures:

- Average Annual Daily Traffic
- Average Annual Daily Truck Traffic/Truck Percent
- Volume to Capacity Ratio
- Level of Service
- Number of Crashes
- Crash Rate per 100 Million Vehicle Miles of Travel
- Crash Fatalities
- Crash Injuries
- Support of Freight Movement
    - Access to Existing and Future Freight Generators and Attractors
- Multimodal Inputs
    - Access to Existing and Planned Bicycle and Pedestrian Facilities
    - Access to Existing and Planned Transit Service
    - Support of Regional Multimodal Connections
    - Access to Airport
- Support of Access to Tourism Attractors
- Impacts to Historic Resources
- Impacts to Environmental Resources

The tool is built on the base information addressing each of these performance measures. The first step in the development of the tool was the incorporation of these data in worksheets that feed into the main assessment tool and are updatable should the need arise to add projects and/or update data for existing

projects. The graphics below displays an example of the worksheet tabs within the tool where the base data is located and then the content of the safety data worksheet to provide an example of how the base data for each performance measure is included.



Project ID	TOTAL VEHICLE CRASHES	CRASH RATE (PER 100M VMT)	CRASH RATE RANKING	TOTAL BIKE / PED. CRASHES	BIKE / PED CRASH RANKING	# OF CRASHES WITH BIKE / PED INJURIES	BIKE PED INJURY RANKING	# OF CRASHES WITH BIKE / PED FATALITIES	BIKE PED FATALITY RANKING	# OF VEHICULAR CRASHES WITH INJURY	# OF VEHICULAR CRASHES WITH FATALITY	RATE OF FATALITIES (PER 100M VMT)	FATALITY RATE RANKING	RATE OF INJURIES (PER 100M VMT)
ACC-7	315	1758.92		2	2	2	2	0	0	64	0	0		357.3677076
R-7	443	1321.82		5	5	5	5	0	0	104	0	0		310.3152982
R-34	127	648.06		0	0	0	0	0	0	41	0	0		209.2172977
R-29	86	299.39		0	0	0	0	0	0	23	0	0		80.07026688
R-36	61	290.17		0	0	0	0	0	0	10	0	0		47.56881721
R-35	13	67.71		0	0	0	0	0	0	9	0	0		46.87744153
R-8	520	231.82		1	1	1	1	0	0	95	3	1.337417271		42.35154691
MC-3	13	55.09		0	0	0	0	0	0	6	0	0		25.42669167
OC-17	4	59.84		0	0	0	0	0	0	1	0	0		14.95891907
OC-13	12	13.57		0	0	0	0	0	0	5	1	1.131230037	74	5.656150187
OC-16	21	19.44		0	0	0	0	0	0	5	0	0		4.627759244
B-7	1	68.49		0	0	0	0	0	0	0	0	0		0
B-6	0	0.00		0	0	0	0	0	0	0	0	0		0

The next step in the tool is the project assessment without any additional prioritization factors applied. This assessment provided the information needed to identify how the project would address any identified issues. An example of the assessment is shown in the figure below, with areas of most concern highlighted in red transitioning to yellow for those areas of lesser concern. The figure does not display all of the metrics, but is intended to be a graphical representation of the assessment results.

				AADT / AADTT		RELIABILITY		SAFETY / SECURITY	
PROJECT ID	PI #	NAME	COUNTY	BASE AADT	BASE % TRUCK	BASE LOS	BASE V / C	TOTAL VEHICLE CRASHES	CRASH RATE (PER 100M VMT)
R-1	NA	Olympic Drive / Indian Hills Rd Widening	ACC	20,625	3%	C	0.53	120	127.52
R-2	NA	US 29 - Danielsville Rd. Connector	ACC	14,500	6%	C	0.51	0	213.16
R-3	NA	Tallassee Road Widening	ACC	39,150	9%	D	0.61	227	113.47
R-4	NA	Hawthorne Avenue Widening - Ph 1	ACC	21,568	0%	E	0.80	413	655.77
R-5	0010288	Jennings Mill Parkway from Commerce Blvd. to Huntington Rd. - Ph II	ACC	27,400	0%	D	0.61	23	25.55
R-6	NA	Epps Bridge Parkway Left Turn Lane	ACC	25,827	0%	D	0.61	36	76.38
R-7	122600	SR 10 Loop / Athens Perimeter at US 78 / Lexington Road	ACC	30,607	3%	E	0.85	443	1321.82
R-8	NA	SR 10 Loop / Paul Broun Pkwy at SR 10 / Atlanta Hwy in Athens	ACC	28,452	9%	D	0.75	520	231.82
R-9	122890	SR 10LP @ SR 10; INC JENNINGS MILL RD REALIGNMENT IN ATHENS	ACC	39,150	0%	C	0.58	4	9.33
R-10	NA	Mitchell Bridge Rd / Timothy Rd Realignment	ACC	21,463	0%	D	0.64	337	2150.93
R-13	NA	Milledge Avenue Safety Improvements	ACC	11,200	4%	D	0.70	294	799.09

The next step in the tool is the application of the priority weighting for each of the established goals. These goals were identified through the intensive stakeholder and public participation process, staff input, and input from the Technical Subcommittee. The priority ranking was established using the following:

- Results from the public survey
- Results from the Stakeholder Committee
- Results from staff review

The results of these rankings were averaged to reach the final weighing applied in the project prioritization process. These priority rankings were included as an input on a separate worksheet and then applied to the based performance assessment for each project.

Priority Weighting

	Public Survey Ranking	Stakeholders Ranking	Staff Ranking	Average
Enhance Land Use	0	0	0	0
Safety and Security	8	6	10	8
Transit	10	10	4	8
Mobility	6	9	6	7
Environment and Quality of Life	9	7	2	6
Multimodal Connectivity	5	8	5	6
System Preservation and Maintenance	4	2	8	5
System Management and Operation	1	3	9	4
Reliability and Resiliency	2	4	7	4
Travel and Tourism	3	1	1	2
Economic Vitality	7	5	3	5

Similar to the base project data, the priority rankings are also updatable should priorities change and can be applied to reassess projects, as necessary.

The final step in the performance tool is the application of the prioritization factors to the base project assessment. This prioritized ranking process utilized the results from the base assessment, applied the priority ranking, and resulted in the prioritized project list, which displays the total ranking score, as well as the score for each of the assessment criteria. Those projects incorporated in the Transportation

Improvement Program were not assessed within the tool. The graphic below displays a representation of the project prioritization process and the total project scores.

Ranking	Total Score	PROJECT ID	PI #	PROJECT NAME
0	TIP	B-6	0015645	Belmont Road Bridge over Shoal Creek
0	TIP	B-7	0015656	CR 592 / Clotfelter Road Bridge over Barber Creek 3 miles south of Boga
0	TIP	R-7	122600	SR 10 Loop / Athens Perimeter at US 78 / Lexington Road
0	TIP	B-3	0013715	SR 10 Lp over Middle Oconee
0	TIP	B-4	0013716	SR 10 Lp at SR 8 / US 29
1	1,933	R-14	NA	SR 10 Loop at College Station Road Interchange Improvements
2	1,920	ACC-22	NA	SR10 / W Broad Street Safety and Access Management - Phase 2
3	1,864	ACC-21	NA	SR10 / W Broad Street Safety and Access Management - Phase 1
4	1,835	ACC-13	NA	Atlanta Highway Safety and Access Management
5	1,782	ACC-25	NA	US129 / SR15 / Jefferson Road Safety Improvements
6	1,535	ACC-18	NA	Timothy Road Corridor and Safety Improvements - Phase 2
7	1,427	ACC-20	NA	Alps Road Widening
8	1,418	ACC-15	NA	SR10 Loop at Chase Street Interchange Improvement
9	1,350	R-10	NA	Mitchell Bridge Rd / Timothy Rd Realignment

The final step in the tool is the project performance dashboard. This dashboard displays how each project performs in meeting the MACORTS goals, the federal planning factors, and the national and state goals. This dashboard result is shown in Table 46 found on page 115.

With the spreadsheet format and the updatable components, this tool can be used to monitor and assess how the project performed in meeting the goals and objectives after implementation. With the completion of a project, the post-implementation data can be collected and input into the tool, which will provide the updated performance summary for the project. This feature enables the MPO to analyze and clearly understand how the project performed in meeting the established goals.

H. System Performance Report for PM 1, 2, and 3

Athens Metropolitan Planning Organization Transportation Improvement Program System Performance Report Template

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 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.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).[4] This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and 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 for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report 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 Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on June 12, 2019. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the MACORTS FY 2018-2021 TIP is included,

[4] 23 CFR 450.314

herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance and Freight/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[5] 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. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Georgia statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods[6]. The MACORTS MPO adopted/approved the Georgia statewide safety performance targets on February 13, 2019.

The latest safety conditions will be updated annually on 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. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Performance (Five-Year Rolling Average 2012-2016)	Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)	2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)
Number of Fatalities	1,305.2	1376.6	1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	18.900

[5] 23 CFR Part 490, Subpart B

[6] https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

The MACORTS MPO 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 FY 2018-2021 TIP planning process 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), the current 2040 Georgia Statewide Transportation Plan (SWTP), and the current MACORTS 2040 Regional Transportation Plan (RTP).

- 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 GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The MACORTS 2040 RTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of $9,681,551 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately $2,420,388 per year.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition[7] and bridge condition[8] 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.

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

[7] 23 CFR Part 490, Subpart C
[8] 23 CFR Part 490, Subpart D

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 will cover 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 represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.
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 establish four-year targets for each measure 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 current statewide two-year and four-year PM2 targets on May 16, 2018. The MACORTS MPO adopted/approved the Georgia statewide PM2 targets on August 8, 2018.
Table 5 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, 2020, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the MACORTS MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 5. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

The MACORTS MPO 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 FY 2018-2021 TIP planning process 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, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the MACORTS 2040 Regional Transportation Plan (RTP).

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.

- 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 GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- The MACORTS 2040 RTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. One of the implementation strategies in the MACORTS 2040 RTP involves explicitly the preservation of the existing transportation facilities including bridges.

- To support progress towards GDOT's statewide PM2 targets, the FY 2018-2021 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of $1,502,975 for bridges has been programmed in the FY 2018-2021 TIP to improve conditions; averaging approximately $375,744 per year. A total of $882,645,530 is available for NHS maintenance for pavement statewide; averaging approximately $220,661,383 per year.

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[9], freight movement on the Interstate system[10], and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program[11]. 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-

[9] 23 CFR Part 490, Subpart E
[10] 23 CFR Part 490, Subpart F
[11] 23 CFR Part 490, Subparts G and H

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 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. GDOT reported baseline PM3 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 will cover January 1, 2022, to December 31, 2025, 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. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.
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 on May 16, 2018. The MACORTS MPO adopted/approved the Georgia statewide PM3 targets on August 8, 2018. 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, 2020, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the MACORTS MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 6. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual hours of peak hour excessive delay per capita (PHED)	N/A	N/A	N/A
Percent Non-SOV travel	N/A	N/A	N/A
CMAQ VOC Cumulative Emission Reductions	N/A	N/A	N/A
CMAQ NOx Cumulative Emission Reductions	N/A	N/A	N/A

The MACORTS MPO 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 FY 2018-2021 TIP planning process 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, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the MACORTS 2040 Regional Transportation Plan (RTP).

- GDOT's Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.

- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect

optimal performance impacts across each investment program given anticipated transportation revenues.

- The MACORTS 2040 RTP addresses reliability, freight movement, and congestion and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The MACORTS 2040 RTP includes goals of and implementation strategies focused on mobility and level of service to improve the reliability and reduce congestion of the system. Freight is addressed in a chapter within the 2040 RTP.

To support progress towards GDOT's statewide PM3 targets, the FY 2018-2021 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.
A total of $1,591,795 has been programmed in the FY 2018-2021 TIP to address system performance; averaging approximately $397,949 per year.

A total of $0 has been programmed in the FY 2018-2021 TIP to address truck travel time reliability; averaging approximately $0 per year.

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 Performance Management Targets and a System Performance Report 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 Performance Management Targets and the System Performance Report for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its January 23, 2019 meeting recommended and the Policy Committee at its February 13, 2019 meeting adopted that recommendation that MACORTS support the Highway Safety (PM 1) Targets approved by the Georgia Department of Transportation for the 2019 calendar year.

WHEREAS, the Technical Coordinating Committee at its July 25, 2018 meeting recommended and the Policy Committee at its August 8, 2018 meeting adopted that recommendation that MACORTS support the Performance Management (PM 2& 3) Targets approved by the Georgia Department of Transportation for the period of 2019 - 2022.

NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS. MACORTS agrees to administratively modify the 2040 Long Range Transportation Plan and the FY 2018 -2021 Transportation Improvement Program to include the System Performance Report for PM l, 2, & 3.

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 12, 2019.

Recommended by:

Brad Griffin, TCC Chairman / MPO Director — June 12, 2019

John Scarborough, MACORTS Policy Committee Chairperson — June 12, 2019

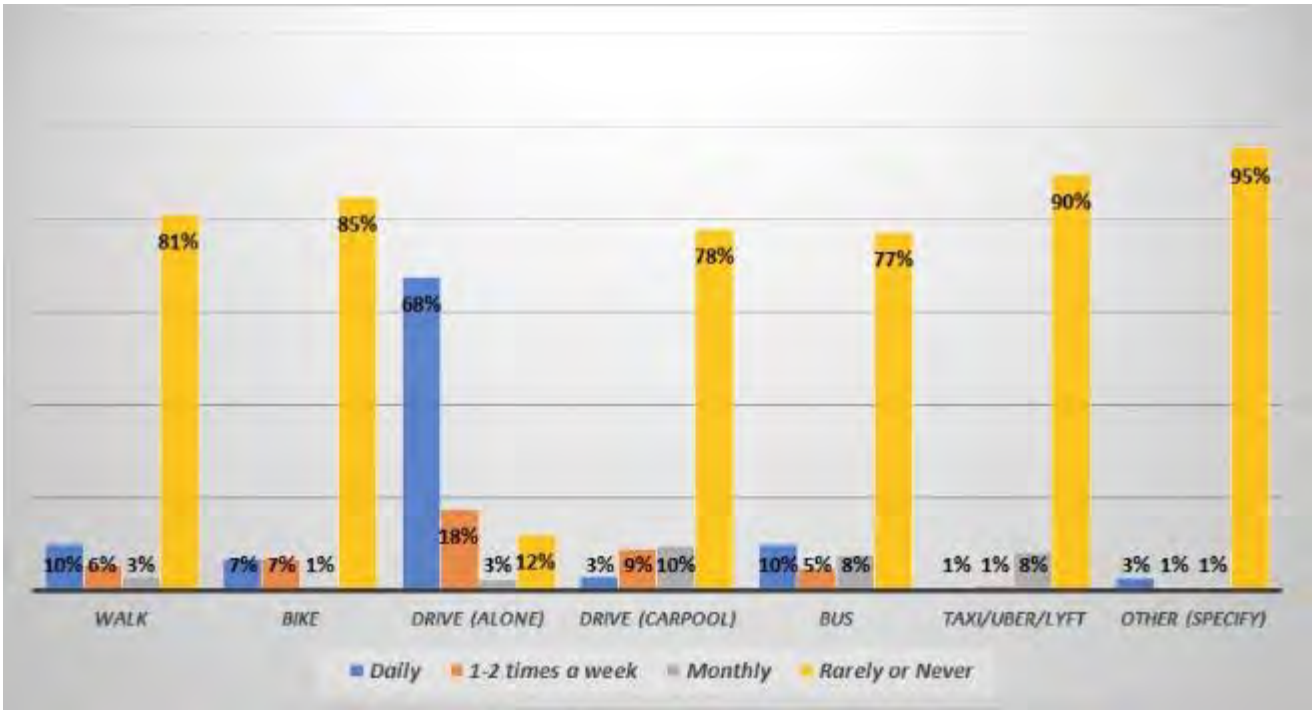
I. Public and Stakeholder Documentation

MACORTS Long Range Transportation Plan Survey and Campaign Results

Survey Monkey

The Survey Monkey survey, consisting of 18 multiple choice questions and two open-ended response, was open from 4/09/2018 to 07/22/2018 (83 days total) and had **201** participants. The survey focuses on respondent's commutes and gathers information on typical modes of transportation, factors in transportation choice, current and future transportation conditions and challenges, and transportation priorities.

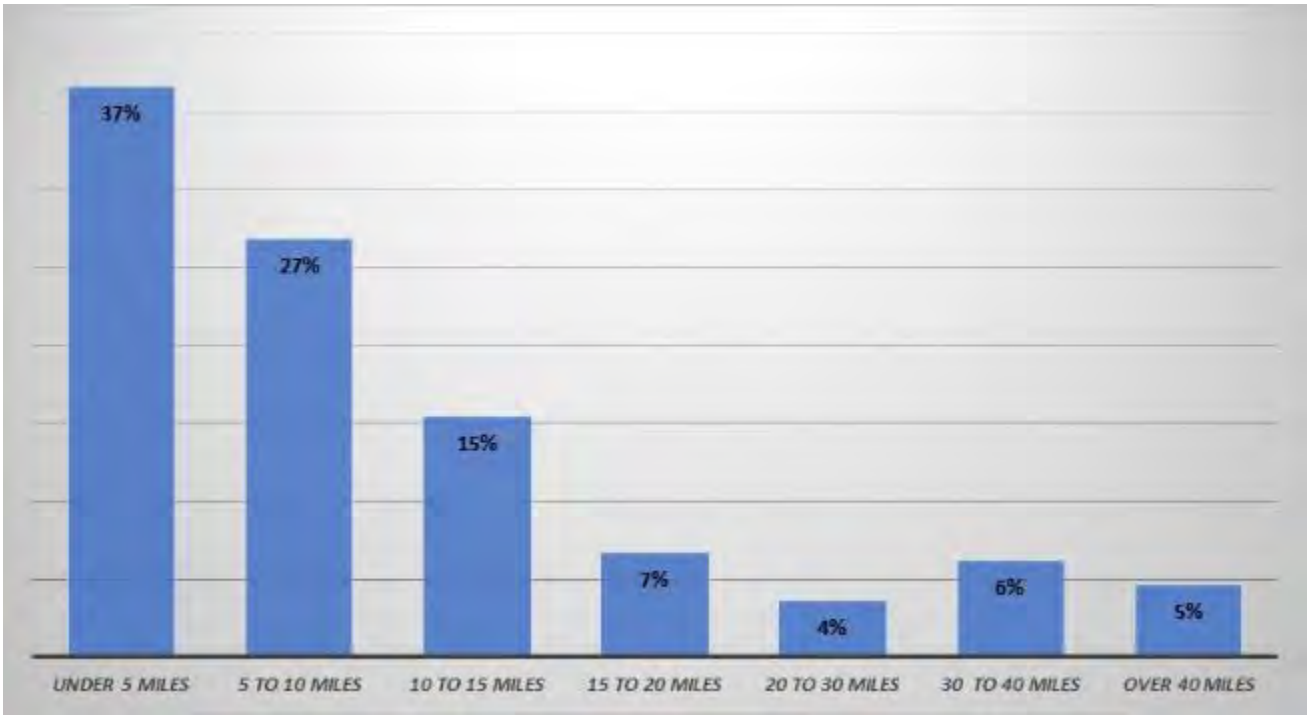
Q1. How often do you commute to work/school by the following modes of transportation?



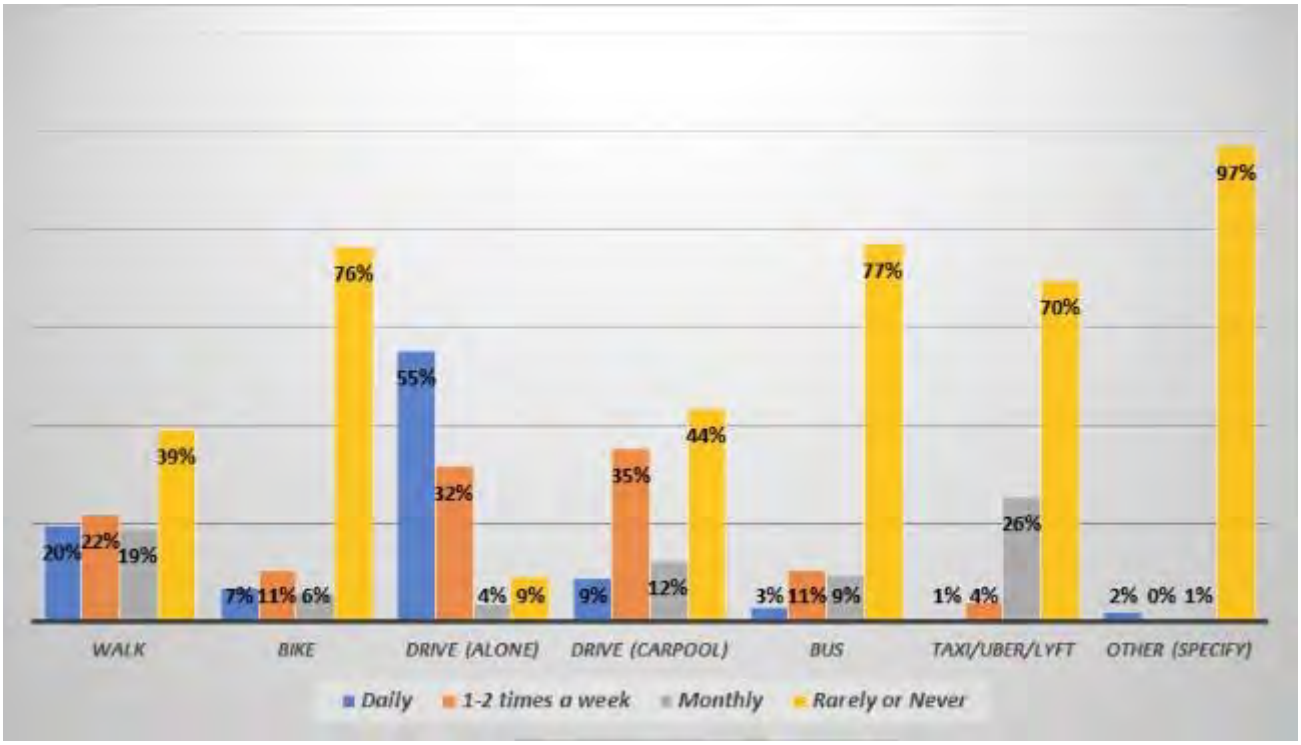
Specified Other (Daily)	Responses
Retired	6
Unemployed	2

Work from Home	1
Driving Only Safe Option	1
Friends	1
Scooter	1

Q2. Approximately how many miles do you travel (one-way) to work/school?

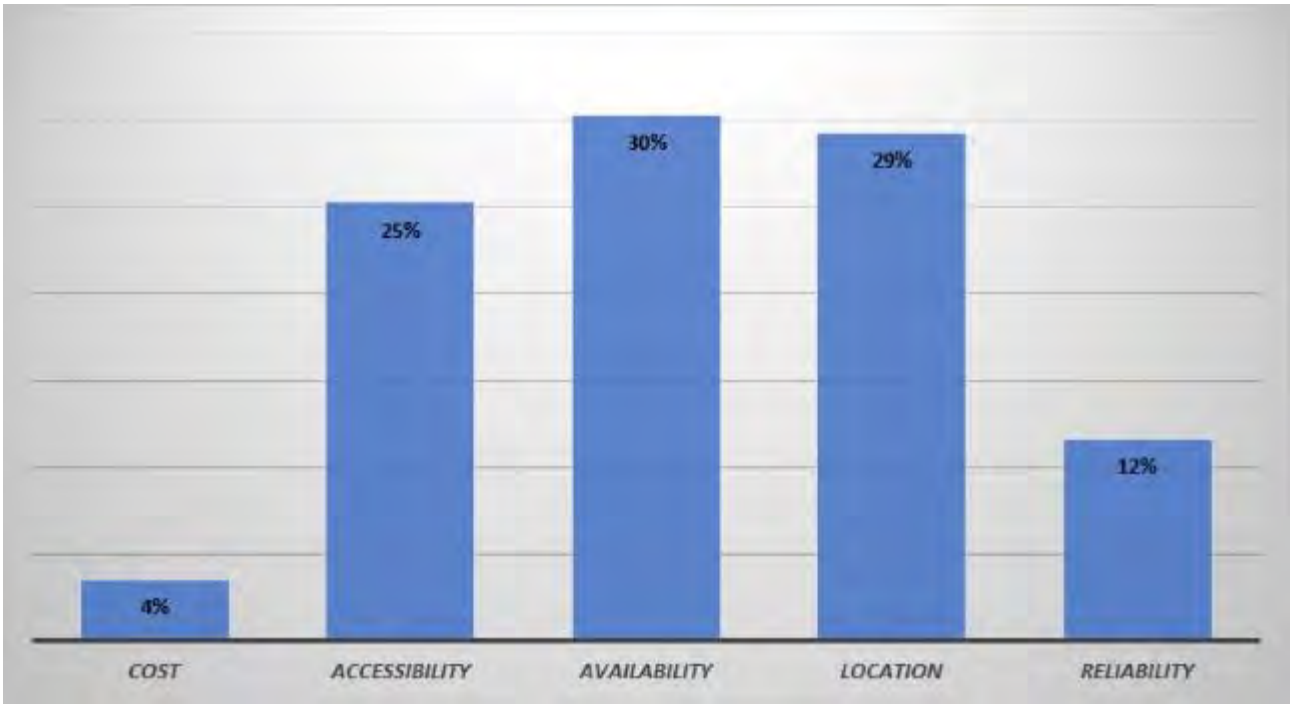


Q3. How often do you use the following modes of transportation to places other than work/school? (shopping, visiting friends, etc.)

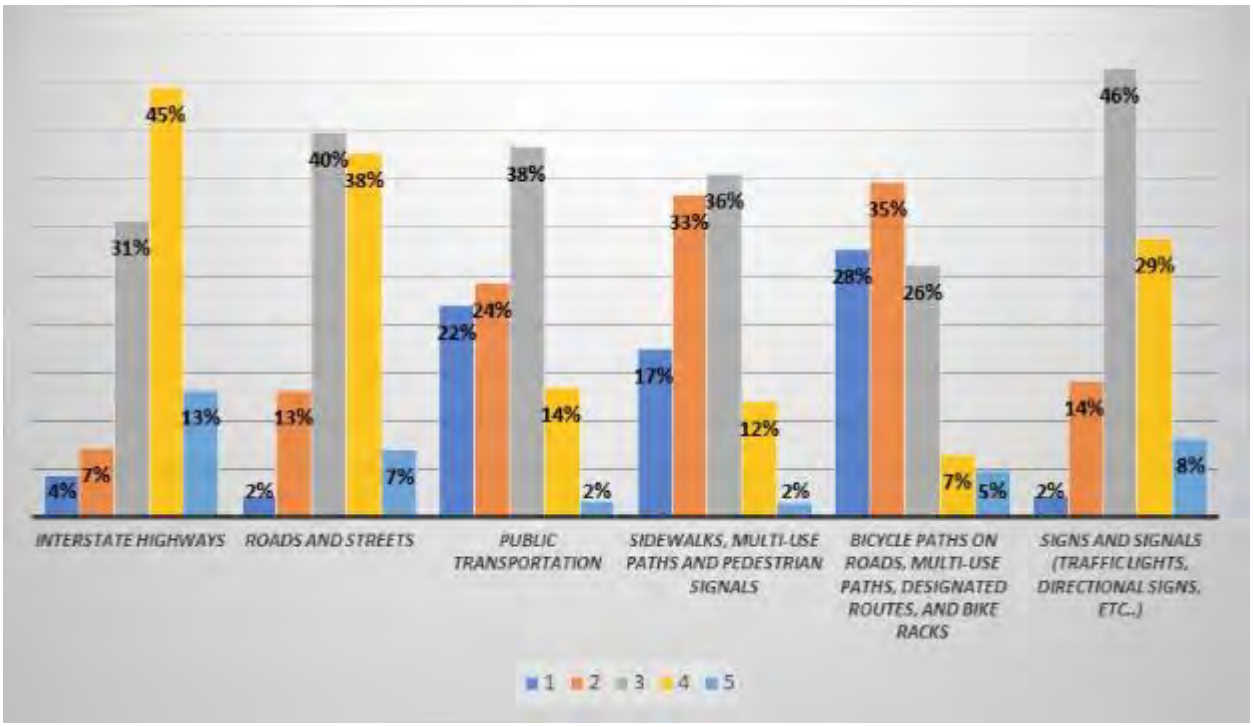


Specified Other	Responses
Friends (Monthly)	2
Scooter (Daily)	1

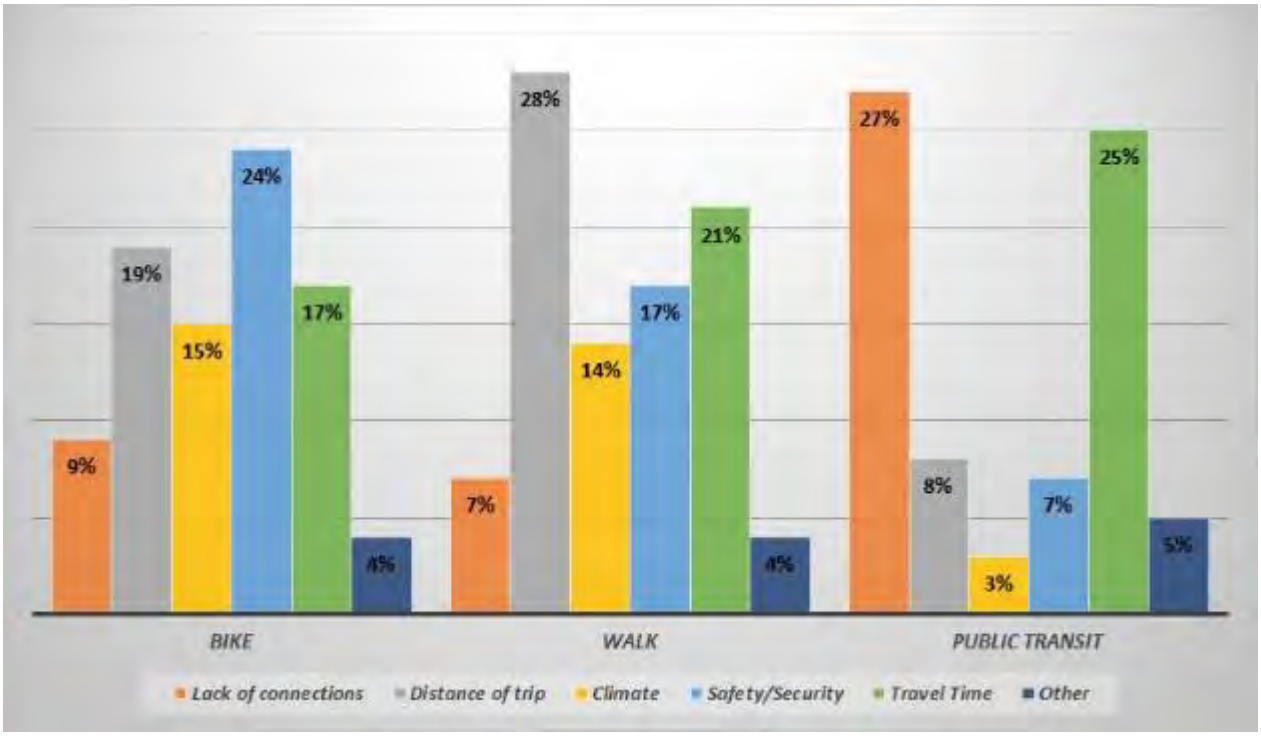
Q4. What most determines your mode of transportation?



Q5. Thinking about existing modes of transportation, rate on a scale of 1 to 5 their current quality. (1 is poor, 5 is excellent)



Q6. If you rarely bike, walk, or use public transit, please choose all the reasons that apply.



Responses to Other

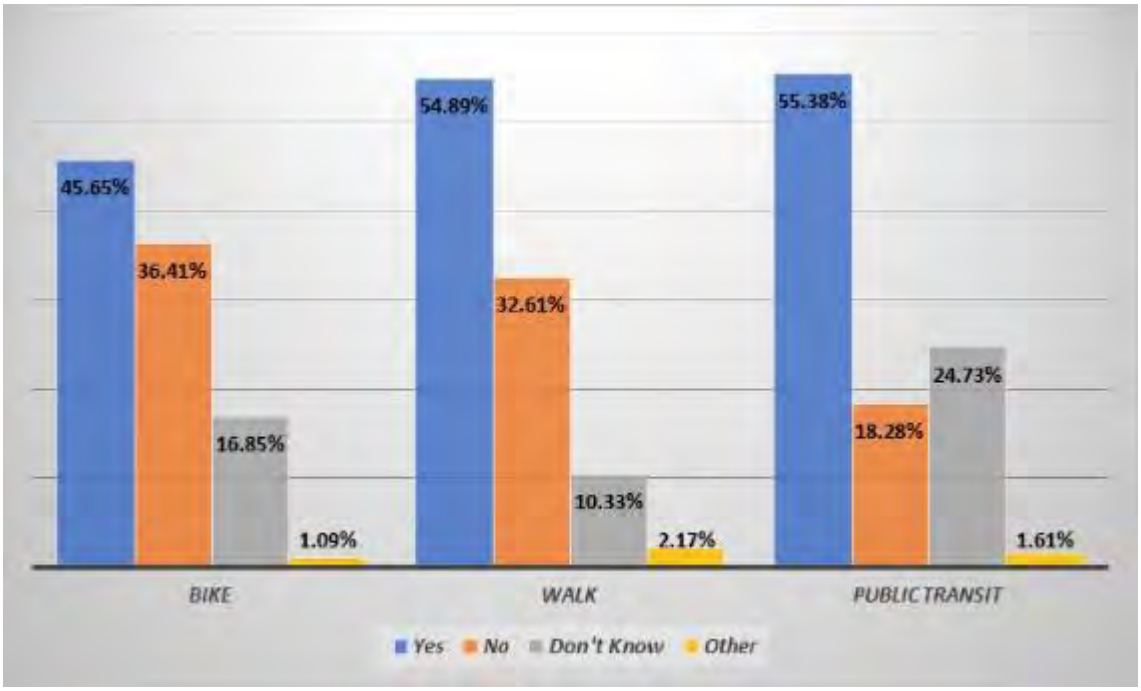
- I ride my bike daily, but I wish there were more comfortable, connected facilities and infrastructure. I don't walk or bus often, but mainly because I ride my bike so frequently. I would consider using the bus if there was more frequent service.
- health
- Can't walk uphill to bus stop.
- It's far enough to the nearest stop that I'd be a sweaty mess after walking there.
- I don't use or need these services.
- no sidewalks
- schedule
- I wish there were more bike lanes and sidewalks in my area of Athens.
- If I need to arrive somewhere NOT sweaty (i.e. work), I can't walk or bike, even if it is close enough to be a short trip. I also am responsible for other family members and need to be able to transport them, too
- No service in Winterville, GA
- Doesn't take me where I need to go.
- I would LOVE to bike to work (4.5mi). But it is not safe because there are discontinuous bike lanes, a lack of protected bike paths, and a lack of education and enforcement of drivers. I biked to work for 12 years before moving to Athens.
- I have a disease that affects my joints and makes it difficult for me to walk for long periods. Biking is actually not as hard on level ground, but I am uncomfortable biking in roads with cars. I biked extensively in Japan, where bicycles are commonplace on sidewalks and safety and etiquette between cyclists, pedestrians, and motorists (the latter of which are sparser) are held to a higher

and more universally understood standard. In most parts of the US, it is illegal to ride your bike on the sidewalk. Just because I know how to watch for cars and pedestrians does not mean I am going to break the law, but sidewalks are absent throughout much of our area, so I could not ride a bike even if it were legal. Even if I were not afraid of getting hit by a car, I will never be able to keep up the speeds expected of a fit cyclist. I hate that I hate to put my bike in my car and take it to a park if I want to ride it and will never be able to use it as a form of transportation. And even at that, pedestrians here don't recognize the sound of a bicycle bell signaling that there is someone behind them, which I do as a courtesy. The culture is not just a lack of awareness on the part of motorists...and, by the way, I get their frustration about slow cyclists in the road, and I'm also afraid of cyclists close to my car.

- I don't have a bike, and I don't work a job that allows me to appropriately dress (or have helmet hair). I live so close to my job, but there are so many dangerous intersections on my way there, walking isn't ideal. Unexpected rainstorms and downpours are also unpleasant to walk in.
- Not convenient to ride the bus for an hour to get somewhere in 15 mins driving.
- difficulty getting to bus route by foot
- Lack of safe bike trails. Bus schedule is unreliable when students are not on campus.
- I would walk more if there were continuous sidewalks
- Saving money; I only need to walk to work, which is 2.5 miles away
- Distance to nearest stop
- I (feel like I) need to have a car accessible in case I need to pick up a kid, get myself or one of my kids to an appointment, grocery shop on my lunch break, etc.
- Lack of facilities at my place of employment to shower after biking in the humidity. :(
- Too dangerous to bike. Drivers do not look!
- convenience
- I don't own a car, so even if they are not convenient, I have to use these modes.
- I hate biking
- Live too far away for public transport
- terrain
- Not physically able to ride a bike.
- I must use my car for work related tasks M-F. Bike lanes need more separation from traffic to provide better safety.
- Have never ridden a bicycle and cannot do so.
- I have privately owned vehicles, so public transit is redundant. Oconee county is also expansive, rural, and suburban. It does not make sense to walk to most locations because sidewalks are only installed in subdivisions and along commercial corridors. Private lots don't support pedestrian travel in a rural community. Biking on public roads is statistically extremely dangerous even with bike lanes.
- Disabled
- I frequently bike in Athens-Clarke County, but I wish there were more bike lanes etc...I do not use the bus, because biking is more convenient. I rather bike than wait for a bus.
- The safety/security part should be two answers. I'm not afraid of being mugged (security), I am concerned because there are no crosswalks and bike lanes (safety).
- health concerns
- Convenience (all)
- Easier to drive myself on longer trips

- Children et
- cost, waiting time, weird routes
- No safe pathways
- Not safe to walk or bike, public transit is n/a
- Physicality issues
- Do not need transit
- do not bike
- No bus service in my area

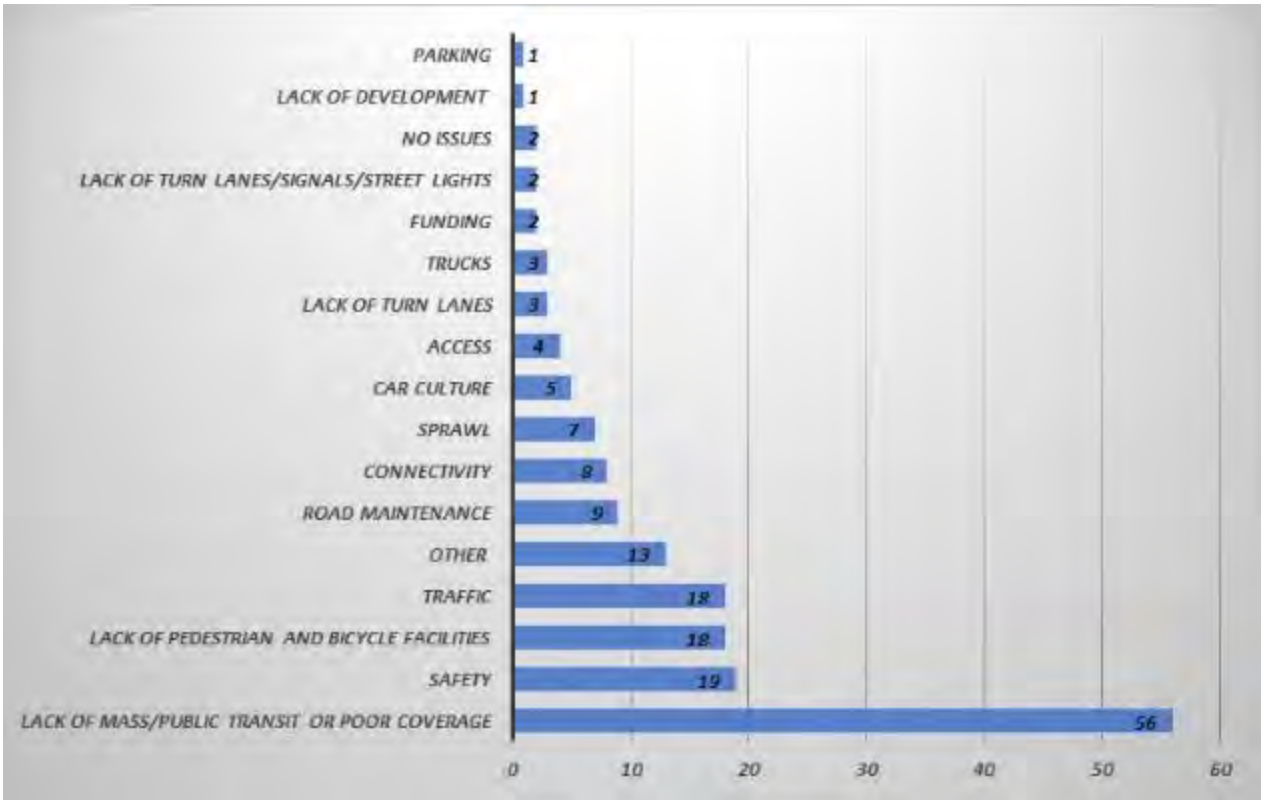
Q7. If more/improved facilities were available, would you bike, walk, or use public transit more frequently.



Responses to Other

- I can already walk most close-by places I need to visit, biking would be more of an option if the roads felt safer (driver distractions, speeds and lack of lane the biggest hinderances). But a more frequent, interconnected bus system would be VERY valuable, and I would use it more.
- I live too far out from downtown or any shopping areas for walking to be feasible for me. Public transit (again, I lived in Japan for a while) would be something I would gladly use, especially to downtown and other congested areas where parking is difficult.
- It will always depend on availability of routes.
- I probably wouldn't use the bus more, because I rather walk or ride my bike.
- I would absolutely use public transit to Athens and/or Atlanta if available.
- Too far to walk
- Location is issue, not facilities
- There are no stores/restaurants within walking distance of my home

Q8. What do you think is the biggest transportation challenge or issue in the region?

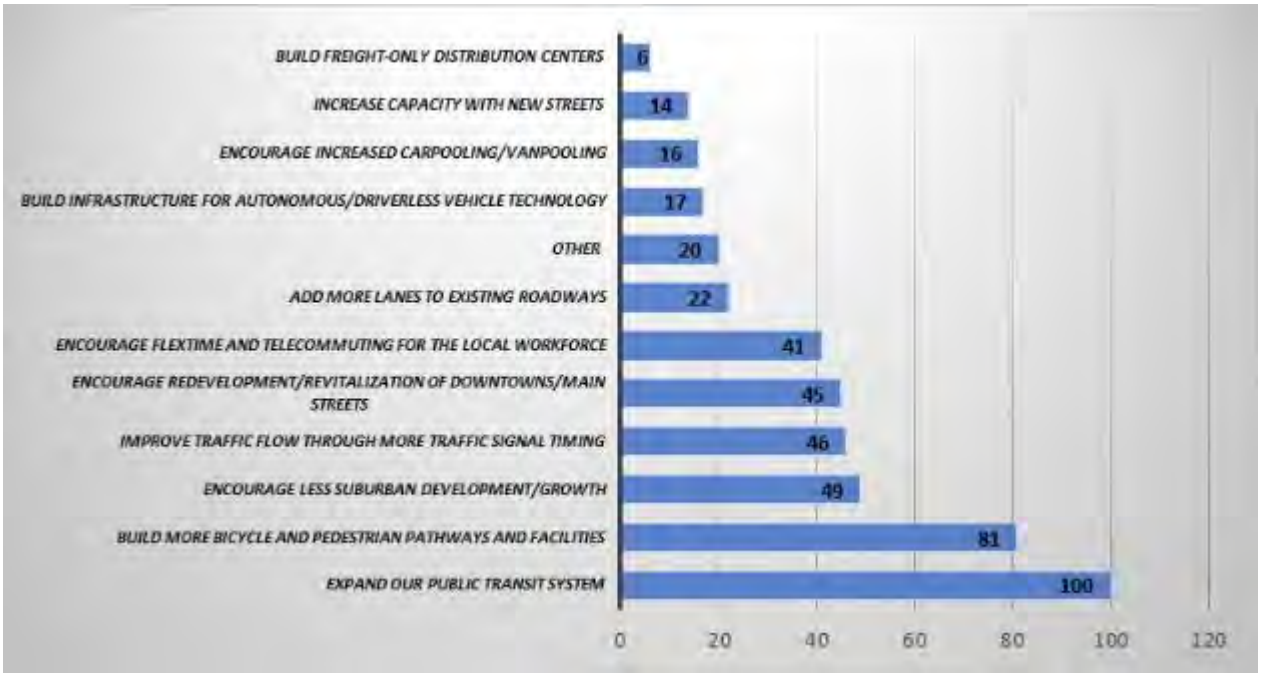


Q9. In your opinion what will be the three (3) MOST significant transportation challenges in our region in the next 25 years?

Responses to Other

- Inaccessibility of Atlanta and other cities except via car
- Environmental impacts
- Bicycle/pedestrian master plan implementation
- Proper transportation budget oversight.
- We need more bicycle infrastructure.
- Meeting needs for multi-modal connectivity for people of all ages and abilities
- Fuel use/pollution
- Reducing the number of cars on the road, switching from car-based to alternative-based
- this is the country, there is no other transportation to take so everyone drives

Q10. In your opinion what would be the top three (3) ways to address challenges between transportation and land use strategies?

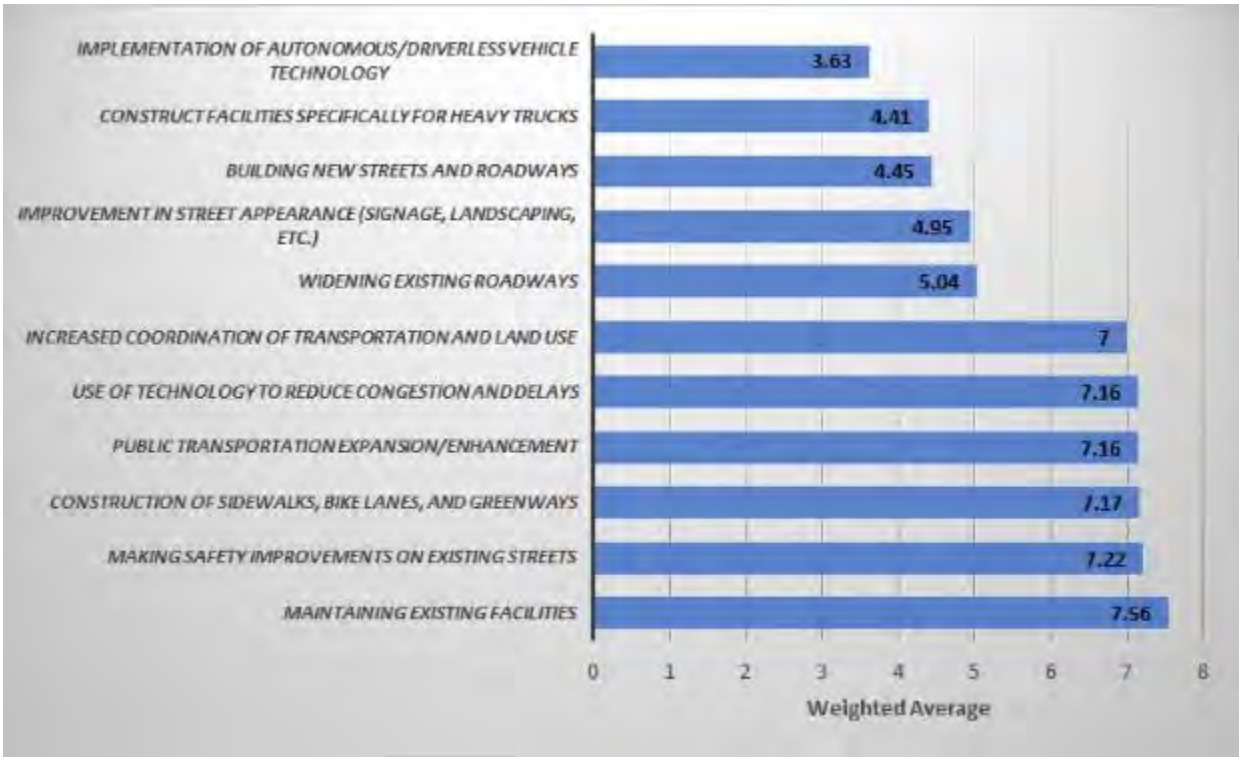


Responses to Other

- Build several park and rides placed along a 3-mile radius of the city and offer incentives to use them.
- Increase convenience for alternative travel, whether that is electric vehicles, mopeds, bikes, walking, public, carpooling, etc.
- Make 316 from Athens to Atlanta free of stoplights.
- More roundabouts.
- More greenway!!!
- increase density
- Roundabouts
- Light rail esp. to Atlanta
- BUILD A PASSENGER TRAIN LINE TO ATLANTA!
- Encourage new density corridors in urban and suburban areas
- NO NEW ROADS! BUILD PUBLIC TRANSIT!!!
- Build more "last mile" connectivity--e.g. bike paths/lanes to transit, car share to transit
- Trains
- Many of the above cannot be controlled and/or has already been implemented, and/or does not make economic sense. Growth happens when an economy is good and communities are thriving. Instead of trying to control where private citizens want to live and work, transportation should be planned around where growth is occurring and has been planned to occur (future land use and zoning maps). Current traffic issues should be fixed. Future traffic issues should be planned for. Private citizens should not be punished in the process.
- Create more pathways for walking in favor or biking.

- Discourage truck traffic in town
- Bus-only lanes, decrease lanes, park-n-rides, congestion charge for cars
- Local rail service...to Atlanta
- design roads to accommodate more traffic without high environmental impacts
- Prohibit cyclists from roads determined unsafe for both vehicles and cyclists

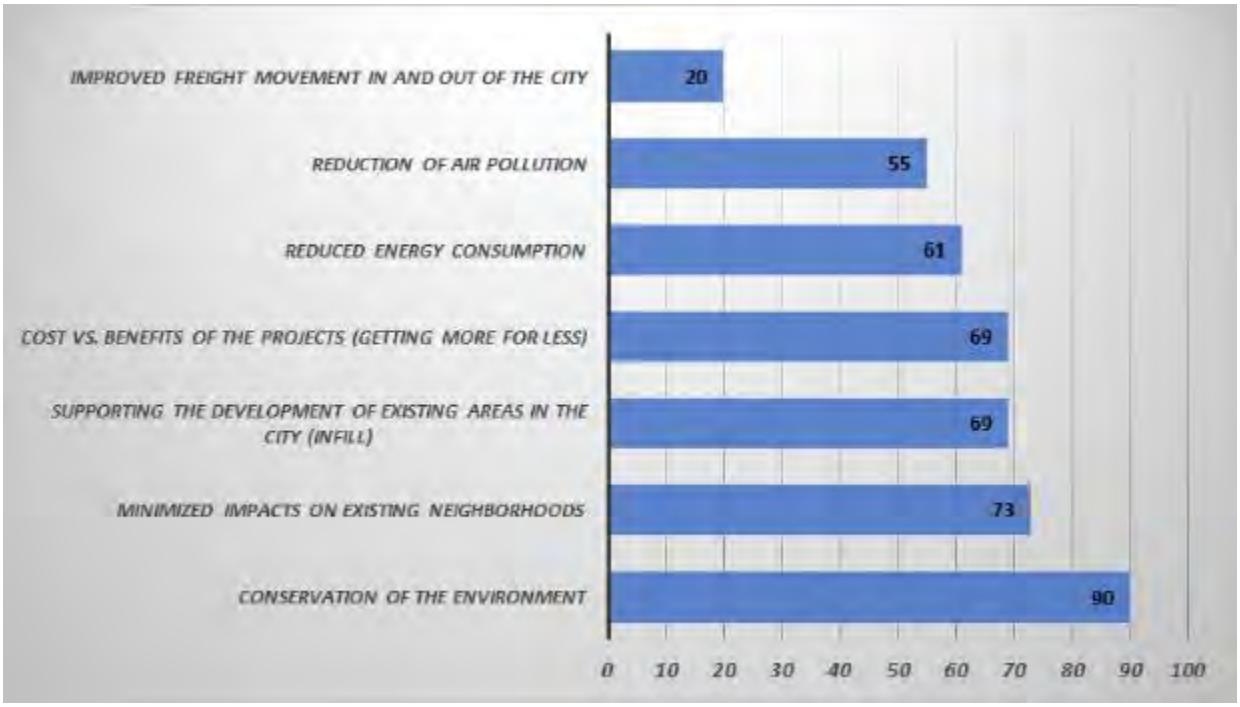
Q11. What should be the top priorities for project funding? Please rank the following on a scale of 1 to 10, with 1 as least important and 10 as most important.



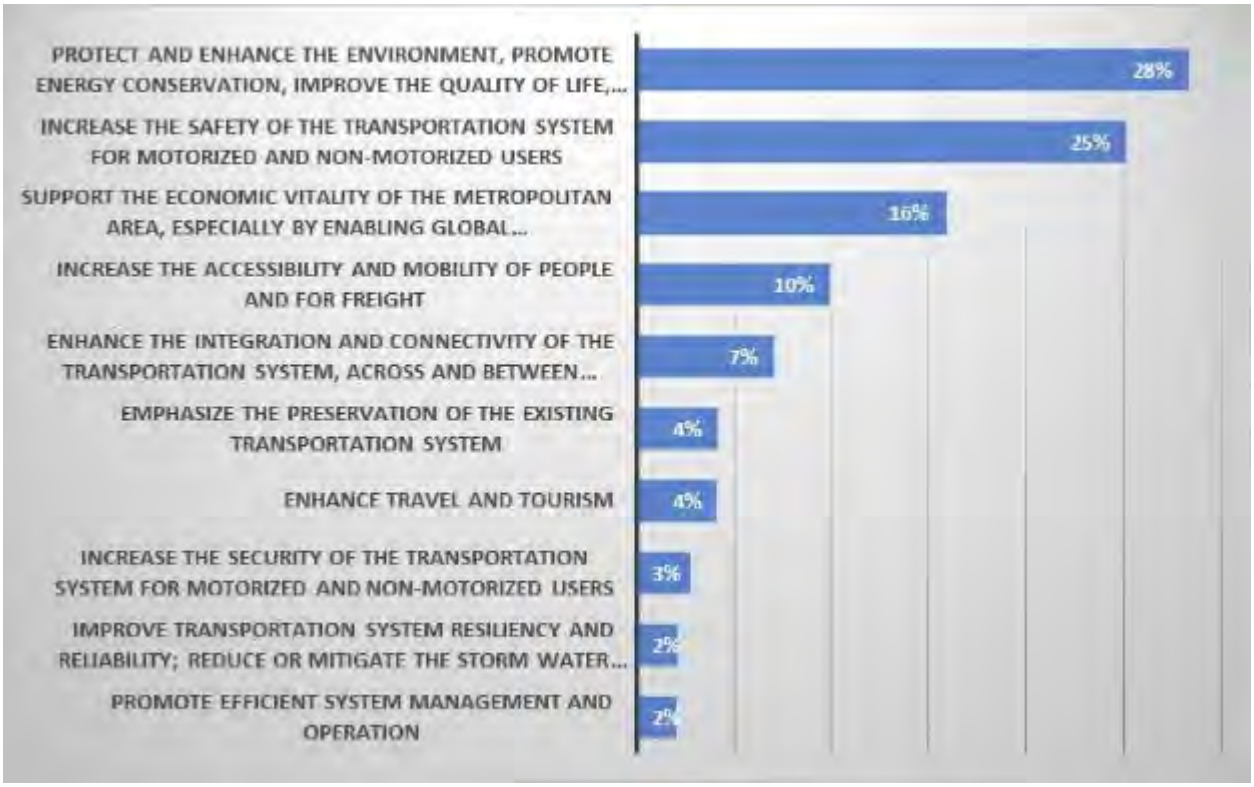
Responses to Other

- Alternatives have to be attractive, convenient and reliable to get people out of their cars. A concern for their own health and/or the environment will help, too
- Build a passenger train line to Atlanta!
- Use existing rail through UGA campus.
- Maintaining/Making safety improvements to what we have prior to building more roads.
- "Brain train" between Marta system in ATL and Athens / Hwy 441 between Watkinsville and I-20
- Must plan better to ease future issues

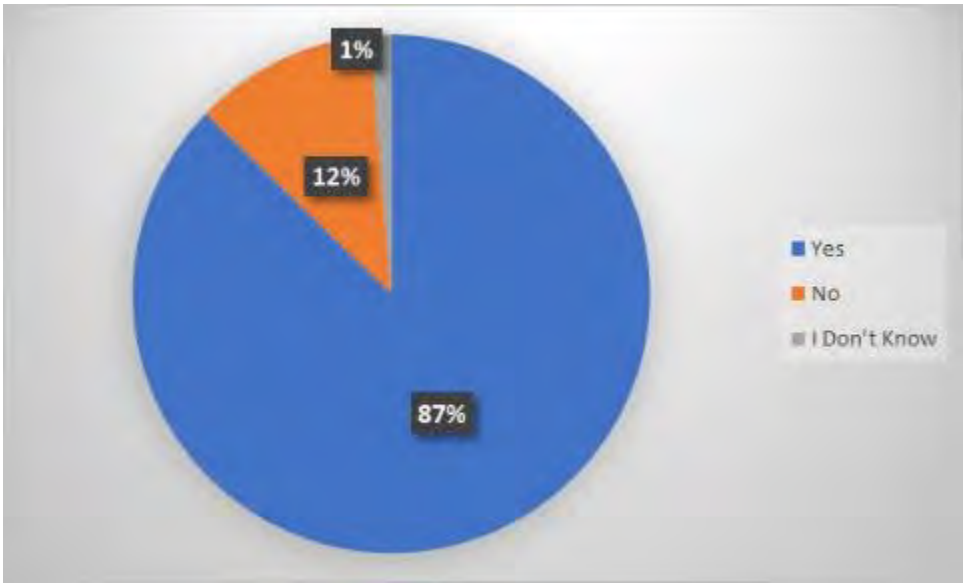
Q12. What are your top three (3) considerations when selecting transportation projects?



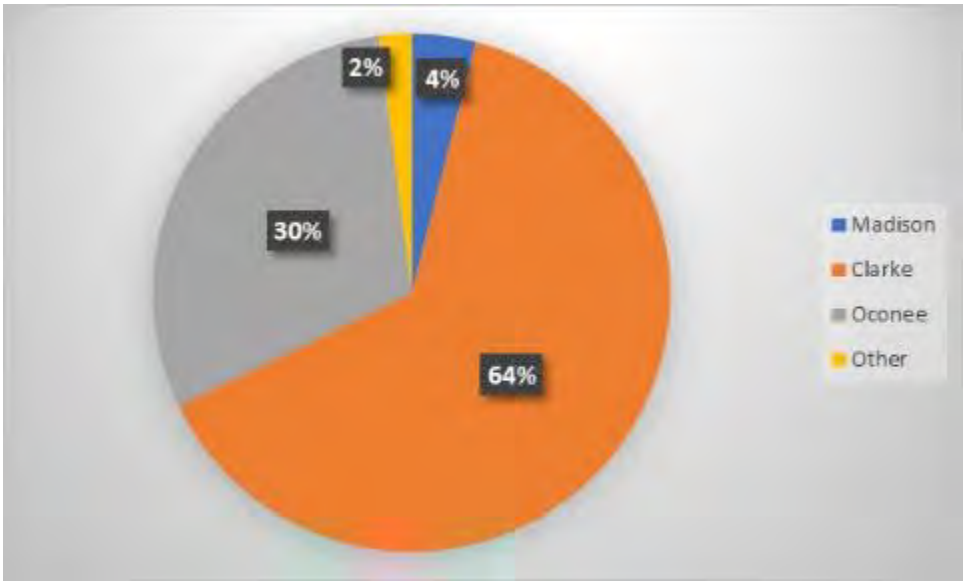
Q13. Please number the following factors in order of importance to you.



Q14. Do you live within the MPO Boundary?



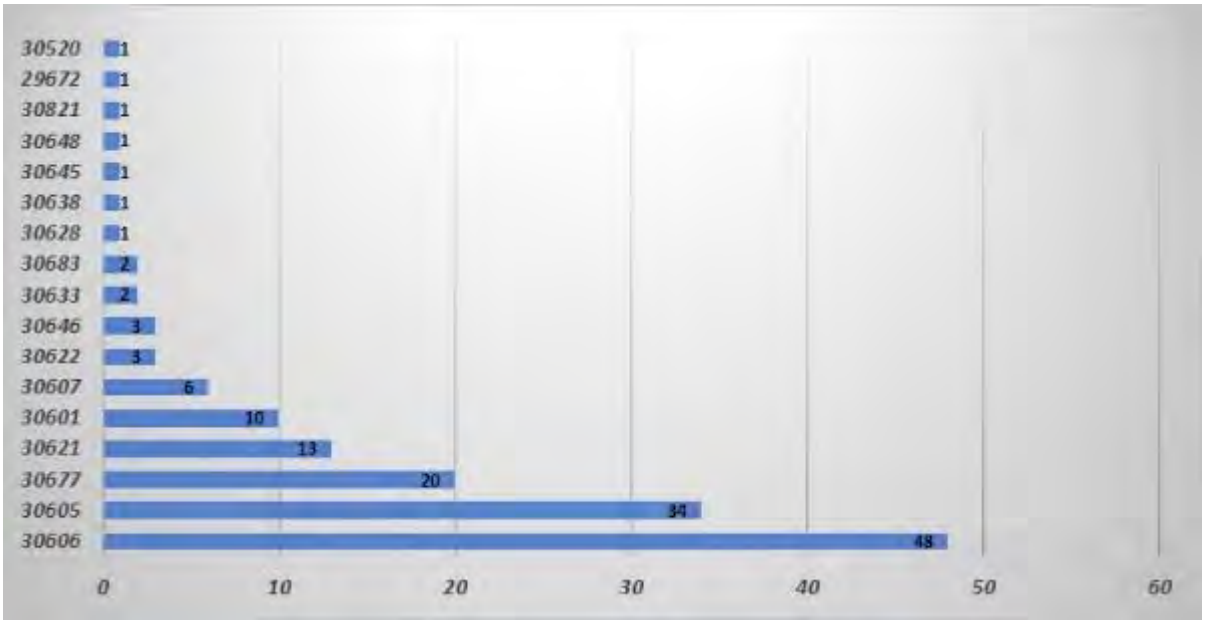
Q15. In which County do you live?



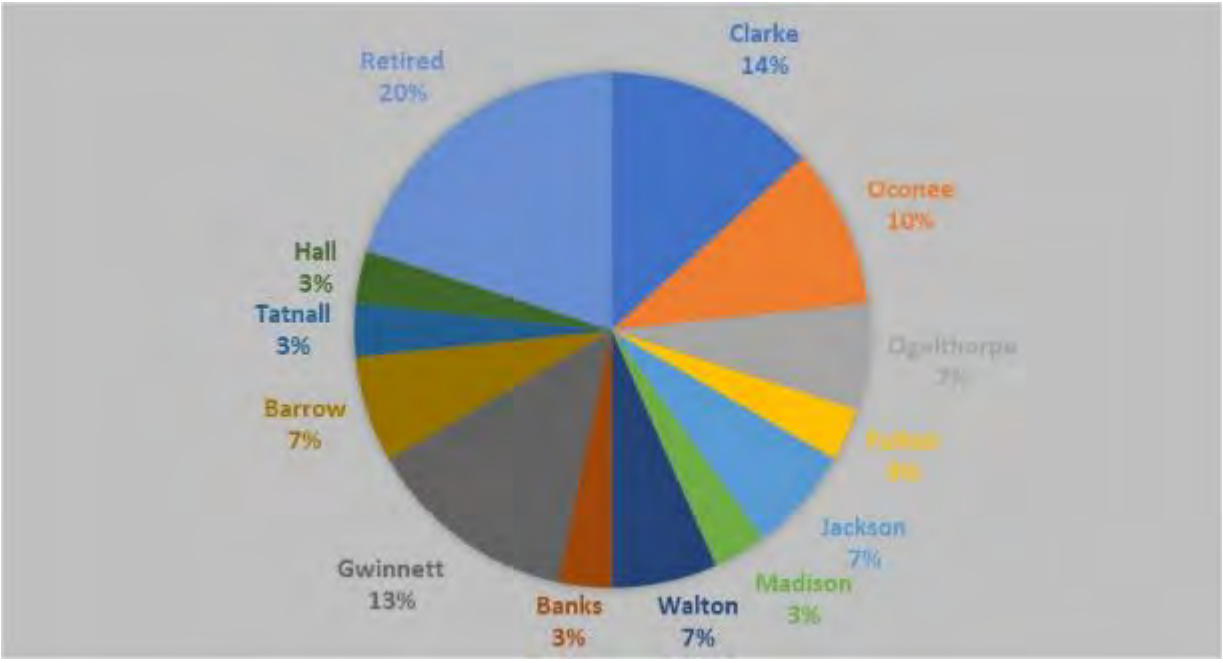
Responses to Other

- Franklin
- Oglethorpe
- Oconee, South Carolina

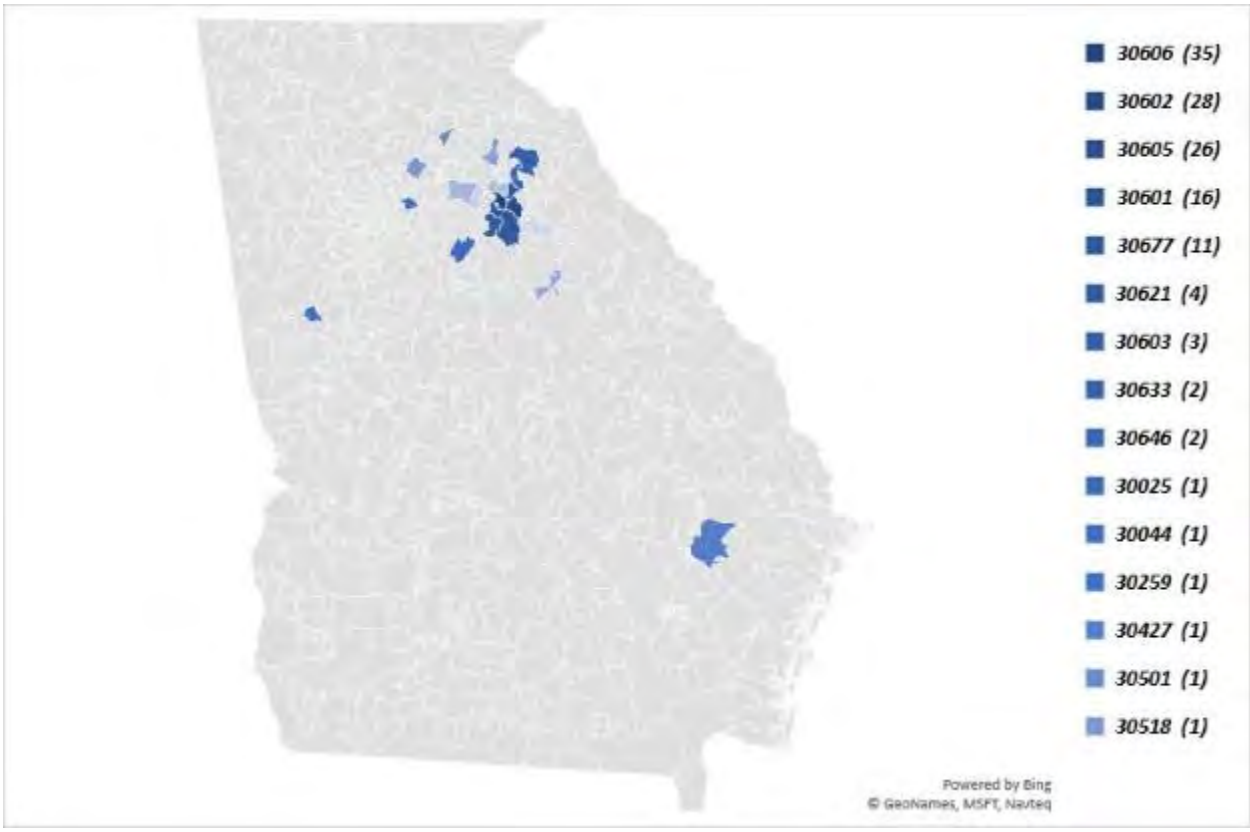
Q16. In which zip code do you live?



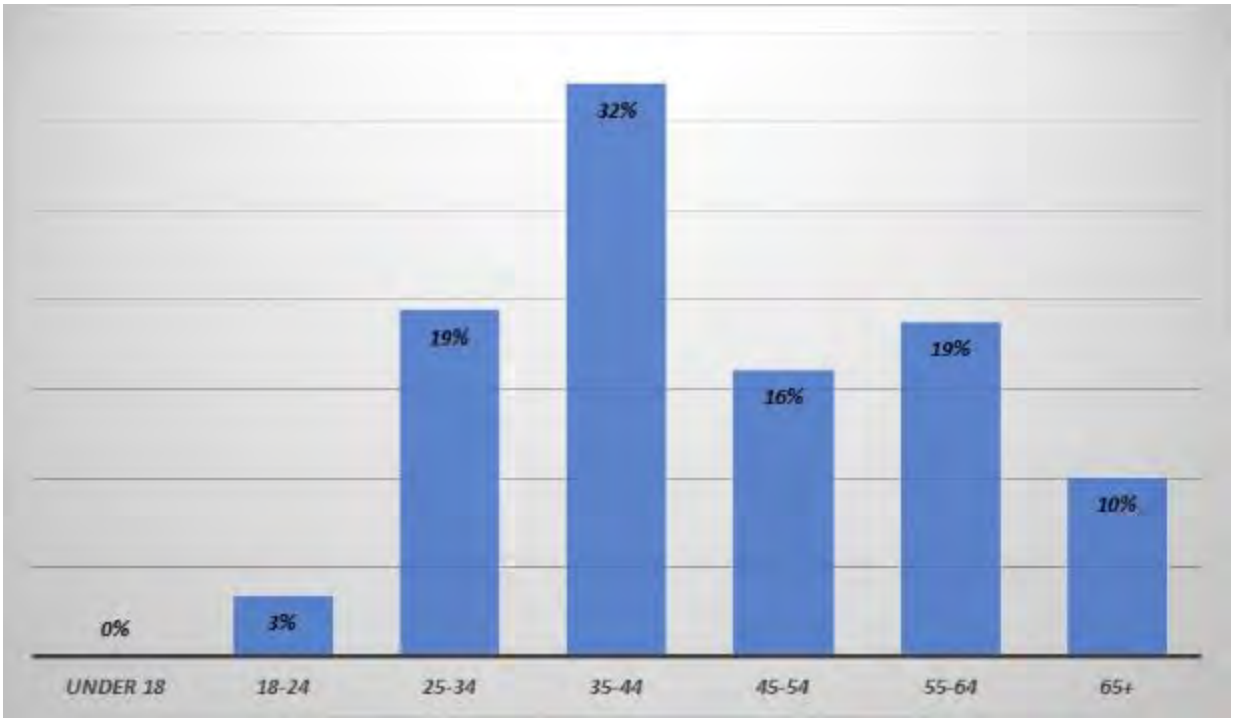
Q17. In which County do you work/go to school?



Q18. In which zip code do work/go to school?



Q19. Please identify your age group



Q20. Additional Comments

- Please use our tax money wisely. I like the idea of these surveys and look forward to participating in more. Thank you.
- Street planning to help reduce speeding.
- Big picture thinking required. We have too many vehicles competing for space on roads with built-in choke points. Find ways to reduce the number of vehicle trips per household: delivery services, easy and fun access to downtown, smooth connections between Athens, Atlanta, and Hartfield-Jackson Airport.
- If you build it, they will come. If you build bike lanes, bike paths, walking paths, then people will use them to commute. If you build more highway lanes, wider streets, then you can expect more cars to flow into the city.
- I would like a high speed rail system connecting our neighboring counties and the outer Atlanta region.
- I honestly think that having buses on hourly could be improved. If you miss the bus, you are automatically late for work or school. I think it would be beneficial to have it run every half hour. Obviously, this takes a lot of change. I think making small changes here and there would help instead of making a big change all together.
- Make more greenway!!
- Why do consumers/residents care about efficiency of the system? That sounds like an operational consideration of little concern to a consumer. Also, did I not read that this will be implemented by 2045 - 27 years from now?! Why bother ask these questions at all when an adult with a young family won't have kids at home when this comes to fruition, or an elderly person may have died by the time this comes to pass? The last MACORTS study was published in... 2007 I think? Using data from 2000? And the recommendations still haven't been implemented over a decade since the study using two decades old data if I'm correct? Please - we need good public transit, not ongoing studies for things that don't get done.
- Please improve public transportation, bike lanes, and greenways/multi-use trails.
- While many of my choices here reflect priorities for my own community (Athens), I don’t think they’re exclusive to Athens. I realize that many surrounding communities act as bedroom communities for people who work in Athens. Driving for many of these folks seems like the only option to get around. That sort of thinking is limited in my view. There should still be a way to develop a regional network that prioritizes access to multiple modes of transportation and equity. That should also include a well-designed system for drivers as well but not at the exclusion of other modes, which is the system we have now.
- Thank you for seeking this input. I encourage lobbying hard for the construction of high-speed rail between Atlanta and our area. This would alleviate a lot of traffic in that corridor -- especially for athletic events, graduations, and daily commuters. I for one would happily pay more in taxes to fund such a project.
- There is a need to connect the areas within MACORTS with public transportation. Buses and/or light rail. There also ought to be rail between Athens and Atlanta
- There are places in the Athens area that I cannot access because there are no bus routes and biking there is not safe. Notably, the Oconee Connector/Epps Bridge area is inaccessible.
- Support walkable & bikeable communities--this includes allowing street trees & planted medians and implementing green streets infrastructure that reduces stormwater runoff and creates planting areas
- Light rail! High speed rail! Increase bus network! Bike ped infrastructure! COMPLETE STREETS!!!

- Reasonably priced rapid local transit and regional transit options as well as safe and relatively inexpensive ways (e.g. sidewalks, paths, bike lanes, trails) to access them are top priorities for me.
- I'm only familiar with Athens County Transit, but, after living in many different cities, ACT is the best transit system I've ever been a customer of!!
- Road capacity, traffic flow and efficiency should be the top priority. Infrastructure improvement and maintenance is also important. Public transportation is below the other two but also needed in our region for total coverage and effectiveness. Accommodations for ride sharing and self-driving cars should be a priority for the future. And we should take more advantage of technology.
- My sci-fi future sees heavy trucks A) autonomous and B) using their own dedicated pathways well away from small towns and neighborhoods.
- My family and are strong supports of alternative and clean transportation solutions, e.g. bicycling, PED, public transit. More safety is always our concern, more growth and expansion are not priority.
- Highway 316's intersections are dangerous areas. Bike lanes in Athens and major routes are appreciated.
- It's extremely dangerous to ride a bike on Milledge Ave., which is the ONLY level road from north to south campus. Its scandalous Athens didn't fix this 50 years ago.
- Everything is catered towards the students who don't live here permanently and the rest of us have to hope for crumbs. Transportation is essential for people in this city, but it's also sorely lacking for those who really need it.
- I enjoy the rural setting of Oconee county and would like to see the traffic problems in Watkinsville from trucks coming down Hwy 15 alleviated. Route 441 and Hwy 15 in combined road over to Watkinsville bypass.
- Oglethorpe county should be part of MACORTS since a huge amount of traffic travels from Oglethorpe to work in Clarke
- Please fix the problems at the Lexington and Barnett Shoals intersection. The afternoon backups from off the loop are ridiculous.
- I would like to see traffic routed away from towns like Watkinsville and Bishop with well-designed plans, unlike the plan that places roundabouts that create and will solve few traffic issues now or in the future.
- Oconee is beautiful, but it is becoming over-crowded very quickly.
- Biggest problem area that needs to be fixed is where Lexington Road meets the loop and Barnett Shoals Road. Need to eliminate lights and build new ramps to loop. worst intersection in Athens/Clarke.
- I support the desire to minimize impacts from new road construction, but I also believe we need careful planning of our transportation infrastructure so that we aren't needlessly building smaller roads only to see to see additional projects introduced later. Build a proper bypass through Bishop, not the ridiculous route that is being vetted.
- Preservation and protection of land and water resources is most important. Don't need more development and traffic.
- Time to get cyclists off the road or, at the very least, in designated lanes. Cyclists should not share sidewalks with people. Sidewalks are for walking and children riding bikes. Do not want connectivity with other communities through bike trails.
- MACORTS has been successful in providing a comprehensive increase in travel lanes in the MPO boundary. Moving forward, road widening should not be a heavy influence in the discussion of how to improve transportation in the region. Road safety for all users and development patterns that focus on land-use and transportation efficiency should be the main targets.
- I believe it would be best if we coordinate our transportation infrastructure and land-use plan/zoning to allow for the high density growth where the transportation infrastructure is. We need to reduce

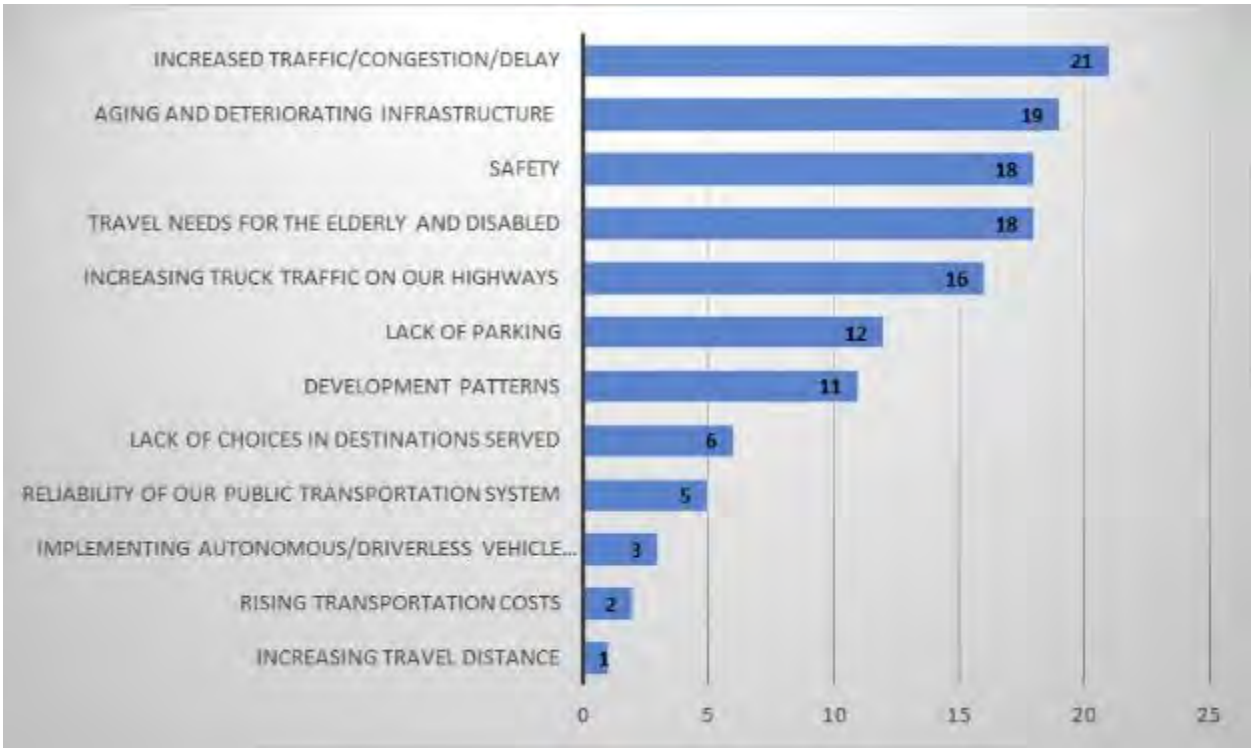
urban sprawl and focus growth in downtown Athens, along West Broad Street, Atlanta Hwy, Epps Bridge Parkway and Lexington Road.

- As a lifelong Oconee resident, I would like to see the development of the county subside. More specifically I would not like to see any development in the south part of the county. We need to keep the integrity of what Oconee is and what we stand for. If we are not careful we will turn into another Gwinnett.

Interactive Exercise for Public Engagement – Prioritization of Issues

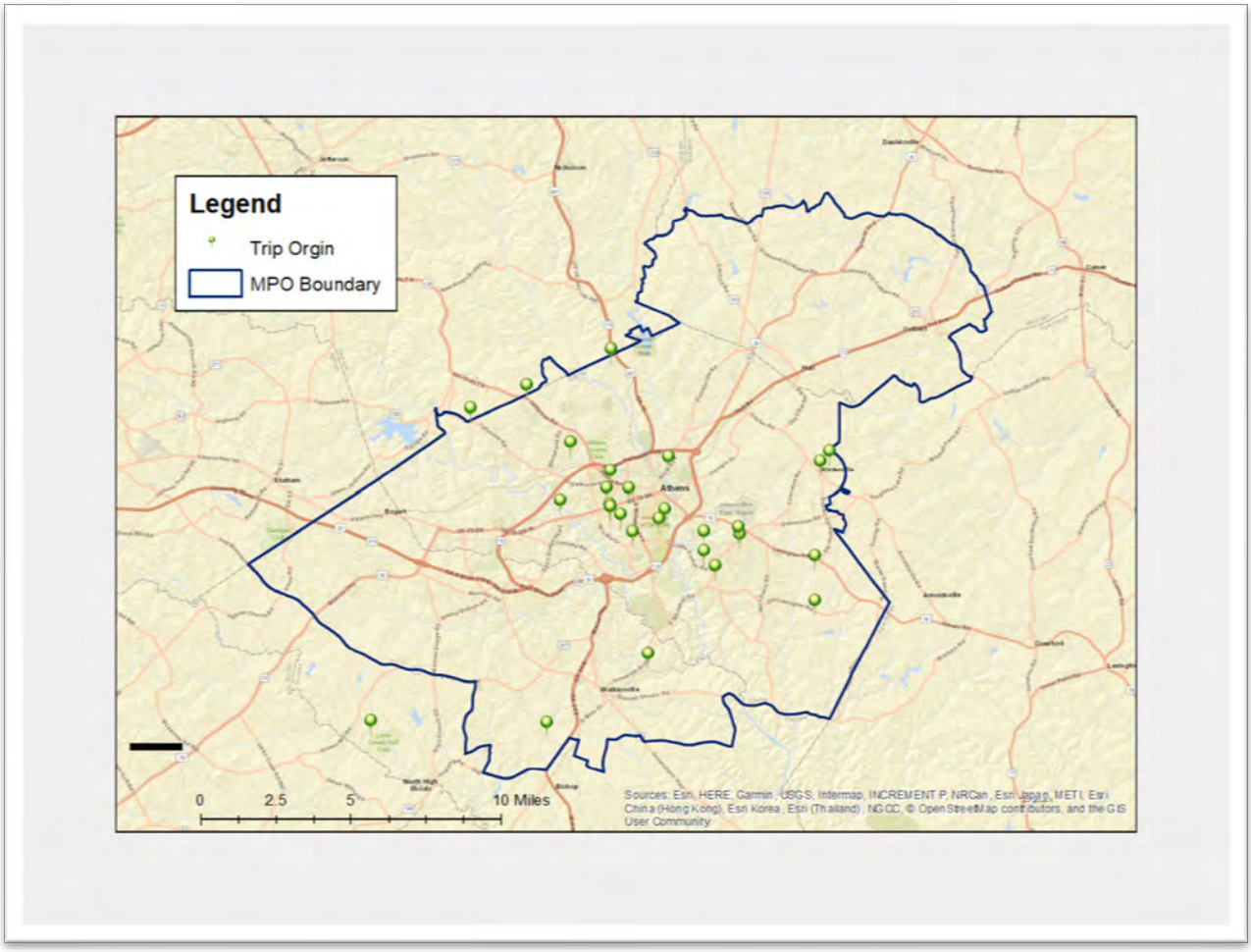
Indicate what you believe will be the primary transportation related issue(s) for MACORTS between now and 2045. Three marbles allocated to each participant which could be evenly distributed or concentrated on an issue.

Issues	Results 4/14/18 (Madison County)	Results 4/23/18 (Athens-Clarke County)	Results 4/23/18 (Oconee County)	Results Planning Department 4/24-6/29/18	Totals
Lack of choices in destinations served	0	4	2	4	10
Aging and deteriorating infrastructure	17	1	1	19	38
Reliability of our public transportation system	2	3	0	7	12
Rising transportation costs	0	1	1	2	4
Increasing travel distance	0	0	1	5	6
Increasing truck traffic on our highways	13	3	0	1	17
Development patterns	3	7	1	12	23
Travel needs for the elderly and disabled	15	1	2	13	31
Safety	14	2	2	12	30
Lack of parking	3	8	1	10	22
Increased traffic/congestion/delay	4	6	11	19	40
Implementing Autonomous/Driverless vehicle technology	1	0	2	10	13
Total	**72**	**36**	**24**	**114**	**246**
Participants	24	12	8	38	82

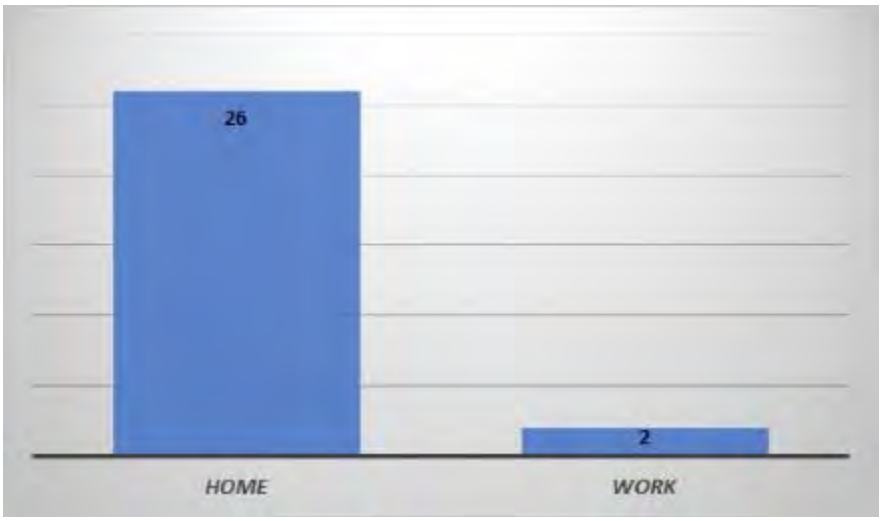

INCREASED TRAFFIC/CONGESTION/DELAY
21
AGING AND DETERIORATING INFRASTRUCTURE
19
SAFETY
18
TRAVEL NEEDS FOR THE ELDERLY AND DISABLED
18
INCREASING TRUCK TRAFFIC ON OUR HIGHWAYS
16
LACK OF PARKING
12
DEVELOPMENT PATTERNS
11
LACK OF CHOICES IN DESTINATIONS SERVED
6
RELIABILITY OF OUR PUBLIC TRANSPORTATION SYSTEM
5
IMPLEMENTING AUTONOMOUS/DRIVERLESS VEHICLE...
3
RISING TRANSPORTATION COSTS
2
INCREASING TRAVEL DISTANCE
1
0
5
10
15
20
25

WikiMapping

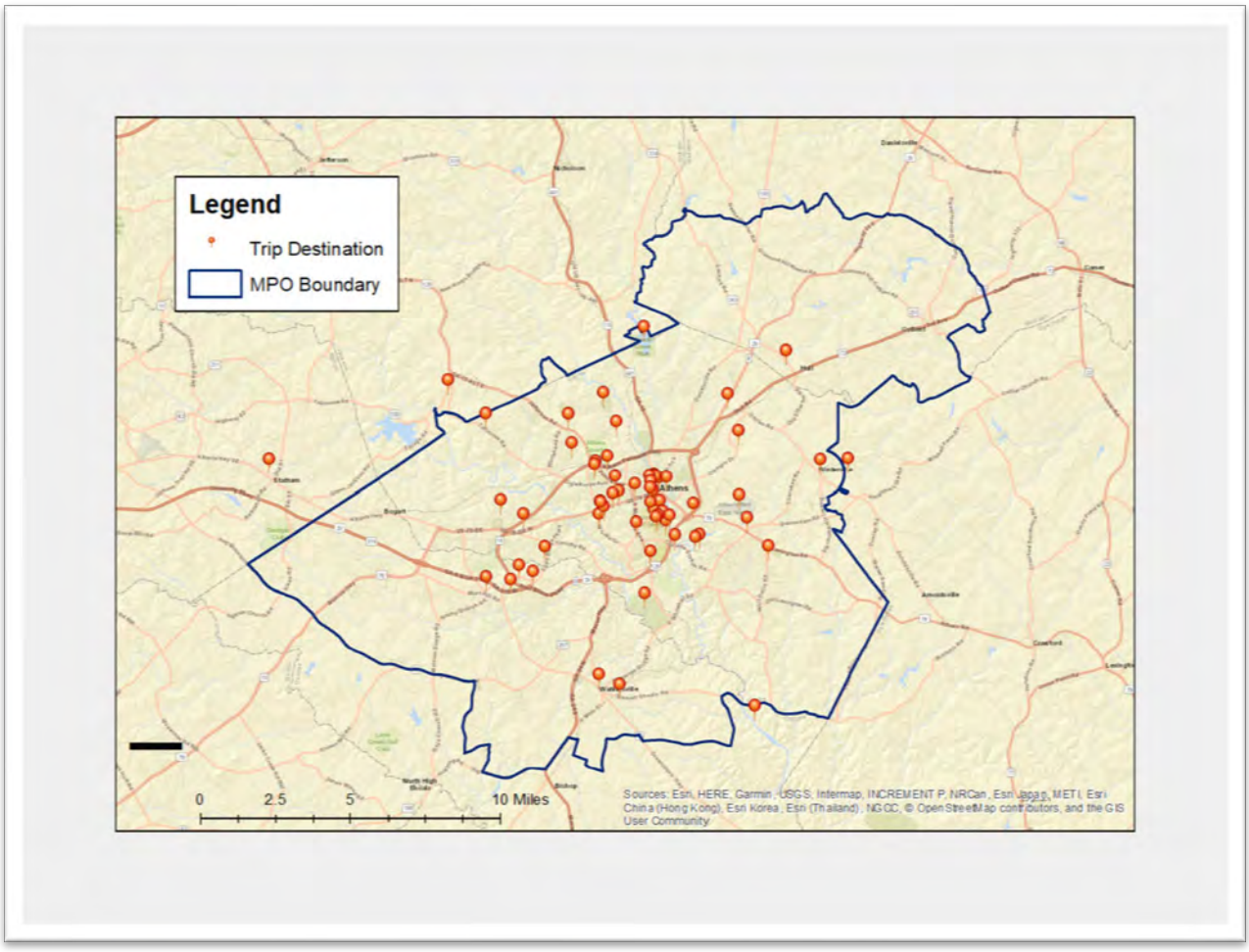
Trip Origin



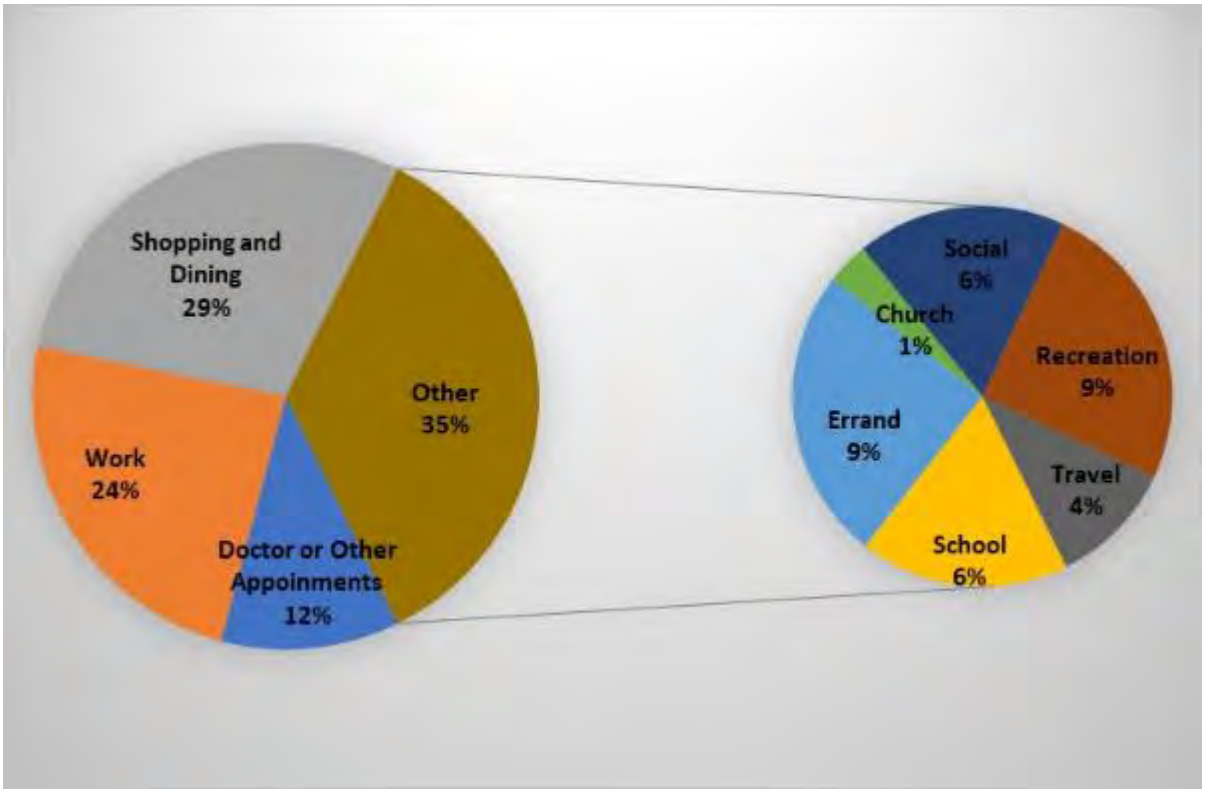
When traveling in the MPO area, where do you typically start your trip?



Trip Destination



When traveling in the MPO area, where do you typically end your trip?



Name / Address of Destination

- 305 Research Drive
- Downtown Athens
- Epps Bridge
- Cedar Shoals Rd. and Lexington Rd. intersection
- South Athens Vet Clinic
- Magnolia Estates
- Brenau Downtown Center
- US 78 to Barnet Shoals Rd.
- Correll Hall
- The Palisades Bldg. 3200 Downwood Circle NW
- The Shepherd Center 2020 Peachtree Rd. NW
- St. Mary's Endocrine Group, Trader Joe's shopping area
- Southern Brewing Company, Pinewoods Library
- Athens Ben Epps Airport, Shiloh Baptist Church
- Georgia Square Mall, Rafferty's (would like to have access to schools out there, but can't get there by public transit)
- Family Dollar
- Whitehead Rd. Elementary (for voting or work), Burney Harris Middle (for work possible work).
- Sandy Creek Nature Center/Sandy Creek Park
- Terrapin Beer Co.

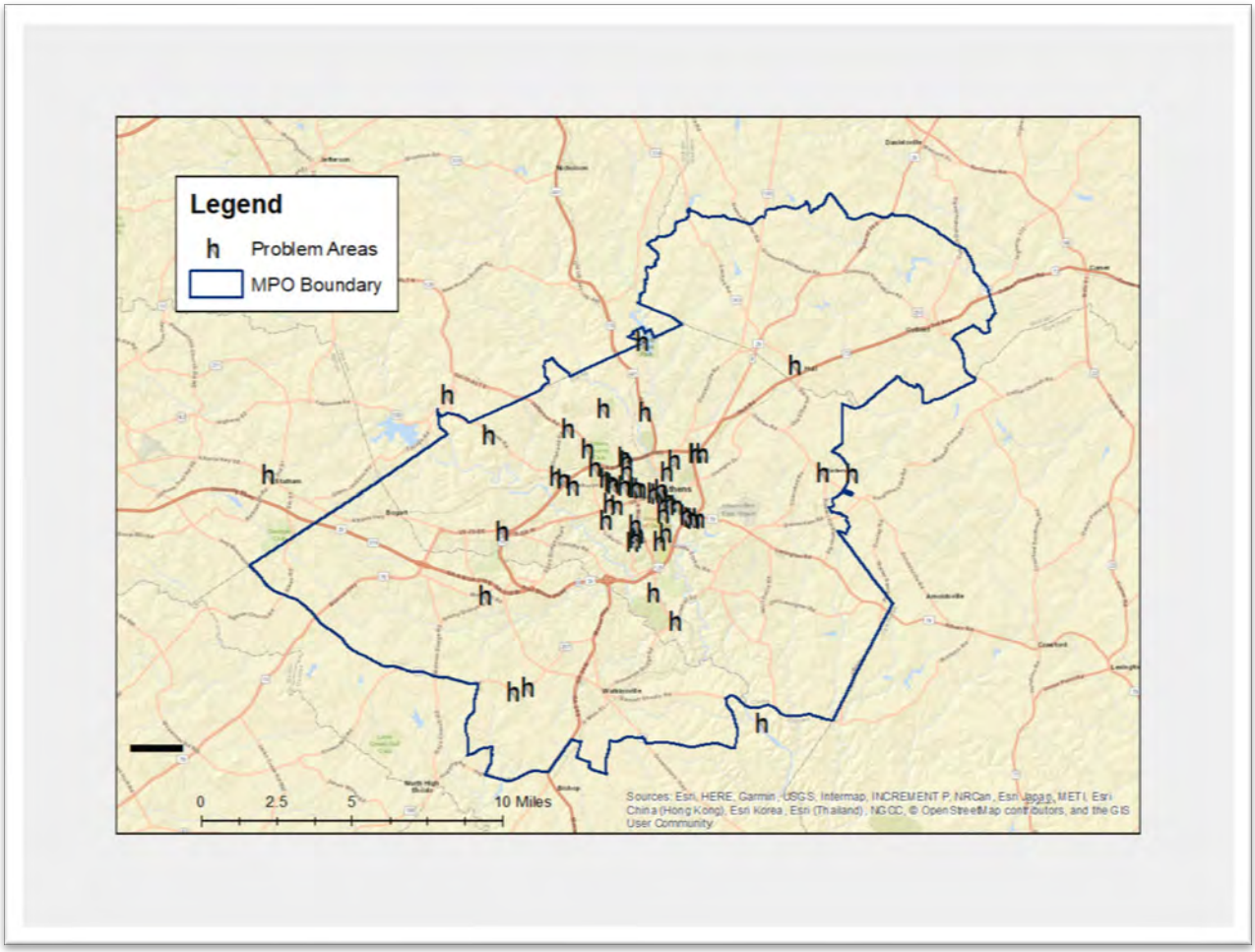
- UGA Chemistry
- 700 Sunset medical offices and Bishop Park
- West Broad Market Garden farmers market & Community Space
- HT Edwards educational facility & community space
- Firefly Trail/Dudley Park
- 1440 Olympic Dr
- 7690 Jefferson Road, Commerce, GA 30529
- Alps Road Kroger, Athens, GA 30606
- CrossFit South
- 1116 Lakeland Drive, Toccoa, GA 30577
- Northeast Health District, 220 Research Dr, Athens GA 30605
- 2500 Daniells Bridge Road, Athens
- 310 E Campus Rd

Brief Description of Route from Origin to Destination

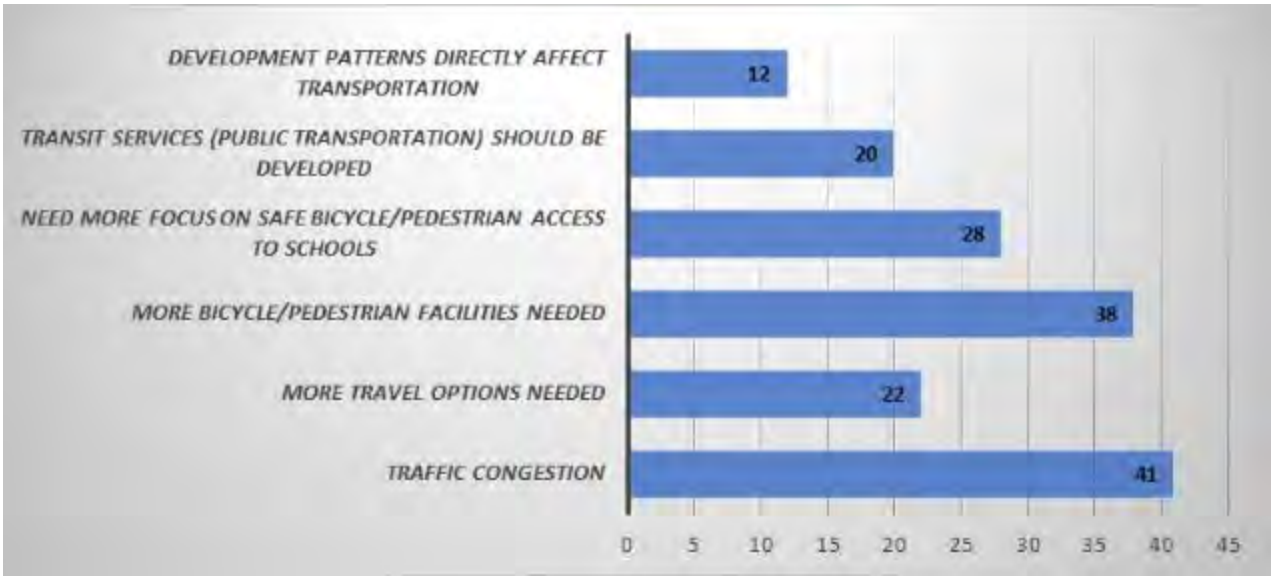
- Bike from Barnett Shoals to Research Drive. Turn left on Research Drive and continue until destination is reached (1.6 miles total).
- Either ride Route 27 of Athens Transit from Barnett Shoals to Multi-Modal Transit Facility, or ride bike starting at Barnett Shoals Road, turning right at College Station, turning left at new water treatment facility, ride greenway to Lexington Rd., cross and enter Firefly Trail to downtown.
- Drive starting at Barnett Shoals Road, turn left at College Station Road, turn left on SR-10, exit on Epps Bridge Pkwy.
- Drive, bike, or bus starting on Barnett Shoals Rd. and continuing straight onto Cedar Shoals Rd.
- Simonton Bridge to Milledge to Vet
- home to Mars Hill Rd and turn left at quick trip light then right onto Virgil Langford
- Take the loop to Jefferson/Prince Rd exit, take 129 North to Jesse Jewell Pkwy in Gainesville. Turn left on Jesse Jewell Pkway and right on Main street.
- Driving down North Ave, Dougherty, Hull St to the Hull St deck
- 129 to 85 to 75 to destination
- We drive from origin to destination. It would be great if there were a transit option to get here.
- We drive to destinations *near this area.
- We drive.
- We drive.
- I walk, bike or get a ride in a car.
- We drive.
- We drive.
- Drive or take a bus.
- I take bus 25 to campus and then a UGA bus within campus
- I know there is a push to expand the airports capacity. I have traveled all over the country and a major selling point in many cities is the ease of access to the airport.
- Walk through neighborhood to Pound St & then to Prince Ave. No sidewalk or crosswalks along this section of Prince. Very fast traffic. Need to lower speed limit & provide on-demand signaled mid-block crosswalks
- Walk through Boulevard & Cobbham & Hancock neighborhoods. Need sidewalks & traffic calming on Hancock. Intersection of Hancock, Plaza, W Broad is impossible to navigate on foot or bike.

- must navigate dangerous speeding traffic on W. Broad (essentially a 7lane hwy through a dense urban neighborhood). Again the intersection at W Broad & Hancock is impossible to navigate for peds & cyclists. There is NO pedestrian signal or crosswalk here!
- No feasible bike route for anyone living west of this area. This destination is the trailhead of a rail-trail, yet there is no way for the thousands of enthusiastic cyclists who live in the neighborhoods off Prince Ave & W Broad to safely get to this trailhead by bike
- Greenwood, Anne Ct, East Campus, College Station, Loop, Olympic Dr.
- Billups St -> Broad St -> Chase St -> Loop 10 -> Hwy 441 N -> Sheep Pasture Rd -> Traynham Rd -> Jefferson Rd
- Billups -> Rocksprings -> Baxter
- Billups -> Broad -> Chase -> Newton Bridge -> Fritz Mar
- Billups -> Broad -> Chase -> Loop 10 -> Danielsville Rd -> 106
- Ga327 to US29 to College Station Rd/ Research Dr
- 2 lane highways until I reach the bypass then off the bypass at the Epps Bridge exit
- Lexington Rd to Williams to E Campus
- Various routes depending on time of day and year
- Mostly via Baxter St. Sometimes we take Lumpkin to West Lake instead.
- Prince St
- Various
- Lexington Rd from home
- usually the loop, sometimes Baxter St
- Newton Bridge Road-->441-->Perimeter-->Huntington Road-->Huntington Place
- Newton Bridge Road-->441-->Perimeter-->through Watkinsville; Bishop; Bostwick; Rutledge
- From home, I follow my GPS.
- Newton Bridge-->441--->
- Home to here
- Neighborhood streets
- Neighborhood streets
- Milledge
- Neighborhood streets to Baxter
- Neighborhood streets to Baxter
- Georgia Ave to Prince Ave to Pulaski to W. Broad.
- Athena Dr. to the bypass, exit North Ave, continue into town via Dougherty and Prince Ave. to Milledge
- Smokey Rd. to Athens Rd to Moores Grove Rd to Voyles Rd to 72 to the Kroger on 29
- Smokey Rd to Athens Rd to Lexington Hwy to S. Bypass to Epps Br Pkwy/316 exit
- Prince Avenue to downtown and then through campus.
- Travel from campus to downtown and then up Prince to home

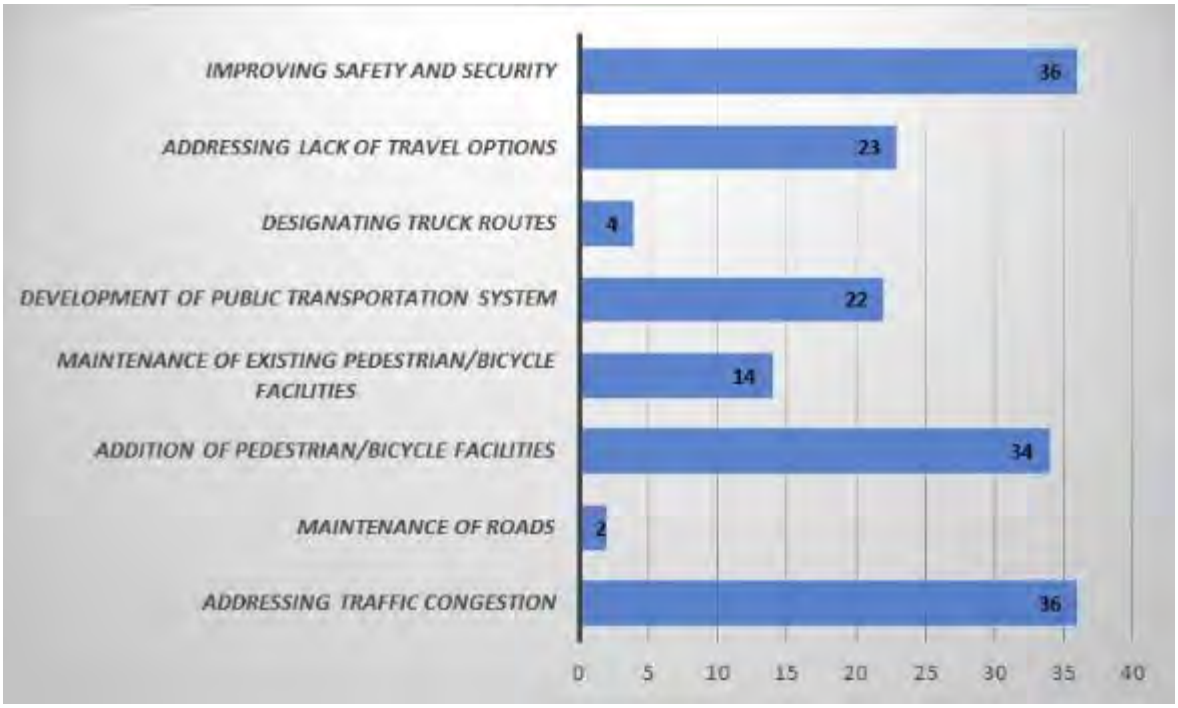
Problem Areas



What causes you concern at this location?



What do you think would alleviate the problem in this area?



Social Media

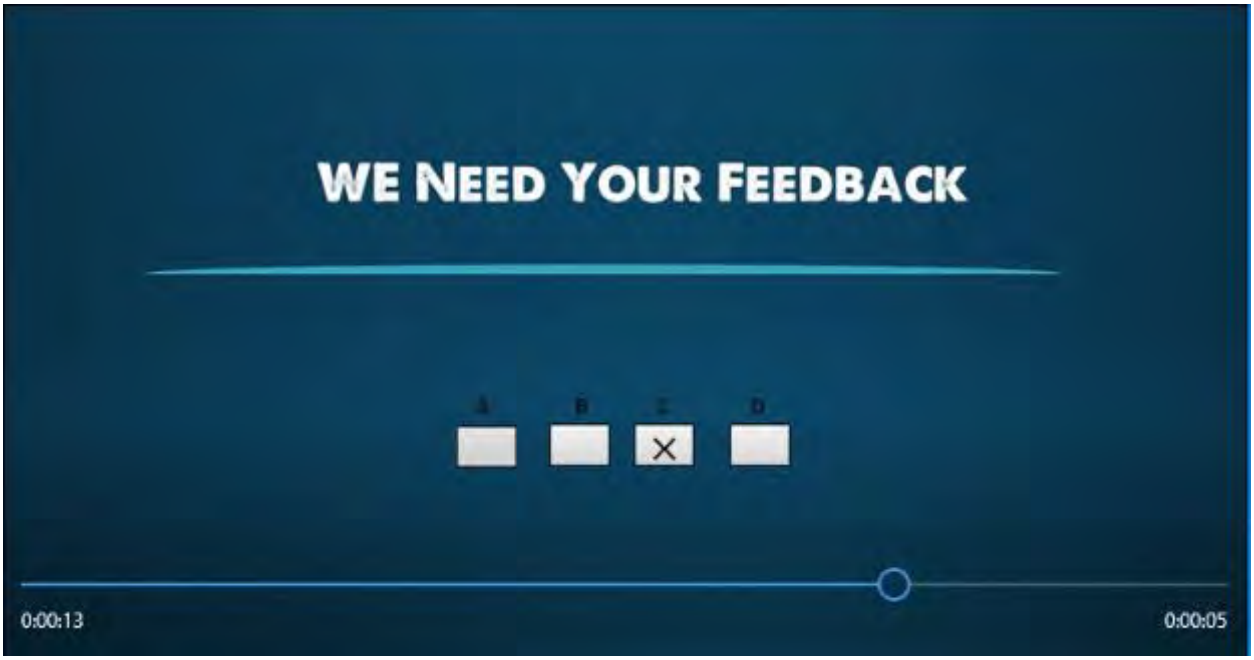
What causes you concern at this location? (check all that apply) - Traffic congestion

Facebook/Instagram Campaign

AD	Dates Ran	Reach	Impressions	Views
Video	May 14th – 31st 2018	3,817	4,674	706

Reach	number of people who receive/see an impression
Impression	number of times an ad is pushed to a phone or shared (It can be the same person more than once)
Views	number of times video was watched for at least 3 seconds, or for nearly its total length

Facebook / Instagram Ad


WE NEED YOUR FEEDBACK
A
B
C
D
0:00:13
0:00:05


TAKE OUR SURVEY
https://www.surveymonkey.com/r/MACORTS2045
SurveyAd2
0:00:15
0:00:03

Marble/Priorities Exercise Results

Jar	Results 4/14/18 (Madison County)	Results 4/23/18 (Athens-Clarke County)	Results 4/23/18 (Oconee County)	Results Planning Department 4/24-6/29/18	Totals
01. Lack of choices in destinations served	0	4	2	4	10
02. Aging and deteriorating infrastructure	17	1	1	19	38
03. Reliability of our public transportation system	2	3	0	7	12
04. Rising transportation costs	0	1	1	2	4
05. Increasing travel distance	0	0	1	5	6
06. Increasing truck traffic on our highways	13	3	0	1	17
07. Development patterns	3	7	1	12	23
08. Travel needs for the elderly and disabled	15	1	2	13	31
09. Safety	14	2	2	12	30
10. Lack of parking	3	8	1	10	22
11. Increased traffic/congestion/delay	4	6	11	19	40
12. Implementing Autonomous/Driverless vehicle technology	1	0	2	10	13
Total	**72**	**36**	**24**	**114**	**246**
Participants	24	12	8	38	82

Madison Athens-Clarke Oconee Regional Transportation Study Meeting Notice

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is updating its Long-Range Transportation Plan. Transportation Projects must be included in the Long Range Transportation Plan in order to be eligible for future federal funding. The study will assess the existing transportation network, gather community feedback, update goals, objectives, and transportation priorities for the MPO region, and produce a report that includes a prioritized, cost-constrained list of projects that will be implemented over the next twenty-five years. This review meets the program of projects requirements as established by the Federal Transit Administration.

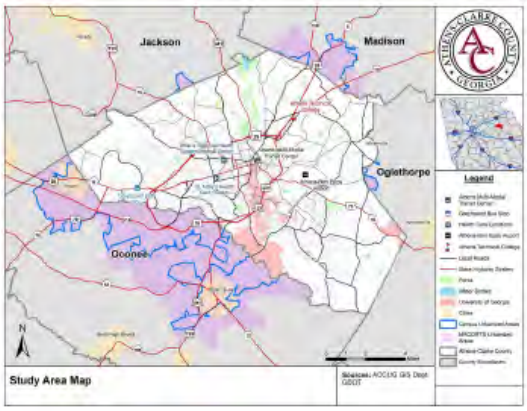
MACORTS will be hosting three open-house style meetings regarding the study:

April 14th, 2018 from 10:30 AM to 2:00 PM at the Madison County Recreation Department Ball Fields, 1345 GA-98, Danielsville, GA 30633 (inclement weather location: Madison County Library, 1315 Highway 98 West, Danielsville, GA 30633)
April 23rd, 2018 from 12:00 PM to 2:00 PM at the Athens-Clarke County Planning Auditorium, 120 West Dougherty Street, Athens, Georgia 30601
April 23rd, 2018 from 4:00 PM to 7:00 PM at the Oconee Veterans Park Soccer Fields, 3500 Hog Mountain Road, Watkinsville, GA 30677 (inclement weather location: Oconee Veterans Park Community Room, 3500 Hog Mountain Road, Watkinsville, GA 30677)

The public is invited to learn more about the project and provide feedback. For more information, please see the MACORTS website (www.macorts.org,) email macorts@accgov.com, or contact Sherry McDuffie at 706-613-3515.
A qualified interpreter for the hearing impaired or for those with limited English proficiency is available upon request at least (3) days in advance of the meeting. Please call (706)613-3110, [TDD (706)613-3114] to request an interpreter .

¿TIENE USTED PREOCUPACIONES SOBRE EL TRANSPORTE PÚBLICO EN SU COMUNIDAD?

Queremos saber sus opinions a medida que actualizemos el Estudio Regional de Transporte de Madison Athens-Clarke Oconee conocido como (MACORTS). El estudio es parte del Plan de Transporte Metropolitano (MTP), también cónocido como el Plan de Transportacion de Largo Alcance.



¿POR QUÉ ESTAMOS HACIENDO ESTA ACTUALIZACIÓN?

Para asegurarnos de que podamos sequir recibiendo fondos del gobierno federal y estatal para el transporte público, MACORTS tiene la obligacion de completar el proceso de planificación cada 5 años.

¿CUÁL ES EL OBJETIVO DEL PLAN?

MACORTS es responsable de supervisar el proceso de planificación para garantizar el acceso continuo, la conectividad, eficiencia, movilidad y seguridad para el movimiento de personas y mercancias. MACORTS trabajará con agencias asociadas, partes interesadas en las inversiones y la población para:

⇒ Identificar las necesidades de en el sector del transporte
⇒ Definir soluciones
⇒ Priorizar inversiones
⇒ Dirigir los fondos del gobierno federal para el transporte publico como corresponde

MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

POR FAVOR COMPLETA NUESTRA ENCUESTA

Comparta su opinion:
www.surveymonkey.com/r/MACORTS2045

¿PREGUNTAS ADICIONALES?

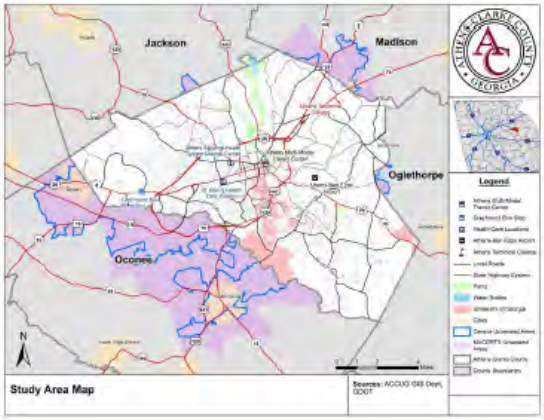
Consulte Sherry McDuffie |
706.613.3515 |
macorts@accgov.com

VISITA EL SITIO WEB DEL PROYECTO

Consultar las actualizaciones del Proyecto:
www.macorts.org

DO YOU HAVE CONCERNS ABOUT TRANSPORTATION IN YOUR COMMUNITY?

We want to hear from you as we update the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) Metropolitan Transportation Plan (MTP), also known as a Long-Range Transportation Plan (LRTP).



WHY ARE WE DOING THIS UPDATE?

To make sure we can continue to receive Federal and State transportation dollars, MACORTS is required to complete the planning process every 5 years.

WHAT WILL THE PLAN DO?

MACORTS is responsible for overseeing the planning process to ensure continued accessibility, connectivity, efficiency, mobility, and safety for the movement of people and goods. MACORTS will work with partner agencies, stakeholders, and the public, to:

⇒ Identify transportation needs
⇒ Define solutions
⇒ Prioritize investments
⇒ Direct the flow of Federal transportation funds accordingly

MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

PLEASE TAKE OUR SURVEY

Share your opinion:
www.surveymonkey.com/r/MACORTS2045

ADDITIONAL QUESTIONS?

Please contact Sherry McDuffie | 706.613.3515 | macorts@accgov.com

VISIT THE PROJECT WEBSITE

Check back for project updates:
www.macorts.org

MACORTS 30-DAY PUBLIC COMMENT PERIOD AND FINAL PUBLIC MEETINGS

Madison Athens-Clarke Oconee Regional Transportation Study Public Comment Period and Meeting Notice

On August 19, 2019 Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) will open a 30 day public comment period for the draft 2045 Metropolitan Transportation Plan (MTP). The MTP or Long-Range Transportation Plan includes goals, objectives and strategies, along with a prioritized, cost constrained list of transportation projects that will be implemented over the next twenty years. This review meets the program of projects requirements as established by the Federal Transit Administration.

The draft 2045 MTP can be viewed and written comments submitted at the Madison County Planning & Zoning Office at 91 Albany Avenue, Danielsville; Athens-Clarke County Planning Department at 120 W. Dougherty Street, Athens; or Oconee County Planning & Code Enforcement Department at 1291 Greensboro Highway Room A108, Watkinsville. You can also review the document online and submit comments at: www.macorts.org

MACORTS will also be hosting three open-house style meetings allowing the public to review the prioritized, cost constrained list of projects and updated Long-Range Transportation Plan.

Oconee County Public Meeting - September 9, 2019 from 5:00 p.m. to 7:00 p.m. at Oconee Veteran's Park, 3500 Hog Mountain Rd A, Watkinsville, GA 30677

Athens Public Meeting - September 10, 2019 from 11:00 a.m. to 1:00 p.m. at the Athens-Clarke County Planning Department, 120 W Dougherty St, Athens, GA 30601

Madison Public Meeting - September 10, 2019 from 3:00 p.m. to 5:00 p.m. at the Madison Government Building, 132 N Main St, Madison, GA 30650

For more information, please see the MACORTS website (www.macorts.org), email macorts@accgov.com, or contact Sherry McDuffie at 706-613-3515.

A qualified interpreter for the hearing impaired or for those with limited English proficiency is available upon request at least (3) days in advance of the meeting. Please

Madison Athens-Clarke Oconee Regional Transportation Study Public Meeting Notice

Madison Athens-Clarke Oconee Regional Transportation Study has just completed a Regional Transportation Study that assessed the existing transportation network, gathered community feedback, and updated goals, objectives, and transportation priorities for the MPO region. The study resulted in both a prioritized, cost constrained list of projects that will be implemented over the next twenty years and an updated Long-Range Transportation Plan.

MACORTS will be hosting three open-house style meetings allowing the public to review the prioritized, cost constrained list of projects and updated Long-Range Transportation Plan.

Oconee County Public Meeting - September 9, 2019 from 5:00 p.m. to 7:00 p.m. at Oconee Veteran's Park, 3500 Hog Mountain Rd A, Watkinsville, GA 30677

Athens Public Meeting - September 10, 2019 from 11:00 a.m. to 1:00 p.m. at the Athens-Clarke County Planning Department, 120 W Dougherty St, Athens, GA 30601

Madison Public Meeting - September 10, 2019 from 3:00 p.m. to 5:00 p.m. at the Madison Government Building, 132 N Main St, Madison, GA 30650

The public is invited to stop by one of the meetings to learn more about the prioritized projects and updated transportation plan as well as provide feedback.

MACORTS Long Range Transportation Plan

Contact Sherry McDuffie
Title Transportation Planner
Phone 706-613-3515
Email macorts@accgov.com
Website www.macorts.org

FOR IMMEDIATE RELEASE

JULY 29, 2019

MACORTS LONG RANGE TRANSPORTATION PLAN UPCOMING PUBLIC MEETINGS

Madison Athens-Clarke Oconee Regional Transportation Study, [Date]**–** MACORTS has just completed a Regional Transportation Study that assessed the existing transportation network, gathered community feedback, and updated goals, objectives, and transportation priorities for the MPO region. The study resulted in both a prioritized, cost constrained list of projects that will be implemented over the next twenty years and an updated Long-Range Transportation Plan.

MACORTS will be hosting three open-house style meetings to give the public an opportunity to review the prioritized, cost constrained list of projects and updated Long-Range Transportation Plan.

- **Oconee County Public Meeting** - September 9, 2019 from 5:00 p.m. to 7:00 p.m. - Oconee Veteran's Park, 3500 Hog Mountain Rd A, Watkinsville, GA 30677
- **Athens Public Meeting** - September 10, 2019 from 11:00 a.m. to 1:00 p.m. - Athens-Clarke County Planning Department, 120 W Dougherty St, Athens, GA 30601
- **Madison Public Meeting** - September 10, 2019 from 3:00 p.m. to 5:00 p.m., - Madison Government Building, 132 N Main St, Madison, GA 30650

The public is invited to stop by one of the meetings to learn more about the prioritized projects and updated transportation plan as well as provide feedback.

# # #

If you would like more information about this topic, please contact Sherry McDuffie at 706-613-3515 or email at macorts@accgov.com.

From: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Sent: Friday, August 16, 2019 8:29 AM
Subject: MACORTS Upcoming Public Input Opportunities

The Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is conducting 2 public comment periods beginning in the next week. All the information for these items is located on the MACORTS website – www.macorts.org – click on the Public Involvement tab.

August 19 – September 17, 2019
Comment will be accepted regarding the Draft 2045 Metropolitan Transportation Plan (MTP) August 19 – September 17.

The MTP or Long-Range Transportation Plan includes goals, objectives and strategies, along with a prioritized, cost constrained list of transportation projects that will be implemented over the next twenty years. The draft 2045 MTP can be viewed and written comments submitted at the Madison County Planning & Zoning Office at 91 Albany Avenue, Danielsville; Athens-Clarke County Planning Department at 120 W. Dougherty Street, Athens; or Oconee County Planning & Code Enforcement Department at 1291 Greensboro Highway Room A108, Watkinsville. You can also review the document online and submit comments at www.macorts.org. Public comment may be directly emailed to macorts@accgov.com as well.

MACORTS will be hosting three open-house style meetings allowing the public to review the prioritized, cost constrained list of projects and updated Long-Range Transportation Plan.

> **Oconee County Public Meeting** - September 9, 2019 from 5:00 p.m. to 7:00 p.m. at Oconee Veteran's Park, 3500 Hog Mountain Rd, Watkinsville, GA 30677
> **Athens Public Meeting** - September 10, 2019 from 11:00 a.m. to 1:00 p.m. at the Athens-Clarke County Planning Department, 120 W Dougherty St, Athens, GA 30601
> **Madison Public Meeting** - September 10, 2019 from 3:00 p.m. to 5:00 p.m. at the Madison County Government Building, 91 Albany Avenue Danielsville, GA 30633

August 26 – September 9, 2019
Comment will be accepted regarding an amendment to the FY 2018 – 2021 Transportation Improvement Program (TIP) to bring the construction phase of the SR 10 Loop at Lexington Road interchange project into FY 2020 from August 26 – September 9, 2019.

The draft amendment can be viewed and written comments submitted at the Madison County Planning & Zoning Office at 91 Albany Avenue, Danielsville; Athens-Clarke County Planning Department at 120 W. Dougherty Street, Athens; or Oconee County Planning & Code Enforcement Department at 1291 Greensboro Highway Room A108, Watkinsville. You can also review the document online and submit comments at:

www.macorts.org. Public comment may be directly emailed to macorts@accgov.com as well.

MACORTS will be hosting one open-house style meetings allowing the public to review and comment upon the amendment:

> **Athens Public Meeting** – August 29, 2019 from 4:00 p.m. to 6:00 p.m. at the Athens-Clarke County Planning Department, 120 W Dougherty St, Athens, GA 30601

If you have any questions or need additional information, please do not hesitate to contact me.

Thank you,
Sherry F. McDuffie
Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)
Athens-Clarke County Planning Dept.
120 W. Dougherty Street
Athens, GA 30601
Phone: 706-613-3515
E-mail: macorts@accgov.com
Website: www.macorts.org

MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

Athens Public Meeting Sign In
September 10, 2019

	Name	Email Address
1	Lee Becker	llbecker@mindspring.com
2	Maria Caudill	[illegible]@gmail.com
3	Mark Saxon	OCBOC
4	Andrew Malcom	N/A
5	Amrey Harden	amrey@bellsouth.[illegible]
6	Dave Shearon	mayor@cityofwatkinsville.com
7	Sharyn Dickerson	sdickerson@cityofwatkinsville.com
8	John Daniell	jdaniell@uga.edu
9	Britton Glenn	brittondglenn@gmail.com
10	michael Prochaska	prochaska.reporter@gmail.com
11	Whitney Spence	
12	C.J. Warden	cwarden@oconee.ga.us
13	Dan Magee	danmagee@hotmail.com
14	Brian Brodrick	bbrodrick@cityofwatkinsville.com
15	Tommy Malcom	tommymalcom@yahoo.com

+1

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MACORTS
MADISON ATHENS-CLARKE COUNCIL
REGIONAL TRANSPORTATION STUDY

Athens Public Meeting Sign In
September 10, 2019

	Name	Email Address
16	Diane Windham	windham.diane@gmail.com
17	Jeb Bogers	jebbogers@gmail.com
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MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

Madison Public Meeting Sign In
September 10, 2019

	Name	Email Address
1	Gerald Cook Deagravie	
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MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

Athens Public Meeting Sign In
September 10, 2019

	Name	Email Address
31	JERRY NESMITH	JERRY.NESMITH@ACCGOV.COM
32	James Daniel	jmdaniel@rocketmail.com
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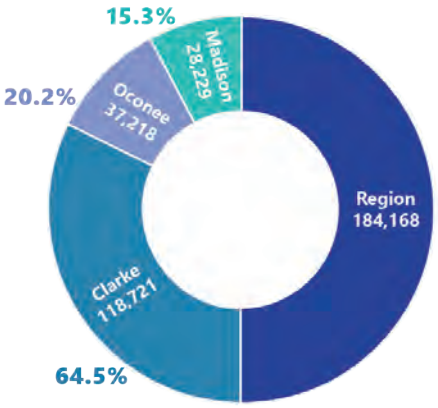
MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

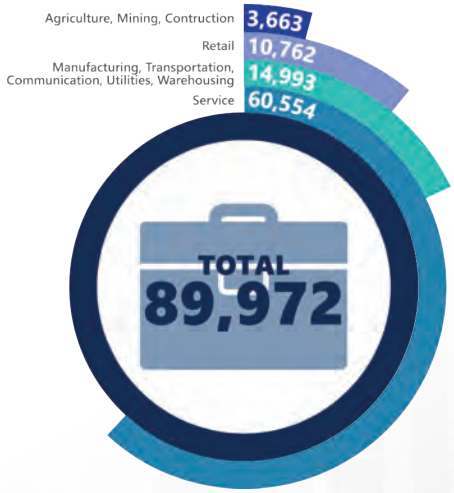
2045 METROPOLITAN Transportation Plan

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) serves as a regional center for the northeastern area of Georgia and is home to a demographically diverse population. The area has sustained a steady population and economic growth pattern over the years which is expected to continue in the future. Transportation is a critical piece of both the quality of life in the region and its economic vitality.

*POPULATION**



EMPLOYMENT



*US Census Bureau, 2015

One of MACORTS' key responsibilities is the development and update (every 5 years) of the Metropolitan Transportation Plan (MTP), with the primary goal of meeting the region's mobility needs. This MTP is the 20-year plan that sets the goals and objectives and strategically plans for the MACORTS region and identifies priorities for federal and state transportation funding in order to meet these goals and objectives.

Stay informed.

WEBSITE
www.macorts.org

FACEBOOK
SCAN ME

EMAIL
macorts@accgov.com

ADDRESS
120 W. Dougherty Street
Athens, Georgia 30601

COMMENTS

Please submit comments to:

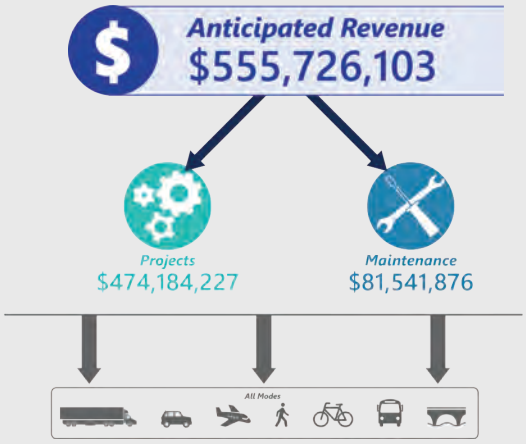
macorts@accgov.com
Fax: 706.613.3844

or submit in person at addresses on back

NEED MORE INFORMATION?
Please call Sherry McDuffie (ACC Planning Department) at (706) 613-3515

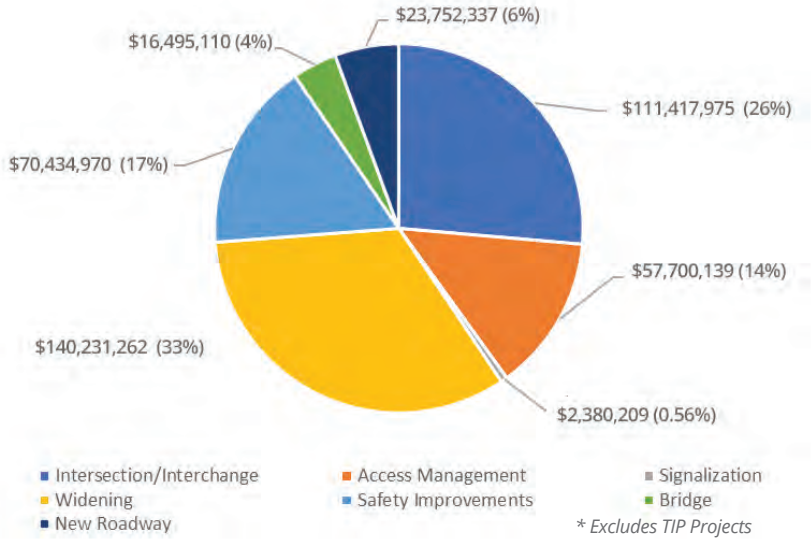
MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

2045 METROPOLITAN Transportation Plan



- *46 projects*
- *20+ years*
- *$474,184,227*
- *Enhance accessibility and mobility*
- *Region-wide*
- *All transportation modes*

*2045 MTP PROJECTS**



MACORTs has completed the draft 2045 Metropolitan Transportation Plan Update and in compliance with the Federal Highway Administration requirements, a thirty-day public comment period will be in place from August 19th, 2019 – September 17th, 2019. The public can review the prioritized, cost constrained list of projects, updated Metropolitan Transportation Plan and provide feedback. The draft is available at the MACORTS website (www.macorts.org) or in person at:

Madison County Planning & Zoning Office
91 Albany Avenue, Danielsville

Athens-Clarke County Planning Department
120 W. Dougherty Street, Athens

Oconee County Planning & Code Enforcement Dept.
1291 Greensboro Highway, Rm A108, Watkinsville

2045 MTP Goals

Complement and enhance ***linkages between transportation and land use*** while encouraging regional collaboration

Ensure the safety and security of the multimodal transportation system for all users

Support increased and ***accessible transit***

Maximize ***mobility and connectivity for both people and freight***, while increasing accessibility and ensuring the integration of modes, where appropriate

Provide a ***sustainable transportation system*** that protects and enhances the natural environment, and improves the quality of life for residents

Preserve and ***maintain the existing*** transportation system

Promote efficient transportation systems management and operation that incorporates ***feasible technologies***

Promote transportation system ***reliability and resiliency*** through identification of issues and investments, and ***mitigate stormwater impacts*** associated with the surface transportation system

Provide a ***connected and accessible transportation system for all users***, providing safe and efficient mobility options

Provide a transportation network that ***enhances regional accessibility for travel and tourism***, and promotes local tourism industry

Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency

MACORTS
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY


EXIT


Planning Department

COMMENTS RECEIVED FROM PUBLIC MEETINGS

(9/9/19 and 9/10/19)

- P15: Mitchell Bridge and Timothy Road Realignment (Band 2): ACC owns the firehouse here, to be abandoned/replaced this month. So this intersection cannot be improved until this project is complete. This has economic impacts.
- I support the projects in Oconee County. I like the addition of bike and pedestrian facilities to Hog Mountain Rd and Daniels Bridge Road.
- I strongly disagree with the P-30 Daniels Bridge Road widening. It's residential and not meant to be a high speed cut through.
- P-65 Commuter Rail Athens to Atlanta should be top priority. The region is growing too rapidly to soley depend on roads.
- P-69 must have a traffic light on SR 53 at Oconee County Veterans Park entrance! It's a major issue.
- Union Church Road/Hog Mountain – need to prioritize improvements.
- Hog Mountain from Snows Mill Road – need to develop plans for increased connectivity and mobility between neighborhoods, parks, and schools.
- Add Simonton Bridge Connector from SR 15/Government Station to Simonton Bridge Road
- All improvements to enhance bike and pedestrian safety are fantastic. If possible, bike paths separate from the road are best.
- P-16 Milledge Improvements with safe biking is important, especially if can connect with UGA improvements they are potentially making

PUBLIC COMMENTS RECEIVED DURING 30-DAY COMMENT PERIOD

From: Allan Antley <aantley22@gmail.com>
Sent: Tuesday, September 10, 2019 10:00 AM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject:

I wish to give my full support to the proposed Regional Transportation Plan for Oconee County's Hog Mountain and Daniells Bridge Roads. Adding sidewalks and bike lanes to these roadways will improve safety for pedestrians, but more importantly to me, both cars and bikes. I often bike these roads and feels bike lanes will benefit the flow of automobile traffic and reduce driver resentment for cyclist that slow them down. For cyclist, it provides an additional margin of safety and better access to many areas of the county. Oconee is a great riding county for many residents and providing bike lanes to access the central core area of Watkinsville from a variety of neighborhoods is a huge plus. I believe this plan shows real vision, especially since the cycling community recently lost a friend in Karen Tinsley.
Allan Antley

From: Diane Boykin <dsboykin1@bellsouth.net>
Sent: Monday, September 9, 2019 3:23 PM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject: bike lanes and sidewalk projects

Has it occurred to anyone that instead of having bike lanes and sidewalks, you could take away the bike lanes, making the roads more narrow, and adding that space to the sidewalk, making wider dual purpose, safer options? Separated bike paths are much safer than bike lanes.

Diane

Diane Boykin
The Boykin Team
Keller Williams Realty Greater Athens
706-316-2900 (o)
706-296-7507 (c)
dboykin@kw.com
www.TheBoykinTeam.com

NAME:	Seth Waltman
ADDRESS:	1181 Beverly Dr
CITY:	Athens
STATE:	GA
ZIP CODE:	30606
COUNTRY:	USA
EMAIL ADDRESS:	Seth.waltman@gmail.com
COMMENTS:	As someone who enjoys riding my bike outside, but is too scared to get hit by a car, I would love to see bike lanes on Daniells Bridge Road and Hog Mountain Road. I live in Welbrook Farms and I could get to less traveled roads by bike with these lanes. Seth Waltman

---

NAME:	Amy L Heath
ADDRESS:	1391 Beverly Dr.
CITY:	Athens
STATE:	GA
ZIP CODE:	30606
COUNTRY:	
EMAIL ADDRESS:	aheath@athensacademy.org
COMMENTS:	I am so happy to hear about the bike lanes and paths and am incredibly grateful for the vision to create a bike friendly community. I have lived in multiple areas around the country where a biking infrastructure was in place and I used those paths and lanes to happily and safely commute to school, work, shopping, and play on a daily basis. The lanes are vital for safety. Without them, I do not feel safe riding my bike on these roads, nor can I utilize the few bike lanes that do exist (like the wonderful new Oconee Connector) because the lanes do not connect to other roads. Oconee is the only place I have lived where I cannot safely bike, and it create a significant impact on my life. Please, please continue with this vision for a healthier, more environmental friendly community. It is incredibly important - even if people do not currently try to bike on the main roads, they will eventually begin to use it.

NAME:	Andrea Wellnitz
ADDRESS:	1651 Rambling Rill Dr
CITY:	Statham
STATE:	GA
ZIP CODE:	30666
COUNTRY:	USA
EMAIL ADDRESS:	Wellnitzandrea@gmail.com
COMMENTS:	I am thrilled that incorporating bicycle and pedestrian trails/access is part of the overall transportation plan. I just wish that they would go along all of Hog Mountain Road so that a greater percentage of the county would benefit from having access to bicycle and pedestrian access. Moving the library away from access to bicycle and pedestrian pathways is truly not in the best interest of the community, and was extremely poor planning for long term community development planning.

NAME:	David Henson
ADDRESS:	1140 Roberta Drive
CITY:	Bishop
STATE:	Georgia
ZIP CODE:	30621
COUNTRY:	Oconee
EMAIL ADDRESS:	dfhenson110@gmail.com
COMMENTS:	The intersection of New High Shoals Road and Union Church Road in Oconee County would be very well served with a roundabout. The traffic flow is moderate, but heavier during "school rush hours." However, the major concern is safety, as both roads have relatively high speed limits. It is always a gamble trusting oncoming vehicles to stop at the four-way. And while a traffic light would do a much better job alerting drivers to the intersection, it still couldn't deter a high speed collision if a red light is ignored. A roundabout would ensure safe passage through the intersection, in addition to keeping traffic flowing, even in the busier morning and afternoon hours. As a comparable, the intersection / roundabout at Whitehall Road and S. Milledge Avenue in Clarke County comes to mind - the same design would be perfect here.

NAME:	David S Himmelsbach
ADDRESS:	1060 Stonebridge Circle
CITY:	Watkinsville
STATE:	GA
ZIP CODE:	30677
COUNTRY:	United States
EMAIL ADDRESS:	dshimmels@charter.net
COMMENTS:	I strongly disagree with the proposal to change the plan to reduce from 4 lanes to 2 lanes for the section of Experiment Station Road (SR53) between Butler's crossing and US 441. As a current 2 lane road is already hazardous, without a left turn lane to enter Stonebridge Parkway from the Butler's Crossing end. This has been the location of many accidents over the last 25 years. Also long delays occur in exiting Stonebridge Parkway making a left turn onto SR53. There heavy traffic at class change times from UNG plus morning and afternoon grade school times . Only a 4 lane road with adequate turn lanes will eliminate these problems.

From: Tami Beall <tamidare@yahoo.com>
Sent: Sunday, September 8, 2019 11:01 PM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject: Sidewalks

As a homeowner in Welbrook Farms, I am a frequent traveler on Daniels Bridge Road. I am writing to offer my support for the proposed bike lanes and sidewalks. Daniels Bridge is always busy (often times folks driving too fast) and I believe the proposed additions are needed and that they will enhance our area.

Thank you,

From: John Chenhall <jmchenhall@gmail.com>
Sent: Monday, September 9, 2019 10:46 AM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject: Proposed bike and walking lanes for Daniels Bridge Road

Based on my travels to San Antonio, Texas and to Anderson, SC. I have witnessed first hand the very positive impact resulting for pedestrians and bike riders in those cities for their specially designed walkways in residential areas. It is very reasonable to expect that having safe walk lanes will also clearly benefit Oconee County residents. Availability of walk lanes in itself promotes usage.

Also, having lived off of Daniels Bridge Road since 2002, I fully endorse the plan to restrict that road restrict to two lanes with turn lanes, and not proceed to make it a four lane road. During the last seventeen years I have lived off of Daniels Bridge Road, I have never encountered any traffic issues that would in any way justify making it a four lane road.

I am very pleased to learn that the "flyover" is not being funded for a variety of solid reasons.

I would respectfully request that the top priority for construction be the interchange at Oconee Connector and 316. The volume of traffic at that intersection is enormous. With the additional of medical facilities on the north side of 316, the traffic has increased even further. Having an interchange build before new construction takes place on one or more of the corners of 316 would also I believe be more cost effective for the required land acquisition . This interchange would also remove the hazards of yellow and even red light violations that take place daily and therefore, be a substantial benefit to reduce the risk traffic of accidents. Clearly, the current situation results in substantial traffic back-up that cold be minimized with an interchange.

Thank you!

From: Tom Jackson <tjackson@uga.edu>
Sent: Tuesday, August 27, 2019 11:17 AM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject: Public Comment on Draft 2045 Plan

Please accept this comment on the draft 2045 plan:

I consider one of the most pressing problems facing Oconee County to be the traffic congestion in downtown Watkinsville, and I do not see that this is addressed sufficiently in the plan.

Two key actions are necessary to relieve this congestion.

(1) SR15 should be bypassed around downtown Watkinsville. This can be achieved by connecting SR15 on the south side of Watkinsville to the existing US441 bypass. It would be logical for this work to be done as part of the 441 four-laning project that is soon to take place between Watkinsville and Madison.
(2) The Experiment Station Road project should be extended by continuing directly across Main Street in downtown Watkinsville and connecting with Simonton Bridge Road in the approximate vicinity of the Watkinsville City Cemetery. This would not need to be more than a two-lane road with turn lanes.

These two actions would remove much of the traffic that is now clogging downtown Watkinsville. Through-traffic on Ga. 15, especially the big trucks, could then go around the town. And the many many vehicles that back up at the intersection of Simonton Bridge and Main Street while making a dog-leg up Main Street to Experiment Station could then go straight across onto Experiment Station. There are hours of the day when it takes three or more traffic light cycles to get through the intersection of Simonton Bridge and Main as it is now configured.

The idea that these two actions are not addressed in the 2045 plan, meaning this will not be fixed in my lifetime, just does not make sense. The Simonton Bridge project could be tied in with either the bridge replacement project at the Middle Oconee River or with the widening from the 441 Bypass to Main Street. The SR15 connection could be tied in with the Bishop bypass project.

Another comment regarding a different area, please. When Experiment Station is widened from Butler's Crossing to the 441 Bypass, Bishops Farms Parkway should be aligned with Government Station Road and the current intersection with Government Station Road closed off. Students bound to and from the UNG-Oconee campus clog up this area trying to turn right out of Gov't. Station and then left into Bishop Farms, and vice versa, at key times of the day. If that was a straight-across intersection it would flow much more easily and would be a considerable safety improvement. Having retired almost four years ago as UGA's VP for Public Affairs, I am aware that the University of Georgia has opposed a relocation of Government Station Road on the grounds that to do so would encourage additional cut-through traffic. In my opinion, the traffic is already there on a substandard road and must be addressed. The project as now planned is not the best and safest position and the university's opposition in this case should not be the final determination.

Thank you for your serious consideration of my thoughts.

Sincerely,

Tom Jackson

Oconee County Observations

News and comments about developments in Oconee County, Georgia

THURSDAY, AUGUST 22, 2019

Oconee County Citizens To Get Opportunity To Comment On 2045 Metropolitan Transportation Plan

*****Includes 13 Projects In County*****

MACORTS, the metropolitan planning authority for Oconee County and its neighbors, is asking the public to comment on the 2045 draft of its Metropolitan Transportation Plan that includes 13 road projects in Oconee County on the prioritized project list.

Included is a last-minute update to the plan for widening Hog Mountain Road from Butler's Crossing to U.S. 441. The update calls for a two-lane rather than four-lane road that also will include turn lanes, sidewalks and bike lanes.

MACORTS staff will hold a public meeting from 5 to 7 p.m. on Sept. 9 at Oconee Veterans Park, 3500 Hog Mountain Road, west of Butler's Crossing, to give citizens a chance to comment on the 2045 Metropolitan Transportation Plan draft.

Meetings also are scheduled on Sept. 10 for Athens-Clarke County and for Madison County.

The top Oconee County project on the list is the Clotfelter Road Bridge over Barber Creek in the northwest of the county, but the list does not include projects already in line for Georgia Department of Transportation funding, including SR 316 interchanges and the widening of Experiment Station Road from Butler's Crossing to the U.S. 441 Bypass.

Technical Coordinating Committee

The 2045 draft of the Metropolitan Transportation Plan was before the Technical Coordinating Committee of MACORTS last month, where it won approval.

Griffin And Davis 7 24 2019

It subsequently was approved Aug. 14 by the MACORTS Policy Committee.

The draft is scheduled for adoption in October, but, before that can happen, it has to be put before the public.

In addition to the hearings, MACORTS is accepting comments via the web. It is necessary to scroll down to find the comments for the 2045 Metropolitan Transportation Plan.

MACORTS (Madison Athens Clarke Oconee Regional Transportation Study) is one of 16 federally mandated metropolitan planning organizations in Georgia.

As such, it is the conduit through which federal transportation funds come to the urbanized area, which includes the northern part of Oconee County.

Last Minute Adjustment

At the Technical Coordinating Committee meeting on July 24, Beverly Davis, senior Planning Group Leader from RS&H, told the group that she had gotten feedback from Oconee County officials regarding the Hog Mountain Road project and was modifying the document accordingly.

RS&H is a national architecture, engineering and consulting firm with offices in Atlanta and has taken responsibility for creation of the 2045 update to the Metropolitan Transportation Plan, previously referred to as the Long-Range Transportation Plan.

The original proposal was to widen the 2.1 mile stretch of Hog Mountain Road from Mars Hill Road/Experiment Station Road to U.S. 441 to four lanes with turn lanes at an estimated cost of $31.8 million.

The current plan is to widen the road to two 12-foot lanes with turn lanes, sidewalks, and a bike lane at an estimated cost of $9.3 million.

With that change in costs, Davis said, another Oconee County project, a frontage road on SR 316 from Mars Hill Road to Dials Mill Road, could be moved from the unfunded list to the funded list.

Long Range

The plan is a long range one, and that is clear from the time line for the various projects on the list.

Hog Mountain Road Project Location

The Hog Mountain Road widening, listed as a Band 1 project, would be eligible for engineering and right of way funding between 2019 and 2025.

At the Town Hall Meeting on Aug. 1, Oconee County Board of Commissioners Chair John Daniell said the county was hoping to move forward with the project and mentioned the possibility of getting state and federal funding.

The MACORTS approval is a necessary step in getting that federal funding.

MACORTS approval cannot be granted without the public comment.

The Public Comment period is from Aug.19 - Sept. 17.

Project List

The Clotfelter Road bridge over Barber Creek project is expected to cost $1.7 million. The existing bridge will be replaced with a new one.

The second Oconee County project on the list is the coordination of a traffic signal on Epps Bridge Parkway at Parkway Boulevard with two others in Athens-Clarke County.

The third Oconee County project on the list is improvement to and reconstruction of the bridge over the Middle Oconee River at Simonton Bridge Road.

The fourth project is the Hog Mountain Road widening, and the fifth is the widening of Daniells Bridge Road from Mars Hill Road to Hog Mountain Road to include turn lanes and bicycle and pedestrian facilities.

The sixth Oconee County project is improvements to the intersection of Hog Mountain Road and Ray's Church Road and Malcom Bridge Road.

Projects Underway

The seventh Oconee County item on the list is Phase III of the widening of Mars Hill Road/Experiment Station Road from SR 316 to SR 15 in downtown Watkinsville.

The remaining projects involve signal upgrades, intersection improvements and construction of SR 316 frontage roads.

At the Technical Coordinating Committee meeting on July 24, Jody Woodall, Oconee County Public Works director, said that the Phase II widening of Experiment Station Road from Butler's Crossing to the U.S. 441 Bypass “has come off the shelf” and should now be moving forward.

The county has purchased right of way for the project, but funding has been dormant since that was completed.

The Georgia Department of Transportation web site lists $4.3 million in engineering in 2019 for construction of a multi-grade intersection for SR 316 and the Oconee Connector.

The site lists $42.2 million in funding for construction in 2025.

Video

I was not able to attend either the Policy Committee meeting on Aug. 14 or the Technical Coordinating Committee meeting on July 24.

The Policy Committee meeting was held at Madison County Government Building in Danielsville.

Sherry F. McDuffie, a MACORTS Planner, told me that the Policy Committee approved the draft 2045 Metropolitan Transportation Plan without discussion.

Sarah Bell did attend the July 24 meeting of the Technical Coordinating Committee, held at the Athens-Clarke County Planning Department offices.

Bell made the video below of that meeting, which was chaired by Brad Griffin, an Athens-Clarke County planner.

Davis began speaking at 8:08 in the video about the 2045 Metropolitan Transportation Plan.

From: Ann Stoneburner <ahstoneburner@bellsouth.net>
Sent: Tuesday, September 17, 2019 4:26 PM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject: bike paths and sidewalks on Hog Mountain and Daniells Bridge in Oconee County

Dear MACORTS Staff,

I am heartily in favor of keeping Hog Mountain and Daniells Bridge Roads two-laned and improving their accessibility to walkers and cyclists with sidewalks and bike paths, respectively.

Oconee County wants to remain a tightly-knit community that nurtures its neighborhoods by making schools and businesses accessible to walkers and cyclists, and not just to car traffic.

Lots of young people are already walking along sloping shoulders on Hog Mountain to get to schools close to their neighborhoods and deserve the safety of sidewalks.

The county genuinely wants to maintain the sense of place felt by most of it citizens and not turn itself into a major thoroughfare for travelers headed somewhere else.

Thank you,

NAME:	Daniel Matthews
ADDRESS:	1081 Katie Lane
CITY:	Watkinsville
STATE:	GA
ZIP CODE:	30677
COUNTRY:	United States
EMAIL ADDRESS:	danmatt@hotmail.com
COMMENTS:	Keep the two way off the shoulder bike paths please for all projects in Oconee County

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NAME:	Pam Davis
ADDRESS:	1171 Deer Trail
CITY:	Bishop
STATE:	GA
ZIP CODE:	30621
COUNTRY:	USA
EMAIL ADDRESS:	pamtdavisrealtor@aol.com
COMMENTS:	Please add bike lanes and sidewalks to Mars Hill, Daniels Bridge and Hog Mountain.

NAME:	Karen Hilyard
ADDRESS:	1130 Stonebridge Parkway
CITY:	Watkinsville
STATE:	Ga
ZIP CODE:	30677
COUNTRY:	US
EMAIL ADDRESS:	Karen.Hilyard@gmail.com
COMMENTS:	Fully support keeping these roads two-lane and including sidewalks. PLEASE: make sure the side walks are far enough off the road to be safe. Current sidewalks on experiment station road are too close to fast moving traffic — it barely feels like it's off the road. Sidewalks should also be designed with emissions in mind — so ideally there should be landscaping shrubs between road and sidewalk to help absorb carbon dioxide. Even better if sidewalks curve a little away from the roads and undulate a bit. Also please ensure that the county links these sidewalks to neighborhoods and businesses and builds WELL-marked crosswalks — maybe even at least one pedestrian bridge across Mars Hill and one across 441.

NAME:	Tommy Malcom
ADDRESS:	Post Office Box 50
CITY:	Watkinsville
STATE:	GA
ZIP CODE:	30677
COUNTRY:	United States
EMAIL ADDRESS:	tommymalcom@yahoo.com
COMMENTS:	Please prioritize Simonton Bridge and Simonton Bridge Road at the Athens-Clarke-Oconee line. Start with speed reduction efforts such as flashing signs encouraging motorists to slow down in the area due to water recreation frequently entering and exiting the area. Build a public put in-pull out for swimmers, paddlers, boats, and tubing with short-term parking and/or turnaround. Consider creating a safe entrance and exit area for accessing the Middle Oconee River at Simonton Bridge including some parking spaces for water recreation. Compare to new upgrades at GA 20 where Gwinnett and Forsyth County meet the Chattahoochee River.

NAME:	CHERYL A HOLLIFIELD
ADDRESS:	1050 Scott Terrace
CITY:	Athens
STATE:	GA
ZIP CODE:	30606
COUNTRY:	United States
EMAIL ADDRESS:	cahollifield@mindspring.com
COMMENTS:	I want to express not only my support, but also my tremendous enthusiasm, for the draft MACORTS 2045 Metropolitan Transportation Plan. The addition of sidewalks and bike lanes along Daniells Bridge and Hog Mountain roads will make a major contribution to quality of life in the county, in general, and to neighborhoods along both roads, specifically. Our state has an obesity and health crisis, and our nation faces a climate crisis and multiple economic and national security issues created by our dependency on oil. Enabling Oconee County residents to safely walk or ride bicycles to their destinations instead of being wholly dependent on cars to move around the county is a critical first step in address multiple important problems. This is a wonderful proposal that moves our county and state into the future.

From: Robert Wyatt <rewyatt@uga.edu>
Sent: Tuesday, September 17, 2019 7:14 PM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Subject: plans for road construction in Oconee County

Dear MACOURTS staff:

I write to indicate my approval of the concept of keeping Daniells Bridge Road and Hog Mountain Road two-laned, with appropriate turnouts and, where appropriate, with sidewalks and bike lanes.

As an ecologist, I am interested in seeing our community become more walkable and bike-accessible without giving up any measure to ensure safety.

Thanks for allowing me to state my preferences.

From: Tommy Malcom <tommymalcom@yahoo.com>
Sent: Tuesday, September 17, 2019 11:56 PM
To: Sherry McDuffie <Sherry.McDuffie@accgov.com>
Cc: Tommy Malcom <tommymalcom@yahoo.com>
Subject: Simonton Bridge - Middle Oconee River - Water Recreation - Pedestrian Safety

My comments for the 2045 Plan Update Currently Under Review Regarding Simonton Bridge Area:

Please prioritize Simonton Bridge and Simonton Bridge Road at the Athens-Clarke-Oconee line. Start with speed reduction efforts such as flashing signs on both sides encouraging motorists to slow down in the area due to water recreation frequently entering and exiting the area. Build a public put in-pull out for hikers, swimmers, paddlers, boats, and tubing with short-term parking and vehicle turnarounds.

Consider creating a safe entrance and exit area for accessing the Middle Oconee River at Simonton Bridge including some parking spaces for water recreation including picnics and camping. Compare to new upgrades on GA 20 where Gwinnett and Forsyth County meet the Chattahoochee River.

Note: I own the home at 2470 Simonton Bridge Road in Watkinsville.

I appreciate your help.

ATHENS-CLARKE COUNTY PLANNING DEPARTMENT
120 W DOUGHERTY STREET ATHENS, GEORGIA 30601
(706) 613-3515 | WWW.MACORTS.ORG