

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

M A C O R T S



2030 LONG RANGE
TRANSPORTATION PLAN

Prepared by:

Athens-Clarke County Planning Department

In cooperation with:

Madison County Department of Planning & Zoning
Oconee County Planning Department
Federal Highway Administration
Georgia Department of Transportation

Approved August 25, 2004

**MADISON ATHENS-CLARKE OCONEE REGIONAL
TRANSPORTATION STUDY (MACORTS)
YEAR 2030 TRANSPORTATION PLAN UPDATE**

FINAL

AUGUST 25, 2004

Prepared by:

The Athens-Clarke County Planning Department

In Cooperation With:

**Federal Highway Administration, Georgia Department of Transportation,
Madison County Government, Unified Government of Athens-Clarke County,
and Oconee County Government**

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

WHEREAS, federal regulations require that Transportation Plans for urbanized areas must maintain a twenty-five year planning horizon 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 August 11, 2004 recommended the approval of the MACORTS 2030 Long Range Transportation Plan:

NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS and that the horizon of the MACORTS Transportation Plan be extended to the year 2030.

CERTIFICATION

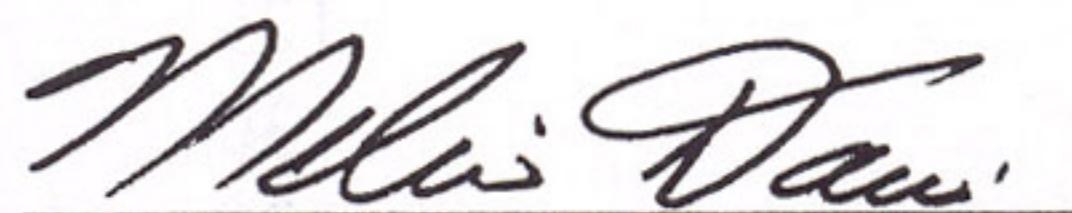
I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on August 25, 2004.

Recommended by:



Brad Griffin
TCC Chairman / MPO Director

August 25, 2004



Melvin Davis
MACORTS Policy Committee Chairman

August 25, 2004

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INTRODUCTION

SECTION I

INTRODUCTION

The 2030 Transportation Plan update for the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is a federally mandated requirement that the community must complete in order to be eligible for federal assistance in transportation projects. The federal government requires that the Metropolitan Planning Organization (MPO) transportation planning process shall maintain at least a 25-year planning horizon for highway, transit, and other transportation modes such as bicycles and walking. Although flexibility is given in developing this plan, many of the considerations of the plan that must be addressed are federally mandated by the Transportation Equity Act for the 21st Century (TEA-21).

The MACORTS transportation system serves the needs of an estimated 130,721 in Athens-Clarke County, Oconee County, and Madison County. Over the next 25 years, it is projected that the population for this area will grow 60% to 208,977. Without improvements to the regional transportation system, increases will occur in congestion and travel times.

Planning elements required to be addressed:

1. Support the economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and freight;
4. Promote and enhance the environment, promote energy conservation and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

The process to develop the 2030 MACORTS Transportation Plan included substantial public input during the planning process. Public informational meetings were held in 2003 to solicit public input before the Draft Plan was written. This public input combined with ‘wish lists’ of projects from Madison County, Athens-Clarke County, and Oconee County formed the

backbone of the preliminary Draft Plan. Projects were re-examined in light of the results of the MACORTS Travel Demand Model. The resulting Draft 2030 Long Range Transportation Plan and results of the MACORTS Travel Demand Model were taken to the public for review and comment during June and July of 2004 (see Appendix A for comment summaries).

**ADDRESSING THE REQUIRED TEA-21
PLANNING FACTORS**

SECTION II

THE ADDRESSING OF THE 7 PLANNING FACTORS IN THE MACORTS TRANSPORTATION PLAN UPDATE

Planning Factor #1: Support the economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

Appropriate private sector involvement in the formulation of the Plan includes representation on the Technical Coordinating Committee (TCC) of freight and rail representatives. Input and the analyses of goods and services movement problem areas are reviewed here and recommendations made which were included in the Transportation Plan.

The MACORTS Transportation Plan takes into consideration the likely effect and the consistency of transportation policy decisions on land use and development within the MACORTS area. The recommended future land use from local land use plans is included as input to transportation modeling efforts. Specific policies and implementing strategies have been proposed to see that transportation projects do not conflict with local plans.

Analyses of economic, demographic, environmental protection, and land use activities have been made. Furthermore, projections of potential transportation demand have been developed.

Planning Factor #2: Increase the safety and security of the transportation system for motorized and nonmotorized users;

Safety of users of all modes of transportation is considered when suggested projects were added to the MACORTS Long Range Transportation Plan. Also, capital investments that would result in increased safety and security in transit systems are included in the Transportation Plan. They have also been considered in the development of transportation policies.

Planning Factor #3: Increase the accessibility and mobility options available to people and freight;

The MACORTS Transportation Plan specifically includes transportation enhancement activities such as bike and pedestrian facilities to expand and enhance transportation options. Furthermore, possible funding for these projects is included in the financial plan.

In the preparation of the Transportation Plan, the enhancement of the efficient movement of freight was considered. The MACORTS planning process considers the efficient movement of freight in planning products. Representatives of freight movement industries are members of the Technical Coordinating Committee.

The Transportation Plan recommends projects that expand, enhance, and increase the use of transit in the MACORTS area. The increased use of transit services is a major component of the Plan's strategy to reduce congestion in the MACORTS area.

The MACORTS Transportation Plan takes into consideration intermodal facilities as reflected in the Multimodal Center that is under construction in downtown Athens. This center will incorporate various modes of travel such as public transportation, bicycle, pedestrian, and light rail.

Planning Factor #4: Promote and enhance the environment, promote energy conservation and improve the quality of life;

The MACORTS Transportation Plan is consistent with conservation goals by attempting to better facilitate traffic flow through and within the MACORTS area by minimizing congestion. Furthermore, the Plan emphasizes improvements to the Athens Transit System and the multimodal transportation system to reduce the region's reliance on automobile travel.

In the development of the Transportation Plan and the overall planning process, the overall social, economic, energy, and environmental effects of transportation decisions were considered. Furthermore, consultation with various agencies was coordinated by the Technical Coordinating Committee. Public informational meetings were held to solicit public input.

Planning Factor #5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

The MACORTS Transportation Plan strives to relieve existing congestion by examining where congestion currently occurs and developing projects to minimize this congestion. Projections of future congestion are also made in the Transportation Plan, and projects have been developed to relieve this future congestion.

The MACORTS Policy Committee coordinates transportation planning within the MACORTS area. In the planning process the connectivity of roads to those outside the metropolitan planning area is taken into consideration. As resources become available, the pedestrian and cycling networks will become more completely integrated and connected. The Georgia Department of Transportation coordinates planning at the statewide level, and coordinates the planning of connectivity of roads between metropolitan areas and the outlying road network.

Planning Factor #6: Promote efficient system management and operation;

The MACORTS Transportation Plan and planning process takes into consideration operating and maintenance costs. Resources are allocated to the maintenance of roadways and other transportation facilities in the Transportation Plan.

The MACORTS transportation system is monitored by each involved county as well as the Georgia Department of Transportation. Efficiency and operational problems as identified jointly and solutions are formulated and included in the Transportation Plan.

Planning Factor #7: Emphasize the preservation of the existing transportation system.

The MACORTS Transportation Plan strives to preserve existing transportation facilities by specifically planning to set aside funds for maintenance of roadways over the 20 year period of the plan. Furthermore, the Transportation Plan attempts to meet transportation needs by using existing transportation facilities more efficiently by allocating funds for such measures as replacing obsolescent traffic signals with modern systems to facilitate traffic flow. The preservation of transportation facilities was considered throughout the development of the Transportation Plan.

MACORTS POLICIES AND IMPLEMENTATION STRATEGIES

SECTION III
GENERAL POLICIES AND IMPLEMENTATION STRATEGIES
MADISON ATHENS-CLARKE OCONEE REGIONAL
TRANSPORTATION STUDY

MACORTS GOAL STATEMENT:

PROVIDE FOR AND MAINTAIN AN INTERMODAL TRANSPORTATION SYSTEM THAT SERVES THE NEEDS OF ALL CITIZENS AND PROVIDES EFFICIENT, SAFE, AND CONVENIENT MOBILITY, ENCOURAGES DESIRABLE LAND USE AND DEVELOPMENT, PROMOTES ECONOMIC DEVELOPMENT, AND MINIMIZES ADVERSE SOCIAL AND ENVIRONMENTAL IMPACTS.

1. THE PLANNING PROCESS

It is the Policy of the Madison Athens-Clarke Oconee Regional Transportation Study to provide a planning process that is both open to public input in the preparation of plans and programs and is consistent with the 7 planning factors required under TEA-21.

Implementation strategies:

1. Public review for plans and programs will be consistent with the adopted MACORTS Public Involvement Process.
2. Plans and programs will take into consideration the overall social, economic, energy, and environmental effects of transportation decisions on the community.
3. The planning process will incorporate as input the transportation needs identified through the use of the management systems.
4. Transportation planning will be consistent with applicable Federal, State, and local energy conservation programs, goals, and objectives.
5. The planning process will consider life-cycle costs in the design and engineering of bridges, tunnels, or pavement.
6. The planning process will consider the enhancement of the efficient movement of freight.
7. The planning process will consider the effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of the funding.

8. The planning process will consider the location of access to airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation parks, monuments and historic sites, and military installations in the development of plans and programs.
9. The MPO will work with the Georgia Department of Transportation and the Federal Highway Administration to ensure the connectivity of roads within the metropolitan planning area and roads outside the area.
10. The MPO will work with local governments to develop strategies that will encourage the preservation of rights-of-way for construction of future transportation corridors.

2. LAND USE AND THE DESIGN OF PROJECTS

It is the policy of the Madison Athens-Clarke Oconee Regional Transportation Study to complement and enhance the land use recommendations as set forth in the Comprehensive Plan(s) for Athens-Clarke County, Oconee County, and Madison County and to preserve existing transportation facilities.

Implementing strategies:

1. The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans will be considered in the planning and design of transportation projects.
2. The preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently will be considered in the planning and design of transportation facilities.
3. In transportation corridors including commuter rail and freight rail corridors where roadway improvements are planned, consideration should be given to the impact of the proposed roadway improvements on the land use along the roadway and on adjacent neighborhoods:
 - a. When highway improvements (additional lanes, etc.) are planned along corridors in which non-residential development is the recommended future land use, local plan review agencies should limit curb cuts to the minimal number necessary to provide for safe site design.
 - b. When highway improvements (additional lanes, etc) are planned along corridors in which residential development is recommended future land use, the design of the highway should incorporate raised medians

(parkway design) and other access controls to discourage commercial development.

4. Develop and maintain a balance between thoroughfare capacity and land use development.

3. TRANSPORTATION NETWORK SAFETY

It is the policy of the Madison Athens-Clarke Oconee Regional Transportation Study to strive for a transportation system that is safe for motorists, pedestrians, and bicyclists.

Implementing strategies:

1. Identify roadway sections, bridges, and intersections with traffic safety problems and develop a list of projects necessary to eliminate deficiencies.
2. Eliminate automobile/railroad at-grade crossings where feasible. Upgrade at-grade rail crossings, where grade separation is not possible, with active warning devices.
3. Ensure that adequate access for emergency service vehicles is provided throughout the transportation network.
4. Program and carry out safety improvements through the Transportation Improvement Program (TIP) and the MACORTS Transportation Plan.
5. Provide state-of-the-art traffic signal systems to improve the flow of automobile traffic and improve the safety of pedestrians.
6. Review accident information to identify safety problems and take corrective measures (reconstruction, redesign, etc.) where necessary.
7. Schedule transportation expenditures to ensure that the various elements of the transportation system are maintained in a safe condition.
8. Design transportation corridors that improve flow to major businesses with the primary emphasis on public safety.

4. TRANSIT SERVICE

It is the policy of the Madison Athens-Clarke Oconee Regional Transportation Study to support increased and accessible transit service for the metropolitan area.

Implementing Strategies:

1. Work with the Athens Transit System to identify existing and projected demand and to secure capital investments that meet these needs, including the means to expand, enhance, and increase the use of transit services.
2. Work with the Athens Transit System to coordinate route development to incorporate the addition of the Athens Multimodal Center and possible connection to commuter rail.
3. Work with the Athens Transit System to identify capital investments that would result in increasing security in the transit system.
4. Work with the local plan review agencies to encourage land use patterns that support transit along major routes and transit lines.
5. Recommend that future road and sidewalk improvements include design provisions for transit usage.
6. Provide for pedestrian/bicycle access to existing and proposed transit routes through the land development process and road reconstruction.
7. Review the potential to expand park and ride lots in the community.
8. Improve accessibility to the transit system including improvements in paratransit service.

5. TRANSPORTATION MOBILITY

It is the policy of the Madison Athens-Clarke Oconee Regional Transportation Study to provide a regional transportation system that maximizes the mobility of area residents.

Implementing Strategies:

1. Establish a transportation system that accommodates a variety of methods of travel and minimizes reliance on any single travel mode.
2. Encourage transportation services that accommodate the needs of the transportation disadvantaged.
3. Support adherence to ADA pedestrian standards.

6. ACCEPTABLE LEVELS OF SERVICE

It is the policy of Madison Athens-Clarke Oconee Regional Transportation Study to ensure that the transportation system operates at an acceptable level of service to accommodate the travel needs of residents and businesses.

Implementing Strategies:

1. Traffic congestion on major streets (arterials and collectors) should be reduced to provide for an acceptable level-of-service (LOS) of "C" for roadway segments and "D" for intersections. MACORTS planning staff will annually inform the MACORTS Policy Committee members of roadways and intersections that currently meet these criteria.
2. Identify roadway segments and intersections operating or projected to operate at less than the regional level of service standard and use this information as input into the planning process to prioritize projects in order to eliminate transportation network deficiencies.
3. Program and carry out roadway improvements through the Transportation Improvement Program, the MACORTS Transportation Plan, and the development review process.

7. ENVIRONMENTAL PROTECTION

It is the policy of Madison Athens-Clarke Oconee Regional Transportation Study to limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.

Implementing Strategies:

1. Reduce traffic congestion to promote improved air quality.
2. Minimize wetland and floodprone area crossings. Losses of natural areas should be mitigated as much as possible by purchasing and maintaining greenways and other green spaces.
3. Pursue funding for alternative forms of travel to reduce reliance on automobile travel.
4. Destruction of natural areas due to road location and/or size should be minimized as much as possible. Where not possible, appropriate landscaping should be provided for all roadway projects within the limits of safety to mitigate air pollution, noise, heat island effects, and the unsightliness of streets and roads. Wherever possible, such landscaping should include native varieties of canopy

producing trees. Future maintenance of residual and planted landscaping should be facilitated as to minimize cost and loss of vegetation.

8. BICYCLE / PEDESTRIAN TRANSPORTATION ENHANCEMENT ACTIVITIES

It is the policy of the Madison Athens-Clarke Oconee Regional Transportation Study to provide opportunities for the safe and efficient use of pedestrian and bicycle facilities as an alternative to motorized travel and encourage appropriate transportation enhancement activities.

Implementing Strategies:

1. Provide interconnected, direct, and regional bicycle and pedestrian circulation that serves a transportation-related function. This includes bike paths and walking trails throughout downtown that connect to the Central Business District, the University of Georgia, residential neighborhoods, Athens Transit routes, the Athens Multimodal Center, and the future Commuter Rail line.
2. Use the Athens Bicycle Master Plan to guide bicycle improvements in Athens-Clarke County.
3. Encourage incorporation of bicycle and pedestrian facilities in new developments and subdivisions where practical.
4. Provide for safe bicycle and pedestrian access between activity centers and high-density residential areas.
5. Encourage the planning and programming of transportation enhancement activities.
6. Coordinate the design and implementation of sidewalks, bike lanes, and other alternative transportation facilities with appropriate agencies and user groups to ensure maximum effectiveness and ease of maintenance.

9. FUNCTIONAL CLASSIFICATION SYSTEM

It is the policy of Madison Athens-Clarke Oconee Regional Transportation Study to ensure the roadway system is designed and operates efficiently through the use of a roadway functional classification system.

1. Encourage local plan review bodies to limit access to arterial and collector routes through the local development plan review process.
2. Encourage local plan review bodies to preserve the through capacity of limited access and other arterial streets by limiting driveway entrances to new developments and, where feasible, through the development of frontage roads.

SOCIOECONOMIC CONDITIONS AND TRENDS

SECTION IV **SOCIO-ECONOMIC CONDITIONS AND TRENDS**

Although the focus of the federally-mandated MPO transportation planning process is primarily at the urbanized area level, the entire Athens-Clarke County, Oconee County, and Madison County areas will be examined to review socio-economic trends from 1980-2000. The MACORTS study area includes all of Athens-Clarke County, much of the northern part of Oconee County, and the southern 1/5 of Madison County (see figure 1). This boundary includes the existing urbanized area and the area projected to become urbanized over the next 20 years.

In order for an area to be classified as urbanized, several criteria must be met. These criteria are established by the federal government and basically require that minimum population density thresholds must be met (1000 persons per square mile), not including commercial and industrial areas.

The Athens Urbanized Area includes most of Athens-Clarke County, a portion of Oconee County, and two small nodes within Madison County. The urbanized area in Athens-Clarke County in 2000 extended from the central city to the Jackson County line and the Oglethorpe County line. The urbanized area in Oconee County in 2000 included the area west of Simonton Bridge Road and north of Experiment Station Road / Mars Hill Road. The urbanized area in Madison County was concentrated in the city of Hull adjacent to SR 72 and adjacent to US 29, just west of Hull.

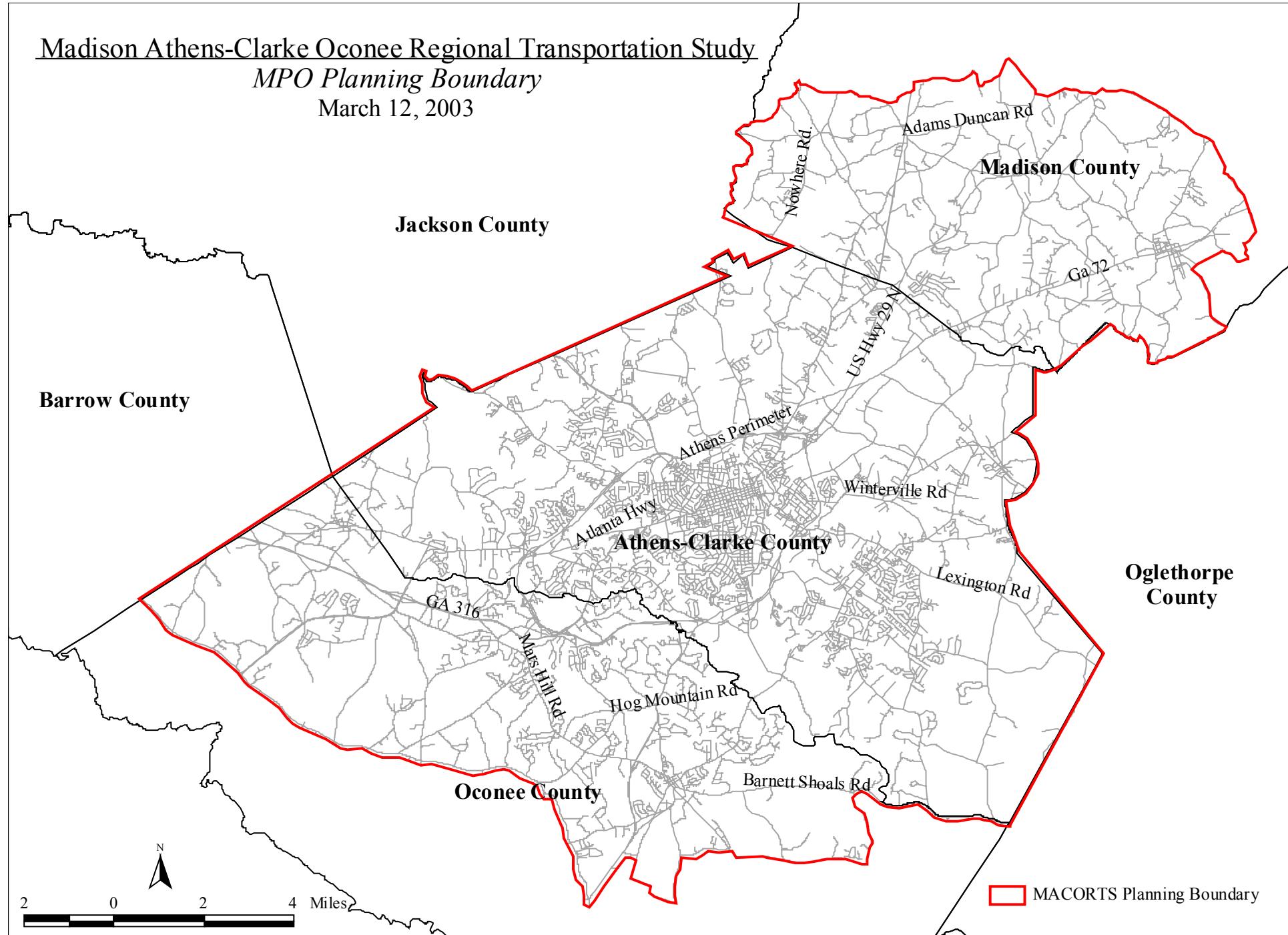
The study area boundary of MACORTS was adjusted based on the results of the 2000 Census of Population and Housing. As illustrated in figure 1, the MACORTS study area includes all of Athens-Clarke County. The general description of the boundary in Oconee County is the area north of the boundary starting at Hog Mountain Road at the Barrow County line and continuing to Union Church Road-US 29, US 441-CR 107-Hardegree-Bell Rd. – Greene Ferry Rd.-Flat Rock Rd. and out to Barnett Shoals Rd. The general description of the boundary in Madison County is the area south of the boundary starting at Nowhere Branch and continuing to Leon Ellis Rd.-Crawford Rd.-Griffeth Rd.-Hammond Williams Rd.-Moon Grove Church Rd.-Cleghorne Rd.-Colbert Grove Church Rd.-McCarty-Dodd Rd.-H.V. Chandler Rd.-Smithsonia-Colbert Rd.

In the following sections examining the socio-economic characteristics of the area, all counties will be reviewed in their entireties. It is felt that if only the urbanized population characteristics for the MACORTS region were examined, inaccurate conclusions could result.

[Madison Athens-Clarke Oconee Regional Transportation Study](#)

MPO Planning Boundary

March 12, 2003



1. **Population**

A community's population characteristics impact the demand for transportation services. A population base that is projected to grow will bring about an increased demand for transportation services. As illustrated in tables 1 and 2, the Madison-Athens-Clarke-Oconee region has experienced significant population growth in the past and is expected to continue this growth in the future.

As reflected in Table 1, population growth during the past 20 years has been relatively steady with the largest percentage increases occurring in Oconee County. In 1980, the population total for Athens-Clarke, Oconee, and Madison Counties was 104,672. Between 1980 and 1990 the regional population increased 21% to 126,262. During the period from 1990 – 2000, this regional population increased to 153,444. During the 1990's, population growth in the three county planning areas increased 22%. The state average was 24% for the same period.

During the period from 1980 – 2000 population increased for Athens-Clarke County from 74,498 to 101,489, an increase of 36.2%. The 2005 estimated population for Athens-Clarke County is approximately 108,222. Oconee County experienced rapid growth during the period from 1980 – 2000 with population increasing from 12,427 to 26,225, an increase of 111.0%. The 2005 estimated population for Oconee County is approximately 31,208. Madison County increased in population from 17,747 to 25,730 from 1980 to 2000. This is an increase of 45%. The 2005 estimated population for Madison County is approximately 28,180. These estimates were extrapolated from the Comprehensive Plans of all 3 counties.

While the largest population (by percentage) increases occurred in Oconee County over the 20-year period from 1980 – 2000, the largest numerical population growth occurred in Athens-Clarke County. Of the 48,772 increase in population for the three-county region from 1980 – 2000, approximately 55% of the increase in persons occurred in Athens-Clarke County. However, Oconee County continues to grow at rates faster than the state average. In the 1980's, Oconee County grew in population by 42% compared to the state figure of 20%. During the 1990's, Oconee County continued to grow rapidly with an increase in population of 49% compared to the state figure of 24%.

TABLE 1
Population Trends 1980 – 2005

County	Population				% Change	
	1980	1990	2000	2005 estimate	1980-1990	1990-2000
Clarke	74,498	87,594	101,489	108,222	18%	16%
Oconee	12,427	17,618	26,225	31,208	42%	49%
Madison	17,747	21,050	25,730	28,180	19%	22%
Clarke, Oconee, & Madison	104,672	126,262	153,444	167,610	21%	22%
State of Georgia	5,463,105	6,578,216	8,186,453	N/A	20%	24%

Source: U.S. Census, 1980, 1990, 2000

Athens-Clarke County Planning Department

Population estimates – Extrapolated from Comprehensive Plans of Madison, Athens-Clarke, and Oconee Counties.

Strong population growth is projected for all three counties over the next 20 years. Based on the projections of moderate growth identified in each jurisdiction's comprehensive plan, it is expected that Athens-Clarke County will grow approximately 1.12% per year while Oconee County is expected to grow 3.33% per year over the next 20 years. Madison County is expected to grow approximately 1.69% per year over the next 20 years. As illustrated by table 2, the population for the Madison-Athens-Clarke-Oconee region is expected to grow to 254,560 by the year 2030.

TABLE 2
Population Projections 2010 – 2030

County	Projected Population				
	2010	2015	2020	2025	2030
Athens-Clarke	114,955	121,689	128,422	135,156	141,889
Oconee	36,967	43,605	51,245	60,035	70,154
Madison	30,770	33,498	36,365	39,372	42,517
TOTAL	182,692	198,792	216,032	234,563	254,560

Source: Extrapolated from:

Comprehensive Plan for Athens-Clarke County and the City of Winterville, March 1999.

A Joint City/County Comprehensive Plan for Oconee County and the Cities of Bishop, Bogart, North High Shoals and Watkinsville, September 2000.

A Joint City/County Comprehensive Plan for Madison County and the Cities of Carlton, Colbert, Comer, Danielsville, Hull, and Ila, August 2001.

2. Households

A household is defined by the Census Bureau as including all persons who occupy a housing unit (a house, apartment, mobile home, group of rooms, or a single room that is occupied as separate living quarters). The number of households in a community impacts travel in many ways. The number of households in an area indicates the demand for many services which impact travel. As the defining unit for most population groups, household growth is closely connected to travel growth. Household growth in the region has been significant over the last two decades, with household growth in Oconee County surpassing the statewide figure.

The Madison-Athens-Clarke-Oconee region experienced a significant increase in the number of households from 1980 – 2000. Although all three counties experienced growth in the number of households, the most significant increase occurred in Oconee County. As reflected in Table 3, the number of households in Oconee County increased 38 % from 6,561 to 9,051 during the period from 1990 to 2000. This increase was significantly higher than the Athens-Clarke County increase of 19%, the Madison County increase of 26%, and the statewide increase of 27%.

The number of households for Athens-Clarke County increased in the period from 1980 – 2000 from 26,881 to 39,706, an increase of 47.7%. The number of households for Oconee County increased from 4,237 to 9,051, an increase of 113.6%. The number of households for Madison County increased from 6,140 to 9,800, an increase of 59.6%. The statewide increase in the number of households from 1980 – 2000 was 60.5%. Growth in the number of households is expected to continue in the future, with the largest percentage increases continuing to occur in Oconee County.

TABLE 3
Household Trends 1980 – 2000

County	Households			% Change	
	1980	1990	2000	1980-1990	1990-2000
Clarke	26,881	33,471	39,706	25%	19%
Oconee	4,237	6,651	9,051	55%	38%
Madison	6,140	7,777	9,800	27%	26%
Total	37,258	47,809	58,557	29%	22%
State of Georgia	1,872,564	2,366,625	3,006,369	26%	27%

Source: U.S. Census, 1980, 1990, 2000

3. Employment

Although population growth has a large effect on travel, employment has a major influence on the location and character of many trips on the transportation network. The Madison-Athens-Clarke-Oconee region has a diversified economic base that has grown steadily over the last several decades. This economic base is diversified among manufacturing, services, and retail trade. The government sector composes a critical segment of the local economy due to Athens-Clarke County being the home to over 33,000 students.

Table 4 lists the largest 12 employers in the Madison-Athens-Clarke-Oconee area. The University of Georgia has approximately 9,400 employees, by far the largest employer in the MACORTS area. Other large employers include the Athens Regional Medical Center (2,720), Athens-Clarke County Board of Education (2,100), ConAgra (1,590), and Athens-Clarke County Government (1,500). It should be noted that the 7 largest employers in the Madison-Athens-Clarke-Oconee region are located in Athens-Clarke County.

TABLE 4
Largest Employers in MACORTS Area

RANK	ORGANIZATION	# OF EMPLOYEES
1	University of Georgia	9,400
2	Athens Regional Medical Center	2,720
3	Athens-Clarke County Board of Education	2,100
4	ConAgra	1,590
5	Athens-Clarke County Govt.	1,500
6	St. Mary's Hospital	1,150
7	Gold Kist, Inc.	1,110
8	Oconee County School System	770
9	Reliance Electric	600
10	Power Partners	600
11	Madison Co. Board of Education	600
12	Walmart (Oconee Co.)	600

Source: Madison County Chamber of Commerce, Athens-Clarke County Chamber of Commerce, and Oconee County Chamber of Commerce.

Table 5 illustrates both the historical and projected employment for the Madison-Athens-Clarke-Oconee area. The largest employment section in 1980 for the area was in State and Local Government at 21.9%, followed by Manufacturing at 21.8%, and Services at 17.6%. By 2000, the concentration of employment in the various employment sectors had changed considerably with the Services section being the largest sector at 26.8% followed by State and Local Government at 19.7% and Retail Trade at 18%. The service sector includes establishments that primarily engage in providing services for individuals, businesses, government, and other organizations.

From 1980 to 1990, the number of employed persons in Madison County has increased from 3,930 to 4,820, an increase of 22.6%. The largest percentage increases in the number of employed persons for Madison County by sector were found in Agricultural Services with an increase from 40 to 90 (125%), Services with an increase from 510 to 1,060 (107.8%), and Construction with an increase from 390 to 670 (71.8%). In 2000, the largest percentage of employed persons in Madison County was in the Services sector at 23.8% followed by Construction (18.4%), State and Local Government (13.6%), and Retail Trade (11.8%).

From 1980 to 1990, the number of employed persons in Athens-Clarke County has increased from 48,660 to 62,770, an increase of 29%. The largest percentage increases in the number of employed persons for Athens-Clarke County by sector were found in Mining with an increase from 20 to 70 (250%), Agricultural Services with an increase from 140 to 360 (157.1%), and Wholesale with an increase from 1,740 to 3,160 (81.6%). In 2000, the largest percentage of employed persons in Athens-Clarke County was in the Services sector at 27% followed by State and Local Government (21.3%), Retail Trade (19%), and Manufacturing (13.6%).

From 1980 to 1990, the number of employed persons in Oconee County has increased from 2,830 to 5,330, an increase of 88.3%. The largest percentage increases in the number of employed persons for Oconee County by sector were found in Agricultural Services with an increase from 30 to 230 (666.7%), Services with an increase from 550 to 1,510 (174.5%), Construction with an increase from 240 to 650 (170.8%), and Retail Trade with an increase from 230 to 470 (104.3%). In 2000, the largest percentage of employed persons in Oconee County was in the Services sector at 27% followed by Retail Trade (15.1%), State and Local Government (11.7%), and Manufacturing (11%).

It is projected that by the year 2030 the composition of the region's employment sectors will continue to evolve toward a service-based economy. Based on an extrapolation of projected

employment made by Woods & Poole, Economics, Inc., it is expected that the largest employment sector in 2030 will be Services at 26.7% followed by State and Local Government (19.4%), and Retail Trade (16.5%). It is projected that most employed persons in Madison County will work in the Services sector (29.6%) followed by Construction at 22.9%, and State and Local Government at 13.2%. In Athens-Clarke County, it is projected that most employed persons will work in the Services sector (31.5%) followed by State and Local Government at 21.4% and Retail Trade at 17.2%. In Oconee County, it is projected that most employed persons will work in the Services sector (31.9%) followed by Retail Trade at 17.2% and State and Local Government at 13.2%.

TABLE 5
Employment by Sector 1980 – 2030
For the Madison-Athens-Clarke-Oconee Area

SECTOR	1980	1990	2000	2010	2020	2030
FARMING						
Madison County	800	780	810	890	920	1,000
Athens-Clarke Co.	260	260	140	140	130	130
Oconee Co.	510	570	570	440	430	425
AGRICULTURAL SERVICES						
Madison County	40	90	160	210	250	300
Athens-Clarke Co.	140	360	490	570	660	740
Oconee Co.	30	230	380	490	570	1,010
MINING						
Madison County	100	110	40	40	50	50
Athens-Clarke Co.	20	70	70	70	80	80
Oconee Co.	10	20	10	10	10	10
CONSTRUCTION						
Madison County	390	670	1,360	1,930	2,420	2,910
Athens-Clarke Co.	1,770	2,490	3,020	3,190	3,350	3,510
Oconee Co.	240	650	910	1,150	1,150	1,400
MANUFACTURING						
Madison County	760	300	530	590	630	670
Athens-Clarke Co.	10,970	10,770	10,320	10,510	10,670	10,830
Oconee Co.	340	620	1,040	1,300	1,480	1,605
TRANSPORT., COMMUNICATIONS, PUBLIC UTILITIES						
Madison County	140	180	240	300	340	380
Athens-Clarke Co.	1,230	1,500	2,040	2,890	3,460	4,030
Oconee Co.	60	90	200	280	340	350
WHOLESALE TRADE						
Madison County	50	80	110	130	140	150
Athens-Clarke Co.	1,740	3,160	2,760	3,360	3,790	3,990
Oconee Co.	90	160	380	490	590	690
RETAIL TRADE						
Madison County	340	510	870	940	1,050	1,187
Athens-Clarke Co.	7,180	11,530	14,430	15,770	16,950	17,798
Oconee Co.	230	470	1,420	1,870	2,550	3,468
FINANCE, INSUR., AND REAL ESTATE						
Madison County	180	160	350	400	440	480
Athens-Clarke Co.	2,600	2,630	3,610	4,460	5,130	5,746
Oconee Co.	310	300	730	980	1,300	1,724
SERVICES						
Madison County	510	1,060	1,760	2,230	2,870	3,751
Athens-Clarke Co.	8,680	13,480	20,520	23,500	27,420	32,586
Oconee Co.	550	1,510	2,540	3,410	4,650	6,439
FEDERAL GOVT. – CIVILIAN						
Madison County	40	50	50	50	50	50
Athens-Clarke Co.	2,080	1,950	1,570	1,270	1,110	1,038
Oconee Co.	70	70	170	220	260	290
FEDERAL GOVT. – MILITARY						
Madison County	70	90	90	90	90	90
Athens-Clarke Co.	680	800	690	710	720	730
Oconee Co.	50	80	90	90	90	90
STATE AND LOCAL GOVT.						
Madison County	520	740	1,010	1,230	1,450	1,670
Athens-Clarke Co.	11,290	13,770	16,180	18,810	20,880	22,133
Oconee Co.	330	560	1,100	1,520	2,040	2,660
TOTAL EMPLOYMENT						
Madison County	3,930	4,820	7,400	9,040	10,700	12,688
Athens-Clarke Co.	48,660	62,770	75,850	85,260	94,350	103,341
Oconee Co.	2,830	5,330	9,420	12,250	15,590	20,161

Source: Woods & Poole Economics, Inc.; Year 2030 projections by the Athens-Clarke County Planning Dept.

HIGHWAYS / ROADS / BRIDGES

SECTION V **HIGHWAYS, ROADS, AND BRIDGES**

1. Motor Vehicle Registrations

As illustrated by Table 6, there were 118,929 total registered vehicles in the MACORTS area in 2000. The majority of the passenger vehicles (54.4%) were located in Athens-Clarke County. However, Oconee County has seen a significant increase in vehicle registrations since 1996, with an average increase greater than the vehicle registration growth statewide. Madison County's has experienced a more moderate increase in vehicle registration. Between 1996 and 2000, the number of registered vehicles increased 8.5% in Oconee County, 1.6% in Madison County, and decreased 0.03% in Athens-Clarke County, compared to the state increase of 1.5%.

TABLE 6
Motor Vehicle Registrations – 2000
Madison County, Athens-Clarke County, and Oconee County

COUNTY	# of Passenger Vehicles	# of Trucks	# of Trailers	# of Motorcycles	# Bus	2000 Total	% Change 1996-2000
Madison	14,374	9,235	4,455	377	21	28,462	1.6%
Athens-Clarke	48,280	11,888	3,575	768	214	64,725	-0.03%
Oconee	15,369	6,626	3,374	347	26	25,742	8.5%
TOTALS	78,023	27,749	11,404	1,492	261	118,929	N/A

Source: The Georgia County Guide, UGA, 2002.

A review of the composition of vehicle registrations shows that most of registered motor vehicles were passenger vehicles, at 66%. Trucks made up the next largest category at 23% followed by trailers at 10%, motorcycles at 1%, and buses at 0.002%. It is assumed that this proportional relationship among registered vehicles will hold approximately steady over the next 20 years.

The projected increase in population will increase future traffic in the MACORTS area. According to the Georgia Department of Revenue, as reported by the University of Georgia, there were approximately 14,374 passenger vehicles (cars, SUV's, vans, etc) in Madison County, 48,280 passenger vehicles in Athens-Clarke County, and 15,369 passenger vehicles in Oconee County in 2000. If the rate of passenger vehicle ownership per person remains constant over the next 20 years, there may be approximately 241,401 passenger vehicles in the MACORTS area by the year 2030.

2. Miles of Roadway

Users of the highway system in the MACORTS area drive on an extensive road network that services the Madison-Athens-Clarke-Oconee area. This highway system includes a substantial number of limited access expressways. Athens is one of the few cities its size in the nation which is encircled by a limited access perimeter. This perimeter road will continue to reduce congestion in the center of the urbanized area.

In 2002, there were 1,721.84 miles of highways and roads in Madison County, Athens-Clarke County, and Oconee County (see Table 7), with approximately 40.2% of this mileage being in Madison County, 34.4% in Athens-Clarke County, and 25.4% in Oconee County. Approximately 13.65% of this total mileage, or 235.1 miles, are on the state highway system with the rest being local roads. In Madison County, 15.6% of the highway/street mileage is on state routes with 84.4% being on local routes. In Athens-Clarke County, 9.3% of the highway/street mileage is on state routes with 90.7% being on local routes. In Oconee County, 16.5% of the highway/street mileage is on state routes with 83.5% being on local routes.

The amount of road mileage in the Madison-Athens-Clarke-Oconee area that is unpaved is much less than the statewide average. Only 14.08% of the road mileage in Madison County, Athens-Clarke County, and Oconee County is unpaved, compared to the 26.4% of the total mileage of roads statewide. In 2002, 175.34 miles of streets were unpaved in Madison County, or 25.4% of the total county mileage. For Athens-Clarke County, 9.71 miles of streets are unpaved, or 1.6% of the total county mileage. For Oconee County, 57.41 miles of streets are unpaved, or 13.1% of the total county mileage.

TABLE 7
Route Mileage for Highway / Street Transportation Network – 2002
Madison County, Athens-Clarke County, and Oconee County

COUNTY	Total Road Mileage	Road Mileage On State Routes	Road Mileage On Local Routes	Miles of Unpaved Streets	% of Road Mileage That Is Unpaved
Madison	691.5	107.63	431.4	175.34	25.4%
Athens-Clarke	592.26	55.08	962.89	9.71	1.6%
Oconee	438.08	72.39	633.83	57.41	13.1%
TOTALS	1,721.84	235.10	2028.12	242.46	14.08%

Source: The Georgia County Guide, UGA, 2002.

3. Commuting Patterns

According to the 2000 Census, Madison County, Athens-Clarke County, and Oconee County residents spent over 28,000 hours per day commuting back and forth from work. The times of day that the greatest congestion occurs are the morning and evening rush hours. These peak hours occur when the work commute coincides with other types of business and personal travel.

Based on the results of the 2000 Census, approximately 73,401 residents of Madison County, Athens-Clarke County, and Oconee County were employed in 2000 (see Table 8). It was estimated that 79.8% of Madison County workers, 75.1% of Athens-Clarke County workers, and 82.5% of Oconee County workers drove to work alone. Carpooling was used approximately 14% in both Madison County and Athens-Clarke County and approximately 13% in Oconee County. Public transportation was used by 0.2% of Madison County residents to get to work while 2.4% of Athens-Clarke County residents and 0.3% of Oconee County residents used public transportation to get to work. A significant number of Athens-Clarke County residents walked to work in 2000 – 4.3% of residents in comparison with the statewide 1.7%.

TABLE 8
Commuting to Work Travel Patterns – 2000

Category	Madison County	Athens-Clarke County	Oconee County	State of Georgia
Number of Workers Age 16 and Over	12,257	48,241	12,903	3,832,803
Percent Who Drove Alone	79.8%	75.1%	82.5%	77.5%
Percent Who Were in Carpools	14.2%	14.4%	12.7%	14.5%
Percent Who Used Public Transportation	0.2%	2.4%	0.3%	2.3%
Percent Who Walked to Work	1.8%	4.3%	0.7%	1.7%
Percent Who Rode Bicycles to Work	0.1%	0.9%	0.1%	0.1%
Percent Who Worked in County of Residence	28.0%	80.9%	28.1%	54.3%
Mean Travel Time to Work (Minutes)	26.7	18.6	25.0	27.7

Source: U.S. Census, 2000.

The fact that Athens-Clarke County is a regional employment center is reflected by the percentage of individuals who are employed in their respective county of residence. In 2000, 80.9% of Athens-Clarke County residents who were employed had jobs located in Athens-Clarke County. Madison County and Oconee County have a lower percentage of persons who live and work in the same county. In 2000, only 28.0% of employed Madison County residents and 28.1% of employed Oconee County residents both lived and worked in the same county.

This concentration of employment in Athens-Clarke County impacts the length of work trips (see Figures 2 and 3). As reflected in Figure 2, the majority of trips to work take from 20 to 29 minutes in Madison County, 10 to 14 minutes in Athens-Clarke County, and 20 to 29 minutes for Oconee County residents. Also, the vast majority of employed persons work in the metropolitan area. This is reflected in the fact that in 2000 only 7,006 workers (9.8%) drove 45 minutes or longer to get to work.

The morning rush hour (between 7:00 am and 7:59 am) is one of the periods in which congestion is most pronounced for the transportation network. According to the 2000 Census, approximately 25,056 Athens-Clarke, Madison, and Oconee County workers (37 %) left to go to work between 7:00 am and 7:59 am each morning. Although most of the workers leave to go to work in the morning, a significant number of employed workers go to work in off-peak periods. This suggests that more than traditional peak traffic data may need to be examined to get a clearer picture of traffic flow in the MACORTS area. In 2000, 18% of employed persons left to go to work between the hours of 12:00 pm and 11:59 pm. This is at least partially due to the shift workers who are employed at manufacturing facilities in the metropolitan area.

Developments within all 3 counties will complicate travel over the next several years. Madison County will be concentrating high density (1 unit per acre without county water service and 1 unit per $\frac{3}{4}$ acre with county water service) residential development in most of the area within the MPO. There are also planned commercial development corridors along the portions of SR 29 and SR 72 within the MACORTS area. Without expansion of water and sewer lines higher density residential or commercial development would not be probable. Recent expansion of the water and sewer system in the northern portion of Oconee County will provide the infrastructure necessary for large-scale commercial, industrial, and residential development. As the northern portion of Oconee County begins to develop industrially and commercially, travel patterns in the region will change significantly. Over time, this will result in workers from all 3 counties commuting to jobs across the county lines. Planning for this development in the future

**Figure 2 - Travel Time to Work
(In Minutes)**

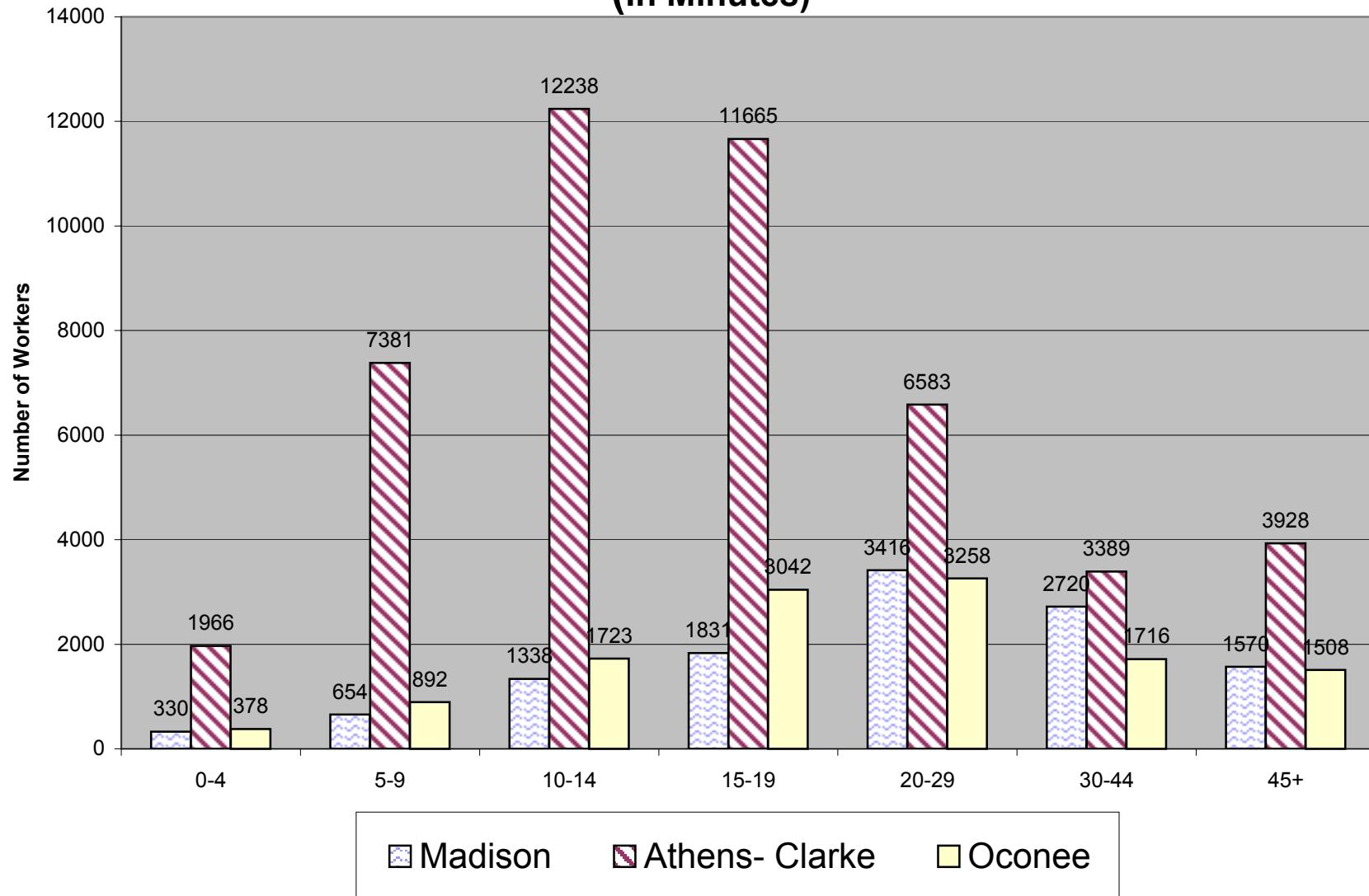
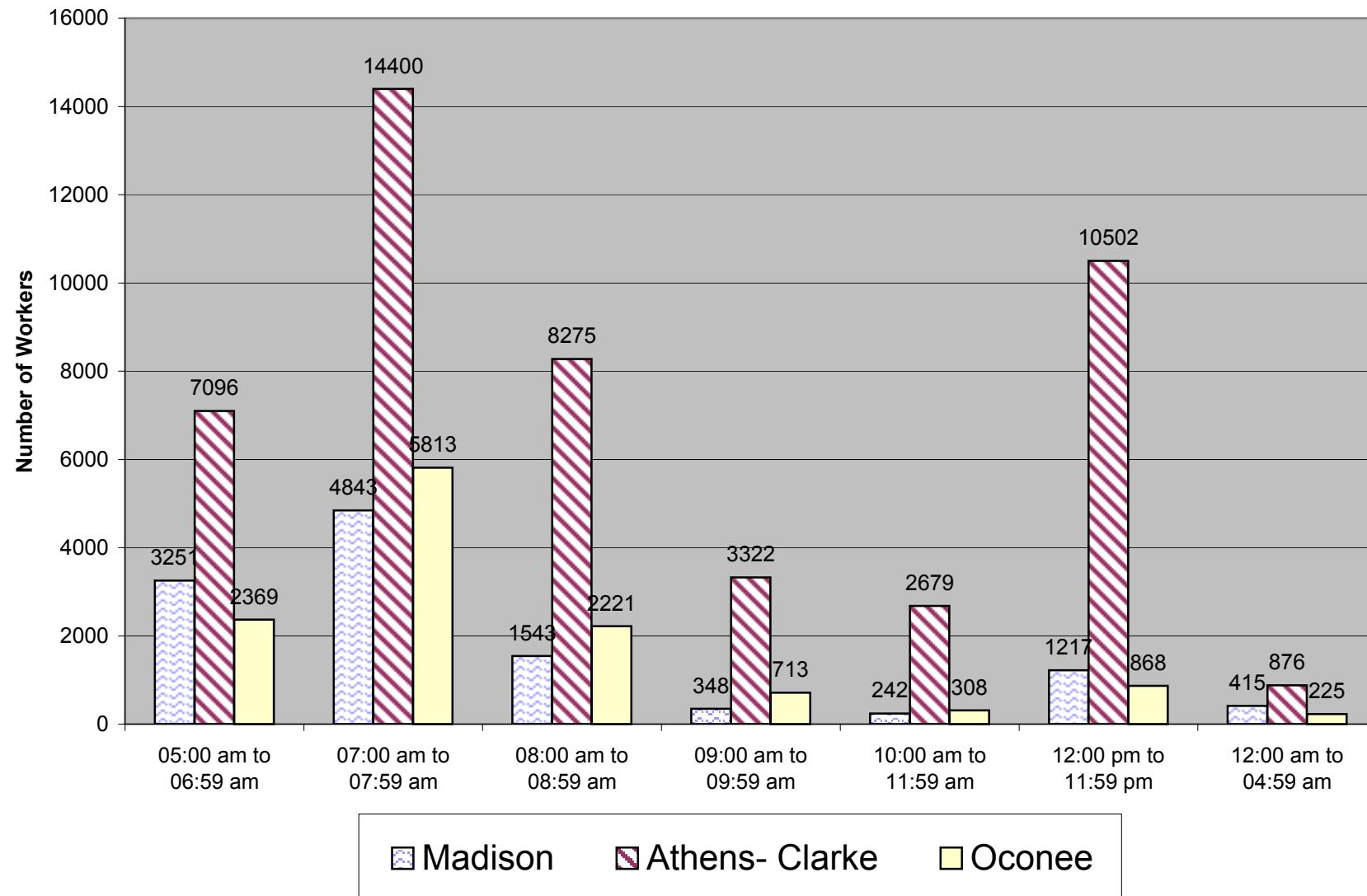


Figure 3 - Time Leaving Home to Go to Work



will require close monitoring of infrastructure improvements and future commercial developments in Madison and Oconee County.

4. FHWA Functional Classification System

The Federal Highway Administration requires that the state DOT in cooperation with the MPO establish a highway classification system. It should be noted that this classification is different from the classification used for zoning purposes.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide (FHWA, 1989). This classification is based on the purpose the road provides relative to land access vs. mobility. Listed below are the classification categories for highways/roads in the MACORTS area.

A. Urban Principal Arterial Streets

These routes service major movements within the urbanized area by serving the major centers of activity of a metropolitan area. Streets classified as principal arterials may be considered for inclusion on the National Highway System (NHS). The principal arterial system carries most of the trips entering and leaving the urban area and the majority of through movements wanting to bypass the central city.

The principal arterial system carries significant intra-area travel, such as between the Central Business District and outlying residential areas. Another major purpose of the principal arterial system includes connecting major suburban centers. The spacing of principal arterials may vary from less than one mile in the central business district to five miles or more in the urban fringe.

It should be a priority of local governments to protect the capacity of the urban principal arterial street system. Due to the fact that these routes are projected to carry a large amount of the regional traffic, local governments should limit access to these routes as much as is possible to protect their traffic-carrying capacity. It is also important that local governments protect the right-of-way for future arterial routes. However, possible steps available to local governments, other than purchasing right-of-way, are somewhat limited. It is recommended that local governments review development projects to determine if future principal arterial corridor routes may be threatened by future development. Listed in Table 9 are the principal arterial routes for the MACORTS area.

TABLE 9
Principal Arterial Routes
MACORTS Area

1.	Athens Perimeter (US 78, 441, 128, SR 8, 10, 15)
2.	Atlanta Highway (US 78 Business, SR 10) - from US 78 to Middle Oconee River
3.	Barnett Shoals Road - Oconee County to Gaines School Road
4.	Broad Street (US 78 Business, SR 10) - from Middle Oconee River to Thomas Street
5.	Cherokee Road
6.	College Station Road - East Campus Rd. to Gaines School Rd.
7.	Commerce Road (US 441, SR 15)
8.	Dougherty Street - Thomas Street to Pulaski Street
9.	Epps Bridge Parkway
10.	Gaines School Road
11.	Hull Road (SR 72) / Hull-Colbert Rd.
12.	Jefferson Road (US 129, SR 15)
13.	Lexington Road (US 78, SR 10)
14.	Macon Highway (US 441, 129, SR 15)
15.	Milledge Avenue (SR 15 Alt.) - Prince Avenue to Macon Hwy.
16.	Monroe Highway (US 78 Business, SR 10) - Oconee County to Atlanta Highway
17.	North Avenue – Thomas Street to Athens Perimeter
18.	Oak Street – Oconee Street to Athens Perimeter
19.	Oconee Street – Thomas St. to Oak St. and Oak St. to Lexington Rd.
20.	Prince Avenue - Pulaski Street to Milledge Avenue
21.	Prince Avenue (SR 15 Alt.) – Milledge Avenue to Athens Perimeter
22.	US 29, SR 8 – Athens Perimeter to Madison Co. line
23.	US 29, SR 316, SR 8 in Oconee County
24.	US 441, US 29, SR 24 in Oconee County
25.	US 129 Business in Watkinsville

B. Urban Minor Arterial Streets

The urban minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access and offer a lower level of traffic mobility. These facilities provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. Examples of minor arterials in the MACORTS area include Hog Mountain Road and Jimmie Daniel Road.

The spacing of minor arterial streets may vary from 1/8 to 1/2 mile in the central business district to 2-3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Listed in Table 10 are the streets in the MACORTS area classified as minor arterial streets.

TABLE 10
Urban Minor Arterial Routes
MACORTS Study Area

1.	Alps Road
2.	Winterville Road (Athens Rd)
3.	Barnett Shoals Road – Gaines School Road to Lexington Road
4.	Baxter Street – Alps Road to Lumpkin Street
5.	Belmont Road
6.	Bob Godfrey Road
7.	Cedar Shoals Road
8.	Charlie Bolton Road
9.	Chase Street – Newton Bridge Road to Prince Avenue
10.	Cleveland Road
11.	Danielsville Road
12.	Dr. Martin Luther King, Jr. Parkway
13.	Harve Mathis Road
14.	Hawthorne Avenue
15.	Ila Road (SR 106)
16.	Jennings Mill Road
17.	Jimmie Daniel Road
18.	Lumpkin Street – Dougherty Street to Milledge Avenue
19.	Mitchell Bridge Road
20.	Moores Grove Road
21.	Morton Road
22.	New Jimmie Daniel Road
23.	Newton Bridge Road
24.	Oglethorpe Avenue – Athens Perimeter to Prince Avenue
25.	Old Hull Road – SR 72 to North Avenue
26.	Old Lexington Road
27.	Pound Street – Boulevard to Prince Avenue

28.	Pulaski Street – Dougherty Street to Broad Street
29.	Robert Hardeman Road
30.	S. Milledge Avenue – Macon Highway to Whitehall Road
31.	Simonton Bridge Road
32.	Smithsonia Road
33.	Tallassee Road
34.	Thomas Street – North Avenue to Broad Street
35.	Timothy Road
36.	US 78 Business / SR 10
37.	US 441 Business / US 129 Business
38.	US 29 / SR 8 (Madison County)
39.	Voyles Road
40.	Whit Davis Road
41.	Whitehall Road

C. Urban Collector Streets

The urban collector street system differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterial streets. The function of a collector street differs from an arterial street in that greater access is allowed to adjacent properties.

The streets located in Table 11 are classified as collectors for the MACORTS area.

TABLE 11
Urban Collector Street System
MACORTS Area

1.	1 st Street
2.	4 th Street – 1 st Street to Old Hull Road
3.	Athena Drive
4.	Baldwin Street
5.	Barber Creek Road
6.	Barber Street
7.	Barnett Shoals Road (Oconee Co.)
8.	Beaverdam Road
9.	Bob Wages Road – Fowler Drive to Jackson County line
10.	Boley Drive
11.	Boulevard – Pound Street to Barber Street
12.	E. Broad Street – Thomas Street to North Peter Street
13.	Carlton Street
14.	Cedar Creek Drive
15.	Cedar Street
16.	Chandler Ray Road
17.	Chase Street – Prince Place to Broad Street
18.	Cleveland Avenue
19.	Clotfelter Road
20.	Colbert – Danielsville Road

21.	Colham Ferry Road
22.	College Avenue – Dr. MLK Parkway to Dougherty Street
23.	College Station Road – Agriculture Drive to E. Campus Road
24.	Diamond Hill – Colbert Road
25.	Diamond Hill – Neese Road
26.	Dillard Sanford Road
27.	East Campus Road
28.	Epps Bridge Road – Epps Bridge Parkway to Atlanta Hwy.
29.	Flat Rock Road - SR 15 to McRee Mill Road
30.	Fowler Drive
31.	Fowler Mill Road
32.	Freeman Drive
33.	Glen Carrie Road
34.	Greensboro Highway (SR 15)
35.	High Shoals Road
36.	Hog Mountain Rd., SR 53
37.	Huntington Road
38.	Indian Hills Drive
39.	Jefferson River Road
40.	Jennings Dillard Road
41.	Jimmie Daniel Road
42.	Kathwood Drive
43.	King Avenue
44.	Lavender Road
45.	Lem Edwards Road
46.	Lumpkin Street – Milledge Avenue to Macon Highway
47.	Malcolm Bridge Road
48.	Mars Hill Road
49.	McNutt Creek Road
50.	Milledge Circle
51.	Moon Grove Church Road
52.	Moores Mill Road
53.	Nellie B Avenue
54.	North Main Street (Winterville)
55.	North Poplar Street – E. Broad Connection
56.	Nowhere Road (ACC & Madison Cos.)
57.	Old Elberton Road
58.	Old Epps Bridge Road – Atlanta Highway to Hawthorne Avenue
59.	Olympic Drive
60.	Peter Street
61.	Pittard Road
62.	Prince Place
63.	Research Drive
64.	Sanford Road
65.	Simonton Bridge Road
66.	Smithsonia – Colbert Road

67.	Smokey Road
68.	South Homewood Drive
69.	South Main Street (Winterville)
70.	South Rocksprings Avenue
71.	Southview Drive
72.	Spratlin Mill Road
73.	Spring Valley Road
74.	Strickland Street – North Avenue to 4 th Street
75.	Sunny Hills Drive – Danielsville Road to Nowhere Road
76.	Thomas Street – Broad Street to Baldwin Street
77.	Union Church Road
78.	Vincent Drive
79.	Vine Street – 1 st Street to Nellie B. Avenue
80.	Virgil Langford Road
81.	Westlake Drive – Alps Road to Lumpkin Street
82.	Whitehead Road
83.	Wilkerson Street
84.	Williams Street
85.	Willow Street

5. Transportation Corridors Experiencing Volume to Capacity Ratios in Excess of 1.0

One of the primary tools in identifying transportation corridors that may be in need of capacity enhancements is comparing the volume of a roadway to its capacity. Capacity is thereby related to the concept of level of service.

For transportation planning in the MACORTS area, a volume-to-capacity ratio of 1.0 indicates that a road segment is operating at a level of service “C”. When the volume-to-capacity ratio exceeds 1.30, this indicates that the roadway may be in need of improvements to increase its capacity. Figure 4 illustrates segments of roadways that currently have volume to capacity ratios of 1 and above.

The level of service designations from A – F are defined below:

Level of Service A: Free flow with individual users virtually unaffected by the presence of others in the traffic stream.

Level of Service B: Stable flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.

Level of Service 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.

Level of Service 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.

Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.

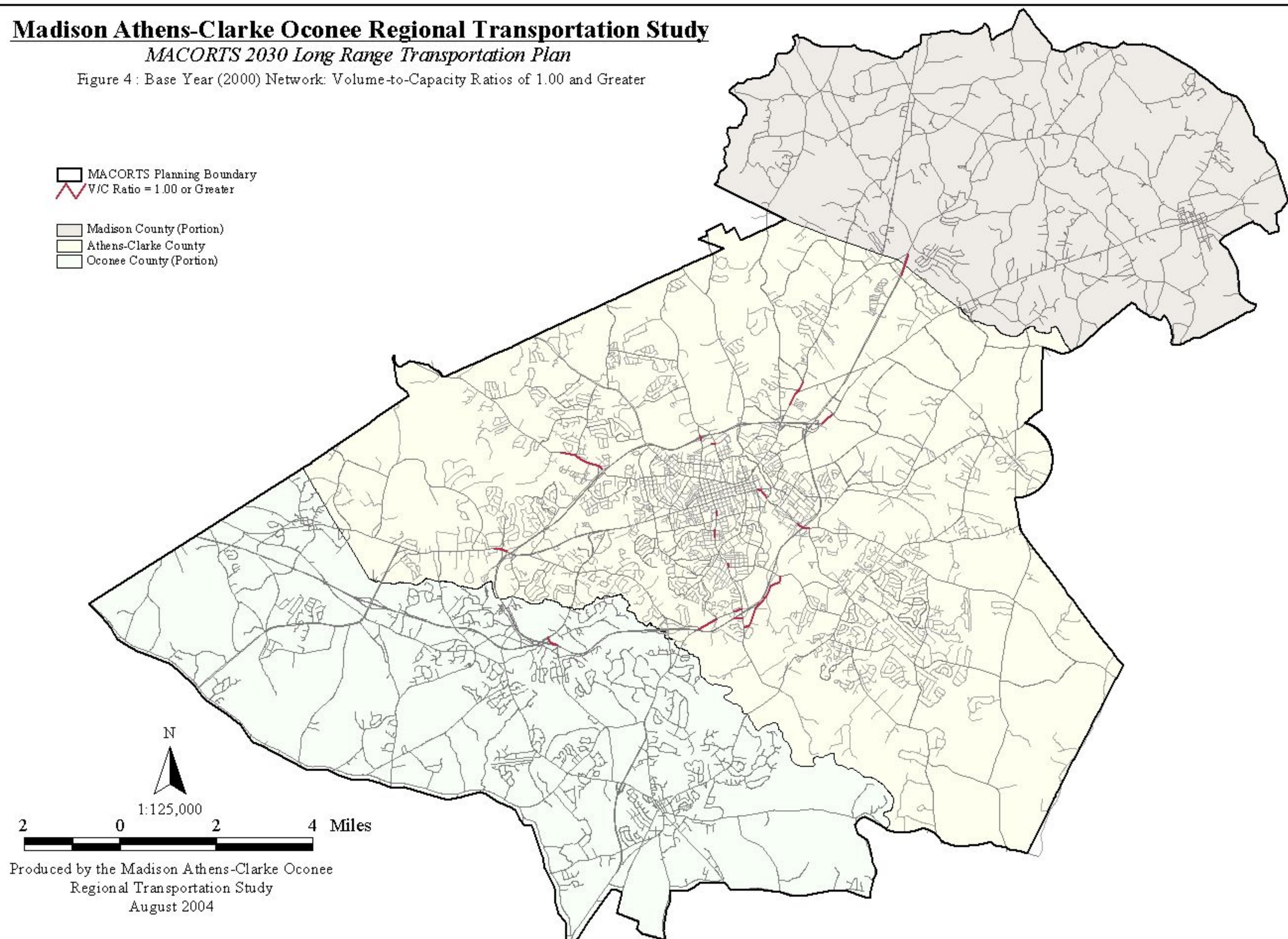
Level of Service F: Forced flow in which the amount of traffic approaching a point exceeds the amount that can be served, and queues form, characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

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

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Figure 4 : Base Year (2000) Network: Volume-to-Capacity Ratios of 1.00 and Greater



Listed on the following pages are corridors that are currently experiencing volume to capacity ratios of 1.0 or above (results from Network 1 – Year 2000 Base Year).

A. Tallassee Road

Tallassee Road, classified as a minor arterial, carries both regional and local traffic in the northern portion of Athens-Clarke County adjacent to Jackson County. Tallassee Road experiences congestion near the Athens Perimeter. The segment of roadway between Whitehead Road and the Athens Perimeter has an average volume to capacity ratio of 1.07 according to the MACORTS area travel demand model. Traffic count data is presented below (Table 12). A proposed project would widen Tallassee Road to a 4-lane divided parkway with turn lanes at key intersections from SR 10 Loop to Lavender Road. Pedestrian and bicycle facilities would also be included.

TABLE 12
Traffic Counts Along Tallassee Road

Station Number	1998	1999	2000	2001	2002	5-year Average
161 Just south of John Collier Rd	2,935	3,032	3,420	4,818	4,875	3,816
163 Between Inverness Rd. & Vaughn Rd.	3,731	4,737	4,471	4,636	5,581	4,631
165 Between Vaughn Rd. & SR 10 Loop	5,275	5,450	6,815	5,768	7,005	6,063
167 Between Westchester Dr. & Williams St.	15,497	12,776	16,100	17,654	15,009	15,407

Source: Georgia Dept. of Transportation Traffic Counts

B. Danielsville Road

Danielsville Road, classified as a minor arterial, carries both regional and local traffic in the northern portion of Athens-Clarke County adjacent to Madison County. Danielsville Road experiences congestion near the Athens Perimeter. The segment of the roadway between Pine Hollow Drive and Fowler Drive has an average volume to capacity ratio of 1.11 according to the MACORTS area travel demand model. Traffic Count data is presented below (Table 13).

A proposed project would widen Danielsville Road to a 4-lane divided highway from Collins Industrial Boulevard to Walker Drive with additional turn lanes as needed. A shared path for cyclists would be included on the east side of the roadway. Sidewalks would be included on the west side of the roadway.

TABLE 13
Traffic Counts Along Danielsville Road

Station Number	1998	1999	2000	2001	2002	5-year Average
147 Between SR 106 & US 29	2,616	2,227	2,680	3,780	3,001	2,861
152 Betwn Collins Indust. & Sunny Hills Rd	15,822	18,315	16,996	19,282	15,939	17,271
154 At Leann Drive	3,528	4,084	10,757	11,200	9,977	7,909

Source: Georgia Dept. of Transportation Traffic Counts

C. Lexington Road (US 78, SR 10)

Lexington Road, classified as a principal arterial, serves one of the primary routes that carry residential traffic from east of SR 10 Loop to the commercial and office centers in the downtown and west portions of Athens-Clarke County. This route becomes Oconee Street west of the SR 10 Loop and is an entryway into downtown Athens.

The segment of Lexington Road from SR 10 Loop (including exit and entrance ramps) to Barnett Shoals Road has a volume to capacity ratio in excess of 1.0. As illustrated in Table 14, the heaviest traffic volume has been recorded at Barnett Shoals Rd.

TABLE 14
Traffic Counts Along Lexington Road

Station Number	1998	1999	2000	2001	2002	5-year Average
058 At Barnett Shoals Rd.	48,574	47,985	55,429	59,732	46,779	51,700
061 At Indiana Ave	24,410	26,134	27,592	28,050	28,044	26,846
063 Between SR 10 Loop & Gaines School Rd.	24,923	26,683	26,300	33,318	26,758	27,596
065 Between Gaines Sch. & Whit Davis	17,174	18,387	19,440	23,721	23,323	20,409
067 Between Robt Hardeman & Dunlap Rd.	9,570	10,246	11,360	10,171	9,803	10,230

Source: Georgia Dept. of Transportation Traffic Counts

To address these volumes, there are two projects along Lexington proposed in the 2030 Long Range Transportation Plan. The first project would be located at the SR 10 Loop interchange at Lexington Road. As part of this project, Lexington Road would be widened to 3 lanes in each direction in the area of the interchange and new on/off ramps for northbound traffic on SR 10 Loop would be constructed. The relocation of Old Winterville Road and a shared multimodal path to connect Barnett Shoals Road to the proposed adjacent rail-trail corridor would be included. A second project to increase capacity on Lexington Road is included in the 2030 Long Range Transportation Plan. The proposed project would widen Lexington Road to a 4-lane divided highway with turn lanes at major intersections from Whit Davis Road to the Oglethorpe County line.

D. Chase Street

Much of Chase Street is classified as a minor arterial. The Chase Street interchange off the SR 10 Loop provides access to the downtown Athens area. Although most of Chase Street currently operates at a volume to capacity ratio of less than 1.0, peak hour delays occur during morning and evening peak traffic periods at the SR 10 Loop.

As reflected in Table 16, both stations adjacent to SR 10 Loop show significant increase in Annual Average Daily Traffic (AADT) in the last five years. This area will continue to be monitored to evaluate the capacity of this corridor. Improvements may be needed in the future.

TABLE 15
Traffic Counts Along Chase Street

Station Number	1998	1999	2000	2001	2002	5-year Average
434 Between Reese St. & Broad St.	3,186	3,632	3,320	1,381	1,100	2,524
436 Between Meigs St. & Hill St.	3,040	3,466	3,020	2,021	1,978	2,705
438 Between Boulevard & Dubose St.	9,394	10,709	10,514	10,725	10,911	10,451
441 Between Oneta Dr. & Rowe Rd.	12,823	14,618	11,968	12,400	13,178	12,997
443 Between SR 10 Loop & Newton Bridge Rd.	11,682	13,317	12,957	13,857	13,991	13,161

Source: Georgia Dept. of Transportation Traffic Counts

6. Transportation Corridors/Routes with Projected Volume to Capacity Ratios in Excess of 1.0 (Model Network 4)

Figure 5 illustrates the projected roadways that are projected to have volume to capacity ratios in excess of 1.0 by the year 2030. Listed in tables 17 and 18 are the segments with volume to capacity ratios in excess of 1.0. This congestion is based on there being no additional road improvements built other than those that are currently in the GDOT Construction Work Program. These improvements include Jefferson Road widening, Danielsville Road widening, SR 53/Mars Hill Road widening, Macon Highway widening including bridge project over Middle Oconee River, Lexington Road widening, Athens Perimeter at Olympic Drive/Peter Street interchange, Athens Perimeter at Lexington Road interchange, Athens Perimeter at Atlanta Highway interchange, US 441 South widening, Hawthorne Avenue at Old West Broad Street intersection, Simonton Bridge Road widening, SR 8 Median Turn lanes, Jennings Mill Parkway – Oconee Co. section, SR 316 improvements, and the widening of the College Station Road bridges.

Segments with projected volume to capacity ratios between 1.0 and 1.29 will likely experience capacity problems. Segments with projected volume to capacity ratios of 1.30 and above will experience significant problems and should be given special consideration to increase capacity.

Many roads being projected to experience capacity problems are currently having capacity problems. The highways with the most significant projected capacity problems are Atlanta Highway, Chandler Ray Road, Macon Highway, North Chase Street, Oconee Connector, SR 10 Loop, SR 316, and Tallassee Road. Traffic congestion along these routes is expected to be especially acute.

Based on this information regarding highway road segments that are expected to be over capacity, along with information on existing congestion, a plan of projects to relieve this congestion can be formulated. This list of projects is included in the following section. Due to the continued growth in population and employment projected for the metropolitan area, traffic is projected to increase accordingly. Based on the future growth indicated in each community's land use and comprehensive development plans, the major arterial routes in the MACORTS study area will continue to experience capacity problems. Also, several routes in rapidly growing Oconee County are projected to have volume to capacity ratios in excess of 1.0. The most significant growth is in the extreme southern portion of Madison County. Two of the three state routes that link that area to Athens-Clarke County have volume to capacity ratios in excess of 1.0.

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Figure 5 : Projected (2030) Network: Volume-to-Capacity Ratios of 1.00 and Greater

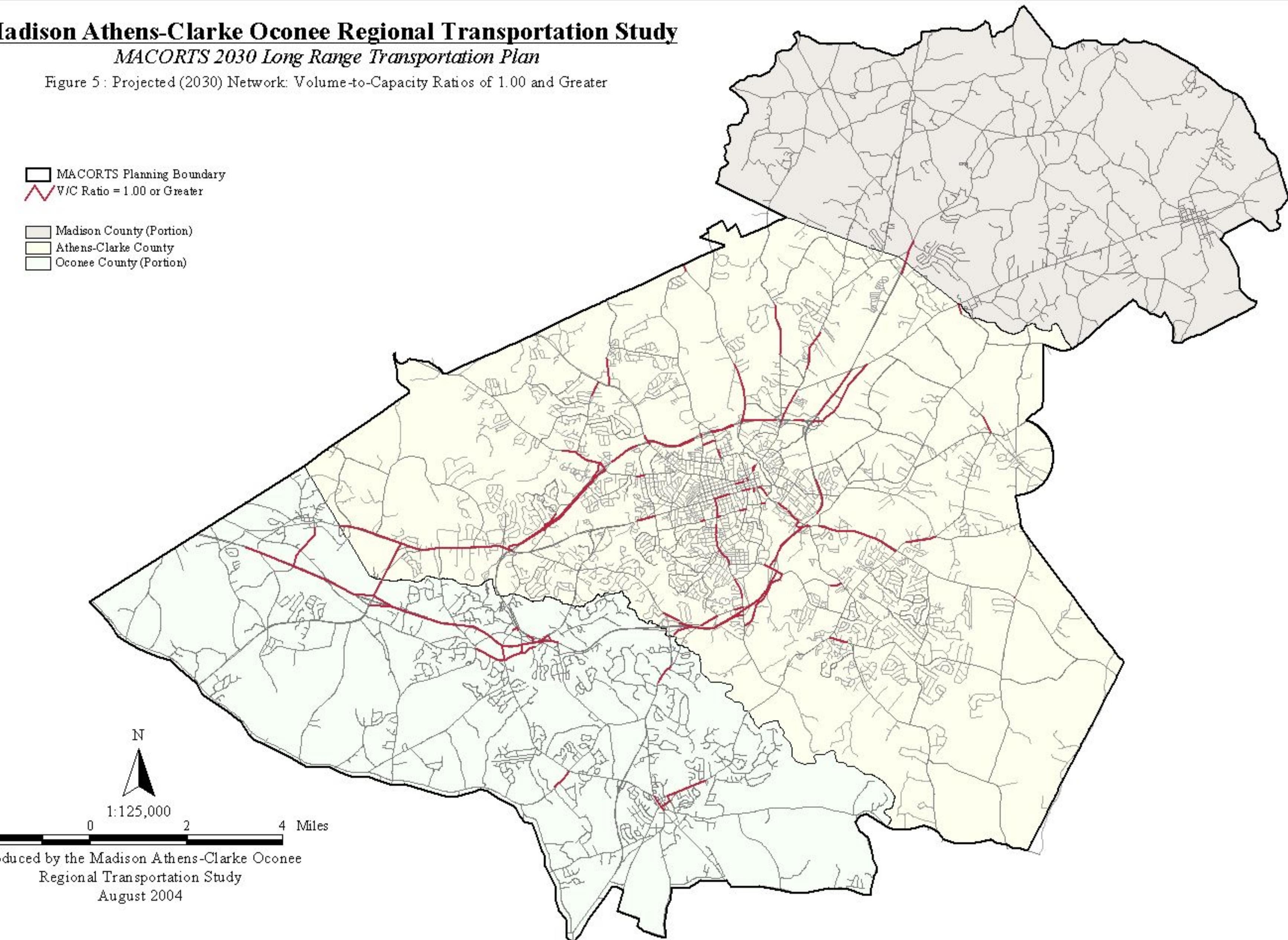


TABLE 16
Roads that have segments with projected 2030 volume to capacity ratios between 1.0 and 1.29 according to the MACORTS area Travel Demand Model (4th Network)

▪ Atlanta Highway	Between Oconee County line and Old Cleveland Rd. Between Alps Rd. and Market Square
▪ Baldwin St.	Between E. Campus Road and Williams St.
▪ Barber Street	Between Cleveland Avenue and Athens Avenue
▪ Barnett Shoals Rd.	Between Whitehall Rd. to Rockford Drive
▪ Baxter St.	Between Milledge Ave. and Bloomfield St. Between Newton St. and Lumpkin St. Between Rocksprings Rd. and Paris St.
▪ Broad Street	Between Milledge Ave. and Finley St. Between Hull Rd. to Lumpkin St. Between Lumpkin St. and College Ave.
▪ Cherokee Rd.	Between Morningview Drive and Beaverdam Extension
▪ College Station Rd.	Between River Rd. and Riverbend Rd.
▪ Commerce Rd./US 441	Between Newton Bridge Rd. to Jackson County line Between SR 10 Loop and Pinebluff Rd.
▪ Danielsville Rd.	Between Walker Drive to Leann Drive Between SR 10 Loop and Hull Rd.
▪ Hog Mountain Rd.	Between Mars Hill Rd. and Hillcrest Rd.
▪ Jackson St.	Between Broad St. and Mitchell St.
▪ Jefferson River Road	Between Jefferson Road and South Ridge Drive
▪ Jefferson Rd.	Between S. Homewood Drive and SR 10 Loop
▪ Jennings Mill Rd.	Between Oconee Connector and proposed Jennings Mill Parkway in Oconee County
▪ Lexington Rd.	Between Winterville Road and Gaines School Rd.
▪ Macon Highway	Between White Oak Drive and Spartan Lane (Oconee) Between Milledge Ave. and Moose Club Drive (ACC)
▪ Mars Hill Rd.	Between Rocky Branch and Founders Blvd.
▪ Milledge Ave.	Between E. Campus Drive and Davis St. Between Broad St. and Baxter St. Springdale St. and Southview Dr.
▪ Mitchell Bridge Rd.	Between SR 10 Loop and Woodhaven Pkwy.
▪ North Avenue	Between Thomas St. and Willow St.
▪ Nowhere Rd.	Between Freeman Drive to Cherokee Forest Drive

- Oak St. Between Poplar St. and Inglewood Drive
Between Carr St. and Old Winterville Rd.
- Oconee Connector Between SR 316 and Mars Hill Rd.
- Oconee St. Between Broad St. and Willow St.
- Oglethorpe Ave. Between Hawthorne Rd. and Hollie Street
- Old Hull Rd. Between Hull Rd. to SR 10 Loop
- Oneta St. Between N. Chase St. and Barber St.
- Prince Ave. Between SR 10 Loop and Hawthorne Ave.
- Research Dr. Between International Drive and Barnett Shoals Rd.
- Riverbend Rd. Between College Station Rd. and S. Milledge Ave.
- S. Burson Avenue Between Thompson Street and SR 316
- Simonton Bridge Rd. Between Calls Creek Rd. to Main Street in Watkinsville
- SR 10 Loop
 - Between Macon Highway to College Station Rd.
 - Between College Station Rd. and Lexington Rd.
 - Between Barnett Shoals Rd. and Peter St. (northbound side)
 - Between Danielsville Rd. and US 29 (eastbound side)
 - Between Commerce Rd. and Danielsville Rd.
 - Between Newton Bridge Rd. and Commerce Rd.
 - Between Chase St. and Jefferson Rd.
 - Between Oglethorpe Ave. and Jefferson Rd. (westbound)
 - Between Oglethorpe Ave. and Atlanta Hwy.
- SR 316
 - Between Oconee County line and US 78
 - Between Oconee Connector and SR 10 Loop
- Timothy Rd. Between SR 10 Loop and Autumnwood Avenue
- US 29
 - Between Hull Road to SR 10 Loop
 - Between Harve Mathis Rd. and Fortson Store Rd.
- US 441S Between Puritan Lane and SR 10 Loop

TABLE 17
**Roads that have segments with projected 2030 volume to capacity ratios
1.30 and above according to the MACORTS area Travel Demand Model (4th Network)**

- Atlanta Highway Between Old Cleveland Road and SR 10 Loop
- Chandler Ray Rd. Between Winterville Rd. and SR 72
- Macon Highway Between SR 10 Loop and S. Lumpkin Street
- N. Chase Street Between Rowe Road and a point just south of Winston Dr.
- Oconee Connector Between Jennings Mill Rd. to Virgil Langford Rd.
- SR 10 Loop Ramp from SR 10 Loop to SR 316 (southbound)
Eastern ramps at Timothy Road
Ramp from to Epps Bridge Parkway (north or west bound)
- SR 316 Between SR 78 and Oconee Connector
- Tallassee Road Between Vaughn Road and SR 10 Loop

5. Recommended Year 2030 Transportation Plan Highway/Road Projects

Listed on the following pages are the highway/road and bridge projects recommended for inclusion into the Year 2030 MACORTS Transportation Plan. The projects were selected based on public input, the work of the TCC Subcommittee, and data from the MACORTS travel demand model along with a consideration of the 7 planning factors required by TEA-21. The timeframes attributed to each project was established by the TCC subcommittee representatives for all 3 counties as a guide to the priority of each project at the local level. These projects are designed to improve the overall operating capacity of the roadway network.

Table 18
HIGHWAY / ROAD TO BE ADDED TO THE MACORTS TRANSPORTATION PLAN
Number does not indicate priority
Total Cost of Projects: \$ 176,419,977

<u>PROJECT NUMBER</u>	<u>DESCRIPTION</u>	
R-1	Glenn Carrie Road Widening (Madison) Widen lanes to standard width and install turn lanes at intersection of US 29	\$500,000
R-2	Old Danielsville Rd / US 29 Intersection Improvements (Madison) Signalize or eliminate median crossing left turns	\$255,000
R-3	Fernwood Dr. and Ivy Wood Dr. Extension (Madison) Construct 2 lane road to provide an interconnection between Glen Carrie and US 29	\$530,000

R-4	Helican Springs Rd. / Danielsville Rd. (Madison)	\$4,450,000
	Widen Helican Springs Rd./Danielsville Rd. from Glenn Carrie Rd. to Athens-Clarke County line to alleviate congestion on US 29	
R-5	Lloyd Nelms Rd. / Martin Griffeth Widening (Madison)	\$5,050,000
	Widen to 2 standard travel lanes from SR 106 to Jackson County line	
R-6	Safety Improvements to Colbert Danielsville Rd. (Madison)	\$3,830,000
	Reroute Old Kincaid Rd. to top of hill	
R-7	Implementation of Road Network Plan (Madison)	\$1,574,559
	Road Network Plan requested in FY 05 UPWP – results of study should be incorporated into LRTP	
R-13	Spring Valley Road Widening (Clarke)	\$5,550,000
	Widen Spring Valley Rd. to include turn lanes at key intersections. Sidewalks and bicycle facilities are planned for the corridor.	
R-14	Vine Street Extension (Clarke)	\$670,000
	Extend Vine St. as a two-lane road to Second Street with sidewalks.	
R-15	US 441 – US 29 Connector (Clarke)	\$15,075,000
	Construct a 2-lane roadway with turn lanes at key intersections to provide east-west circulation.	
R-17	Whitehall Rd. Widening (Clarke)	\$502,000
	Widen to 2 standard travel lanes with turn lanes at key intersections from Barnett Shoals Rd. to Milledge Avenue, widen to 4 lanes from Milledge Avenue to the Oconee County line. Pedestrian and bicycle improvements are included.	
R-21	Hawthorne Avenue Widening (Clarke)	\$4,170,000
	Widen to a 5-lane (4 travel with center turn lane) roadway consistent with the Hawthorne Avenue Master Plan study that was completed in 2000. Pedestrian and bicycle facilities will be included in this project.	
R-26	Epps Bridge Parkway Left Turn Lane (Clarke)	\$490,000
	Add northbound left turn lane from Epps Bridge Parkway to Atlanta Highway.	
R-27	North Atlanta Highway Reliever (Clarke)	\$8,813,636
	Connect Trade Street to Cleveland Road in the area north of the Atlanta Hwy. It will connect to Cleveland Road at Callaway Drive.	
R-28	Atlanta Highway Median (Clarke)	\$1,750,000
	Add a median to Atlanta Highway between the proposed median at the SR 10 Connector interchange and the intersection of Atlanta Highway with Jimmie Daniel Rd.	

R-29	New Jimmie Daniel Rd. Improvements (Clarke)	\$2,370,950
Widen New Jimmie Daniel Rd. to 4 lanes from Atlanta Highway to the Oconee County line. Five-foot wide sidewalks are also included.		
R-32	Smokey Rd. at Winterville Rd. Realignment (Clarke)	\$455,000
Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.		
R-34	Lexington Hwy at Robert Hardeman Rd / Morton Rd. Realignment (Clarke)	\$405,000
Realign off-setting side streets at this intersection to a typical 90-degree intersection with turn lanes and a traffic signal as warranted.		
R-35	Old Lexington Rd / Morton Rd. Realignment (Clarke)	\$476,280
Realign side streets to a typical 90-degree intersection with turn lanes as warranted.		
R-36	Old Lexington Rd. and Barnett Shoals Rd. Realignment (Clarke)	\$476,280
Realign side streets to a typical 90-degree intersection with turn lanes as warranted.		
R-39	SR 10 Loop at College Station Rd. Intersection Improvement (Clarke)	\$405,000
Construct dual left-turn lanes on College Station Rd. onto the SR 10 Loop entrance ramps.		
R-42	Daniels Bridge Rd. Widening (Oconee)	\$9,100,000
Widen/reconstruct Daniels Bridge Rd. with additional turn lanes as needed from Mars Hill Rd. to Hog Mountain Rd.		
R-43	Epps Bridge Parkway / US 441 Connector (Oconee)	\$17,627,272
Construct 2-lane road from Epps Bridge Parkway to US 441 via Old Epps Bridge Rd. over SR 10 Loop.		
R-44	Hog Mountain Rd. Widening (Oconee)	\$7,774,000
Widen to 4-lane cross section from Mars Hill Rd. to US 441 with additional turn lanes as needed.		
R-46	Malcolm Bridge Rd. / Mars Hill Rd. Intersection (Oconee)	\$465,000
Add lanes at intersection to increase capacity. Signalization of the intersection will be included.		
R-47	Jimmie Daniel Rd. Widening (Oconee)	\$6,670,000
Widen / reconstruct Jimmie Daniel Rd. to 4 lanes with additional turn lanes as needed from Mars Hill Rd. to Clarke County line. Sidewalks should be included in this project.		
R-52	SR 15 at US 441 Intersection Improvements (Oconee)	\$500,000
Reconfigure lanes on SR 15 approach to enhance safety		

R-53	SR 316 Frontage Rd – I (Oconee) \$14,000,000 Construct frontage road along the north side of SR 316 from Mars Hill Rd. to Dials Mill Rd.
R-54	SR 316 Frontage Rd. – II (Oconee) \$16,500,000 Construct frontage road along the north side of SR 316 from Mars Hill Rd. to Jimmie Daniel Rd.
R-57	Union Church Rd. Improvement project (Oconee) \$6,100,000 Widen to 4 lanes from Hog Mountain Rd (SR 53) to New High Shoals Rd. (SR 186)
R-61	Milledge Avenue/Prince Avenue Intersection Improvement (Clarke) \$385,000 Add right turn lane from Milledge to Prince and left turn lane from Prince to Milledge.
R-62	Jefferson River Road Widening (Clarke) \$9,100,000 Widen Jefferson Road to 2 standard travel lanes from Jefferson Rd. to Jackson County line. Bicycle and pedestrian facilities should be included.
R-63	US 29 Widening – Phase 1 (Madison) \$15,307,000 Widen US 29 to 4 lanes from SR 106 to CR 228/Diamond Hill-Colbert Rd.
R-64	US 29 Widening – Phase 2 (Madison) \$10,675,000 Widen US 29 to 4 lanes from CR 228/Diamond Hill-Colbert Rd. to CR 88/Irwin Kirk Rd. (north of Danielsville and outside of MACORTS area)
B-3	Reconstruction of Tallassee Rd. Bridge (Clarke) \$2,200,000 Reconstruct the bridge to allow for 2 standard travel lanes and shoulders plus bicycle and pedestrian facilities.
B-4	Whitehall Rd. / Simonton Bridge Rd. project (Clarke & Oconee) \$2,200,000 Reconstruct / improve bridge over Middle Oconee River.

Table 19
PROJECTS TO BE REMOVED FROM THE 2025 PLAN
Total Cost of Projects: \$39,977,000

1. Athens Central Business District Signal System Cost: \$1,200,000
Upgrade traffic signals in the Central Business District and install Advanced Traffic Management System – COMPLETED
2. Epps Bridge Parkway Cost: \$14,323,000
Widen / reconstruct Epps Bridge Rd. from 2 to 4 lanes with turn lanes as needed from US 78/SR 316 to Atlanta Hwy. - COMPLETED
3. Hull Road/SR 72 Cost: \$5,706,000
Widen/reconstruct Hull Rd. from 2 to 4 lanes with additional turn lanes as needed from US 29/SR 8 to the Madison County line. – COMPLETED
4. Lumpkin Street Improvements \$3,560,000
Widen Lumpkin Street to 4 standard lanes from Milledge Avenue to Broad Street with additional turn lanes at major intersections – BEING DONE WITH LOCAL FUNDS CURRENTLY
5. Athens Perimeter Ramps at Winterville Road Cost: \$413,000
Construct ramps for northbound off-ramp and northbound on-ramp for westbound traffic – NOT FEASIBLE UNDER GDOT'S INTERCHANGE JUSTIFICATION REPORT STANDARDS
6. Barnett Shoals Road Cost: \$1,200,000
Widen/reconstruct Barnett Shoals Rd. from Gaines School Rd. to College Station Rd. – UNDER CONSTRUCTION
7. Mall Access Road Cost: \$404,000
Construct a new access road from Cleveland Rd. to the Georgia Square Mall Perimeter Rd. – COMPLETED
8. Atlanta Highway from Perimeter to Mall Cost: \$ 600,000
Add dedicated turn lane from Athens Perimeter exit to Georgia Square Mall – COMPLETED
9. College Station Road / E. Campus / River Rd. Cost: \$220,000
Construct left turn lane on southbound approach of River Rd. to College Station Rd. and on westbound approach of College Station Rd. to the University Intramural Fields. Add a lane on College Station Rd. eastbound. – COMPLETED
10. Gaines School Road at Hilsman Middle School Cost: \$55,000
Construct left turn lane on Gaines School Road at Hilsman Middle School – HAS BECOME LOCALLY FUNDED PROJECT

11. Gaines School Road at Gaines Elementary School Cost: \$58,000
Construct left turn lanes on Gaines School Road in front of Gaines Elementary School
– HAS BECOME LOCALLY FUNDED PROJECT
12. Mars Hill Road / Daniels Bridge Road Connector Cost: \$1,045,000
Construct new roadway along the southern side of SR 316 from Mars Hill Rd. to Daniels Bridge Road – BUILT AS PART OF OCONEE CONNECTOR
13. Winterville Road at Nellie B Avenue Cost: \$77,000
Construct left turn lane on the northbound approach of Winterville Rd. to Nellie B Avenue – COMPLETED
14. Milledge Avenue Cost: \$147,000
Construct bus bays on the east side of Milledge Avenue at selected locations between Lumpkin Street and Broad Street to reduce bus impacts on traffic operations – COMPLETED
15. Baxter Street Cost: \$4,648,000
Widen/reconstruct Baxter St. to 4 lanes between Alps Rd. and Lumpkin Street with additional turn lanes at the following intersections: Milledge, Church, Finley, and Lumpkin – NO LONGER NECESSARY
16. Olympic Drive Extension Cost: \$1,314,000
Construct new 2 lane roadway between the Athens Perimeter and First Street in order to provide improved access to downtown Athens from the Perimeter – NO LONGER NECESSARY
17. Nowhere Road (bridge over Noketchee Creek) Cost: \$136,000
Replace the bridge over Noketchee Creek – COMPLETED
18. Nowhere Road (bridge over East Sandy Creek) Cost: 136,000
Replace existing bridge over East Sandy Creek with culvert – COMPLETED
19. Broad Street (US 78/ SR 10) Cost: \$4,735,000
Widen/reconstruct Broad Street to 4 standard lanes with additional turn lanes as needed from Pulaski to Hancock – NOT PREFERRED SOLUTION

Table 20
PROJECTS TO REMAIN IN THE PLAN
Total Cost of Projects: \$201,740,734

<u>PROJECT NUMBER</u>	<u>DESCRIPTION</u>	
R-8	Old Hull Rd. Widening (SR 10 and SR 72) (Clarke) Widen from SR 10 Loop to SR 72 to a 3 lane typical section with a two-way center turn lane and dedicated left turn lanes at major intersections. A 4 ft. paved shoulder would be included as part of the widening.	\$4,630,000
R-9	Danielsville Rd. Widening (Clarke) Widen Danielsville Rd. from Collins Industrial Boulevard to Walker Dr. to a 4-lane divided highway with additional turn lanes as needed. A shared path for cyclists will be included on the east side of the roadway, and sidewalks are included on the west side of the roadway.	\$3,565,000
R-10	Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke) Widen segments of Olympic Dr., Indian Hills Rd., and Winterville Rd. from two to four lanes from the Athens Perimeter to Beaverdam Road. Project concept includes the construction of a divided 4-lane roadway, with turn lanes at selected locations, with bicycle facilities.	\$7,783,818
R-11	Newton Bridge Rd. Widening (Clarke) Widen from North Oconee River to US 441 to two standard lanes with turn lanes at key intersections along the corridor.	\$1,150,000
R-12	Fowler Drive Widening (Clarke) Widen/reconstruct Fowler Drive to two standard travel lanes from Freeman Drive to Danielsville Road. Pedestrian improvements are included.	\$575,000
R-16	Lexington Highway Widening (Clarke) Widen Lexington Rd. (US 78, SR10) to 4-lane divided highway with turn lanes at major intersections from Whit Davis Rd. to Oglethorpe County line.	\$15,544,000
R-18	Barnett Shoals Rd. Widening (Clarke) Widen/reconstruct Barnett Shoals to 2 standard travel lanes plus turn lanes at key intersections along the corridor from Whitehall Road to Bob Godfrey Road. Include in the project pedestrian and bicycle improvements.	\$4,225,000
R-19	Mitchell Bridge Rd. Widening (Clarke) Widen Mitchell Bridge Rd. from Atlanta Highway to Tallassee Road to include turn lanes at key intersections and a two-way center left-turn lane in the commercial area of the corridor. Reconstruction of the Mitchell Bridge Rd/Athens West Parkway is also included in this project. Sidewalks and bicycle facilities are planned for the corridor. Specific improvements would be developed after the completion of a corridor planning study.	\$4,630,000

R-20	Tallassee Rd. Widening (Clarke)	\$8,100,000
	Widen Tallassee Rd. from SR 10 Loop to Lavender Road to a 4-lane divided parkway with turn lanes at key intersections along the corridor. Included in the project are pedestrian and bicycle facilities.	
R-22	Jennings Mill Parkway (Clarke)	\$7,600,000
	Construct a new 4-lane divided highway between New Jimmie Daniel Road and Jennings Mill Road with turn lanes at major intersections. Included in the project are sidewalks, bike lanes, and a grade separated crossing of the SR 10 Loop.	
R-23	Macon Highway / US 441 Widening (Clarke)	\$5,320,000
	Widen/reconstruct Macon Highway from the ACC/Oconee County line to Milledge Avenue 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 Highway bridge improvement project.	
R-24	Oconee Street Widening (Clarke)	\$2,084,000
	Widen /reconstruct Oconee Street to 4 lanes with additional turn lanes as needed between Thomas Street and a point west of Peter Street. Pedestrian and bicycle facilities are planned for this corridor. Included in the project would be dual left-turns from Thomas Street onto Oconee Street.	
R-25	Milledge Avenue Widening (Clarke)	\$9,100,000
	Widen/reconstruct Milledge Avenue to 2-lane typical section from Whitehall Rd. to E. Campus Rd. with two-way center left-turn lane and dedicated left-turn lanes at key intersections along the corridor. Included in the project are bicycle and pedestrian facilities and reconstruction of the Whitehall Rd. intersection. The 4-lane section in the vicinity of the Athens Perimeter will be retained.	
R-30	SR 10 Loop at Olympic Drive/Peter Street Intersection (Clarke)	\$550,000
	Replace at-grade signalized intersection with bridge and reconfigure interchanges. Project would include the reconstruction of Olympic Drive and Peter Street over the SR 10 Loop. Included in the project are pedestrian and bicycle facilities on Olympic Drive and Peter Street.	
R-31	SR 10 Loop at US 29 Intersection (Clarke)	\$500,000
	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 SR 10 Loop from US 29.	
R-33	SR 10 Loop at Lexington Highway Widening and Intersection Improvements (Clarke)	\$2,315,000
	Widen Lexington Road to 3 lanes in each direction. Construct new on/off ramps for northbound traffic on SR 10 Loop to access Lexington Highway and improve turning lanes at existing ramp locations. Relocate Old Winterville Rd. opposite SR 10 Loop southbound on/off ramp system. Project includes a shared	

multimodal path to connect Barnett Shoals Road to the proposed rail-to-trail corridor.

R-37	Tallassee Rd. at Lavender Rd. Realignment (Clarke)	\$476,280
	Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.	
R-38	SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)	\$1,105,000
	Reconstruct the existing interchange to allow for a new entrance ramp from westbound Atlanta Highway to southbound SR 10 Loop and relocate Jennings Mill Rd. east of its current intersection. Pedestrian facilities are included in this project.	
R-40	SR 8/US 29 Median Turn Lanes (Clarke)	\$6,000,000
	Lengthen existing median turn lanes along SR 8 from NE of Athens to SR 106 in Madison County.	
R-41	Daniels Bridge Rd. Extension (Oconee)	\$4,061,136
	Construct 2-lane extension of Daniels Bridge Rd. across the Athens Perimeter to Epps Bridge Parkway to connect with the proposed Jennings Mill Parkway. Grade-separation is included with SR 316 corridor improvements.	
R-45	Jennings Mill Parkway (Oconee)	\$12,000,000
	Construct new 4-lane collector road with turn lanes as needed from Epps Bridge Parkway to Jennings Mill Rd. This project will include construction of a half diamond interchange on SR 10 Loop. Project will include bicycle facilities.	
R-48	Mars Hill Road Widening (Oconee)	\$27,450,000
	Widen to 4 lanes and construct turn lanes as needed from Daniels Bridge Rd. to US 78. Sidewalks and bicycle lanes are planned for this corridor.	
R-49	New High Shoals Rd. / SR 53 Connector (Oconee)	\$10,675,000
	Construct new 2-lane roadway on the west side of the Watkinsville Bypass from SR 53 to New High Shoals Rd.	
R-50	Simonton Bridge Road Widening (Oconee)	\$13,645,000
	Widen/reconstruct from 3 rd Street to Athens-Clarke County line to make 4-lane roadway with additional turn lanes as needed. Project will include 4-ft. bicycle lanes.	
R-51	SR 15 / US 441 Connector (Oconee)	\$6,340,000
	Construct 2-lane roadway between SR 15 and the Watkinsville Bypass south or on the south side of Watkinsville.	
R-55	SR 316 Interchange/Grade Separations	\$6,000,000
	Construct interchanges along SR 316 corridor at McNutt Creek Rd., Jimmie Daniels Rd., and the Mars Hill/Jennings Connector; improve SR 316/Athens Perimeter interchange; grade separation at selected locations	

R-56	SR 53 Widening (Oconee) Widen road to a 4-lane cross-section from Hog Mountain Rd. to Elder Rd.	\$19,256,500
R-58	Virgil Langford Rd./ Jimmie Daniel Road/Rocky Branch Rd./Mars Hill Rd. Intersection Improvements (Oconee) Bring these roads together to form one intersection instead of two intersections spaced closely together.	\$485,000
R-59	US 441 / SR 24 South Widening (Oconee) Widen US 441 to 4 lanes from the Watkinsville Bypass south to the MACORTS boundary at SR 186. Project continues to north of Apalachee River. The project includes a new location portion to avoid the city of Bishop.	\$7,625,000
R-60	Bob Godfrey/Barnett Shoals Widening (Oconee) Widen Bob Godfrey/Barnett Shoals Rd. to a standard two-lane section from the Oconee River to the Oglethorpe County line.	\$5,550,000
B-1	Macon Hwy. Bridge / US 441 over Middle Oconee River (Clarke) Reconstruct bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.	\$1,200,000
B-2	College Station Road Bridge over North Oconee River (Clarke) Reconstruct the bridge to allow for four standard travel lanes and shoulders plus bicycle and pedestrian facilities.	\$2,200,000

Table 21
INDEX TO ROAD (R) AND BRIDGE (B) PROJECTS (by project name)
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
YEAR 2030 TRANSPORTATION PLAN UPDATE

<u>Project Number</u>	<u>Project Name</u>
R-28	Atlanta Highway Median (Clarke)
R-18	Barnett Shoals Rd. Widening (Clarke)
R-60	Bob Godfrey / Barnett Shoals Widening (Oconee)
R-41	Daniels Bridge Rd. Extension (Oconee)
R-42	Daniels Bridge Rd. Widening (Oconee)
R-9	Danielsville Rd. Widening (Clarke)
R-26	Epps Bridge Parkway Left Turn Lane (Clarke)
R-43	Epps Bridge Parkway / US 441 Connector (Oconee)
R-3	Fernwood Dr. and Ivy Wood Dr. Extension (Madison)
R-12	Fowler Drive Widening (Clarke)
R-1	Glenn Carrie Road Widening (Madison)
R-21	Hawthorne Avenue Widening (Clarke)
R-4	Helican Springs Rd. / Danielsville Rd. (Madison)
R-44	Hog Mountain Road Widening (Oconee)
R-7	Implementation of Road Network Plan (Madison)
R-62	Jefferson River Rd. Widening (Clarke)
R-22	Jennings Mill Parkway (Clarke)
R-45	Jennings Mill Parkway Construction (Oconee)
R-47	Jimmie Daniel Road Widening (Oconee)
R-34	Lexington Highway at Robert Hardeman Rd / Morton Rd. Realignment (Clarke)
R-16	Lexington Highway Widening (Clarke)
R-5	Lloyd Nelms Rd. / Martin Griffeth Widening (Madison)
R-23	Macon Highway / US 441 Widening (Clarke)
R-46	Malcolm Bridge Rd. / Mars Hill Rd. Intersection (Oconee)
R-48	Mars Hill Road Widening (Oconee)
R-61	Milledge Avenue/Prince Avenue Intersection Improvement (Clarke)
R-25	Milledge Avenue Widening (Clarke)
R-19	Mitchell Bridge Rd. Widening (Clarke)
R-49	New High Shoals Rd./ SR 53 Connector (Oconee)
R-29	New Jimmie Daniel Rd. Improvements (Clarke)
R-11	Newton Bridge Rd. Widening (Clarke)
R-27	North Atlanta Highway Reliever (Clarke)
R-24	Oconee Street Widening (Clarke)
R-2	Old Danielsville Rd / US 29 Intersection Improvements (Madison)
R-8	Old Hull Rd. Widening (SR 10 and SR 72) (Clarke)
R-36	Old Lexington Rd. and Barnett Shoals Rd. Realignment (Clarke)
R-35	Old Lexington Rd / Morton Rd. Realignment (Clarke)
R-10	Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke)
R-6	Safety Improvements to Colbert Danielsville Rd. (Madison)
R-50	Simonton Bridge Road Widening (Oconee)
R-32	Smokey Rd. at Winterville Rd. Realignment (Clarke)

R-13	Spring Valley Rd. Widening (Clarke)
R-40	SR 8 / US 29 Median Turn Lanes (Clarke)
R-38	SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)
R-39	SR 10 Loop at College Station Rd. Intersection Improvements (Clarke)
R-33	SR 10 Loop at Lexington Highway Widening and Intersection Improvements (Clarke)
R-30	SR 10 Loop at Olympic Drive/Peter St. Intersection (Clarke)
R-31	SR 10 Loop at US 29 Intersection (Clarke)
R-51	SR 15 / US 441 Connector (Oconee)
R-52	SR 15 at US 441 Intersection Improvements (Oconee)
R-56	SR 53 Widening (Oconee)
R-53	SR 316 Frontage Road – I (Oconee)
R-54	SR 316 Frontage Road – II (Oconee)
R-55	SR 316 Interchange / Grade Separations (Oconee)
R-37	Tallassee Rd. at Lavender Rd. Realignment (Clarke)
R-20	Tallassee Rd. Widening (Clarke)
R-57	Union Church Rd. Improvement Project (Oconee)
R-63	US 29 Widening – Phase 1 (Madison)
R-64	US 29 Widening – Phase 2 (Madison)
R-59	US 441 / SR 24 South Widening (Oconee)
R-15	US 441 – US 29 Connector (Clarke)
R-14	Vine Street Extension (Clarke)
R-58	Virgil Langford Rd. / Jimmie Daniel Rd. / Rocky Branch Rd. / Mars Hill Rd. Intersection Improvements (Oconee)
R-17	Whitehall Rd. Widening (Clarke)

BRIDGE (B) PROJECTS

<u>Project Number</u>	<u>Project Name</u>
B-2	College Station Road Bridge over North Oconee River (Clarke)
B-1	Macon Highway / US 441 Bridge over Middle Oconee River (Clarke)
B-4	Simonton Bridge Rd. Bridge over Middle Oconee River (Clarke / Oconee)
B-3	Tallassee Road Bridge (Clarke)

Table 22
INDEX TO ROAD (R) AND BRIDGE (B) PROJECTS (by project number)
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
YEAR 2030 TRANSPORTATION PLAN UPDATE

<u>Project Number</u>	<u>Project Name</u>
R-1	Glenn Carrie Road Widening (Madison)
R-2	Old Danielsville Rd / US 29 Intersection Improvements (Madison)
R-3	Fernwood Dr. and Ivy Wood Dr. Extension (Madison)
R-4	Helican Springs Rd. / Danielsville Rd. (Madison)
R-5	Lloyd Nelms Rd. / Martin Griffeth Widening (Madison)
R-6	Safety Improvements to Colbert Danielsville Rd. (Madison)
R-7	Implementation of Road Network Plan (Madison)
R-8	Old Hull Rd. Widening (SR 10 and SR 72) (Clarke)
R-9	Danielsville Rd. Widening (Clarke)
R-10	Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke)
R-11	Newton Bridge Rd. Widening (Clarke)
R-12	Fowler Drive Widening (Clarke)
R-13	Spring Valley Rd. Widening (Clarke)
R-14	Vine Street Extension (Clarke)
R-15	US 441 – US 29 Connector (Clarke)
R-16	Lexington Highway Widening (Clarke)
R-17	Whitehall Rd. Widening (Clarke)
R-18	Barnett Shoals Rd. Widening (Clarke)
R-19	Mitchell Bridge Rd. Widening (Clarke)
R-20	Tallassee Rd. Widening (Clarke)
R-21	Hawthorne Avenue Widening (Clarke)
R-22	Jennings Mill Parkway (Clarke)
R-23	Macon Highway / US 441 Widening (Clarke)
R-24	Oconee Street Widening (Clarke)
R-25	Milledge Avenue Widening (Clarke)
R-26	Epps Bridge Parkway Left Turn Lane (Clarke)
R-27	North Atlanta Highway Reliever (Clarke)
R-28	Atlanta Highway Median (Clarke)
R-29	New Jimmie Daniel Rd. Improvements (Clarke)
R-30	SR 10 Loop at Olympic Drive/Peter St. Intersection (Clarke)
R-31	SR 10 Loop at US 29 Intersection (Clarke)
R-32	Smokey Rd. at Winterville Rd. Realignment (Clarke)
R-33	SR 10 Loop at Lexington Highway Widening and Intersection Improvements (Clarke)
R-34	Lexington Highway at Robert Hardeman Rd / Morton Rd. Realignment (Clarke)
R-35	Old Lexington Rd / Morton Rd. Realignment (Clarke)
R-36	Old Lexington Rd. and Barnett Shoals Rd. Realignment (Clarke)
R-37	Tallassee Rd. at Lavender Rd. Realignment (Clarke)
R-38	SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)
R-39	SR 10 Loop at College Station Rd. Intersection Improvements (Clarke)
R-40	SR 8 / US 29 Median Turn Lanes (Clarke)

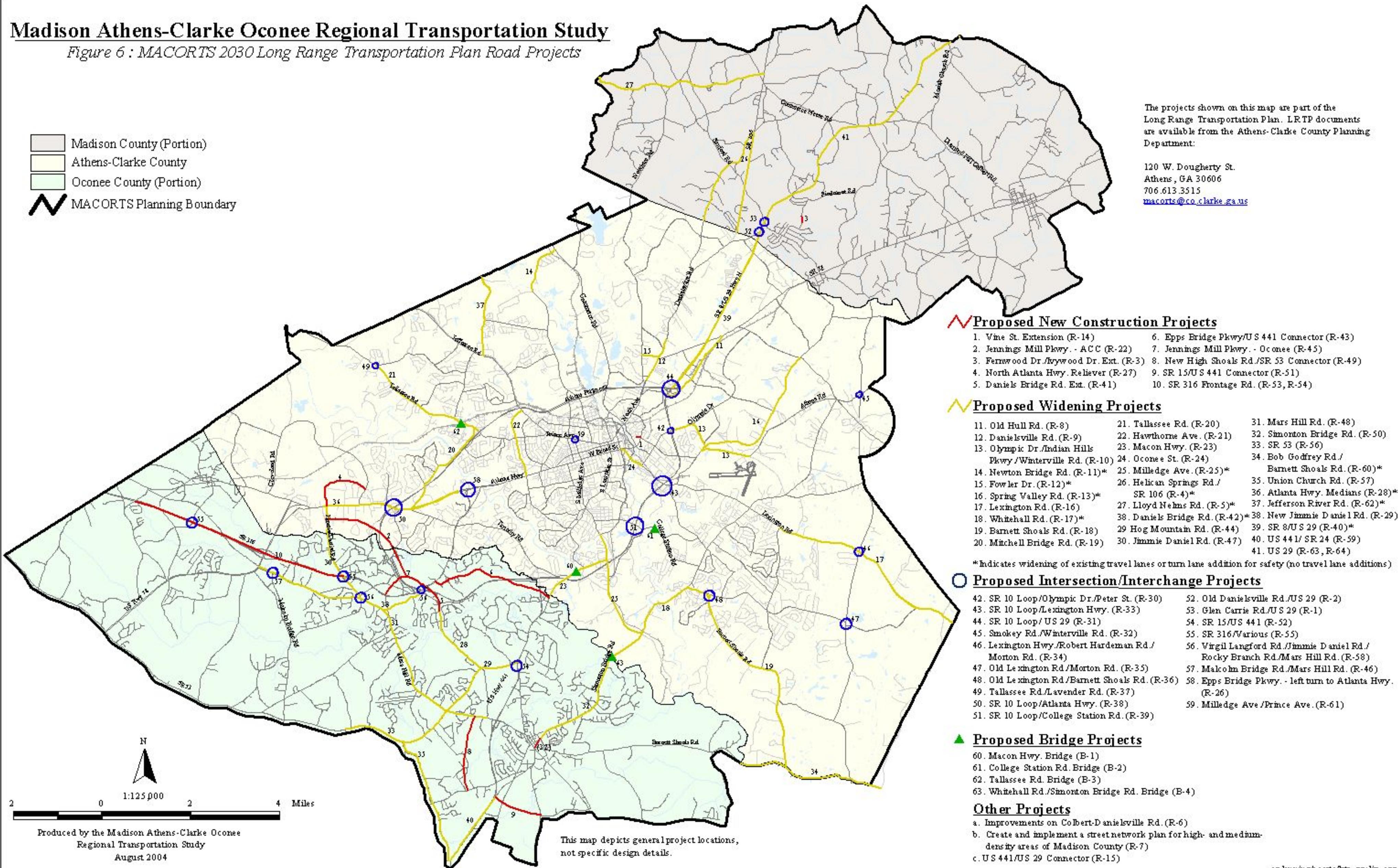
R-41	Daniels Bridge Rd. Extension (Oconee)
R-42	Daniels Bridge Rd. Widening (Oconee)
R-43	Epps Bridge Parkway / US 441 Connector (Oconee)
R-44	Hog Mountain Road Widening (Oconee)
R-45	Jennings Mill Parkway Construction (Oconee)
R-46	Malcolm Bridge Rd. / Mars Hill Rd. Intersection (Oconee)
R-47	Jimmie Daniel Road Widening (Oconee)
R-48	Mars Hill Road Widening (Oconee)
R-49	New High Shoals Rd./ SR 53 Connector (Oconee)
R-50	Simonton Bridge Road Widening (Oconee)
R-51	SR 15 / US 441 Connector (Oconee)
R-52	SR 15 at US 441 Intersection Improvements (Oconee)
R-53	SR 316 Frontage Road – I (Oconee)
R-54	SR 316 Frontage Road – II (Oconee)
R-55	SR 316 Interchange / Grade Separations (Oconee)
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R-58	Virgil Langford Rd. / Jimmie Daniel Rd. / Rocky Branch Rd. / Mars Hill Rd. Intersection Improvements (Oconee)
R-59	US 441 / SR 24 South Widening (Oconee)
R-60	Bob Godfrey / Barnett Shoals Widening (Oconee)
R-61	Milledge Avenue/Prince Avenue Intersection Improvement (Clarke)
R-62	Jefferson River Rd. Widening (Clarke)
R-63	US 29 Widening – Phase 1 (Madison)
R-64	US 29 Widening – Phase 2 (Madison)

BRIDGE (B) PROJECTS

<u>Project Number</u>	<u>Project Name</u>
B-1	Macon Highway / US 441 Bridge over Middle Oconee River (Clarke)
B-2	College Station Road Bridge over North Oconee River (Clarke)
B-3	Tallassee Road Bridge (Clarke)
B-4	Simonton Bridge Rd. Bridge over Middle Oconee River (Clarke / Oconee)

Madison Athens-Clarke Oconee Regional Transportation Study

Figure 6 : MACORTS 2030 Long Range Transportation Plan Road Projects



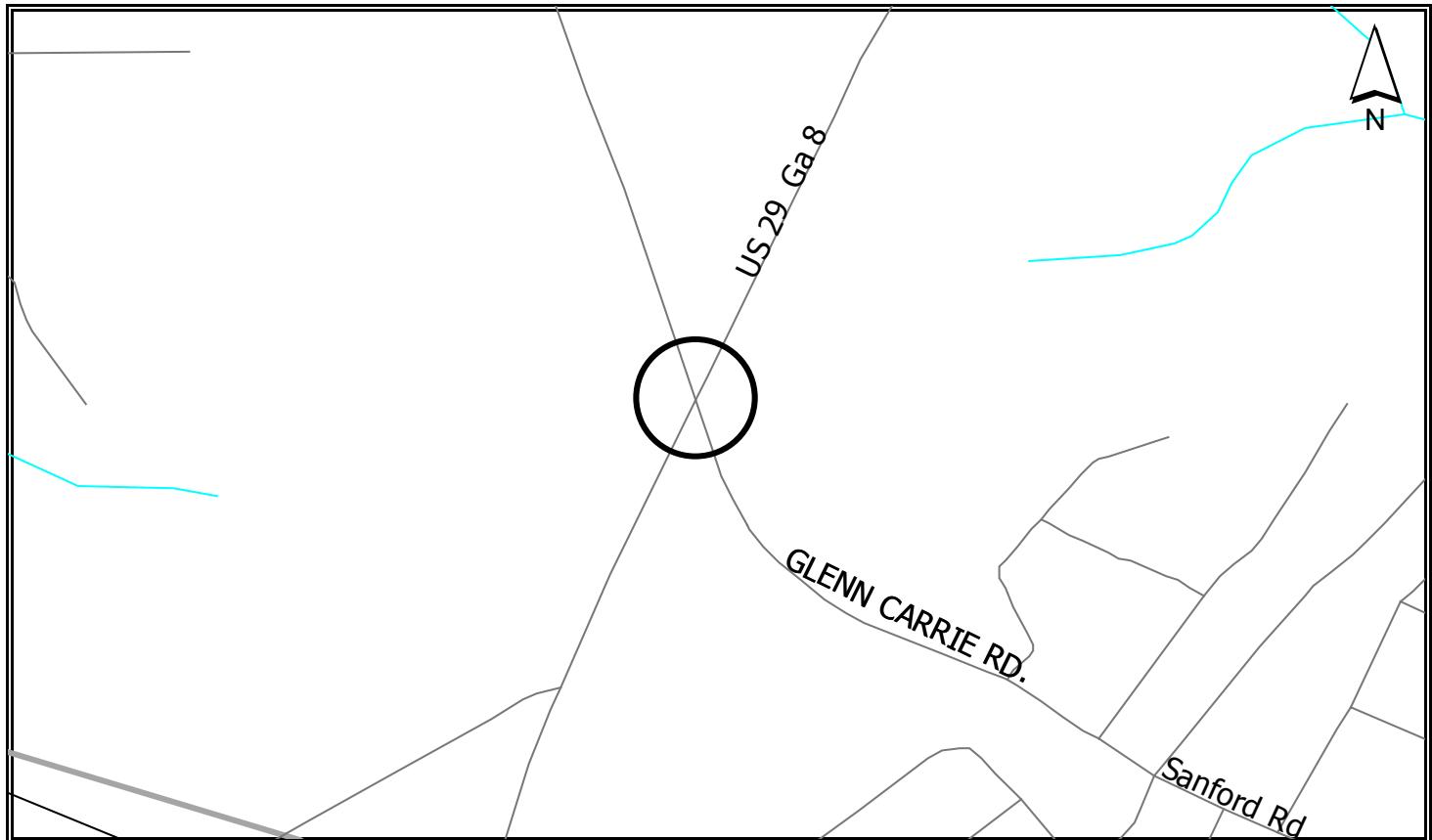
The projects shown on this map are part of the Long Range Transportation Plan. LRTP documents are available from the Athens-Clarke County Planning Department:

120 W. Dougherty St.
Athens, GA 30606
706.613.3515
macorts@co.clark.ga.us

**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Glenn Carrie Road Widening	PROJECT #: R-1			
PROJECT DESCRIPTION: Widen lanes to standard width and install turn lanes at intersection of US 29	<i>Estimated Cost: \$500,000</i>			
	County: Madison			
	P.I. #:			
	GDOT Prj. #:			
Length (miles):	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 6,334	2030 (projected): 9,410			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$10,000			
Right-of-Way (\$)	\$100,000			
Construction Costs (\$)	\$390,000			
PROJECT COST	\$500,000	\$0	\$0	\$0
Federal Cost (\$)	\$400,000	\$0	\$0	\$0
State Cost (\$)	\$100,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

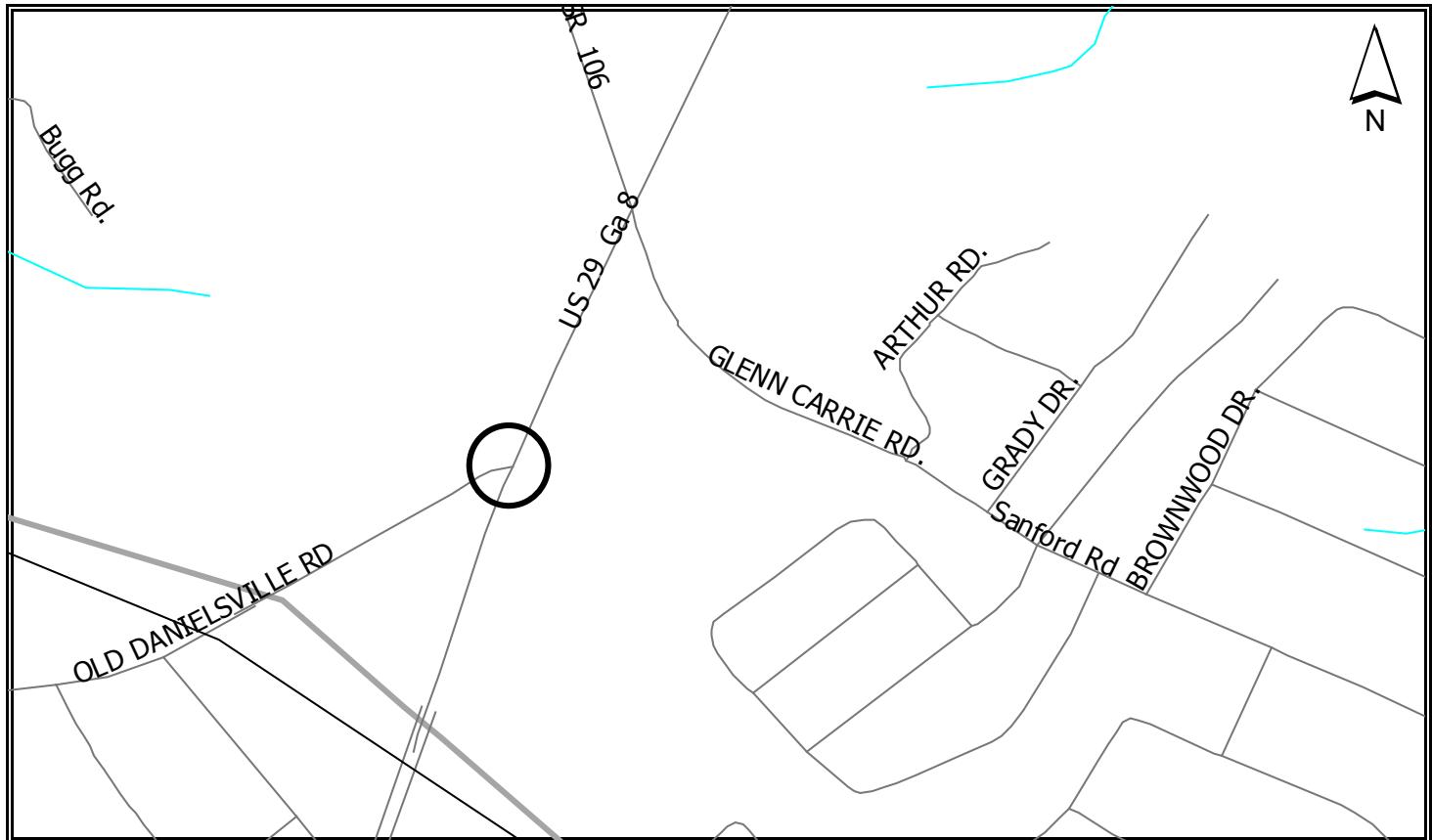
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Old Danielsville Rd/US 29 Intersection Improvements		PROJECT #: R-2		
PROJECT DESCRIPTION: Signalize or eliminate median crossing left turns.		<i>Estimated Cost:</i> \$255,000		
		County: Madison		
		P.I. #:		
		GDOT Prj. #:		
Length (miles):	# of existing lanes:	2	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	9	RDC: Northeast Georgia
Average Daily Traffic Volume	2002:	2,474	2030 (projected):	19,887
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$5,000	
Right-of-Way (\$)			\$50,000	
Construction Costs (\$)			\$200,000	
PROJECT COST	\$0	\$0	\$255,000	\$0
Federal Cost (\$)	\$0	\$0	\$204,000	\$0
State Cost (\$)	\$0	\$0	\$51,000	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

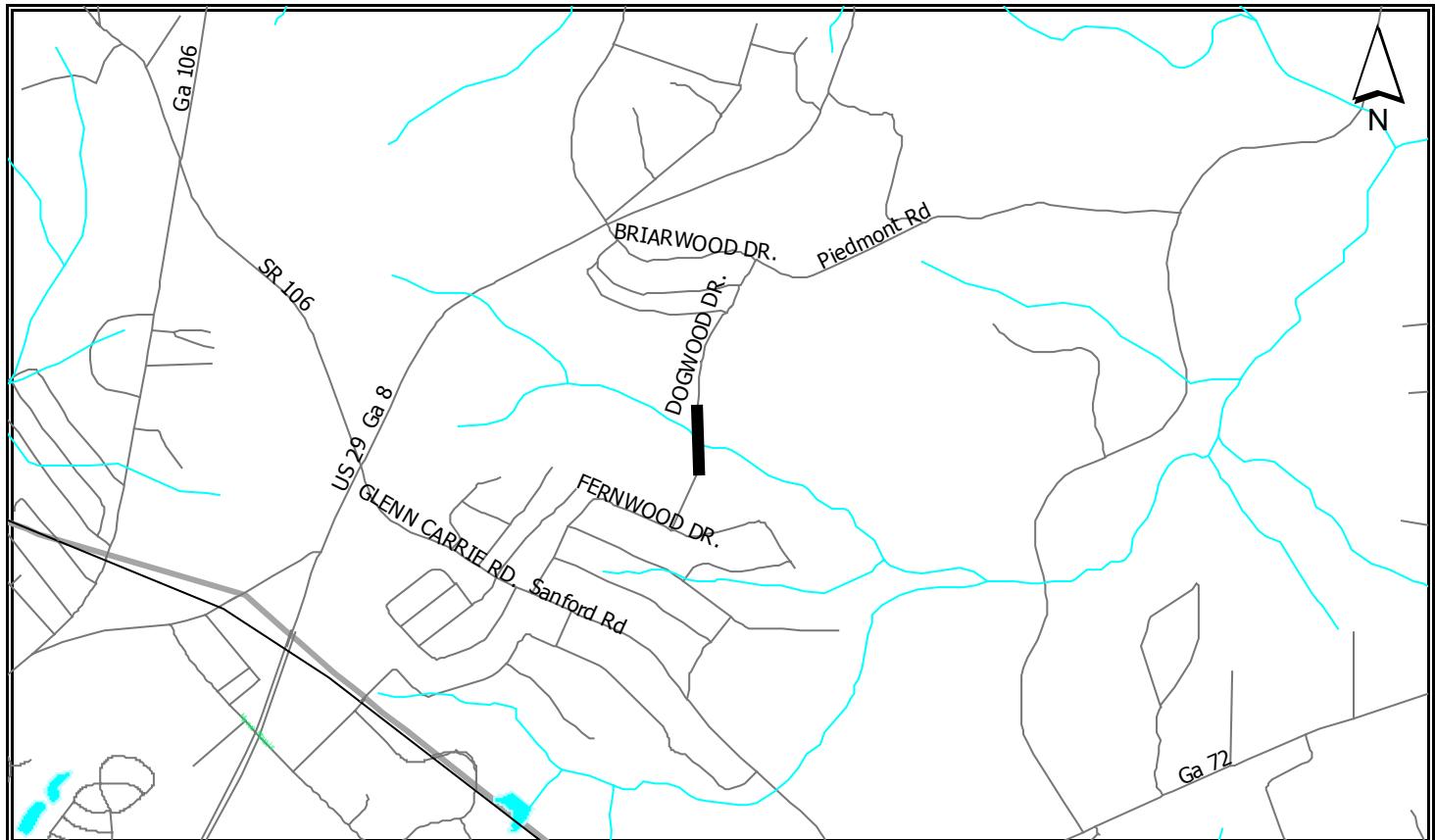
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Fernwood Drive and Ivy Wood Drive Extension		PROJECT #: R-3		
PROJECT DESCRIPTION: Construct 2 lane road to provide an interconnection between Glen Carrie and US 29.		<i>Estimated Cost:</i> \$530,000		
		County: Madison		
		P.I. #:		
		<i>GDOT Prj. #:</i>		
Length (miles): 0.1	# of existing lanes: 0	# of lanes planned: 2		
DOT District #: 1	Congressional Dist. #: 9	RDC:	Northeast Georgia	
Average Daily Traffic Volume	2002: N/A	2030 (projected): N/A		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)		\$20,000		
Right-of-Way (\$)		\$100,000		
Construction Costs (\$)		\$410,000		
PROJECT COST	\$0	\$530,000	\$0	\$0
Federal Cost (\$)	\$0	\$424,000	\$0	\$0
State Cost (\$)	\$0	\$106,000	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

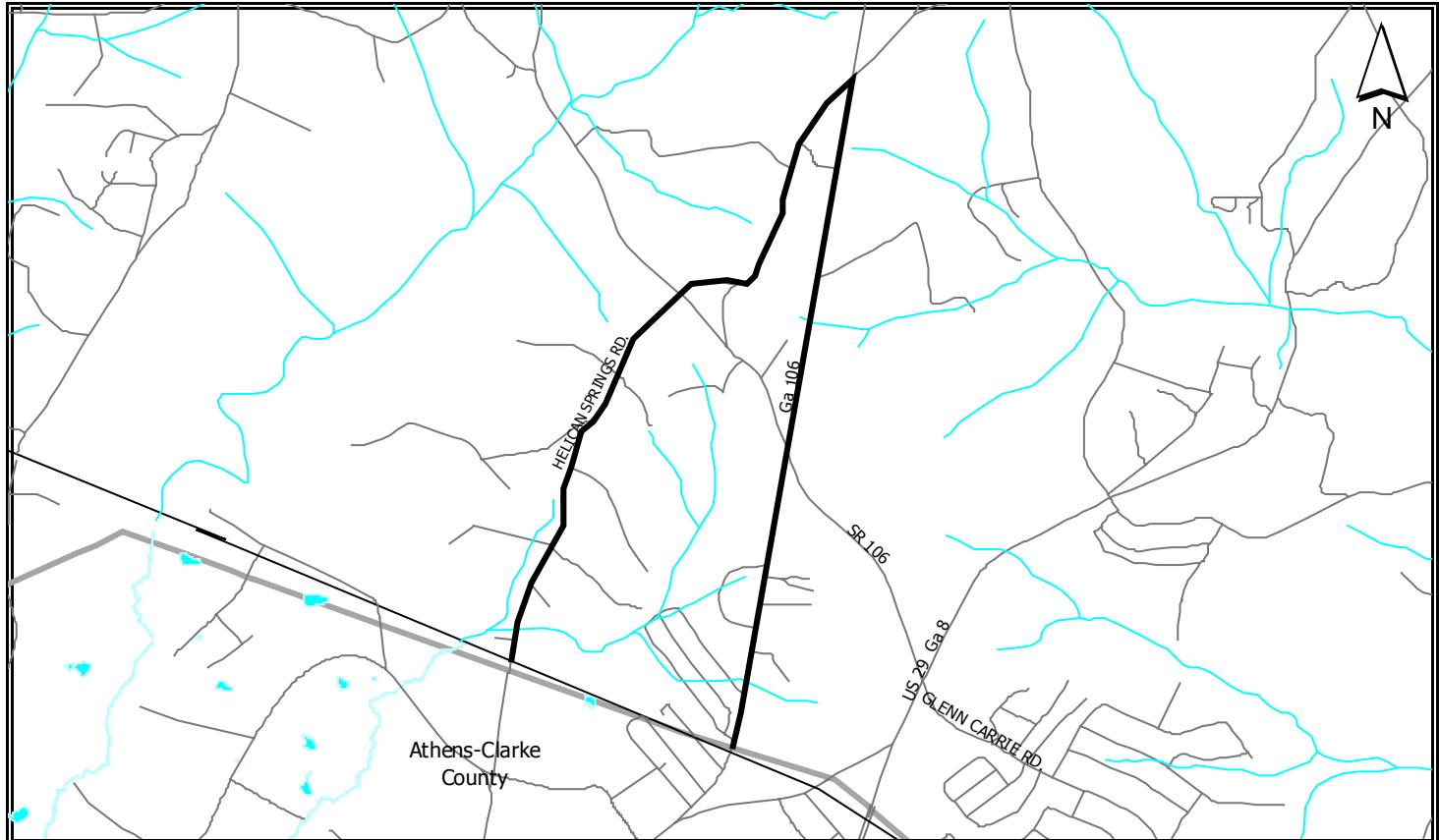
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Helican Springs Rd/Danielsville Rd	PROJECT #: R-4			
PROJECT DESCRIPTION: Widen Helican Springs Rd/Danielsville Rd from Glenn Carrie Rd to Athens-Clarke County line to alleviate congestion on US 29.	<i>Estimated Cost: \$4,450,000</i> County: Madison P.I. #: GDOT Prj. #:			
Length (miles): 4.7	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: Not Available	2030 (projected): 5,930			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$1,250,000	
Right-of-Way (\$)			\$200,000	
Construction Costs (\$)			\$3,000,000	
PROJECT COST	\$0	\$0	\$4,450,000	\$0
Federal Cost (\$)	\$0	\$0	\$3,560,000	\$0
State Cost (\$)	\$0	\$0	\$890,000	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

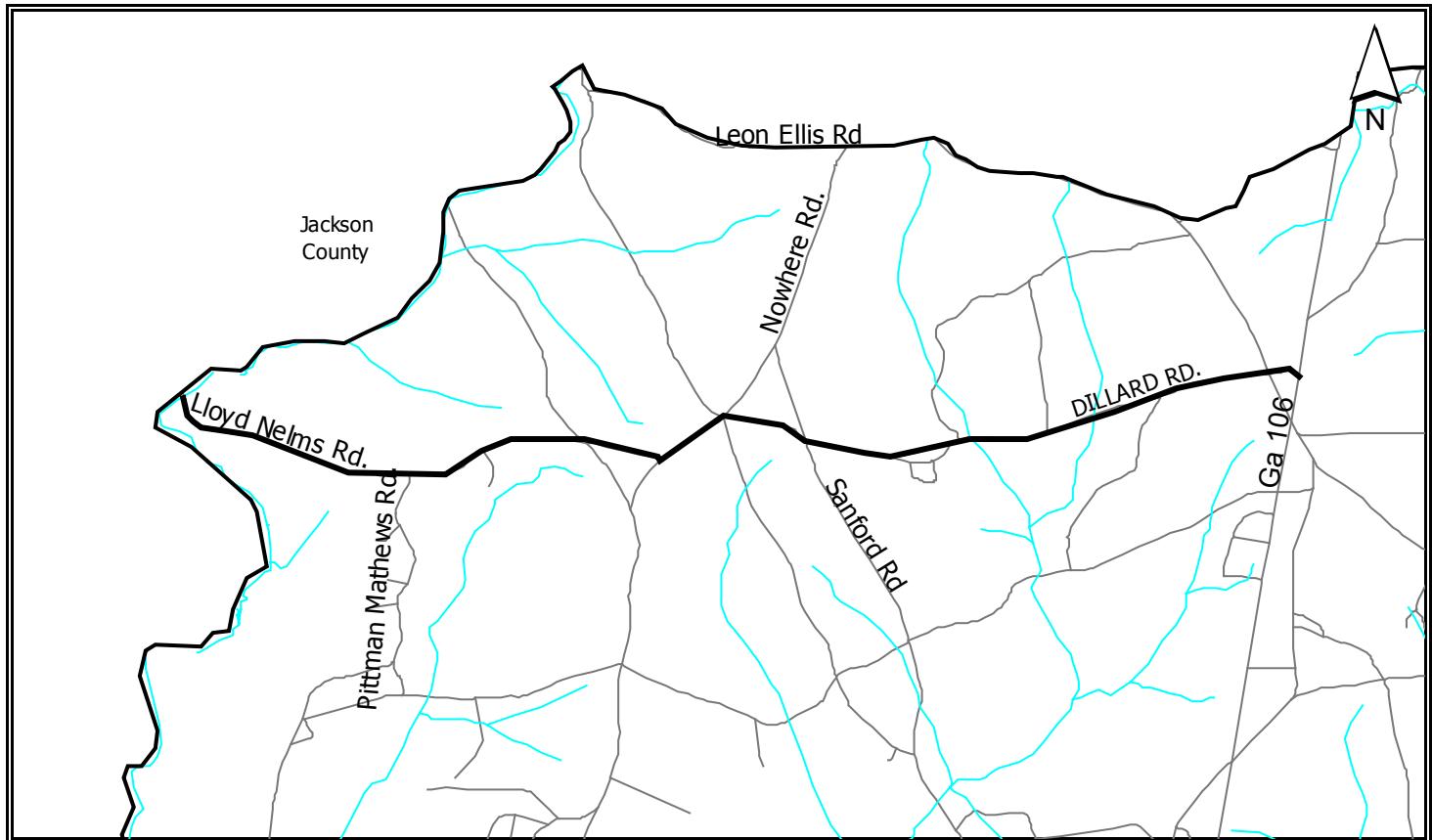
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Lloyd Nelms Rd/Martin Griffeth Widening	PROJECT #: R-5			
PROJECT DESCRIPTION: Widen to 2 standard travel lanes from SR 106 to Jackson County line	<i>Estimated Cost: \$5,050,000</i> County: Madison P.I. #: GDOT Prj. #:			
Length (miles): 4	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: not available	2030 (projected): 5,460			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$1,000,000	
Right-of-Way (\$)			\$1,250,000	
Construction Costs (\$)			\$2,800,000	
PROJECT COST	\$0	\$0	\$5,050,000	\$0
<i>Federal Cost (\$)</i>	\$0	\$0	\$4,040,000	\$0
<i>State Cost (\$)</i>	\$0	\$0	\$1,010,000	\$0
<i>Local Cost (\$)</i>	\$0	\$0	\$0	\$0

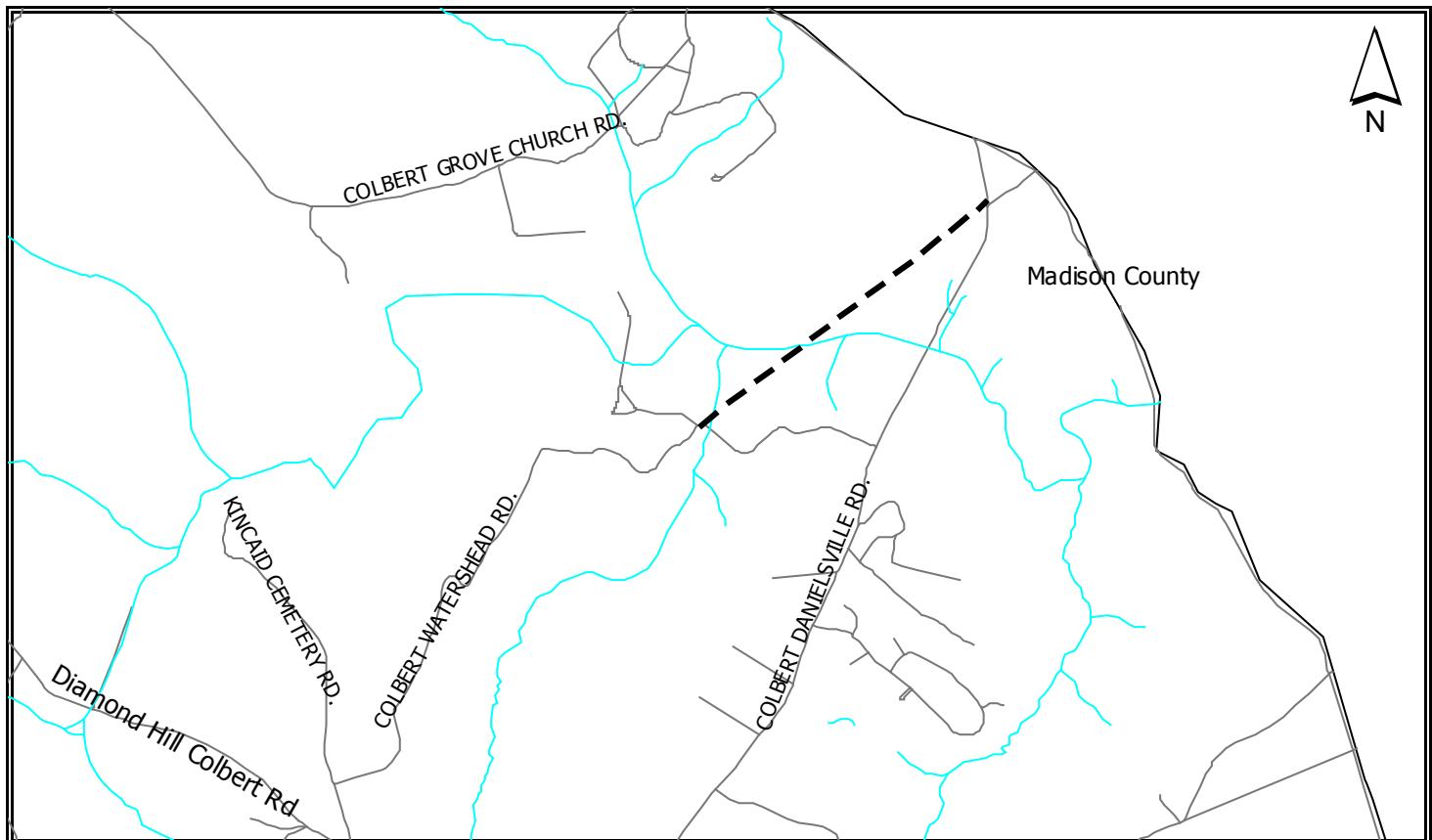
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Safety Improvements to Colbert Danielsville Rd		PROJECT #: R-6		
PROJECT DESCRIPTION: Reroute Old Kincaid Rd to top of hill		<i>Estimated Cost:</i> \$3,830,000		
		County: Madison		
		P.I. #:		
		GDOT Prj. #:		
Length (miles): 1	# of existing lanes: 2	# of lanes planned: 2		
DOT District #: 1	Congressional Dist. #: 9	RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: N/A		2030 (projected): N/A		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)		\$230,000		
Right-of-Way (\$)		\$800,000		
Construction Costs (\$)		\$2,800,000		
PROJECT COST	\$0	\$3,830,000	\$0	\$0
Federal Cost (\$)	\$0	\$3,064,000	\$0	\$0
State Cost (\$)	\$0	\$766,000	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

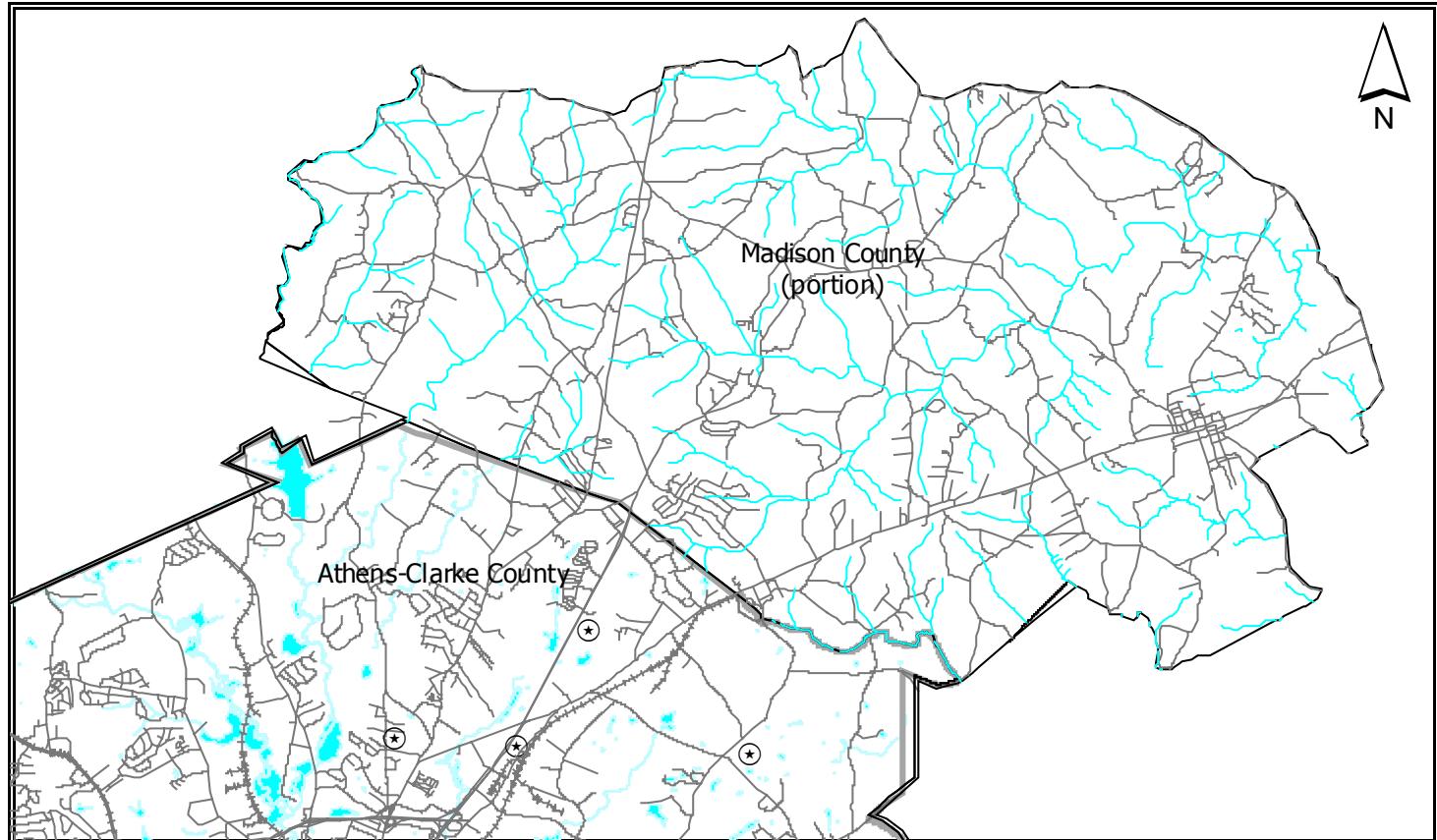
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Implementation of Road Network Plan			PROJECT #:	R-7
PROJECT DESCRIPTION:	Road Network Plan requested in FY 05 UPWP -- results of study should be incorporated into LRTP			<i>Estimated Cost:</i>	\$1,574,559
			<i>County:</i>	Madison	
			<i>P.I. #:</i>		
			<i>GDOT Prj. #:</i>		
Length (miles):	varies	# of existing lanes:	varies	# of lanes planned:	varies
DOT District #:	1	Congressional Dist. #:	9	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002:	N/A	2030 (projected): N/A		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)				\$78,728	
Right-of-Way (\$)				\$157,456	
Construction Costs (\$)				\$1,338,375	
PROJECT COST	\$0	\$0	\$0	\$1,574,559	
Federal Cost (\$)	\$0	\$0	\$0	\$1,259,647	
State Cost (\$)	\$0	\$0	\$0	\$314,912	
Local Cost (\$)	\$0	\$0	\$0	\$0	

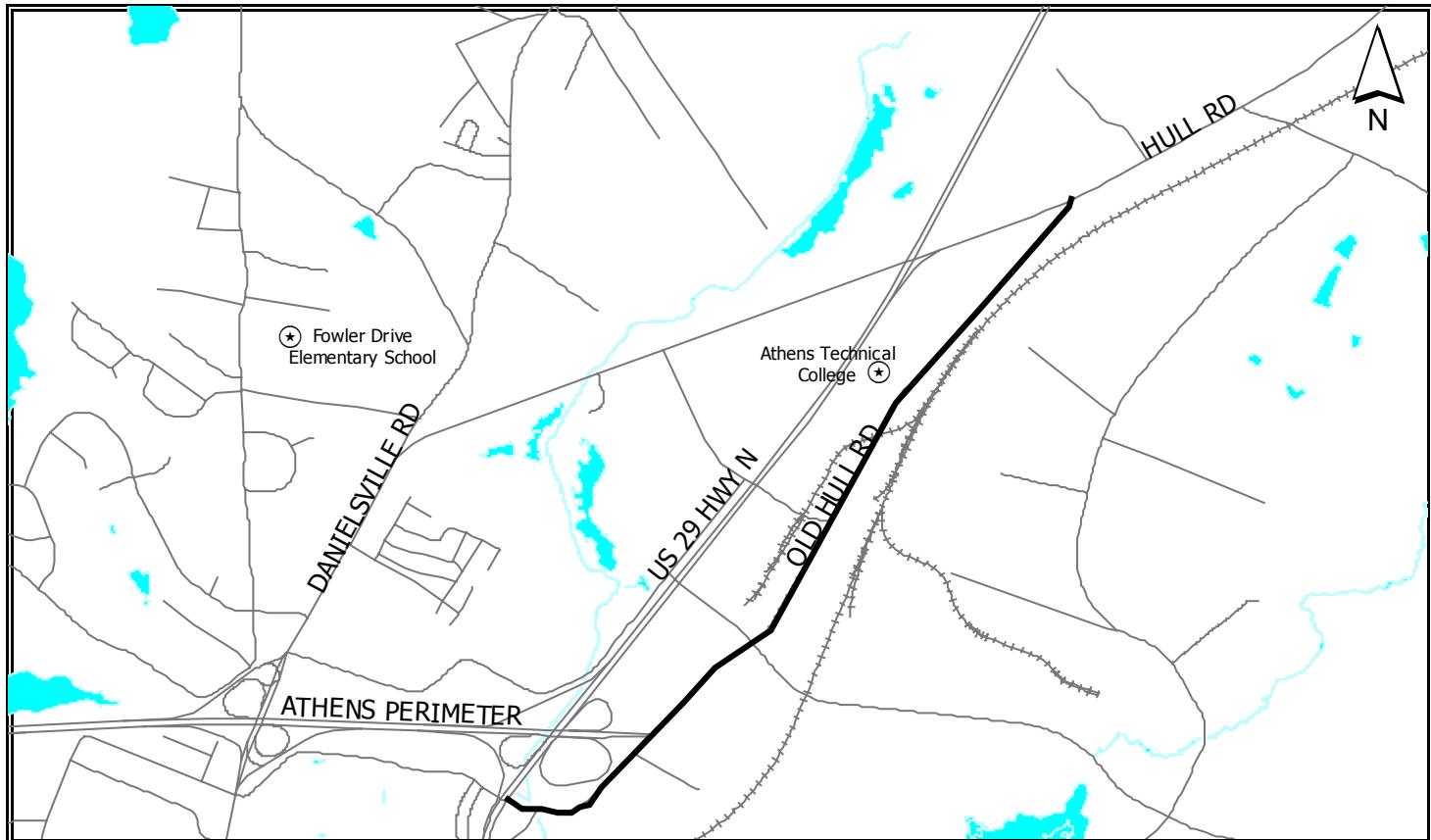
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Old Hull Rd Widening (SR 10 and SR 72)	PROJECT #: R-8			
PROJECT DESCRIPTION:				
Widen from SR 10 Loop to SR 72 to a 3 lane typical section with a two-way center turn lane and dedicated left turn lanes at major intersections. A 4-ft paved shoulder would be included as part of the widening.	<i>Estimated Cost:</i> \$4,630,000 County: Clarke P.I. #: 142230 GDOT Prj. #: STP-0343(1)			
Length (miles): 1.9	# of existing lanes: 2 # of lanes planned: 3			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 10,635	2030 (projected): 14,060			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$380,000			
Right-of-Way (\$)	\$500,000			
Construction Costs (\$)	\$3,750,000			
PROJECT COST	\$4,630,000	\$0	\$0	\$0
Federal Cost (\$)	\$3,704,000	\$0	\$0	\$0
State Cost (\$)	\$463,000	\$0	\$0	\$0
Local Cost (\$)	\$463,000	\$0	\$0	\$0

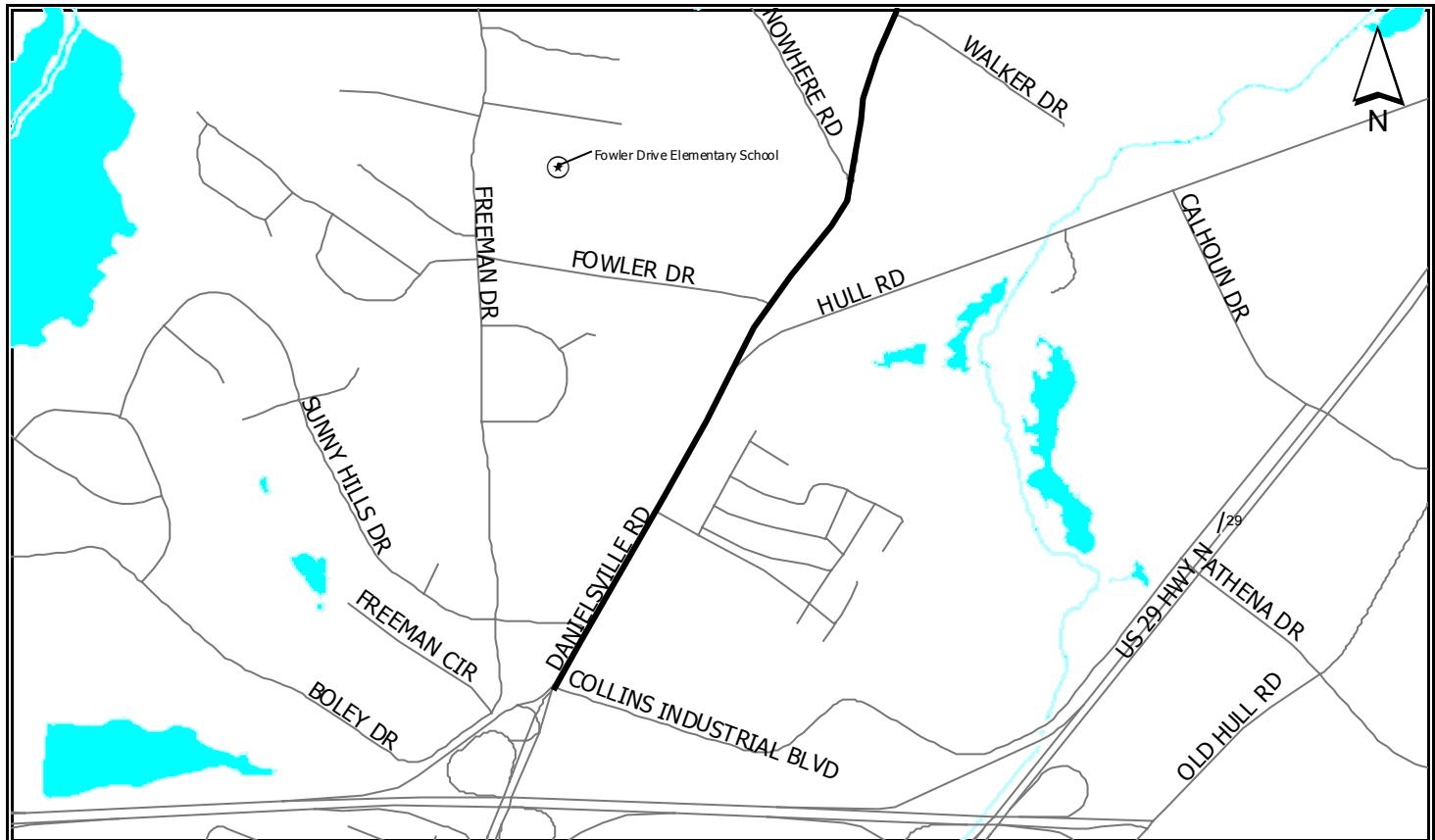
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Danielsville Rd Widening	PROJECT #: R-9			
PROJECT DESCRIPTION: Widen Danielsville Rd from Collins Ind Blvd to Walker Dr to a 4-lane divided highway with additional turn lanes as needed. A shared path for cyclists will be included on the east side of the roadway, and sidewalks are included on the west side of the roadway.	Estimated Cost: \$3,565,000			
	County: Clarke			
	P.I. #: 121970			
	GDOT Prj. #: STP-192-1(7)			
Length (miles): 1.2	# of existing lanes: 2 / 3 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 15,939	2030 (projected): 20,615			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$290,000			
Right-of-Way (\$)	\$425,000			
Construction Costs (\$)	\$2,850,000			
PROJECT COST	\$3,565,000	\$0	\$0	\$0
Federal Cost (\$)	\$2,852,000	\$0	\$0	\$0
State Cost (\$)	\$356,500	\$0	\$0	\$0
Local Cost (\$)	\$356,500	\$0	\$0	\$0

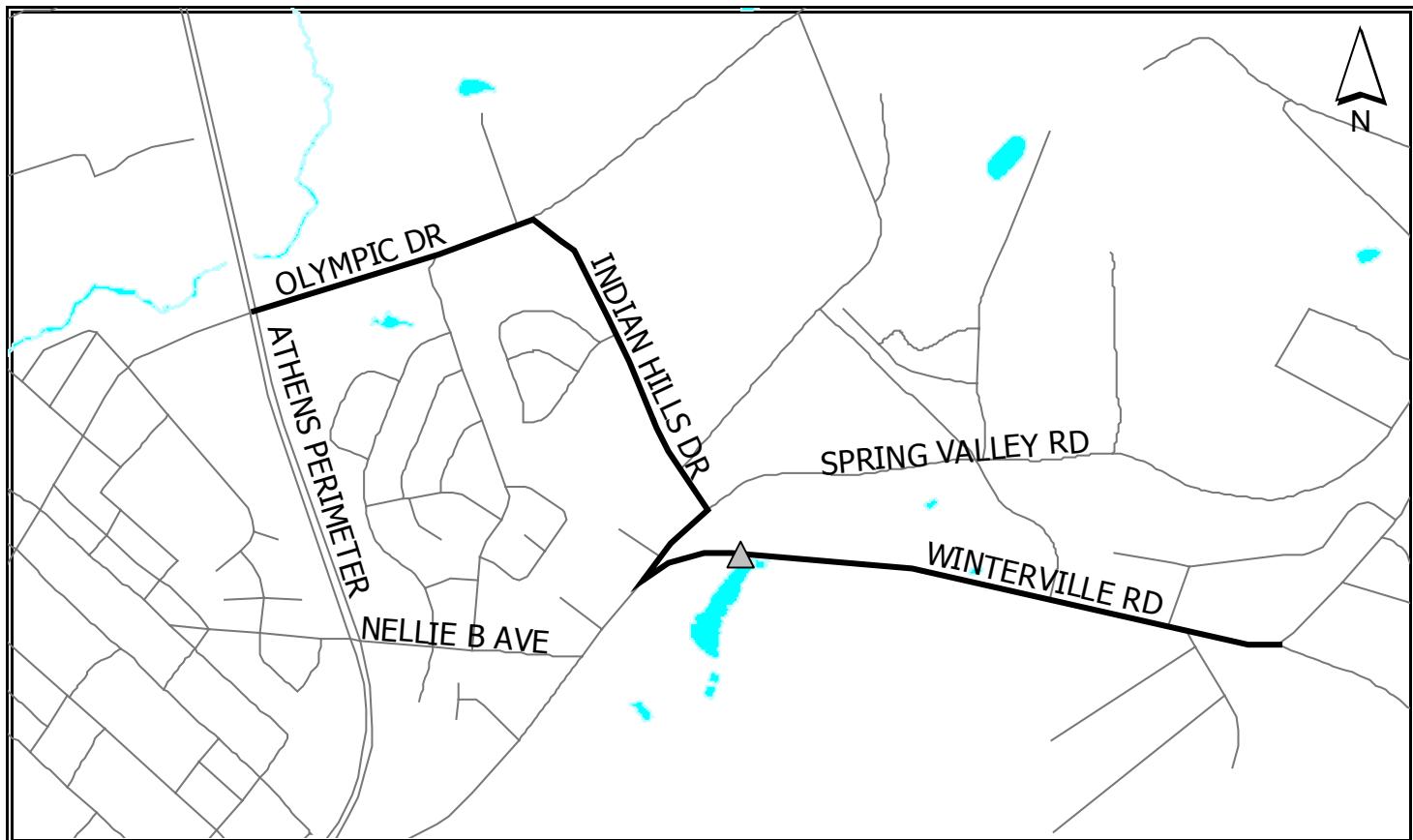
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Olympic/Indian Hills Rd/Winterville Rd Widening		PROJECT #: R-10		
PROJECT DESCRIPTION: Widen segments of Olympic Dr, Indian Hills Rd and Winterville Rd from 2 to 4 lanes from the Athens Perimeter to Beaverdam Rd. Project concept includes the construction of a divided 4 lane roadway, with turn lanes at selected locations, with bicycle facilities.		<i>Estimated Cost:</i>	\$7,783,818	
		<i>County:</i>	Clarke	
		<i>P.I. #:</i>	N/A	
		<i>GDOT Prj. #:</i>	N/A	
<i>Length (miles):</i>	2.5	<i># of existing lanes:</i>	2	
<i># of lanes planned:</i>	4			
<i>DOT District #:</i>	1	<i>Congressional Dist. #:</i>	12	
<i>RDC:</i> Northeast Georgia				
<i>Average Daily Traffic Volume</i> 2002: ▲ 5,486		<i>2030 (projected):</i> 6,920		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$583,818	
Right-of-Way (\$)			\$1,500,000	
Construction Costs (\$)			\$5,700,000	
PROJECT COST	\$0	\$0	\$7,783,818	\$0
Federal Cost (\$)	\$0	\$0	\$6,227,054	\$0
State Cost (\$)	\$0	\$0	\$778,382	\$0
Local Cost (\$)	\$0	\$0	\$778,382	\$0

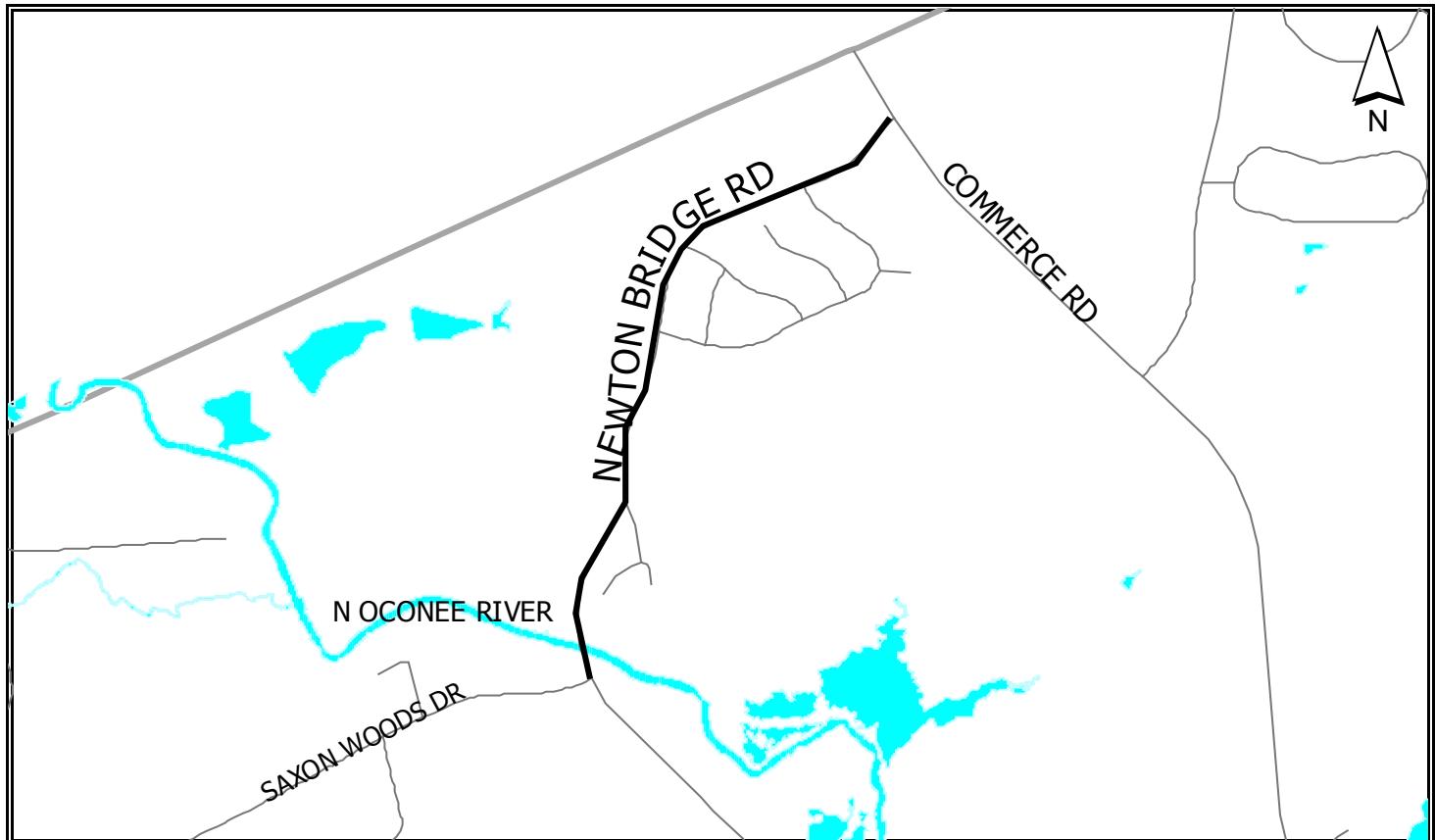
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Newton Bridge Rd Widening	PROJECT #: R-11			
PROJECT DESCRIPTION: Widen from North Oconee River to US 441 to 2 standard lanes with turn lanes at key intersections along the corridor.	<i>Estimated Cost:</i> \$1,150,000 County: Clarke P.I. #: 132660 GDOT Prj. #: STP-014-1(69)			
Length (miles): 1.2	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 4,235	2030 (projected): 11,430			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$350,000
Right-of-Way (\$)				\$100,000
Construction Costs (\$)				\$700,000
PROJECT COST	\$0	\$0	\$0	\$1,150,000
Federal Cost (\$)	\$0	\$0	\$0	\$920,000
State Cost (\$)	\$0	\$0	\$0	\$115,000
Local Cost (\$)	\$0	\$0	\$0	\$115,000

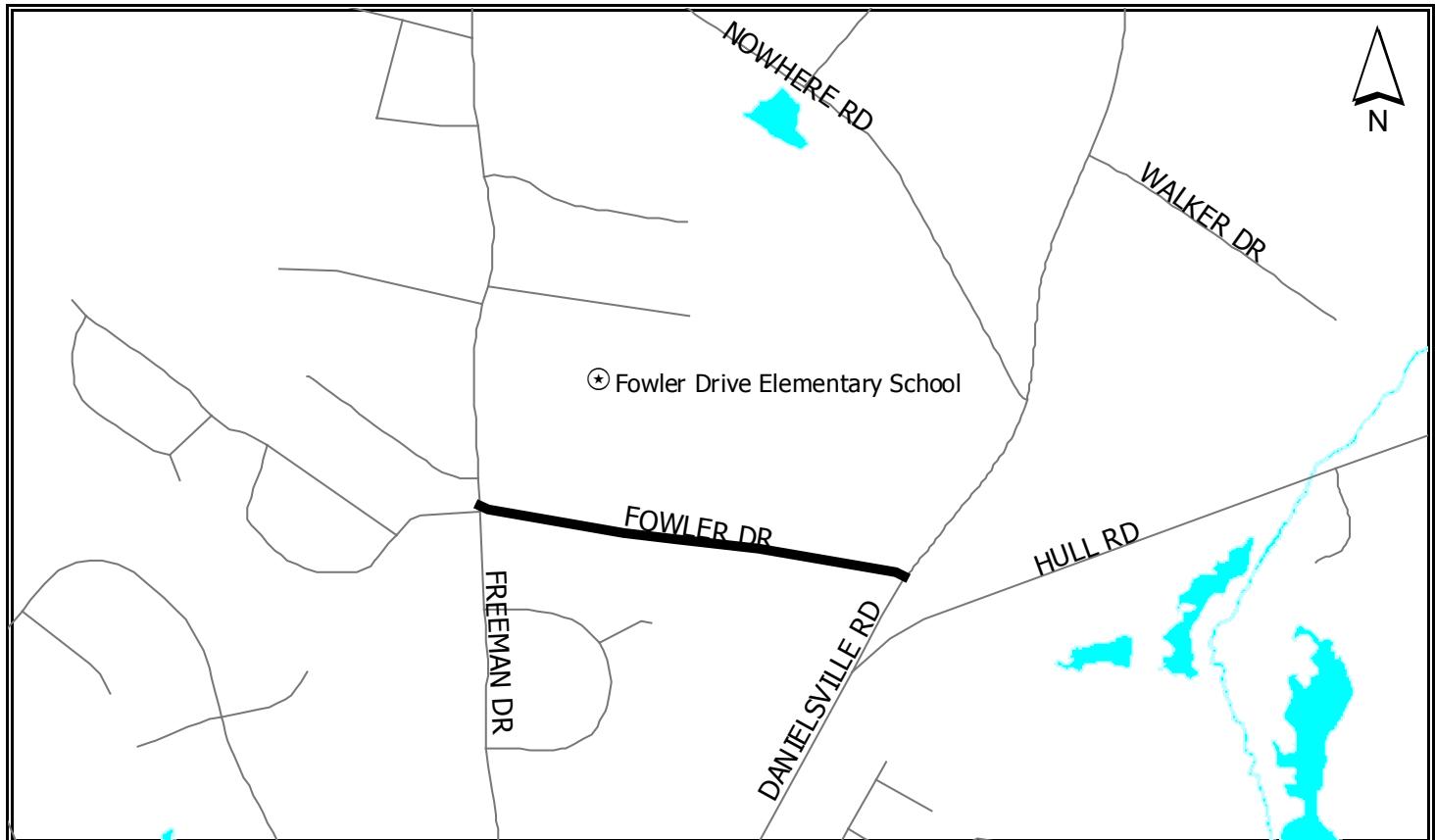
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Fowler Dr Widening	PROJECT #: R-12			
PROJECT DESCRIPTION: Widen/reconstruct Fowler Dr to 2 standard travel lanes from Freeman Dr to Danielsville Rd. Pedestrian improvements are included.	<i>Estimated Cost:</i> \$575,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.4	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 1999: 1,300	2030 (projected): 5,740			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$125,000	
Right-of-Way (\$)			\$100,000	
Construction Costs (\$)			\$350,000	
PROJECT COST	\$0	\$0	\$575,000	\$0
Federal Cost (\$)	\$0	\$0	\$460,000	\$0
State Cost (\$)	\$0	\$0	\$57,500	\$0
Local Cost (\$)	\$0	\$0	\$57,500	\$0

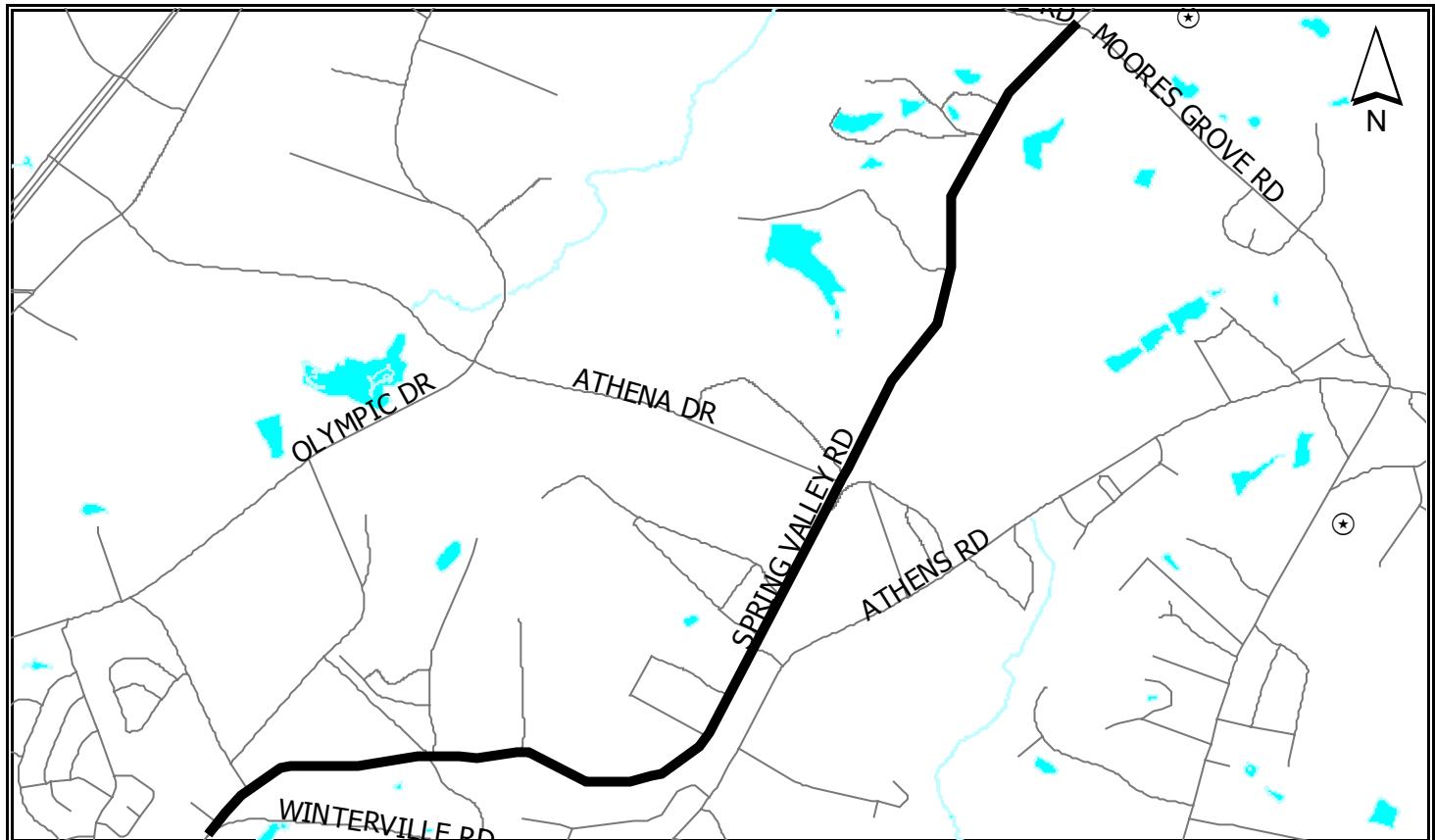
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Spring Valley Rd Widening	PROJECT #: R-13			
PROJECT DESCRIPTION: Widen Spring Valley Rd to include turn lanes at key intersections. Sidewalks and bicycle facilities are planned for the corridor.	<i>Estimated Cost: \$5,550,000</i> County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 3.4	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 2,175	2030 (projected): 7,243			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$750,000			
Right-of-Way (\$)	\$2,000,000			
Construction Costs (\$)	\$2,800,000			
PROJECT COST	\$0	\$5,550,000	\$0	\$0
Federal Cost (\$)	\$0	\$4,440,000	\$0	\$0
State Cost (\$)	\$0	\$555,000	\$0	\$0
Local Cost (\$)	\$0	\$555,000	\$0	\$0

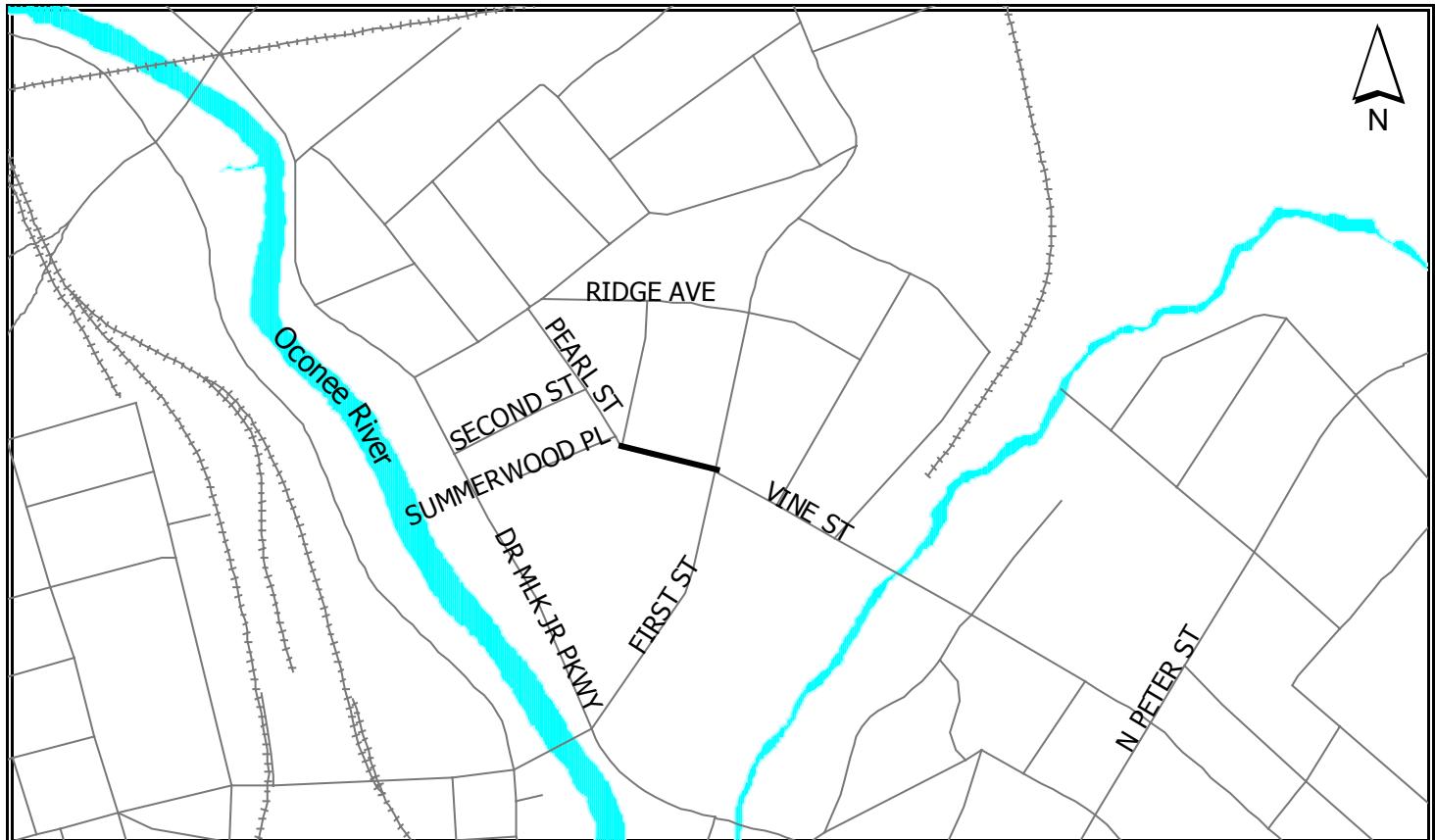
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Vine Street Extension	PROJECT #: R-14			
PROJECT DESCRIPTION: Extend Vine St as a two lane road to Second St with sidewalks	Estimated Cost: \$670,000 County: Clarke P.I. #: GDOT Prj. #:			
Length (miles): 0.1	# of existing lanes: 0 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: N/A	2030 (projected): N/A			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$60,000
Right-of-Way (\$)				\$100,000
Construction Costs (\$)				\$510,000
PROJECT COST	\$0	\$0	\$0	\$670,000
Federal Cost (\$)	\$0	\$0	\$0	\$536,000
State Cost (\$)	\$0	\$0	\$0	\$67,000
Local Cost (\$)	\$0	\$0	\$0	\$67,000

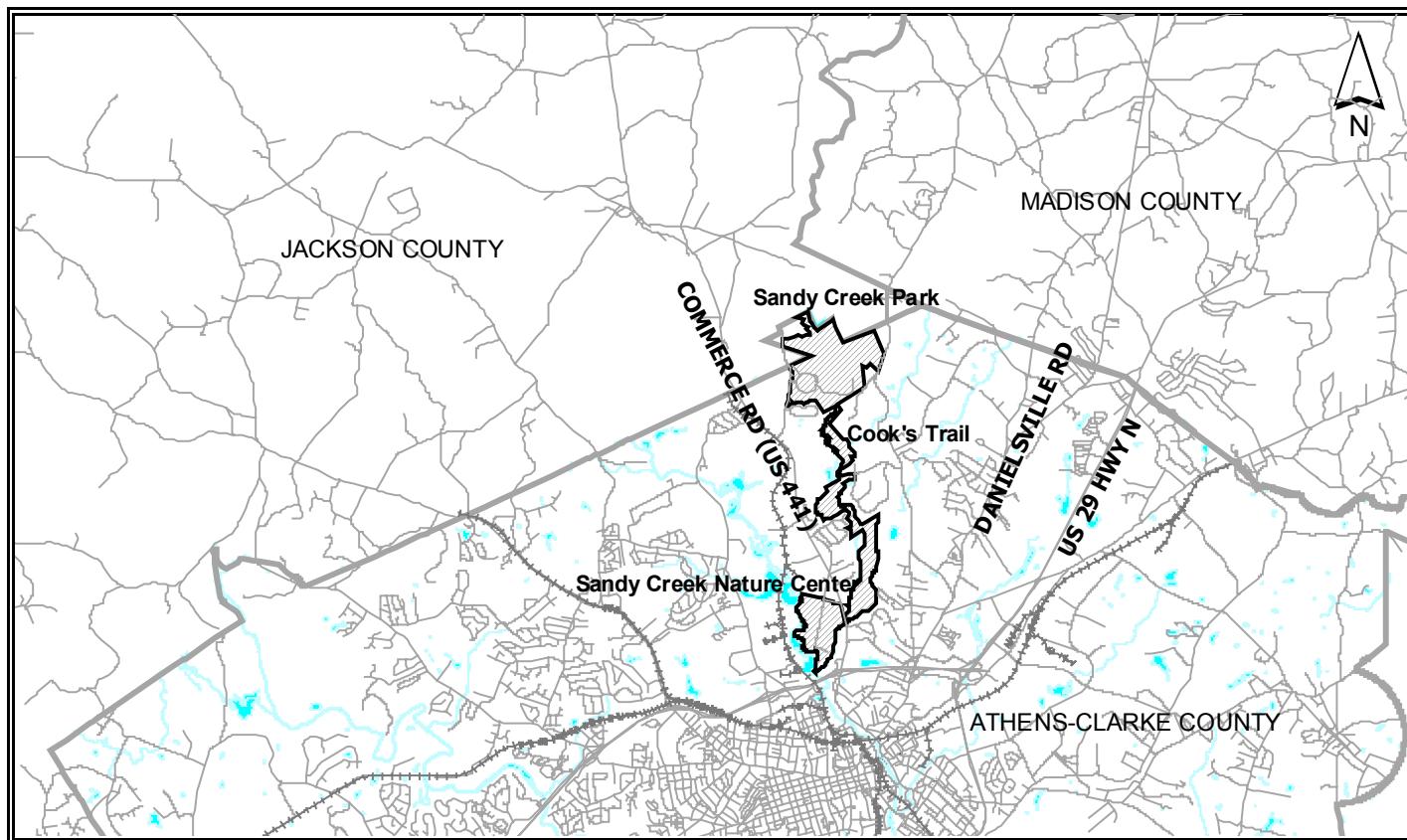
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: US 441-US 29 Connector		PROJECT #: R-15		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$15,075,000		
Construct a 2-lane roadway with turn lanes at key intersections to provide east-west circulation.		<i>County:</i> Clarke		
		<i>P.I. #:</i>		
		<i>GDOT Prj. #:</i>		
Length (miles): 2.6	# of existing lanes: 0	# of lanes planned: 2		
DOT District #: 1	Congressional Dist. #: 12	RDC:	Northeast Georgia	
Average Daily Traffic Volume	2002: N/A	2030 (projected): N/A		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)		\$1,075,000		
Right-of-Way (\$)		\$3,500,000		
Construction Costs (\$)		\$10,500,000		
PROJECT COST	\$0	\$15,075,000	\$0	\$0
Federal Cost (\$)	\$0	\$12,060,000	\$0	\$0
State Cost (\$)	\$0	\$1,507,500	\$0	\$0
Local Cost (\$)	\$0	\$1,507,500	\$0	\$0

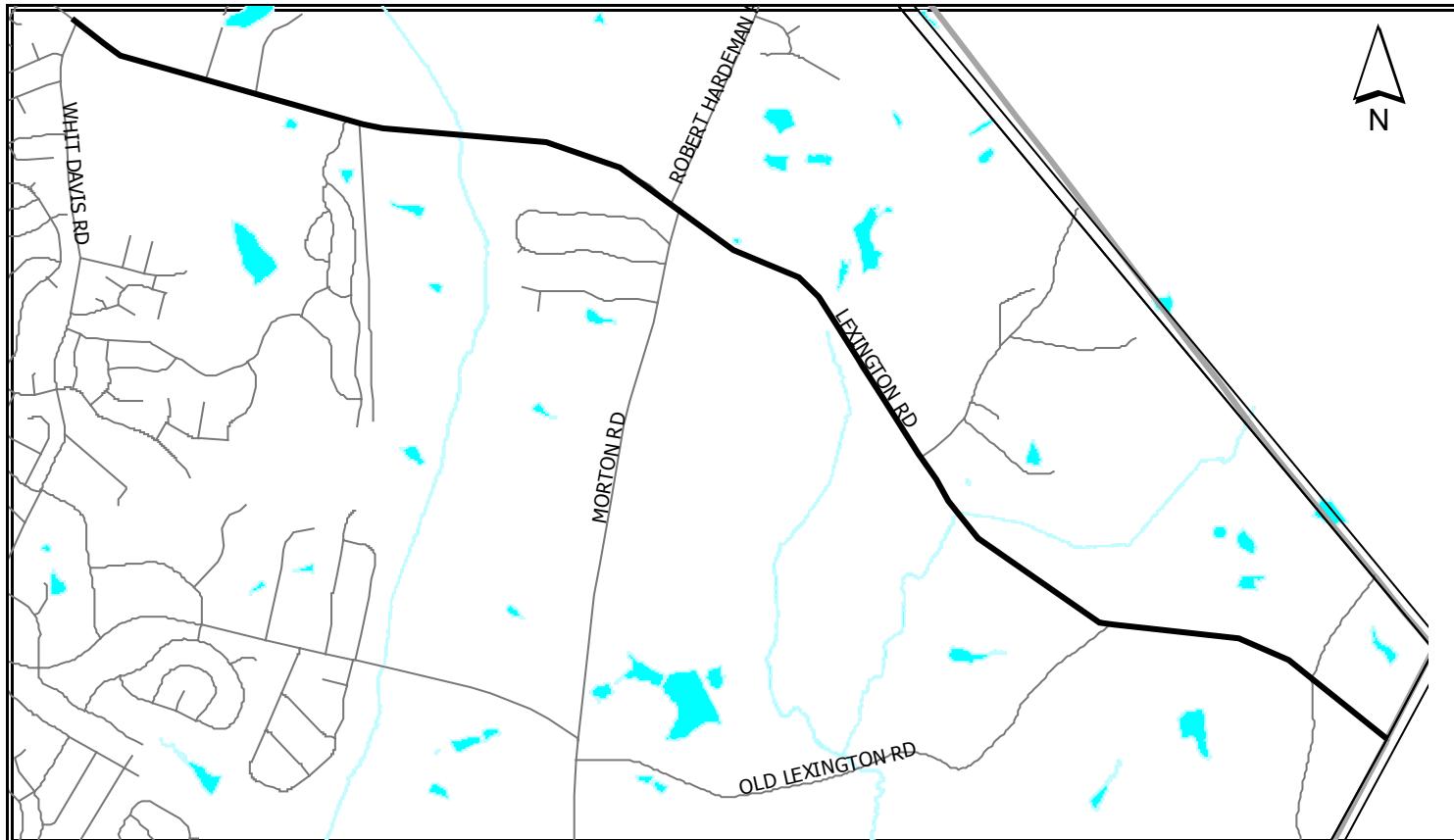
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Lexington Hwy Widening	PROJECT #: R-16			
PROJECT DESCRIPTION:				
Widen Lexington Rd (US 78, SR 10) to 4-lane divided highway with turn lanes at major intersections from Whit Davis Rd to Oglethorpe county line	Estimated Cost: \$15,544,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 4.7	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume	2002: 9,803 2030 (projected): 17,185			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$2,500,000	
Right-of-Way (\$)			\$2,700,000	
Construction Costs (\$)			\$10,344,000	
PROJECT COST	\$0	\$0	\$15,544,000	\$0
Federal Cost (\$)	\$0	\$0	\$12,435,200	\$0
State Cost (\$)	\$0	\$0	\$1,554,400	\$0
Local Cost (\$)	\$0	\$0	\$1,554,400	\$0

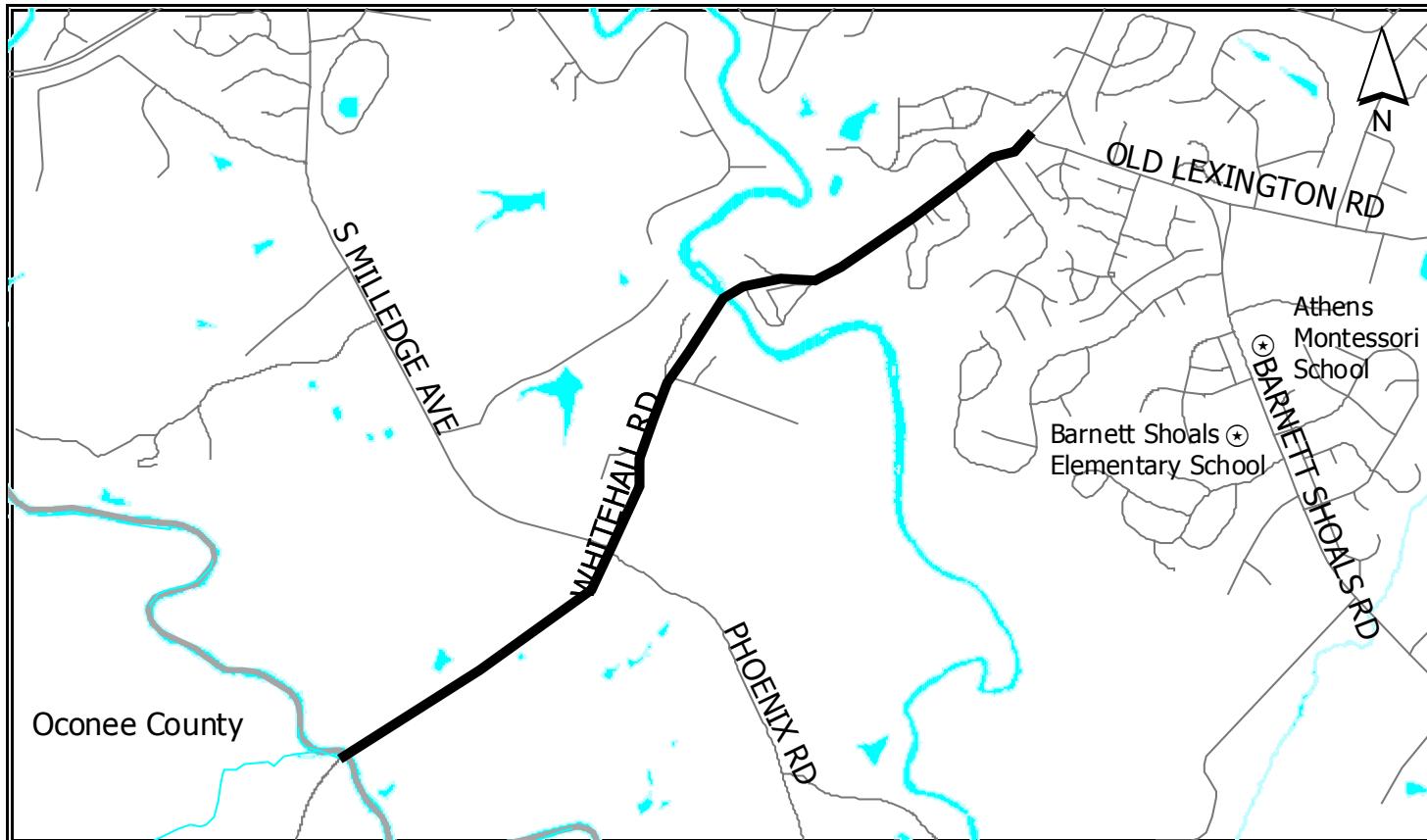
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Whitehall Rd Widening		PROJECT #: R-17		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$520,000		
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 are included.		County: Clarke		
P.I. #:		GDOT Prj. #:		
Length (miles): 2.6		# of existing lanes: 2 # of lanes planned: 2 / 4		
DOT District #:	1	Congressional Dist. #: 12 RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: 7,319		2030 (projected): 14,886		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$350,000			
Right-of-Way (\$)	\$100,000			
Construction Costs (\$)	\$70,000			
PROJECT COST	\$520,000	\$0	\$0	\$0
Federal Cost (\$)	\$416,000	\$0	\$0	\$0
State Cost (\$)	\$52,000	\$0	\$0	\$0
Local Cost (\$)	\$52,000	\$0	\$0	\$0

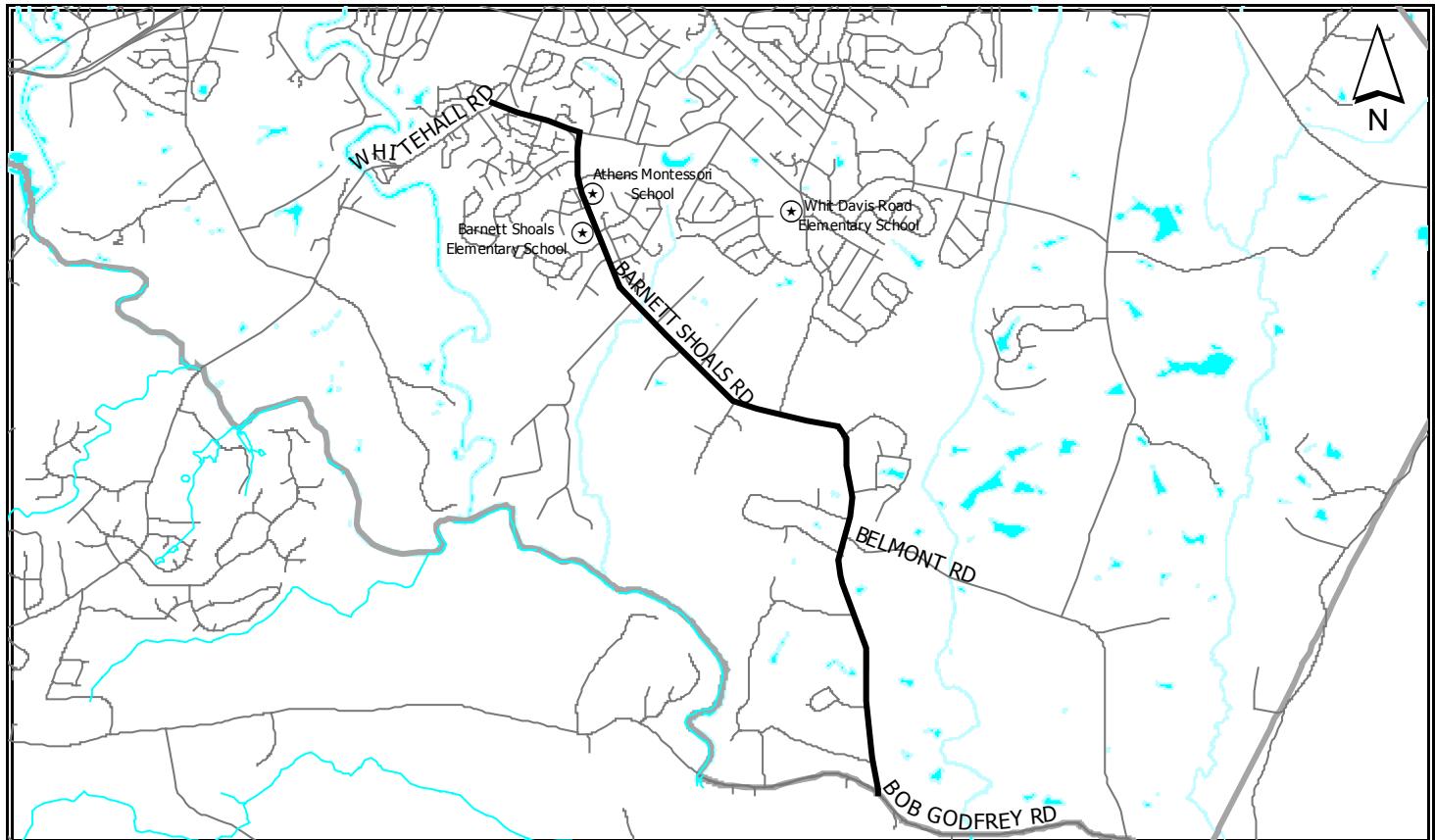
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Barnett Shoals Rd Widening	PROJECT #: R-18			
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. Include in the project pedestrian and bicycle improvements.	Estimated Cost: \$4,225,000 County: Clarke P.I. #: GDOT Prj. #:			
Length (miles): 5.3	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 5,999	2030 (projected): 7,410			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$100,000			
Right-of-Way (\$)	\$1,325,000			
Construction Costs (\$)	\$2,800,000			
PROJECT COST	\$4,225,000	\$0	\$0	\$0
Federal Cost (\$)	\$3,380,000	\$0	\$0	\$0
State Cost (\$)	\$422,500	\$0	\$0	\$0
Local Cost (\$)	\$422,500	\$0	\$0	\$0

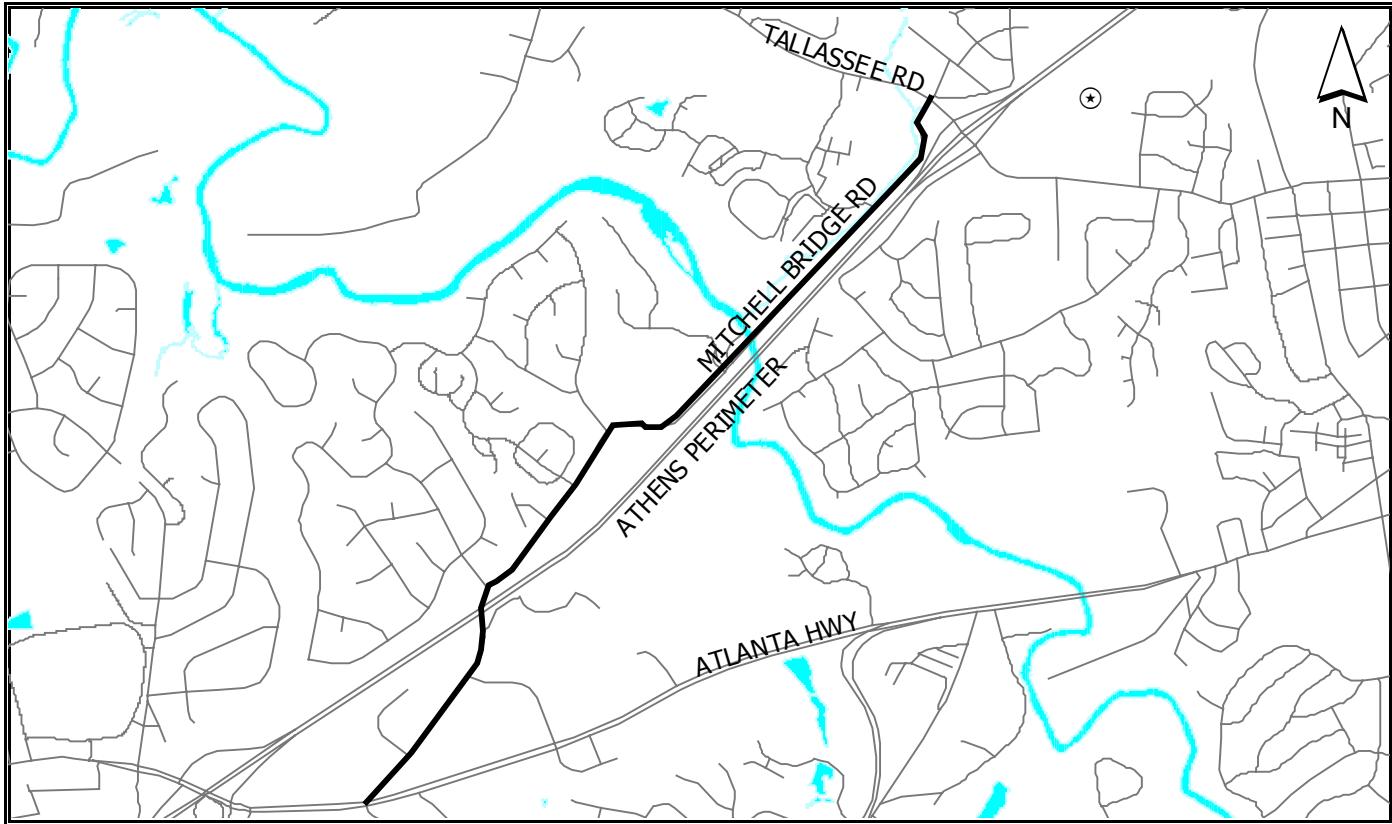
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Mitchell Bridge Rd Widening		PROJECT #: R-19			
PROJECT DESCRIPTION: Widen Mitchell Bridge Rd from Atlanta Hwy to Tallassee Rd to include turn lanes at key intersections & a 2-way center left-turn lane in the commercial area of the corridor. Reconstruction of the Mitchell Bridge Rd/Athens W Pkwy is also included in this project. Sidewalk & bicycle facilities are planned for the corridor. Specific improvements would be developed after the completion of a corridor planning study.		<i>Estimated Cost:</i> \$4,630,000			
		County: Clarke			
		P.I. #:			
		GDOT Prj.#:			
Length (miles): 1.8	# of existing lanes: 2	# of lanes planned: 3			
DOT District #: 1	Congressional Dist. #: 12	RDC: Northeast Georgia			
Average Daily Traffic Volume	2002: unavailable	2030 (projected): 4,690			
PROJECT PHASE		FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)		\$380,000			
Right-of-Way (\$)		\$500,000			
Construction Costs (\$)		\$3,750,000			
PROJECT COST		\$4,630,000	\$0	\$0	\$0
Federal Cost (\$)		\$3,704,000	\$0	\$0	\$0
State Cost (\$)		\$463,000	\$0	\$0	\$0
Local Cost (\$)		\$463,000	\$0	\$0	\$0

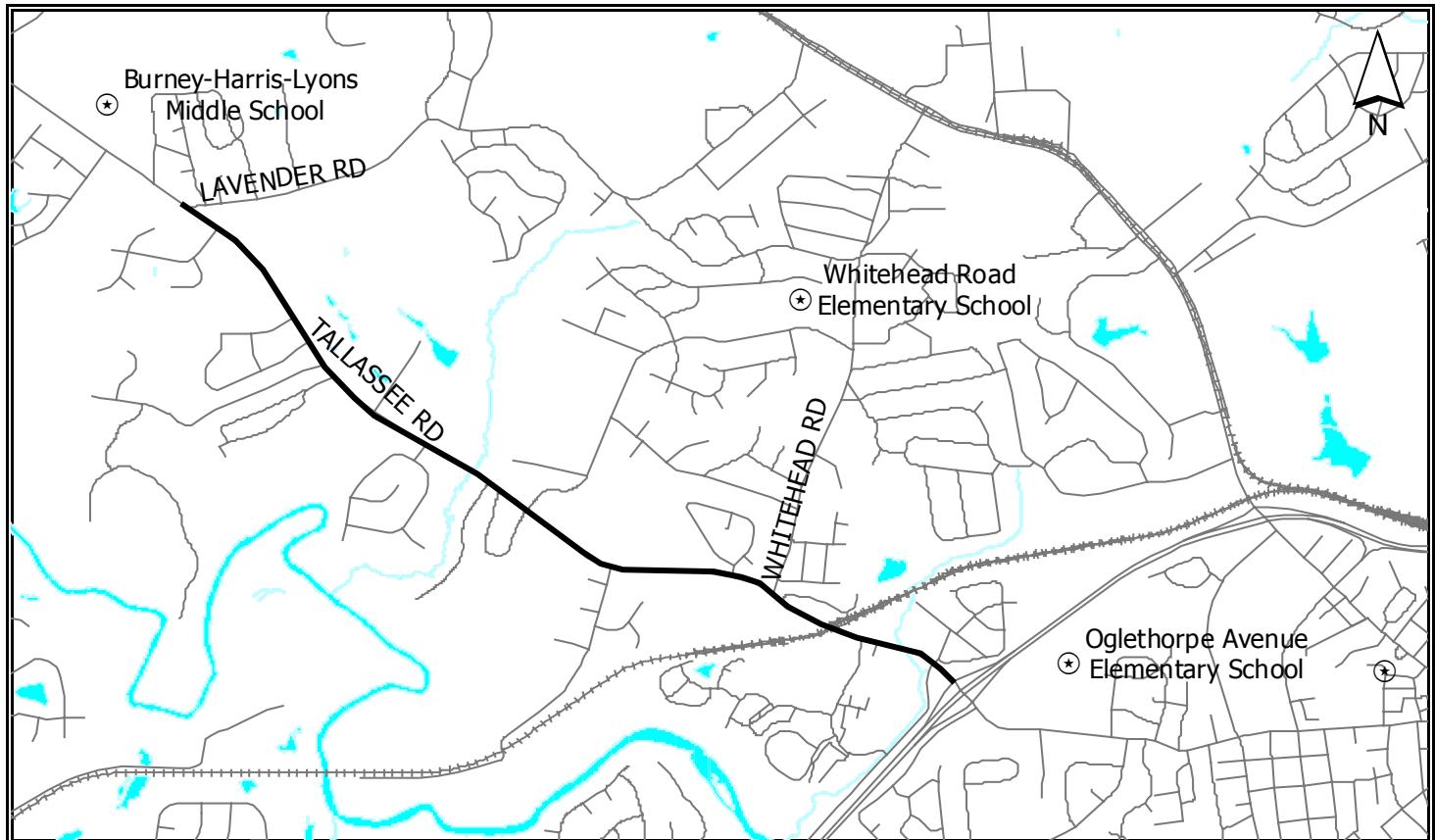
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Tallassee Rd Widening	PROJECT #: R-20			
PROJECT DESCRIPTION: Widen Tallassee Rd from SR 10 Loop to Lavender Rd to a 4-lane divided pkwy with turn lanes at key intersections along the corridor. Included in the project are bicycle and pedestrian facilities.	Estimated Cost: \$8,100,000			
	County: Clarke			
	P.I. #:			
	GDOT Prj. #:			
Length (miles): 2.8	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 9,198	2030 (projected): 13,973			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$500,000	
Right-of-Way (\$)			\$1,700,000	
Construction Costs (\$)			\$5,900,000	
PROJECT COST	\$0	\$0	\$8,100,000	\$0
Federal Cost (\$)	\$0	\$0	\$6,480,000	\$0
State Cost (\$)	\$0	\$0	\$810,000	\$0
Local Cost (\$)	\$0	\$0	\$810,000	\$0

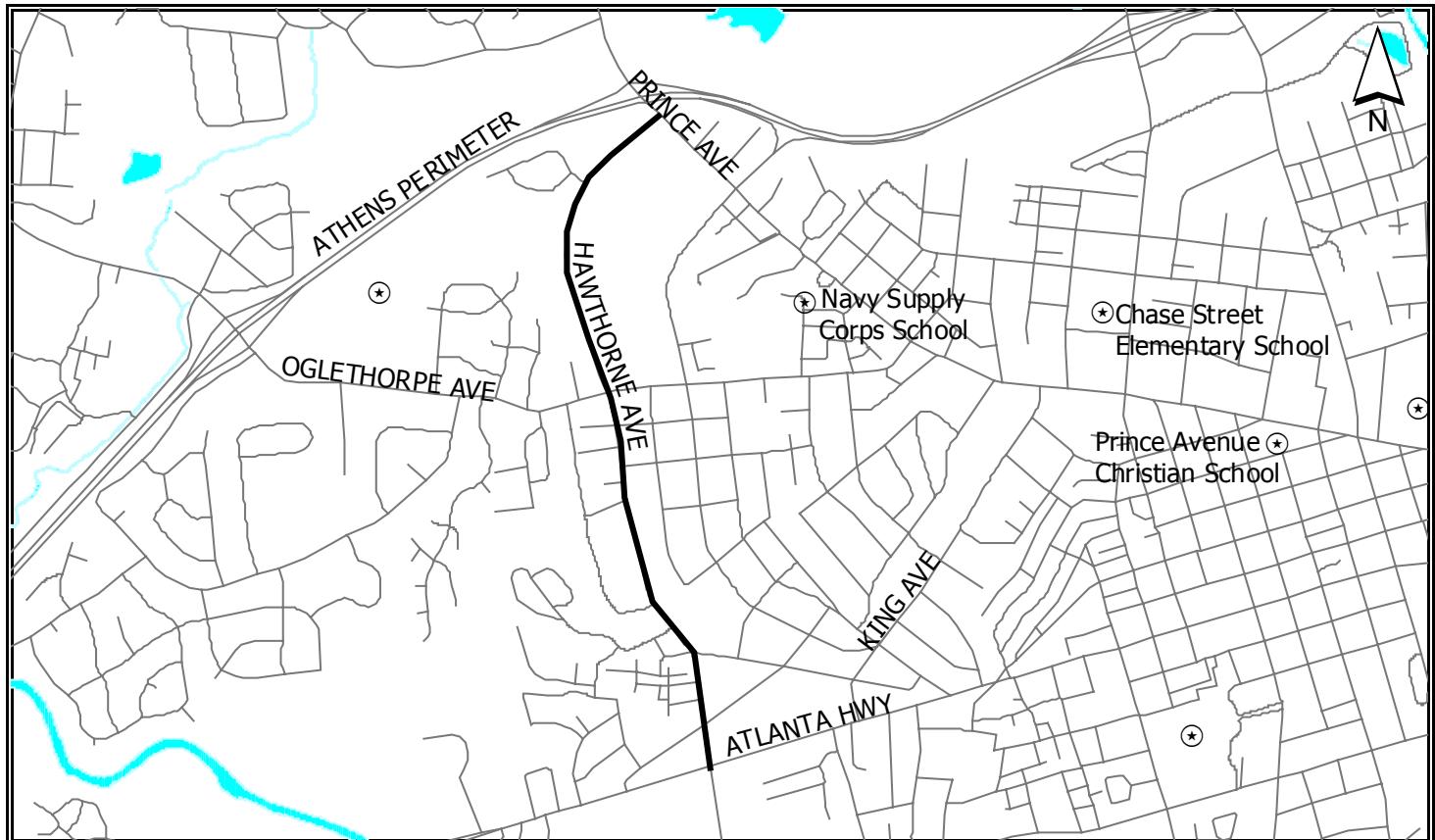
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Hawthorne Ave Widening		PROJECT #: R-21			
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$4,170,000			
Widen to a 5-lane roadway consistent with the Hawthorne Ave Master Plan study that was completed in 2000. Pedestrian and bicycle facilities are included in this project.		County: Clarke			
P.I. #:					
GDOT Prj. #:					
Length (miles):	1.6	# of existing lanes:	2	# of lanes planned:	5
DOT District #:	1	Congressional Dist. #:	12	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002:	13,400	2030 (projected):	14,638	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)				\$320,000	
Right-of-Way (\$)				\$850,000	
Construction Costs (\$)				\$3,000,000	
PROJECT COST	\$0	\$0	\$0	\$4,170,000	
Federal Cost (\$)	\$0	\$0	\$0	\$3,336,000	
State Cost (\$)	\$0	\$0	\$0	\$417,000	
Local Cost (\$)	\$0	\$0	\$0	\$417,000	

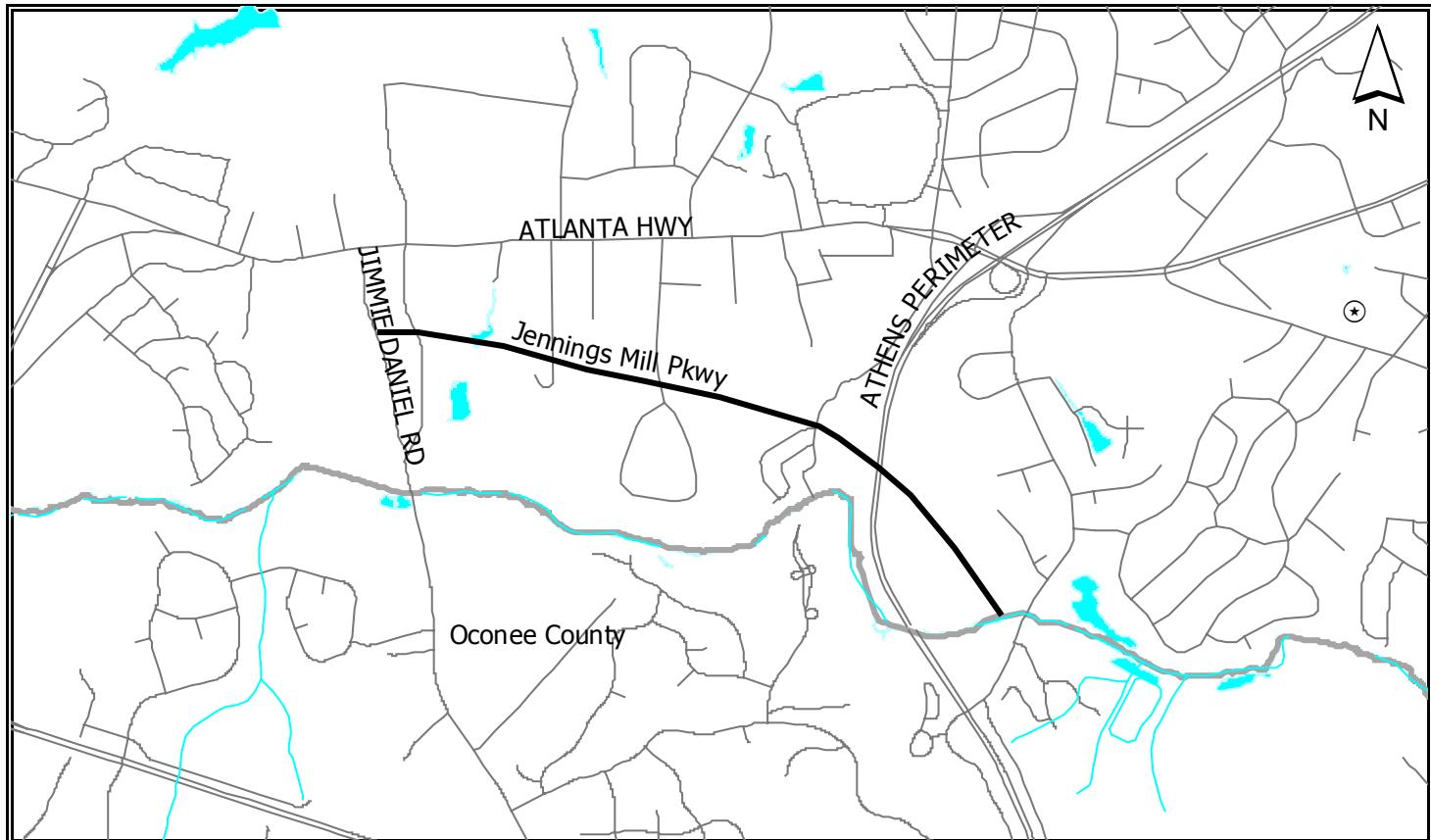
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Jennings Mill Pkwy	PROJECT #: R-22			
PROJECT DESCRIPTION:				
Construct a new 4-lane divided highway between New Jimmie Daniel Rd and Jennings Mill Rd with turn lanes at major intersections. Included in the project are sidewalks, bike lanes, and a grade-separated crossing of the SR 10 Loop.	<i>Estimated Cost:</i> \$7,600,000 County: Clarke P.I. #: N/A GDOT Prj. #: N/A			
Length (miles): 1.8	# of existing lanes: 0 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: N/A	2030 (projected): N/A			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$600,000			
Right-of-Way (\$)	\$1,500,000			
Construction Costs (\$)	\$5,500,000			
PROJECT COST	\$7,600,000	\$0	\$0	\$0
Federal Cost (\$)	\$6,080,000	\$0	\$0	\$0
State Cost (\$)	\$760,000	\$0	\$0	\$0
Local Cost (\$)	\$760,000	\$0	\$0	\$760,000

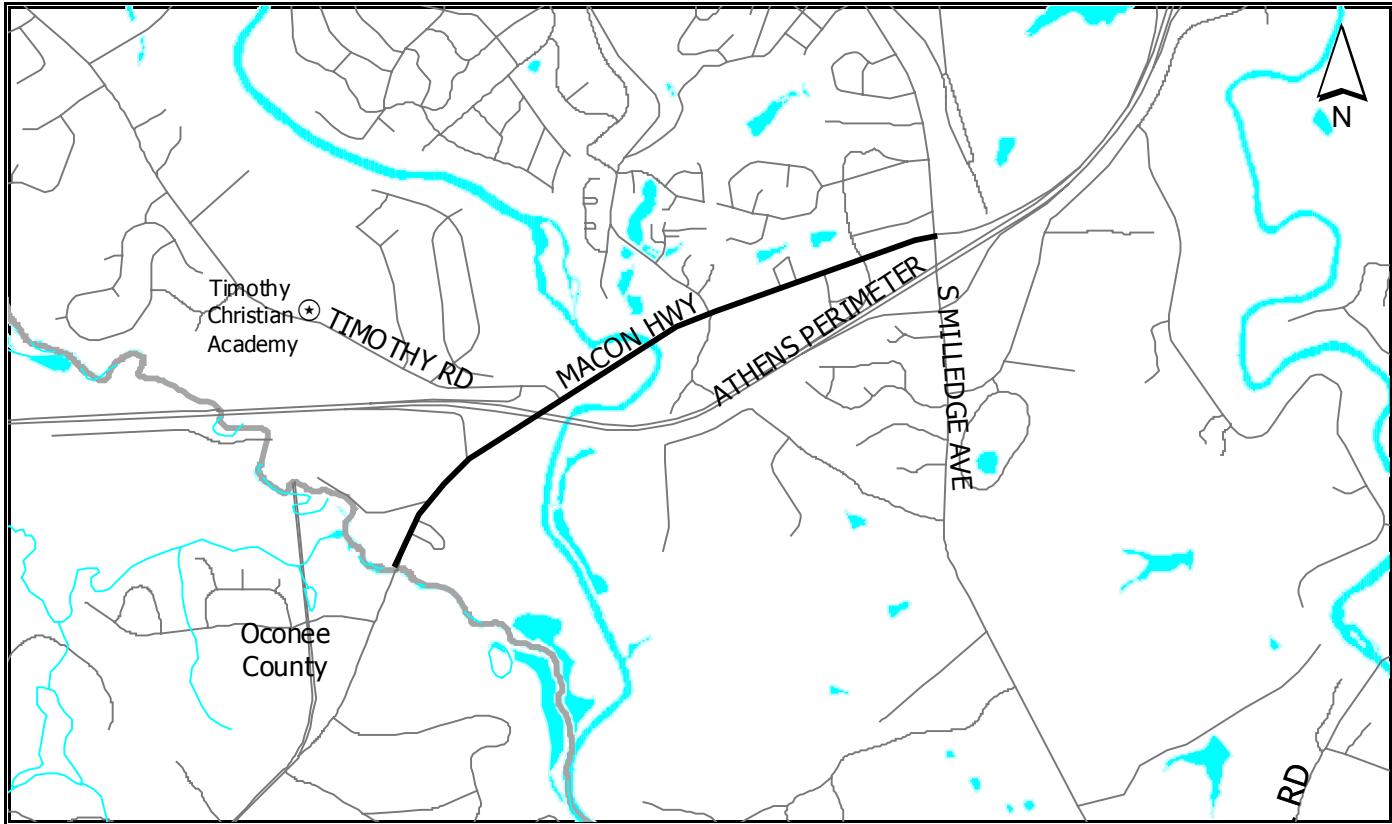
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Macon Hwy		PROJECT #: R-23		
PROJECT DESCRIPTION: Widen/reconstruct Macon Hwy from the 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.		<i>Estimated Cost:</i> \$5,320,000 <i>County:</i> Clarke <i>P.I. #:</i> 132800 <i>GDOT Prj. #:</i> STP-002-5(45)		
Length (miles): 1.6	# of existing lanes: 2	# of lanes planned: 3		
DOT District #: 1	Congressional Dist. #: 12	RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: 11,568		2030 (projected): 16,783		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$320,000			
Right-of-Way (\$)	\$1,000,000			
Construction Costs (\$)	\$4,000,000			
PROJECT COST	\$5,320,000	\$0	\$0	\$0
Federal Cost (\$)	\$4,256,000	\$0	\$0	\$0
State Cost (\$)	\$532,000	\$0	\$0	\$0
Local Cost (\$)	\$532,000	\$0	\$0	\$0

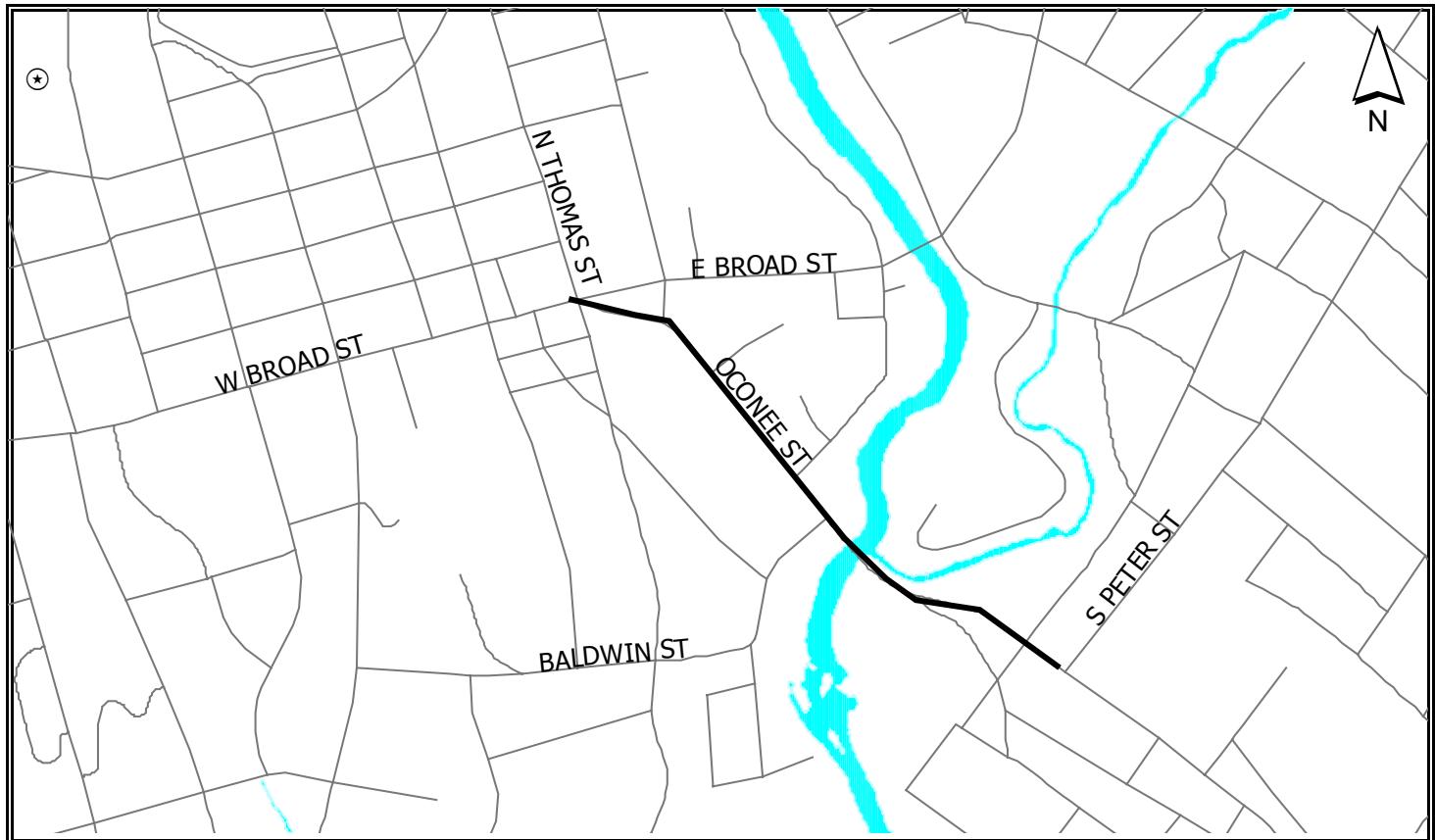
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Oconee St Widening		PROJECT #: R-24		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$2,084,000		
Widen/reconstruct Oconee St to 4 lanes with additional turn lanes as needed between Thomas St and a point west of Peter St. Pedestrian and bicycle facilities are planned for this corridor.		County: Clarke		
Included in the project would be dual left-turns from Thomas St onto Oconee St.		P.I. #:		
<i>Length (miles):</i> 0.6		<i># of existing lanes:</i> 2 <i># of lanes planned:</i> 4		
DOT District #:	1	Congressional Dist. #:	12	RDC: Northeast Georgia
Average Daily Traffic Volume		2002: 32,400	2030 (projected): 33,750	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$184,000	
Right-of-Way (\$)			\$100,000	
Construction Costs (\$)			\$1,800,000	
PROJECT COST	\$0	\$0	\$2,084,000	\$0
Federal Cost (\$)	\$0	\$0	\$1,667,200	\$0
State Cost (\$)	\$0	\$0	\$208,400	\$0
Local Cost (\$)	\$0	\$0	\$208,400	\$0

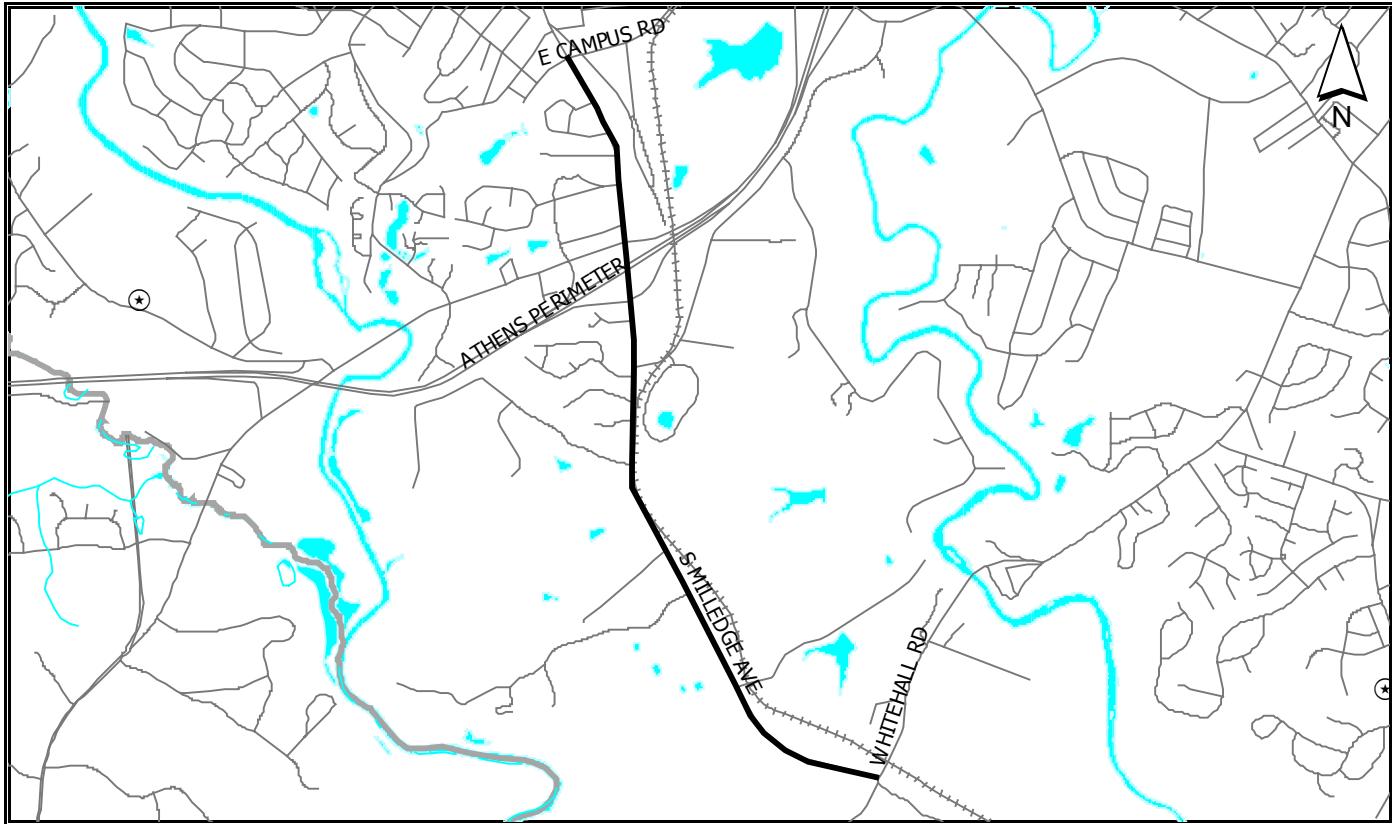
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Milledge Ave Widening			PROJECT #:	R-25
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 along the corridor. Included in the project are bicycle and pedestrian facilities and reconstruction of the Whitehall Rd intersection. The 4-lane typical section in the vicinity of the of the SR 10 Loop will be retained.			<i>Estimated Cost:</i>	\$9,100,000
			<i>County:</i>	Clarke	
			<i>P.I. #:</i>		
			<i>GDOT Prj. #:</i>		
<i>Length (miles):</i>	1.8	<i># of existing lanes:</i>	2	<i># of lanes planned:</i>	2
<i>DOT District #:</i>	1	<i>Congressional Dist. #:</i>	12	<i>RDC:</i>	Northeast Georgia
<i>Average Daily Traffic Volume</i>	2002:	16,406	2030 (projected):	23,480	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)		\$600,000			
Right-of-Way (\$)		\$2,000,000			
Construction Costs (\$)		\$6,500,000			
PROJECT COST	\$0	\$9,100,000	\$0	\$0	
Federal Cost (\$)	\$0	\$7,280,000	\$0	\$0	
State Cost (\$)	\$0	\$910,000	\$0	\$0	
Local Cost (\$)	\$0	\$910,000	\$0	\$0	

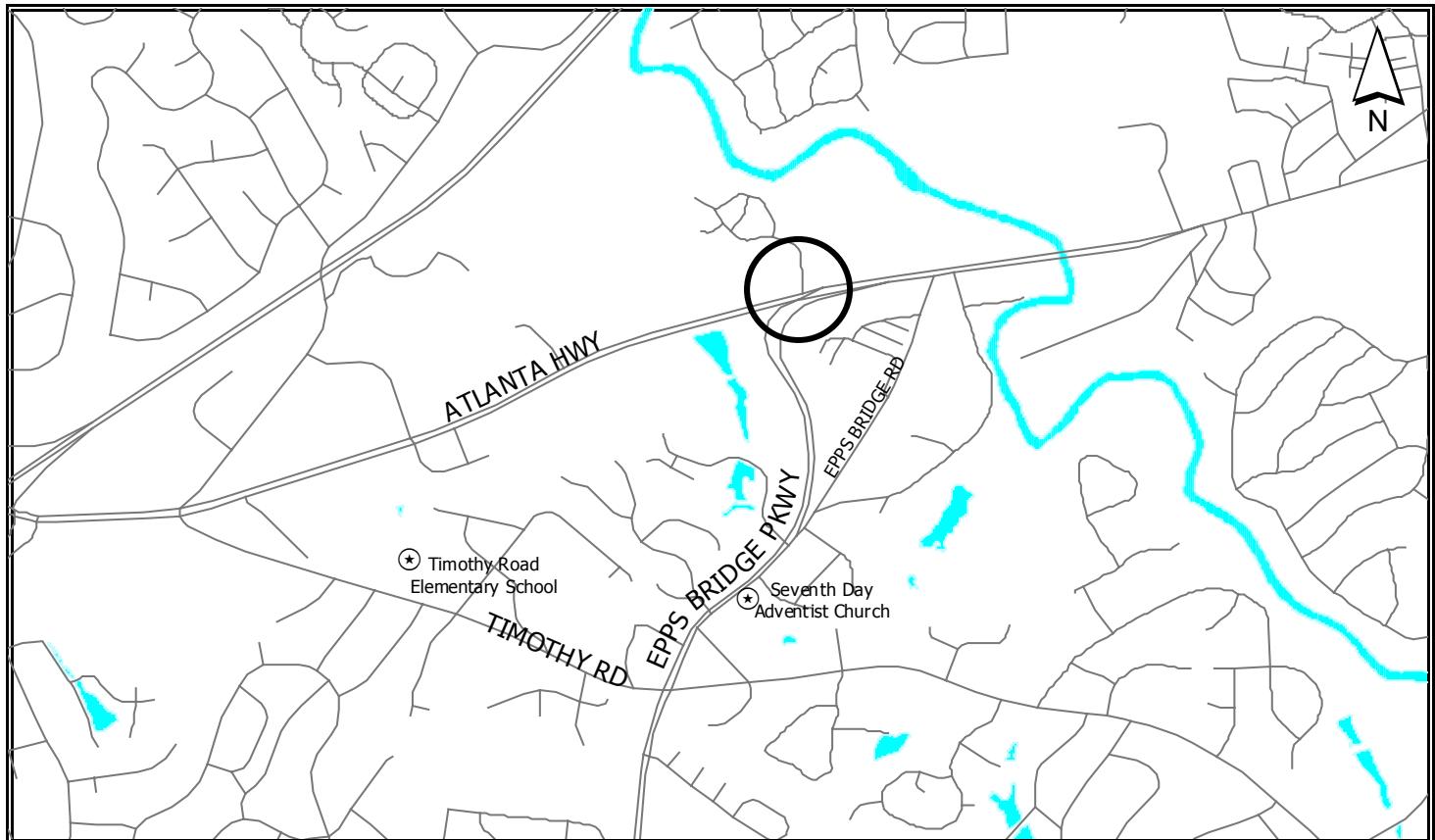
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Epps Bridge Pkwy Left Turn Lane	PROJECT #: R-26			
PROJECT DESCRIPTION: Add northbound left turn lane from Epps Bridge Pkwy to Atlanta Highway.	<i>Estimated Cost: \$490,000</i> County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles):	# of existing lanes: 3 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2003: 21,400	2030 (projected): 22,643			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$50,000	
Right-of-Way (\$)			\$70,000	
Construction Costs (\$)			\$370,000	
PROJECT COST	\$0	\$0	\$490,000	\$0
Federal Cost (\$)	\$0	\$0	\$392,000	\$0
State Cost (\$)	\$0	\$0	\$40,900	\$0
Local Cost (\$)	\$0	\$0	\$40,900	\$0

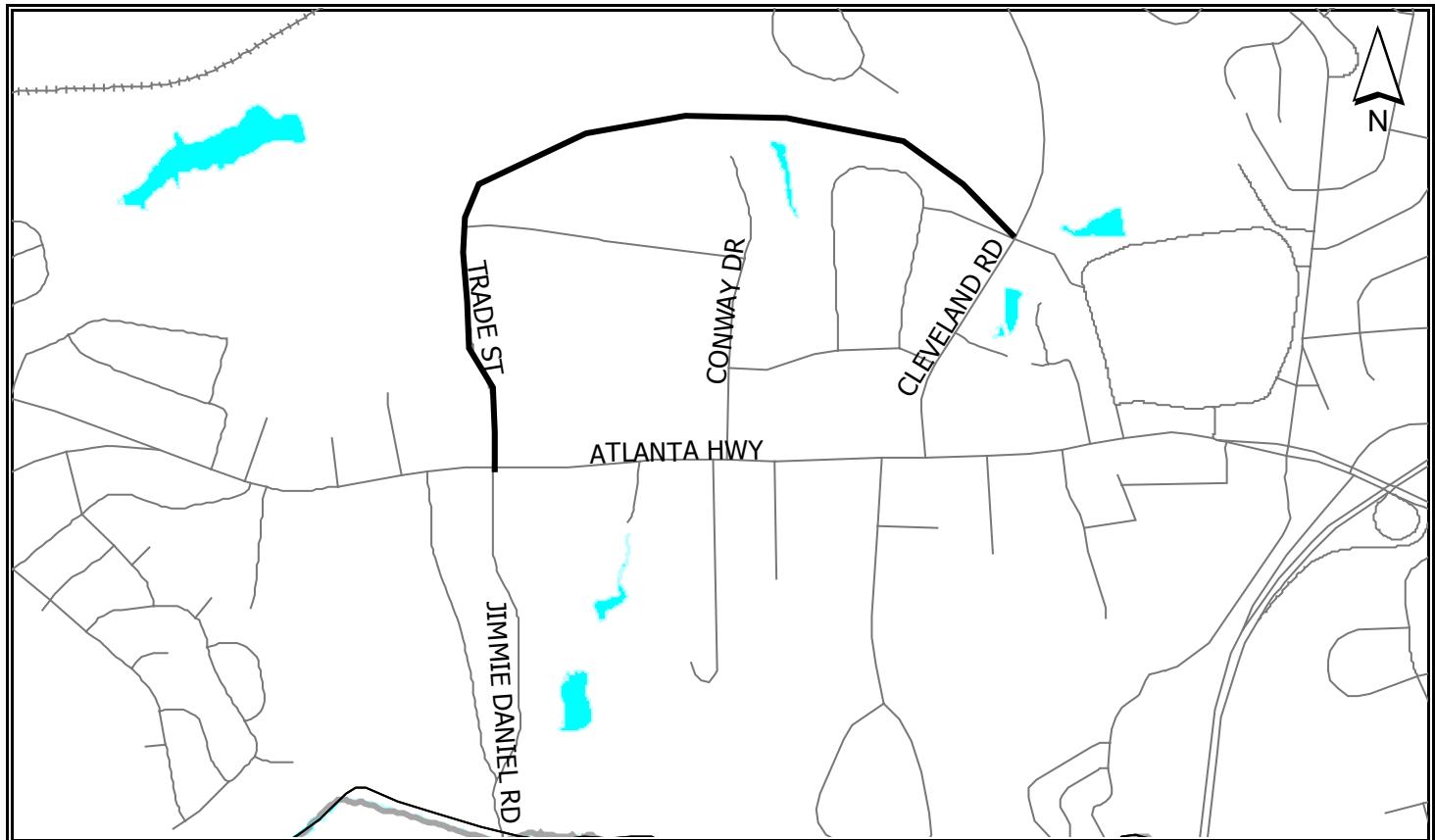
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: North Atlanta Hwy Reliever	PROJECT #: R-27			
PROJECT DESCRIPTION: Connect Trade St to Cleveland Rd in the area north of the Atlanta Hwy. It will connect to Cleveland Rd at Callaway Dr.	<i>Estimated Cost:</i> \$8,813,636 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 1.4	# of existing lanes: 0 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: N/A	2030 (projected): N/A			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$768,182
Right-of-Way (\$)				\$545,454
Construction Costs (\$)				\$7,500,000
PROJECT COST	\$0	\$0	\$0	\$8,813,636
Federal Cost (\$)	\$0	\$0	\$0	\$7,050,909
State Cost (\$)	\$0	\$0	\$0	\$881,364
Local Cost (\$)	\$0	\$0	\$0	\$881,364

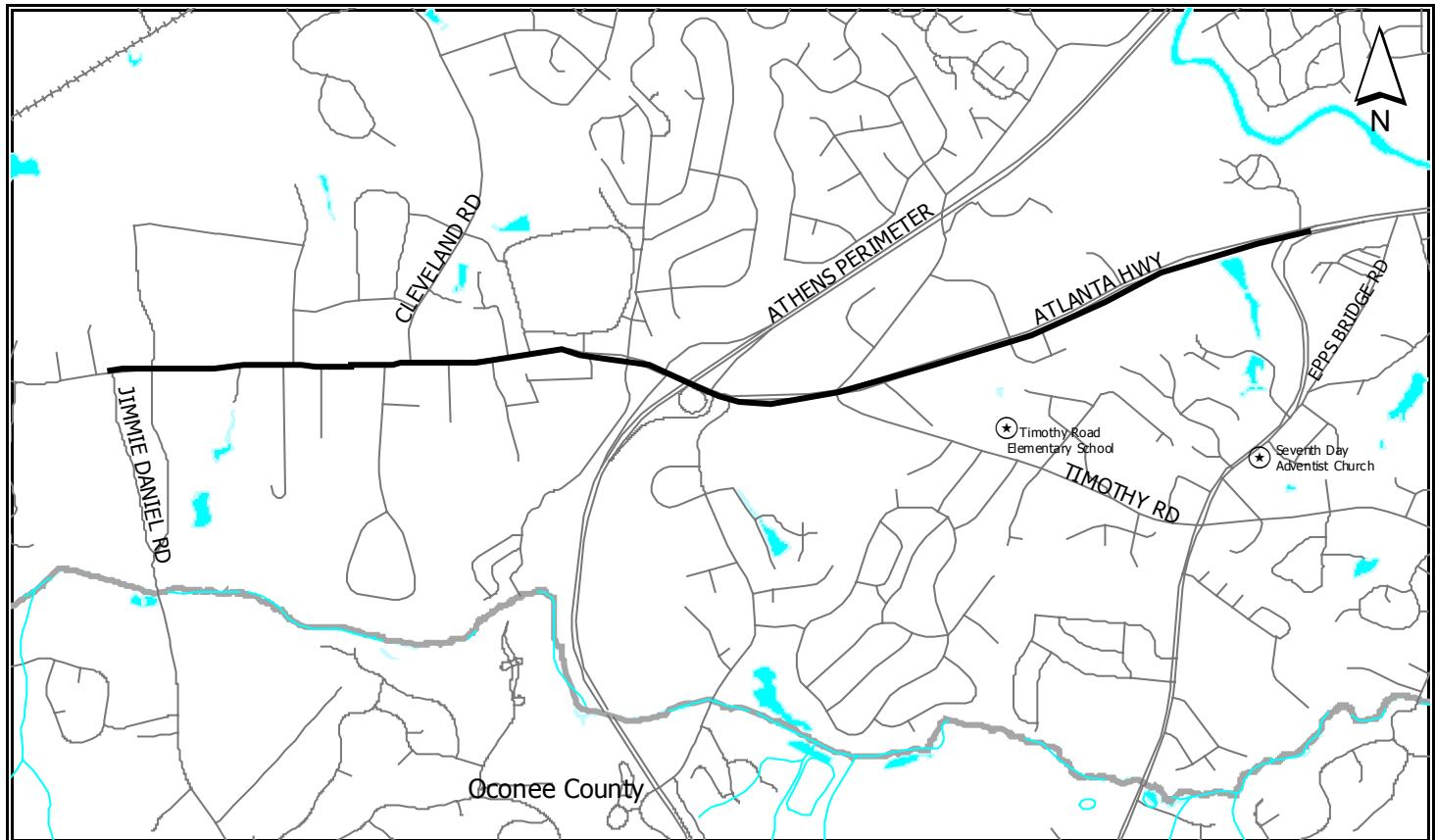
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Atlanta Hwy Median	PROJECT #: R-28			
PROJECT DESCRIPTION: Add a median on Atlanta Hwy between the proposed median at the SR 10 Connector interchange and the intersection of Atlanta Hwy with Jimmie Daniel Rd.	<i>Estimated Cost:</i> \$1,750,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 5	# of existing lanes: 4 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 29,066	2030 (projected): 50,117			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$250,000
Right-of-Way (\$)				\$500,000
Construction Costs (\$)				\$1,000,000
PROJECT COST	\$0	\$0	\$0	\$1,750,000
Federal Cost (\$)	\$0	\$0	\$0	\$1,400,000
State Cost (\$)	\$0	\$0	\$0	\$175,000
Local Cost (\$)	\$0	\$0	\$0	\$175,000

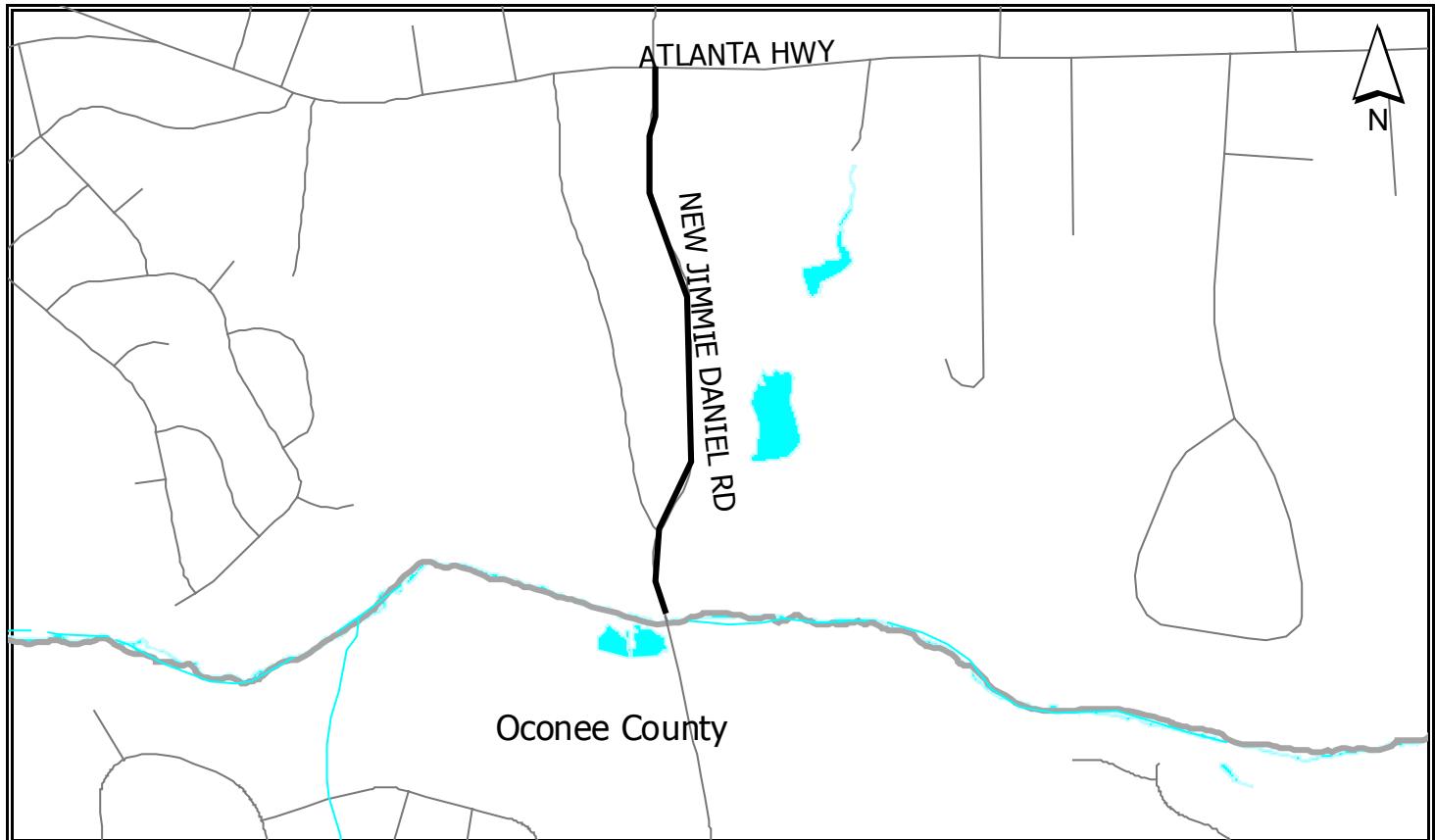
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: New Jimmie Daniel Rd Improvements		PROJECT #: R-29		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$2,370,950		
Widen New Jimmie Daniel Rd. to 4 lanes with turn lanes at the T-intersections from Atlanta Highway to the Oconee County line. Five-foot wide sidewalks are also included.		County: Clarke		
P.I. #:				
GDOT Prj. #:				
Length (miles): 0.7	# of existing lanes: 2	# of lanes planned: 4		
DOT District #: 1	Congressional Dist. #: 12	RDC:	Northeast Georgia	
Average Daily Traffic Volume 1999: 3,925		2030 (projected): 4,540		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$145,950			
Right-of-Way (\$)	\$350,000			
Construction Costs (\$)	\$1,875,000			
PROJECT COST	\$2,370,950	\$0	\$0	\$0
Federal Cost (\$)	\$1,896,760	\$0	\$0	\$0
State Cost (\$)	\$237,095	\$0	\$0	\$0
Local Cost (\$)	\$237,095	\$0	\$0	\$0

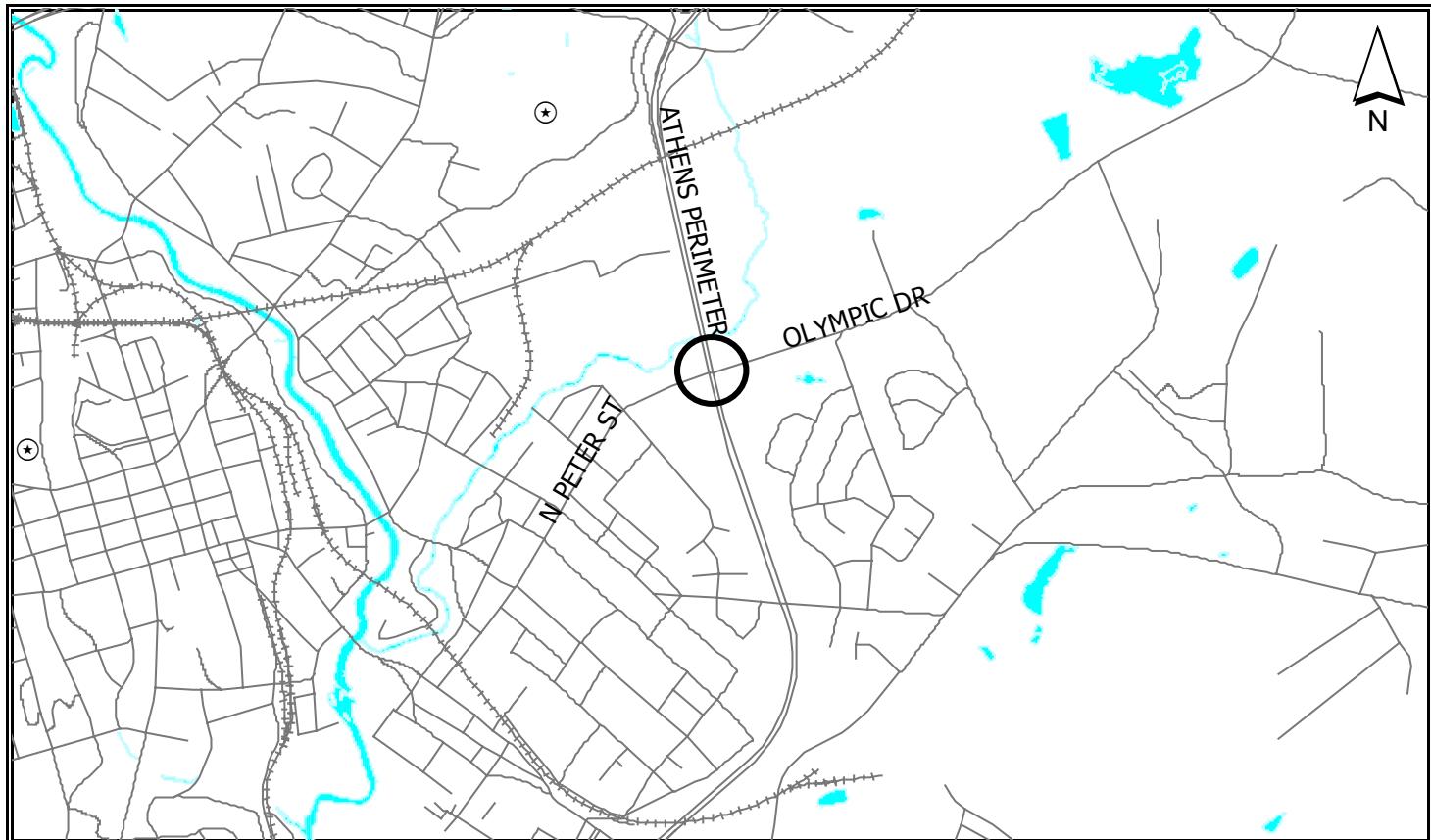
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 10 Loop at Olympic Dr/Peter St Intersection		PROJECT #: R-30		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$550,000		
Replace at-grade signalized intersection with bridge and reconfigure interchanges. Project would include the reconstruction of Olympic Dr and Peter St over the SR 10 Loop. Included in the project are pedestrian and bicycle facilities on Olympic Dr and Peter St.		County:	Clarke	
		P.I. #:	122850	
		GDOT Prj. #:	NH-051-1(25)	
Length (miles):	# of existing lanes:	N/A	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	12	RDC: Northeast Georgia
Average Daily Traffic Volume	2002:	15,340	2030 (projected):	30,370
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$50,000			
Right-of-Way (\$)	\$75,000			
Construction Costs (\$)	\$425,000			
PROJECT COST	\$550,000	\$0	\$0	\$0
Federal Cost (\$)	\$440,000	\$0	\$0	\$0
State Cost (\$)	\$55,000	\$0	\$0	\$0
Local Cost (\$)	\$55,000	\$0	\$0	\$0

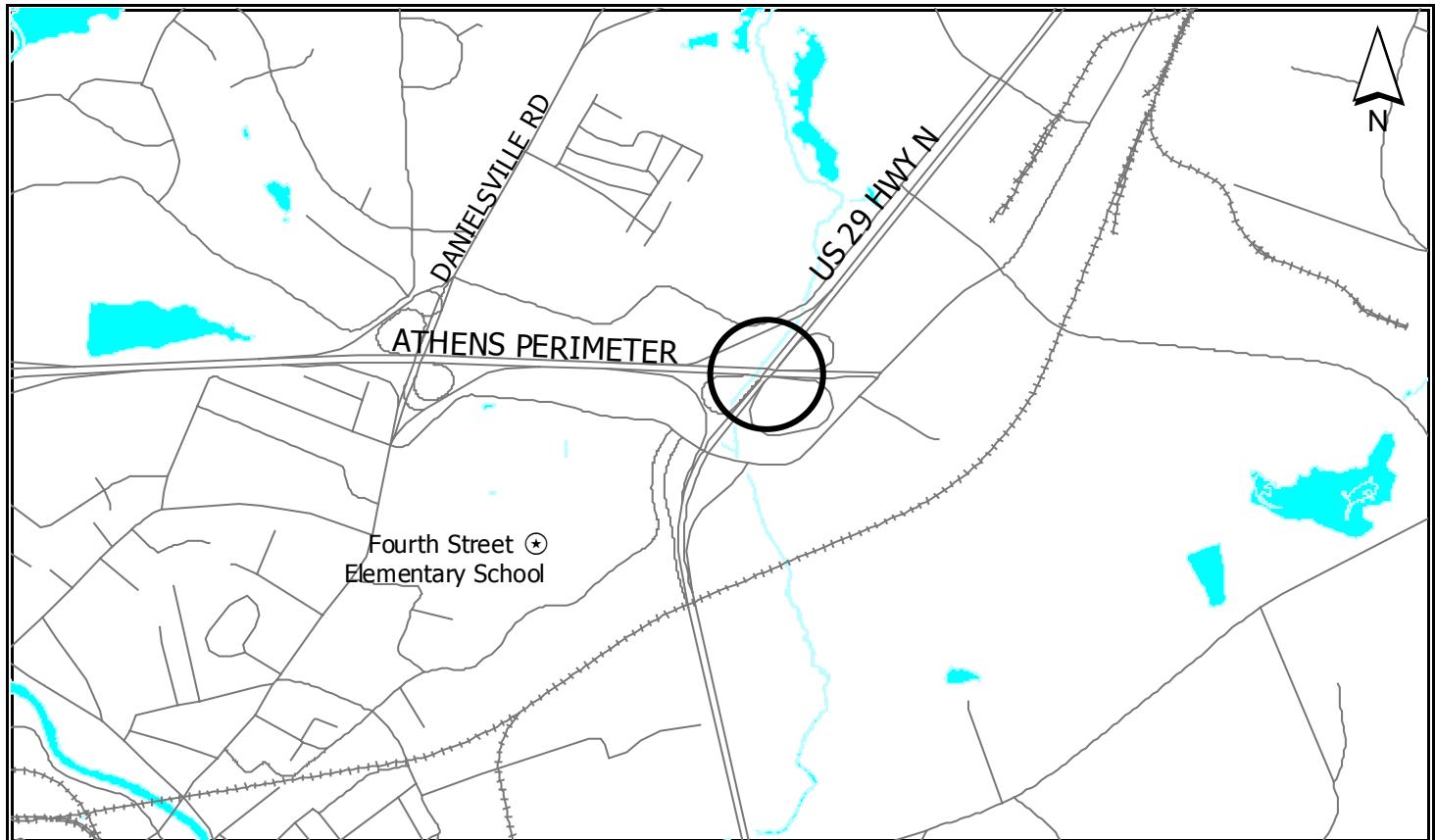
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 10 Loop at US 29 Intersection	PROJECT #: R-31			
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 SR 10 Loop from US 29.	<i>Estimated Cost:</i> \$500,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles):	# of existing lanes: N/A # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002:	28,673 2030 (projected): 45,160			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$50,000	
Right-of-Way (\$)			\$75,000	
Construction Costs (\$)			\$375,000	
PROJECT COST	\$0	\$0	\$500,000	\$0
Federal Cost (\$)	\$0	\$0	\$400,000	\$0
State Cost (\$)	\$0	\$0	\$50,000	\$0
Local Cost (\$)	\$0	\$0	\$50,000	\$0

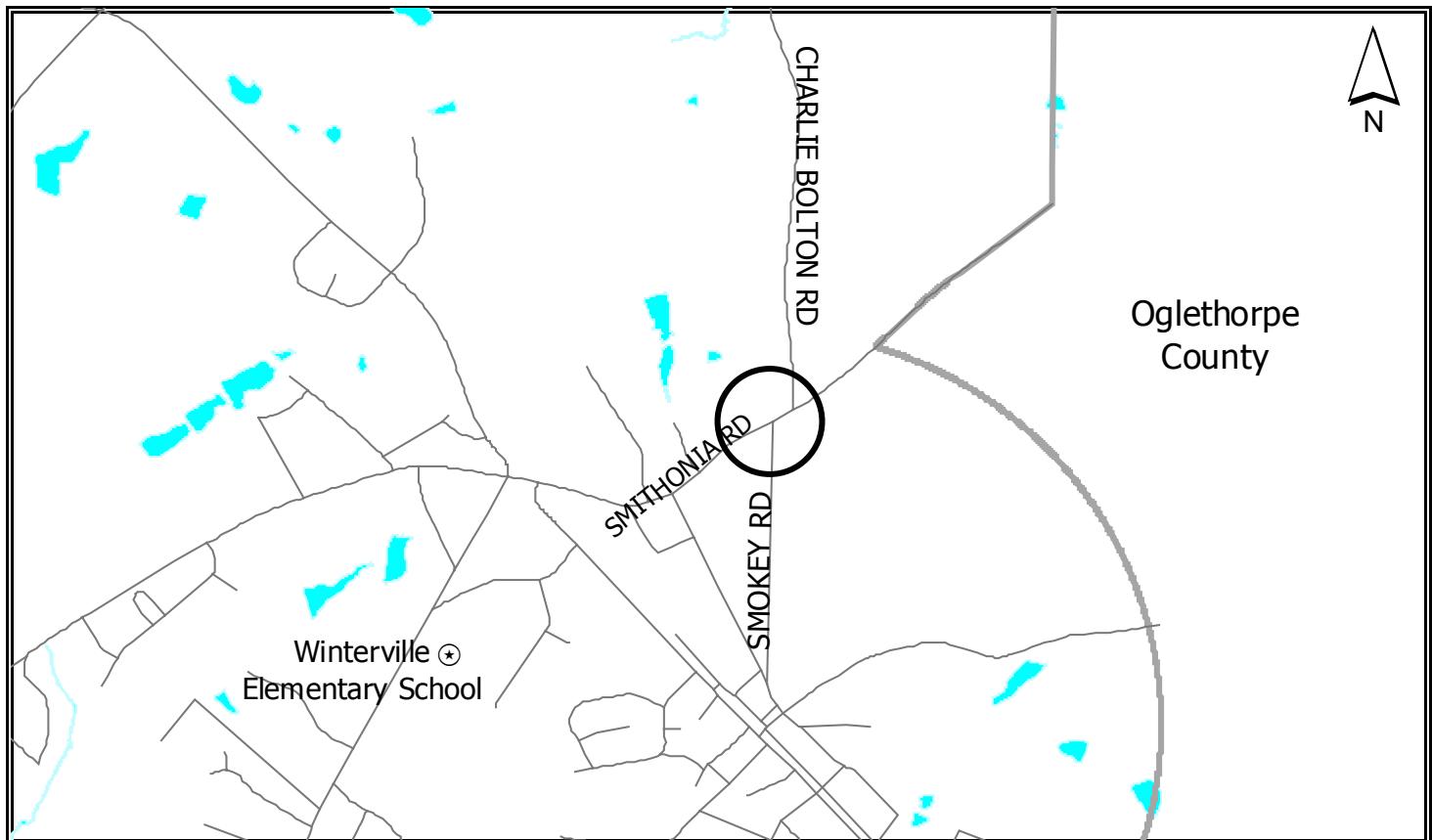
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Smokey Rd at Winterville Rd Realignment	PROJECT #: R-32			
PROJECT DESCRIPTION: Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.	<i>Estimated Cost:</i> \$455,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.1	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 1999: 390	2030 (projected): 1,080			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$30,000
Right-of-Way (\$)				\$50,000
Construction Costs (\$)				\$375,000
PROJECT COST	\$0	\$0	\$0	\$455,000
Federal Cost (\$)	\$0	\$0	\$0	\$364,000
State Cost (\$)	\$0	\$0	\$0	\$45,500
Local Cost (\$)	\$0	\$0	\$0	\$45,500

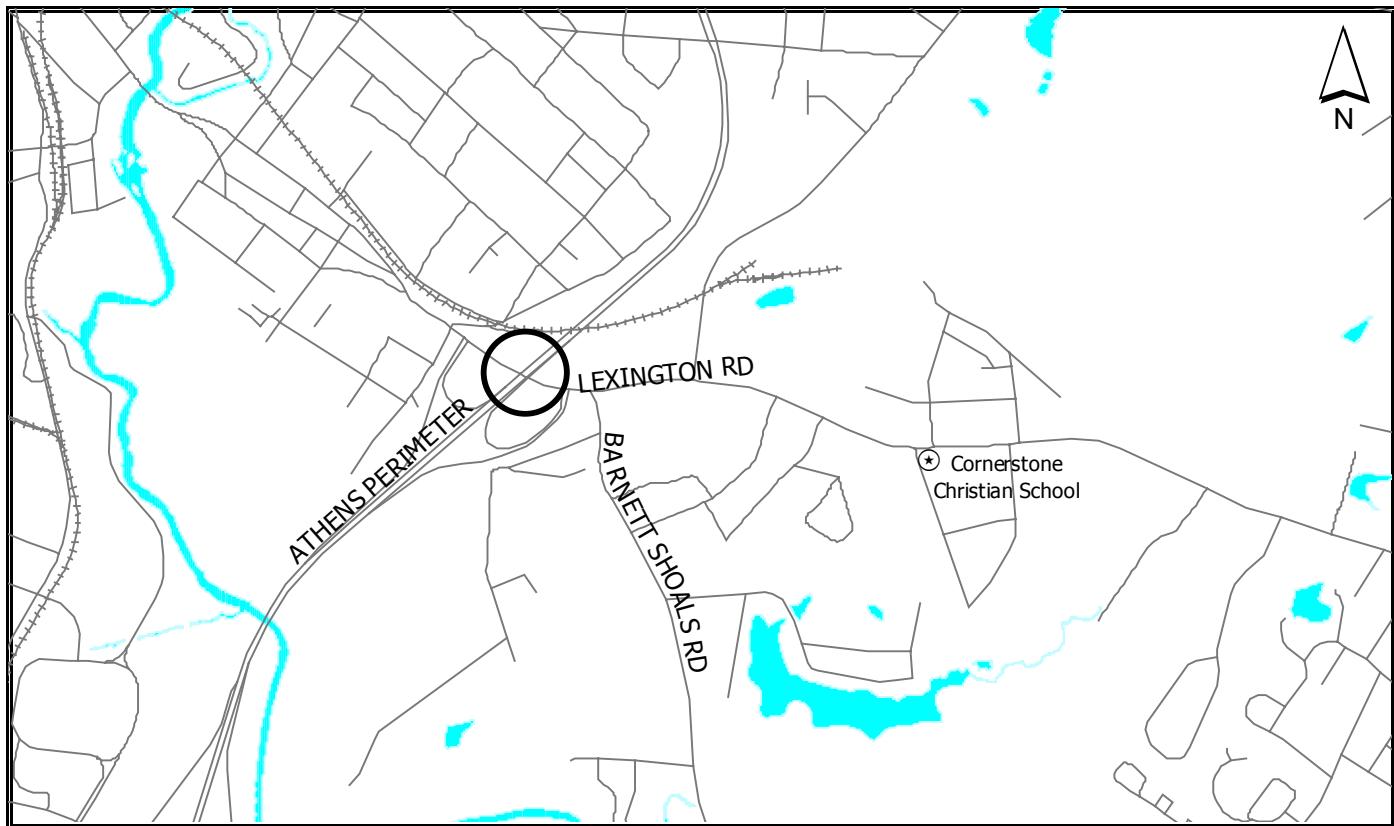
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	SR 10 Loop at Lexington Hwy Widening & Intersection Improvements			PROJECT #:	R-33
PROJECT DESCRIPTION:	Widen Lexington Rd to 3 lanes in each direction. Construct new on/off ramps for northbound traffic on SR 10 Loop to access Lexington Hwy and improve turning lanes at existing ramp locations. Relocate Old Winterville Rd opposite SR 10 Loop southbound on/off ramp system. Project includes a shared multimodal path to connect Barnett Shoals Rd to the proposed rail-to-trail corridor.			<i>Estimated Cost:</i>	\$2,315,000
				<i>County:</i>	Clarke
				<i>P.I. #:</i>	122600
				<i>GDOT Prj. #:</i>	STP-014-1(70)
<i>Length (miles):</i>	0.6	<i># of existing lanes:</i>	4	<i># of lanes planned:</i>	6
<i>DOT District #:</i>	1	<i>Congressional Dist. #:</i>	12	<i>RDC:</i>	Northeast Georgia
<i>Average Daily Traffic Volume</i>		2002:	36,963	2030 (projected):	49,957
PROJECT PHASE		FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
<i>Preliminary Engineering (\$)</i>		\$200,000			
<i>Right-of-Way (\$)</i>		\$15,000			
<i>Construction Costs (\$)</i>		\$2,100,000			
PROJECT COST		\$2,315,000	\$0	\$0	\$0
<i>Federal Cost (\$)</i>		\$1,852,000			
<i>State Cost (\$)</i>		\$231,500			
<i>Local Cost (\$)</i>		\$231,500			

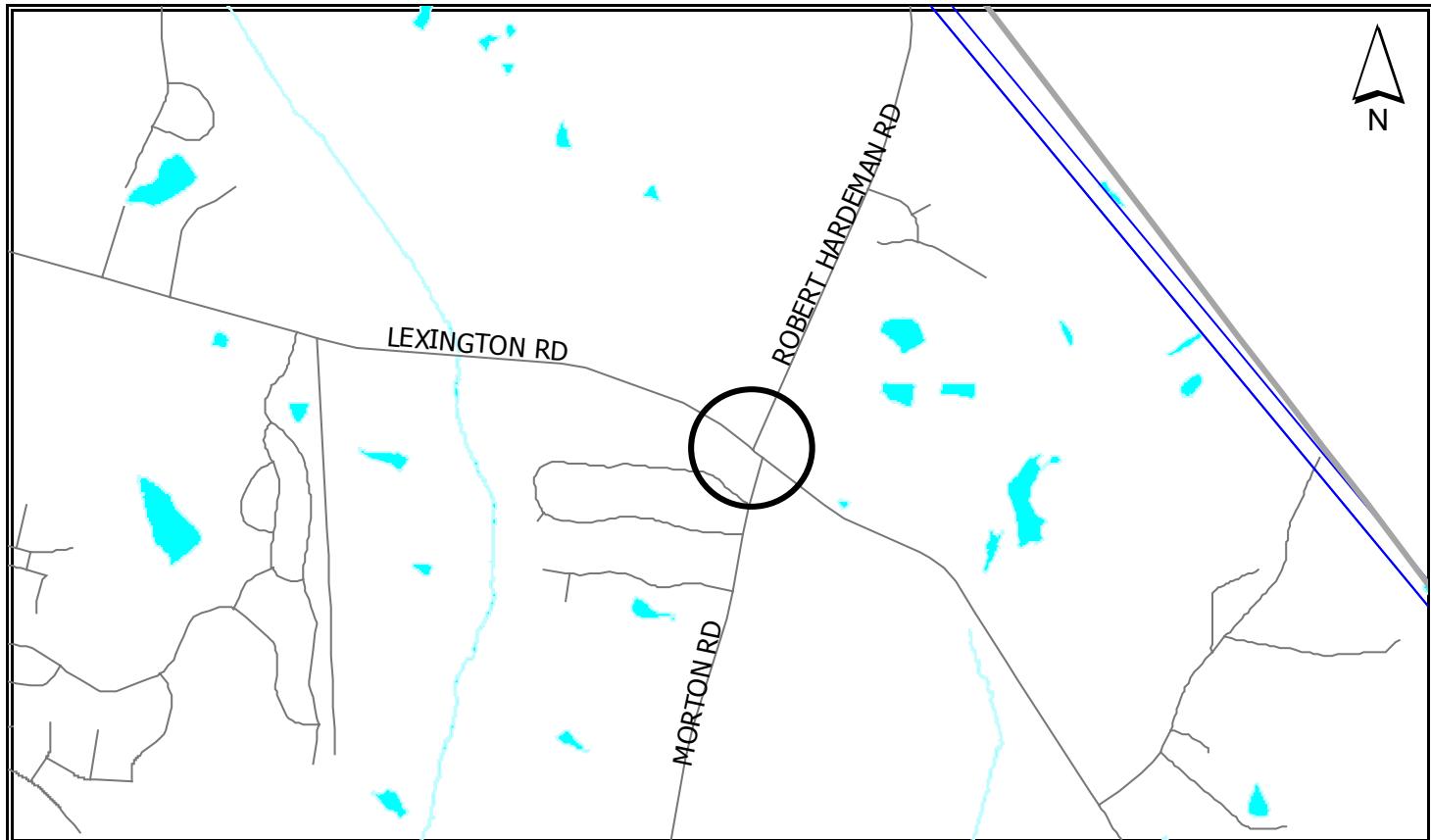
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Lexington Hwy at Robert Hardeman Rd/Morton Rd Realignment		PROJECT #:	R-34	
PROJECT DESCRIPTION:	Realign off-setting side streets at this intersection to a typical 90-degree intersection with turn lanes and a traffic signal as warranted.		<i>Estimated Cost:</i>	\$405,000	
		<i>County:</i>	Clarke		
		<i>P.I. #:</i>			
		<i>GDOT Prj. #:</i>			
Length (miles):	0.2	# of existing lanes:	2	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	12	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002:	9,803	2030 (projected):	15,070	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)	\$5,000				
Right-of-Way (\$)	\$50,000				
Construction Costs (\$)	\$350,000				
PROJECT COST	\$405,000	\$0	\$0	\$0	
Federal Cost (\$)	\$324,000	\$0	\$0	\$0	
State Cost (\$)	\$40,500	\$0	\$0	\$0	
Local Cost (\$)	\$40,500	\$0	\$0	\$0	

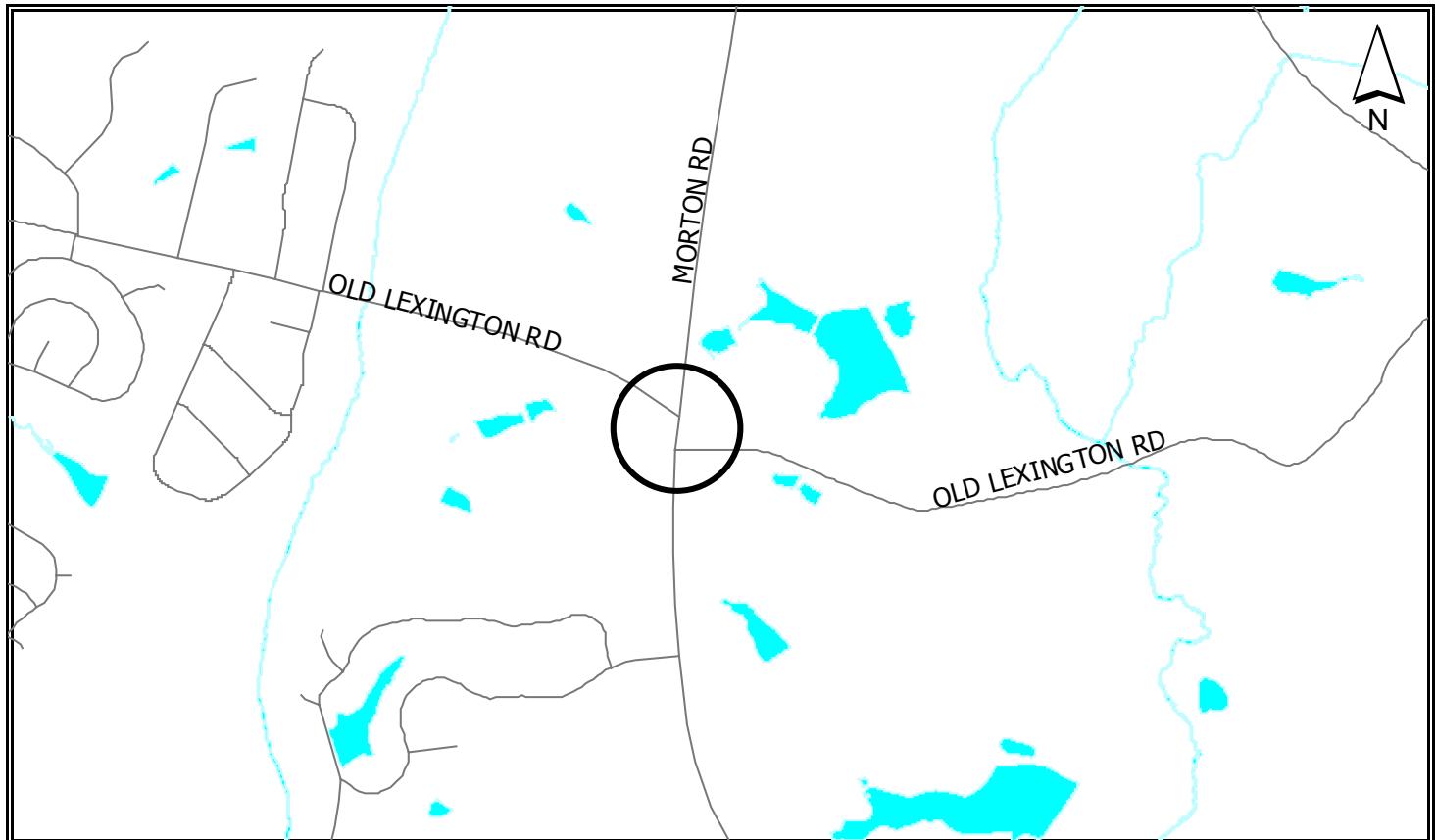
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Old Lexington Rd/Morton Rd Realignment	PROJECT #: R-35			
PROJECT DESCRIPTION: Realign side streets to a typical 90-degree intersection with turn lanes as warranted.	<i>Estimated Cost:</i> \$476,280 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.3	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 1,053	2030 (projected): 7,245			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$1,280
Right-of-Way (\$)				\$100,000
Construction Costs (\$)				\$375,000
PROJECT COST	\$0	\$0	\$0	\$476,280
Federal Cost (\$)	\$0	\$0	\$0	\$381,024
State Cost (\$)	\$0	\$0	\$0	\$47,628
Local Cost (\$)	\$0	\$0	\$0	\$47,628

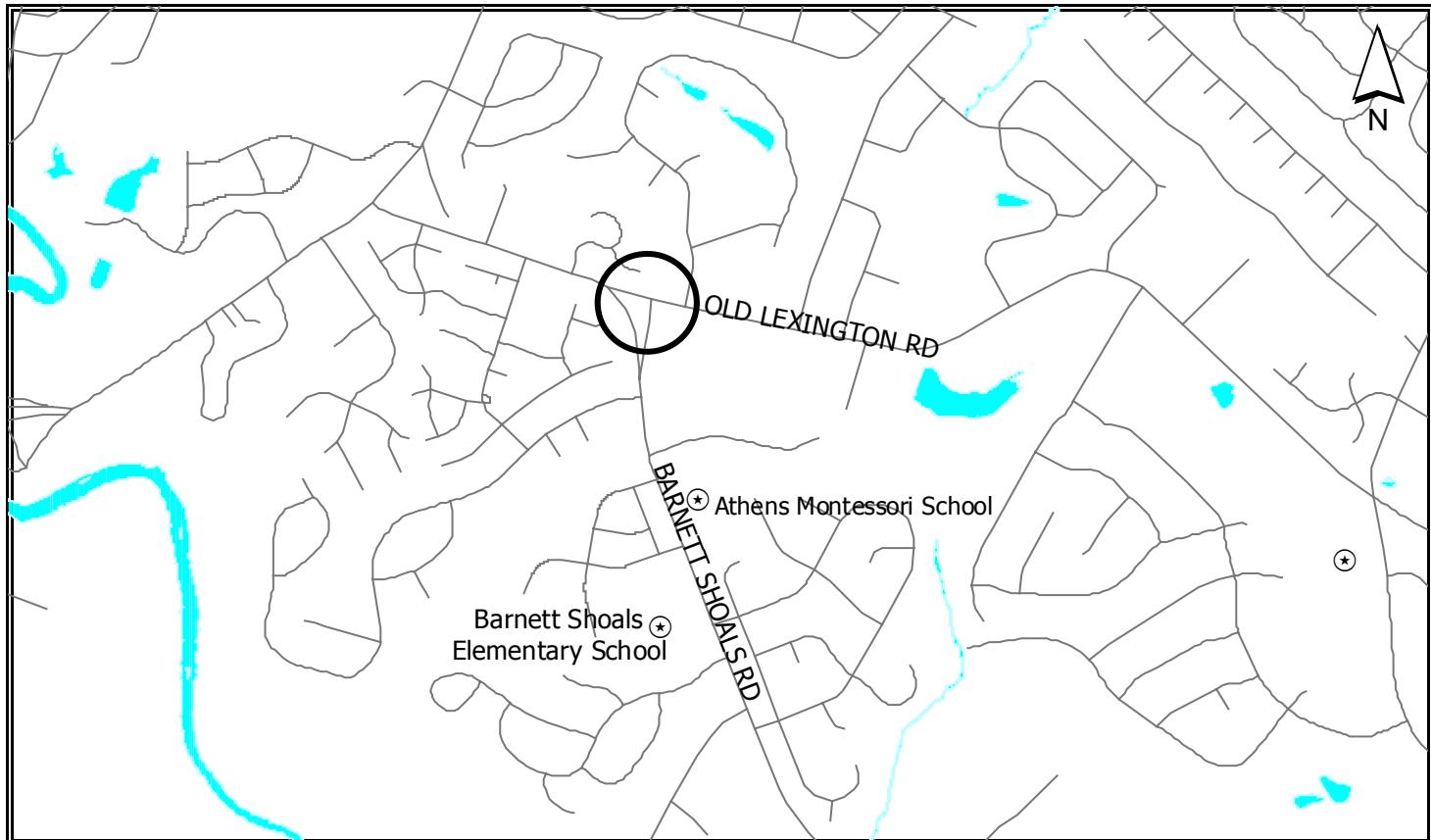
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Old Lexington Rd and Barnett Shoals Realignment			PROJECT #:	R-36
PROJECT DESCRIPTION:	Realign side streets to a typical 90-degree intersection with turn lanes as warranted.			<i>Estimated Cost:</i>	\$476,280
			<i>County:</i>	Clarke	
			<i>P.I. #:</i>		
			<i>GDOT Prj. #:</i>		
Length (miles):	0.2	# of existing lanes:	2	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	12	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002:	12,033	2030 (projected):	11,060	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)	\$1,280				
Right-of-Way (\$)	\$100,000				
Construction Costs (\$)	\$375,000				
PROJECT COST	\$476,280	\$0	\$0	\$0	
Federal Cost (\$)	\$381,024	\$0	\$0	\$0	
State Cost (\$)	\$47,628	\$0	\$0	\$0	
Local Cost (\$)	\$47,628	\$0	\$0	\$0	

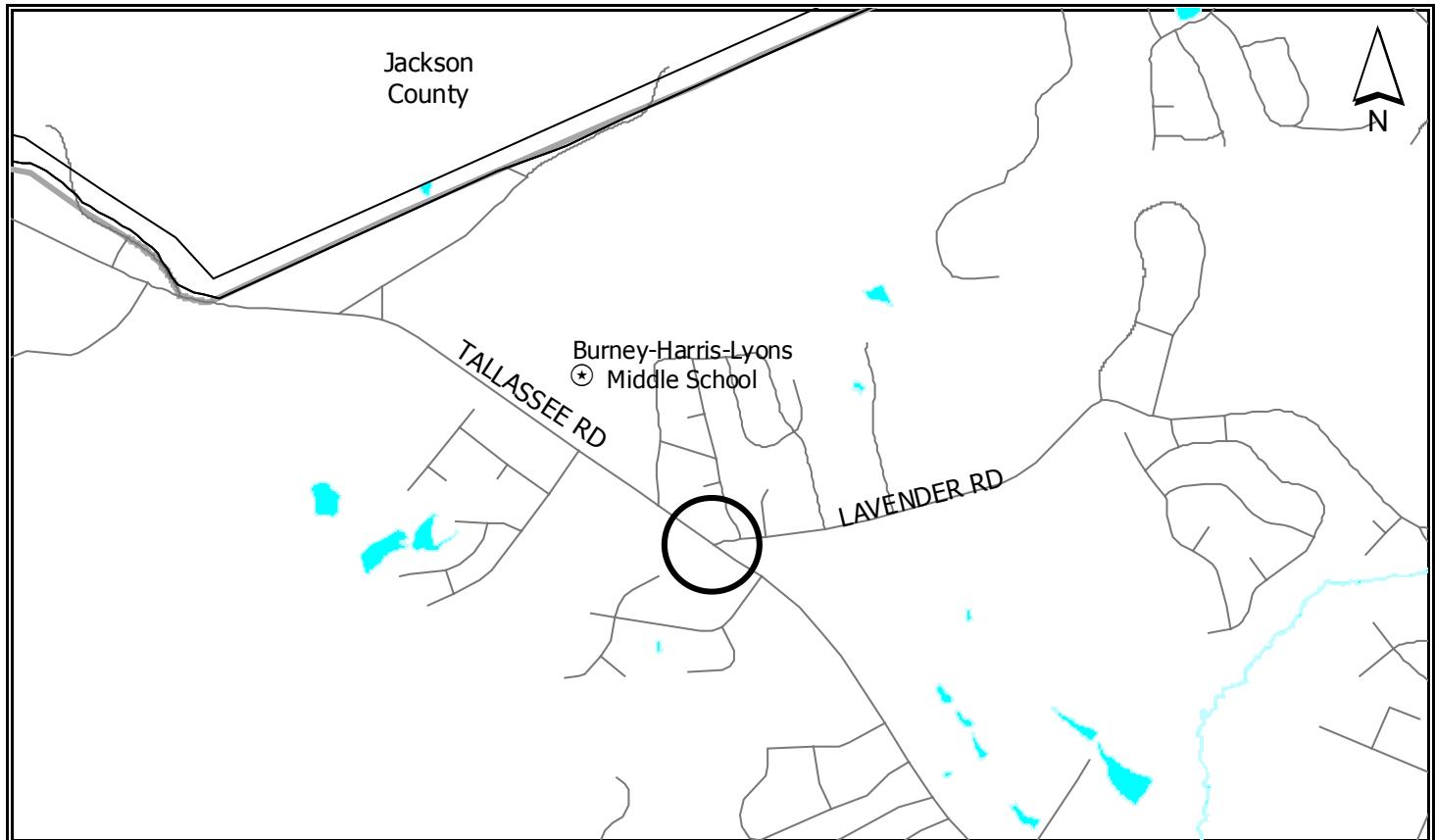
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Tallassee Rd at Lavender Rd Realignment	PROJECT #: R-37			
PROJECT DESCRIPTION: Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.	<i>Estimated Cost:</i> \$476,280 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.1	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 3,862	2030 (projected): 7,333			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$1,280			
Right-of-Way (\$)	\$100,000			
Construction Costs (\$)	\$375,000			
PROJECT COST	\$476,280	\$0	\$0	\$0
Federal Cost (\$)	\$381,024	\$0	\$0	\$0
State Cost (\$)	\$47,628	\$0	\$0	\$0
Local Cost (\$)	\$47,628	\$0	\$0	\$0

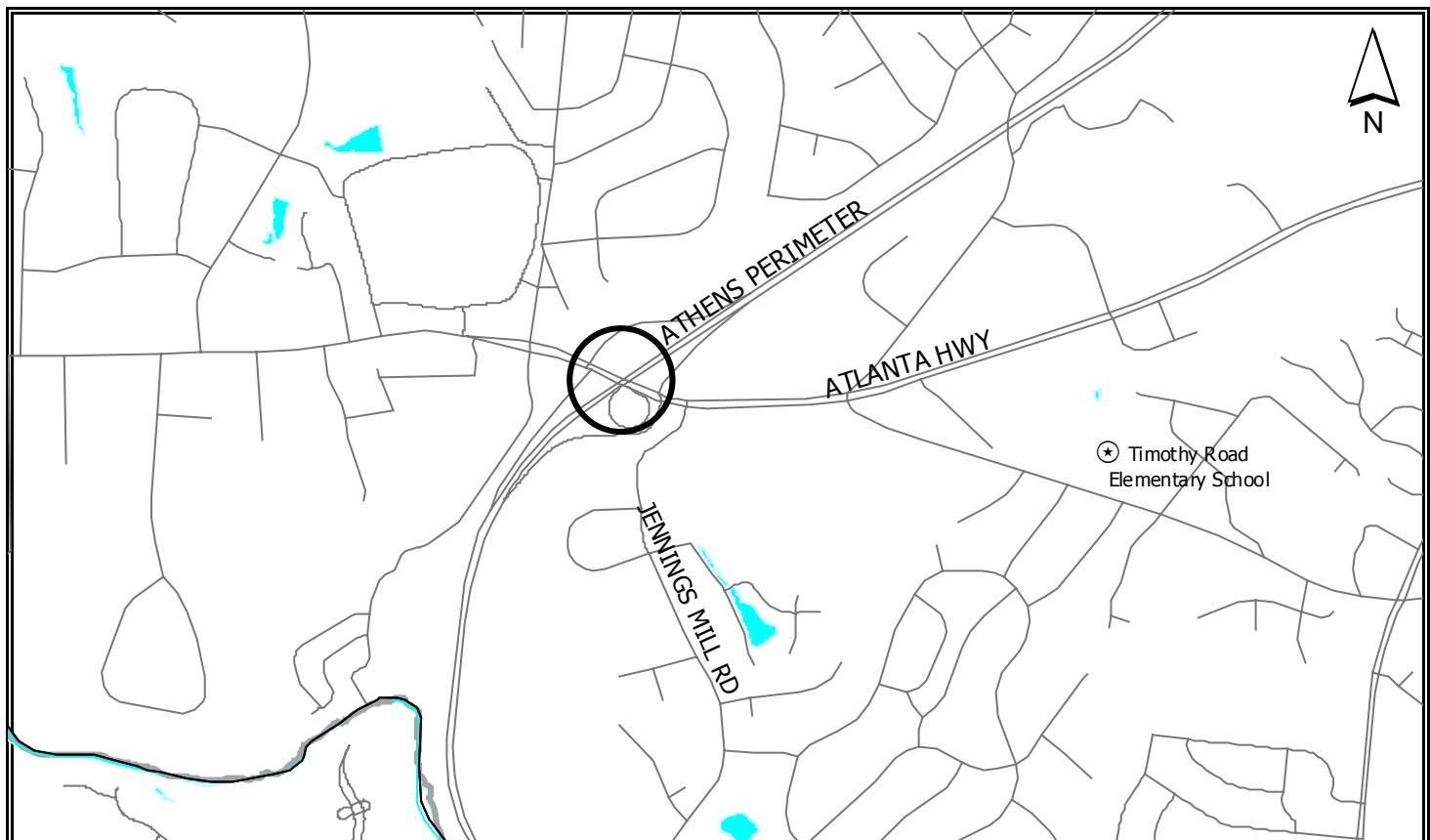
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 10 Loop at Atlanta Hwy Interchange Improvement	PROJECT #: R-38			
PROJECT DESCRIPTION: Reconstruct the existing interchange to allow for a new entrance ramp from westbound Atlanta Hwy to southbound SR 10 Loop and relocate Jennings Mill Rd east of its current intersection. Pedestrian facilities are included in this project.	<i>Estimated Cost:</i> \$1,105,000 <i>County:</i> Clarke <i>P.I. #:</i> 122890 <i>GDOT Prj.#:</i> NH-003-3(53)			
<i>Length (miles):</i>	<i># of existing lanes:</i> N/A <i># of lanes planned:</i> N/A			
<i>DOT District #:</i> 1	<i>Congressional Dist. #:</i> 12 <i>RDC:</i> Northeast Georgia			
<i>Average Daily Traffic Volume</i>	<i>2002:</i> 37,850 <i>2030 (projected):</i> 48,480			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$5,000			
Right-of-Way (\$)	\$100,000			
Construction Costs (\$)	\$1,000,000			
PROJECT COST	\$1,105,000	\$0	\$0	\$0
Federal Cost (\$)	\$884,000	\$0	\$0	\$0
State Cost (\$)	\$110,500	\$0	\$0	\$0
Local Cost (\$)	\$110,500	\$0	\$0	\$0

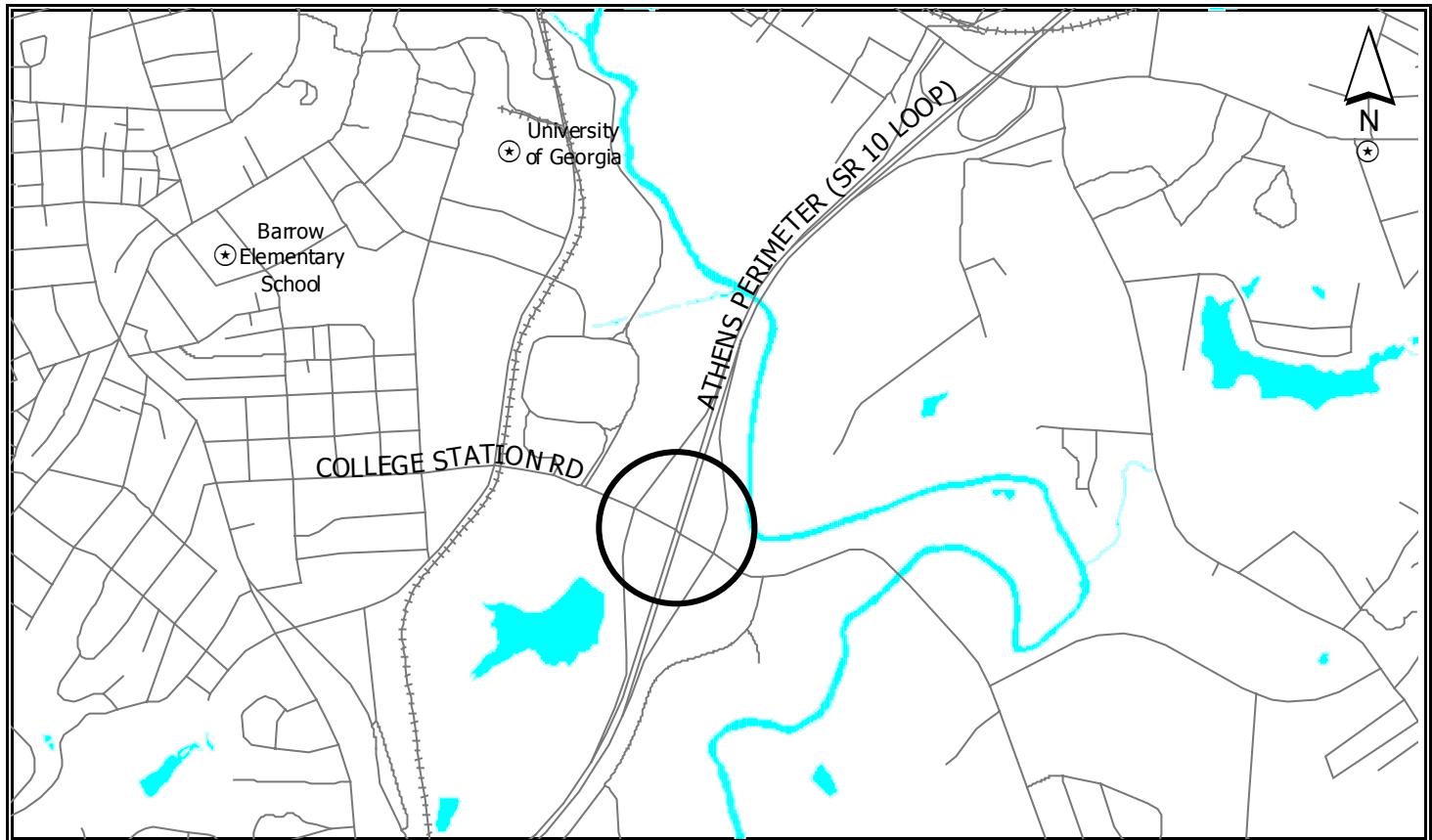
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 10 Loop at College Station Rd Intersection Imp.	PROJECT #: R-39			
PROJECT DESCRIPTION: Construct dual left-turn lanes on College Station Rd onto the SR 10 Loop entrance ramps.	<i>Estimated Cost:</i> \$405,000 County: Clarke P.I. #: _____ GDOT Prj. #:			
Length (miles): 0.4	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 30,886	2030 (projected): 39,720			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$5,000	
Right-of-Way (\$)			\$50,000	
Construction Costs (\$)			\$350,000	
PROJECT COST	\$0	\$0	\$405,000	\$0
Federal Cost (\$)	\$0	\$0	\$324,000	\$0
State Cost (\$)	\$0	\$0	\$40,500	\$0
Local Cost (\$)	\$0	\$0	\$40,500	\$0

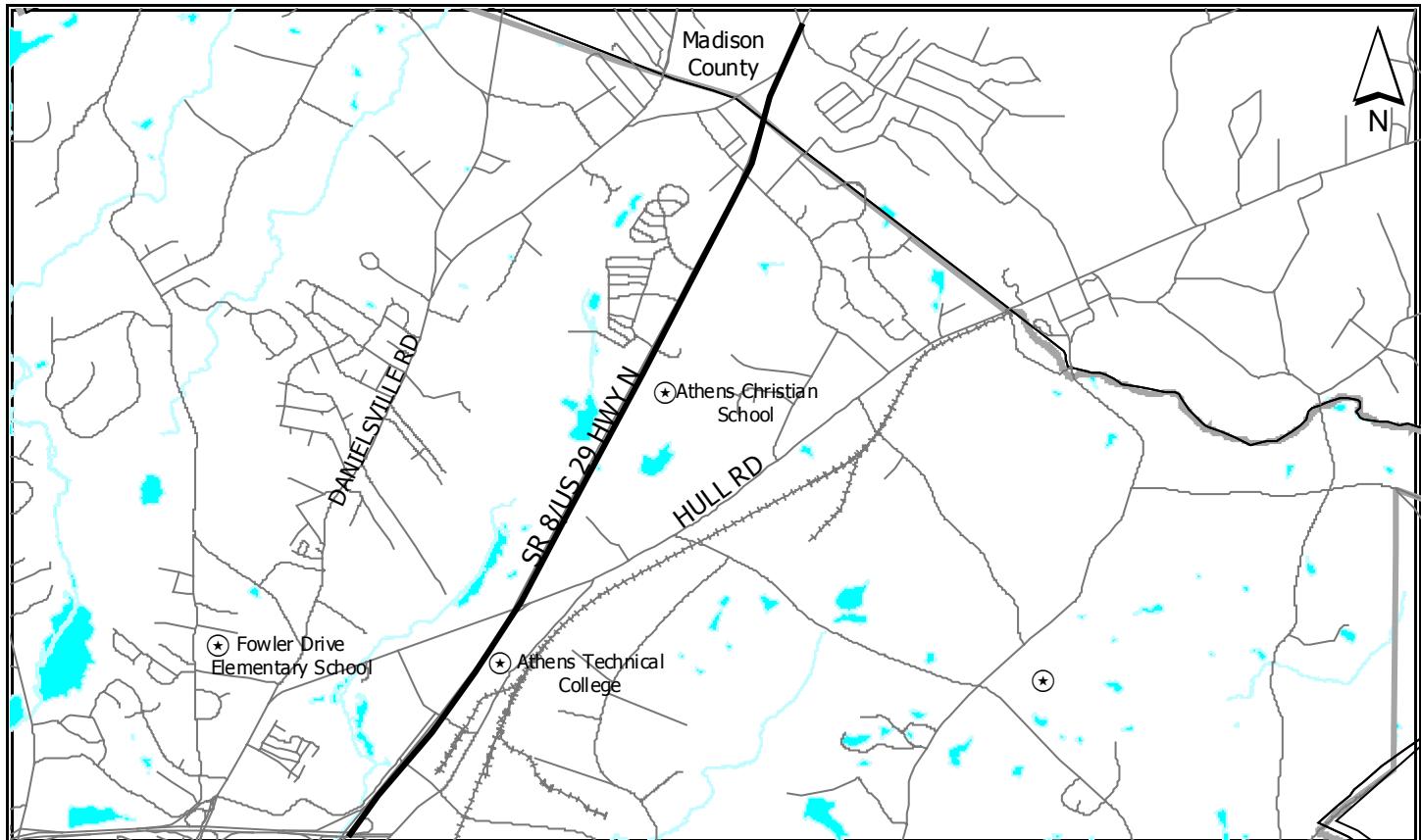
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 8/US 29 Median Turn Lanes		PROJECT #: R-40		
PROJECT DESCRIPTION: Lengthen existing median turn lanes along SR 8 from NE of Athens to SR 106 in Madison County.		<i>Estimated Cost:</i>	\$6,000,000	
Length (miles):	4.1	# of existing lanes:	N/A	
DOT District #:	1	Congressional Dist. #:	12	
Average Daily Traffic Volume	2002: 21,719	2030 (projected):	22,600	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$1,000,000	
Right-of-Way (\$)			\$1,000,000	
Construction Costs (\$)			\$4,000,000	
PROJECT COST	\$0	\$0	\$6,000,000	\$0
Federal Cost (\$)	\$0	\$0	\$4,800,000	\$0
State Cost (\$)	\$0	\$0	\$600,000	\$0
Local Cost (\$)	\$0	\$0	\$600,000	\$0

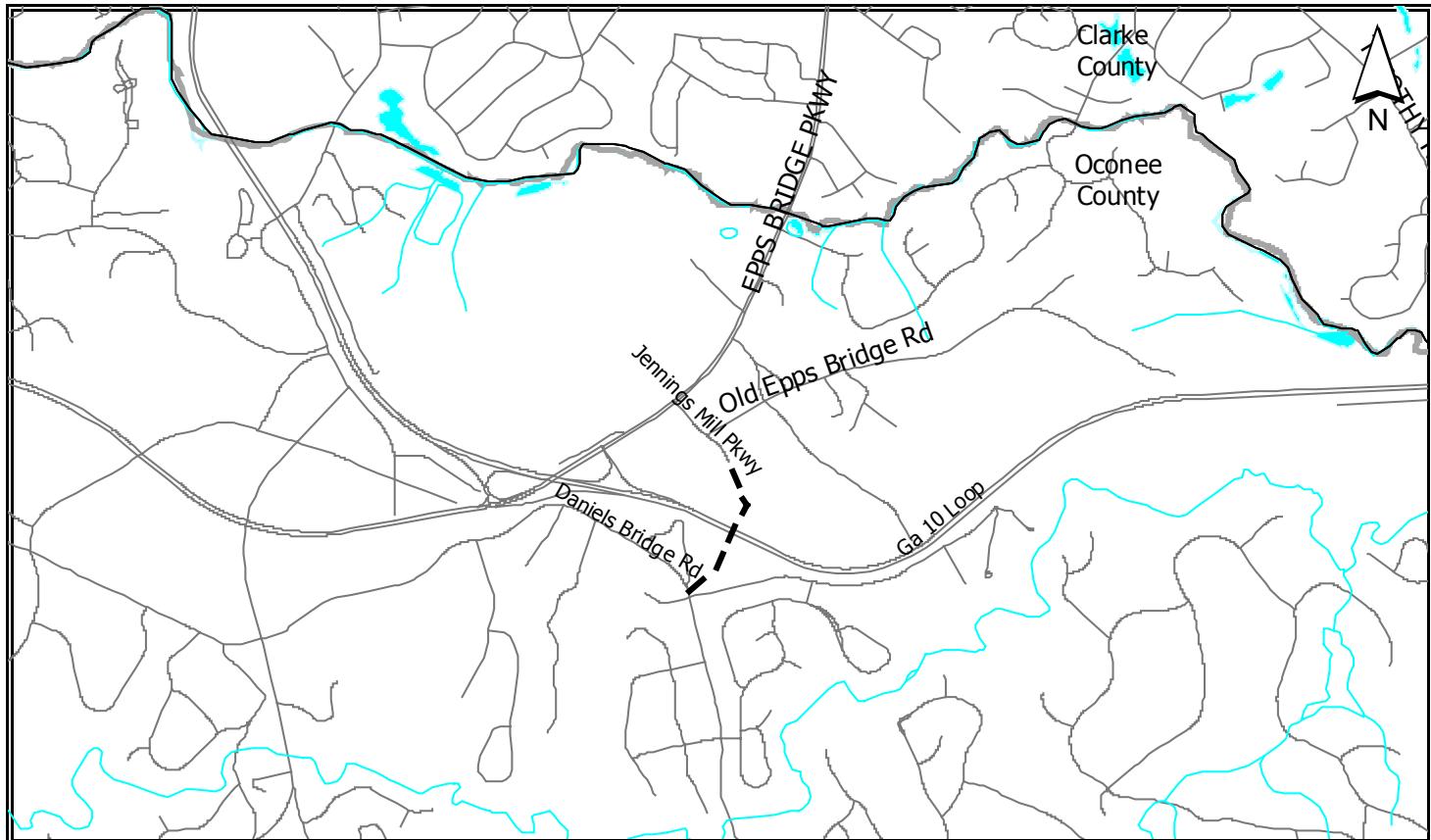
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Daniels Bridge Rd Extension		PROJECT #: R-41			
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$4,061,136			
Construct 2-lane extension of Daniels Bridge Rd across the Athens Perimeter to Epps Bridge Pkwy to connect with the proposed Jennings Mill Pkwy. Grade separation is included with SR 316 corridor improvements.		County: Oconee			
P.I. #:					
GDOT Prj. #:					
Length (miles):	0.7	# of existing lanes:	0	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	9	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002: N/A	2030 (projected): N/A			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)	\$38,409				
Right-of-Way (\$)	\$272,727				
Construction Costs (\$)	\$3,750,000				
PROJECT COST	\$4,061,136	\$0	\$0	\$0	
Federal Cost (\$)	\$3,248,909	\$0	\$0	\$0	
State Cost (\$)	\$812,227	\$0	\$0	\$0	
Local Cost (\$)	\$0	\$0	\$0	\$0	

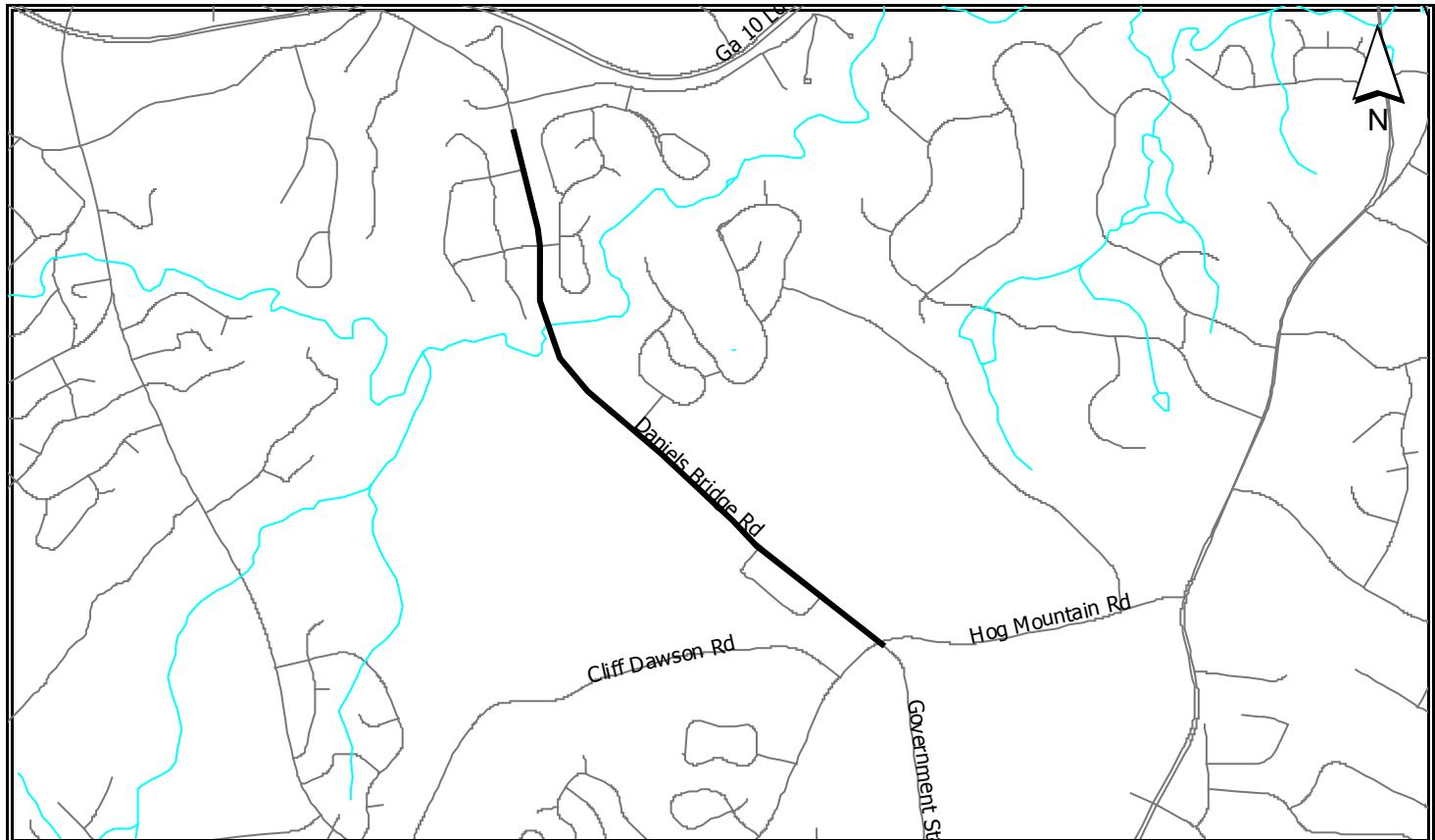
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Daniels Bridge Rd Widening	PROJECT #: R-42			
PROJECT DESCRIPTION: Widen/reconstruct Daniels Bridge Rd with additional turn lanes as needed from Mars Hill Rd to Hog Mountain Rd.	<i>Estimated Cost:</i> \$9,100,000 County: Oconee P.I. #: _____ GDOT Prj. #:			
Length (miles): 1.7	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2004: 4,182	2030 (projected): 13,470			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$600,000			
Right-of-Way (\$)	\$2,000,000			
Construction Costs (\$)	\$6,500,000			
PROJECT COST	\$9,100,000	\$0	\$0	\$0
Federal Cost (\$)	\$7,280,000	\$0	\$0	\$0
State Cost (\$)	\$1,820,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

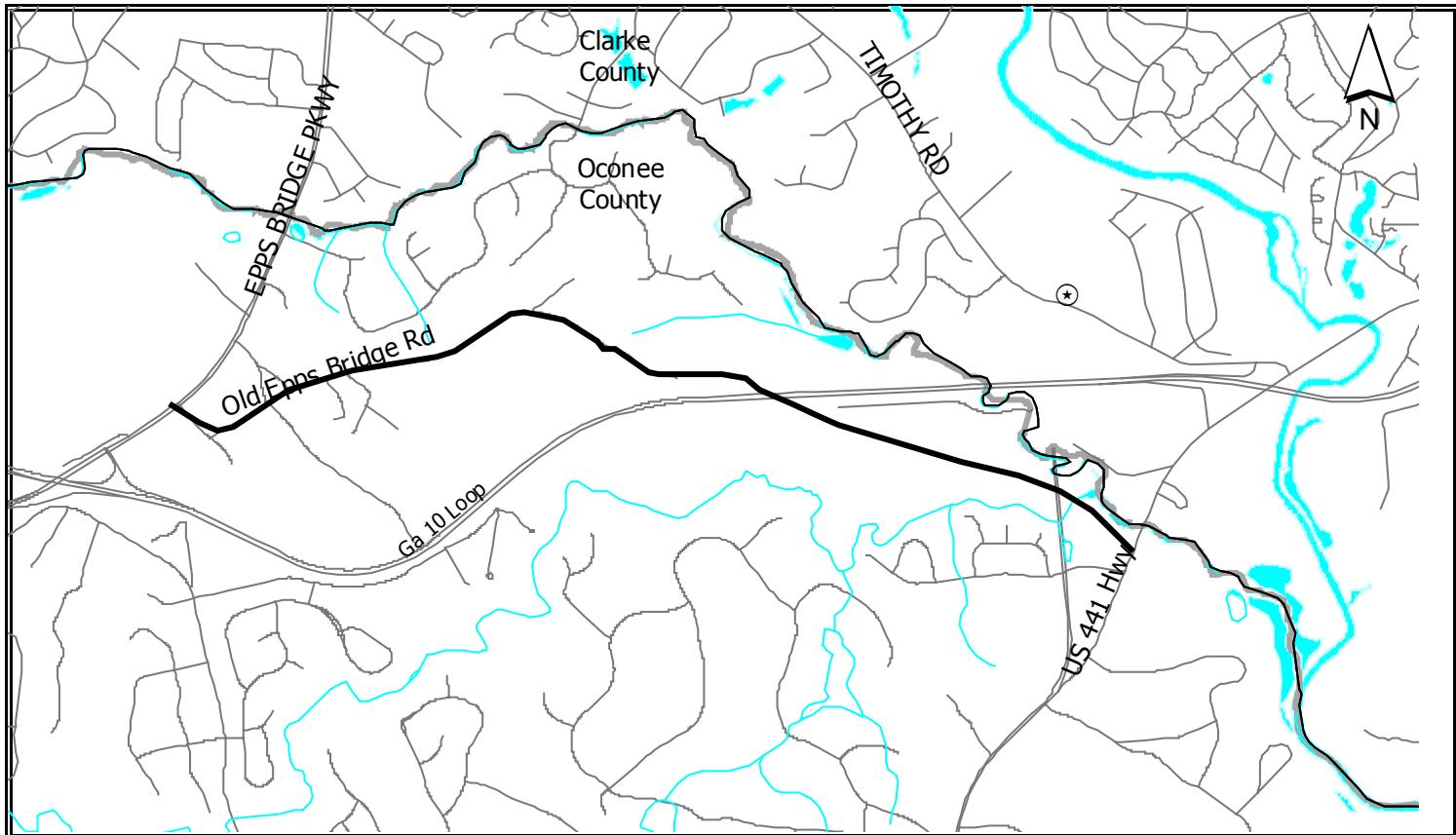
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Epps Bridge Pkwy/US 441 Connector		PROJECT #:	R-43	
PROJECT DESCRIPTION:	Construct a two-lane road from Epps Bridge Pkwy to US 441 via Old Epps Bridge Rd over SR 10 Loop.		<i>Estimated Cost:</i>	\$17,627,272	
		<i>County:</i>	Oconee		
		<i>P.I. #:</i>			
		<i>GDOT Prj. #:</i>			
Length (miles):	2.8	# of existing lanes:	0	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	9	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002:	N/A	2030 (projected):	N/A	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)	\$1,536,364				
Right-of-Way (\$)	\$1,090,908				
Construction Costs (\$)	\$15,000,000				
PROJECT COST	\$17,627,272	\$0	\$0	\$0	
Federal Cost (\$)	\$14,101,818	\$0	\$0	\$0	
State Cost (\$)	\$3,525,454	\$0	\$0	\$0	
Local Cost (\$)	\$0	\$0	\$0	\$0	

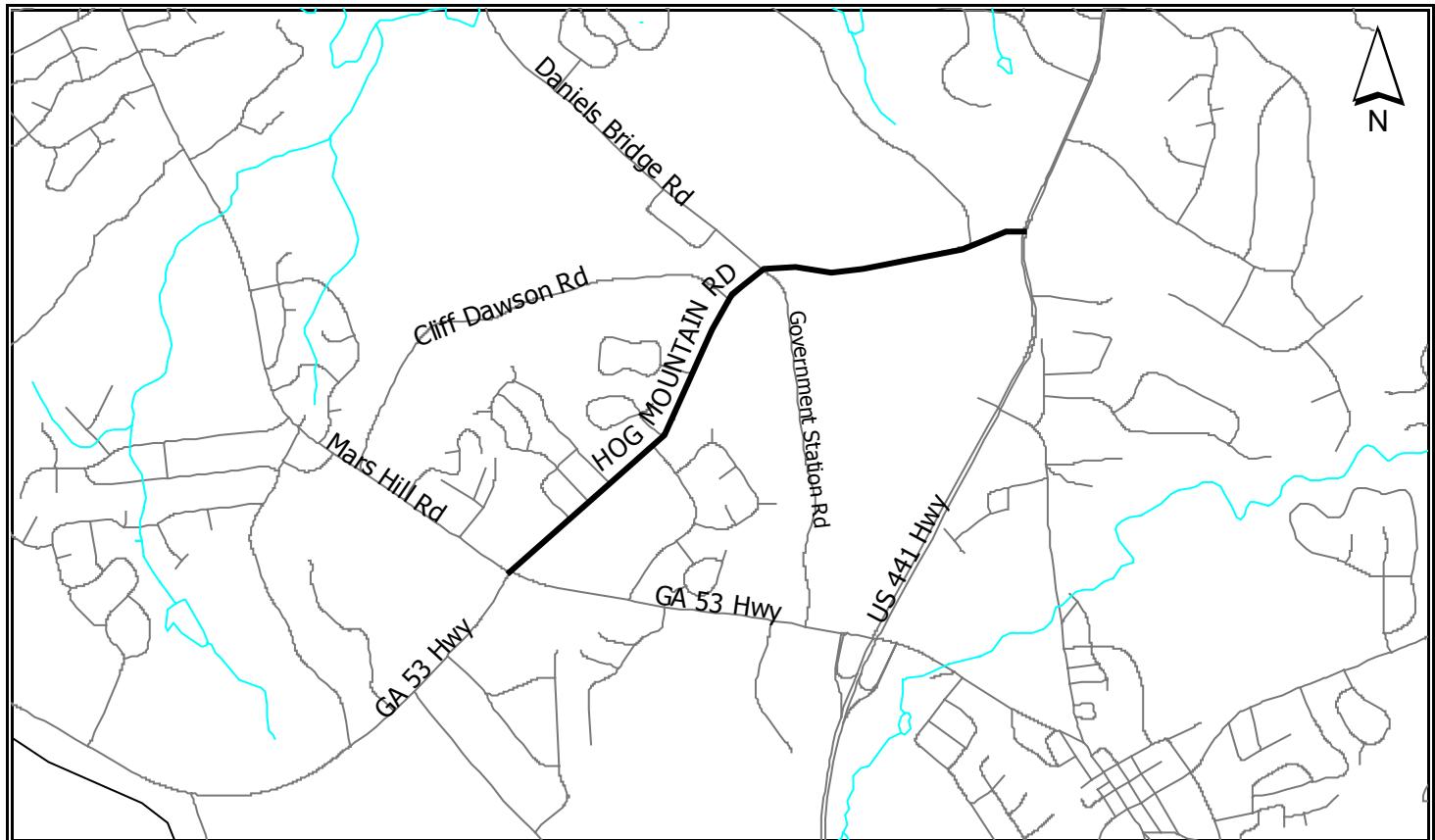
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Hog Mountain Rd Widening	PROJECT #: R-44			
PROJECT DESCRIPTION: Widen to 4-lane cross section from Mars Hill Rd to US 441 with additional turn lanes as needed.	<i>Estimated Cost: \$7,774,000</i> County: Oconee P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 2.1	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 6,729	2030 (projected): 6,734			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$574,000	
Right-of-Way (\$)			\$1,500,000	
Construction Costs (\$)			\$5,700,000	
PROJECT COST	\$0	\$0	\$7,774,000	\$0
Federal Cost (\$)	\$0	\$0	\$6,219,200	\$0
State Cost (\$)	\$0	\$0	\$1,554,800	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

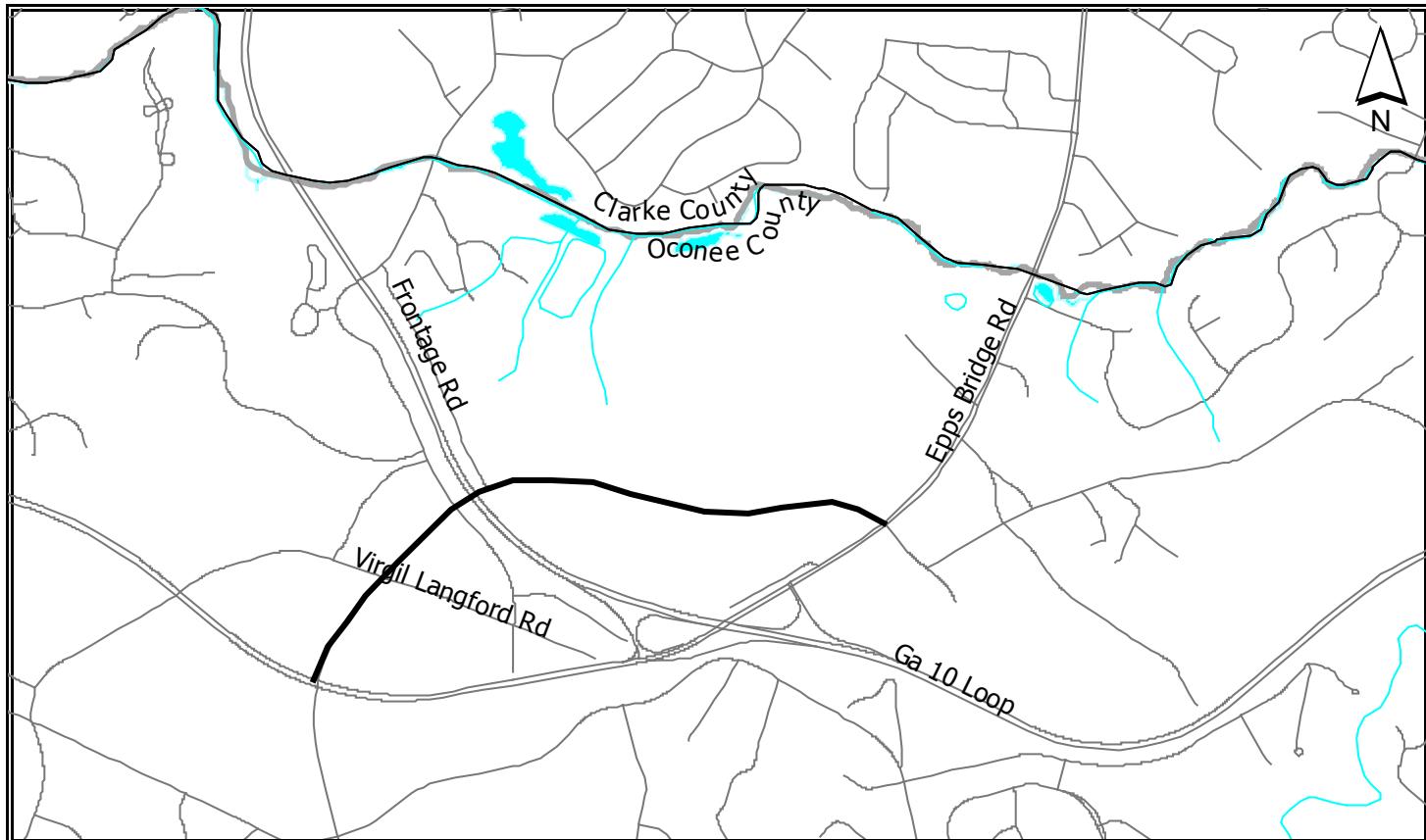
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Jennings Mill Pkwy		PROJECT #: R-45		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$12,000,000		
Construct new 4-lane collector road with turn lanes as needed from Epps Bridge Pkwy to Jennings Mill Rd. This project will include construction of a half diamond interchange on SR 10 Loop. Project will include bicycle facilities.		County:	Oconee	
		P.I. #:	1098	
		GDOT Prj. #:	BR-F001-00(098)	
Length (miles):	1.9	# of existing lanes:	0	
DOT District #:	1	Congressional Dist. #:	9	
Average Daily Traffic Volume	2002: N/A	2030 (projected):	N/A	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$575,000			
Right-of-Way (\$)	\$1,450,000			
Construction Costs (\$)	\$9,975,000			
PROJECT COST	\$12,000,000	\$0	\$0	\$0
Federal Cost (\$)	\$9,600,000	\$0	\$0	\$0
State Cost (\$)	\$2,400,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

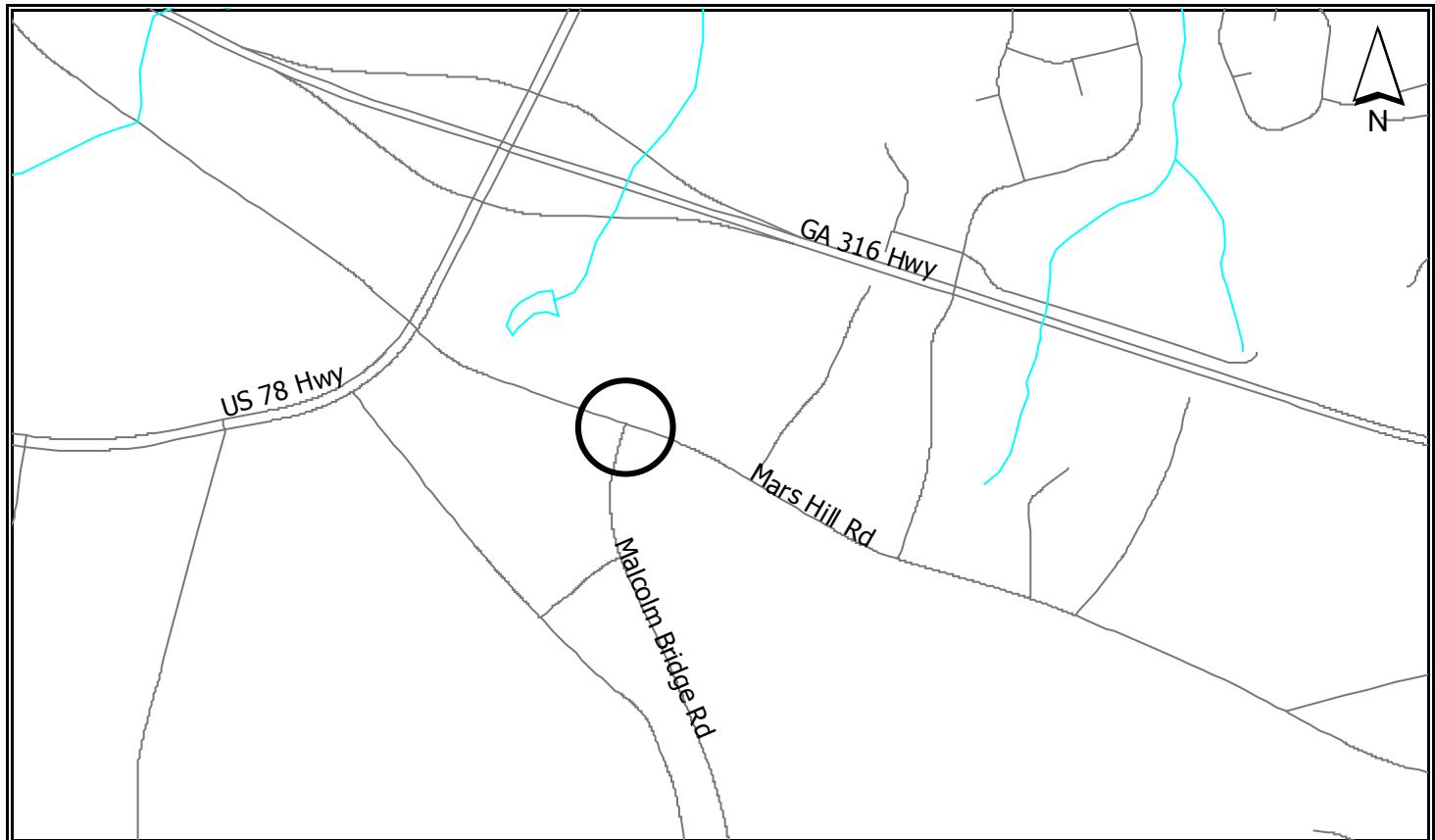
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Malcolm Bridge Rd/Mars Hill Intersection	PROJECT #: R-46			
PROJECT DESCRIPTION: Add lanes at intersection to increase capacity. Signalization of intersection will be included.	<i>Estimated Cost:</i> \$465,000 County: Oconee P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.3	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2004: 3,038	2030 (projected): 5,624			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$15,000	
Right-of-Way (\$)			\$100,000	
Construction Costs (\$)			\$350,000	
PROJECT COST	\$0	\$0	\$465,000	\$0
Federal Cost (\$)	\$0	\$0	\$372,000	\$0
State Cost (\$)	\$0	\$0	\$93,000	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

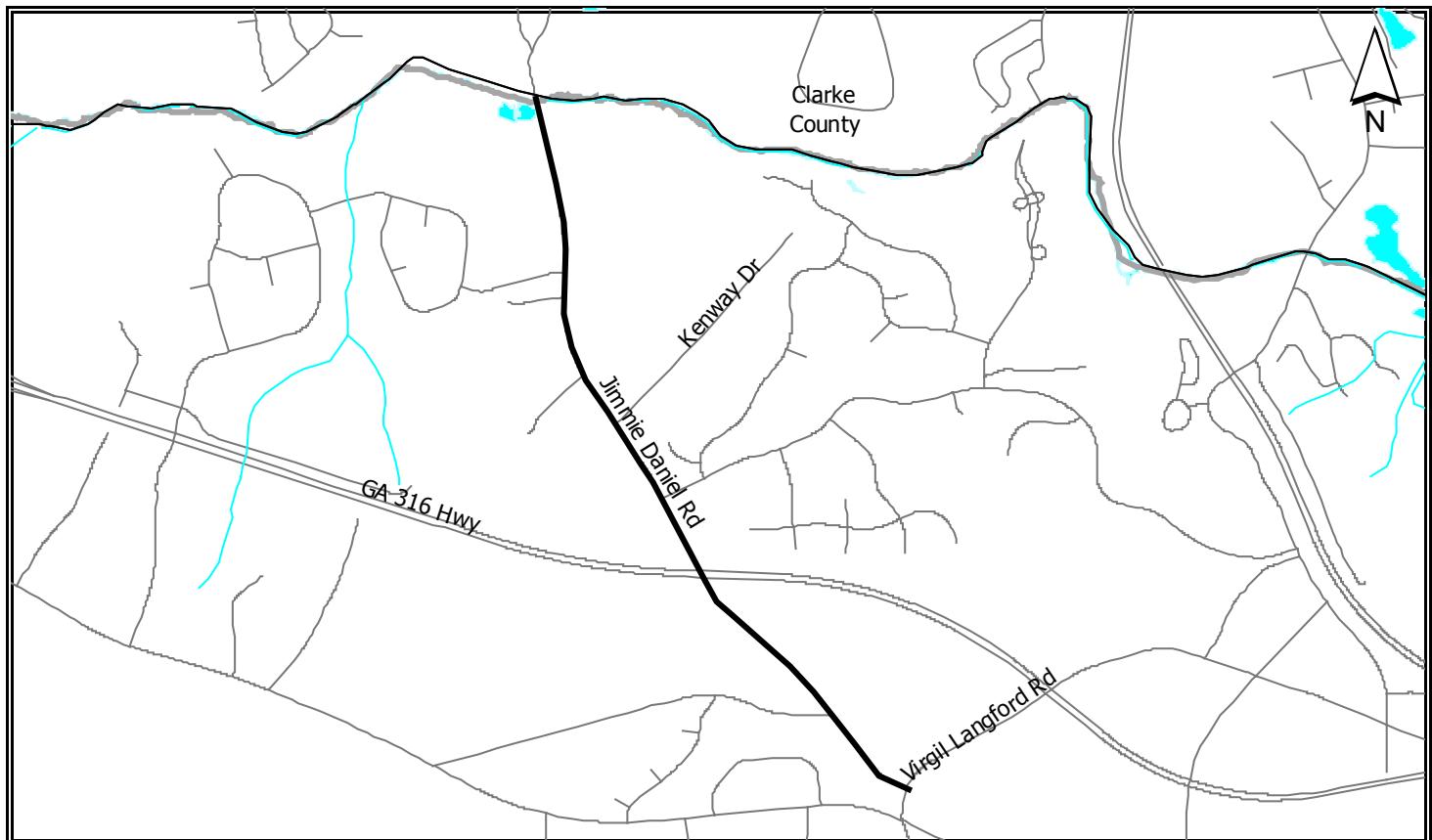
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Jimmie Daniel Rd Widening	PROJECT #: R-47			
PROJECT DESCRIPTION:				
Widen/reconstruct Jimmie Daniel Rd to 4 lanes with additional turn lanes as needed from Mars Hill Rd to Clarke County line. Sidewalks should be included in this project.	<i>Estimated Cost:</i> \$6,670,000 County: Oconee P.I. #: GDOT Prj. #:			
Length (miles): 1.6	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2004: 4,850	2030 (projected): 8,243			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$320,000			
Right-of-Way (\$)	\$850,000			
Construction Costs (\$)	\$5,500,000			
PROJECT COST	\$6,670,000	\$0	\$0	\$0
Federal Cost (\$)	\$5,336,000	\$0	\$0	\$0
State Cost (\$)	\$1,334,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

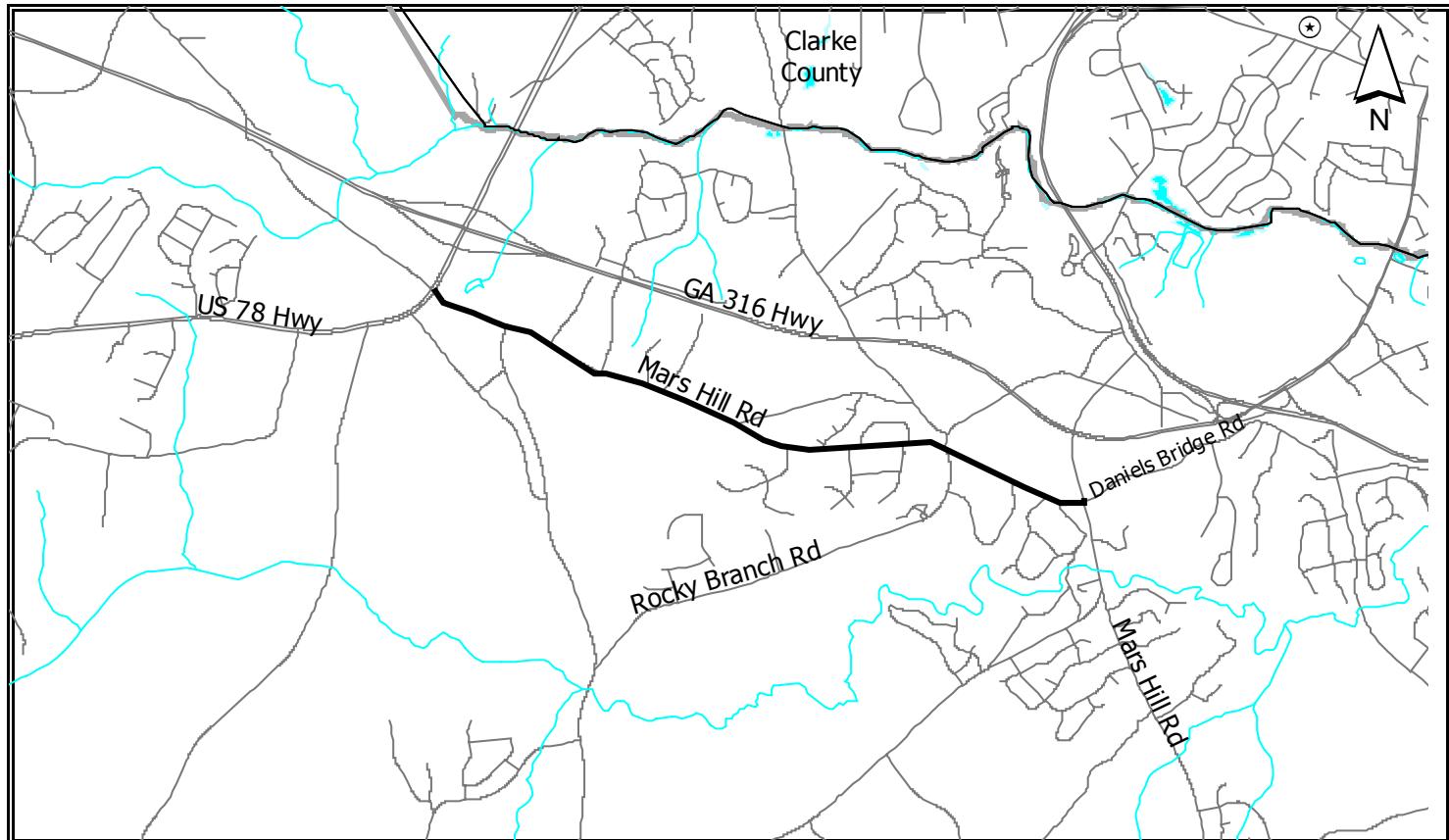
PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Mars Hill Rd Widening	PROJECT #: R-48			
PROJECT DESCRIPTION: Widen to 4 lanes and construct turn lanes as needed from Daniels Bridge Rd to US 78. Sidewalks and bicycle lanes are planned for this corridor.	<i>Estimated Cost:</i> \$27,450,000 <i>County:</i> Oconee <i>P.I. #:</i> <i>GDOT Prj. #:</i>			
Length (miles): 6.8	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 3,442	2030 (projected): 7,440			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$2,070,000
Right-of-Way (\$)				\$5,220,000
Construction Costs (\$)				\$20,160,000
PROJECT COST	\$0	\$0	\$0	\$27,450,000
Federal Cost (\$)	\$0	\$0	\$0	\$21,960,000
State Cost (\$)	\$0	\$0	\$0	\$5,490,000
Local Cost (\$)	\$0	\$0	\$0	\$0

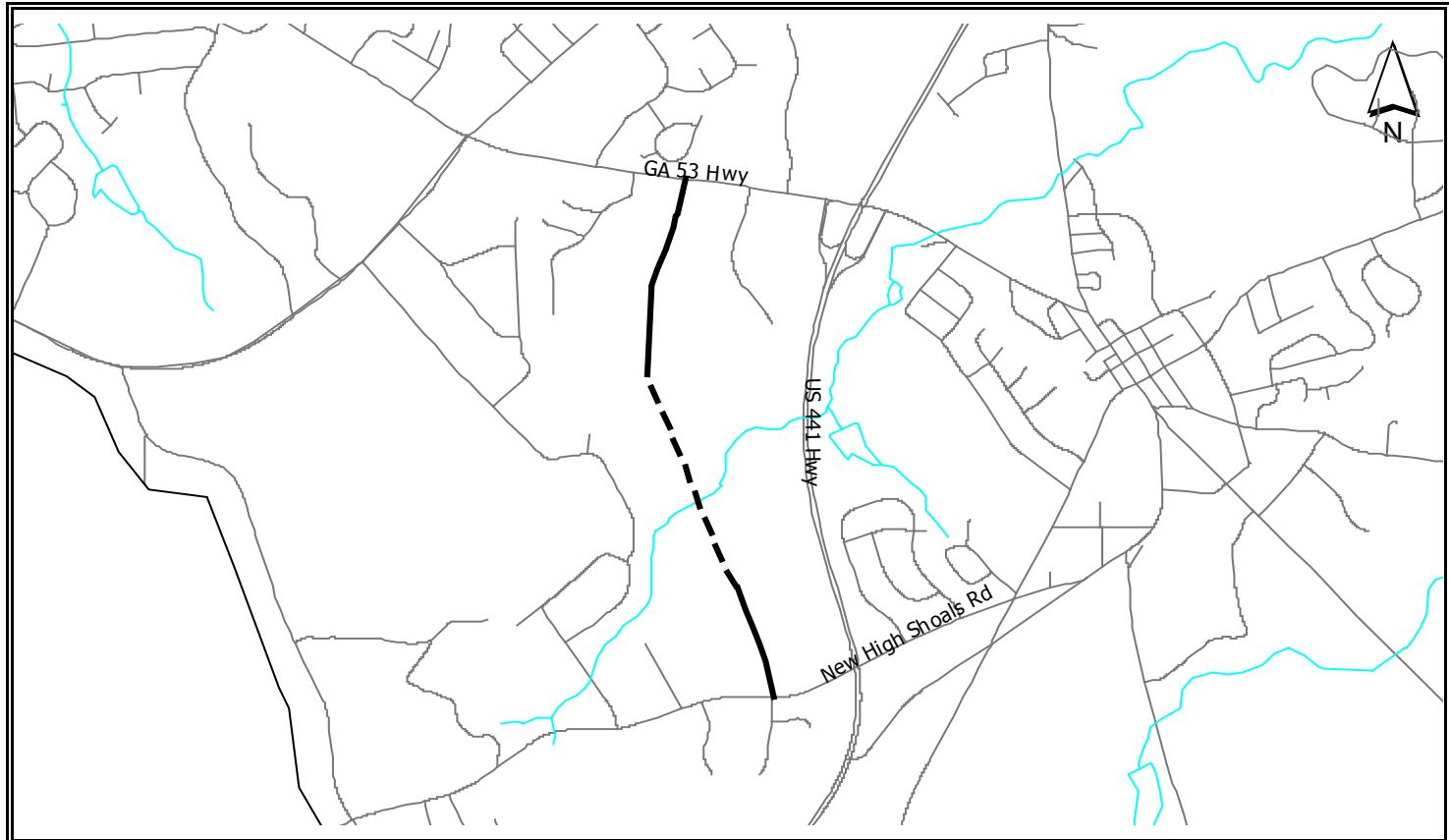
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: New High Shoals Rd/SR 53 Connector	PROJECT #: R-49			
PROJECT DESCRIPTION: Construct new 2-lane roadway on the west side of the Watkinsville Bypass from SR 53 to New High Shoals Rd.	<i>Estimated Cost:</i> \$10,675,000 <i>County:</i> Oconee <i>P.I. #:</i> <i>GDOT Prj. #:</i>			
Length (miles): 1.7	# of existing lanes: 0 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume	2002: N/A 2030 (projected): N/A			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)		\$805,000		
Right-of-Way (\$)		\$2,030,000		
Construction Costs (\$)		\$7,840,000		
PROJECT COST	\$0	\$10,675,000	\$0	\$0
Federal Cost (\$)	\$0	\$8,540,000	\$0	\$0
State Cost (\$)	\$0	\$2,135,000	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

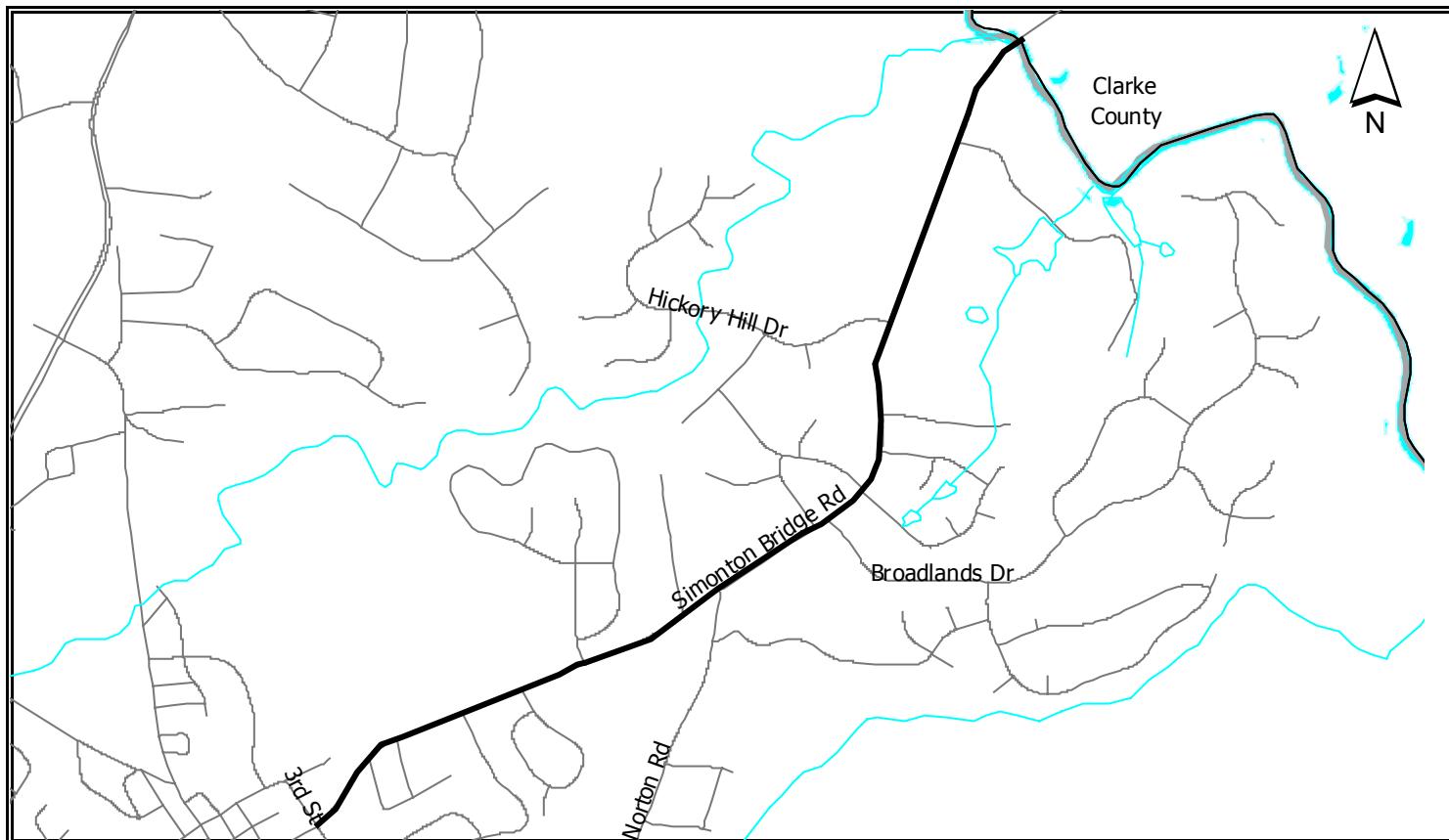
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Simonton Bridge Rd Widening		PROJECT #:	R-50	
PROJECT DESCRIPTION:	Widen/reconstruct from 3rd St to Athens-Clarke County line to make 4-lane roadway with additional turn lanes as needed. Project will include 4-ft bicycle lanes.		<i>Estimated Cost:</i>	\$13,645,000	
		<i>County:</i>	Oconee		
		<i>P.I. #:</i>	141970		
		<i>GDOT Prj. #:</i>	STP-1433(2)		
<i>Length (miles):</i>	2.7	<i># of existing lanes:</i>	2	<i># of lanes planned:</i>	4
<i>DOT District #:</i>	1	<i>Congressional Dist. #:</i>	9	<i>RDC:</i>	Northeast Georgia
<i>Average Daily Traffic Volume</i>	<i>2002:</i>	6,803	<i>2030 (projected):</i>	14,136	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)				\$805,000	
Right-of-Way (\$)				\$5,000,000	
Construction Costs (\$)				\$7,840,000	
PROJECT COST	\$0	\$0	\$0	\$13,645,000	
Federal Cost (\$)	\$0	\$0	\$0	\$10,916,000	
State Cost (\$)	\$0	\$0	\$0	\$2,729,000	
Local Cost (\$)	\$0	\$0	\$0	\$0	

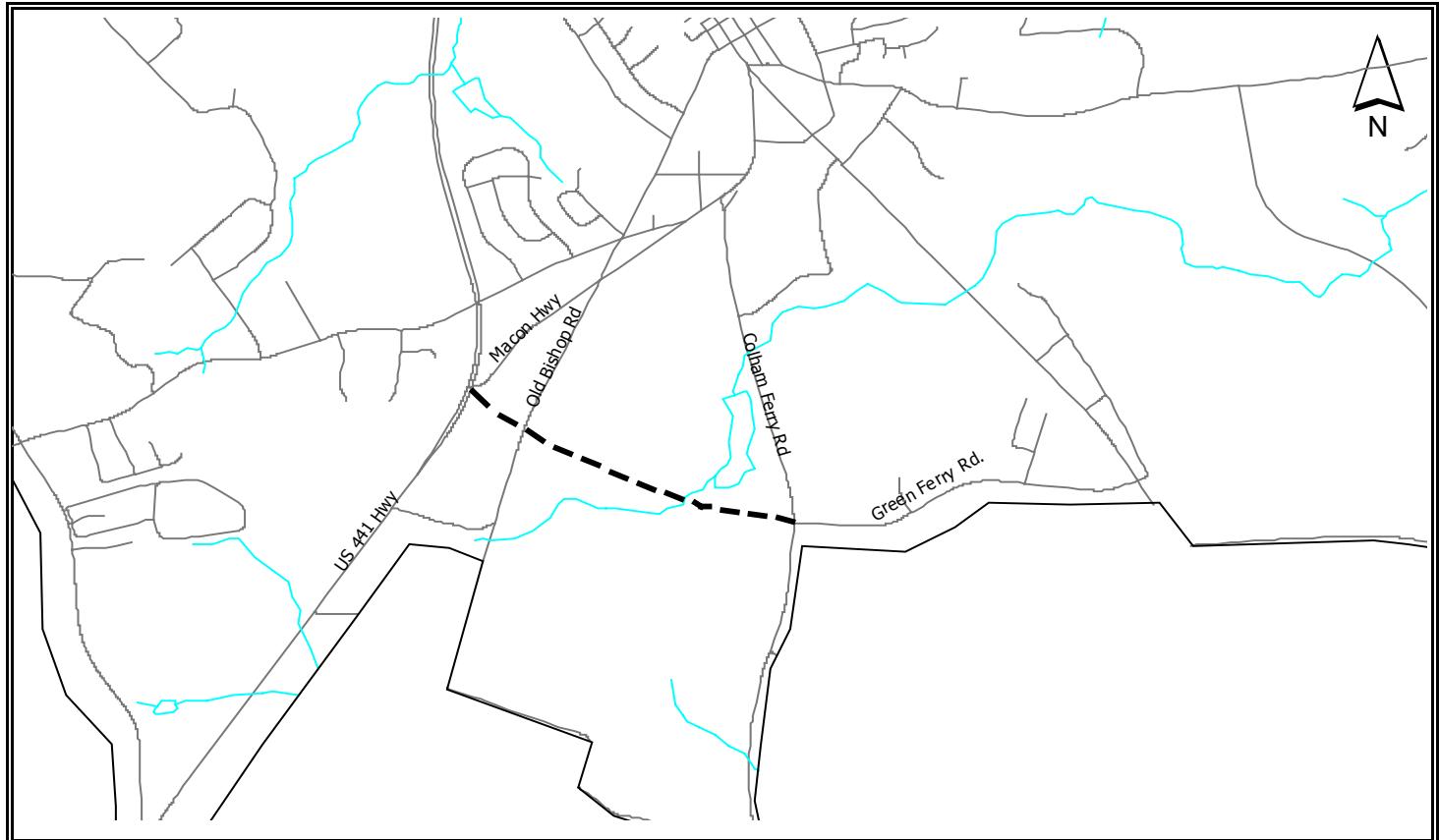
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 15 / US 441 Connector		PROJECT #: R-51		
PROJECT DESCRIPTION: Construct 2-lane roadway between SR 15 and the Watkinsville Bypass south or on the south side of Watkinsville.		<i>Estimated Cost:</i>	\$6,340,000	
		<i>County:</i>	Oconee	
		<i>P.I. #:</i>		
		<i>GDOT Prj. #:</i>		
Length (miles):	1.1	# of existing lanes:	0	
DOT District #:	1	Congressional Dist. #:	9	
Average Daily Traffic Volume	2002: N/A	2030 (projected): N/A		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$340,000			
Right-of-Way (\$)	\$750,000			
Construction Costs (\$)	\$5,250,000			
PROJECT COST	\$6,340,000	\$0	\$0	\$0
Federal Cost (\$)	\$5,072,000	\$0	\$0	\$0
State Cost (\$)	\$1,268,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

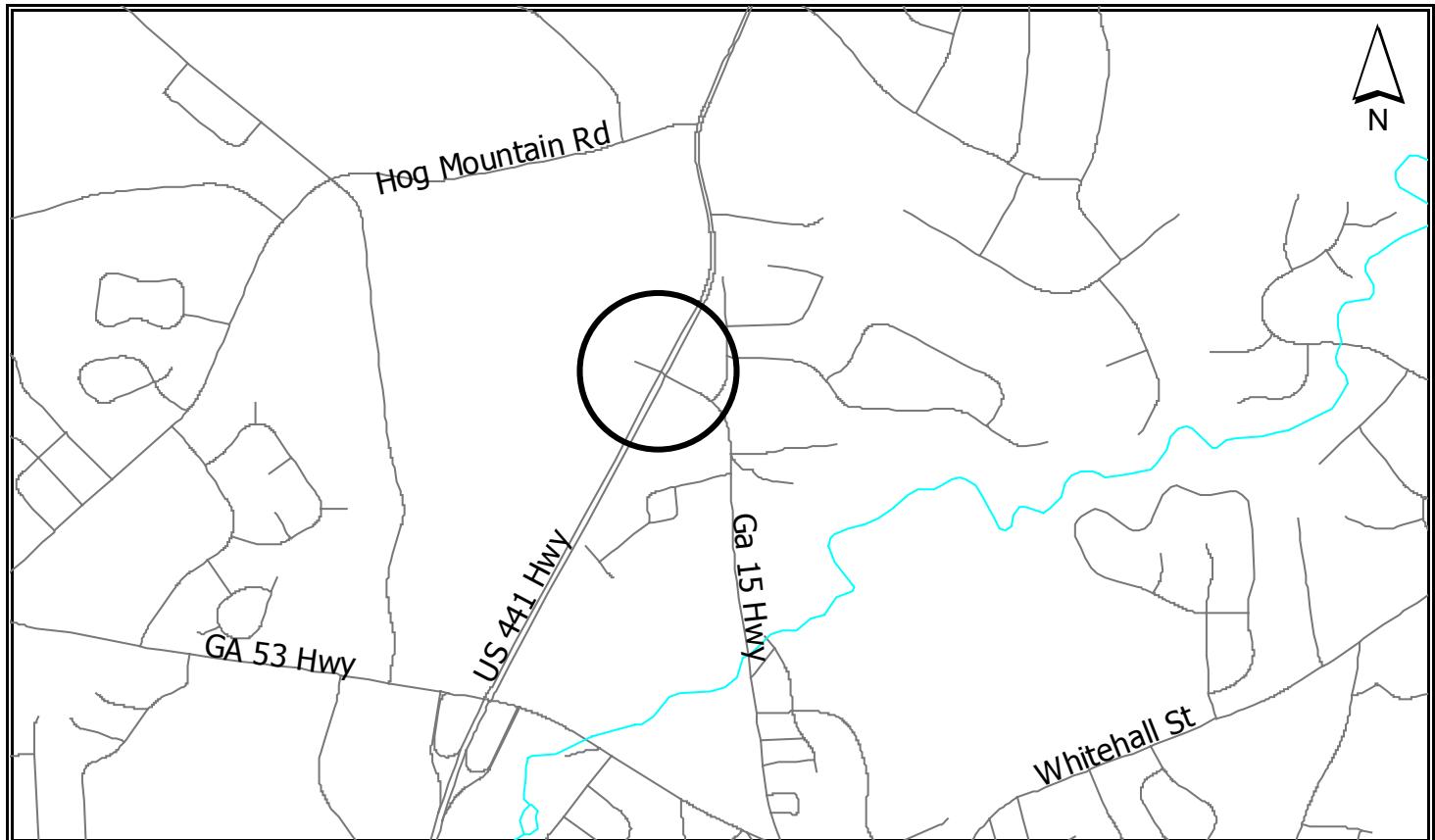
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 15 at US 441 Intersection Improvements		PROJECT #: R-52		
PROJECT DESCRIPTION: Reconfigure lanes on SR 15 approach to enhance safety.		<i>Estimated Cost:</i> \$500,000		
County: Oconee		<i>County:</i> Oconee		
<i>P.I. #:</i>		<i>P.I. #:</i>		
<i>GDOT Prj. #:</i>		<i>GDOT Prj. #:</i>		
Length (miles): 0.3	# of existing lanes: 2	# of lanes planned: 2		
DOT District #: 1	Congressional Dist. #: 9	RDC:	Northeast Georgia	
Average Daily Traffic Volume	2002: 16,639	2030 (projected):	31,727	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$50,000			
Right-of-Way (\$)	\$75,000			
Construction Costs (\$)	\$375,000			
PROJECT COST	\$500,000	\$0	\$0	\$0
Federal Cost (\$)	\$400,000	\$0	\$0	\$0
State Cost (\$)	\$100,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

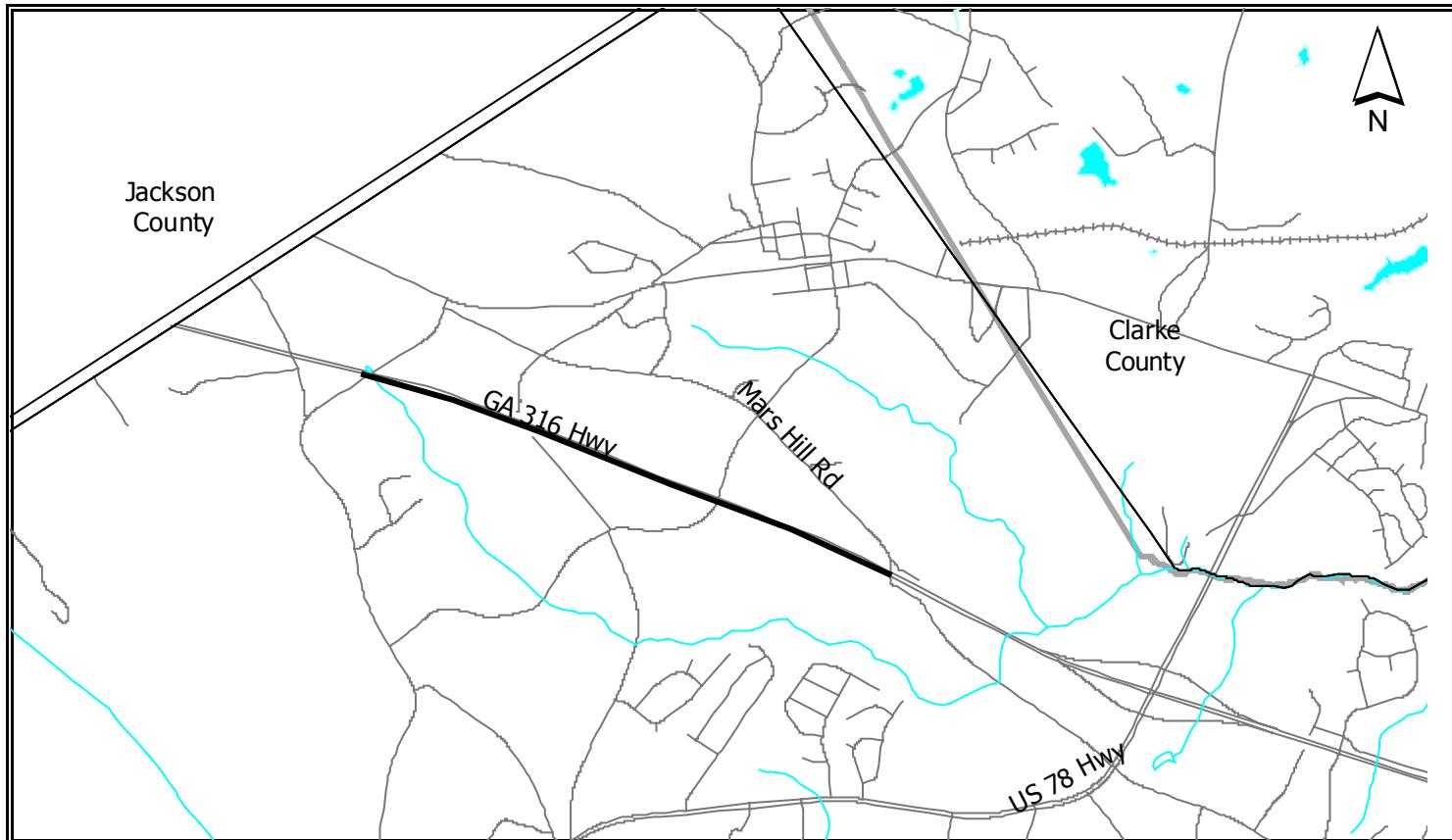
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 316 Frontage Rd - I		PROJECT #: R-53		
PROJECT DESCRIPTION: Construct frontage road along the north side of SR 316 from Mars Hill Rd to Dials Mill Rd.		<i>Estimated Cost:</i>	\$14,000,000	
		<i>County:</i>	Oconee	
		<i>P.I. #:</i>		
		<i>GDOT Prj. #:</i>		
<i>Length (miles):</i> 2.1	<i># of existing lanes:</i> 0	<i># of lanes planned:</i>	2	
DOT District #: 1	Congressional Dist. #: 9	RDC:	Northeast Georgia	
Average Daily Traffic Volume 2002: 19,642		2030 (projected):	59,245	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$1,000,000
Right-of-Way (\$)				\$3,000,000
Construction Costs (\$)				\$10,000,000
PROJECT COST	\$0	\$0	\$0	\$14,000,000
Federal Cost (\$)	\$0	\$0	\$0	\$11,200,000
State Cost (\$)	\$0	\$0	\$0	\$2,800,000
Local Cost (\$)	\$0	\$0	\$0	\$0

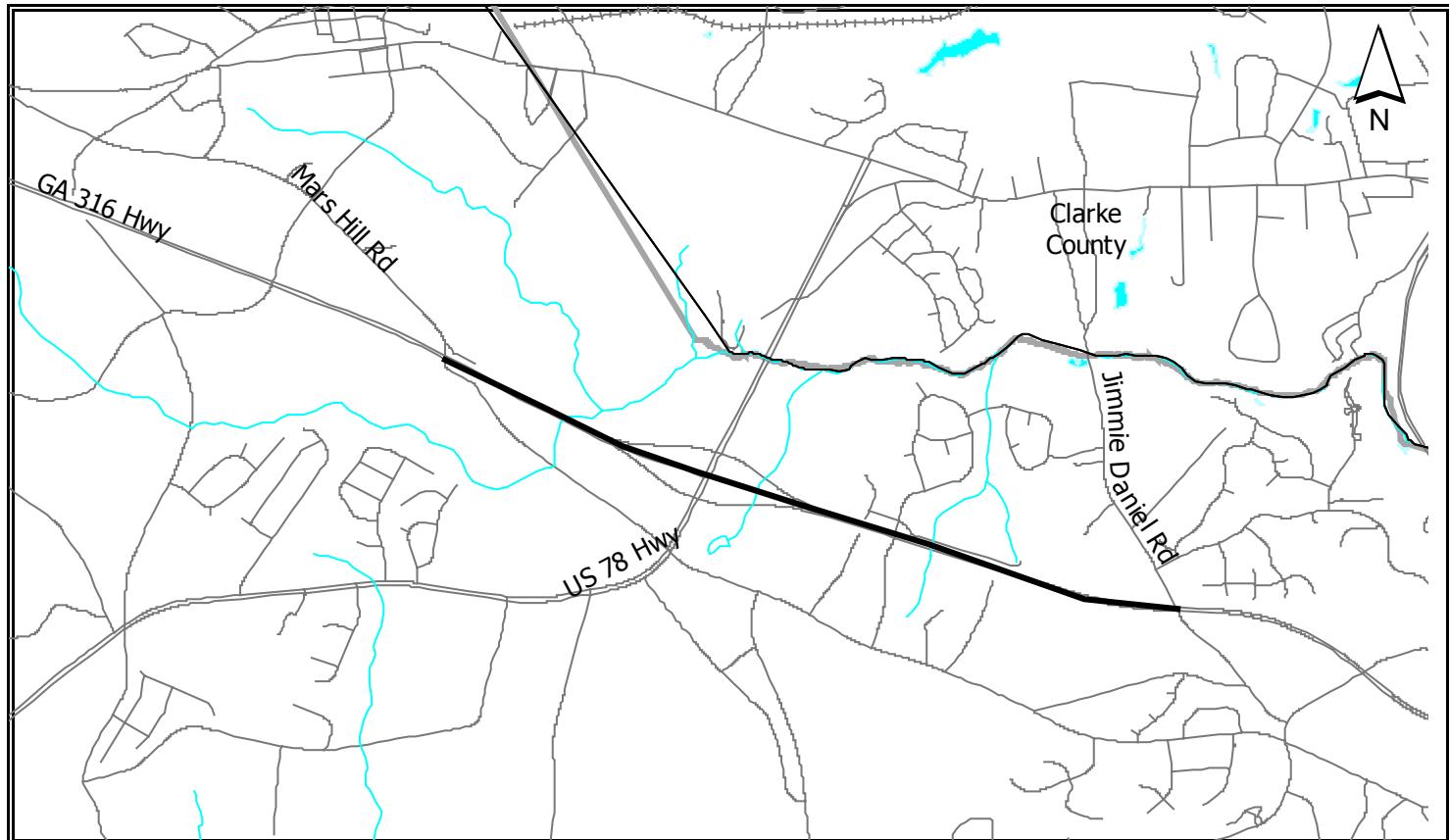
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 316 Frontage Rd - II		PROJECT #: R-54		
PROJECT DESCRIPTION: Construct frontage road along the north side of SR 316 from Mars Hill Rd to Jimmie Daniel Rd.		<i>Estimated Cost:</i>	\$16,500,000	
		<i>County:</i>	Oconee	
		<i>P.I. #:</i>		
		<i>GDOT Prj. #:</i>		
Length (miles):	2.9	# of existing lanes:	0	
DOT District #:	1	Congressional Dist. #:	9	
Average Daily Traffic Volume	2002:	24,529	2030 (projected): 50,875	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$1,500,000
Right-of-Way (\$)				\$4,000,000
Construction Costs (\$)				\$11,000,000
PROJECT COST	\$0	\$0	\$0	\$16,500,000
Federal Cost (\$)	\$0	\$0	\$0	\$13,200,000
State Cost (\$)	\$0	\$0	\$0	\$3,300,000
Local Cost (\$)	\$0	\$0	\$0	\$0

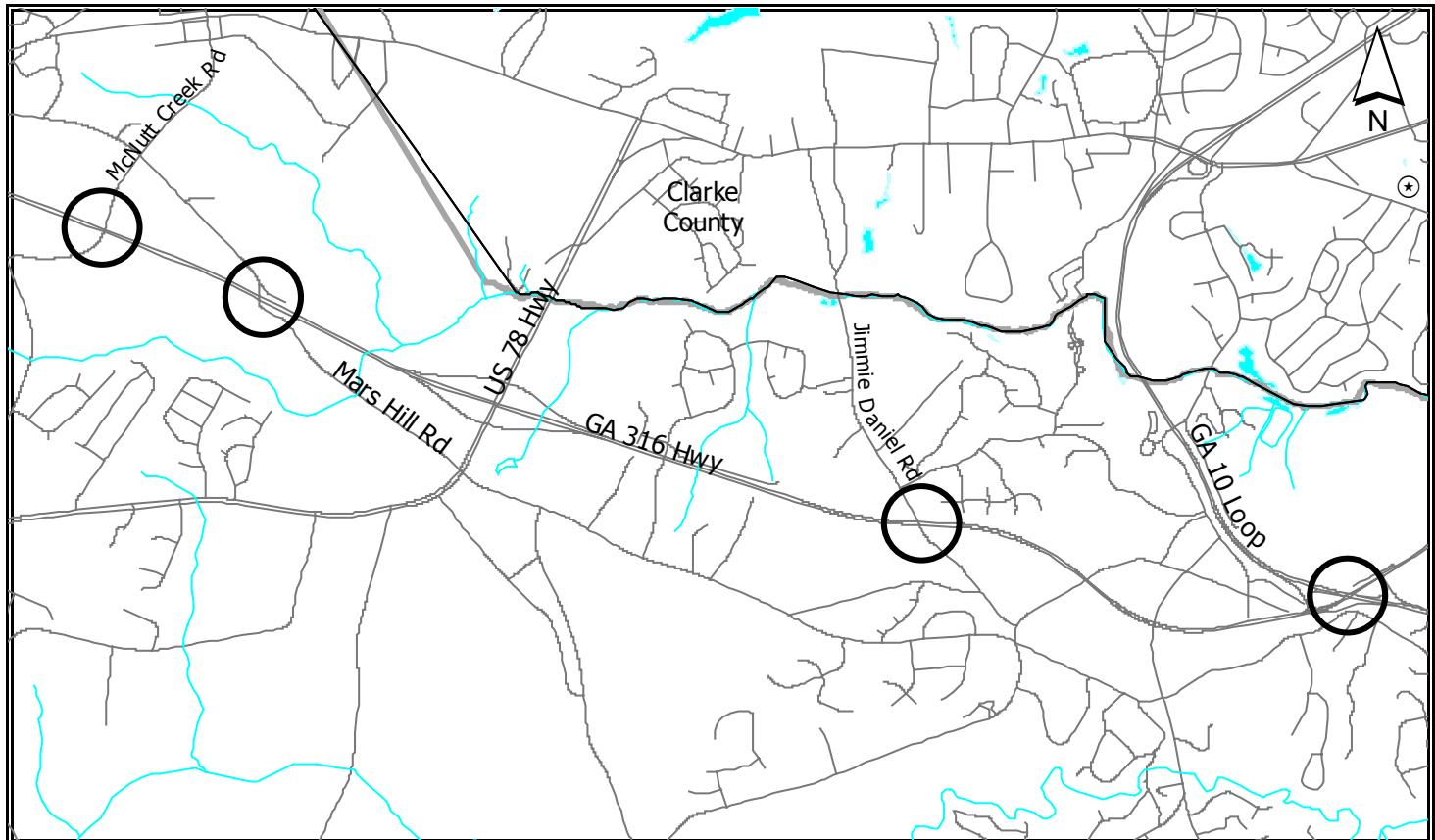
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 316 Interchange/Grade Separations		PROJECT #: R-55		
PROJECT DESCRIPTION:		<i>Estimated Cost:</i> \$6,000,000		
Construct interchanges along SR 316 corridor at McNutt Creek Rd, Jimmie Daniel Rd, and the Mars Hill/Jennings Connector; improve SR 316/Athens Perimeter interchange; grade separation at selected locations.		County: Oconee		
P.I. #: 122870		GDOT Prj. #: NH-003-2(76)		
Length (miles): N/A	# of existing lanes: 4	# of lanes planned: 4		
DOT District #: 1	Congressional Dist. #: 9	RDC: Northeast Georgia		
Average Daily Traffic Volume	2002: N/A	2030 (projected): N/A		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$1,000,000			
Right-of-Way (\$)	\$2,000,000			
Construction Costs (\$)	\$3,000,000			
PROJECT COST	\$6,000,000	\$0	\$0	\$0
Federal Cost (\$)	\$4,800,000	\$0	\$0	\$0
State Cost (\$)	\$1,200,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

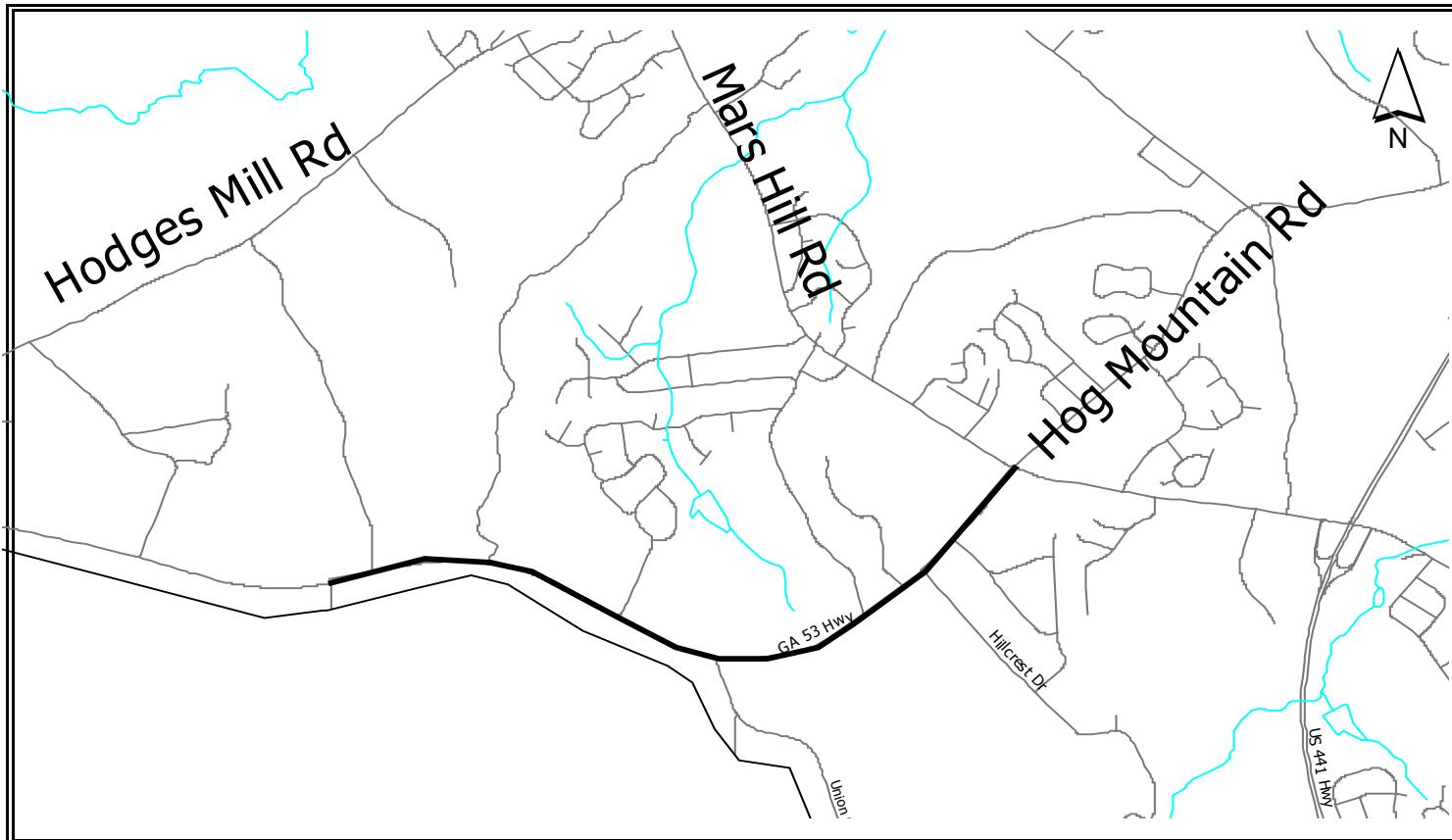
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: SR 53 Widening		PROJECT #: R-56		
PROJECT DESCRIPTION: Widen road to a 4-lane cross-section from Hog Mountain Rd to Elder Rd.		<i>Estimated Cost:</i>		
		County: Oconee		
		P.I. #:		
		GDOT Prj. #:		
Length (miles): 3	# of existing lanes: 2	# of lanes planned: 4		
DOT District #: 1	Congressional Dist. #: 9	RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: 6,310		2030 (projected): 7,337		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$1,754,000	
Right-of-Way (\$)			\$422,500	
Construction Costs (\$)			\$17,080,000	
PROJECT COST	\$0	\$0	\$19,256,500	\$0
Federal Cost (\$)	\$0	\$0	\$15,405,200	\$0
State Cost (\$)	\$0	\$0	\$3,851,300	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

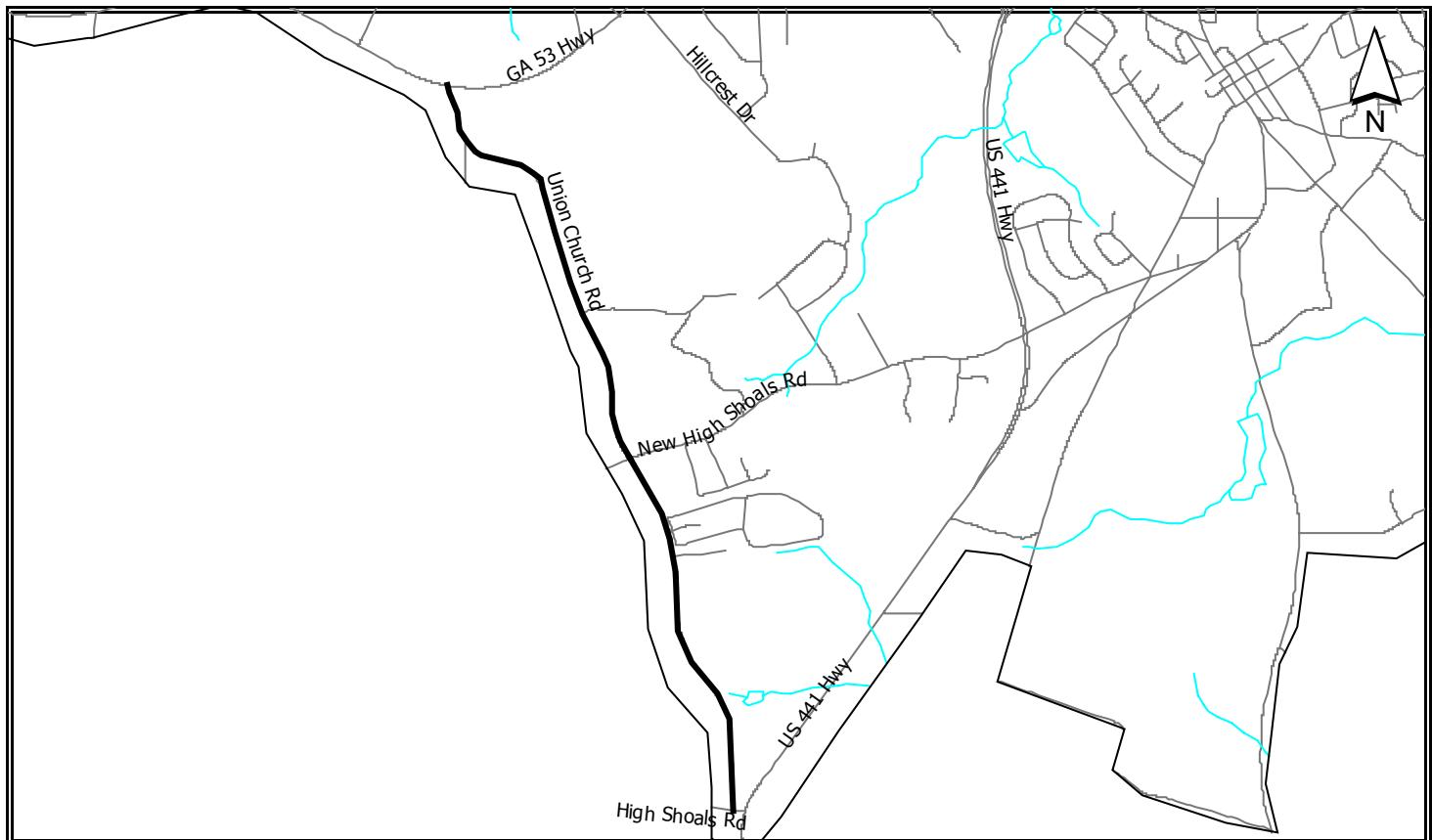
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Union Church Rd Improvement project	PROJECT #: R-57			
PROJECT DESCRIPTION: Widen to 4 lanes from Hog Mountain Rd (SR 53) to High Shoals Rd (SR 186)	Estimated Cost: \$6,100,000			
	County: Oconee			
	P.I. #:			
	GDOT Prj. #:			
Length (miles): 1.6	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 4,362	2030 (projected): 5,450			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$460,000			
Right-of-Way (\$)	\$1,160,000			
Construction Costs (\$)	\$4,480,000			
PROJECT COST	\$6,100,000	\$0	\$0	\$0
Federal Cost (\$)	\$4,880,000	\$0	\$0	\$0
State Cost (\$)	\$1,220,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

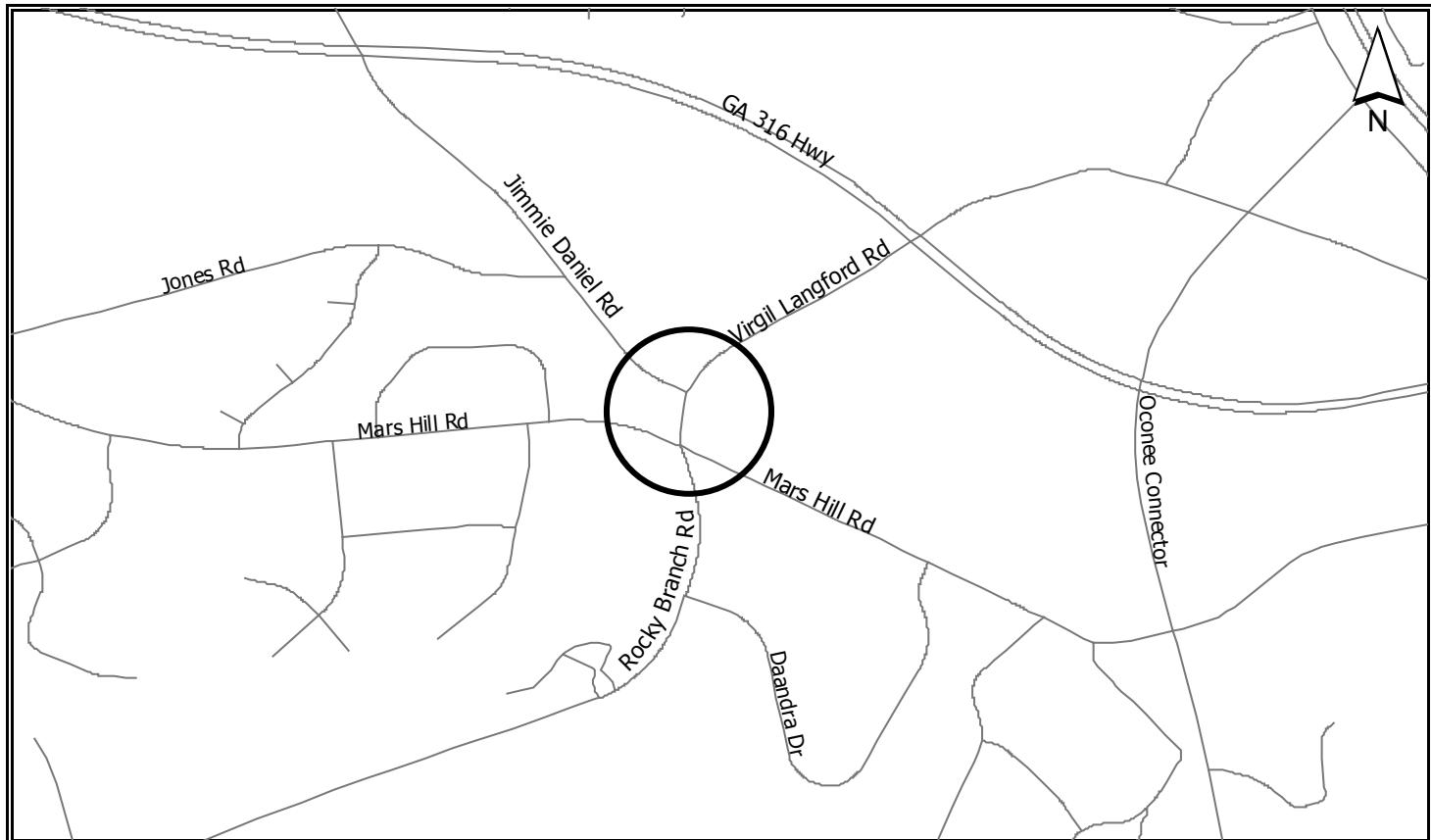
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME:	Virgil Langford Rd/Jimmie Daniel Rd/Rocky Branch Rd/Mars Hill Rd Int. Imp.			PROJECT #:	R-58
PROJECT DESCRIPTION:	Bring these roads together to form one intersection instead of two intersections spaced closely together.			<i>Estimated Cost:</i>	\$485,000
			<i>County:</i>	Oconee	
			<i>P.I. #:</i>		
			<i>GDOT Prj. #:</i>		
Length (miles):	0.2	# of existing lanes:	2	# of lanes planned:	2
DOT District #:	1	Congressional Dist. #:	9	RDC:	Northeast Georgia
Average Daily Traffic Volume	2002:	4,092	2030 (projected):	8,973	
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030	
Preliminary Engineering (\$)	\$10,000				
Right-of-Way (\$)	\$100,000				
Construction Costs (\$)	\$375,000				
PROJECT COST	\$485,000	\$0	\$0	\$0	
Federal Cost (\$)	\$388,000	\$0	\$0	\$0	
State Cost (\$)	\$97,000	\$0	\$0	\$0	
Local Cost (\$)	\$0	\$0	\$0	\$0	

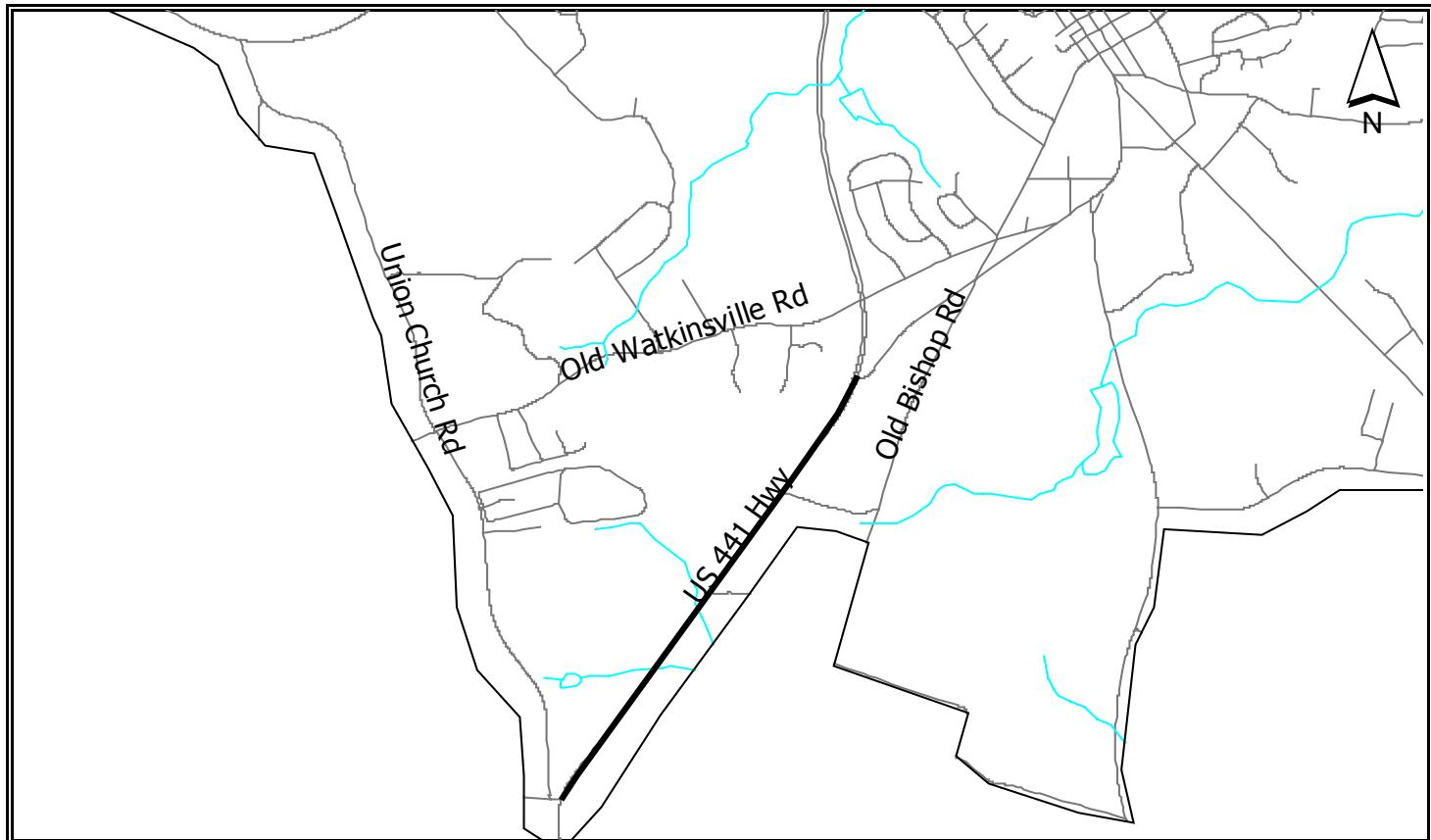
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: US 441/SR 24 South Widening	PROJECT #: R-59			
PROJECT DESCRIPTION:				
Widen US 441 to 4 lanes from the Watkinsville Bypass south to the MACORTS boundary at SR 186. Project continues to north of Apalachee River. The project includes a new location portion to avoid the city of Bishop.	<i>Estimated Cost:</i> \$7,625,000 County: Oconee P.I. #: 122660 GDOT Prj. #: EDS-441(43)			
Length (miles): 1.8	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 9,889	2030 (projected): 29,801			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$575,000			
Right-of-Way (\$)	\$1,450,000			
Construction Costs (\$)	\$5,600,000			
PROJECT COST	\$7,625,000	\$0	\$0	\$0
Federal Cost (\$)	\$6,100,000	\$0	\$0	\$0
State Cost (\$)	\$1,525,000	\$0	\$0	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

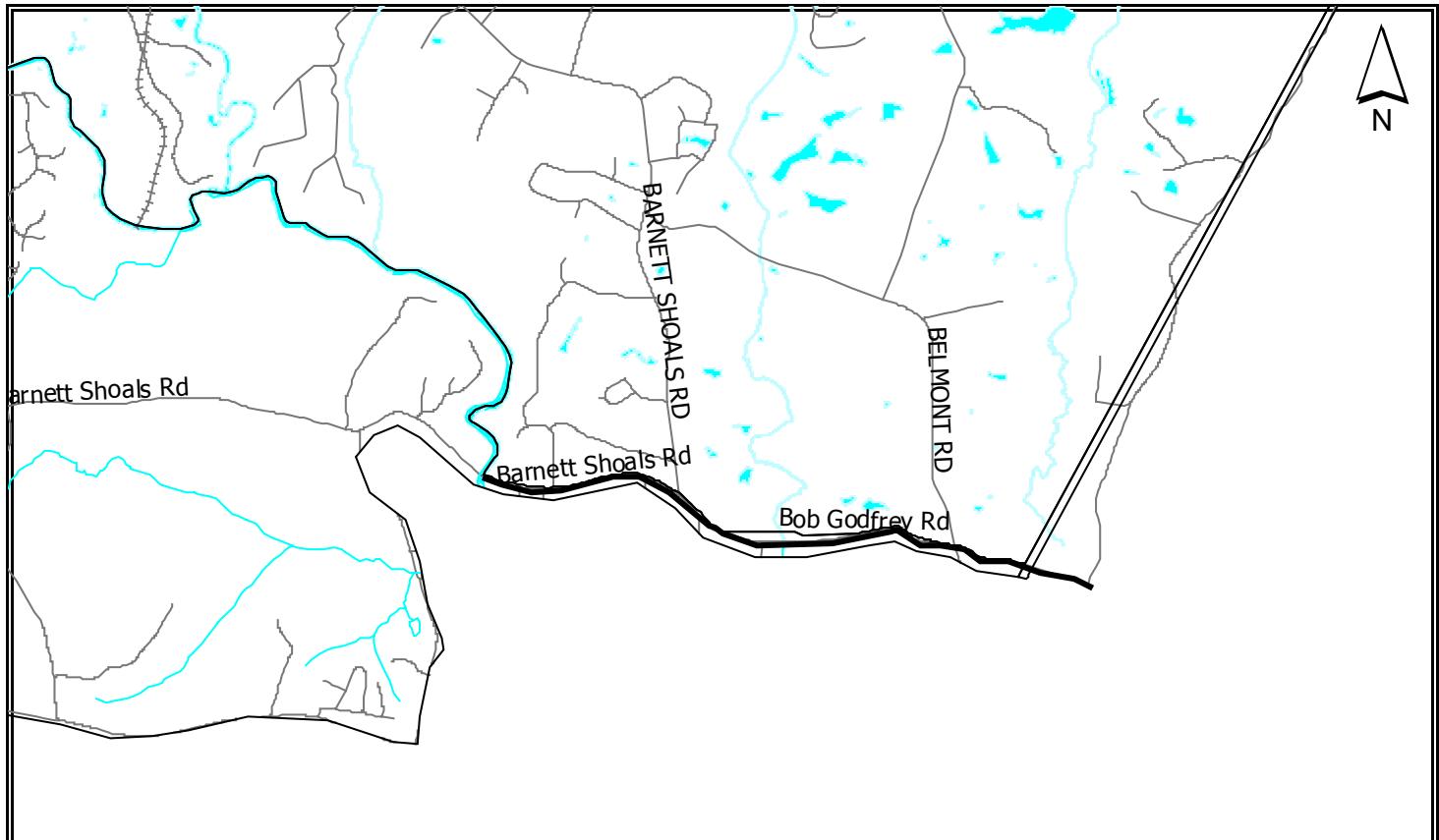
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Bob Godfrey/Barnett Shoals Widening	PROJECT #: R-60			
PROJECT DESCRIPTION: Widen Bob Godfrey/Barnett Shoals Rd to a standard two-lane section from the Oconee River to the Oglethorpe County line.	<i>Estimated Cost:</i> \$5,550,000 County: Oconee P.I. #: _____ GDOT Prj. #:			
Length (miles): 3.4	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 1,089	2030 (projected): 7,705			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$750,000
Right-of-Way (\$)				\$2,000,000
Construction Costs (\$)				\$2,800,000
PROJECT COST	\$0	\$0	\$0	\$5,550,000
<i>Federal Cost</i> (\$)	\$0	\$0	\$0	\$4,440,000
<i>State Cost</i> (\$)	\$0	\$0	\$0	\$1,110,000
<i>Local Cost</i> (\$)	\$0	\$0	\$0	\$0

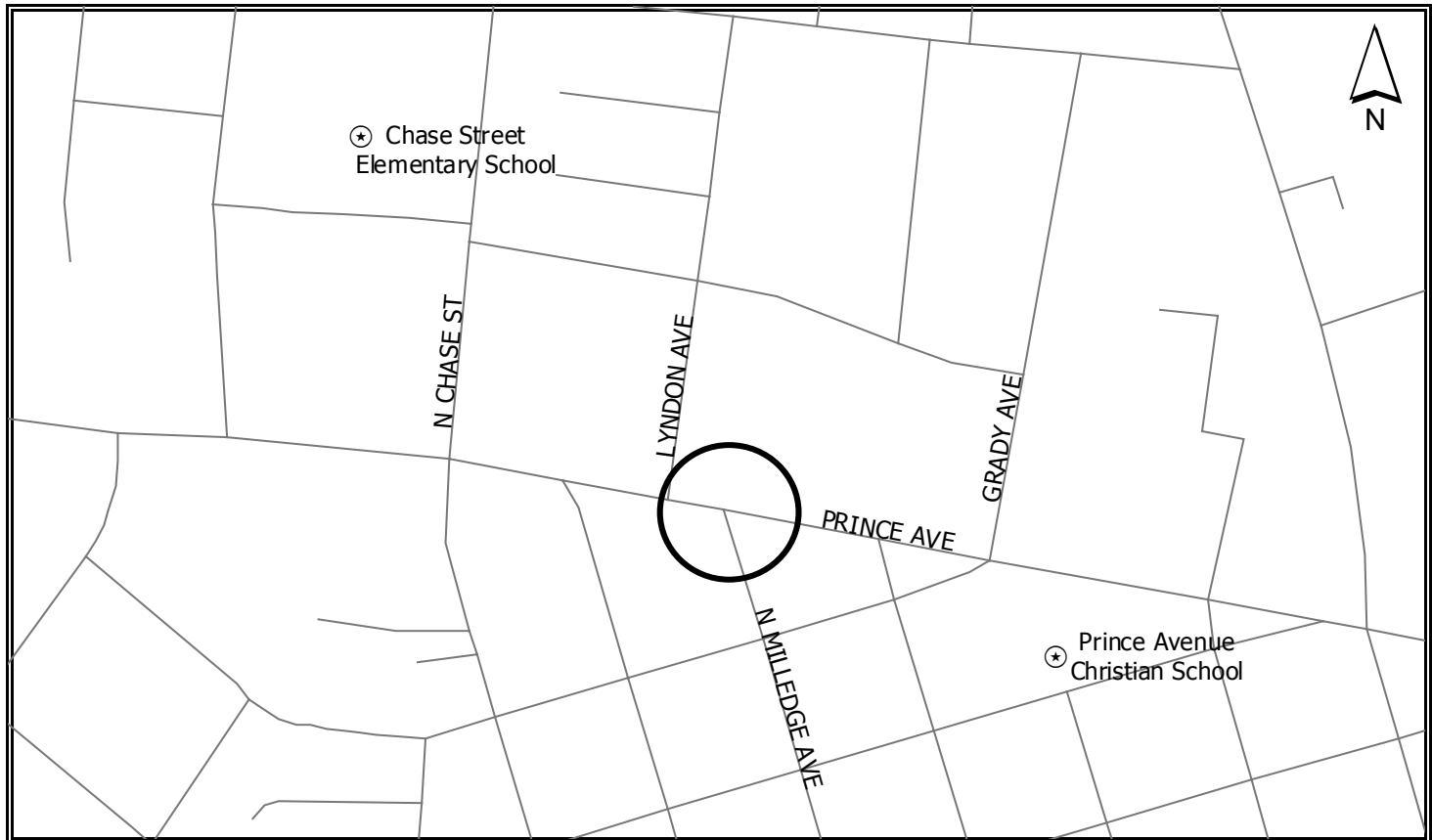
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Milledge Ave/Prince Ave Intersection Improvement	PROJECT #: R-61			
PROJECT DESCRIPTION: Add right turn lane from Milledge to Prince and left turn lane from Prince to Milledge.	<i>Estimated Cost: \$385,000</i> County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.3	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 23,085	2030 (projected): 23,073			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$10,000	
Right-of-Way (\$)			\$50,000	
Construction Costs (\$)			\$325,000	
PROJECT COST	\$0	\$0	\$385,000	\$0
Federal Cost (\$)	\$0	\$0	\$308,000	\$0
State Cost (\$)	\$0	\$0	\$77,000	\$0
Local Cost (\$)	\$0	\$0	\$0	\$0

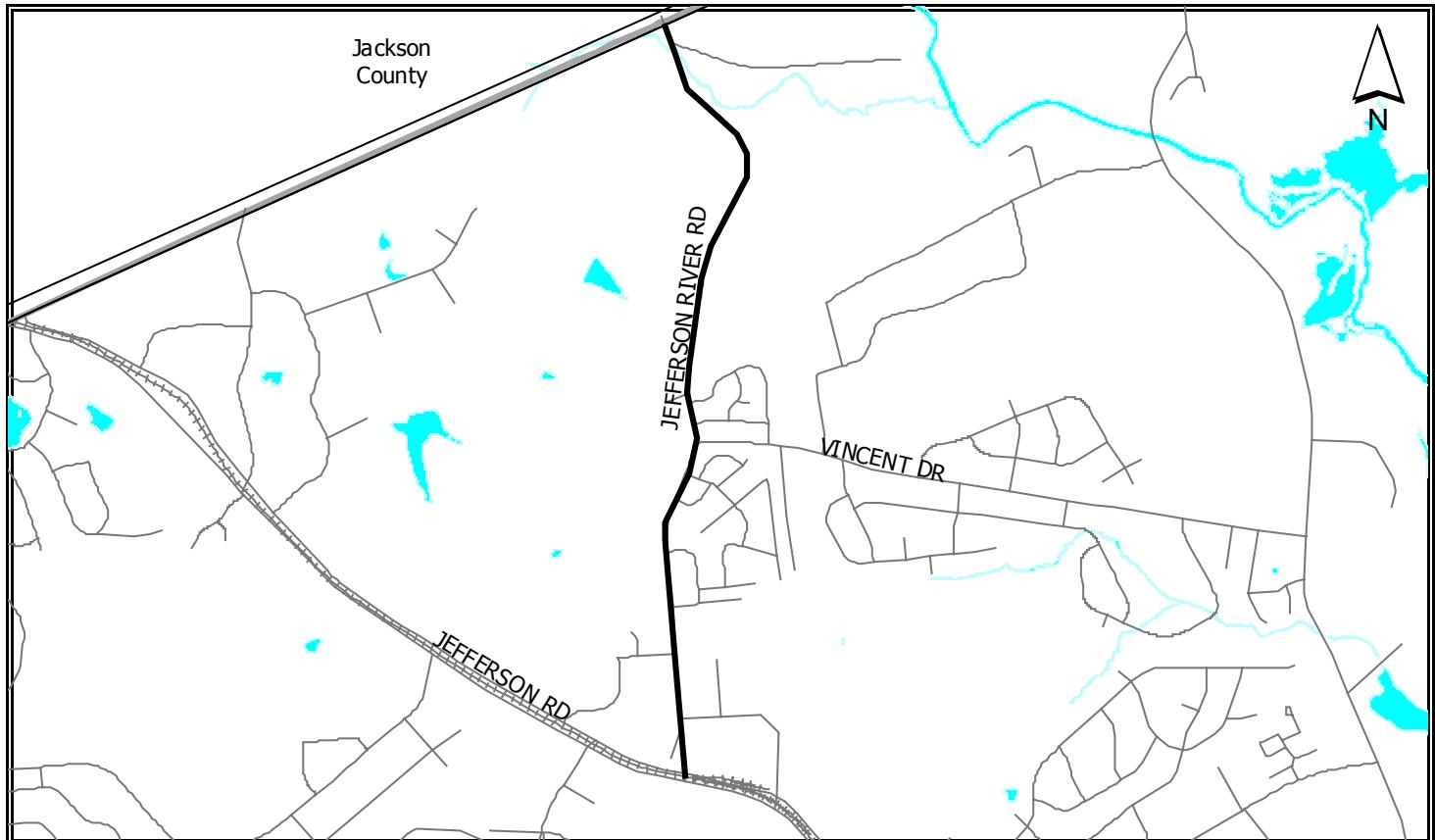
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Jefferson River Rd Widening	PROJECT #: R-62			
PROJECT DESCRIPTION: Widen Jefferson River Rd to 2 standard lanes from Jefferson Rd to Jackson County line. Bicycle and pedestrian facilities should be included.	<i>Estimated Cost:</i> \$9,100,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 1.9	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 3,258	2030 (projected): 4,288			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$600,000
Right-of-Way (\$)				\$2,000,000
Construction Costs (\$)				\$6,500,000
PROJECT COST	\$0	\$0	\$0	\$9,100,000
Federal Cost (\$)	\$0	\$0	\$0	\$7,280,000
State Cost (\$)	\$0	\$0	\$0	\$1,820,000
Local Cost (\$)	\$0	\$0	\$0	\$0

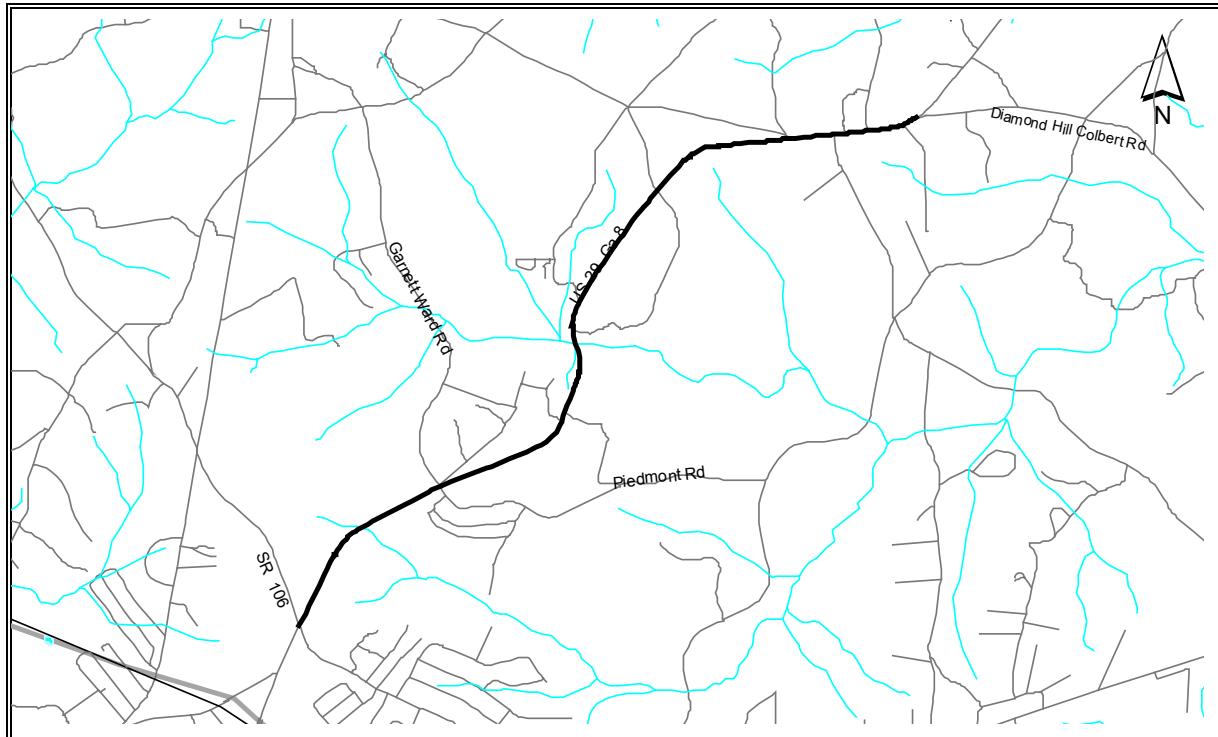
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: US 29 Widening - Phase 1		PROJECT #: R-63		
PROJECT DESCRIPTION: Widen US 29 to 4 standard travel lanes from SR 106 through Madison County to CR 228/Diamond Hill-Colbert Rd..		<i>Estimated Cost:</i> \$15,307,000 County: Madison P.I. #: 122190 GDOT Proj. #: STP-003-3(45)		
Length (miles): 4	# of existing lanes: 2	# of lanes planned: 4		
DOT District #: 1	Congressional Dist. #: 9	RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: 9,510		2030 (projected): 19,840		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$1,207,000
Right-of-Way (\$)				\$2,900,000
Construction Costs (\$)				\$11,200,000
PROJECT COST	\$0	\$0	\$0	\$15,307,000
Federal Cost (\$)	\$0	\$0	\$0	\$12,245,600
State Cost (\$)	\$0	\$0	\$0	\$3,061,400
Local Cost (\$)	\$0	\$0	\$0	\$0

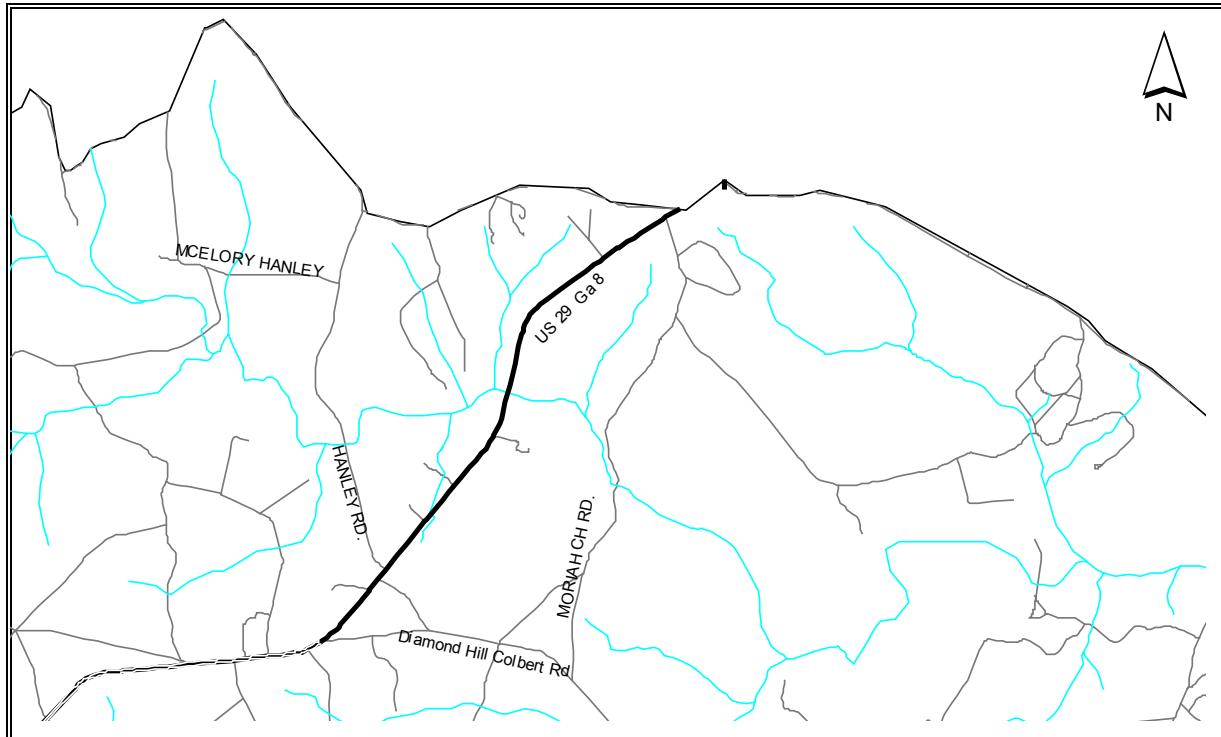
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: US 29 Widening - Phase 2		PROJECT #: R-64		
PROJECT DESCRIPTION: Widen US 29 to 4 standard travel lanes from CR 228/Diamond Hill-Colbert Rd to CR 88/Irwin Kirk Rd. (north of Danielsville) Approximately 2.6 miles of this project is within the MACORTS area.		<i>Estimated Cost:</i> \$10,675,000 County: Madison P.I. #: 122180 GDOT Proj. #: STP-003-3(47)		
Length (miles): 2.6	# of existing lanes: 2	# of lanes planned: 4		
DOT District #: 1	Congressional Dist. #: 9	RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: 7,798		2030 (projected): 13,700		
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)				\$805,000
Right-of-Way (\$)				\$2,030,000
Construction Costs (\$)				\$7,840,000
PROJECT COST	\$0	\$0	\$0	\$10,675,000
Federal Cost (\$)	\$0	\$0	\$0	\$8,540,000
State Cost (\$)	\$0	\$0	\$0	\$2,135,000
Local Cost (\$)	\$0	\$0	\$0	\$0

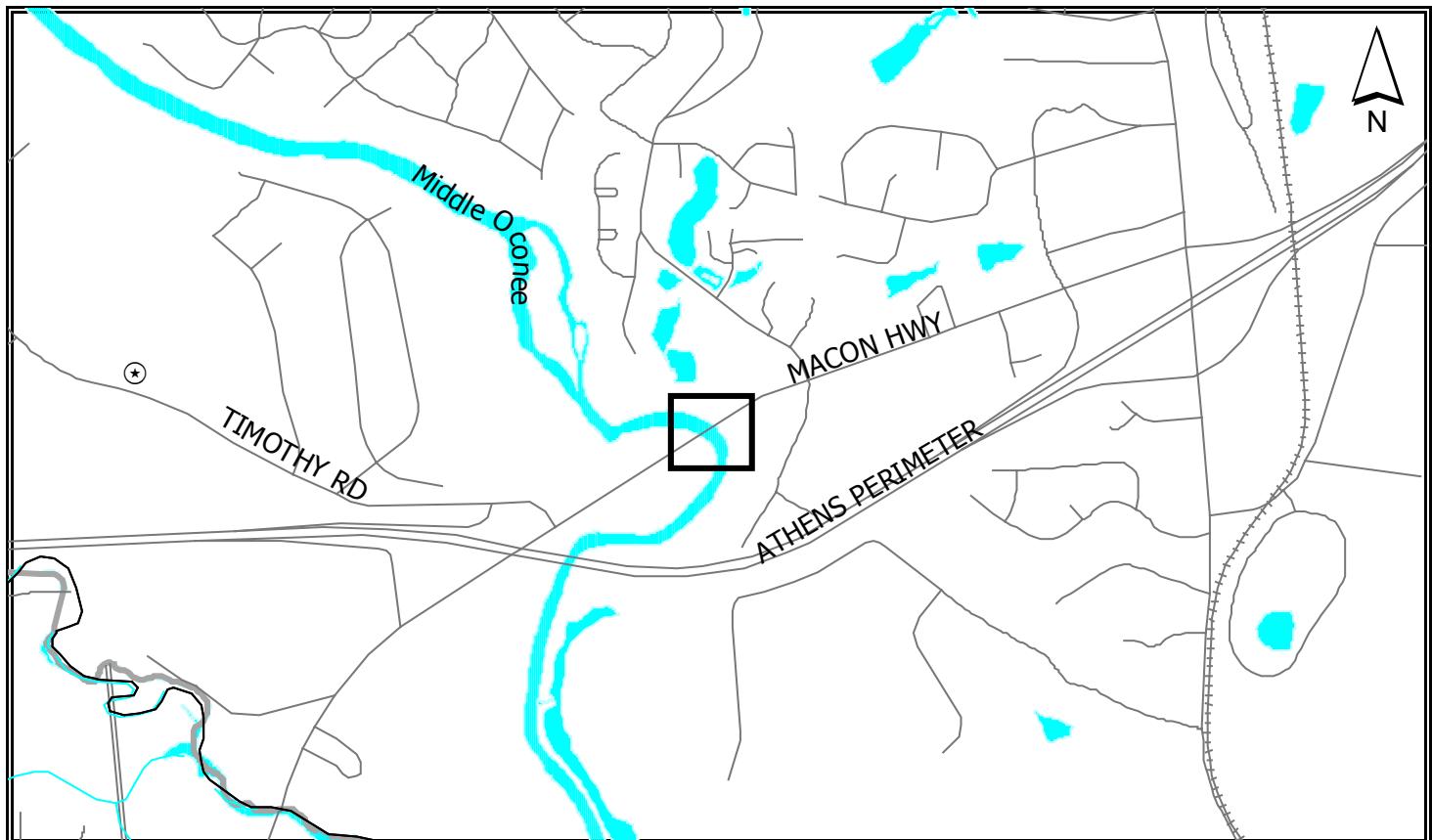
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Macon Hwy/US 441 Bridge over Middle Oconee River	PROJECT #: B-1			
PROJECT DESCRIPTION: Reconstruct bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.	<i>Estimated Cost:</i> \$1,200,000 County: Clarke P.I. #: 132805 GDOT Prj. #: BRS-002-5(46)			
Length (miles): 0.1	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 11,568	2030 (projected): 13,210			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$100,000			
Right-of-Way (\$)	\$100,000			
Construction Costs (\$)	\$1,000,000			
PROJECT COST	\$1,200,000	\$0	\$0	\$0
Federal Cost (\$)	\$960,000	\$0	\$0	\$0
State Cost (\$)	\$120,000	\$0	\$0	\$0
Local Cost (\$)	\$120,000	\$0	\$0	\$0

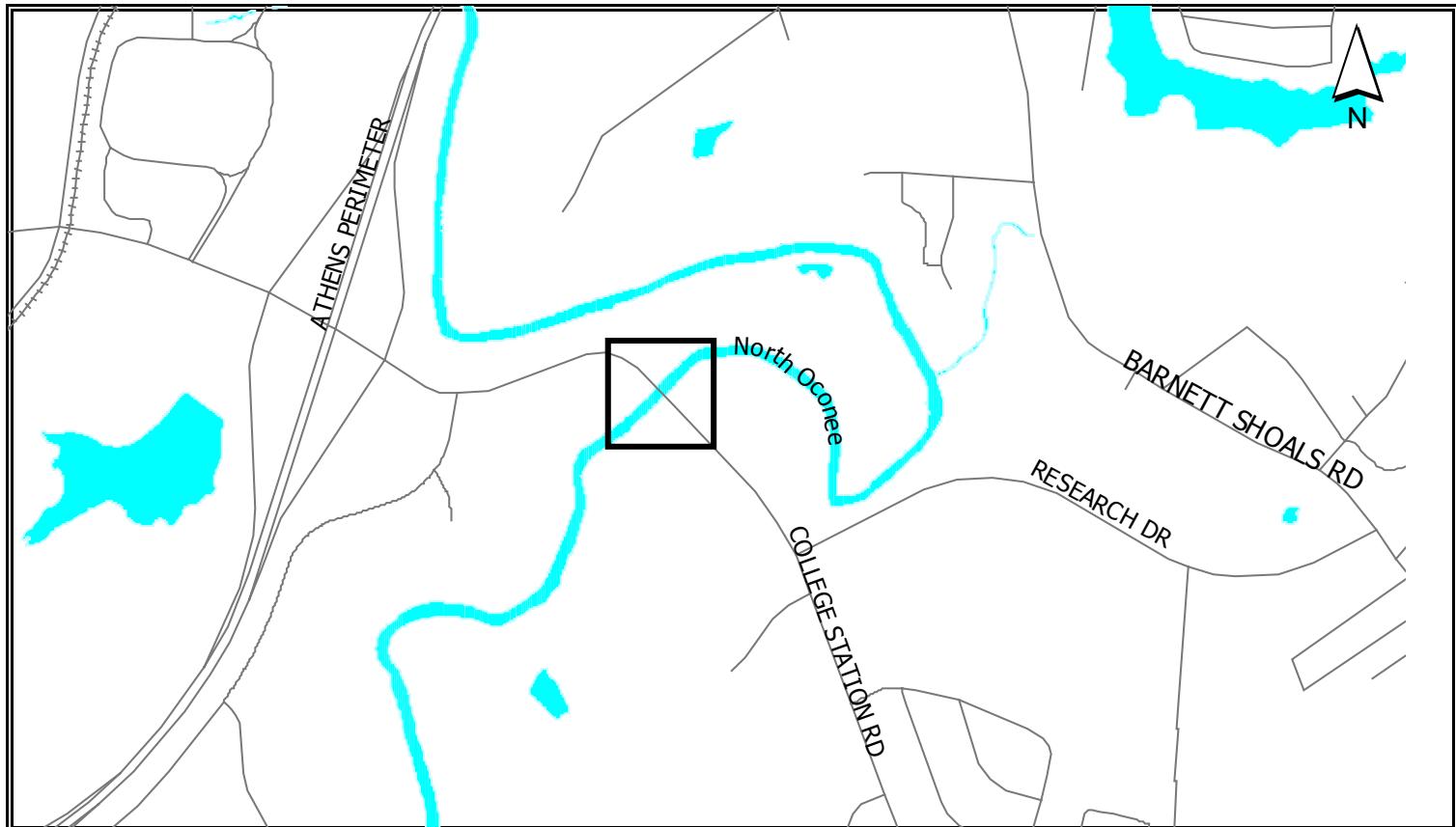
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: College Station Rd Bridge over North Oconee River		PROJECT #: B-2		
PROJECT DESCRIPTION: Reconstruct the bridges to allow for four standard travel lanes and shoulders plus bicycle and pedestrian facilities.		<i>Estimated Cost:</i> \$2,200,000 County: Clarke P.I. #: CSBRG-0006-00(320)(321) GDOT Prj. #: 0006320, 0006321		
Length (miles): 0.2 x 2 brdg	# of existing lanes: 4	# of lanes planned: 4		
DOT District #: 1	Congressional Dist. #: 12	RDC: Northeast Georgia		
Average Daily Traffic Volume 2002: 36,056	2030 (projected): 40,370			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)	\$100,000			
Right-of-Way (\$)	\$100,000			
Construction Costs (\$)	\$2,000,000			
PROJECT COST	\$2,200,000	\$0	\$0	\$0
Federal Cost (\$)	\$1,760,000	\$0	\$0	\$0
State Cost (\$)	\$220,000	\$0	\$0	\$0
Local Cost (\$)	\$200,000	\$0	\$0	\$0

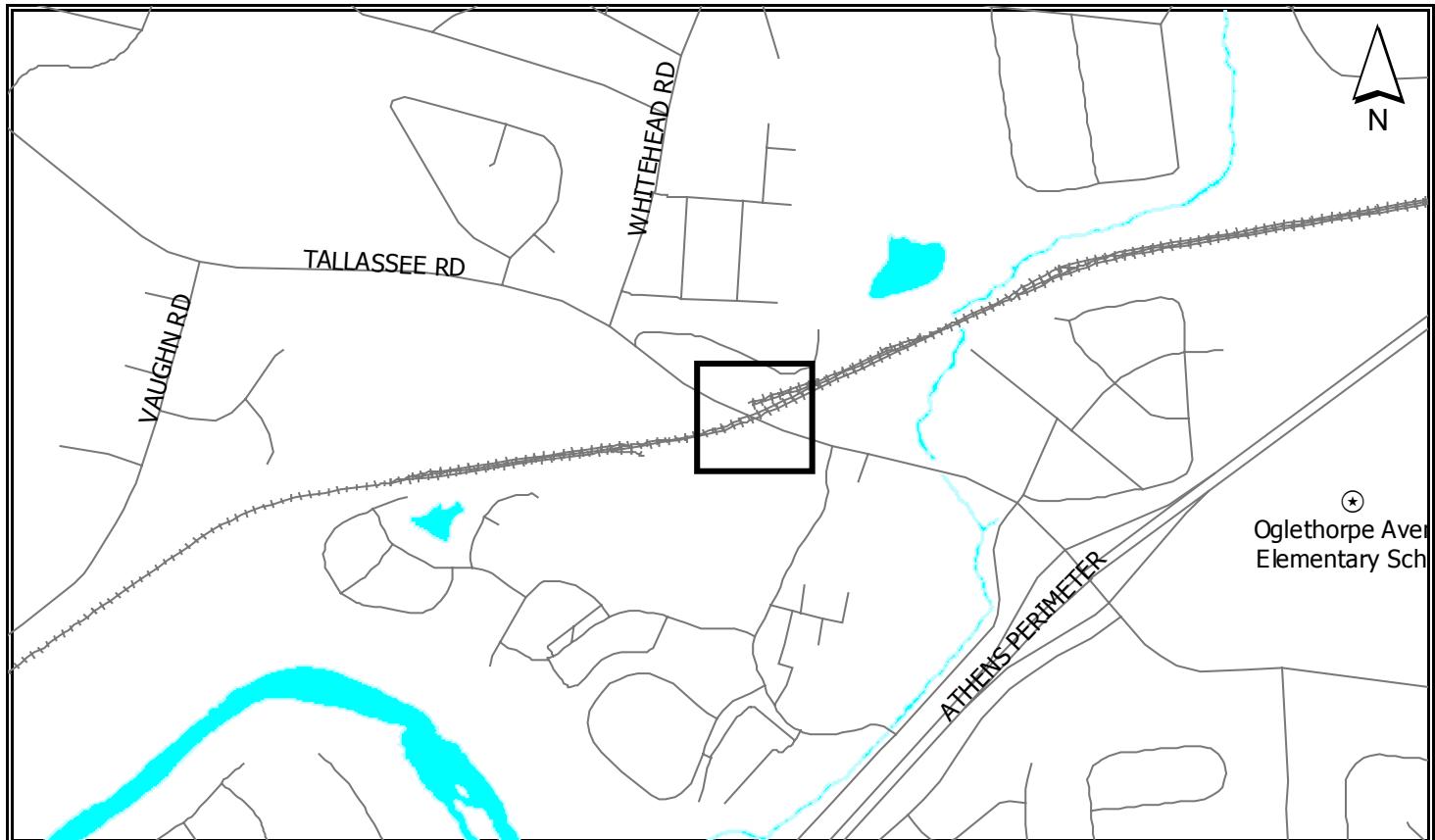
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Tallassee Rd Bridge	PROJECT #: B-3			
PROJECT DESCRIPTION: Reconstruct the bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.	<i>Estimated Cost:</i> \$2,200,000 County: Clarke P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.1	# of existing lanes: 2 # of lanes planned: 2			
DOT District #: 1	Congressional Dist. #: 12 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 15,009	2030 (projected): 24,650			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$100,000	
Right-of-Way (\$)			\$100,000	
Construction Costs (\$)			\$2,000,000	
PROJECT COST	\$0	\$0	\$2,200,000	\$0
Federal Cost (\$)	\$0	\$0	\$1,760,000	\$0
State Cost (\$)	\$0	\$0	\$220,000	\$0
Local Cost (\$)	\$0	\$0	\$200,000	\$0

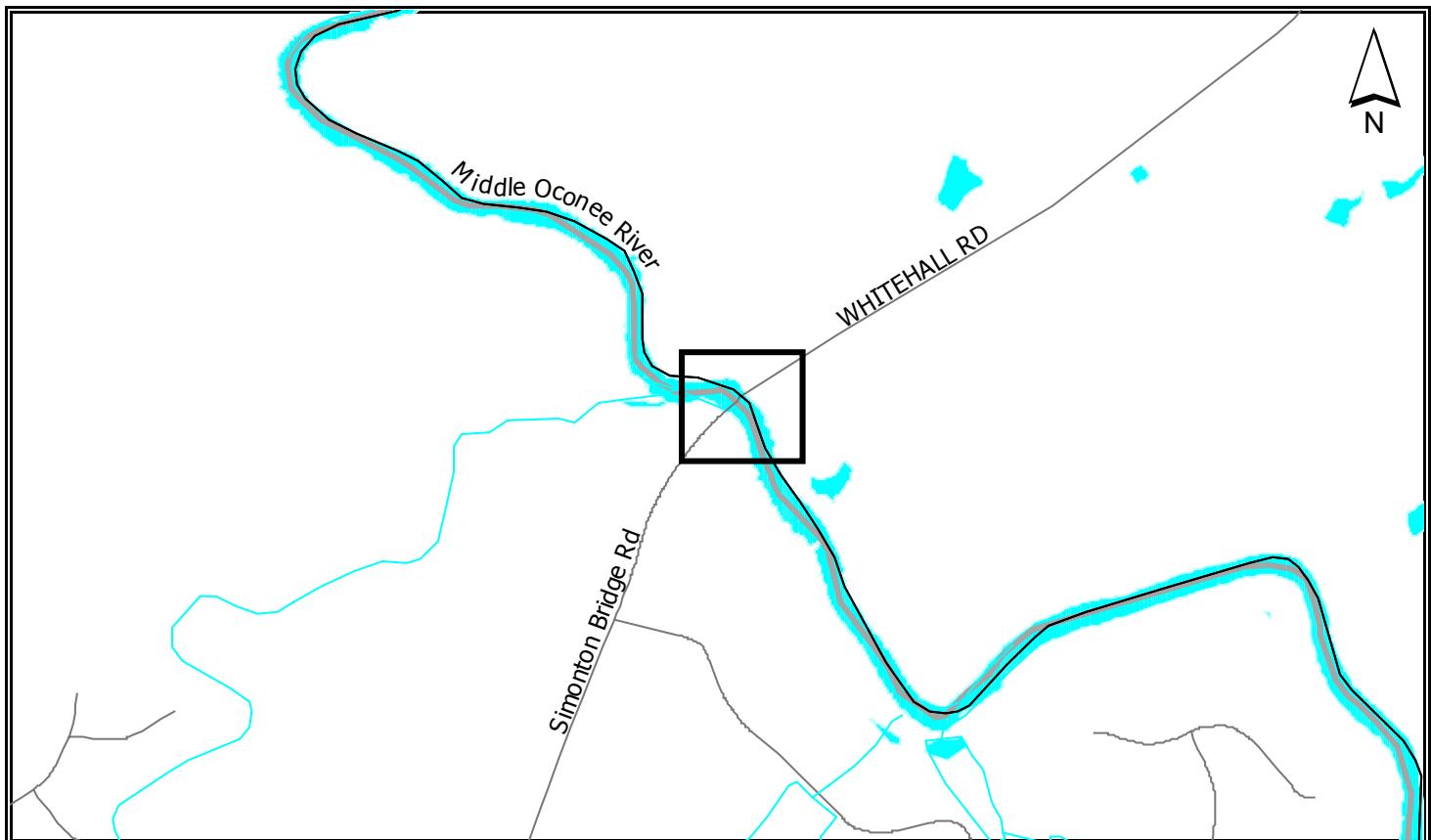
PROJECT LOCATION



**MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2005-2030 LONG RANGE TRANSPORTATION PLAN**

PROJECT NAME: Whitehall Rd/Simonton Bridge Rd project	PROJECT #: B-4			
PROJECT DESCRIPTION: Reconstruct/improve bridge over Middle Oconee River.	<i>Estimated Cost: \$2,200,000</i> County: Clarke & Oconee P.I. #: _____ GDOT Prj. #: _____			
Length (miles): 0.1	# of existing lanes: 2 # of lanes planned: 4			
DOT District #: 1	Congressional Dist. #: 12 & 9 RDC: Northeast Georgia			
Average Daily Traffic Volume 2002: 6,018	2030 (projected): 15,450			
PROJECT PHASE	FY2005-2010	FY2011-2015	FY2016-2020	FY 2021-2030
Preliminary Engineering (\$)			\$100,000	
Right-of-Way (\$)			\$100,000	
Construction Costs (\$)			\$2,000,000	
PROJECT COST	\$0	\$0	\$2,200,000	\$0
Federal Cost (\$)	\$0	\$0	\$1,760,000	\$0
State Cost (\$)	\$0	\$0	\$220,000	\$0
Local Cost (\$)	\$0	\$0	\$220,000	\$0

PROJECT LOCATION



PUBLIC TRANSPORTATION AND MULTIMODAL FACILITIES

SECTION VI **PUBLIC TRANSPORTATION**

1. Introduction

The Athens Transit System (ATS) is the only public transit system in the MACORTS area. There are approximately 60,000 full-time residents within the fixed route service area, with an additional 34,000+ students at the University of Georgia. ATS is responsible for transit planning and service to Athens-Clarke County. The long-range transit goal of ATS is to provide improved and expanded service to all the citizens and visitors of Athens-Clarke County. The improvement of ATS will provide its patrons with more transportation options.

2. Background

The Athens Transit System is responsible for providing fixed route service for the Athens-Clarke County area. ATS also provides specialized transportation or paratransit service called 'The Lift'. This service is provided to elderly persons and persons with disabilities in the Athens-Clarke county area. The Lift service extends 1 mile beyond the fixed route service in compliance with the ADA requirement of $\frac{3}{4}$ mile beyond fixed route. Service for both fixed route and paratransit operates Monday through Friday, 6 am to 7 pm, and on Saturday from 7:30 am to 7:00 pm. ATS does not provide service on major holidays.

3. Existing and Proposed Transit Services

There are 16 routes that serve the Athens-Clarke County area. These routes are: North Avenue, East Athens, Beechwood/Baxter Street, West Broad Street/Atlanta Highway, West Broad Street/Brooklyn, Prince Avenue, Barber Street/Chase Street, Macon Highway/Five Points, Riverbend Road, University Commons, Georgia Square Mall, Athens Tech, Lexington Road/Gaines School Road, College Station Road/Barnett Shoals Road, Barnett Shoals Road/Cedar Shoals Road, and West Athens.

In addition to the standard routes listed above, several other routes have been added in the last few years in an attempt to provide the patrons of the Athens Transit System with more travel options. From January 27, 2003 through May 2003, the Athens Transit System started a new route on a trial basis. This route, South Side Evening Service, operated from 6 pm to 10:30 pm, Monday - Friday. The route was well received by the public, but it was eliminated temporarily due to a lack in funding to operate it. Subsidies from the University of Georgia were identified

to reintroduce and continue the route. The Late Night route was also added then eliminated due to funding issues. This route provided service to downtown Athens and the UGA campus predominantly from 11pm (Fri) to 3 am (Sat.). This route ran for approximately two years before it was discontinued in May 2003.

In the years to come, the Unified Planning Work Program (UPWP) for the Madison Athens-Clarke Oconee Regional Transportation Study will have several different studies identified pertaining to the Transit System. These studies will help Athens Transit System determine the effectiveness of the existing system, and also identify the types of improvements needed. Upon the completion of these studies a determination can be made concerning service needs. One of these studies will be a Transit Development Plan (TDP) that will identify strengths and weaknesses within the Transit System and make recommendations about service enhancements and possible funding options. It is a goal of the Transit System to make improvements that would enable the system to have 5 to 10 minute headways. Along with the analysis will be a study of opportunities to include park-and-ride facilities in Athens-Clarke and neighboring counties to enhance the use of the Athens Transit System. Possible locations suggested by the public for park-and-ride lots include Georgia Square Mall, Publix Shopping Center on Atlanta Highway, Clarke Crossing Shopping Center (old Target), Epps Bridge Crossing Shopping Center, Homewood Shopping Center, Kroger Shopping Center (on E. side), Gaines School Shopping Center, Walmart East Side, Sky City Shopping Center (North Ave), Shops of South Athens (Milledge Ave.), and Athens-Ben Epps Airport. Other locations, based on a previous Athens-Clarke County park and ride study include: College Station Road at SR 10 Loop, Olympic Drive at SR 10 Loop, US 78 at SR 10 Loop, US 78 at SR 316, US 29 at SR 10 Loop, and Lexington Road at SR 10 Loop. The possibility of converting the land within some of the interchanges on SR 10 Loop has been discussed as a way to provide more park-and-ride lots for connection with the UGA and Athens Transit systems. A demonstration project utilizing this concept was submitted to Congressman Burns for consideration for funding in 2003. Congress approved an award for park and ride facilities for Athens-Clarke County in the amount of \$2.7 million. A location will be chosen during FY 05.

Countywide Demand Response Service will be implemented in summer of 2004. This service can provide on-demand (by appointment) transportation service to the citizens of Athens-Clarke County or provide a fixed route service beyond the current limits of the fixed route (bus) service. Under the 5311 Program, patrons do not have to meet any Americans with Disabilities

Act (ADA) criteria to be eligible for this service. This effort should take pressure off of the ADA Demand Response service and seeks to serve those who are currently beyond the fixed route service limits. There have been many requests recently regarding expanding Athens Transit System to many of the surrounding counties. As population increases in those counties surrounding Athens-Clarke County and Athens continues to be a social and economic center for the region, regional bus service will become a much more viable option. Discussion should continue regarding the possibilities of expanding the Transit System to a more regional system.

4. Transit Ridership

Fixed route service has experienced a moderate increase over the last 5 years, while the paratransit service has experienced a moderate decrease in ridership over the last 5 years. However, in the last year fixed ridership has significantly increased due to the current parking difficulties on the University of Georgia campus. To a lesser degree, the addition of informal Park and Ride lots at the Super Wal-Mart Shopping Center on Lexington Rd., BiLo Shopping Center on North Avenue, Kroger Shopping Center on Atlanta Highway, Georgia Square Mall, and Shops of South Athens (BiLo on S. Milledge Avenue) have added to the increase in ridership. These informal park-and-ride lots are the result of successful public/private partnerships between the Athens Transit System and the businesses of Athens-Clarke County.

Recently, the University of Georgia and Athens Transit System renegotiated their annual contract. This contract established an annual amount that would be paid to Athen Transit System to provide rides for UGA faculty, staff, and students with the fare paid by UGA. Similar contracts could be entered into by other employers in the area. In FY 2003, fixed route ridership broke the annual record of Athens Transit System with approximately 1,423,929 riders, a 36% increase over FY 2002. Overall ridership has had an average increase of approximately 8% annually during the period from 1998 to 2003. Demand Response ridership, however, has had an average decrease of approximately 4.5% annually during the same period. This is due partly to the addition of more handicapped-accessible buses to the Athens Transit System fleet. Some patrons who have relied upon the ADA Demand Response service have now been able to transition onto the fixed route service. System-wide revenue has followed a similar trend. Overall revenue has increased approximately 6.5% annually during the period from 1998 to 2003. Revenue attributed to the fixed route service increased approximately 6.5% while demand response increased approximately 10% annually during this period.

5. Facilities Improvement

The Multimodal Transportation Center is currently under construction and slated to be available to accommodate Athens Transit System offices and dispatch in fall of 2005. At that time, the transfer station will also be moved from its current location downtown adjacent to City Hall to the Multimodal Center. All routes will be reconfigured to use the Multimodal Center as their main hub. Other remote transfer systems will be needed in the future. If and when the commuter rail line is completed between Athens and Atlanta, the commuter rail line will also utilize the Multimodal Center. Intercity bus connections should be integrated into the Multimodal Center as well. An award of congressional discretionary funds in the amount of \$1.57 million is to be used to fund a portion of this project.

Recently, the Bus Stop Improvement Program has been initiated. This project inventoried and identified bus stops in need of improvement throughout the Athens Transit System service area. Unfortunately, this program was not fully funded for implementation at the local level. In the coming years, more of that program will need to be implemented. In conjunction with the Comprehensive Plans of Athens-Clarke, Madison, and Oconee Counties, the development of transit-oriented developments should be encouraged. Developers should be encouraged, at a minimum, during the Plans Review Process to include bus shelters with appropriate amenities to developments on or near bus routes.

The Maintenance and Storage Facility for Athens Transit System will be in need of replacement within the next few years. The current age of the facility is 25 years. The replacement should include a new fueling station (possibly multi-fuel), vehicle storage areas, and general maintenance facilities including all environmental safeguards required. Approximate cost of a new facility would be \$20 million.

Also, the fleet of Athens Transit System will need to be expanded to continue to give its patrons adequate service. Expansion buses should be equipped with bike racks and could use alternative fuels to promote cleaner air. Cleaner burning diesel should, at a minimum, be considered. Retrofitting older buses with cleaner burning engines should be considered as an option to replacement should funding become an issue. In conjunction with the Multimodal Transportation Center, the Athens Transit System would like to use rubber-tired trolleys as downtown circulator routes in the future. Three trolleys will be purchased in FY 05.

6. Commuter Rail Opportunities

A commuter rail line between Athens and Atlanta has been proposed for many years. To date, the state government has studied this alternative with phases of enthusiasm and dismay depending on the political climate of the moment. A study done by Georgia Rail Consultants (presented to ACORTS in Nov. 2001) highlighting many projections of what impact the commuter rail would have on the region as a whole. Their study estimates ridership by 2025 will be approximately 2,345,000. Using that projection, auto vehicle miles traveled from Athens to Atlanta would be reduced by 75,000,000 miles. The study also examined using express buses along the SR 316 corridor in lieu of commuter rail. Estimated annual trips on express bus were reported at 645,000 vs. 2,345,000 on commuter rail. Availability of funding and an unfavorable political climate seem to be the delaying factors at the state and federal level for the Atlanta to Athens commuter rail line. The local investment in the Multimodal Transportation Center in Athens includes accommodation for future integration of commuter rail. A passenger rail station is also planned for the City of Bogart. There has been interest expressed in extending future commuter rail using the Comer to Colbert CSX rail line and along the Norfolk Southern and Athens Line Railroad corridor from Athens to Watkinsville. Public interest has been expressed in connecting the commuter lines to both Madison County and Oconee County as plans progress.

7. Conclusion

As Athens-Clarke County grows, so will ridership for the Athens Transit System. The Transit System has the responsibility to provide the best possible service to passengers, both fixed route and paratransit, and the best way to do that is through studies that will analyze the transit system and help determine what improvements are most needed. In the future, as transportation demands grow, we hope that residents of Athens-Clarke County and the surrounding areas will consider ATS as the best alternative form of transportation into and around Athens-Clarke County, thus including the Multi-Modal Transportation Center as a major focus in our transportation system for surrounding areas.

Listed on the following pages are several tables that illustrate the 20-year fleet replacement and expansion schedule and other transit-related information for Athens Transit System.

Figure : 7

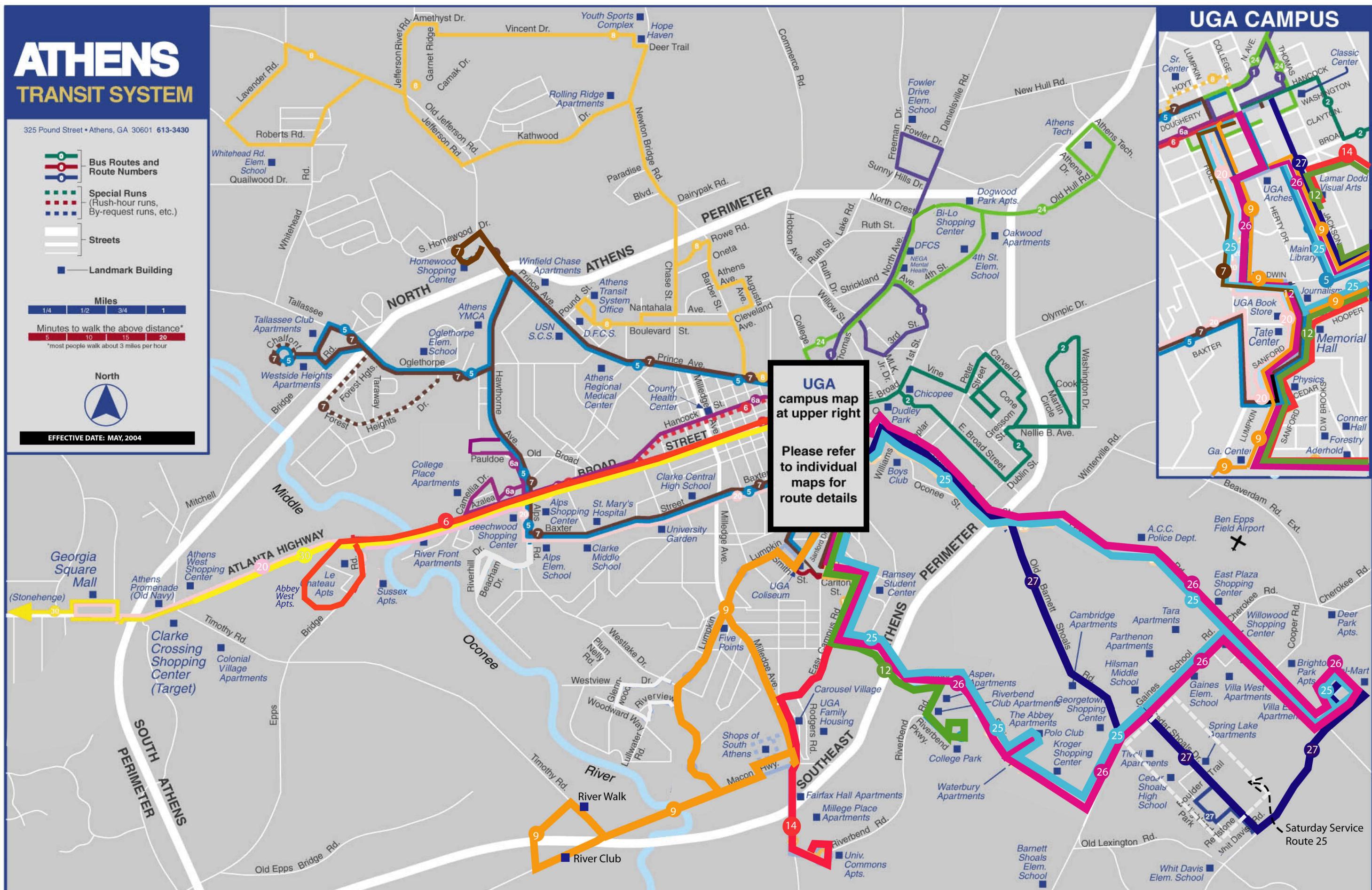


TABLE 23
MACORTS TRANSPORTATION PLAN - PUBLIC TRANSIT PROJECTS
ATHENS TRANSIT SYSTEM
BUS REPLACEMENT / EXPANSION SCHEDULE

Policy Replacement		Year	Bus Model Year	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
		2001	1989	5	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2003	1991	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2012	2000	8	8	8	8	8	8	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2013	2001	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2014	2002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2015	2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2016	2004	5	5	5	5	5	5	5	5	5	5	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		2017	2005	4	4	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2018	2006	6	6	6	6	6	6	6	6	6	6	6	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0
		2019	2007	5	5	5	5	5	5	5	5	5	5	5	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0
		2020	2008	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	0	0	0	0	0	0	0	0	0	
		2021	2009																										
		2022	2010																										
		2023	2011																										
		2024	2012																										
		2025	2013																										
		2026	2014																										
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		2038	2026																										
		2039	2027																										
		2040	2028																										
		2041	2029																										
		2042	2030																										
	Total Vehicles	26	30	35	39	43	47	51	47	49	53	57	56	56	54	53	53	53	53	53	53	53	53	53	53	53	53	53	
	Emer./Conting Fleet											5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Active Fleet	26	30	35	39	43	47	51	47	49	53	52	51	51	49	48	48	48	48	48	48	48	48	48	48	48	48	48	
	Peak Usage	19	22	26	28	34	36	37	37	40	41	42	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	
	Spares	7	8	9	11	9	11	14	10	12	13	11	9	8	6	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Spare Ratio	37%	36%	35%	39%	26%	31%	38%	27%	32%	33%	27%	21%	19%	14%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	
	Vehicles Retired	11	7	5	5	5	5	5	5	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Vehicles Purchased	4	6	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Cost of Buses	\$ 1,200,000	\$ 1,800,000	\$ 1,500,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000			
	Inflation Adjustment (3%)	\$ 1,236,000	\$ 1,854,000	\$ 1,909,620	\$ 1,966,909	\$ 2,025,916	\$ 2,086,693	\$ 2,149,294	\$ 2,213,773	\$ 2,280,186	\$ 2,348,592	\$ 2,419,049	\$ 2,491,621	\$ 2,566,370	\$ 2,643,361	\$ 2,722,662	\$ 2,804,341	\$ 2,888,472	\$ 2,975,126	\$ 3,064,380	\$ 3,156,311	\$ 3,251,000	\$ 3,348,530	\$ 3,448,986	\$ 3,552,456	\$ 3,659,029	\$ 3,768,800		
	Total Unadjusted Cost	\$ 32,100,000																											
	Adjusted for inflation (3%)	\$ 68,831,476																											
	Total Purchased	107																											
	Total Retired	122																											

TABLE 24
MACORTS TRANSPORTATION PLAN - PUBLIC TRANSIT PROJECTS
ATHENS TRANSIT SYSTEM
DEMAND RESPONSE PARATRANSIT VAN REPLACEMENT/EXPANSION SCHEDULE

Policy Replacement		Year	Van Model Year	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
		2000	1996	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2002	1998	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2003	1999	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2005	2001	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2006	2002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2007	2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2008	2004	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2009	2005	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2010	2006	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2011	2007	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2012	2008	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2013	2009			2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2014	2010			2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2015	2011			2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2016	2012			2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2017	2013			2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2018	2014			2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2019	2015							2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2020	2016							2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2021	2017							2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
		2022	2018							2	2	2	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
		2023	2019							2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
		2024	2020							2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0
		2025	2021							2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0
		2026	2022								3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	0	
		2027	2023								2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0
		2028	2024								2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
		2029	2025									2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		2030	2026										2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		2031	2027											2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		2032	2028												2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		2033	2029													2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		2034	2030																									3		
		Total Vehicles	7	7	8	9	9	9	9	10	10	11	11	11	11	12	12	12	13	12	13	13	14	14	15	14	15			
		Peak Usage	5	5	6	7	7	7	7	8	8	9	9	9	9	10	10	10	10	10	10	10	10	12	12	12	12	13		
		Spares	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	2	3	2	2	2			
		Spare Ratio	40%	40%	33%	29%	29%	29%	29%	29%	29%	25%	25%	22%	22%	22%	20%	20%	20%	30%	20%	30%	30%	30%	17%	25%	17%	15%		
		Vehicles Retired	1	2	1	1	2	2	2	1	2	1	2	2	2	1	2	2	2	3	1	2	1	1	3	2	2			
		Vehicles Purchased	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	3		
		Cost of Buses	\$ 225,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 225,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 225,000		
		Inflation Adjustment (3%)	\$ 231,750	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 231,750	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 154,500	\$ 231,750		
		Total Unadjusted Cost	\$ 4,125,000																											
		Adjusted for inflation (3%)	\$ 4,248,750																											
		Total Purchased	55																											
		Total Retired	45																											

TABLE 25
 MACORTS TRANSPORTATION PLAN - PUBLIC TRANSIT PROJECTS
 ATHENS TRANSIT SYSTEM
 GENERAL PUBLIC DEMAND RESPONSE (5311) VAN REPLACEMENT/EXPANSION SCHEDULE

Policy Replacement	Year	Van Model Year	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
	2008	2004	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2009	2005		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2010	2006		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2011	2007		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2012	2008		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2013	2009		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2014	2010		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2015	2011		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2016	2012		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2017	2013		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2018	2014		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2019	2015		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2020	2016		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2021	2017		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2022	2018		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2023	2019		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024	2020		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2025	2021		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026	2022		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2027	2023		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2028	2024		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2029	2025		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2030	2026		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2031	2027		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2032	2028		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2033	2029		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2034	2030		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Vehicles	2	3	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	Peak Usage	2	2	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	Spares	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Spare Ratio	0%	50%	33%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	
	Vehicles Retired	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Vehicles Purchased	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Cost of Buses	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000		
	Inflation Adjustment (3%)	\$ 103,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703	\$ 61,494	\$ 63,339	\$ 65,239	\$ 67,196	\$ 69,212	\$ 71,288	\$ 73,427	\$ 75,629	\$ 77,898	\$ 80,235	\$ 82,642	\$ 85,122	\$ 87,675	\$ 90,306	\$ 93,015	\$ 95,805	\$ 98,679	\$ 101,640	\$ 104,689	
	Total Unadjusted Cost	\$ 1,350,000																										
	Adjusted for inflation (3%)	\$ 1,980,652																										
	Total Purchased	27																										
	Total Retired	22																										

TABLE 26
MACORTS TRANSPORTATION PLAN - PUBLIC TRANSIT PROJECTS
ATHENS TRANSIT SYSTEM
RUBBER-TIRED TROLLEY REPLACEMENT / EXPANSION SCHEDULE

Policy Replacement		Year	Van Model Year	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
		2015	2005	3	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2016	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2017	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2018	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2019	2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2020	2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2021	2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2022	2012	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
		2023	2013	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
		2024	2014	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
		2025	2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
		2026	2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2027	2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2028	2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2029	2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2030	2020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2031	2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2032	2022	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		2033	2023	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		2034	2024	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		2035	2025	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		2036	2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2037	2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2038	2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2039	2029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2040	2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Vehicles	3	3	3	3	3	3	3	3	4	5	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	Peak Usage	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Spares	1	1	1	1	1	1	1	1	2	2	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Spare Ratio	50%	50%	50%	50%	50%	50%	50%	50%	100%	67%	100%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	
	Vehicles Retired	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
	Vehicles Purchased	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
	Cost of Buses	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	
	Inflation Adjustment (3%)	\$ 927,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000		
	Total Unadjusted Cost	\$ 3,300,000																											
	Adjusted for inflation (3%)	\$ 3,399,000																											
	Total Purchased	11																											
	Total Retired	6																											

TABLE 27
ATHENS TRANSIT SYSTEM
ESTIMATED SYSTEM REVENUES: 2005 - 2030

Year	Buses on Routes	Avg. Revenue per Bus	Projected Revenue	Number of Vans	Avg. Revenue per Van	Projected Revenue
2005	19	\$ 50,000	\$ 950,000	5	\$ 6,200	\$ 31,000
2006	22	\$ 52,000	\$ 1,144,000	5	\$ 6,324	\$ 31,620
2007	26	\$ 54,080	\$ 1,406,080	6	\$ 6,450	\$ 38,703
2008	28	\$ 56,243	\$ 1,574,810	7	\$ 6,579	\$ 46,056
2009	34	\$ 58,493	\$ 1,988,760	7	\$ 6,711	\$ 46,978
2010	36	\$ 60,833	\$ 2,189,975	7	\$ 6,845	\$ 47,917
2011	37	\$ 63,266	\$ 2,340,840	7	\$ 6,982	\$ 48,875
2012	37	\$ 65,797	\$ 2,434,474	7	\$ 7,122	\$ 49,853
2013	37	\$ 68,428	\$ 2,531,853	8	\$ 7,264	\$ 58,114
2014	40	\$ 71,166	\$ 2,846,624	8	\$ 7,410	\$ 59,277
2015	41	\$ 74,012	\$ 3,034,501	9	\$ 7,558	\$ 68,020
2016	42	\$ 76,973	\$ 3,232,854	9	\$ 7,709	\$ 69,380
2017	43	\$ 80,052	\$ 3,442,219	9	\$ 7,863	\$ 70,768
2018	43	\$ 83,254	\$ 3,579,908	9	\$ 8,020	\$ 72,183
2019	43	\$ 86,584	\$ 3,723,104	10	\$ 8,181	\$ 81,808
2020	43	\$ 90,047	\$ 3,872,029	10	\$ 8,344	\$ 83,444
2021	43	\$ 93,649	\$ 4,026,910	10	\$ 8,511	\$ 85,113
2022	43	\$ 97,395	\$ 4,187,986	10	\$ 8,681	\$ 86,815
2023	43	\$ 101,291	\$ 4,355,506	10	\$ 8,855	\$ 88,551
2024	43	\$ 105,342	\$ 4,529,726	10	\$ 9,032	\$ 90,322
2025	43	\$ 109,556	\$ 4,710,915	10	\$ 9,213	\$ 92,129
2026	43	\$ 113,938	\$ 4,899,351	10	\$ 9,397	\$ 93,971
2027	43	\$ 118,496	\$ 5,095,325	12	\$ 9,585	\$ 115,021
2028	43	\$ 123,236	\$ 5,299,138	12	\$ 9,777	\$ 117,321
2029	43	\$ 128,165	\$ 5,511,104	12	\$ 9,972	\$ 119,668
2030	43	\$ 133,292	\$ 5,731,548	13	\$ 10,172	\$ 132,233
Estimated Bus Revenue:			\$ 88,639,538	Estimated Van Revenue:		
Total Estimated Revenues:		\$ 90,564,678				

ESTIMATED OPERATING DEFICIT

Projected Revenue:	\$ 90,564,678
less: Operating Expenses	\$ 329,672,667
OPERATING DEFICIT	\$ (239,107,989)

TABLE 28
ATHENS TRANSIT SYSTEM
COMPARISON OF PROJECTED OPERATING EXPENSES WITH SYSTEM REVENUES: 2005 - 2030

ESTIMATED OPERATING EXPENSES		ESTIMATED SYSTEM REVENUES					
Year	Operating Expenses	Buses on Routes	Avg. Revenue per Bus	Projected Revenue	Number of Vans	Avg. Revenue per Van	Projected Revenue
2005	\$ 3,400,000	19	\$ 50,000	\$ 950,000	5	\$ 6,200	\$ 31,000
2006	\$ 3,872,000	22	\$ 52,000	\$ 1,144,000	5	\$ 6,324	\$ 31,620
2007	\$ 4,418,160	26	\$ 54,080	\$ 1,406,080	6	\$ 6,450	\$ 38,703
2008	\$ 5,040,705	28	\$ 56,243	\$ 1,574,810	7	\$ 6,579	\$ 46,056
2009	\$ 5,681,926	34	\$ 58,493	\$ 1,988,760	7	\$ 6,711	\$ 46,978
2010	\$ 6,342,384	36	\$ 60,833	\$ 2,189,975	7	\$ 6,845	\$ 47,917
2011	\$ 7,022,655	37	\$ 63,266	\$ 2,340,840	7	\$ 6,982	\$ 48,875
2012	\$ 7,723,335	37	\$ 65,797	\$ 2,434,474	7	\$ 7,122	\$ 49,853
2013	\$ 8,445,035	37	\$ 68,428	\$ 2,531,853	8	\$ 7,264	\$ 58,114
2014	\$ 9,188,386	40	\$ 71,166	\$ 2,846,624	8	\$ 7,410	\$ 59,277
2015	\$ 9,954,038	41	\$ 74,012	\$ 3,034,501	9	\$ 7,558	\$ 68,020
2016	\$ 10,742,659	42	\$ 76,973	\$ 3,232,854	9	\$ 7,709	\$ 69,380
2017	\$ 11,554,938	43	\$ 80,052	\$ 3,442,219	9	\$ 7,863	\$ 70,768
2018	\$ 12,391,587	43	\$ 83,254	\$ 3,579,908	9	\$ 8,020	\$ 72,183
2019	\$ 13,253,334	43	\$ 86,584	\$ 3,723,104	10	\$ 8,181	\$ 81,808
2020	\$ 14,140,934	43	\$ 90,047	\$ 3,872,029	10	\$ 8,344	\$ 83,444
2021	\$ 15,055,162	43	\$ 93,649	\$ 4,026,910	10	\$ 8,511	\$ 85,113
2022	\$ 15,996,817	43	\$ 97,395	\$ 4,187,986	10	\$ 8,681	\$ 86,815
2023	\$ 16,966,722	43	\$ 101,291	\$ 4,355,506	10	\$ 8,855	\$ 88,551
2024	\$ 17,965,723	43	\$ 105,342	\$ 4,529,726	10	\$ 9,032	\$ 90,322
2025	\$ 18,994,695	43	\$ 109,556	\$ 4,710,915	10	\$ 9,213	\$ 92,129
2026	\$ 20,054,536	43	\$ 113,938	\$ 4,899,351	10	\$ 9,397	\$ 93,971
2027	\$ 21,146,172	43	\$ 118,496	\$ 5,095,325	12	\$ 9,585	\$ 115,021
2028	\$ 22,270,557	43	\$ 123,236	\$ 5,299,138	12	\$ 9,777	\$ 117,321
2029	\$ 23,428,674	43	\$ 128,165	\$ 5,511,104	12	\$ 9,972	\$ 119,668
2030	\$ 24,621,534	43	\$ 133,292	\$ 5,731,548	13	\$ 10,172	\$ 132,233
TOTALS	\$ 329,672,667			\$ 88,639,538			\$ 1,925,140

TABLE 29
ATHENS TRANSIT SYSTEM
ESTIMATED COSTS FOR CAPITAL 2005-2030

Item	Quantity	Unit Cost	Years	Total Costs
Transit Vehicles (Buses)	107	\$ 300,000		\$ 32,100,000
Transit Vehicles (Vans - Low Floor)	55	\$ 75,000		\$ 4,125,000
Transit Vehicles (Vans - Medium Duty)	27	\$ 50,000		\$ 1,350,000
Transit Vehicles (Rubber Tired Trolleys)	11	\$ 275,000		\$ 3,025,000
Capital Maintenance (Parts)		\$ 98,000	25	\$ 2,450,000
Capital Maintenance (Maintenance Tools & Equip.)		\$ 10,000	25	\$ 250,000
Capital Maintenance (Equipment & Furniture)		\$ 5,000	25	\$ 125,000
Maintenance & Storage Facility Replacement		\$ 20,000,000		\$ 20,000,000
Transit Office / Facility Repairs		\$ 5,000	25	\$ 125,000
Transfer Center Repairs		\$ 5,000	25	\$ 125,000
Bus Shelters		\$ 15,000	25	\$ 375,000
Bus Signs/Poles/Trash Recepticles		\$ 1,200	25	\$ 30,000
Bus Benches		\$ 7,000	25	\$ 175,000
Contingency funds (10% of capital items)				\$ 6,425,500
TOTAL ESTIMATED COST FOR CAPITAL ITEMS				\$ 70,680,500

Note: Costs not adjusted for inflation

TABLE 30
MACORTS TRANSPORTATION PLAN - ATHENS TRANSIT SYSTEM
FINANCIAL PLAN 2005 – 2030

OPERATIONAL COST PLAN

Projected Revenue	\$ 90,564,678
Less: Operating Expenses	<u>\$329,672,667</u>
Operating Deficit	\$239,107,989

Source of funding to cover operating deficit:

1. Federal Section 5307 Operating Grant	\$ 18,389,801
2. Section 5311 Operating Grant (50%)	\$ 2,872,000
3. Local Operating Funds	\$217,846,188

CAPITAL PURCHASES COST PLAN

Projected Cost of Capital:	\$ 70,680,500
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Possible Federal Sources of funding to purchase capital:

1. Section 5307 Capital Grant Program	
a) Federal Section 5307 Capital Grant (80%)	\$ 36,038,301
b) State Match – Section 5307 Capital Grant (10%)	\$ 4,504,788
c) Local Match – Section 5307 Capital Grant (10%)	<u>\$ 4,504,788</u>
	<u>\$ 45,047,877</u>
2. Section 5309 Capital Grant Program	
a) Federal Section 5309 Capital Grant (80%)	\$ 6,240,000
b) State Match – Section 5309 Capital Grant (10%)	\$ 780,000
c) Local Match – Section 5309 Capital Grant (10%)	<u>\$ 780,000</u>
	<u>\$ 7,800,000</u>
3. Section 5311 Capital Grant Program	
a) Federal Section 5311 Capital Grant (80%)	\$ 1,080,000
b) State Match – Section 5311 Capital Grant (10%)	\$ 135,000
c) Local Match – Section 5309 Capital Grant (10%)	<u>\$ 135,000</u>
	<u>\$ 1,350,000</u>
4. Surface Transportation Program (STP) **	
a) Federal Share (80%)	\$ 13,186,099
b) State Match (10%)	\$ 1,648,262
c) Local Match (10%)	<u>\$ 1,648,262</u>
	<u>\$ 16,482,623</u>

Total amount of grants and matches needed to purchase capital	\$ 70,680,500
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Amount of Capital Projects Unfunded:	\$ 0
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***These funds would be 'excess' highway funds or those chosen to be 'flexed' to Transit projects. Federal/State Funds 'flexed' are permanently removed from a highway project. No further federal/state funds will be made available for that project once the funds are 'flexed' out of it.*

8. University of Georgia Transit System

Though a privately operated and funded system currently, the University of Georgia (UGA) Transit System has a substantial impact on local transportation. The system provides 9 daily routes (3 continue as night routes) and 1 weekend route on and adjacent to the UGA campus. UGA maintains a fleet of 43 transit buses, 5 ramp-equipped minivans, and 2 cutaway minibuses. Routes provided include: Ag Hill, Family Housing, Orbit, East Campus Express, Milledge Avenue, Russell Hall, East-West, North-South, and River's Crossing (Figure 8). Service is provided from 7 am to 6:30 pm for most routes. Night service continues until approximately 12:30 am on the East-West, Family Housing, and Russell Hall routes. The 'Weekender' route provides service on Saturday from 10 am to 10 pm and on Sunday from Noon to 10 pm. There is no weekend service provided on student holidays or on Saturdays with home football games. For FY 2004, UGA Transit will provide 300 service days.

UGA also provides paratransit services to UGA students, staff, and faculty who are considered 'permanently disabled' and in need of special transportation assistance. Those individuals must enroll at the Disability Services office on the UGA campus. Those with temporary disabilities, such as broken bones, also qualify and are registered directly with UGA Transit. Paratransit service is curb-to-curb transportation available from 7 am to 2 am on class days utilizing handicapped accessible vans. Service area includes any on-campus facilities and off-campus facilities on either side of streets served by UGA Transit. Regularly scheduled and on-call service is provided. Patrons that utilize this service may also utilize Athens Transit System paratransit services at no charge.

Between FY 2000 and FY 2004, recorded passenger trips on UGA Transit ranged from 7.4 million to 9.3 million. It is estimated that the system will provide 8.5 million passenger trips in FY 2004. Average daily ridership is approximately 30,000. With limited parking available on campus and more regulation by UGA as to how many vehicles will be allowed on campus, these numbers are expected to increase significantly in the future.

Funding for the system is generated through a student transportation fee and revenue derived by providing special services in support of campus activities. Charter services are provided to the University of Georgia community for 'trips that have an educational purpose'. Hourly fees are applicable as well as a limit of 100 miles from Athens, GA. Chartering agencies must have a valid UGA account number. As service requirements grow and the direct expense

to students increase, discussion has recently turned to the subject of the UGA Transit System applying for federal transit operating and capital assistance.

Figure 8

University of Georgia Transit System

Route Map, 2003-2004

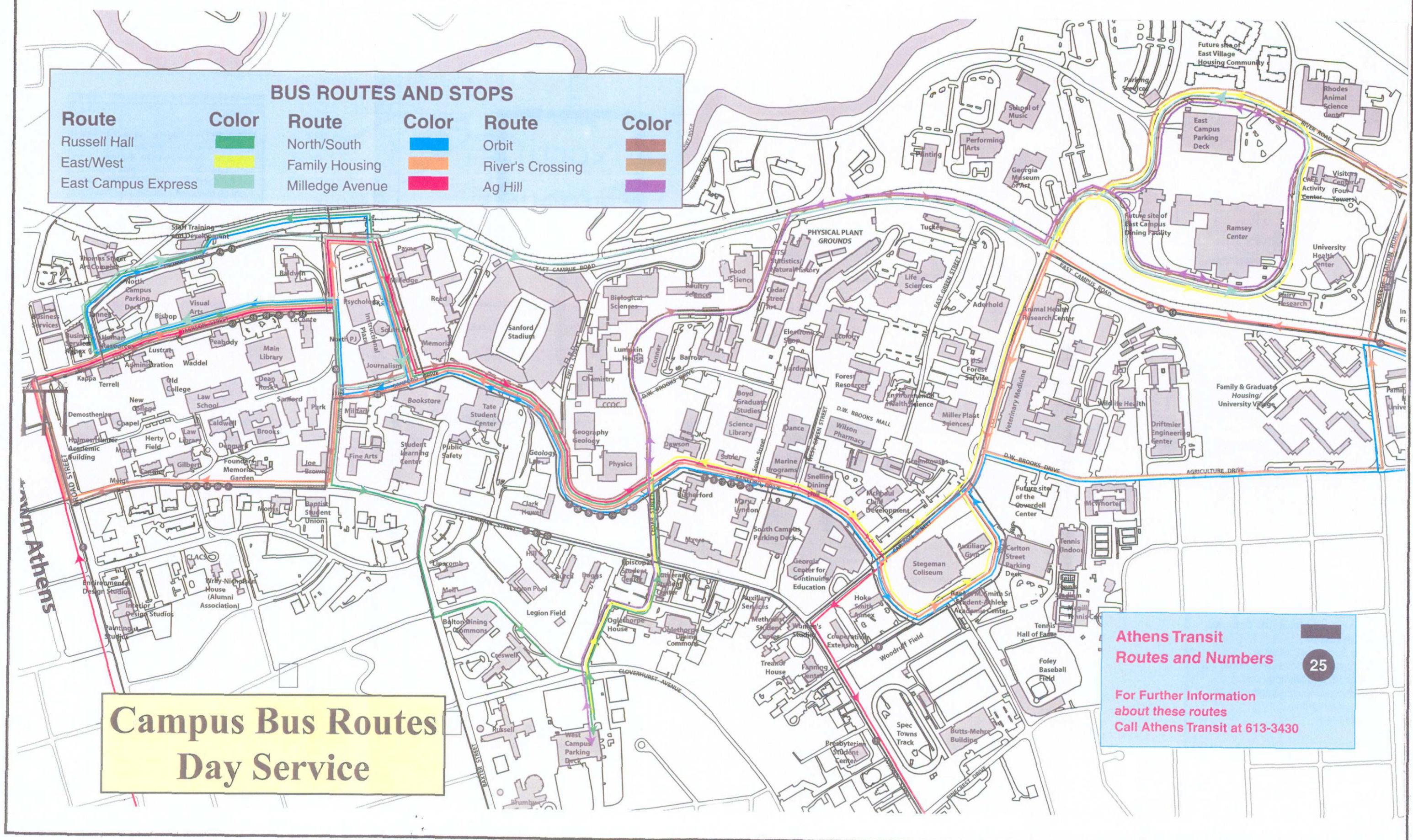


TABLE 31
University of Georgia
Campus Transit System
Estimated System Revenues: 2005-2030

Year	Buses on Route	Avg. Revenue per Bus	Projected Revenue	Number of Vans	Avg. Revenue per Van	Projected Revenue
2005	36	\$ 123,167	\$ 4,434,000	3	\$ 22,000	\$ 66,000
2006	38	\$ 123,782	\$ 4,703,735	3	\$ 22,000	\$ 66,000
2007	38	\$ 124,401	\$ 4,727,254	3	\$ 22,000	\$ 66,000
2008	38	\$ 125,023	\$ 4,750,890	3	\$ 22,000	\$ 66,000
2009	38	\$ 125,649	\$ 4,774,644	3	\$ 22,000	\$ 66,000
2010	38	\$ 126,277	\$ 4,798,518	3	\$ 22,000	\$ 66,000
2011	40	\$ 126,908	\$ 5,076,327	3	\$ 22,000	\$ 66,000
2012	40	\$ 127,543	\$ 5,101,708	3	\$ 22,000	\$ 66,000
2013	40	\$ 128,180	\$ 5,127,217	3	\$ 22,000	\$ 66,000
2014	40	\$ 128,821	\$ 5,152,853	3	\$ 22,000	\$ 66,000
2015	40	\$ 129,465	\$ 5,178,617	3	\$ 22,000	\$ 66,000
2016	42	\$ 130,113	\$ 5,464,736	3	\$ 22,000	\$ 66,000
2017	42	\$ 130,763	\$ 5,492,059	3	\$ 22,000	\$ 66,000
2018	42	\$ 131,417	\$ 5,519,520	3	\$ 22,000	\$ 66,000
2019	42	\$ 132,074	\$ 5,547,117	3	\$ 22,000	\$ 66,000
2020	42	\$ 132,735	\$ 5,574,853	3	\$ 22,000	\$ 66,000
2021	44	\$ 133,398	\$ 5,869,524	3	\$ 22,000	\$ 66,000
2022	44	\$ 134,065	\$ 5,898,871	3	\$ 22,000	\$ 66,000
2023	44	\$ 134,736	\$ 5,928,366	3	\$ 22,000	\$ 66,000
2024	44	\$ 135,409	\$ 5,958,007	3	\$ 22,000	\$ 66,000
2025	44	\$ 136,086	\$ 5,987,797	3	\$ 22,000	\$ 66,000
2026	46	\$ 136,767	\$ 6,291,270	3	\$ 22,000	\$ 66,000
2027	46	\$ 137,451	\$ 6,322,726	3	\$ 22,000	\$ 66,000
2028	46	\$ 138,138	\$ 6,354,340	3	\$ 22,000	\$ 66,000
2029	46	\$ 138,829	\$ 6,386,112	3	\$ 22,000	\$ 66,000
2030	46	\$ 139,523	\$ 6,418,042	3	\$ 22,000	\$ 66,000
Estimated Bus Revenue:			\$ 142,839,101	Estimated Van Revenue:		
Total Estimated Revenues:		\$ 144,555,101				

Note: Revenue generated through Student Transportation Fee and other pre-paid devices.

Estimated Operating Surplus

Projected Revenue:	\$ 144,555,101
less Operating Expenses:	<u>\$ 144,046,832</u>
	<u><u>\$ 508,269</u></u>

TABLE 32
University of Georgia
Campus Transit System
Comparison of Projected Operating Expenses with System Revenues: 2005-2030

Estimated Operating Expenses		Estimated System Revenues					
Year	Operating Expenses	Buses on Route	Avg. Revenue per Bus	Projected Revenue	Number of Vans	Avg. Revenue per Van	Projected Revenue
2005	\$ 4,000,000	36	\$ 123,167	\$ 4,434,000	3	\$ 22,000	\$ 66,000
2006	\$ 4,100,000	38	\$ 123,782	\$ 4,703,735	3	\$ 22,000	\$ 66,000
2007	\$ 4,202,500	38	\$ 124,401	\$ 4,727,254	3	\$ 22,000	\$ 66,000
2008	\$ 4,307,563	38	\$ 125,023	\$ 4,750,890	3	\$ 22,000	\$ 66,000
2009	\$ 4,415,252	38	\$ 125,649	\$ 4,774,644	3	\$ 22,000	\$ 66,000
2010	\$ 4,525,633	38	\$ 126,277	\$ 4,798,518	3	\$ 22,000	\$ 66,000
2011	\$ 4,638,774	40	\$ 126,908	\$ 5,076,327	3	\$ 22,000	\$ 66,000
2012	\$ 4,754,743	40	\$ 127,543	\$ 5,101,708	3	\$ 22,000	\$ 66,000
2013	\$ 4,873,612	40	\$ 128,180	\$ 5,127,217	3	\$ 22,000	\$ 66,000
2014	\$ 4,995,452	40	\$ 128,821	\$ 5,152,853	3	\$ 22,000	\$ 66,000
2015	\$ 5,120,338	40	\$ 129,465	\$ 5,178,617	3	\$ 22,000	\$ 66,000
2016	\$ 5,248,347	42	\$ 130,113	\$ 5,464,736	3	\$ 22,000	\$ 66,000
2017	\$ 5,379,555	42	\$ 130,763	\$ 5,492,059	3	\$ 22,000	\$ 66,000
2018	\$ 5,514,044	42	\$ 131,417	\$ 5,519,520	3	\$ 22,000	\$ 66,000
2019	\$ 5,651,895	42	\$ 132,074	\$ 5,547,117	3	\$ 22,000	\$ 66,000
2020	\$ 5,793,193	42	\$ 132,735	\$ 5,574,853	3	\$ 22,000	\$ 66,000
2021	\$ 5,938,022	44	\$ 133,398	\$ 5,869,524	3	\$ 22,000	\$ 66,000
2022	\$ 6,086,473	44	\$ 134,065	\$ 5,898,871	3	\$ 22,000	\$ 66,000
2023	\$ 6,238,635	44	\$ 134,736	\$ 5,928,366	3	\$ 22,000	\$ 66,000
2024	\$ 6,394,601	44	\$ 135,409	\$ 5,958,007	3	\$ 22,000	\$ 66,000
2025	\$ 6,554,466	44	\$ 136,086	\$ 5,987,797	3	\$ 22,000	\$ 66,000
2026	\$ 6,718,327	46	\$ 136,767	\$ 6,291,270	3	\$ 22,000	\$ 66,000
2027	\$ 6,886,286	46	\$ 137,451	\$ 6,322,726	3	\$ 22,000	\$ 66,000
2028	\$ 7,058,443	46	\$ 138,138	\$ 6,354,340	3	\$ 22,000	\$ 66,000
2029	\$ 7,234,904	46	\$ 138,829	\$ 6,386,112	3	\$ 22,000	\$ 66,000
2030	\$ 7,415,776	46	\$ 139,523	\$ 6,418,042	3	\$ 22,000	\$ 66,000
Totals	\$ 144,046,832			\$ 142,839,101			\$ 1,716,000

Expense
Inflation Rate: 2.5%

TABLE 33
University of Georgia
Campus Transit System
Estimated Costs for Capital: 2005-2030

Item	Quantity	Unit Cost	Years	Total Cost
Transit Vehicles (Buses)	78	\$ 300,000		\$ 23,400,000
Transit Vehicles (Vans)	18	\$ 45,000		\$ 810,000
Transit Vehicles (Cut-aways)	4	\$ 45,000		\$ 180,000
Maintenance Vehicles	2	\$ 35,000		\$ 70,000
Supervisory Vehicles	8	\$ 20,000		\$ 160,000
Capital Maintenance (Parts)		\$ 100,000	25	\$ 2,500,000
Capital Maintenance (Maintenance Tools & Equipment)		\$ 15,000	25	\$ 375,000
Capital Maintenance (Equipment & Furniture)		\$ 7,500	25	\$ 187,500
Transit Facility Repairs		\$ 7,500	25	\$ 187,500
Contingency (10% of capital items)				\$ 2,787,000
Total Estimated Cost for Capital Items				\$ 30,657,000

Note: No adjustment for inflation

TABLE 34
MACORTS TRANSPORTATION PLAN – UGA TRANSIT SYSTEM
FINANCIAL PLAN 2005 – 2030

OPERATIONAL COST PLAN

Projected Revenue	\$ 144,555,101
Less: Operating Expenses	<u>\$ 144,046,832</u>
Operating Surplus	\$ 508,269

CAPITAL PURCHASES COST PLAN

Projected Cost of Capital:	\$ 30,657,000
Possible Federal Sources of funding to purchase capital:	
5. Section 5307 Capital Grant Program	
d) Federal Section 5307 Capital Grant (80%)	\$ 22,296,000
e) State Match – Section 5307 Capital Grant (10%)	\$ 2,787,000
f) Local Match – Section 5307 Capital Grant (10%)	<u>\$ 2,787,000</u>
	\$ 27,870,000
6. Section 5309 Capital Grant Program	
d) Federal Section 5309 Capital Grant (80%)	\$ 2,229,600
e) State Match – Section 5309 Capital Grant (10%)	\$ 278,700
f) Local Match – Section 5309 Capital Grant (10%)	<u>\$ 278,700</u>
	\$ 2,787,000
7. Section 5311 Capital Grant Program	
d) Federal Section 5311 Capital Grant (80%)	\$ 0
e) State Match – Section 5311 Capital Grant (10%)	\$ 0
f) Local Match – Section 5309 Capital Grant (10%)	<u>\$ 0</u>
	\$ 0
8. Surface Transportation Program (STP) **	
d) Federal Share (80%)	\$ 0
e) State Match (10%)	\$ 0
f) Local Match (10%)	<u>\$ 0</u>
	\$ 0
Total amount of grants and matches needed to purchase capital	\$ 30,657,000
<i>Amount of Capital Projects Unfunded:</i>	<i>\$ 0</i>

***These funds would be 'excess' highway funds or those chosen to be 'flexed' to Transit projects. Federal/State Funds 'flexed' are permanently removed from a highway project. No further federal/state funds will be made available for that project once the funds are 'flexed' out of it.*

**TRANSPORTATION ENHANCEMENT
PROJECTS**

SECTION VII

TRANSPORTATION ENHANCEMENT PROJECTS

1. History of Transportation Enhancement Funding

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required that 10% of all Surface Transportation Program (STP) funds were programmed for transportation enhancements. This requirement was retained in the Transportation Equity Act for 21st Century (TEA-21). This program has provided funding for non-traditional transportation projects that would not have received other more traditional federal funding. Funds are awarded on a competitive basis by congressional district every other year. Activities eligible for Transportation Enhancement (TE) funds include twelve categories. These include pedestrian and bicycle facilities, safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, tourist or welcome center facilities, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation properties (including railroad facilities and canals), preservation of abandoned railway corridors including the conversion and use thereof for pedestrian or bicycle trails, control and removal of outdoor advertising, archaeological planning and research, environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and establishment of transportation museums. All projects must have some connection to the surface transportation system. The overall status of the TE program will be determined during the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA).

2. Pedestrian Facilities

Under ISTEА and TEA-21, there has been continued support for the inclusion of pedestrian facilities into the MACORTS Transportation Plan. Planning for pedestrians has been more fully integrated into the local planning process as well as the MACORTS process in recent years. Sidewalks are especially important along arterial streets and near neighborhood activity centers such as schools, recreational facilities, and shopping centers. New construction projects are strongly encouraged, through the local development regulations of all 3 counties, to include sidewalks wherever possible. In Athens-Clarke County, sidewalks are required on all new construction, and in some cases, developers must retrofit existing sites for sidewalks. Pedestrian facilities must also receive consideration on all new road projects within MACORTS.

Signalization and other protective devices at sidewalk crossings are crucial and should be considered during the planning process. Since pedestrian facilities were not previously given full consideration during the transportation planning process, there are large gaps in the sidewalk network. In Athens-Clarke County, the local government provides funds annually to complete projects from the sidewalk improvement plan. TE funding is the only source of dedicated federal funds for pedestrian facilities unless such facilities are included in a larger road oriented project.

3. Pedestrian System Development Standards

The selection of which sidewalks to construct rests with the local governments in Madison, Athens-Clarke, and Oconee Counties. The Athens-Clarke County Public Works Department has developed a rating system to evaluate potential sidewalk projects. Sidewalk projects are generated by public request. The projects are evaluated and prioritized annually. How many projects are completed is determined by the amount of local funds allocated to this program. The factors that are considered to rank sidewalk projects include the following:

- Traffic volume on adjacent roadways
- Proximity of traffic signals and posted speed of roadway
- Right-of-way that would be required for project
- Roadway profile (surrounding terrain, bridges, etc)
- Functional classification of roadway
- Evidence of existing pedestrian traffic
- Segment fill gap in sidewalk system
- Provides new sidewalk where non exists
- Area adjacent to transit route (ATS or UGA)
- Adjacent land-use and zoning designation
- Located within school region.

4. Pedestrian Sidewalk Design

Extensive sidewalk standards have been developed by the Athens-Clarke County Transportation and Public Works Department. These standards are based upon those of the Georgia Department of Transportation (GDOT), the American Association of State Highway Transportation Officials (AASHTO) and the experience of Athens-Clarke County Transportation and Public Works Department. With eight different cross-sections and five different sidewalk details, there is enough variety to allow for differing terrain and adjacent land-use. (See ACC Sidewalk Improvement Program Manual for details.) GDOT developed the *Georgia Pedestrian and Streetscape Guide* in September 2003 to aid jurisdictions in pedestrian facility design.

5. Potential Sidewalk Projects

Several potential sidewalk projects have been identified. They were selected based on the Sidewalk Improvement Program Evaluation Criteria. It should be noted that the order of the projects does not indicate priority. Table 37 in the financial plan lists all of these projects. A county-wide Sidewalk Master Plan should be completed for Athens-Clarke County as a UPWP Special Study in coming years. This study should include an inventory of existing sidewalks and prioritized recommendations for future sidewalks. Studies should also be considered for the portions of Oconee County and Madison County within the MACORTS area.

6. Bicycle Facilities

A. Introduction

There is great potential for bicycles as a transportation mode in the MACORTS area. The benefits of bicycle use are many. Because of these benefits to the community, the use of bicycles as a transportation mode merits encouragement. Bicycling is an environmentally friendly mode of transportation. It neither uses fuel nor creates pollution, and it reduces the amount of space required for parking lots. Bicycle paths, because of their size, can be constructed to have minimal impact on the environment. Bicycle riders also benefit from the exercise. In large part because of the University of Georgia, there is a vibrant bicyclist community in the MACORTS area.

The popularity of bicycling in the MACORTS area is, in part, evidenced by the Twilight Criterium. For 23 years this annual bicycle race has been held with a Jazz Festival and other community celebrations. The event attracts at least 30,000 spectators. It is more difficult to estimate the number of regular bicycle riders in the MACORTS area. The number of bicycle riders in the nation, according to the League of American Bicyclists, is around 43 million. According to an informal poll of local stores, including The Hub, Dixon's, Sunshine Bicycles and one Wal-Mart location (this is noted because the Wal-Mart location has customers outside of the MACORTS area), an average of 10,225 bicycles is annually purchased in MACORTS area stores. Of these, an estimated 4,950 are purchased for adults. College students make up most of these sales. Bicycles for adults cost an average of \$350. The remaining 5,275 are purchased for children or young teens. The estimated value of this class of bike is \$100.

The census figures, shown in Table 35, paint a different picture. Considering the other factors with regards to bicycle ridership, the census figures may not present an accurate representation of the number of bicycle trips made in the MACORTS area. The census, perhaps because it was concerned with trips to and from the workplace, has arrived at figures that may not accurately reflect the number of bicycle riders in Madison, Athens-Clarke and Oconee Counties.

Table 35
Persons Riding a Bicycle to Work

County	Persons who use bicycling as their means of travel to work
Madison County	9
Clarke County	444
Oconee County	18

MACORTS also has great potential for increasing and maintaining bicycle ridership because of the local environment. The weather in this part of Georgia is warm for much of the year. The major environmental factor that deters bicycle ridership is the topography. This part of Georgia has quite a bit of local relief and, consequently, some routes in MACORTS may present a physical challenge to the rider. There are also challenges to the full integration of bicycles with other transportation modes, the greatest of which is the safe co-existence of bicycles with automobiles and the conflicts between those modes of travel. However, conflicts with pedestrians and railroads should also be identified and reduced. Other challenges include identifying potential riders, educating bicyclists and motorists, and providing links between bicycle and other transportation modes.

It is the goal of MACORTS to encourage the use of bicycles as an alternative method of transportation. To this end, this plan will identify:

- ❖ Existing bicycle plans in MACORTS
- ❖ Other Bicycle Plans
- ❖ Design Standards
- ❖ Identification of destinations for bicyclists
- ❖ Identification of the users of bicycles
- ❖ Projects currently underway
- ❖ Laws relating to Bicycle Use
- ❖ Opportunities for establishing bike facilities

- ❖ Multi-modal opportunities
- ❖ Regional plans
- ❖ Implementation and funding strategy

B. Existing Bicycle Plans in MACORTS

The desirability of providing for bicycle use in the MACORTS area has been recognized for years. Several plans to facilitate bicycle use have been developed in the MACORTS area, although most have been limited to Clarke County. Athens-Clarke County prepared a Bicycle Master Plan that includes the area within 3 miles of the central business district. The most recent revision to that Plan to date was adopted in March 2003. The projects included therein are included in Table 37 in the Financial Section and are shown in Figure 10. In addition to the Bicycle Master Plan, the MACORTS Bicycle Map includes the area outside the 3-mile area but within Athens-Clarke County and appears in Figure 11. Figure 12 includes the corridors in Madison County, within MACORTS, that should be considered for the addition of bicycle facilities in the future. This is a revised version of the Map adopted in 1999. The Plan and Map will be forwarded to the Bicycle/Pedestrian Coordinator of the Georgia Department of Transportation. This will insure that should those specified corridors need other improvements, the addition of bicycle/pedestrian facilities will be considered by GDOT. On a local level, projects are completed as local funds become available. These projects are also eligible to receive TE funding. Projects from the Bike Plan are submitted as candidates for TE funding during the application cycle for that program.

C. Bicycle Facilities in Other Plans

North Oconee River Greenway

With the completion of the North Oconee River Greenway, a gap was filled in the bicycle network for Athens-Clarke County. Not only does it serve the bicycling public, but all non-motorized forms of transportation are allowed on the trail. The North Oconee Greenway is a 3-mile long, 10 feet wide poured concrete multi-use path following the North Oconee River that connects Cook's Greenway Trail at Sandy Creek Nature Center to Dudley Park in downtown Athens. It also connects with the University of Georgia Greenway at East Campus Road. Public comment received in the early stages of this plan was enthusiastic about extending the Greenway Network into both the Madison and Oconee County to create a regional facility. Figure 9 shows the current Greenway Network Plan.

GREENWAY NETWORK PLAN

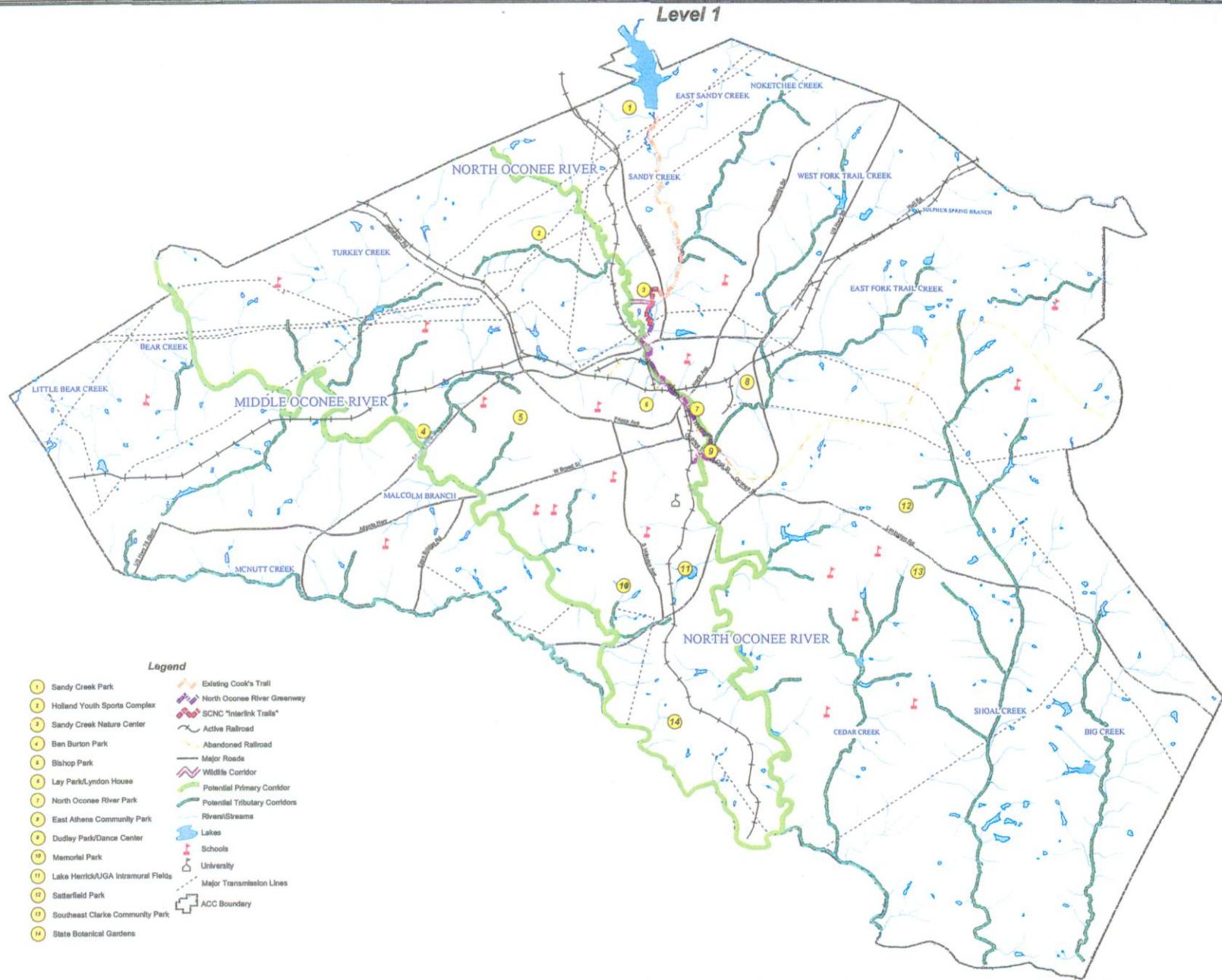
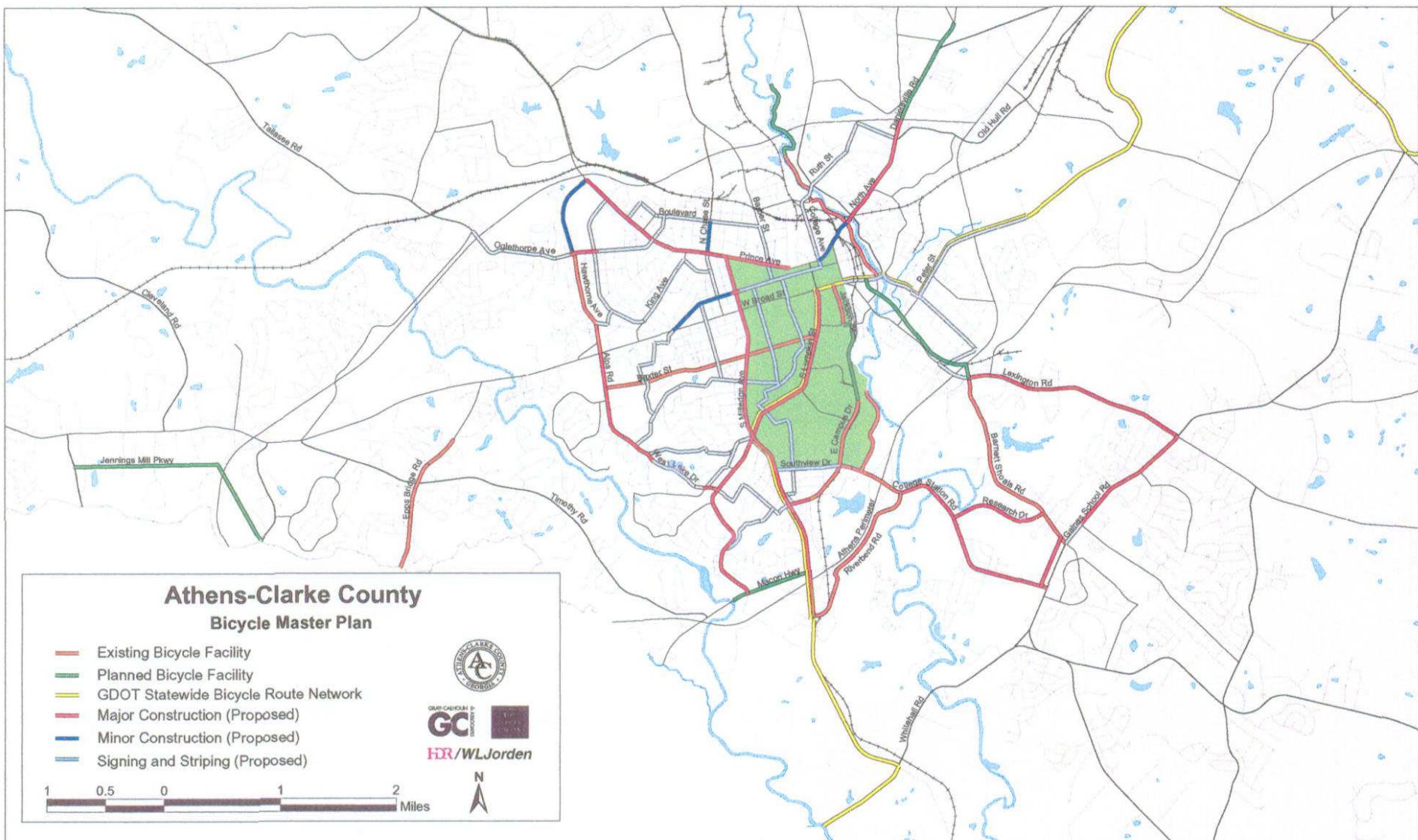


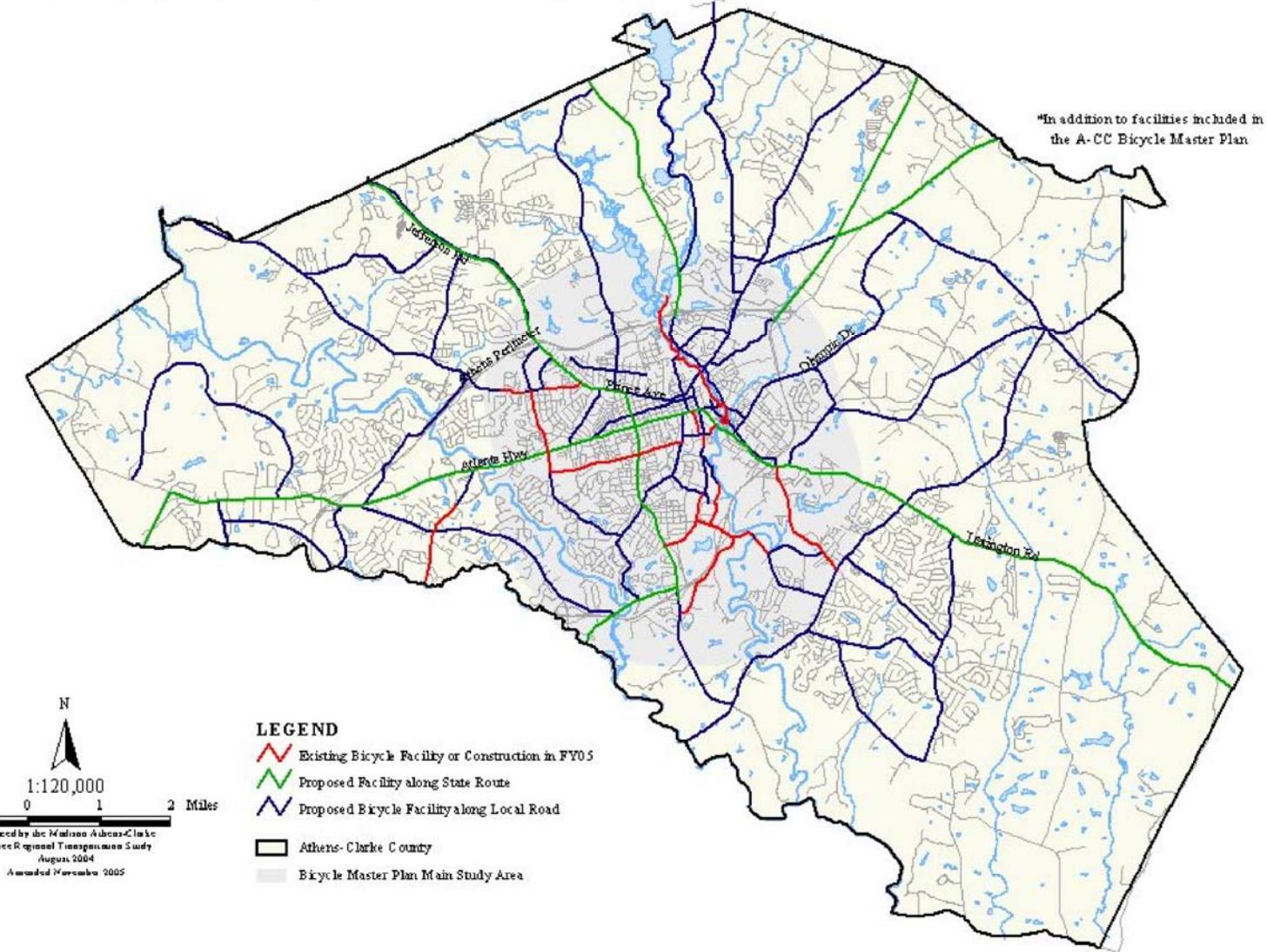
Figure : 10

COMPOSITE: EXISTING, PLANNED AND RECOMMENDED ROUTES/IMPROVEMENTS



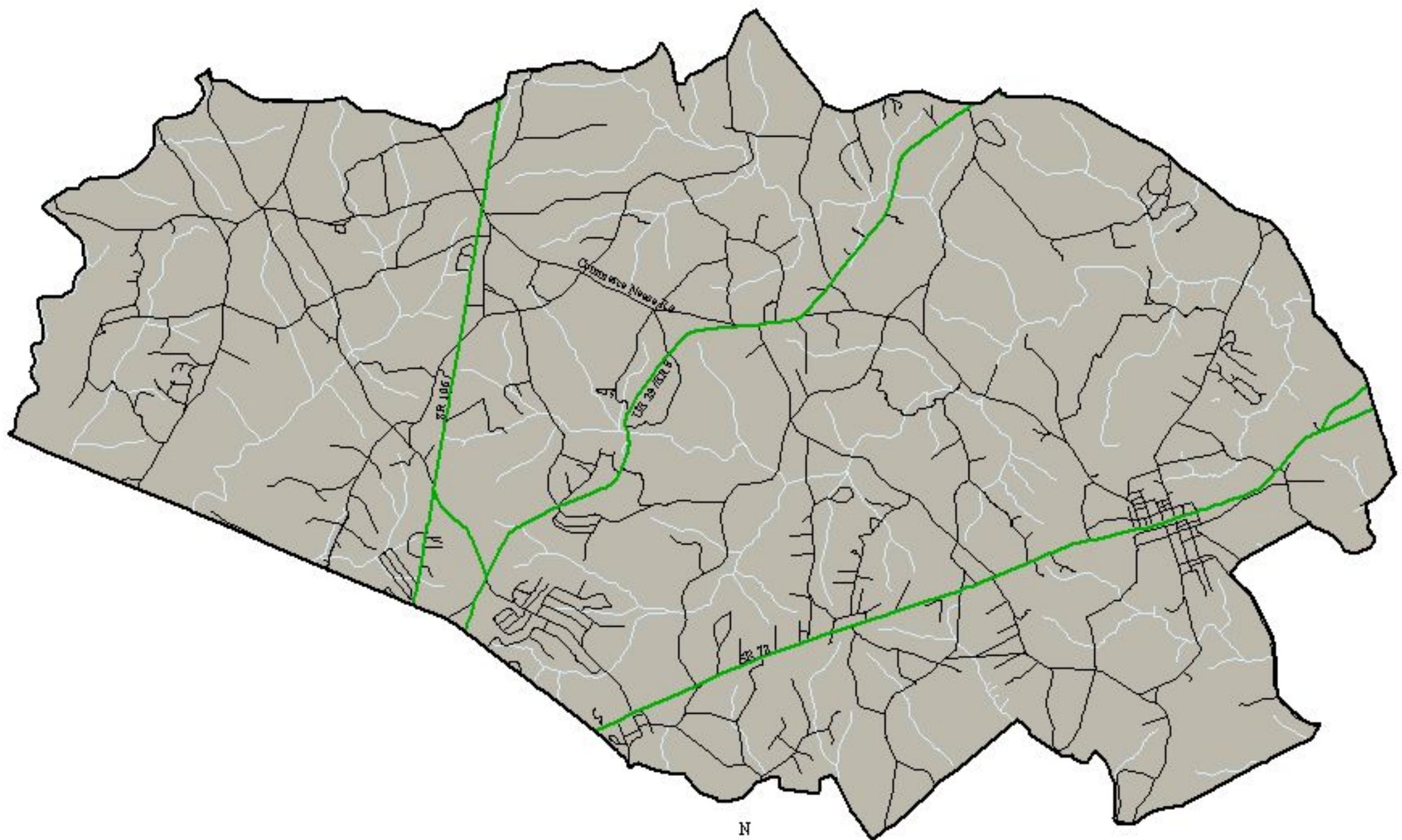
Madison Athens-Clarke Oconee Regional Transportation Study

Figure 11 : 2030 Long Range Transportation Plan, Draft Athens-Clarke County Proposed Bicycle Facilities*



Madison Athens-Clarke Oconee Regional Transportation Study

Figure 12 : 2030 Long Range Transportation Plan, Draft Madison County Proposed Bicycle Facilities



LEGEND

 Proposed Bicycle Facility

 Madison County Portion of MACORTS

1 0 1 2 3 Miles

Produced by the Madison Athens-Clarke
Oconee Regional Transportation Study
August 2004

S:\Planning\Acon\Bike\working_update_o

Statewide Bicycle Plan

In August 1995, the Georgia Department of Transportation adopted the *Georgia Bike and Pedestrian Plan*. The Plan now includes 14 bike/pedestrian routes covering approximately 2,943 miles throughout Georgia. Projects that are proposed along those routes must be designed to accommodate bicyclists and pedestrians. Currently, most routes only have signage designating them state bicycle/pedestrian routes. No funds will be designated by GDOT to implement the bicycle/pedestrian facilities as stand-alone projects. Bicycle/Pedestrian-friendly design elements must be incorporated into other programmed improvement projects. Only 1 route extends through the MACORTS area, Route 60 – Athens Link Corridor. This route follows SR 53, US 129, and Simonton Bridge Road in Oconee County. Then it continues in Athens-Clarke County along Whitehall Road, Milledge Avenue, Lumpkin Street, Broad Street, E. Broad Street, Peter Street, Olympic Drive, Voyles Road, Moores Grove Road, Athena Drive, and Smithsonia Road. From there the route continues in Oglethorpe County. A small portion of the route passes through Madison County, but that portion lies outside of the MACORTS area.

D. Design Standards Relating to Bicycle Transportation

The American Association of State Highway and Transportation Officials (AASHTO) published, in August of 1991, the *Guide for the Development of Bicycle Facilities*. As well, the Georgia Department of Transportation approved the *Georgia Bike and Pedestrian Plan* in 1997. An update of that Plan is forthcoming. These guides should be used by MACORTS in its design standards for bicycle projects.

Locally, Athens-Clarke County has adopted design standards relating to bicycle facilities (October 2003). The standards are as follows for bicycle lanes:

1. All four-lane primary roadways, that do not have marked bicycle lanes, with an average daily traffic volume of less than 20,000 vehicles per day should be considered for possible conversion to a three lane roadway with a center two-way left-turn lane if such a configuration would permit either marked or shared bicycle lanes. The new lane configuration would be installed whenever the roadway is scheduled for resurfacing or a major improvement project.
2. All roadways with bicycle lanes shall be striped to ensure a minimum travel and turn lane width of 10 feet and minimum bicycle lane width of 4 feet. This demarcation does not require bicyclists to remain exclusively within the bicycle lane at all times.

3. For those roadways that have an 85th percentile speed (that speed at which 85% of free-flowing vehicles are traveling at or below) and the upper limit of the pace speed (the 10 mph speed range representing the speeds of the largest percentage of vehicles) of 45 mph or less, the roadways would be striped with 10-foot travel and turn lanes and with a 4-foot bicycle lane (may include the gutter area for urban sections) with a 6-inch solid white stripe separating the bicycle lane from the travel lane.
4. For those roadways that have an 85th percentile speed and upper limit of the pace speed between 46 and 55 mph, these roadways would be striped with 11-foot travel and turn lanes and 5-foot bicycle lanes (may include the gutter area for urban sections) with a 6-inch solid white stripe separating the bicycle lanes from the travel lane.
5. For those roadways that have an 85th percentile speed and upper limit of the pace speed greater than 56 mph, these roadways would be striped with 12-foot travel and turn lanes and a 5-foot bicycle lane, not including the gutter section, with a 6-inch solid white stripe separating the bicycle lanes from the travel lane.
6. For all roadways where a 10-foot travel lane and a 4-foot bicycle lane cannot be accommodated, then a wider travel lane will be employed with appropriate signage and “sharrow” pavement markings.

E. Goal

The goal of MACORTS is to develop a bicycle system that increases accessibility throughout the MACORTS area. This system should create a safe environment for bicyclists and pedestrians and will be accomplished through a city and county system of bicycle routes, lanes, or paths. This system should serve by connecting the major traffic generators. When possible, the system should be implemented by taking advantage of the opportunities provided by other roadway improvements, such as resurfacing, widening, upgrading, and multi-laning. Development of an MACORTS-wide system for bicyclists will be supplemented by the existing system of neighborhood streets.

The major destinations for bicycle riders in MACORTS are the downtown of Athens, the University of Georgia, and the public schools. These destinations were mentioned frequently during the public input process. Interconnection of Athens-Clarke County Parks and Recreation facilities with bicycle and pedestrian facilities is another goal.

The main campus of the University of Georgia is located in downtown Athens. This is likely the largest single destination for bicyclists in the MACORTS region. In 2003, the University of Georgia had a total enrollment of 33,878 students. Undergraduates numbered

25,417; graduate and professional students: 8,461. The University employs 9,400 faculty and staff members and is the largest single employer in Athens-Clarke County. It is important to link high-density residential areas within Clarke County with the campus and downtown.

The public schools in MACORTS are the other major bicycle destinations. Bicycles provide a mode of independent transportation for students under the age of 16. Improving bicycle facilities within a mile radius of schools (a common ‘guideline’) will decrease the number of commuter trips of parents dropping students off.

F. Identification of the Users of Bicycles

Unlike automobiles, where the number of users may be estimated by the number of registrations, or transit, where the ridership may be monitored, it is difficult to estimate the number and characteristics of bicycle riders. The local bicycle shops target college age students. However, bicyclists are not limited to any particular age group, economic profile, or area. Children, as well, are users of the bicycle transportation system and their special needs should be considered. Because of difficulty in quantifying bicycle use, it is assumed that traditional transportation sources and destinations are appropriate for planning the bicycle system. It may be possible to use planning funds to conduct surveys along selected corridors to develop a clearer picture of the numbers of individuals who commute by bicycle in the MACORTS area as future UPWP special studies.

G. Projects Currently Underway

Pedestrian and bicycle accommodations must be considered on all roadways that are built or altered significantly in Athens-Clarke County under the current policy of the ACC Transportation and Public Works Department. The following projects are currently programmed through FHWA and GDOT with bicycle facilities:

- Jefferson Rd. – bike shoulders in conjunction with widening from Lavender Rd. to SR 330 in Jackson Co.
- Danielsville Rd. – shared path for cyclists and pedestrians in conjunction with widening from SR 10 Loop to Walker Drive
- SR 53 & Mars Hill Rd. – bicycle lanes in conjunction with widening from SR 15 in Watkinsville to SR 316.
- Macon Highway – bicycle lanes in conjunction with widening from US 441 to Milledge Avenue.
- Athens Perimeter at Olympic Drive/Peter Street – bicycle facilities in conjunction with reconstruction of Olympic Drive and Peter Street

- Athens Perimeter Interchange at Us 78/Lexington Rd. – bicycle facilities in conjunction with interchange reconstruction and widening of Lexington Rd.
- Simonton Bridge Rd. – 4 ft. bike lanes in conjunction with widening from SR 15 to Athens-Clarke County line.
- Jennings Mill Parkway (Oconee) – bike lanes in conjunction with construction of new roadway from Epps Bridge Parkway to Jennings Mill Road.

Athens-Clarke County has made significant local investment in providing bicycle facilities throughout the county. The following are recently approved projects:

- Add 5 ft. bike lanes on Alps Rd. from Baxter Street to West Broad Street
- Reconstruct outside northbound travel lane of E. Campus Road as a 10 ft. wide multi-use path from Milledge Avenue to Rogers Road
- Restripe Oglethorpe Avenue from Sunset Drive to Prince Avenue to provide 5 ft. bike lanes
- Restripe Oglethorpe Avenue from Hawthorne Avenue to Mitchell Bridge Avenue to provide a wide shared travel lane from Mitchell Bridge Rd. to Oglethorpe Elementary School and 5 ft. bike lanes from Oglethorpe Elementary School to Brooklyn Road.
- Resurface and restripe Williams Street to provide 4-ft. bike lanes from Oconee Street to the driveway of the Blind Pig Tavern.
- Signage and Stenciling for ‘Share the Road’ on King Avenue (Prince Ave. to Sunset Drive), Oglethorpe Ave. (Sunset Drive to Hawthorne Ave.), Southview Drive (Milledge Ave. to E. Campus Rd.), and Prince Ave. (Pulaski Street to Milledge Ave.)
- Add 4 ft. bike lanes to Lumpkin Street (Milledge Ave. to Broad Street)

H. Existing Easements

There is the potential to use existing easements owned by the local governments to reduce the cost of acquisition of right of way for bicycle paths. In some instances, it may be appropriate to acquire transportation right of way ‘on top’ of an existing easement. Consideration must be given to the compatibility of the existing use with the addition of a bicycle transportation use. If the uses were not in conflict, the acquisition cost would be minimal because of the restrictions of the existing easement. This strategy may also be appropriate with some private easements such as power easements.

I. Laws Relating to Bicycle Use

Federal

Current federal regulations pertain only to bicycle manufacturers, and not specifically to bicycle riders or pedestrians. 16 C.F.R. 1512 (1993).

State and Local

Georgia has extensive legislation dealing with where and how bicyclists may ride. Athens-Clarke County supplements state law with provisions concerning parking bicycles and riding bicycles on sidewalks. The following is a summary of state and local laws concerning bicycle riders.

- 1) All traffic laws applicable to drivers of vehicles also apply to bicycle riders, unless the laws are such as can only apply to motorized vehicles. O.C.G.A. 40-6-291; ACC 3-10-1.
- 2) A bicyclist riding on a roadway must ride as close to the right side of the road as practicable. Riders shall not ride more than two abreast on a roadway, unless they are riding on a part of the road set aside exclusively for bicycle use. If a useable bicycle path exists next to a roadway, a local government may require that bicycle riders use the adjacent path instead of the roadway. Athens-Clarke County has no such law, so bicycle riders may ride in a road even if an adjacent bicycle path is provided. O.C.G.A. 40-6-294 (1996 Supp.).
- 3) In Athens-Clarke County, no person shall ride a bicycle on a sidewalk within a district zoned as [central] business [district] or within the downtown tax district. ACC 3-10-3.
- 4) In Athens-Clarke County, anyone parking a bicycle must park it in a rack or against a curb or building in the way which cause the least obstruction to pedestrians. ACC 3-10-2
- 5) A person operating a bicycle must ride upon a permanent seat. No person shall ride upon the handlebars. No bicycle shall be used to carry more persons than it was designed to carry. A child under the age of one year shall only be transported on a bicycle trailer or

in an infant sling. A child between the ages of 1 and 4 must be securely seated in child passenger bicycle seat, bicycle trailer or infant sling. O.C.G.A 40-6-292 (1993 Supp.).

- 6) No person riding a bicycle shall attach the bike or himself to a vehicle on a roadway. O.C.G.A. 40-6-293 (1996).
- 7) No person operating a bicycle shall carry any article that prevents him from keeping at least one hand on the handlebars. O.C.G.A. 40-6-295 (1996).
- 8) A bicycle in use at night must have a white light on the front visible from a distance of three hundred feet and a red reflector on the rear which is visible from the same distance when headlights shine on it. All bicycles in use must have a brake that is strong enough to skid the braked wheel on dry, level pavement. No bicycle shall be used which requires the operator to reach higher than his shoulders to grip the handlebars. No bicycle shall be operated if the pedal is more than twelve inches above the ground in its lowermost position. Persons under sixteen must wear a helmet when riding on public property. O.C.G.A. 40-6-296 (1996).
- 9) No bicycles shall be sold without reflectors on the pedals that are visible from two hundred feet away. O.C.G.A. 40-6-297 (1996).
- 10) Violation of any of the above stated provisions is a misdemeanor. A parent shall not knowingly permit a child to violate any of the provisions. O.C.G.A. 40-6-298 (1996).

J. Intermodal Opportunities

As mandated by ISTEA and TEA-21, it is important to design a bicycle transportation system that allows for the transition between bicycle and other transportation modes. Whereas the co-existence of bicycles and motorized vehicles has already been examined in this document, the following areas should be addressed whenever possible:

Bikes and Buses:

Transitions from bikes to buses, or from buses to bikes encourage the use of both methods of transportation. All Athens Transit buses are now equipped with bus racks. These

racks hold two bicycles and are attached to the front of the bus. Public response to this addition has been very positive. All future buses purchased will be equipped with bicycle racks as well. The presence of these racks allows travelers to ride their bicycles farther than they would walk to catch a bus, thus increasing the potential ridership for any one bus stop. This expanded ‘radius’ from the transit stops may also encourage ridership in the lower density residential areas within MACORTS. Bike racks allow bus riders to ride to the bus stops and to ride from the bus stops to their destination.

Bikes and Pedestrians:

To help bike riders make the transition to becoming pedestrians, MACORTS should encourage bike storage/parking facilities. In addition to the traditional bicycle racks, bike lockers should be located in the downtown area. The downtown location is within walking distance of the UGA campus and could conceivably serve those bicycle owners who, because of the expense of their bikes, prefer to store them in a more secure place. Bike lockers will be provided in the Multimodal Transportation Center. They should be included in all public construction projects in the downtown area along with traditional bike racks. Various types of bicycle lockers and racks have been introduced in at least one parking deck in downtown Athens under the jurisdiction of the Downtown Development Authority. After the test period, a determination will be made as to what kind of storage facilities are most appropriate for that location.

Outside the Central Business Districts, the local governments should consider a parking ‘bonus’ for bicycle facilities. This bonus would lower the number of required parking spaces (by a relatively small amount) for those businesses who provide and maintain bike storage.

K. Implementation & Funding Strategy

To minimize future costs, the construction of bike facilities should be financed in conjunction with subdivision construction and street improvements. TE program funding is available for these types of projects; though, those funds are not guaranteed. The Special Purpose Local Option Sales Tax (SPLOST) could and has also been used to provide partial funding for the construction of the bicycle system. Also, highway funds allocated to road projects could be flexed to exclusively bike and pedestrian projects at the discretion of MACORTS. Figure 10 and Figure 11 illustrate the planned bicycle network in Athens-Clarke

County. The descriptions of the planned projects and their costs are included in the financial plan section.

7. Multimodal Facilities

A. Rails to Trails

Much has been said about the successes of various Rails to Trails programs throughout the United States. Currently, there is only one officially abandoned railroad line segment in the MACORTS area. That line has been the focal point of an effort within Athens-Clarke County to create a multi-use trail facility with the abandoned line including a trestle. This project would connect the Multimodal Transportation Center with Peter Street and Dudley Park and the remaining abandoned rail corridor that parallels Oconee Street and Lexington Highway before turning northeast toward Winterville. It would also include the rehabilitation of three historic crossings over: Peter Street, Trail Creek, and the North Oconee River. An application for TE funding for this project has been submitted for the FY 2004/2005 cycle. Federal TE funds in the amount of \$185,000 was awarded to this project. The $\frac{1}{4}$ mile portion of the Rail Trail adjacent to the Athens Multimodal Center will be completed using a portion of the federal earmark funds awarded to the Athens Multimodal Center. The Rail Trail project is also included in the proposed SPLOST 2005 project list that is to be voted upon in November 2004.

Neither Madison County nor Oconee County have any officially abandoned rail lines at this time. Should there be any lines abandoned, the local governments should consider the potential for a rail to trail facility. If further opportunities arise in Athens-Clarke County to acquire other abandoned lines, they should also be evaluated for their potential to contribute to the bicycle system. Again, local and TE funding are the most readily available for this type of project.

FREIGHT AND GOODS MOVEMENT

SECTION VIII

FREIGHT/GOODS MOVEMENT

Freight and goods movement is an important aspect of the MACORTS Transportation Plan. Freight and goods movement was taken into consideration in the preparation of the Plan. Current and past analysis of this area has been somewhat limited. The planning process evaluated freight/goods movement needs and has allocated resources to eliminate highway/rail crossings where possible. These projects are included in the list of highway/bridge projects in the financial plan.

Based on a review of rail and airport plans the following observations can be made. According to the Georgia Rail Freight Plan – Update 2000, prepared for the GADOT by Georgia Rail Consultants in 2000, the originating rail commodities for the MACORTS area included lumber/wood products and pulp/paper/allied products. Principal terminating commodities included coal, nonmetallic mineral products, lumber/wood products, and stone/clay/glass products. The region is served by two Class 1 railroads, CSX and Norfolk Southern, and one Class 3 railroad, The Athens Branch Railroad.

The Athens/Ben Epps Airport has completed its Master Plan Update. In this update several new projects are planned. In this plan, it was felt that there would be no future problems regarding surface transportation for the airport.

The MACORTS planning process will continue to examine freight and goods movement. As technical analysis continues to be performed on this planning area, the information from this analysis will be used as input into the planning process. This additional information may require that the Plan be updated in the near future.

**TITLE VI AND
ENVIRONMENTAL JUSTICE**

SECTION IX

TITLE VI AND ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964, states no person on the ground of race, color, or national origin shall be suject to discrimination under any program or activity receiving Federal financial assistance. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, signed by President Clinton in 1994 reaffirmed the tenants of the 1964 law.

Toward meeting the spirit and letter of the law, MACORTS has conducted and open, inclusive Long Range Plan update. Detailed MACORTS' Public Involvement Procedures for this LRTP update are listed in Appendix A of this document. In addition, MACORTS will work with State and Federal partners to carry forth guidance as outlined in Georgia Department of Transportation's "Urban Area Environmental Justice Evaluation" when those are finalized. Final guidance is expected in early 2005.

FINANCIAL PLAN

SECTION X **FINANCIAL PLAN**

Listed on the following pages is the financial information regarding Plan projects. It should be noted that not all project costs are listed here.

One of the requirements of TEA-21 is that the Transportation Plan must be financially balanced. This Plan is balanced in this regard. Estimates of federal-aid funding were provided to the MPO and the amount of federal-aid projects match the amount of available funding. Non-federal-aid projects have been included for informational purposes in the Transportation Plan.

Listed on the following pages is a breakdown of projects by type and funding source. Additional information is provided to assist for budgeting purposes. It should be noted that all project costs are only estimates and are for planning purposes only.

TABLE 36
Financial Plan Summary

Local Revenue		
25 Years General Funds – ACC/Oconee/Madison Cos.		\$ 95,120,500
Deduct 25 Years Local Maintenance – ACC/Oconee/Madison Cos.		\$ 72,459,789
Remaining Local Funds Available for 25 year Period		\$ 22,660,711
Federal / State Revenue		
25 Years Federal / State Funds		\$387,500,000
Deduct 25 Years Maintenance		\$ 32,000,000
Remaining Federal / State Funding Available		\$355,500,000
Total Available for Road / Highway Projects		\$378,160,711

FINANCIAL CONSTRAINTS

The MACORTS Long Range Transportation Plan must be fiscally balanced according to federal law. Reasonable estimates of the cost of proposed projects, expected federal and state funding, and expected local funding levels over the 25 year period are required. With the TEA-21 still in the process of being reauthorized, the estimation of future funding is uncertain, at best. The Georgia Department of Transportation – Office of Planning developed estimates for federal and state funding using the average annual amounts made available over the last 10 years. Local funding levels that will be available over the next 25 years were estimated by the MPO. The average annual local contribution for each county over the last 10 years was used to estimate future available local funds. Only general funds were considered due to the uncertainty of future Special Purpose Local Option Sales Tax (SPLOST).

To determine the total amount available for future projects, the projected available funding must be reduced by the expected cost of maintaining the existing transportation system. Cost estimates were developed for all projects proposed in the Plan by the Georgia Department of Transportation in cooperation with MACORTS. The cost of all road / highway projects in the approved LRTP does not exceed the projected available funds; therefore, the MACORTS 2030 Long Range Transportation Plan is fiscally constrained (summary below).

Federal / State Funding Available	\$ 387,500,000
Local Funding Available – Athens-Clarke Co.	\$ 83,170,500
Local Funding Available – Oconee Co.	\$ 11,950,000
Local Funding Available – Madison Co.	\$ 0
Total Funding Available	\$ 482,620,500
Federal / State Maintenance Costs	\$ 32,000,000
Local Maintenance Costs – Athens-Clarke Co.	\$ 47,139,268
Local Maintenance Costs – Oconee Co.	\$ 15,219,249
Local Maintenance Costs – Madison Co.	\$ 10,101,272
Total Maintenance Costs	\$ 104,459,789
Total Funding Available Minus Total Maint.	\$ 378,160,711
Total Road/Highway Project Costs in Plan	<u>\$ 378,160,711</u>
Balance	\$ 0

TABLE 37 - MACORTS LIST OF TRANSPORTATION PLAN PROJECTS (FY 2005 - 2030)

Plan Project Number	Project Name and Description			Estimated Cost & Source of Funds					Project Cost Breakdown				Project Status / Comments
	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
PLANNED HIGHWAY / ROAD PROJECTS		<i>Note: Number Does Not Indicate Priority</i>											
R-1	Glenn Carrie Road Widening	Widen lanes to standard width and add turn lanes at intersection of US 29	2005-2010	Madison	\$ 500,000	\$ 400,000	\$ 100,000	\$ -	\$ 10,000	\$ 100,000	\$ -	\$ 390,000	
R-2	Old Danielsville Rd/US 29 Intersection Improvements	signalize or eliminate median crossing left turns	2016-2020	Madison	\$ 255,000	\$ 204,000	\$ 204,000	\$ -	\$ 204,000	\$ 204,000	\$ -	\$ 204,000	
R-3	Fernwood Dr and Ivy Wood Drive Extension	Construct 2 lane road to provide an interconnection between Glen Carrie and US 29	2011-2015	Madison	\$ 530,000	\$ 424,000	\$ 106,000	\$ -	\$ 20,000	\$ 100,000	\$ -	\$ 410,000	
R-4	Helican Springs Rd/Danielsville Rd	Widen Helican Springs Rd/Danielsville Rd from Glenn Carrie Rd to Athens-Clarke County line to alleviate congestion on US 29	2016-2020	Madison	\$ 4,450,000	\$ 3,560,000	\$ 890,000	\$ -	\$ 1,250,000	\$ 200,000	\$ -	\$ 3,000,000	
R-5	Lloyd Nelms Rd / Martin Griffeth Widening	Widen to 2 standard travel lanes from SR 106 to Jackson County line	2016-2020	Madison	\$ 5,050,000	\$ 4,040,000	\$ 1,010,000	\$ -	\$ 1,000,000	\$ 1,250,000	\$ -	\$ 2,800,000	
R-6	Safety Improvements to Colbert Danielsville Rd	Reroute Old Kincaid Rd to top of hill	2011-2015	Madison	\$ 3,830,000	\$ 3,830,000	\$ 3,830,000	\$ -	\$ 230,000	\$ 800,000	\$ -	\$ 2,800,000	
R-7	Implementation of Road Network Plan	Road Network Plan requested in FY 05 UPWP-- results of study should be incorporated into LRTP		Madison									
R-8	Old Hull Rd Widening (SR 10 and SR 72)	Widen from SR 10 Loop to SR 72 to a 3 lane typical section with a two-way center turn lane and dedicated left turn lanes at major intersections. A 4-ft paved shoulder would be included as part of the widening.	2005-2010	Clarke	\$ 4,630,000	\$ 3,704,000	\$ 463,000	\$ 463,000	\$ 380,000	\$ 500,000	\$ -	\$ 3,750,000	
R-9	Danielsville Rd Widening	Widen Danielsville Rd from Collins Industrial Blvd to Walker Dr to a 4-lane divided highway with additional turn lanes as needed. A shared path for cyclists will be included on the east side of the roadway, and sidewalks are included on the west side of the roadway.	2005-2010	Clarke	\$ 3,565,000	\$ 2,852,000	\$ 356,500	\$ 356,500	\$ 290,000	\$ 425,000	\$ -	\$ 2,850,000	
R-10	Olympic/Indian Hills Rd/Winterville Rd Widening	Widen segments of Olympic Dr, Indian Hills Rd and Winterville Rd from 2 to 4 lanes from the Athens Perimeter to Beaverdam Rd. Project concept includes the construction of a divided 4-lane roadway, with turn lanes at selected locations, with bicycle facilities.	2016-2020	Clarke	\$ 7,783,818	\$ 6,227,054	\$ 778,382	\$ 778,382	\$ 583,818	\$ 1,500,000	\$ -	\$ 5,700,000	
R-11	Newton Bridge Rd Widening	Widen from North Oconee River to US 441 to two standard lanes with turn lanes at key intersections along the corridor.	2021-2030	Clarke	\$ 1,150,000	\$ 920,000	\$ 115,000	\$ 115,000	\$ 350,000	\$ 100,000	\$ -	\$ 700,000	
R-12	Fowler Drive Widening	Widen/reconstruct Fowler Dr to two standard travel lanes from Freeman Dr to Danielsville Rd. Pedestrian improvements are included.	2016-2020	Clarke	\$ 575,000	\$ 460,000	\$ 57,500	\$ 57,500	\$ 125,000	\$ 100,000	\$ -	\$ 350,000	
R-13	Spring Valley Rd Widening	Widen Spring Valley Rd to include turn lanes at key intersections. Sidewalks and bicycle facilities are planned for the corridor.	2011-2015	Clarke	\$ 5,550,000	\$ 4,440,000	\$ 555,000	\$ 555,000	\$ 750,000	\$ 2,000,000	\$ -	\$ 2,800,000	

Plan Project Number	Project Name and Description			Estimated Cost & Source of Funds					Project Cost Breakdown				Project Status / Comments
	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
R-14	Vine Street Extension	Extend Vine St as a two-lane road to Second St with sidewalks	2021-2030	Clarke	\$ 670,000	\$ 536,000	\$ 67,000	\$ 67,000	\$ 60,000	\$ 100,000	\$ -	\$ 510,000	
R-15	US 441-US 29 Connector	Construct a 2-lane roadway with turn lanes at key intersections to provide east-west circulation. Exact location would be chosen in coordination with the location siting process for Fire Station #9.	2011-2015	Clarke	\$ 15,075,000	\$ 12,060,000	\$ 1,507,500	\$ 1,507,500	\$ 1,075,000	\$ 3,500,000	\$ -	\$ 10,500,000	
R-16	Lexington Hwy Widening	Widen Lexington Rd (US 78, SR 10) to 4-lane divided highway with turn lanes at major intersections from Whit Davis Rd to Oglethorpe County line.	2016-2020	Clarke	\$ 15,544,000	\$ 12,435,200	\$ 1,554,400	\$ 1,554,400	\$ 2,500,000	\$ 2,700,000	\$ -	\$ 10,344,000	
R-17	Whitehall Rd Widening	Widen to 2 standard travel lanes with turn lanes at key intersections from Barnett Shoals Rd to Milledge Ave, widen to four lanes from Milledge Ave to the Oconee County line. Pedestrian and bicycle improvements are included.	2005-2010	Clarke	\$ 520,000	\$ 416,000	\$ 52,000	\$ 52,000	\$ 350,000	\$ 100,000	\$ -	\$ 70,000	
R-18	Barnett Shoals Rd Widening	Widen/reconstruct Barnett Shoals Rd to two standard lanes with turn lanes at key intersections along the corridor from Whitehall Rd to Bob Godfrey Rd. Include in the project pedestrian and bicycle improvements.	2005-2010	Clarke	\$ 4,225,000	\$ 3,380,000	\$ 422,500	\$ 422,500	\$ 100,000	\$ 1,325,000	\$ -	\$ 2,800,000	
R-19	Mitchell Bridge Rd Widening	Widen Mitchell Bridge Rd from Atlanta Hwy to Tallasseee Rd to include turn lanes at key intersections and a 2-way center left-turn lane in the commercial area of the corridor. Reconstruction of the Mitchell Bridge Rd/Athens West Pkwy is also included in this project. Sidewalks and bicycle facilities are planned for the corridor. Specific improvements would be developed after the completion of a corridor planning study.	2005-2010	Clarke	\$ 4,630,000	\$ 3,704,000	\$ 463,000	\$ 463,000	\$ 380,000	\$ 500,000	\$ -	\$ 3,750,000	
R-20	Tallasseee Rd Widening	Widen Tallasseee Rd from SR 10 Loop to Lavender Rd to a 4-lane divided parkway with turn lanes at key intersections along the corridor. Included in the project are bicycle and pedestrian facilities.	2016-2020	Clarke	\$ 8,100,000	\$ 6,480,000	\$ 810,000	\$ 810,000	\$ 500,000	\$ 1,700,000	\$ -	\$ 5,900,000	
R-21	Hawthorne Ave Widening	Widen to a 5-lane roadway consistent with the Hawthorne Ave Master Plan study that was completed in 2000. Pedestrian and bicycle facilities are included in this project.	2021-2030	Clarke	\$ 4,170,000	\$ 3,336,000	\$ 417,000	\$ 417,000	\$ 320,000	\$ 850,000	\$ -	\$ 3,000,000	
R-22	Jennings Mill Pkwy	Construct a new 4-lane divided highway between New Jimmie Daniel Rd and Jennings Mill Rd with turn lanes at major intersections. Included in the project are sidewalks, bike lanes, and a grade-separated crossing of the SR 10 Loop.	2005-2010	Clarke	\$ 7,600,000	\$ 6,080,000	\$ 760,000	\$ 760,000	\$ 600,000	\$ 1,500,000	\$ -	\$ 5,500,000	

Plan Project Number	Project Name and Description			Estimated Cost & Source of Funds					Project Cost Breakdown				Project Status / Comments
	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
R-23	Macon Hwy/ US 441 Widening	Widen/reconstruct Macon Hwy from the ACC/ Oconee County line to Milledge Ave to a 3 lane typical section with a two-way center 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 project.	2005-2010	Clarke	\$ 5,320,000	\$ 4,256,000	\$ 532,000	\$ 532,000	\$ 320,000	\$ 1,000,000	\$ -	\$ 4,000,000	
R-24	Oconee St Widening	Widen/reconstruct Oconee St to 4 lanes with additional turn lanes as needed between Thomas St and a point west of Peter St. Pedestrian and bicycle facilities are planned for this corridor. Included in the project would be dual left-turns from Thomas St onto Oconee St.	2016-2020	Clarke	\$ 2,084,000	\$ 1,667,200	\$ 208,400	\$ 208,400	\$ 184,000	\$ 100,000	\$ -	\$ 1,800,000	
R-25	Milledge Ave Widening	Widen/reconstruct Milledge Ave to 2-lane typical section from Whitehall Rd to E Campus Rd with two-way center left turn lane and dedicated left-turn lanes at key intersections along the corridor. Included in the project are bicycle and pedestrian facilities and reconstruction of the Whitehall Rd intersection. The 4-lane typical section in the vicinity of the SR 10 Loop will be retained.	2011-2015	Clarke	\$ 9,100,000	\$ 7,280,000	\$ 910,000	\$ 910,000	\$ 600,000	\$ 2,000,000	\$ -	\$ 6,500,000	
R-26	Epps Bridge Parkway Left Turn Lane	Add northbound left turn lane from Epps Bridge Parkway to Atlanta Highway.	2016-2020	Clarke	\$ 409,000	\$ 327,200	\$ 40,900	\$ 40,900	\$ 50,000	\$ 70,000	\$ -	\$ 370,000	
R-27	North Atlanta Hwy Reliever	Connect Trade St to Cleveland Rd in the area north of the Atlanta Hwy. It will connect to Cleveland Rd at Callaway Dr.	2021-2030	Clarke	\$ 8,813,636	\$ 7,050,909	\$ 881,364	\$ 881,363	\$ 768,182	\$ 545,454	\$ -	\$ 7,500,000	
R-28	Atlanta Highway Median	Add a median to Atlanta Hwy between the proposed median at the SR 10 Connector interchange and the intersection of Atlanta Hwy with Jimmie Daniel Rd.	2021-2030	Clarke	\$ 1,750,000	\$ 1,400,000	\$ 175,000	\$ 175,000	\$ 250,000	\$ 500,000	\$ -	\$ 1,000,000	
R-29	New Jimmie Daniel Rd Improvements	Widen New Jimmie Daniel Rd to 4 lanes with turn lanes at the T-intersections from Atlanta Hwy to Atlanta Hwy to the Oconee County line. Five-foot wide sidewalks are also included.	2005-2010	Clarke	\$ 2,370,950	\$ 1,896,760	\$ 237,095	\$ 237,095	\$ 145,950	\$ 350,000	\$ -	\$ 1,875,000	
R-30	SR 10 Loop at Olympic Dr/ Peter St Intersection	Replace at-grade signalized intersection with bridge and reconfigure interchanges. Project would include the reconstruction of Olympic Dr and Peter St over the SR 10 Loop. Included in the project are pedestrian and bicycle facilities on Olympic Dr and Peter St.	2005-2010	Clarke	\$ 550,000	\$ 440,000	\$ 55,000	\$ 55,000	\$ 50,000	\$ 75,000	\$ -	\$ 425,000	
R-31	SR 10 Loop at US 29 Intersection	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 SR 10 Loop from US 29.	2016-2020	Clarke	\$ 500,000	\$ 400,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ -	\$ 375,000	
R-32	Smokey Rd at Winterville Rd Realignment	Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.	2021-2030	Clarke	\$ 455,000	\$ 364,000	\$ 45,500	\$ 45,500	\$ 30,000	\$ 50,000	\$ -	\$ 375,000	
R-33	SR 10 Loop at Lexington Hwy Widening and Intersection Improvements	Widen Lexington Rd to 3 lanes in each direction. Construct new on/off ramps for northbound traffic on SR 10 Loop to access Lexington Hwy and improve turning lanes at existing ramp locations. Relocate Old Winterville Rd opposite SR 10 Loop southbound on/off ramp system. Project includes a shared multimodal path to connect Barnett Shoals Rd to the proposed rail-	2005-2010	Clarke	\$ 2,315,000	\$ 1,852,000	\$ 231,500	\$ 231,500	\$ 200,000	\$ 15,000	\$ -	\$ 2,100,000	

Project Name and Description				Estimated Cost & Source of Funds				Project Cost Breakdown				Project Status / Comments
Plan Project Number	Project Name	Project Description	Est. Year of Construction County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
		to-trail corridor.										

Plan Project Number	Project Name and Description			Estimated Cost & Source of Funds					Project Cost Breakdown				Project Status / Comments
	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
R-34	Lexington Hwy at Robert Hardeman Rd / Morton Rd Realignment	Realign off-setting side streets at this intersection to a typical 90-degree intersection with turn lanes and a traffic signal as warranted.	2005-2010	Clarke	\$ 405,000	\$ 324,000	\$ 40,500	\$ 40,500	\$ 5,000	\$ 50,000	\$ -	\$ 350,000	
R-35	Old Lexington Rd / Morton Rd Realignment	Realign side streets to a typical 90-degree intersection with turn lanes as warranted.	2021-2030	Clarke	\$ 476,280	\$ 381,024	\$ 47,628	\$ 47,628	\$ 1,280	\$ 100,000	\$ -	\$ 375,000	
R-36	Old Lexington Rd and Barnett Shoals Rd Realignment	Realign side streets to a typical 90-degree intersection with turn lanes as warranted.	2005-2010	Clarke	\$ 476,280	\$ 381,024	\$ 47,628	\$ 47,628	\$ 1,280	\$ 10,000	\$ -	\$ 375,000	
R-37	Tallassee Rd at Lavender Rd Realignment	Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.	2005-2010	Clarke	\$ 476,280	\$ 381,024	\$ 47,628	\$ 47,628	\$ 1,280	\$ 100,000	\$ -	\$ 375,000	
R-38	SR 10 Loop at Atlanta Hwy Interchange Improvement	Reconstruct the existing interchange to allow for a new entrance ramp from westbound Atlanta Hwy to southbound SR 10 Loop and relocate Jennings Mill Rd east of its current intersection. Pedestrian facilities are included in this project.	2005-2010	Clarke	\$ 1,105,000	\$ 884,000	\$ 110,500	\$ 110,500	\$ 5,000	\$ 100,000	\$ -	\$ 1,000,000	
R-39	SR 10 Loop at College Station Rd Intersection Improvements	Construct dual left-turn lanes on College Station Rd onto the SR 10 Loop entrance ramps.	2016-2020	Clarke	\$ 405,000	\$ 324,000	\$ 40,500	\$ 40,500	\$ 5,000	\$ 50,000	\$ -	\$ 350,000	
R-40	SR 8/US 29 Median Turn Lanes	Lengthen existing median turn lanes along SR 8 from NE of Athens to SR 106 in Madison Co.	2016-2020	Clarke	\$ 6,000,000	\$ 4,800,000	\$ 600,000	\$ 600,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 4,000,000	
R-41	Daniels Bridge Rd Extension	Construct 2-lane extension of Daniels Bridge Rd across the Athens Perimeter to Epps Bridge Pkwy to connect with the proposed Jennings Mill Pkwy. Grade-separation is included with SR 316 corridor improvements.	2005-2010	Oconee	\$ 4,061,136	\$ 3,248,909	\$ 812,227	\$ -	\$ 38,409	\$ 272,727	\$ -	\$ 3,750,000	
R-42	Daniels Bridge Rd Widening	Widen/reconstruct Daniels Bridge Rd with additional turn lanes as needed from Mars Hill Rd to Hog Mountain Rd	2005-2010	Oconee	\$ 9,100,000	\$ 7,280,000	\$ 1,820,000	\$ -	\$ 600,000	\$ 2,000,000	\$ -	\$ 6,500,000	
R-43	Epps Bridge Parkway / US 441 Connector	Construct 2-lane road from Epps Bridge Pkwy to US 441 via Old Epps Bridge Rd over US 78	2005-2010	Oconee	\$ 17,627,272	\$ 14,101,818	\$ 3,525,454	\$ -	\$ 1,536,364	\$ 1,090,908	\$ -	\$ 15,000,000	
R-44	Hog Mountain Rd Widening	Widen to 4-lane cross section from Mars Hill Rd to US 441 with additional turn lanes as needed.	2016-2020	Oconee	\$ 7,774,000	\$ 6,219,200	\$ 1,554,800	\$ -	\$ 574,000	\$ 1,500,000	\$ -	\$ 5,700,000	
R-45	Jennings Mill Pkwy Construction	Construct new 4-lane collector road with turn lanes as needed from Epps Bridge Pkwy to Jennings Mill Rd. This project will include construction of a half diamond interchange on SR 10 Loop. Project will include bike facilities.	2005-2010	Oconee	\$ 12,000,000	\$ 9,600,000	\$ 2,400,000	\$ -	\$ 575,000	\$ 1,450,000	\$ -	\$ 9,975,000	
R-46	Malcolm Bridge Rd / Mars Hill Rd Intersection	Add lanes at intersection to increase capacity.	2016-2020	Oconee	\$ 465,000	\$ 372,000	\$ 93,000	\$ -	\$ 15,000	\$ 100,000	\$ -	\$ 350,000	
R-47	Jimmie Daniel Rd Widening	Widen/reconstruct Jimmie Daniel Rd to 4 lanes with additional turn lanes as needed from Virgil Langford Rd to Clarke County line. Sidewalks should be included in this project.	2005-2010	Oconee	\$ 6,670,000	\$ 5,336,000	\$ 1,334,000	\$ -	\$ 320,000	\$ 850,000	\$ -	\$ 5,500,000	
R-48	Mars Hill Rd Widening	Widen to 4 lanes and construct turn lanes as needed from Daniels Bridge Rd to US 78. Sidewalks and bicycle lanes are planned for this corridor.	2021-2030	Oconee	\$ 27,450,000	\$ 21,960,000	\$ 5,490,000	\$ -	\$ 2,070,000	\$ 5,220,000	\$ -	\$ 20,160,000	

Project Name and Description				Estimated Cost & Source of Funds					Project Cost Breakdown				Project Status / Comments
Plan Project Number	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
R-49	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.	2011-2015	Oconee	\$ 10,675,000	\$ 8,540,000	\$ 2,135,000	\$ -	\$ 805,000	\$ 2,030,000	\$ -	\$ 7,840,000	
R-50	Simonton Bridge Rd Widening	Widen/reconstruct from 3rd St to Athens-Clarke County line to make 4-lane roadway with additional turn lanes as needed. Project will include 4-ft bicycle lanes.	2021-2030	Oconee	\$ 13,645,000	\$ 10,916,000	\$ 2,729,000	\$ -	\$ 805,000	\$ 5,000,000	\$ -	\$ 7,840,000	
R-51	SR 15 / US 441 Connector	Construct 2-lane roadway between SR 15 and the Watkinsville Bypass south or on the south side of Watkinsville.	2005-2010	Oconee	\$ 6,340,000	\$ 5,072,000	\$ 1,268,000	\$ -	\$ 340,000	\$ 750,000	\$ -	\$ 5,250,000	
R-52	SR 15 at US 441 Intersection Improvements	Reconfigure lanes on SR 15 approach to enhance safety.	2005-2010	Oconee	\$ 500,000	\$ 400,000	\$ 100,000	\$ -	\$ 50,000	\$ 75,000	\$ -	\$ 375,000	
R-53	SR 316 Frontage Rd - I	Construct frontage road along the north side of SR 316 from Mars Hill Rd to Dials Mill Rd.	2021-2030	Oconee	\$ 14,000,000	\$ 11,200,000	\$ 2,800,000	\$ -	\$ 1,000,000	\$ 3,000,000	\$ -	\$ 10,000,000	
R-54	SR 316 Frontage Rd - II	Construct frontage road along the north side of SR 316 from Mars Hill Rd to Jimmie Daniel Rd.	2021-2030	Oconee	\$ 16,500,000	\$ 13,200,000	\$ 3,300,000	\$ -	\$ 1,500,000	\$ 4,000,000	\$ -	\$ 11,000,000	
R-55	SR 316 Interchange/Grade Separations	Construct interchanges along SR 316 corridor at McNutt Creek Rd, Jimmie Daniel Rd, and the Mars Hill/ Jennings Connector; improve SR 316/ Athens Perimeter interchange; grade separation at selected locations.	2005-2010	Oconee	\$ 6,000,000	\$ 4,800,000	\$ 1,200,000	\$ -	\$ 1,000,000	\$ 2,000,000	\$ -	\$ 3,000,000	
R-56	SR 53 Widening	Widen road to a 4-lane cross-section from Hog Mountain Rd to Elder Rd.	2016-2020	Oconee	\$ 19,256,500	\$ 15,405,200	\$ 3,851,300	\$ -	\$ 1,754,000	\$ 422,500	\$ -	\$ 17,080,000	
R-57	Union Church Rd Improvement project	Widen to four lanes from Hog Mountain Rd (SR 53) to High Shoals Rd (SR 186).	2005-2010	Oconee	\$ 6,100,000	\$ 4,880,000	\$ 1,220,000	\$ -	\$ 460,000	\$ 1,160,000	\$ -	\$ 4,480,000	
R-58	Virgil Langford Rd/ Jimmie Daniel Rd/Rocky Branch Rd/ Mars Hill Rd Intersection Improvements	Bring these roads together to form one intersection instead of two intersections spaced closely together.	2005-2010	Oconee	\$ 485,000	\$ 388,000	\$ 97,000	\$ -	\$ 10,000	\$ 100,000	\$ -	\$ 375,000	
R-59	US 441/SR 24 South Widening	Widen US 441 to 4 lanes from the Watkinsville Bypass south to the MACORTS boundary at SR 186. Project continues to north of Apalachee River. The project includes a new location portion to avoid the city of Bishop.	2005-2010	Oconee	\$ 7,625,000	\$ 6,100,000	\$ 1525000	\$ -	\$ 575,000	\$ 1,450,000	\$ -	\$ 5,600,000	
R-60	Bob Godfrey / Barnett Shoals Widening	Widen Bob Godfrey / Barnett Shoals Rd to a standard two-lane section from the Oconee River to the Oglethorpe County line.	2021-2030		\$ 5,550,000	\$ 4,440,000	\$ 1,110,000	\$ -	\$ 750,000	\$ 2,000,000	\$ -	\$ 2,800,000	
R-61	Milledge Ave/Prince Ave Intersection Improvement	Add right turn lane from Milledge to Prince and left turn lane from Prince to Milledge.	2016-2020	Clarke	\$ 385,000	\$ 308,000	\$ 77,000	\$ -	\$ 10,000	\$ 50,000	\$ -	\$ 325,000	
R-62	Jefferson River Rd Widening	Widen Jefferson Rd to 2 standard travel lanes from Jefferson Rd to Jackson County line. Bicycle and pedestrian facilities should be included.	2021-2030	Clarke	\$ 9,100,000	\$ 7,280,000	\$ 1,820,000	\$ -	\$ 600,000	\$ 2,000,000	\$ -	\$ 6,500,000	
R-63	US 29 Widening - Phase 1	Widen US 29 to 4 standard travel lanes from SR 106 to CR 228/Diamond Hill-Colbert Rd.	2021-2030	Madison	\$ 15,307,000	\$ 12,245,600	\$ 3,061,400	\$ -	\$ 1,207,000	\$ 2,900,000	\$ -	\$ 11,200,000	
R-64	US 29 Widening - Phase 2	Widen US 29 to 4 standard travel lanes from CR 228/Diamond Hill-Colbert Rd. to CR 88/Irwin Kirk Rd. (north of Danielsville and MACORTS boundary)	2021-2030	Madison	\$ 10,675,000	\$ 8,540,000	\$ 2,135,500	\$ -	\$ 805,000	\$ 2,030,000	\$ -	\$ 7,840,000	
B-1	Macon Hwy/US 441 Bridge over Middle Oconee River	Reconstruct bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.	2005-2010	Clarke	\$ 1,200,000	\$ 960,000	\$ 120,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 1,000,000	
B-2	College Station Rd Bridge over North Oconee River	Reconstruct the bridge to allow for four standard travel lanes and shoulders plus bicycle and pedestrian facilities.	2005-2010	Clarke	\$ 2,200,000	\$ 1,760,000	\$ 220,000	\$ 220,000	\$ 100,000	\$ 100,000	\$ -	\$ 2,000,000	
B-3	Reconstruction of Tallassee Rd Bridge	Reconstruct the bridge to allow for 2 standard travel lanes and shoulders plus bicycle and	2016-2020	Clarke	\$ 2,200,000	\$ 1,760,000	\$ 220,000	\$ 220,000	\$ 100,000	\$ 100,000	\$ -	\$ 2,000,000	

Project Name and Description				Estimated Cost & Source of Funds				Project Cost Breakdown				Project Status / Comments	
Plan Project Number	Project Name	Project Description	Est. Year of Construction	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction		
B-4	Simonton Bridge Rd Bridge over Middle Oconee River	pedestrian facilities. Reconstruct/ improve bridge over Middle Oconee River.	2016-2020	Clarke & Oconee	\$ 2,200,000	\$ 1,760,000	\$ 220,000	\$ 220,000	\$ 100,000	\$ 100,000	\$ -	\$ 2,000,000	

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	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction	
PLANNED TRANSPORTATION ENHANCEMENTS SIDEWALKS (ES) Note: Number Does Not Indicate Priority													
ES-1	Agriculture Drive sidewalk	Construct sidewalk on west side from McWhorter Hall to Southview Drive		Clarke	\$ 74,350	\$ 59,480	\$ 14,870	\$ 14,870		\$ 59,480			Project is 1487 lf; Agriculture Dr is classified as a local roadway.
ES-2	Agricultural Drive sidewalk	Construct a sidewalk front on west side from University to McWhorter Hall		Clarke	\$ 42,700	\$ 34,160	\$ 8,540	\$ 8,540		\$ 34,160			Project is 854 lf; Agriculture Dr is classified as a local roadway.
ES-3	Alps Road, West sidewalk	Construct a sidewalk on west side from Broad Street to Riverhill Rd		Clarke	\$ 95,000	\$ 76,000	\$ 19,000	\$ 19,000		\$ 76,000			Project is 1900 lf; Alps Road is classified as an arterial roadway.
ES-4	Arch Street sidewalk	Construct sidewalk on west side from Peter St to Old Winterville Rd		Clarke	\$ 187,500	\$ 150,000	\$ 37,500	\$ 37,500		\$ 150,000			Project is 3750 lf; Arch Street is classified as a local roadway.
ES-5	Arch Street sidewalk	Construct sidewalk on north side from Old Winterville to Peter St		Clarke	\$ 185,000	\$ 148,000	\$ 37,000	\$ 37,000		\$ 148,000			Project is 3700 lf; Arch Street is classified as a local roadway.
ES-6	Athens Road sidewalk	Construct sidewalk on east side from Church St to Winter St		Clarke	\$ 25,900	\$ 20,720	\$ 5,180	\$ 5,180		\$ 20,720			Project is 518 lf; Athens Road is classified as a collector roadway.
ES-7	Atlanta Highway sidewalk	Construct a sidewalk on north side from Hawthorne Ave to Old Epps Bridge Rd		Clarke	\$ 52,250	\$ 41,800	\$ 10,450	\$ 10,450		\$ 41,800			Project is 1045 lf; Atlanta Highway is classified as a state highway.
ES-8	Atlanta Highway sidewalk	Construct a sidewalk on north side from Old Epps Bridge Rd to Camellia Dr		Clarke	\$ 15,750	\$ 12,600	\$ 3,150	\$ 3,150		\$ 12,600			Project is 315 lf; Atlanta Highway is classified as a state highway.
ES-9	Atlanta Highway sidewalk	Construct a sidewalk on north side from Camellia Dr to Sycamore Dr		Clarke	\$ 42,250	\$ 33,800	\$ 8,450	\$ 8,450		\$ 33,800			Project is 845 lf; Atlanta Highway is classified as a state highway.
ES-10	Atlanta Highway sidewalk	Construct a sidewalk on north side from Sycamore Dr to Epps Bridge Rd		Clarke	\$ 141,500	\$ 113,200	\$ 28,300	\$ 28,300		\$ 113,200			Project is 2830 lf; Atlanta Highway is classified as a state highway.
ES-11	Barnett Shoals Sidewalk	Construct a sidewalk from Red Fox Rd. to Sun Valley Rd.		Clarke	\$ 205,000	\$ 164,000	\$ 41,000	\$ 41,000		\$ 164,000			Project is 4100 lf; Barnett Shoals is classified as a principal arterial route
ES-12	Baxter Street sidewalk	Construct a sidewalk on north side from Alps Rd to Old Alps Theater		Clarke	\$ 30,000	\$ 24,000	\$ 6,000	\$ 6,000		\$ 24,000			Project is 600 lf; Baxter Street is classified as an arterial roadway.
ES-13	Beaverdam Road sidewalk	Construct sidewalk on south side from Cherokee Rd to Weatherly woods		Clarke	\$ 90,000	\$ 72,000	\$ 18,000	\$ 18,000		\$ 72,000			Project is 1800 lf; Beaverdam Rd is classified as a collector roadway.
ES-14	Billups Street sidewalk	Construct a sidewalk on east side from Hancock Ave to Indale St		Clarke	\$ 10,000	\$ 8,000	\$ 2,000	\$ 2,000		\$ 8,000			Project is 200 lf; Billups Street is classified as a local roadway.
ES-15	Boley Drive	Construct a sidewalk from Rt. 441 to Freeman		Clarke	\$ 231,550	\$ 185,240	\$ 46,310	\$ 46,310		\$ 185,240			Project is 4631 lf; Boley Drive is classified as an urban collector
ES-16	Cardinal Creek sidewalk	Construct sidewalk on west side from Lavender Road to cul-de-sac		Clarke	\$ 27,500	\$ 22,000	\$ 5,500	\$ 5,500		\$ 22,000			Project is 550 lf; Cardinal Creek is classified as a local roadway.
ES-17	Cedar Creek Drive sidewalk	Construct sidewalk on south side from Gaines School to Ponderosa Drive		Clarke	\$ 228,000	\$ 182,400	\$ 45,600	\$ 45,600		\$ 182,400			Project is 4560 lf; Cedar Creek Dr is classified as a local roadway.
ES-18	Cedar Shoals sidewalk	Construct a sidewalk from Gaines School Rd. to Whit Davis Rd.		Clarke	\$ 475,000	\$ 380,000	\$ 95,000	\$ 95,000		\$ 380,000			Project is 9500 lf; Cedar Shoals Drive is classified as a local roadway.
ES-19	Chase Street sidewalk	Construct a sidewalk on east side from Boulevard St to CSX RR/Oneta		Clarke	\$ 115,000	\$ 92,000	\$ 23,000	\$ 23,000		\$ 92,000			Project is 2300 lf; Chase Street is classified as an arterial roadway.
ES-20	Cherokee Road sidewalk	Construct sidewalk on south side from Cooper to Morningview		Clarke	\$ 55,000	\$ 44,000	\$ 11,000	\$ 11,000		\$ 44,000			Project is 1100 lf; Cherokee Road is classified as an arterial roadway.
ES-21	Cherokee Road sidewalk	Construct sidewalk on south side from Beaverdam Rd to Cooper		Clarke	\$ 85,000	\$ 68,000	\$ 17,000	\$ 17,000		\$ 68,000			Project is 1700 lf; Cherokee Road is classified as an arterial roadway.
ES-22	Cherokee Road sidewalk	Construct sidewalk on northeast side from Bentwood Trail to Beaverdam Rd		Clarke	\$ 335,000	\$ 268,000	\$ 67,000	\$ 67,000		\$ 268,000			Project is 6700 lf; Cherokee Road is classified as an arterial roadway.
ES-23	Cleveland Road sidewalk	Construct sidewalk on north side from Atlanta Hwy to Elementary School		Clarke	\$ 885,000	\$ 708,000	\$ 177,000	\$ 177,000		\$ 708,000			Project is 17700 lf; Cleveland Road is classified as a collector roadway.
ES-24	Cleveland Road sidewalk	Construct sidewalk on west side from Deerhollow to Elementary School		Clarke	\$ 445,000	\$ 356,000	\$ 89,000	\$ 89,000		\$ 356,000			Project is 8900 lf; Cleveland Road is classified as a collector roadway.
ES-25	College Avenue sidewalk	Construct a sidewalk on east side from Monroe St. to Willow St.		Clarke	\$ 57,600	\$ 46,080	\$ 11,520	\$ 11,520		\$ 46,080			Project is 1152 lf; College Avenue is classified as an urban collector
ES-26	Dublin Street sidewalk	Construct sidewalk on north side from Old Winterville Rd to Vine St		Clarke	\$ 127,000	\$ 101,600	\$ 25,400	\$ 25,400		\$ 101,600			Project is 2540 lf; Dublin Street is classified as a local roadway.
ES-27	Dublin Street sidewalk	Construct sidewalk on east side from Branch St to Arch St		Clarke	\$ 60,000	\$ 48,000	\$ 12,000	\$ 12,000		\$ 48,000			Project is 1200 lf; Dublin Street is classified as a local roadway.

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ES-28	East Broad Street sidewalk	Construct sidewalk on north side from Poplar St to Peter St		Clarke	\$ 20,000	\$ 16,000	\$ 4,000	\$ 4,000		\$ 16,000		Project is 400 ft; East Broad Street is classified as a local roadway.
ES-29	Epps Bridge Road sidewalk	Construct sidewalk on east side from Old Epps Bridge to Sussex Drive		Clarke	\$ 70,000	\$ 56,000	\$ 14,000	\$ 14,000		\$ 56,000		Project is 1400 ft; Epps Bridge Road is classified as an arterial roadway.

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ES-30	First Street sidewalk	Construct a sidewalk from Third St. to Moreland Ave.		Clarke	\$ 16,000	\$ 12,800		\$ 3,200	\$ 3,200			\$ 12,800	Project is 320 lf; First Street is classified as a local roadway.
ES-31	First Street sidewalk	Construct a sidewalk on east side from Vine St to Moreland Ave		Clarke	\$ 55,000	\$ 44,000		\$ 11,000	\$ 11,000			\$ 44,000	Project is 1100 lf; First Street is classified as a local roadway.
ES-32	Fourth Street sidewalk	Construct a sidewalk on west side from Strickland Ave to Bray		Clarke	\$ 30,000	\$ 24,000		\$ 6,000	\$ 6,000			\$ 24,000	Project is 600 lf; Fourth Street is classified as a local roadway.
ES-33	Fourth Street sidewalk	Construct a sidewalk from Fourth Street School to Old Hull Rd.		Clarke	\$ 37,250	\$ 29,800		\$ 7,450	\$ 7,450			\$ 29,800	Fourth Street School (745 lf.)
ES-34	Fourth Street sidewalk	Construct a sidewalk from Fourth Street School to First St.		Clarke	\$ 140,000	\$ 112,000		\$ 28,000	\$ 28,000			\$ 112,000	Project is 2800 lf; Fourth Street is classified as a local roadway.
ES-35	Fowler Drive sidewalk	Construct sidewalk on north side from Danielsville Rd to Freeman Dr		Clarke	\$ 15,000	\$ 12,000		\$ 3,000	\$ 3,000			\$ 12,000	Project is 300 lf; Fowler Drive is classified as a local roadway.
ES-36	Fowler Mill Road sidewalk	Construct a sidewalk on east side from Atlanta Hwy to Pheasant Run		Clarke	\$ 162,500	\$ 130,000		\$ 32,500	\$ 32,500			\$ 130,000	Project is 3250 lf; Fowler Mill Road is classified as a local roadway.
ES-37	Fowler Mill Road sidewalk	Construct a sidewalk on east side from Pheasant Run to Pinenut Lane		Clarke	\$ 130,000	\$ 104,000		\$ 26,000	\$ 26,000			\$ 104,000	Project is 2600 lf; Fowler Mill Rd is classified as a local roadway.
ES-38	Fowler Mill Road sidewalk	Construct a sidewalk on south side from Bob Wages Rd to Cleveland Rd		Clarke	\$ 252,500	\$ 202,000		\$ 50,500	\$ 50,500			\$ 202,000	Project is 5050 lf; Fowler Mill Rd is classified as a local roadway.
ES-39	Fowler Mill Road sidewalk	Construct a sidewalk on east side from Pinenut Ln to Bob Wages Rd		Clarke	\$ 129,000	\$ 103,200		\$ 25,800	\$ 25,800			\$ 103,200	Project is 2580 lf; Fowler Mill Rd is classified as a local roadway.
ES-40	Freeman Drive sidewalk	Construct sidewalk on east side from Freeman Cir to Sunny Hills Rd		Clarke	\$ 35,000	\$ 28,000		\$ 7,000	\$ 7,000			\$ 2,800	Project is 700 lf; Freeman Drive is classified as a local roadway.
ES-41	Glenhaven Street sidewalk	Construct a sidewalk from Hancock to Billings.		Clarke	\$ 106,700	\$ 85,360		\$ 21,340	\$ 21,340			\$ 85,360	Project is 2134 lf; Glenhaven Ave. is classified as a local roadway.
ES-42	Hancock Avenue sidewalk	Construct a sidewalk on north side from Glenhaven Ave to Milledge Ave		Clarke	\$ 155,000	\$ 124,000		\$ 31,000	\$ 31,000			\$ 124,000	Project is 3100 lf; Hancock Avenue is classified as a collector roadway.
ES-43	Helican Springs Rd sidewalk	Construct a sidewalk on west side from Danielsville Rd to Smokey Rd		Clarke	\$ 270,000	\$ 216,000		\$ 54,000	\$ 54,000			\$ 216,000	Project is 5400 lf; Helican Sprgs Rd is classified as a local roadway.
ES-44	Henry Meyer Road sidewalk	Construct a sidewalk from Winterville Rd. to Cherokee Rd.		Clarke	\$ 57,900	\$ 46,320		\$ 11,580	\$ 11,580			\$ 46,320	Winterville School (1158 lf.)
ES-45	Henry Meyer Road sidewalk	Construct a sidewalk from Cherokee Rd. to Main St.		Clarke	\$ 84,250	\$ 67,400		\$ 16,850	\$ 16,850			\$ 67,400	Winterville School (1685 lf.)
ES-46	Henry Meyer Road sidewalk	Construct a sidewalk on northeast side from Cherokee Rd to Athens Rd		Clarke	\$ 55,000	\$ 44,000		\$ 11,000	\$ 11,000			\$ 44,000	Project is 1100 lf; Henry Meyer is classified as a local roadway.
ES-47	Henry Meyer Road sidewalk	Construct sidewalk on south side from Cherokee Rd to Elementary School		Clarke	\$ 25,900	\$ 20,720		\$ 5,180	\$ 5,180			\$ 20,720	Project is 518 lf; Henry Meyer Road is classified as a local roadway.
ES-48	Huntington Road sidewalk	Construct sidewalk on east side from Cherokee Ridge to Atlanta Hwy		Clarke	\$ 75,000	\$ 60,000		\$ 15,000	\$ 15,000			\$ 60,000	Project is 1500 lf; Huntington Road is classified as a collector roadway.
ES-49	Indale Street sidewalk	Construct a sidewalk from The Plaza to Rock Springs.		Clarke	\$ 26,000	\$ 20,800		\$ 5,200	\$ 5,200			\$ 20,800	Project is 520 lf; Indale Avenue is classified as a local roadway.
ES-50	Jefferson River Rd sidewalk	Construct sidewalk on east side from Jefferson Rd to Vincent Dr		Clarke	\$ 210,000	\$ 168,000		\$ 42,000	\$ 42,000			\$ 168,000	Project is 4200 lf; Jefferson River Rd is classified as a collector roadway.
ES-51	Jefferson River Rd sidewalk	Construct a sidewalk on east side from Vincent Dr to the ACC line		Clarke	\$ 285,000	\$ 228,000		\$ 57,000	\$ 57,000			\$ 228,000	Project is 5700 lf; Jefferson River Rd is classified as a collector roadway.
ES-52	Kathwood Drive sidewalk	Construct a sidewalk from Rolling Ridge to Old Jefferson.		Clarke	\$ 264,000	\$ 211,200		\$ 52,800	\$ 52,800			\$ 211,200	Project is 5280 lf; Kathwood Drive is classified as a collector roadway.
ES-53	Kathwood Drive sidewalk	Construct sidewalk on north side from Old Jefferson to Newton Bridge		Clarke	\$ 315,000	\$ 252,000		\$ 63,000	\$ 63,000			\$ 252,000	Project is 6300 lf; Kathwood Drive is classified as a collector roadway.
ES-54	Lavender Road sidewalk	Construct a sidewalk from Rustwood to Tallasee Rd.		Clarke	\$ 54,500	\$ 43,600		\$ 10,900	\$ 10,900			\$ 43,600	Project is 1090 lf; Lavender Road is classified as a collector roadway.
ES-55	Lavender Road sidewalk	Construct sidewalk on south side from Abelia Way to Roberts Rd		Clarke	\$ 120,000	\$ 96,000		\$ 24,000	\$ 24,000			\$ 96,000	Project is 2400 lf; Lavender Road is classified as a collector roadway.
ES-56	Lexington Highway sidewalk	Construct a sidewalk on south side from Whit Davis Rd to Southeast Park		Clarke	\$ 80,000	\$ 64,000		\$ 16,000	\$ 16,000			\$ 64,000	Project is 1600 lf; Lexington Hwy is classified as a state highway.
ES-57	Lumpkin Street sidewalk	Construct a sidewalk on south side from		Clarke	\$ 21,250	\$ 17,000		\$ 4,250	\$ 4,245			\$ 17,000	Project is 425 lf; Lumpkin Ave is

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ES-58	Lumpkin Street sidewalk	Hope Ave to Greenwood Dr Construct a sidewalk on south side from Westlake Dr to Hope Ave	Clarke	\$ 21,000	\$ 16,800	\$ 4,200	\$ 4,200			\$ 16,800		classified as a local roadway. Project is 420 ft; Lumpkin Street is classified as a local roadway.

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ES-59	Lumpkin Street sidewalk	Construct a sidewalk on southeast side from West Lake Dr to Greenwood		Clarke	\$ 45,000	\$ 36,000		\$ 9,000	\$ 9,000			\$ 36,000	Project is 900 ft; Lumpkin Street is classified as a collector roadway.
ES-60	Magnolia Street sidewalk	Construct sidewalk on west side from Baxter St to Broad St		Clarke	\$ 80,000	\$ 64,000		\$ 16,000	\$ 16,000			\$ 64,000	Project is 1600 ft; Magnolia Street is classified as a local roadway.
ES-61	Milledge Circle sidewalk	Construct a sidewalk on south side from McWhorter Dr to Westview Dr		Clarke	\$ 70,000	\$ 56,000		\$ 14,000	\$ 14,000			\$ 56,000	Project is 1400 ft; Milledge Circle is classified as a collector roadway.
ES-62	Milledge Avenue sidewalk	Construct a sidewalk on west side from the Bi-Lo entrance to Venita Dr		Clarke	\$ 155,000	\$ 124,000		\$ 31,000	\$ 31,000			\$ 124,000	Project is 3100 ft; Milledge Avenue is classified as an arterial roadway.
ES-63	Mitchell Bridge Rd. sidewalk	Construct a sidewalk on the bridge over SR 10 Loop		Clarke	\$ 13,750	\$ 11,000		\$ 2,750	\$ 2,750			\$ 11,000	Project is 275 ft; Mitchell Bridge Rd. is classified as a minor arterial roadway.
ES-64	MLK Avenue sidewalk	Construct a sidewalk from North Ave. to Strickland Ave		Clarke	\$ 37,250	\$ 29,800		\$ 7,450	\$ 7,450			\$ 29,800	Project is 745 ft; MLK is classified as a local roadway.
ES-65	Monty Drive sidewalk	Construct a sidewalk on east side from Kenwood Dr to Mercer Ln		Clarke	\$ 51,850	\$ 41,480		\$ 10,370	\$ 10,370			\$ 41,480	Project is 1037 ft; Monty Drive is classified as a local roadway.
ES-66	Moores Grove Rd sidewalk	Construct sidewalk on south side from Old Elberton to Winterville Rd		Clarke	\$ 335,000	\$ 268,000		\$ 67,000	\$ 67,000			\$ 268,000	Project is 6700 ft; Moores Grove Rd is classified as an arterial roadway.
ES-67	Newton Street sidewalk	Construct sidewalk on west side from Meigs St to Hancock Ave		Clarke	\$ 22,500	\$ 18,000		\$ 4,500	\$ 4,500			\$ 1,800	Project is 450 ft; Newton Street is classified as a local roadway.
ES-68	North Avenue sidewalk	Construct a sidewalk from MLK ave. to Strickland Ave.		Clarke	\$ 38,000	\$ 30,400		\$ 7,600	\$ 7,600			\$ 30,400	Project is 760 ft; North Avenue is classified as a principle arterial route.
ES-69	North Avenue sidewalk	Construct a sidewalk on west side from Strickland Ave to Ruth St		Clarke	\$ 80,000	\$ 64,000		\$ 16,000	\$ 16,000			\$ 64,000	Project is 1600 ft; North Avenue is classified as an arterial roadway.
ES-70	North Avenue sidewalk	Construct a sidewalk from Ruth St. to the Bypass.		Clarke	\$ 65,000	\$ 52,000		\$ 13,000	\$ 13,000			\$ 52,000	Project is 1300 ft; North Avenue is classified as an arterial roadway.
ES-71	Northcrest Drive sidewalk	Construct sidewalk on south side from North Avenue to Ruth St		Clarke	\$ 166,250	\$ 133,000		\$ 33,250	\$ 33,250			\$ 133,000	Project is 3325 ft; Northcrest Drive is classified as a collector roadway.
ES-72	Oak Street sidewalk	Construct a sidewalk on south side from Popular St to Carr St		Clarke	\$ 65,000	\$ 52,000		\$ 13,000	\$ 13,000			\$ 52,000	Project is 1300 ft; Oak Street is classified as an arterial roadway.
ES-73	Oglethorpe Avenue sidewalk	Construct a sidewalk on north side from Prince Ave to Hawthorne Ave		Clarke	\$ 180,000	\$ 144,000		\$ 36,000	\$ 36,000			\$ 144,000	Project is 3600 ft; Oglethorpe Ave is classified as an arterial roadway.
ES-74	Oglethorpe Avenue sidewalk	Construct a sidewalk on north side from Glencrest Dr to Hawthorne Ave		Clarke	\$ 45,000	\$ 36,000		\$ 9,000	\$ 9,000			\$ 36,000	Project is 900 ft; Oglethorpe Ave is classified as an arterial roadway.
ES-75	Oglethorpe Avenue sidewalk	Construct a sidewalk from Holman Ave. to Hawthorne Ave.		Clarke	\$ 65,000	\$ 52,000		\$ 13,000	\$ 13,000			\$ 52,000	Project is 1300 ft; Oglethorpe Ave is classified as an arterial roadway.
ES-76	Old Elberton Road sidewalk	Construct a sidewalk on east side from Voyles Rd to Pittard Rd		Clarke	\$ 70,000	\$ 56,000		\$ 14,000	\$ 14,000			\$ 56,000	Project is 1400 ft; Old Elberton Road is classified as a collector roadway.
ES-77	Old Hull Road sidewalk	Construct sidewalk on south side from North Ave to Fourth St		Clarke	\$ 80,000	\$ 64,000		\$ 16,000	\$ 16,000			\$ 64,000	Project is 2275 ft; Old Hull is classified as a local roadway.
ES-78	Old Hull Road sidewalk	Construct a sidewalk from Fourth St. to Dogwood Apts. (Fourth St. School area)		Clarke	\$ 75,000	\$ 60,000		\$ 15,000	\$ 15,000			\$ 60,000	Project is 1500 ft; Old (1500 ft.) classified as a local roadway.
ES-79	Old Jefferson Road sidewalk	Construct sidewalk on east side from Jefferson River to ACC County Line		Clarke	\$ 525,000	\$ 420,000		\$ 105,000	\$ 105,000			\$ 420,000	Project is 10500 ft; Old Jefferson Rd is classified as a local roadway.
ES-80	Old West Broad Street sidewalk	Construct a sidewalk from Holman Ave. to Hawthorne Ave.		Clarke	\$ 135,000	\$ 108,000		\$ 27,000	\$ 27,000			\$ 108,000	Project is 2700 ft; Old West Broad Street is classified as a local roadway.
ES-81	Pinecrest sidewalk	Construct a sidewalk from University to Morton		Clarke	\$ 16,750	\$ 13,400		\$ 3,350	\$ 3,350			\$ 13,400	Project is 335 ft; Pinecrest Drive is classified as a local roadway.
ES-82	Plaza Street sidewalk	Construct a sidewalk from Hill St. to Hancock Ave.		Clarke	\$ 110,000	\$ 88,000		\$ 22,000	\$ 22,000			\$ 88,000	Project is 2200 ft; The Plaza is classified as a local roadway.
ES-83	Prince Avenue sidewalk	Construct a sidewalk on east side from Pound St. to the Overpass		Clarke	\$ 135,000	\$ 108,000		\$ 27,000	\$ 27,000			\$ 108,000	Project is 2700 ft; Prince Avenue is classified as a local roadway.
ES-84	Pulaski Street sidewalk	Construct a sidewalk on east side from Dougherty to Cleveland		Clarke	\$ 148,500	\$ 118,800		\$ 29,700	\$ 29,700			\$ 118,800	Project is 2970 ft; Pulaski Street is classified as a local roadway.
ES-85	Quailwood Drive sidewalk	Construct a sidewalk from Quail Run Dr. to Hunter's Point (Whitehead Sch. Area)		Clarke	\$ 93,000	\$ 74,400		\$ 18,600	\$ 18,600			\$ 74,400	Project is 1860 ft; Qua (1860 ft.) classified as a local roadway.
ES-86	Quailwood Drive sidewalk	Construct a sidewalk on west side from		Clarke	\$ 50,000	\$ 40,000		\$ 10,000	\$ 10,000			\$ 40,000	Project is 1000 ft; Quailwood Dr is

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ES-87	Riverbend Parkway sidewalk	Hunter's Point to Whitehead Rd Construct a sidewalk from Riverbend Rd. to the end of Riverbend Pkwy.	Clarke	\$ 477,500	\$ 382,000	\$ 95,500	\$ 95,500	\$ 382,000				classified as a local roadway. Project is 9550 If; Riverbend Pkwy is classified as a local roadway.

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ES-88	Riverhill Drive sidewalk	Construct a sidewalk on north side from Alps Rd to Bishop Dr		Clarke	\$ 45,000	\$ 36,000		\$ 9,000	\$ 9,000			\$ 36,000	Project is 900 ft; Riverhill Dr is classified as a local roadway.
ES-89	Riverhill Drive sidewalk	Construct a sidewalk on north side from Lanier Gardens to Alps Rd		Clarke	\$ 45,000	\$ 36,000		\$ 9,000	\$ 9,000			\$ 36,000	Project is 900 ft; Riverhill Dr is classified as a local roadway.
ES-90	Rocksprings Street sidewalk	Construct a sidewalk from Glenhaven to Hancock Ave.		Clarke	\$ 23,250	\$ 18,600		\$ 4,650	\$ 4,650			\$ 18,600	Project is 465 ft; Rocksprings St is classified as a collector roadway.
ES-91	Rocksprings Street sidewalk	Construct a sidewalk on east side from Broad St to Hancock Ave		Clarke	\$ 40,000	\$ 32,000		\$ 8,000	\$ 8,000			\$ 32,000	Project is 800 ft; Rocksprings St is classified as a collector roadway.
ES-92	Rose Street sidewalk	Construct a sidewalk on south side from Magnolia St to Evans St		Clarke	\$ 35,000	\$ 28,000		\$ 7,000	\$ 7,000			\$ 28,000	Project is 700 ft; Rose Street is classified as a local roadway.
ES-93	Ruth Street sidewalk	Construct sidewalk on north side from MLK Jr Drive to Cherry Ln		Clarke	\$ 90,000	\$ 72,000		\$ 18,000	\$ 18,000			\$ 72,000	Project is 1800 ft; Ruth Street is classified as a local roadway.
ES-94	Ruth Street sidewalk	Construct sidewalk on north side from North Ave to Martin Luther King		Clarke	\$ 213,000	\$ 170,400		\$ 42,600	\$ 42,600			\$ 170,400	Project is 4260 ft; Ruth Street is classified as a local roadway.
ES-95	Smithsonia Road sidewalk	Construct sidewalk on south side from Church St to Charlie Bolton		Clarke	\$ 70,000	\$ 56,000		\$ 14,000	\$ 14,000			\$ 56,000	Project is 1400 ft; Smithsonia Road is classified as an arterial roadway.
ES-96	Smokey Road sidewalk	Construct a sidewalk on east side from Smithsonia Rd to Church St		Clarke	\$ 135,000	\$ 108,000		\$ 27,000	\$ 27,000			\$ 108,000	Project is 2700 ft; Smokey Road is classified as a collector roadway.
ES-97	Southview Drive sidewalk	Construct sidewalk on east side from Pinecrest Dr to Agriculture Dr		Clarke	\$ 67,500	\$ 54,000		\$ 13,500	\$ 13,500			\$ 54,000	Project is 1350 ft; Southview Drive is classified as a collector roadway.
ES-98	Spring Valley Road sidewalk	Construct a sidewalk on north side from Indian Hills to Hancock Rd		Clarke	\$ 127,500	\$ 102,000		\$ 25,500	\$ 22,500			\$ 102,000	Project is 2550 ft; Spring Valley Rd is classified as a local roadway.
ES-99	Strickland Avenue sidewalk	Construct a sidewalk on east side from MLK Jr Drive to North Ave		Clarke	\$ 80,000	\$ 64,000		\$ 16,000	\$ 16,000			\$ 64,000	Project is 1600 ft; Strickland Ave is classified as a local roadway.
ES-100	Sunset Terrace sidewalk	Construct a sidewalk from Sunset to Hawthorne		Clarke	\$ 80,000	\$ 64,000			\$ 16,000			\$ 64,000	Project is 1600 ft; Sunset Terrace is classified as a local roadway.
ES-101	Tallassee Road sidewalk	Construct sidewalk on south side from Whitehead Rd to Westchester Rd		Clarke	\$ 83,950	\$ 67,160		\$ 16,790	\$ 16,790			\$ 67,160	Project is 1679 ft; Tallassee Road is classified as an arterial roadway.
ES-102	Third Street sidewalk	Construct a sidewalk from MLK to Pearl.		Clarke	\$ 24,250	\$ 19,400		\$ 4,850	\$ 4,850			\$ 19,400	Project is 485 ft; Third Street is classified as a local roadway.
ES-103	Third Street sidewalk	Construct sidewalk on both sides from Pearl St to First Ave		Clarke	\$ 70,000	\$ 56,000		\$ 14,000	\$ 14,000			\$ 56,000	Project is 1400 ft; Third Street is classified as a local roadway.
ES-104	Timothy Road sidewalk	Construct sidewalk on north side from Rhodes Dr to Fox Trace		Clarke	\$ 460,000	\$ 368,000		\$ 92,000	\$ 92,000			\$ 368,000	Project is 9200 ft; Timothy Road is classified as an arterial roadway.
ES-105	Towne Square Lane sidewalk	Construct a sidewalk on north side from Fritz Mar Lane to Town Square Ct		Clarke	\$ 40,000	\$ 32,000		\$ 8,000	\$ 8,000			\$ 32,000	Project is 800 ft; Towne Square Ln is classified as a collector roadway.
ES-106	University Drive sidewalk	Construct a sidewalk on north side from Agriculture Dr to Pinecrest Dr		Clarke	\$ 100,000	\$ 80,000		\$ 20,000	\$ 20,000			\$ 80,000	Project is 2000 ft; University Drive is classified as a local roadway.
ES-107	Vine Street sidewalk	Construct a sidewalk on north side from Baker St to First St		Clarke	\$ 130,000	\$ 104,000		\$ 26,000	\$ 26,000			\$ 104,000	Project is 2600 ft; Vine St is classified as a local roadway.
ES-108	Vine Street sidewalk	Construct a sidewalk on south side from Herman St to First St		Clarke	\$ 55,000	\$ 44,000		\$ 11,000	\$ 11,000			\$ 44,000	Project is 1100 ft; Vine Street is classified as a local roadway.
ES-109	West Lake Drive sidewalk	Construct sidewalk on south side from Beechwood to Fortson Rd		Clarke	\$ 30,000	\$ 24,000		\$ 6,000	\$ 6,000			\$ 24,000	Project is 600 ft; West Lake Drive is classified as an arterial roadway.
ES-110	West Lake Drive sidewalk	Construct sidewalk on north side from Alpine Way to Milledge Cir		Clarke	\$ 105,000	\$ 84,000		\$ 21,000	\$ 21,000			\$ 84,000	Project is 2100 ft; West Lake Drive is classified as a local roadway.
ES-111	West Lake Drive sidewalk	Construct sidewalk on north side from Milledge Cir to Lumpkin St		Clarke	\$ 70,000	\$ 56,000		\$ 14,000	\$ 14,000			\$ 56,000	Project is 1400 ft; West Lake Drive is classified as a collector roadway.
ES-112	West Lake Drive sidewalk	Construct sidewalk on south side from Plum Nelly Rd to West Lake Ct		Clarke	\$ 105,000	\$ 84,000		\$ 21,000	\$ 21,000			\$ 84,000	Project is 2100 ft; West Lake Drive is classified as a collector roadway.
ES-113	West Lake Drive sidewalk	Construct a sidewalk from Milledge Terrace to Milledge Circle.		Clarke	\$ 235,000	\$ 188,000		\$ 47,000	\$ 47,000			\$ 188,000	Project is 4700 ft; West Lake Drive is classified as a collector roadway.
ES-114	Westview Drive sidewalk	Construct sidewalk on south side from S Lumpkin to West Lake Dr		Clarke	\$ 85,000	\$ 68,000		\$ 17,000	\$ 17,000			\$ 68,000	Project is 1700 ft; Westview Drive is classified as a collector roadway.
ES-115	Whit Davis Road sidewalk	Construct sidewalk on southeast side from		Clarke	\$ 155,000	\$ 124,000		\$ 31,000	\$ 31,000			\$ 124,000	Project is 3100 ft; Whit Davis Road is

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		Brickleberry to Barnett Shoals										classified as an arterial roadway.
ES-116	Whit Davis Road sidewalk	Construct a sidewalk on west side from Orchard Circle to Old Lexington.		Clarke	\$ 46,000	\$ 36,800	\$ 9,200	\$ 92,000		\$ 36,800		Project is 920 ft; Whit Davis Road is classified as an arterial roadway.
ES-117	Whit Davis Road sidewalk	Construct a sidewalk on southeast side from Old Lexington to Tamarac Dr		Clarke	\$ 34,000	\$ 27,200	\$ 6,800	\$ 6,800		\$ 27,200		Project is 680 ft; Whit Davis Road is classified as an arterial roadway.

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ES-118	Whit Davis Road sidewalk	Construct a sidewalk on west side from Cedar Shoals to Victory Estates		Clarke	\$ 44,000	\$ 35,200		\$ 8,800	\$ 8,800		\$ 35,200	Project is 880 If; Whit Davis Road is classified as an arterial roadway.
ES-119	Whit Davis Road sidewalk	Construct a sidewalk on west side from Honey Tree Dr to Cedar Shoals		Clarke	\$ 23,500	\$ 18,800		\$ 4,700	\$ 4,700		\$ 18,800	Project is 470 If; Whit Davis Road is classified as an arterial roadway.
ES-120	Whit Davis Road sidewalk	Construct a sidewalk on east side from Cedar Springs to Plantation		Clarke	\$ 99,250	\$ 79,400		\$ 19,850	\$ 19,850		\$ 79,400	Project is 1985 If; Whit Davis Road is classified as an arterial roadway.
ES-121	Whit Davis Road sidewalk	Construct a sidewalk on west side from Whit Davis Elementary School to Oak Meadows		Clarke	\$ 68,750	\$ 55,000		\$ 13,750	\$ 13,750		\$ 55,000	Project is 1375 If; Whit Davis Road is classified as an arterial roadway.
ES-122	Whit Davis Road sidewalk	Construct a sidewalk on west side from Tamarac Dr to Shady Grove		Clarke	\$ 90,000	\$ 72,000		\$ 18,000	\$ 18,000		\$ 72,000	Project is 1800 If; Whit Davis Road is classified as an arterial roadway.
ES-123	Whit Davis Road sidewalk	Construct a sidewalk on northwest side from Shadow Moss to Pettit Ln		Clarke	\$ 145,000	\$ 116,000		\$ 29,000	\$ 29,000		\$ 116,000	Project is 2900 If; Whit Davis Road is classified as an arterial roadway.
ES-124	Whit Davis Road sidewalk	Construct a sidewalk in vicinity of Brickleberry Ridge from Shady Grove Dr. to Barnett Shoals Rd.		Clarke	\$ 225,100	\$ 180,080		\$ 45,020	\$ 45,020		\$ 180,080	Project is 4502 If; Whit Davis Road is classified as an arterial roadway.
ES-125	Whitehall Road sidewalk	Construct a sidewalk on east side from Milledge Ave. to Whitehall Vlg.		Clarke	\$ 340,550	\$ 272,440		\$ 68,110	\$ 68,110		\$ 272,440	Project is 6811 If; Whitehall Rd. is classified as an arterial roadway.
ES-126	Whitehall Road sidewalk	Construct a sidewalk from Whitehall Vlg. To Barnett Shoals Rd.		Clarke	\$ 80,150	\$ 64,120		\$ 16,030	\$ 16,030		\$ 64,120	Project is 1603 If; Whitehall Rd. is classified as an arterial roadway.
ES-127	Whitehall Road sidewalk	Construct sidewalk on south side from Barnett Shoals to Oconee River		Clarke	\$ 225,000	\$ 180,000		\$ 45,000	\$ 45,000		\$ 180,000	Project is 4500 If; Whitehall Rd is classified as an arterial roadway.
ES-128	Willow Street sidewalk	Construct a sidewalk from Broad St to Cleveland Ave.		Clarke	\$ 343,000	\$ 274,400		\$ 68,600	\$ 68,600		\$ 274,400	Project is 6860 If; Willow Street is classified as an urban collector.

Plan Project Number	Project Name and Description				Estimated Cost & Source of Funds				Project Cost Breakdown				Project Status / Comments	
	Project Name	Project Description	Est. Year of Construction	County	Estimated Cost	Federal Share	State Share	Local Share	Preliminary Engineering	Right-of-Way	Utilities	Construction		
PLANNED TRANSPORTATION ENHANCEMENTS BICYCLE FACILITIES (EB)														
EB-1	College Station Rd.	Widen for 4 ft bike lanes and improve bridge over North Oconee River		Clarke	\$ 2,300,000	\$ 1,840,000		\$ 460,000	\$ 172,500	\$ 172,500		\$ 1,955,000	Project is 1.73 miles from Riverbend Rd. to Barnett Shoals Rd.	
EB-2	E. Campus Drive	Extend the off-road trail		Clarke	\$ 100,000	\$ 80,000		\$ 20,000	\$ 7,500	\$ 7,500		\$ 85,000	Project is 0.18 miles from Rogers Rd. to Milledge Ave.	
EB-3	Gaines School Rd/Barnett Shoals Rd.	Widen for 4 ft bike lanes and construct access road		Clarke	\$ 3,100,000	\$ 2,480,000		\$ 620,000	\$ 232,500	\$ 232,500		\$ 2,635,000	Project is 1.76 miles from College Station Rd. to Lexington Rd.	
EB-4	Hancock Ave.	Stripe bike lanes, plus slip ramps to paved utility strips at intersections with left turn bays		Clarke	\$ 8,000	\$ 6,400		\$ 1,600	\$ 600	\$ 600		\$ 6,800	Project is 0.5 miles from Milledge Ave. to Pulaski Street	
EB-5	Hancock Ave.	Resurface (including over gutters) and restripe wider bike lanes and remove on-street parking		Clarke	\$ 75,000	\$ 60,000		\$ 15,000	\$ 5,625	\$ 5,625		\$ 63,750	Project is 0.68 miles from Broad St. to Milledge Avenue	
EB-6	Hawthorne Avenue	Widen for 5 ft. bike lanes		Clarke	\$ 1,250,000	\$ 1,000,000		\$ 250,000	\$ 93,750	\$ 93,750		\$ 1,062,500	Project is 0.72 miles from Oglethorpe Ave. to Prince Ave.	
EB-7	Lexington Rd.	Widen for 4 ft. bike lanes		Clarke	\$ 1,300,000	\$ 1,040,000		\$ 260,000	\$ 97,500	\$ 97,500		\$ 1,105,000	Project is 1.93 miles from Perimeter Hwy. to Gaines School Rd.	
EB-8	Lumpkin Street	Widen for 4 ft. bike lanes		Clarke	\$ 5,400,000	\$ 4,320,000		\$ 1,080,000	\$ 405,000	\$ 405,000		\$ 4,590,000	Project is 3.15 miles from Broad St. to Macon Highway	
EB-9	Milledge Avenue	Widen for 4 ft bike lanes		Clarke	\$ 200,000	\$ 160,000		\$ 40,000	\$ 15,000	\$ 15,000		\$ 170,000	Project is 0.47 miles from Prince Ave. to Broad Street	
EB-10	Milledge Avenue	Widen for 4 ft. bike lanes		Clarke	\$ 150,000	\$ 120,000		\$ 30,000	\$ 11,250	\$ 11,250		\$ 127,500	Project is 0.39 miles from Macon Hwy. to Riverbend Road	
EB-11	Milledge Avenue	Widen for 4 ft. bike lanes		Clarke	\$ 313,632	\$ 250,906		\$ 62,726	\$ 26,136	\$ 26,136		\$ 261,360	Project is approx. 1.1 miles from Riverbend Rd. to State Botanical Garden	
EB-12	North Ave.	Widen for 4 ft. bike lanes		Clarke	\$ 2,100,000	\$ 1,680,000		\$ 420,000	\$ 157,500	\$ 157,500		\$ 1,785,000	Project is 1.22 miles from Willow Street to SR 10 Loop	
EB-13	N. Chase St.	Resurface (including over gutters) and restripe wider bike lanes		Clarke	\$ 31,000	\$ 24,800		\$ 6,200	\$ 2,325	\$ 2,325		\$ 26,350	Project is 0.28 miles from Boulevard to Prince Ave.	
EB-14	N. Chase St.	Stripe bike lanes, plus slip ramps to paved utility strips at intersections with left turn bays		Clarke	\$ 7,000	\$ 5,600		\$ 1,400	\$ 525	\$ 525		\$ 5,950	Project is 0.28 miles from Boulevard to Prince Ave.	
EB-15	Oglethorpe Ave.	Spot widenings to allow on-street bike lanes at intersections with left turn bays		Clarke	\$ 330,000	\$ 264,000		\$ 66,000	\$ 24,750	\$ 24,750		\$ 280,500	Project is 1.69 miles from Mitchell Bridge Rd. to Prince Ave.	
EB-16	Prince Ave.	Widen for 4 ft. bike lanes		Clarke	\$ 2,650,000	\$ 2,120,000		\$ 530,000	\$ 198,750	\$ 198,750		\$ 2,252,500	Project is 1.53 miles from SR 10 Loop to Milledge Avenue	
EB-17	Rail-Trail Corridor	Multi-use trail		Clarke	\$ 1,100,000	\$ 880,000		\$ 220,000	\$ 82,500	\$ 82,500		\$ 935,000	Project is 1.23 miles from Barnett Shoals Rd. to Dudley Park	
EB-18	Research Drive	Widen for 4 ft. bike lanes		Clarke	\$ 350,000	\$ 280,000		\$ 70,000	\$ 26,250	\$ 26,250		\$ 297,500	Project is 0.84 miles from Barnett Shoals Rd. to College Station Rd.	
EB-19	Southview Drive	Share the Road' signage		Clarke	\$ 3,000	\$ 2,400		\$ 600	\$ 225	\$ 225		\$ 2,550	Project is placing signage along the length of Southview Drive	
EB-20	West Lake Drive	Spot widenings to allow on-street bike lanes at intersections with left turn bays		Clarke	\$ 640,000	\$ 512,000		\$ 128,000	\$ 48,000	\$ 48,000		\$ 544,000	Project is 1.13 miles from Beechwood Drive to Lumpkin St.	

APPENDIX

APPENDIX A **PUBLIC INVOLVEMENT PROCEDURES**

During the summer of 2003, a 45-day public comment period was used to gather general comments and ideas about transportation in the MACORTS area. The comment period was open from July 1 to August 15, 2003. Three public meetings were held during this period to inform the public about the update of the LRTP and gather input. The locations of these meetings were as follows:

1. Danielsville Courthouse, 5 - 7:00 p.m., July 16, 2003.
2. Athens-Clarke County Planning Auditorium, 5 - 7:00 p.m., July 23, 2003.
3. Oconee County Government Annex, 3 - 5:00 p.m., July 30, 2003.

Meetings were advertised and comments solicited through the newspapers in all three counties, notices posted at all 3 Planning offices, postings on the MACORTS website, posting on Athens Transit System buses, and information distributed through the Athens-Clarke County Public Information Office. As an additional effort to reach the underserved communities as required under Title VI, grocery stores were identified that served all of the various communities represented in the MACORTS area. Public notices were posted in these grocery stores in both English and Spanish. A room was also set up in the Athens-Clarke County Planning Dept. for individuals who wanted to see the materials presented at the public meetings but were unable to attend. Through the efforts of BikeAthens, a local transportation choices advocacy group, more advertisement and response was generated. This group distributed postcards to encourage response from the public. During this first public comment period, a total of 377 comments were received. Each individual who commented in writing received a response in writing from MPO staff that explained what would happen to their comments and when they would be reviewed. Two synopsis of the public comment are included in the following pages. The original public comment has been preserved in the files of the Transportation Planner and is available upon request for review. The Technical Coordinating Committee (TCC) and Policy Committee (PC) approved the use of the summaries in place of the original comments to be placed within this document. Summary #1 includes a breakdown of the method by which comments were delivered and has comments arranged by their subject matter. Summary #2 was generated through the review of the public comment by

MACORTS staff, TCC subcommittee, TCC, and PC. The same comments are included but it was arranged by subject matter and jurisdictions involved. This second summary was used to identify what projects/ideas would be appropriate for inclusion in the preliminary Draft LRTP. Some comments dealt with issues that were identified as beyond the scope of MACORTS. These comments were marked as such and the appropriate department/office within the three county governments was forwarded a copy of the comments and a cover letter explaining how and why these comments were collected. The public ideas as well as ‘wish lists’ from all 3 MACORTS counties formed the backbone of the preliminary Draft Plan.

After the results of the travel demand model were available, the individual projects identified in the preliminary Draft were examined and adjusted by the TCC Subcommittee, TCC, and Policy Committee. Then a second Draft was completed. This Draft was approved by TCC and PC to go to the public for review and comment from June 7, 2004 to July 9, 2004. The public comment period, as well as 3 associated public meetings were advertised in the local newspapers of all three counties, notices posted at all 3 county Planning offices, postings on the MACORTS website, postings on the Athens-Clarke County website, information distributed through the Athens-Clarke County Public Information Office, and in an article published in EcoLatino magazine. EcoLatino magazine is a free publication produced by the Athens Banner Herald that is distributed throughout the Spanish-speaking communities of the region. The article was presented in both English and Spanish. The Draft document was taken to the meetings of the Madison County Board of Commissioners, Madison County Planning Commission, Athens-Clarke County Mayor and Commission, Athens-Clarke County Planning Commission, Oconee County Board of Commissioners, Oconee Land Use and Transportation Committee, and the Athens-Clarke County Board of Realtors (per their request) during the public comment period. Additionally, there were 3 public information meetings held:

1. Danielsville Courthouse, 7 - 9:00 p.m., June 7, 2004.
2. Athens-Clarke County Planning Auditorium, 5 - 7:00 p.m., June 21, 2004.
3. Oconee County Government Annex, 4 - 6:00 p.m., June 30, 2004.

Materials were available for review at all 3 county Planning offices and on the MACORTS website. Additionally, a CD was made available free of charge to all interested public that included the Draft LRTP, Draft TIP, and various supplementary information. A total of 34 comments were received during this public comment period. Those comments were responded to with a letter or email from MPO staff that explained how comments would be used and a timeframe for the completion of the 2030 LRTP. A summary was prepared of all comments (see Summary #3 in Appendix) and approved for use in this document by the TCC subcommittee, TCC, and PC. All 3 committees received copies of the original submissions as well as the prepared summaries for their review before the respective committees were to make changes to vote upon the Final Draft document.

The TCC subcommittee met on July 20, 2004 to discuss the public comment received regarding the Draft Long Range Transportation Plan and examine the fiscal constraints upon the Plan. The subcommittee made recommendations to the full Technical Coordinating Committee as to modifications to be made to the Plan in response to public input and fiscal constraints. On August 11, 2004, the Technical Coordinating Committee recommended approval of the MACORTS 2030 Long Range Transportation Plan with recommended changes to the Plan. On August 25, 2004, the MACORTS Policy Committee approved the MACORTS 2030 Long Range Transportation Plan. The adopted 2030 Plan was distributed to public venues such as the public libraries in Madison, Athens-Clarke, and Oconee Counties as well as the Planning Department offices of each. Copies will be made available to the public upon request free of charge.

Summaries of citizen comments that have been considered in the preparation of the plan update make up the remainder of this appendix. Copies of exact public comment received are on file in the MACORTS office at the Athens-Clarke County Planning Department.

**PUBLIC COMMENT
SUMMARY #1
JULY 1 – AUGUST 15, 2003**

UPDATE OF LONG RANGE TRANSPORTATION PLAN
OPEN PUBLIC COMMENT PERIOD
COMMENT RECEIVED JULY 1 – AUGUST 15, 2003
SUMMARY

Madison Co. Public Meeting (July 16, 2003; 5 – 7 pm)	Attendance: 6
Athens-Clarke Co. Public Meeting (July 23, 2003; 5 – 7 pm)	Attendance: 42
Oconee Co. Public Meeting (July 30, 2003; 3 – 5 pm)	Attendance: 12

Comments Received Via E-mail:	182
Comments Received Via U.S. Mail:	158
Comments Received at Meetings:	11
Comments Made by Telephone:	11
Comments Hand Delivered:	6
Comments Recorded & Transcribed:	5
Comments Received in Resource Room:	3
Comments Received Via Fax:	1
Grand Total	377 Comments Received

General Comments:

GENERAL TRANSPORTATION

- Everything in our power should be done to limit the numbers of cars on the roads.
- Many problems can be cheaply addressed with bike lanes and speed bumps.
- We need to find ways to finance alternative forms of transportation.
- ACC organizations need to focus on reducing the number of car trips by employees.
- More land should be allocated to alternative transportation facilities and greenways.
- We need more speed limit enforcement and moving violation enforcement throughout the county, but especially in residential areas.
 - Need to promote use of walking, biking, smaller cars, and motor scooters
- Need traffic calming in all neighborhoods (without residents having to request it)
- There should be no center two-way turn lanes.
- I would prefer to pay more taxes for better transportation and a cleaner environment (ie public transportation, bus routes, sidewalks, and rails-to-trails).
- Traffic signals in Athens seem to be timed so that cars must stop at every light and disrupt any smooth flow of traffic.
- Add more handicapped-accessible curb ramps all over the county.
- Speeds are too fast all over Athens.
- Place ‘no turn on red’ signs at busy intersections and all intersections downtown.
- Discourage the use of residential streets as cut-throughs.
- We should be looking to other countries for solutions to our transportation problems, especially Europe.
- Making roads wider and faster creates more traffic, not less.
- Need more human scaled lighting in neighborhoods.
- Time traffic lights so keep traffic moving on Main Streets.

- Need more parking decks.
- Need less parking to discourage car usage.
- Keep parking fairly inexpensive but increasingly restricted.
- Require annual emissions testing for all vehicles using ACC roads on a regular basis.
- Speed limits should be lowered 10-15 mph county-wide and strictly enforced.
- ACC should initiate a mobility education program teaching incoming students, motorists, cyclists, and pedestrians the rules of the road and to alert them to transportation options.
- Don't increase the 'costs' of driving one's own car, but don't need to make it easier either.
- Get creative with use of federal 'highway' funding.
- Safety should be the first concern of any public facility design.
- Downtown smells.
- There should be tax breaks for energy efficient vehicles.
- Should be less on-street parking in neighborhoods.
- Provide more motorcycle parking as an incentive for people to use them.
- Only projects that fit the goals of the ACC Comp Plan should be included in the LRTP
- New roads or widenings should not be approved in the 'greenbelt' of ACC
- Focus on in-town development
- There should be more 'Slow Children At Play' signs around ACC.

ROAD ORIENTED

- Transportation money should be used to better maintain our existing roads.
- Use money wisely by keeping the roadways well-maintained for cars.
- No need to build new roads in MACORTS area.
- Don't build any more large unnecessary highways around Athens.
- Don't build any more streets like Barnett Shoals Rd. or Atlanta Highway.
- We don't need speed bumps anywhere.
- There should be incentives for car pooling and ride sharing.
- Bury utilities on all arterials.
- Remove all speed humps.
- Need raised intersections instead of speed humps.
- Use curb bump outs to slow traffic.
- Need infrared cameras to ticket people who run red lights at selected lights at the discretion of the police chief.
- Let the professionals design the roads, not politicians.
- Reduce or eliminate poorly planned roads / shopping centers. (ex. Georgia Square and Atlanta Hwy.)
- When construction causes lane closures, drivers need warning well in advance of closure.
- Traffic calming methods should include projecting curbs forcing sinuous traffic, traffic circles, and narrowing of roads at intersections.
- Need better street lighting.
- Traffic circles could be used to replace red lights in ACC and even some interchanges on SR 316.

- There is far too much signage on the ACC roads. Put multiple signs on one pole if all of the signs are necessary.
- Plant trees in or near the rights-of-way as much as possible.
- Need a sensible plan for repaving roads within ACC. We pave when we don't need to.
- Barnett Shoals Rd. (area of widening project) should be monitored closely. If accident rate increases, serious consideration must be given to the installation of concrete median.
- Focus on system-wide traffic calming not piecemeal attempts.
- More directed lighting should be used along streets.
- Widening roads coming in and out of ACC only encourages people to live in adjacent counties.

TRANSIT ORIENTED

- Public transportation is very important to the overall health of a community and will become more and more necessary as the population ages.
- If more people rode the bus, I would support using tax dollars to support it. It is a dying mode of transportation.
- Improve mass transit, especially more frequent service, longer bus hours, shuttle routes to popular destinations.
- Need to get buses back into neighborhoods
- People will only use bus service if it is convenient.
- Need better and safer bus stops.
- Need more attractive bus shelters.
- Make bus routes less circuitous.
- Think about how public transportation can help those with disabilities live more independently.
- Vagrants or overnight campers should not be allowed to 'live' in the Multimodal Center.
- Bus stops need to be better maintained.
- Need more uniform bus stops with shelters, benches, and trashcans.
- Seek legislation to provide state funding for operations of bus system including a minimal SPLOST tax that is dedicated to transit use.
- Need easier to read maps for the bus routes.
- Transit System needs to do school-age outreach programs to 'hook' kids early on the bus as an alternative.
- There needs to be a campaign encouraging businesses to adopt bus stops and upgrade them.
- Bus service should be extended to Gwinnett County so that connections could be made through there to Atlanta.
- The bus drivers are friendly.
- I like the buses with the top-exhausting systems even if they're not cleaner, they seem to be.
- Public transportation needs to developed for the US 29 corridor.
- Be sure the downtown transfer center is always manned – bad customer service.

- Try the Mexico City Pesaro kind of taxi service – basically taxis running routes like buses.
- Mow the grass at bus stops.
- Have local businesses sponsor activities to encourage ridership of the bus.
- Transit should be the last space slated for budget cuts every year.

RAIL ORIENTED

- Strongly support commuter rail line between Athens and Atlanta. Low prices and easy access will be keys to its success.
- Need to work on rails WITH trails not just rails to trails.
- Need rail to trail network.
- Commuter rail to Atlanta will only bring more sprawl to Athens.

BIKE / PED ORIENTED

- Strongly support construction of bike lanes and walking paths throughout Athens
- Conversion of rails to trails should be considered.
- When choosing bike routes, convenience, safety, and ease of ride should be taken into consideration.
- New street improvements should be designed with the needs of pedestrians, cyclists, and drivers in mind.
- ACC and UGA need to work together to ensure the university and county are bike-friendly.
- Bike lanes should be safer, wider, and closer to areas of the county where people want to go.
- Place bike lanes where they will actually be used – never seen anyone on the Epps Bridge Parkway bike lanes.
- The push to two-lane roads like Prince Avenue to put in bike lanes is troubling because of limited usage and cost.
- Bike lanes should be 3 ft. wide (not including curb and gutter) and marked with a solid line (Bike lanes on eastern Barnett Shoals Rd. are excellent example)
- Bike lanes should not be on the main thoroughfares – keep them on scenic, low traffic corridors.
- ACC should aggressively pursue development of off-road bicycle paths along abandoned, or adjacent to active, rail lines.
- Budget and design bike lanes so that they can be kept clean of debris.
- Sidewalks are not an acceptable alternatives to bike paths because of the number of driveway and street crossings.
- I would like to see law enforcement aggressively ticket bicyclists for violating traffic laws.
- We need more and better sidewalks and crosswalks.
- All new subdivisions should be required to have sidewalks on both sides of all streets.
- Bike carriers on buses are great.
- Only after every road is planned for bicycles then the feasibility of adding motor vehicle lanes be considered.
- Anyone who is planning transportation facilities should try and walk the area as a pedestrian or navigate it by wheelchair.

- Bike lanes to be more interconnected.
- Stop light sensors should be attuned to register bicycles as well as cars.
- Bike lanes should be big enough for people to ride pulling their children.
- Sidewalks should be big and even enough for people to run on them.
- Making 4 lane roads into 2 lanes + center turn lane and adding bike lanes makes a great improvement.
- Rounding off corners at intersections to facilitate right turns (ex. Prince Avenue at King Avenue) for vehicles make those intersections more dangerous for pedestrians.
- Cross bridges or understreet tunnels are good options to keep pedestrians safe.
- In all commercial areas, there should be crosswalks and sidewalks.
- More separated bike lanes need to be installed throughout the community – simple dirt paths will do and the most heavily used ones could be paved as funding became available.
- Increase buffer between roads and sidewalks
- Enforce pedestrian right-of-way.
- All pedestrian crosswalks should be zebra-striped to make them more visible.
- Use more of the flashing crosswalks throughout the Athens-Clarke County.
- Ticket pedestrians that don't use the crosswalks.
- Ticket drivers who do not yield to pedestrians.
- Need more bike lanes.
- Need more and improved bike facilities to and from the downtown Athens area.
- All new roads and those that undergo major repair or widening should have bike lanes added to them.
- The Bike Master Plan should be implemented in its entirety as soon as possible.
- Somehow, more space needs to be placed between cyclists and motorists on roadways.
- Milledge Avenue and Prince Avenue are the most dangerous roads in ACC for cyclists.
- Raised level bike lanes, like those used in Scandinavia, should be developed here.
- It is too dangerous to walk or bike in Athens-Clarke County.
- Keep vehicles from parking on the sidewalks in front of Normal Hardware, Agua Linda, and Normal News (on Prince Ave.).
- Need areas downtown to be designated for parking bikes, preferably covered with secure racks.
- Sidewalks should be required on 1 side of every street.
- Keep all limbs pruned away from existing sidewalks for safe use.
- I do not want sidewalks in neighborhoods – downtown ones are needed more.
- Pedestrian / cyclists rights should be stressed.
- There should only be red and green lights on pedestrian crossing signals, not amber – it's confusing.
- Bike lanes should have concrete barrier between them and cars, complete with drainage and maintained to be free of debris.
- Bicycles should be registered locally at a realistic cost.
- Cyclists should be cited for weaving among cars at stop lights and changing directions mid-block.
- I would be willing to pay higher taxes to have more transportation options.

- Brick crosswalks downtown are esthetically pleasing but not very visible to drivers – need better signage or blinkers to alert of their presence.
- The term ‘alternative’ should be removed. It attaches a negative stigma to those modes of transportation.
- At intersections with pedestrian traffic lights, all 4 directions should stop for the pedestrian traffic.
- Be sure all pedestrian traffic buttons are in working order.
- We need cycling facilities and other options for alternative transportation in Oconee County.
- Pedestrians are generally ignored and disrespected by motorists in Athens-Clarke County.
- All crosswalks on major thoroughfares should be lighted.
- Centerline ‘Yield to Pedestrians’ signs should be installed at all downtown intersections.
- Widen sidewalks downtown into area currently used for on-street parking. Close some of the thru-travel lanes to 1 lane 1-way streets.
- Parking ticket fines should be substantially increased and those proceeds used to sidewalk expansion and other downtown services.
- Substantial local funding need to be set aside annually for sidewalks.
- Roller blading should not be allowed on multi-use paths with cyclists, walkers, etc.
- Sidewalks should not be designated as ‘vehicle recovery zones’.
- ACC is doing a great job putting in bike paths on roads. Keep it up !
- Replace the signs telling pedestrians to watch for turning vehicles with signs that notify drivers that Georgia State Law requires them to yield to pedestrians.
- On-street facilities for cyclists should have higher priority than off-road facilities.
- Athens-Clarke County is very inefficient in providing for pedestrians and bikers.
- The bike racks that fit on the wall (bike’s back wheel on ground, front wheel on the wall) might be better downtown – take up less space.
- Residents who pile their lawn waste so high that it spills onto the sidewalks should be fined.
- Neighborhood sidewalks should be 6 ft wide with a 3 ft grass/tree median between the sidewalk and the road.
- The drainage grates on streets should be oriented perpendicular to travel direction.
- Plant medians to be refuges for pedestrians.
- Need better maintenance of sidewalks – in terms of condition and debris.
- Pedestrian access across highways and collector roads that run between high density residential areas and high-use retail commercial (esp. supermarkets) need greater safety protection.
- Create a Pedestrian Master Plan
- Impact fees should be used to pay for sidewalks and bike lanes.
- Kudos on the Greenway.
- Take down the ‘Share the Road’ signs.
- Cyclists shouldn’t be on the roadways.

FREIGHT ORIENTED

- Keep trucks out of downtown unless they are making deliveries.

OTHER

- We should be proactive to avoid being classified as ‘non-attainment’.
- This process makes bicycle planning a rearguard and mostly losing battle.
- Transportation issues must be handles in a broader context of how all counties in our region handle residential, business, and industrial development.
- Reverse the priorities – think of motor vehicles as the alternative transportation.
- UGA should not allow freshmen (or perhaps, sophomores) to have cars on campus.
- Need more greenspace.
- Like to see impact fees charged to developers to fund transportation improvements with a reduced fee for qualified redevelopment.
- Expand Ben Epps Airport to attract larger carriers.
- 3pm is not a good time to have public meetings in Oconee County.
- Have public meetings in Oconee County at noon, late afternoon, or early evening.
- Don’t provide buses to take kids to school if they live close enough to walk.
- Public input is a good thing.
- Police should control tail gaters and aggressive drivers.
- Do more landscaping on thoroughfares and sidewalks.
- We’ve got to save trees.
- Athens and UGA should foster an enlightened point of view on comsumption of energy.
- ACC should require bike parking standards at commercial destinations.
- Enlarge the police force enforcing traffic laws at the beginning of the school year when driving habits are at their worst.
- Developments in MACORTS area should be required to set aside greenspace and connect with adjacent residential developments. Existing developments should be retrofitted wherever possible.
- I appreciate the open public comment period and not having to give my comments to the Mayor and Commission directly.
- Need to identify 5 or 6 nodes in ACC around which communities would be built. Those communities would then be connected by multi-use paths.
- Need interconnectivity between developments, retail centers, etc. to keep flow dispersed (vs. concentrated)
- Manage sprawl better.
- Support the sidewalk cafes downtown.
- There should be more regulation of private parking lots.
- Enforce the noise ordinance for motorcycles, cars with loud exhaust or cars with booming stereos.
- Need more grocery stores within walking/biking distance of neighborhoods.
- Create a park-like atmosphere downtown.
- Enforce litter laws.

Project Specific Comments:

ROAD PROJECTS

- Pinecrest Court is in poor condition. It needs to be brought up to the quality of the surrounding roadways.
- An important project that needs to be done is the Loop 10 at Olympic/Peter Street.
- Intersection along SR 29 by McLane Southeast and Kangaroo (Calhoun Drive) should be eliminated.
- “Keep Right Except to Pass” and “Slower Traffic Keep Right” signs need to be posted along SR 10 Loop
- The southbound passing lane needs to be returned on SR 441 between the Jackson County line and SR 10 Loop.
- The Oconee Connector improved nothing in that area.
- Redesign and rebuild the Loop 10 intersection with US 29N to make it less confusing.
- Do not constrict Prince Ave the way Baxter St. was changed – it forces drivers to cut through neighborhoods.
- Intersections along Prince Avenue need to be at 90 degrees – rounded corners endanger pedestrians and cyclists
- Atlanta Highway needs a median with trees.
- Lumpkin between the UGA track and Broad Street is too narrow.
- Make SR 316 a limited access highway.
- Plan for the Olympic / Peter St. interchange project need to include traffic calming devices for the residential areas of Peter St.
- Add right hand turn lane to the Gaines School Road at Barnett Shoals Rd. intersection.
- Lower the speed limit on Cedar Shoals and Whit Davis
- Remove the designated turn lanes on Milledge Avenue to Hill St.
- Do not allow left turns from Jennings Mill Rd. onto Atlanta Hwy.
- Do not allow left turns from the Publix store onto Atlanta Hwy.
- A traffic light is needed at the intersection of New Hull Rd. and Danielsville Rd.
- Meigs Street behind the Grit and Bottletworks should be made a one-way street so that people traveling east on Prince do not attempt that sharp right hand turn.
- Add a traffic light at the Whitehead Rd. / Tallassee Rd. intersection.
- Add traffic calming along University Drive between O’Farrell to Scott.
- In the Simonton Bridge Rd. widening project, please consider alternative routes around the portion of the roadway that goes into Main Street in Watkinsville. (eg Norton Rd)
- Construct a limited access highway from Athens to I-85.
- The development of the design for Barnett Shoals Rd. widening was centered around business owners not residents of the area. Now that area will be like the Atlanta Hwy.
- The addition of a median on Barnett Shoals Rd. will not help that area – it will only hurt businesses and impede pedestrian traffic.
- Improve the synchronization of traffic lights on major corridors such as Prince, Milledge, Broad, and downtown.

- Pulaski Heights Neighborhood would like to request white lines be painted on the streets at the stop signs, particularly at the Pulaski and Barrow streets intersection.
- Jimmie Daniel Rd. will need to be expanded to 3 lanes with sidewalks.
- The intersection of Jimmie Daniel and Virgil Langford needs to be realigned to connect with Mars Hill Rd, and a light will be needed.
- Simonton Bridge Rd. needs to be improved to accommodate more truck traffic that is inevitable in that area.
- Traffic needs to be diverted before the city limits of Watkinsville on Simonton Bridge Rd. by building a road that would intersect near Brookfield Drive and going to the intersection of Barnett Shoals Rd. at or near Norton Bridge Rd. or build a road where the power lines run parallel to Simonton Rd. to intersect at SR 15 near the city limits or improve the intersection of Simonton Bridge and Norton Rd. such that it would travel straight and intersect with Barnett Shoals Rd. on the west side of the wire company.
- Build a loop around Watkinsville connecting Barnett Shoals, SR 15 and Colham Ferry Rd. with US 441 Bypass.
- Cliff Dawson Rd. will need to be widened to 3 lanes with sidewalks.
- Traffic lights will be needed at the intersections of Cliff Dawson and Mars Hill Rd. and Cliff Dawson and Hog Mountain Rd.
- Need to include access to East Athens Park when improve Peter St and Bypass intersection.
- Need traffic calming on 1st Street (requested 2 yrs ago).
- Hancock Ave. needs resurfacing.
- Need 3 way stop signs at Vine St. and 1st Street.
- Need to think of ways to take traffic off Mitchell Bridge Road.
- Need to make speed limit on Timothy Rd. 35 mph and enforce it.
- The intersection of Barnett Shoals and Whitehall Rd. needs to be widened.
- Restripe the lane markers on Barnett Shoals Rd and Whitehall Rd. – night driving is hazardous.
- Need bridge across Loop 10 from Home Depot at Epps Bridge.
- Need traffic light at intersection of Lexington Rd and Morton Rd.
- Need to keep trees on avenues like Washington and Clayton Streets.
- Trees removed from Broad Street need to be replaced with new ones.
- Need roundabouts or speed humps to slow traffic on Hill Street.
- Need additional street lights on side streets in Cobbham District.
- Get on with designing and building the much discussed road from Loop 10 to Jimmie Daniel Road.
- Construct the access road in the Kroger Shopping Center as it was accepted in the SPLOST 2000 project design.
- Don't widen Lexington Rd. or build Jennings Mill Parkway. Take those funds and earmark them for alternative transportation projects.
- The roads connecting the Kingswood neighborhood should not be used as a cut-through between Timothy Rd. and Jennings Mill Rd.
- Need traffic calming and/or enforcement on Prince Ave.
- The speed limit on Danielsville Rd. and Nowhere Road should be 40 mph.
- The intersection of Ridgewood Place and Westview Drive should be a 3-way stop.

- The yield sign at the intersection of Old Lexington Rd. and College Station Rd. should be a stop sign.
- Do not widen Simonton Bridge Rd. – use widen Norris Rd. instead.
- Johnson Rd. should have speed humps without the neighborhood having to pay for it.
- There needs to be a mirror installed at the intersection of Cobb St. and Milledge Ave. so pedestrians on Cobb St. can see if cars are turning off Milledge.
- Cobb St. needs speed humps.
- Lower the speed limit on Milledge Circle to 25 mph.
- Need better drainage on Lumpkin.
- The light at Five Points should be re-timed to take into account there is more traffic coming from Milledge than from Lumpkin.
- Need speed bumps on Brickleberry Ridge.
- There needs to be a traffic light on Tallassee Rd at the SR 10 Loop.
- Need a traffic light at the Tallassee / Whitehead intersection.
- There needs to be a more effective ‘Dead End Road’ sign on Satula
- There are too many people using Satula to park on when they go to the restaurant on the corner.
- An entrance from the Loop onto the triangle of land bordered by the Sunset exit and Prince Ave. would make that property more attractive if ARMC ever wants to expand again.
- Harden Hill Road needs to be widened and sidewalks and bikelanes need to be added.
- The intersection of Main Street and Harden Hill needs improvement.
- Timothy Rd. does not need to be widened.
- Need speed humps at Meigs and Newton
- Change direction of one-way on Pope between Hill and Prince Ave.
- Add a left turn lane on Prince (traveling west) onto Milledge.
- Add a right turn lane from Milledge onto Prince.
- Add ‘Do Not Block Intersection’ sign on Milledge at Cobb St.
- Change parking along Dubose and Grady Ave. so it doesn’t limit visibility.
- Add a yellow curb on Virginia at Boulevard
- Jefferson Rd., Lexington Rd., and Jennings Mill Pkwy should be deleted from the LRTP.

TRANSIT PROJECTS

- Buses should run more frequently (every 10 – 15 minutes) and at least 16 hours per day.
- Bus should go closer to Burkland Drive so my walk is not so far to catch the bus.
- More people would be served with smaller buses that run past midnight to more locations on the weekends.
- Fare holidays could be used to promote increased bus ridership.
- Smaller buses could ‘cruise’ the neighborhoods and be available on-demand using a VoiceXML system.
- Need trolleys downtown in the CBD.
- Athens Transit should be buying electric or hybrid buses
- Buses should run on Sunday and later at night.
- Add park and ride lot at Beechwood or Alps shopping center.
- Need countywide bus service.

- Need to extend a bus route on Whitehall Rd.
- Athens-Clarke County needs to participate in the 5311 program to provide county wide transit service
- Bus service should be extended to serve Pinewood Estates and Country Corners mobile home communities on US 29 North to serve the growing Hispanic community there.
- Market the bus better – partner with businesses to give employees discount passes, create a fare pass good for unlimited rides during a certain period (monthly, quarterly..)
- Use Sandy Creek Park as a park and ride location.
- Start improving transit by running a couple of demonstration routes like one that runs the length of Milledge and one that runs the length of Atlanta Hwy and Lexington Rd.
- Advertise the bus schedules in the newspaper, preferably with a ‘real’ map that shows all the stops and times.
- All bus stops should have a shelter.
- There should be perimeter commuter lots established to link with transit systems, car pooling connection points, and employee pickup points for institutional bus or van shuttling.
- There needs to be better transit service Kathwood Drive area.
- Bring trolleys back to Lumpkin, Milledge, Broad, and Prince.
- Run the bus out to the area of Ben Epps Airport.
- Athens Transit should run to Oconee County too.
- A shuttle services from businesses or schools around the perimeter of UGA campus to the heart of campus is needed.
- Need a bus route out Cherokee Road to Winterville.
- Buses should run out to the State Botanical Gardens.
- There needs to be a new bus route on Barnett Shoals Rd. towards Barnett Shoals Elementary and the Montessori School.
- Route 9 should run on Saturdays and Route 14 should run during the summer too.
- They need to be more white drivers for safety.
- Need bus stop at Hallmark Trailer Park.
- Downtown transfer station needs a facelift.
- I want to be able to ride the bus from my home between Hancock Lane and Belmont Road (off Barnett Shoals) to UGA.
- The following express bus routes should be implemented from Athens to Atlanta until commuter rail is constructed:

Athens-316-I-85-I-285-Perimeter Center – Cumberland Galleria

Athens-316-I-85-Midtown-Downtown (Five Points)

Athens-US 78-Monroe-Conyers-I-20-Atlanta Airport

Athens-US 78-Monroe-Stone Mountain-Decatur-Downtown ATL

*Buses should have storage for bikes on the bus, and buses should be fueled by natural gas or other fuel-efficient means.

- Park and Rides should be considered at the following locations:

Georgia Square Mall, Publix Shopping Center, old Target Shopping

Center, Epps Bridge Crossing, Homewood Shopping Center, Kroger

Shopping Center (E. side), Gaines School Shopping Center, Walmart East

Side, Sky City Shopping Center on North Avenue, Shops of South Athens on Milledge, Athens Ben Epps Airport.

- MACORTS should enter into long term agreements with these shopping centers to maximize the use of existing parking capacity. Add bus bays, shelter, and other facilities to the existing parking lots.
- Demand Response service should be available county-wide.
- Bus Rapid Transit (BRT) should be implemented in the following corridors: (*see BikeAthens submission for full description*)
 - Athens Downtown to Georgia Square Mall
 - Athens Downtown to Epps Bridge Crossing
 - Athens Downtown to Watkinsville
 - Athens Downtown along a circuit route that ends up back at the Multimodal Ctr.
 - Athens Downtown to Southeast Athens Park
 - Athens Downtown to Lavendar Road area
- In-town direct shuttle service should complement the BRT service including routes on Prince Avenue, Lumpkin Street, Boulevard, Baxter Street, Milledge Avenue, Mitchell Bridge Road, Hawthorne, Lavender/Tallassee/Whitehead Road, Timothy Road, Atlanta Highway, and Barnett Shoals Road.
- Speed up service with priority traffic signals (buses trip light) and fareless honor system.
- Local direct service could include a West Side Circulator, Inner West Circulator, Prince Avenue/Garnett Ridge, Outer Campus Circulator, Inner Campus Circulator, North Avenue, Nellie B/Airport.
- There should be incentives for ACC, ARMC, Navy School, and other large employers to work with Athens Transit System to allow employees to ride free, negotiating a fee just as UGA has done.
- Need 3 bus lines in Oconee County served by small buses with bike racks running at 15 minutes intervals at peaks: 1 to downtown Watkinsville, 1 to Butler's Crossing, and 1 to Epps Bridge Rd. at Loop 10. Commuter parking should be provided.
- Resume bus service to corner of College Station and Barnett Shoals Rd.
- Need pay phones adjacent to bus stops.
- The bus should pick people up inside Memorial Park.
- The bus should provide service up and down Milledge Ave.
- The #20 Georgia Square Mall bus should run on Sundays in the month of December.
- Need a shuttle from Comer to the Ramsey Center on campus.
- Rt. 12 (Riverbend) should be extended to Fernbanks Court on Riverbend Rd.
- Have students pay \$1 to ride after 6pm. This should pay for expansion of hours.
- Post appropriate bus schedules and maps at every stop.
- Bring the bus closer to Dennis Rd., off Barnett Shoals Rd, on Saturdays.
- Need bus route along Whit Davis Rd. that goes toward the Lexington Road area.
- Look into biodiesel as a source for fueling buses.
- Add a bus stop to the street north of US 29 so don't have to go all way around to get off at the Kangaroo.
- Make the bus stops wheelchair accessible at the Mall.
- Need bus service to Brookstone subdivision, near Barnett Shoals Elementary

- Need a bus shelter on North Avenue at Garden Springs Apt (formerly Spring Court)
- Consolidate the UGA and Athens Transit systems.

RAIL PROJECTS

- Spend a little more money on the Atlanta to Athens commuter rail line so as not to disturb wetlands
- Need commuter train from Atlanta to Athens to Savannah.
- If Atlanta is not feasible to connect to with rail, then connect with Lawrenceville, Suwanee, and the closer Gwinnett suburbs to relieve traffic congestion and road-related fatalities along SR 316 and SR 78.
- Need light rail from Watkinsville to UGA campus.
- Need light rail from northeast to east Athens
- A bike/pedestrian walk should be added adjacent to a light rail line from downtown to Watkinsville.
- Where will the tracks run ? Will there be enough trains running to keep commuters off US 78 ? Will it make a profit ? How soon can we expect any decision ?
- I do not want a rail system to Atlanta.
- Athens should support extending commuter rail from downtown Atlanta to Hartsfield International Airport.
- The corridor between Athens and Atlanta should be double tracked (triple and quadruple at points) to handle demand.
- At-grade crossings of the commuter rail line in Athens should be closed and bridged (or tunneled).
- Train speeds should be allowed to reach 110 mph.
- All rail cars should have adequate storage for luggage as well as dedicated spaces for hanging bikes.
- Multimodal Center should have adequate bike storage lockers that could be rented monthly or daily.
- The possibility for rail-trail access should be watched and the corridor accessed before it is abandoned by Norfolk-Southern.
- Need to convert the abandoned rail that runs through Whitehall to a biking/hiking trail.
- The Comer to Colbert rail line should be investigated as a peak hour commuter rail line.

BIKE / PED PROJECTS

- Please don't widen Lumpkin Street between Five Points and Broad Street – it should be 3-laned with a middle turn lane and bike paths on each side.
- Lumpkin should be a priority for bike lanes – three-lane the road between Rutherford Drive and Broad Street to make room for bike lanes.
- Pedestrian facilities need to be added to West Lake Drive, lower end of Milledge Circle, and the Atlanta Highway.
- Need an interconnected network of bike lanes linking campus to metro Athens
- College Station Road bridges need to be upgraded for cyclists.
- Closing Brooks Drive to make it a pedestrian walkway is great, but it would be better with a designated path for cyclists.
- Need a viable bike lanes from Athens to Watkinsville and out to Madison County.

- Tallassee Rd (Oglethorpe to Whitehead): Add bike lanes, extend/add sidewalks, and replace railroad bridge
- Hawthorne Avenue: widen to 5 lanes, add sidewalks, and route bicycle traffic to Sunset (except for the Broad St. end).
- Jefferson River Road (to Vincent Dr.): Widen to 3 lanes and include bike lanes and sidewalks
- Prince Avenue is a key corridor for cycling and should be configured as such.
- Boulevard is not a good alternative to Prince Avenue for cyclists.
- Old Jefferson Road should be designated as an official bicycle/pedestrian corridor and be protected by limiting development with direct access to the roadway.
- Our communities should team with Rails to Trails, GDOT, and governments in Oconee and Morgan Counties to convert the abandoned rail line from Watkinsville to Madison into a premier paved rail trail with an extension north through Whitehall into Athens.
- Absence of bike lanes on Alps Rd. at Hawthorne is idiotic.
- Add wide, dedicated bike trail that parallels Lexington Rd. and crosses into downtown via a long bridge over the river.
- Reroute 78 to bypass downtown but still have exits for downtown arteries. Give downtown back to the pedestrians again.
- Bike lanes should be extended along more of Barnett Shoals Rd.
- Highland Avenue needs sidewalks and bike lanes.
- Alps Rd. and Beechwood Shopping Center need to be more pedestrian friendly.
- Need sidewalks and speed bumps on Arch Street.
- All of Tallassee Road needs bike lanes.
- Prince Avenue needs more crosswalks.
- Need bike lanes on Prince Avenue, Milledge Avenue, Milledge Circle, and Lumpkin Street.
- Need greenway between Five Points and Downtown.
- Go through with the project to make the service road along Jefferson Road into a greenway or pedestrian boulevard.
- Need more crosswalks on Lumpkin and Milledge.
- Need to finish the sidewalks and put bike lanes on Lavender Road
- Add bike lanes to the portion of Barnett Shoals Rd. from Barnett Shoals Rd. Elementary to the southwestern county line.
- Sidewalks should be included on West Lake Drive and Milledge Circle
- More bike lanes should be connected to the Greenway.
- Separated bike lanes need to be constructed along the rail corridor adjacent to Milledge Avenue.
- Extend the North Oconee Greenway toward College Station.
- Desperately need auditory crossing signals in Athens to aid the visually impaired population
- Talking signs should be investigated for installations in Athens to aid the visually impaired population
- Need sidewalks along Cedar Creek Drive.
- Add bike lanes from Cobbham to Barrow Elementary School, Catholic Center, UGA's baseball/basketball facilities

- Make all streets downtown pedestrian-only.
- Complete the Barnett Shoals bike lanes.
- Need sidewalks in High Ridge subdivision.
- Danielsville Rd. should be widened to 4 lanes and a sidewalk and bike lane should be added from the Perimeter to the Madison County line.
- Tallassee Rd. should be widened to 4 lanes and a sidewalk and bike lanes should be added from the Perimeter to Lavender Road, at least (Jackson Co. line at best). The railroad overpass should be dealt with as part of this project.
- Extend bike lanes to connect Gaines School Rd./Barnett Shoals Rd to College Station Rd.
- Add sidewalks along Green Acres Shopping Center
- Create pedestrian mall on College Ave. between Clayton and Broad
- Need crosswalks along Prince Avenue especially at the Bottleworks, Daily Co-op, and more substantial pedestrian safety mechanism for the ARMC area.
- Need bike racks all over Athens-Clarke County.
- Need pedestrian control on north side of Cedar Shoals Drive and Gaines School Road intersection.
- Kathwood Drive needs sidewalks.
- Rail to Trail project that would link Winterville to the Multimodal Center would be great.
- Jefferson Road needs bike lanes – most importantly on the Hugh Logan interchange and from Homewood Hills intersection to the entrance of the country club.
- Widen College Station Rd. to allow for the addition of bike lanes or add bike bridges next to the bridges.
- ACC should mandate helmet usage.
- Prince Avenue is much more well planned than College Station and Barnett Shoals Rd. in terms of bicyclists.
- Offer educational forums for motorists, cyclists, and law enforcement
- Add a few pads with benches, verandas, and grills to the Greenway so that neighborhoods can get together.
- Complete the Oconee River Greenway to its southern terminus at the Oconee County line.
- Sidewalk segments on Cherokee Road should be connected to each other.
- Bike lanes should be added to Robert Hardeman Rd. to offset the increasing volume of vehicular traffic.
- Need sidewalk on Beaverdam Road between Cherokee Rd. and Robert Hardeman Rd.
- Add sidewalks to Whitehall Rd and do not widen it.
- Bike striping along Hawthorne Avenue has definitely improved the traffic safety.
- Need to improve safety for pedestrians at the corner of Lumpkin and Broad Street.
- Rocky Branch will need sidewalks and bikepaths in the future.
- Malcom Bridge Rd. will need sidewalks and bikepaths in the future.
- Crosswalks are needed at the intersections of Mars Hill, Hog Mountain, and Experiment Station Road.
- A pedestrian crossing light will be needed at the intersection of Burr Harris and Hog Mountin Rd.

- A crosswalk is needed at the intersection of Timothy Road and Mitchell Bridge Road – a flyover would be great but a crosswalk will do.
- ACC needs to address night time crossings from public housing to Gresham's Disco on Broad St.
- Need bike lanes on Milledge from E. Campus Rd. to Prince Ave., on Prince from Pulaski to Hawthorne and on Bloomfield and Boulevard.
- Need sidewalks everywhere but especially from Five Points to Beechwood.
- Need sidewalks on Southview Drive.
- We need bike lanes separated by medians.
- Extend sidewalks on Timothy Rd. to McNutts Creek.
- Need moving sidewalk or trolley from 5 Points to downtown.
- Morton Rd. needs sidewalks.
- All of downtown should have bike lanes.
- The crosswalk study done at 3:30 pm on a weekday did not paint a realistic picture of Athens pedestrian activity.
- A switchback trail up the hill from the Multimodal Center should be developed for ready bike access to downtown.
- College Square should be closed to vehicles then Clayton between Lumpkin and Jackson.
- 5-foot bike lanes and sidewalks should be added to both sides of Atlanta Highway with concrete dividers between car travel lanes and bike lanes.
- Bus-only + bike lanes should be constructed at key congested areas such as Atlanta Highway at Georgia Square Mall, Atlanta Hwy. from Loop 10 to Mitchell Bridge Road, and Broad St. at Hawthorne/Alps.
- Add 5-ft bike lanes, sidewalks, and reduce speed limits on Timothy Road, Mitchell Bridge Rd., Tallassee Rd., Lavender Rd., Whitehead Rd., and Jefferson River Road.
- Jefferson Rd. needs bike lanes located between the turning lanes and car thru-lanes. Restripe road to accommodate 5 ft. bike lanes to entrance of Homewood Hills Shopping Center from the area of the Loop.
- Old Jefferson Road should be restricted to only local access traffic and converted to a recreational use parkway – reduce speed limits and construct traffic calming.
- Kathwood Drive, Vincent Drive, Milledge Ave. from Prince to Broad needs to have a reduced speed and bike stencils in the road, including turn lanes.
- On Hawthorne Ave, between Atlanta Hwy and Oglethorpe, keep 3 lane configuration and reconstruct to accommodate 5 ft. bike lanes and add bus bays where appropriate.
- 3-lane Prince Avenue, add 5 ft bike lanes, and reduce the speed limit.
- On Prince, between Barber and Dougherty/Pulaski, there should be pedestrian refuge islands.
- Construct 5 ft bike lanes on Newton Bridge Rd from Vincent Dr. to Chase St., Chase St. from Newton Bridge to Prince Ave., and Oglethorpe Ave.
- Close Baldwin St. to all but bus and bike traffic.
- Add 5 ft bike lanes on Lumpkin St. from Westlake to Cedar, eliminate center turn lane and restrict left turns. Add bus bays and widen sidewalks.
- Realign design of Lumpkin St. from Cedar to Broad to conform to the UGA master plan.

- Reconstruct Baxter St. to accommodate bike lanes and bus bays with frequent crosswalks.
- Reduce East Campus Rd. to 3 lanes, add bike lanes, add bus bays and frequent crosswalks.
- Macon Hwy needs bike lanes and sidewalks.
- Add bike lanes on Commerce Rd. from MLK to Newton Bridge Rd. Reduce speed limits to 35 mph and post signs at county line warning motorists to slow down and respect pedestrian and cyclist rights. Signs at Loop 10 interchange too.
- 3 lane North Avenue and add 5 ft bike lanes and sidewalks to Loop connecting to SPLOST Danielsville Rd. off-road path.
- Add bike facilities and sidewalks to bridge on North Ave. over Loop 10.
- Stencil bike symbols on Vine St. and reduce speed to 18mph.
- Add bike lanes to Nellie B Ave. and link to the rail trail corridor, and reduce speeds.
- Stencil bike symbols and construct bike lanes on Peter St., and construct sidewalks were possible.
- Construct bike lanes and sidewalks from Olympic Dr. to rail trail at Winterville Rd. along Indian Hills Rd.
- Add bike lanes with concrete dividers along Lexington Rd.
- 3-lane Cedar Shoals Rd. and construct bike lanes.
- There should be a requirement to update the Bicycle Master Plan every 5 years or less.
- A sidewalk master plan should be developed and implemented so that it networks primary pedestrian corridors first.
- Harden Hill Road in Watkinsville, New High Shoals Rd., US 441 Bus., and Simonton Bridge Rd. needs sidewalks to downtown.
- Should work with Norfolk Southern to obtain right-of-way between Athens and Madison and convert it into a multi-use trail.
- Eastside rail trail should be built as soon as possible, with all local funds if nec., as promised by ACC in 2000.
- Improve the Five Points intersection with raised brick sidewalks coupled with 'Watch for Pedestrians' signage.
- Install a lighted crosswalk or pedestrian bridge over South Milledge between Five Points and Millege Heights (at Univeristy Drive).
- The lighted crosswalks on Lumpkin really work !
- There should be a pedestrian/bike bridge over the Timothy Rd./Atlanta Hwy intersection.
- Need sidewalks from Burney-Harris Lyons school to neighborhoods on Tallassee Rd.
- Need crosswalk on East Campus Road at Sanford Stadium (at cemetery gate).
- Need more street lights on Oconee St. on the hill that goes from Oak St.
- Need to start a community bike program that would take unwanted bikes and fix them up and give them free or at little charge to those who want them (or folks could rent them to travel downtown) – like Madison's Red Bike Program.
- Crossing guards should help all pedestrians cross the street, not just children.
- Nowhere Road needs a bike/pedestrian shared path.
- Sewer grates installed areas with bike lanes are dangerously wide.
- Widen the sidewalks along Milledge Ave.

- Need more sidewalks in the area of Ruth St.
- Add sidewalks and handicapped-accessible crosswalk to the north side of King St. between Sunset and Holman.
- A sidewalk should be installed on the west side of Holman.
- Add crosswalk at Minor St. and one between Rock Springs and Hancock on West Broad.
- A slightly raised bike lane should be added to Prince from the Finley intersection to the end of the Grit block with a strip of greenspace with trees on one side and a parallel parking lane on the other. (on both sides of the street)
- The block of Newton St. (between the Grit and Bottleworks) should have added parking and should be closed to from a plaza.
- The green area behind the old jail functions as a park. Do not move the old Cobb mansion to that lot.
- Use the strip of land between the Beechwood Shopping Center and Kroger Shopping Center for a bike/ped facility to utilize the two.
- Try to get the train track off of Chase St. the ends up running next to a dirt road that runs into Jefferson Rd. for conversion into trail facility for cyclists and pedestrians.
- Extend the sidewalk along Mitchell Bridge Rd. at least to Ben Burton Park, if not the Atlanta Hwy. and add bike lanes.
- Extend the Tallassee Rd. sidewalk to feel into the sidewalk at Whitehead Rd. and add bike lanes.
- Lexington Rd. at the Loop is a very dangerous place for cyclists.
- Experiment Station Rd. from downtown to Butler Plaza needs sidewalks and bike lanes.
- Need sidewalk/bike path connecting Club Drive to the new Medical Park being built at Kathwood Drive.
- A lighted crosswalk is needed on Pope Street at the Emmanuel Episcopal Church/Cobb House.
- Need a sidewalk next to Wendy's on Finley between Prince and Meigs.
- Need to establish a waterfront downtown with a pedestrian promenade so the river is visible. Use the Dial America property for mixed use shops, etc. on waterfront.
- Construct bike lanes on Whitehall Rd. from Barnett Shoals Rd. to Milledge Avenue.
- Need better access from neighborhoods to Greenway, especially from Boulevard, Cobbham, King Avenue, and Hancock corridors. Add bike lanes to Barber St. and Cleveland Ave.
- The rumble strips and curbing along US 441 in Oconee Co. make it very dangerous for cyclists.
- US 441 and US 441 Business need 5 ft. bike lanes.
- Simonton Bridge/Whitehall/South Milledge, Experiment Station Rd., and Mars Hill Road need bike lanes.

FREIGHT PROJECTS

- Reroute tractor trailers to bypass so they don't have to run through town.
- 18-wheelers should not be allowed on Ruth Drive.

OTHER

- Negotiate with Charlie Williams Pinecrest Lodge to connect their acreage along the river with the 32 acre RiverCare program park and the ACC lots in University Heights to provide a linear park along the river.
- Ugly lots on the corner of Whitehall and Barnett Shoals should be converted to attractive greenspace parks.
- Need more enforcement on West Lake Drive.
- Need more enforcement of speed limits along Milledge Circle.
- Enforce the speed limits along Simonton Bridge Rd.
- Need more enforcement on Church and Rutherford.
- Need to create 3 school zones based on home addresses for parents to choose from to keep people from going across the county to take their children to school.
- Ambulances should not have to use Hill St. for access to ARMC.
- MACORTS Policy Committee needs to have membership proportional to population not equal among the 3 counties – ACC needs four seats and Madison and Oconee Co. need one each.
- BikeAthens should have a representative on the MACORTS Technical Coordinating Committee.
- Increase the parking fees downtown to discourage driving there.
- Zone new apartments and mixed use development with allowances for reduced parking requirements along Baxter St.
- Zone Barnett Shoals Rd. to enable extensive infill development along Barnett Shoals Rd.
- Create special overlay districts along specific corridors where extensive transit and bike/ped infrastructure will be developed. Waivers, reduced parking requirements, and tax incentives could be used in Smart Growth Corridors such as Baxter Street, Barnett Shoals Rd. (Lexington to Gaines School), Prince Ave., Barnett Shoals/Gaines School, and Downtown East/Multimodal Station.
- A location efficient mortgage and rent program should be established for Athens. (see *BikeAthens submission for full details*)
- Develop a park at the bridge on Whitehall over the river including a canoe take out so folks could canoe from Sandy Creek Nature Center to the Whitehall Bridge.
- UGA should be pressured to build more on-campus housing and require all freshmen to live on campus.
- A ‘Respect Bicyclers’ road sign contest could draw attention to the environmental bonuses of cycling.
- Enforce the ‘Do Not Block Intersection’ rule at the intersection of Morton Avenue / Milledge Ave.
- Keep people from stopping their cars in the middle of the street at the Morton Avenue stop sign at Milledge Ave.
- Enforce the speed limits in Watkinsville.
- Public Comment opportunities should be expanded and held more frequently.
- Public Comment should not be ‘filtered’ through bodies such as the Planning Commission or any government management personnel.
- Bring back the ‘hands-free while driving’ cell phone legislation.
- Southeast Park should be open before 10 am on the weekends.

- Community Parks should not be gated or walled in.
- These comments are in regards to Southeast Athens Park (they are marked East Athens Park, though). Residents want to see these features in the park:
 - Paved walking path, football field, tennis courts, basketball court, covered picnic area, swings, benches, bike trail, baseball field, playground, babysitting program, Big Brother/Big Sister program, tutoring facility and program, softball games, swimming pool, soccer fields, cheerleading program, snack/food stand, and a track.
- Auto insurance should be directly related to mileage driven.
- Increase the price of fuel to pay for more enforcement, bike lanes, rails to trails program, and improving bus service.

**PUBLIC COMMENT
SUMMARY #2
JULY 1 – AUGUST 15, 2003**

**UPDATE OF LONG RANGE TRANSPORTATION PLAN
PUBLIC COMMENT RECEIVED JULY 1 – AUGUST 15, 2003
WORKING SUMMARY
AS RECOMMENDED BY TCC SUBCOMMITTEE**

General Comments:

At the request of the TCC subcommittee, the general comments received from the public were distilled into the following main points by staff. The TCC Subcommittee concentrated on the analysis of the specific project oriented comments only at their meeting September 2, 2003. It is envisioned that this portion of the public comment will be incorporated, to the extent deemed appropriate by TCC and PC, into the ‘guiding principles’ of the Plan.

MACORTS-focused Comments

- More transportation options and more support for those already in place (ie transit, bike facilities, pedestrian facilities, commuter rail, greenways)
- Any effort to take advantage of the Rail to Trail opportunities in the region should be supported.
- A Master Plan needs to be developed for pedestrian facilities in ACC.
- All 3 counties need to work to protect pedestrians with, but not limited to, crosswalks, pedestrian overpasses, pedestrian tunnels, flashing crosswalks, ‘Yield to Pedestrian’ signage, and planted medians.
- All projects should coordinate with the Future Land-Use Plans and Comprehensive Plans
- Strive to educate all citizens about transportation options and the rules of the road
- Carpooling and ride sharing need to be supported with incentives.
- Invest more in public transportation system and concentrate effort to improve system operations.
- Support commuter rail.
- There needs to be more coordination/communication between UGA and ACC.
- Converting facilities to 2 travel lanes with center turn lane and adding bike lanes should be the policy whenever possible.
- There needs to be more funding for transit, bicycle facilities, and pedestrian facilities.
- Anytime roads are changed (widened or have significant repairs), they should be examined for feasibility of adding bicycle facilities to the corridor.
- Alternative fuels should be encouraged for Transit.

Athens-Clarke County Local Issues

- Need more traffic calming in Athens-Clarke County
- Need more speed limit enforcement and moving violation enforcement throughout ACC including motorists, cyclists, and pedestrians
- Traffic light synchronization needs improvement in ACC
- Speeds need to be reduced in ACC
- ACC needs to focus on in-town development rather than moving people in and out of the county.
- Parking issues need to be addressed in ACC

- There should be bicycle parking downtown and throughout ACC at commercial destinations.
- Downtown Athens needs to be enhanced to be more pedestrian and bicycle-friendly.

Project Specific Comments:

Project specific comments were categorized as to the jurisdiction associated with the project (ACC, Madison, Oconee, UGA, Regional, GDOT, or MACORTS Policy Committee) and marked as to whether the projects are already in the works, for future consideration, unfeasible, or beyond the scope of MACORTS (local issue).

Madison County

Rail Projects:

MACORTS-focused Comments

- The Comer to Colbert rail line should be investigated as a peak hour commuter rail line. *(future)*

Athens-Clarke County

Road Projects:

MACORTS-focused Comments

- Intersections along Prince Avenue need to be at 90 degrees – rounded corners endanger pedestrians and cyclists
- Lumpkin between the UGA track and Broad Street is too narrow.
- Add right hand turn lane to the Gaines School Road at Barnett Shoals Rd. intersection. *(currently under construction)*
- A traffic light is needed at the intersection of New Hull Rd. and Danielsville Rd. *(in works)*
- Add a traffic light at the Whitehead Rd. / Tallassee Rd. intersection. *(being monitored currently)*
- The development of the design for Barnett Shoals Rd. widening was centered around business owners not residents of the area. Now that area will be like the Atlanta Hwy.
- The addition of a median on Barnett Shoals Rd. will not help that area – it will only hurt businesses and impede pedestrian traffic. *(local project currently under construction)*
- Need to think of ways to take traffic off Mitchell Bridge Road. *(MPO funding study for FY04)*
- The intersection of Barnett Shoals and Whitehall Rd. needs to be widened. *(no plans at this time – future reconfiguration ?)*
- Need traffic light at intersection of Lexington Rd and Morton Rd. *(ACC requesting signal through GDOT – in works)*
- Get on with designing and building the much discussed road from Loop 10 to Jimmie Daniel Road. *(portion of Jennings Mill Pkwy is in the works)*
- Construct the access road in the Kroger Shopping Center as it was accepted in the SPLOST 2000 project design. *(This portion of the project will be constructed as soon as local funds are available.)*

- Need better drainage on Lumpkin. (*in the works*)
- There needs to be a traffic light on Tallassee Rd at the SR 10 Loop. (*being monitored by ACC*)
- Need a traffic light at the Tallassee / Whitehead intersection. (*being monitored by ACC*)
- Timothy Rd. does not need to be widened. (*There are no plans to widen road*)

Local Issues to be Addressed by ACC Departments

- Pinecrest Court is in poor condition. It needs to be brought up to the quality of the surrounding roadways.
- Do not constrict Prince Ave the way Baxter St. was changed – it forces drivers to cut through neighborhoods.
- Lower the speed limit on Cedar Shoals and Whit Davis
- Meigs Street behind the Grit and Bottletworks should be made a one-way street so that people traveling east on Prince do not attempt that sharp right hand turn.
- Add traffic calming along University Drive between O'Farrell to Scott.
- Improve the synchronization of traffic lights on major corridors such as Prince, Milledge, Broad, and downtown.
- Pulaski Heights Neighborhood would like to request white lines be painted on the streets at the stop signs, particularly at the Pulaski and Barrow streets intersection.
- Need traffic calming on 1st Street (requested 2 yrs ago). (*when local funding becomes available, the project will be the first on the list*)
- Hancock Ave. needs resurfacing.
- Need 3 way stop signs at Vine St. and 1st Street.
- Need to make speed limit on Timothy Rd. 35 mph and enforce it. (*not feasible*)
- Restripe the lane markers on Barnett Shoals Rd and Whitehall Rd. – night driving is hazardous. (*is part of annual maintenance program locally*)
- Need to keep trees on avenues like Washington and Clayton Streets. (*local SPLOST issue*)
- Trees removed from Broad Street need to be replaced with new ones. (*local SPLOST issue*)
- Need roundabouts or speed humps to slow traffic on Hill Street.
- Need additional street lights on side streets in Cobbham District.
- The roads connecting the Kingswood neighborhood should not be used as a cut-through between Timothy Rd. and Jennings Mill Rd.
- The intersection of Ridgewood Place and Westview Drive should be a 3-way stop.
- The yield sign at the intersection of Old Lexington Rd. and College Station Rd. should be a stop sign.
- Johnson Rd. should have speed humps without the neighborhood having to pay for it.
- Cobb St. needs speed humps.
- The light at Five Points should be re-timed to take into account there is more traffic coming from Milledge than from Lumpkin. (*in works with the fire station*)
- Need speed bumps on Brickleberry Ridge.
- There needs to be a more effective 'Dead End Road' sign on Satula.
- Need traffic calming and/or enforcement on Prince Ave.
- The speed limit on Danielsville Rd. and Nowhere Road should be 40 mph.

- There are too many people using Satula to park on when they go to the restaurant on the corner.
- Need speed humps at Meigs and Newton.
- Change direction of one-way on Pope between Hill and Prince Ave.
- Change parking along Dubose and Grady Ave. so it doesn't limit visibility.
- Add a yellow curb on Virginia at Boulevard
- Lower the speed limit on Milledge Circle to 25 mph.

Transit:

MACORTS-focused Comments

- Park and Rides should be considered at the following locations:
Georgia Square Mall, Publix Shopping Center, old Target Shopping Center, Epps Bridge Crossing, Homewood Shopping Center, Kroger Shopping Center (E. side), Gaines School Shopping Center, Walmart East Side, Sky City Shopping Center on North Avenue, Shops of South Athens on Milledge, Athens Ben Epps Airport. (*will be examining locations for park n' rides soon*)

Local Issues/Operational Issues to be Addressed by ACC Govt. and/or Athens Transit Sytsem

- Bus should go closer to Burkland Drive so my walk is not so far to catch the bus. (*operations*)
- More people would be served with smaller buses that run past midnight to more locations on the weekends. (*operations*)
- Fare holidays could be used to promote increased bus ridership. (*local – already doing*)
- Smaller buses could 'cruise' the neighborhoods and be available on-demand using a VoiceXML system. (*operations – 'neighborhood circulators' are feasible, but not if they act like taxis*)
- Need trolleys downtown in the CBD. (*rubber tired trolleys are feasible*)
- Athens Transit should be buying electric or hybrid buses (*already looking at options*)
- Buses should run on Sunday and later at night. (*operations*)
- Add park and ride lot at Beechwood or Alps shopping center. (*public/private partnership*)
- Need countywide bus service.
- Need to extend a bus route on Whitehall Rd. (*operations*)
- Bus service should be extended to serve Pinewood Estates and Country Corners mobile home communities on US 29 North to serve the growing Hispanic community there. (*operations – under consideration now*)
- Market the bus better – partner with businesses to give employees discount passes, create a fare pass good for unlimited rides during a certain period (monthly, quarterly..) (*in works to a degree*)
- Use Sandy Creek Park as a park and ride location.
- Start improving transit by running a couple of demonstration routes like one that runs the length of Milledge and one that runs the length of Atlanta Hwy and Lexington Rd. (*operations*)

- Advertise the bus schedules in the newspaper, preferably with a ‘real’ map that shows all the stops and times. (*in the works*)
- All bus stops should have a shelter. (*not feasible at over 400 bus stops*)
- Buses should run more frequently (every 10 – 15 minutes) and at least 16 hours per day. (*operations*)
- There needs to be better transit service Kathwood Drive area. (*operations*)
- Bring trolleys back to Lumpkin, Milledge, Broad, and Prince. (*not feasible at this time due to infrastructure constraints*)
- Run the bus out to the area of Ben Epps Airport. (*in Airport Long Range plan in conjunction with expansion toward Lexington Rd. – in works*)
- A shuttle services from businesses or schools around the perimeter of UGA campus to the heart of campus is needed. (*Rt. 12 and 14 do this already*)
- Need a bus route out Cherokee Road to Winterville. (*countywide demand response service would do this*)
- Buses should run out to the State Botanical Gardens. (*operations*)
- There needs to be a new bus route on Barnett Shoals Rd. towards Barnett Shoals Elementary and the Montessori School. (*operations*)
- Route 9 should run on Saturdays and Route 14 should run during the summer too. (*operations*)
- Need bus stop at Hallmark Trailer Park. (*operations*)
- Downtown transfer station needs a facelift. (*in the works, Multimodal Center will take care of this*)
- I want to be able to ride the bus from my home between Hancock Lane and Belmont Road (off Barnett Shoals) to UGA. (*countywide demand response would take care of this*)
- MACORTS should enter into long term agreements with these shopping centers to maximize the use of existing parking capacity. Add bus bays, shelter, and other facilities to the existing parking lots. (*it would be the county in a public/private partnership*)
- Bus Rapid Transit (BRT) should be implemented in the following corridors: (*see BikeAthens submission for full description*)
 - Athens Downtown to Georgia Square Mall
 - Athens Downtown to Epps Bridge Crossing
 - Athens Downtown to Watkinsville
 - Athens Downtown along a circuit route that ends up back at the Multimodal Ctr.
 - Athens Downtown to Southeast Athens Park
 - Athens Downtown to Lavendar Road area
 - (not feasible for service in Athens – geared for much larger city)*
- In-town direct shuttle service should complement the BRT service including routes on Prince Avenue, Lumpkin Street, Boulevard, Baxter Street, Milledge Avenue, Mitchell Bridge Road, Hawthorne, Lavender/Tallassee/Whitehead Road, Timothy Road, Atlanta Highway, and Barnett Shoals Road. (*There are already routes that cover these corridors.*)
- Speed up service with priority traffic signals (buses trip light) and fareless honor system. (*operations*)

- Local direct service could include a West Side Circulator, Inner West Circulator, Prince Avenue/Garnett Ridge, Outer Campus Circulator, Inner Campus Circulator, North Avenue, Nellie B/Airport. (*already served by current service*)
- There should be incentives for ACC, ARMC, Navy School, and other large employers to work with Athens Transit System to allow employees to ride free, negotiating a fee just as UGA has done. (*in the works*)
- Resume bus service to corner of College Station and Barnett Shoals Rd. (*service will be resumed after Barnett Shoals Rd. construction is completed.*)
- Need pay phones adjacent to bus stops. (*private business issue*)
- The bus should pick people up inside Memorial Park. (*not feasible – not enough space for bus to maneuver.*)
- The bus should provide service up and down Milledge Ave. (*operations*)
- The #20 Georgia Square Mall bus should run on Sundays in the month of December. (*operations*)
- Rt. 12 (Riverbend) should be extended to Fernbanks Court on Riverbend Rd. (*operations*)
- Have students pay \$1 to ride after 6pm. This should pay for expansion of hours. (*not feasible – would not come close to paying for expansion*)
- Post appropriate bus schedules and maps at every stop. (*not feasible because some stops are only a sign by the side of the road*)
- Bring the bus closer to Dennis Rd., off Barnett Shoals Rd, on Saturdays. (*operations*)
- Need bus route along Whit Davis Rd. that goes toward the Lexington Road area. (*operations – Cedar Shoals Rt. does*)
- Look into biodiesel as a source for fueling buses. (*operations*)
- Add a bus stop to the street north of US 29 so don't have to go all way around to get off at the Kangaroo. (*operations – was that way previously*)
- Make the bus stops wheelchair accessible at the Mall. (*operations – it is*)
- Need bus service to Brookstone subdivision, near Barnett Shoals Elementary (*operations*)
- Need a bus shelter on North Avenue at Garden Springs Apt (formerly Spring Court) (*operations*)
- Consolidate the UGA and Athens Transit systems. (*local and Board of Regents involved – not feasible at this time*)

Rail Projects:

MACORTS-focused Comments

- Need to convert the abandoned rail that runs through Whitehall to a biking/hiking trail. (*Line is not abandoned*)

Local Issues to be Addressed by ACC Departments

- Multimodal Center should have adequate bike storage lockers that could be rented monthly or daily.

Bike/Ped Projects:

MACORTS-focused Comments

- Add wide, dedicated bike trail that parallels Lexington Rd. and crosses into downtown via a long bridge over the river. (*incorporate into interchange project ?*)
- Go through with the project to make the service road along Jefferson Road into a greenway or pedestrian boulevard.
- Separated bike lanes need to be constructed along the rail corridor adjacent to Milledge Avenue. (*This is an active rail corridor*)
- Danielsville Rd. should be widened to 4 lanes and a sidewalk and bike lane should be added from the Perimeter to the Madison County line.
- Rail to Trail project that would link Winterville to the Multimodal Center would be great. (*in works*)
- Widen College Station Rd. to allow for the addition of bike lanes or add bike bridges next to the bridges. (*in works – TE application*)
- The crosswalk study done at 3:30 pm on a weekday did not paint a realistic picture of Athens pedestrian activity. (*this is based on a misinterpretation of the study purpose*)
- Macon Hwy needs bike lanes and sidewalks.
- Stencil bike symbols and construct bike lanes on Peter St., and construct sidewalks were possible. (*part of interchange project?*)
- A sidewalk master plan should be developed and implemented so that it networks primary pedestrian corridors first.

Local Issues to be Addressed by ACC Departments

- Please don't widen Lumpkin Street between Five Points and Broad Street – it should be 3-laned with a middle turn lane and bike paths on each side. (*in works*)
- Lumpkin should be a priority for bike lanes – three-lane the road between Rutherford Drive and Broad Street to make room for bike lanes. (*in works*)
- Need an interconnected network of bike lanes linking campus to metro Athens (*ACC Bike Master Plan*)
- Tallassee Rd (Oglethorpe to Whitehead): Add bike lanes, extend/add sidewalks, and replace railroad bridge
- Hawthorne Avenue: widen to 5 lanes, add sidewalks, and route bicycle traffic to Sunset (except for the Broad St. end).
- Jefferson River Road (to Vincent Dr.): Widen to 3 lanes and include bike lanes and sidewalks
- Boulevard is not a good alternative to Prince Avenue for cyclists.
- Old Jefferson Road should be designated as an official bicycle/pedestrian corridor and be protected by limiting development with direct access to the roadway.
- Absence of bike lanes on Alps Rd. at Hawthorne is idiotic. (*in works*)
- Bike lanes should be extended along more of Barnett Shoals Rd. (*addressed in ACC Bike Master Plan*)
- Highland Avenue needs sidewalks and bike lanes.
- Alps Rd. and Beechwood Shopping Center need to be more pedestrian friendly. (*in works*)
- Need sidewalks and speed bumps on Arch Street.
- All of Tallassee Road needs bike lanes.

- Need greenway between Five Points and Downtown.
- Need to finish the sidewalks and put bike lanes on Lavender Road (*in works*)
- Add bike lanes to the portion of Barnett Shoals Rd. from Barnett Shoals Rd. Elementary to the southwestern county line.
- Sidewalks should be included on West Lake Drive and Milledge Circle
- More bike lanes should be connected to the Greenway.
- Desperately need auditory crossing signals in Athens to aid the visually impaired population
- Talking signs should be investigated for installations in Athens to aid the visually impaired population
- Need sidewalks along Cedar Creek Drive.
- Add bike lanes from Cobbham to Barrow Elementary School, Catholic Center, UGA's baseball/basketball facilities
- Make all streets downtown pedestrian-only.
- Need sidewalks in High Ridge subdivision.
- Tallassee Rd. should be widened to 4 lanes and a sidewalk and bike lanes should be added from the Perimeter to Lavender Road, at least (Jackson Co. line at best). The railroad overpass should be dealt with as part of this project.
- Extend bike lanes to connect Gaines School Rd./Barnett Shoals Rd to College Station Rd.
- Add sidewalks along Green Acres Shopping Center (*in works*)
- Create pedestrian mall on College Ave. between Clayton and Broad
- Need crosswalks along Prince Avenue especially at the Bottleworks, Daily Co-op, and more substantial pedestrian safety mechanism for the ARMC area. (*done as demonstration project*)
- Need bike racks all over Athens-Clarke County.
- Need pedestrian control on north side of Cedar Shoals Drive and Gaines School Road intersection. (*in works*)
- Kathwood Drive needs sidewalks.
- Rail to Trail project that would link Winterville to the Multimodal Center would be great. (*in works*)
- ACC should mandate helmet usage.
- Add a few pads with benches, verandas, and grills to the Greenway so that neighborhoods can get together.
- Sidewalk segments on Cherokee Road should be connected to each other.
- Bike lanes should be added to Robert Hardeman Rd. to offset the increasing volume of vehicular traffic.
- Need sidewalk on Beaverdam Road between Cherokee Rd. and Robert Hardeman Rd.
- Add sidewalks to Whitehall Rd and do not widen it.
- Need to improve safety for pedestrians at the corner of Lumpkin and Broad Street. (*in works*)
- A crosswalk is needed at the intersection of Timothy Road and Mitchell Bridge Road – a flyover would be great but a crosswalk will do. (*ACC is examining*)
- Need sidewalks everywhere but especially from Five Points to Beechwood.
- Need sidewalks on Southview Drive.

- We need bike lanes separated by medians. (*generally not feasible because of right-of-way issues*)
- Extend sidewalks on Timothy Rd. to McNutts Creek.
- Need moving sidewalk or trolley from 5 Points to downtown.
- Morton Rd. needs sidewalks.
- All of downtown should have bike lanes. (*not feasible*)
- A switchback trail up the hill from the Multimodal Center should be developed for ready bike access to downtown. (*in works*)
- College Square should be closed to vehicles then Clayton between Lumpkin and Jackson. (*this has been attempted periodically and has never been approved*)
- Add 5-ft bike lanes, sidewalks, and reduce speed limits on Timothy Road, Mitchell Bridge Rd., Tallassee Rd., Lavender Rd., Whitehead Rd., and Jefferson River Road.
- Old Jefferson Road should be restricted to only local access traffic and converted to a recreational use parkway – reduce speed limits and construct traffic calming. (*could be examined*)
- On Hawthorne Ave, between Atlanta Hwy and Oglethorpe, keep 3 lane configuration and reconstruct to accommodate 5 ft. bike lanes and add bus bays where appropriate. (*not feasible*)
- 3-lane Prince Avenue, add 5 ft bike lanes, and reduce the speed limit.
- On Prince, between Barber and Dougherty/Pulaski, there should be pedestrian refuge islands. (*This would be possible only if a travel lane was taken out of Prince.*)
- Construct 5 ft bike lanes on Newton Bridge Rd from Vincent Dr. to Chase St., Chase St. from Newton Bridge to Prince Ave., and Oglethorpe Ave. (*in works – In ACC Bike Master Plan*)
- Close Baldwin St. to all but bus and bike traffic. (*attempts in the past have been unsuccessful*)
- Add 5 ft bike lanes on Lumpkin St. from Westlake to Cedar, eliminate center turn lane and restrict left turns. Add bus bays and widen sidewalks. (*covered in ACC Bike Master Plan*)
- Realign design of Lumpkin St. from Cedar to Broad to conform to the UGA master plan. (*previous attempts have failed*)
- Reconstruct Baxter St. to accommodate bike lanes and bus bays with frequent crosswalks.
- 3 lane North Avenue and add 5 ft bike lanes and sidewalks to Loop connecting to SPLOST Danielsville Rd. off-road path.
- Stencil bike symbols on Vine St. and reduce speed to 18mph.
- Add bike lanes to Nellie B Ave. and link to the rail trail corridor, and reduce speeds.
- Construct bike lanes and sidewalks from Olympic Dr. to rail trail at Winterville Rd. along Indian Hills Rd. (*outside of ACC Bike Master Plan area*)
- 3-lane Cedar Shoals Rd. and construct bike lanes. (*completely reasonable*)
- There should be a requirement to update the Bicycle Master Plan every 5 years or less.
- Need sidewalks from Burney-Harris Lyons school to neighborhoods on Tallassee Rd. (*in works*)
- Need more street lights on Oconee St. on the hill that goes from Oak St. (*could be examined*)

- Need to start a community bike program that would take unwanted bikes and fix them up and give them free or at little charge to those who want them (or folks could rent them to travel downtown) – like Madison’s Red Bike Program. (*involve public/private partnership*)
- Nowhere Road needs a bike/pedestrian shared path. (*not in ACC Bike Master Plan*)
- Sewer grates installed areas with bike lanes are dangerously wide. (*in works*)
- Need more sidewalks in the area of Ruth St.
- Add sidewalks and handicapped-accessible crosswalk to the north side of King St. between Sunset and Holman.
- A sidewalk should be installed on the west side of Holman.
- Add crosswalk at Minor St. and one between Rock Springs and Hancock on West Broad.
- A slightly raised bike lane should be added to Prince from the Finley intersection to the end of the Grit block with a strip of greenspace with trees on one side and a parallel parking lane on the other. (on both sides of the street)
- The block of Newton St. (between the Grit and Bottleworks) should have added parking and should be closed to form a plaza.
- Use the strip of land between the Beechwood Shopping Center and Kroger Shopping Center for a bike/ped facility to utilize the two. (*in works – there will be a public road associated with forthcoming development*)
- Try to get the train track off of Chase St. the ends up running next to a dirt road that runs into Jefferson Rd. for conversion into trail facility for cyclists and pedestrians.
- Extend the sidewalk along Mitchell Bridge Rd. at least to Ben Burton Park, if not the Atlanta Hwy. and add bike lanes. (*in works*)
- Extend the Tallassee Rd. sidewalk to meet into the sidewalk at Whitehead Rd. and add bike lanes. (*in works*)
- Experiment Station Rd. from downtown to Butler Plaza needs sidewalks and bike lanes. (*in works*)
- Need sidewalk/bike path connecting Club Drive to the new Medical Park being built at Kathwood Drive.
- A lighted crosswalk is needed on Pope Street at the Emmanuel Episcopal Church/Cobb House. (*being done as a demonstration project*)
- Need a sidewalk next to Wendy’s on Finley between Prince and Meigs.
- Construct bike lanes on Whitehall Rd. from Barnett Shoals Rd. to Milledge Avenue.
- Need better access from neighborhoods to Greenway, especially from Boulevard, Cobbham, King Avenue, and Hancock corridors. Add bike lanes to Barber St. and Cleveland Ave. (*corridors included in ACC Bike Master Plan*)

Freight Projects:

Local Issues to be Addressed by ACC Departments

- Reroute tractor trailers to bypass so they don’t have to run through town. (*local experience is that this is not an issue – truckers, in general, would prefer not to go downtown*)
- 18-wheelers should not be allowed on Ruth Drive. (*could be examined*)

Other:

Local Issues to be Addressed by ACC Departments

- Develop a park at the bridge on Whitehall over the river including a canoe take out so folks could canoe from Sandy Creek Nature Center to the Whitehall Bridge.

Oconee County

Road Projects:

MACORTS-focused Comments

- In the Simonton Bridge Rd. widening project, please consider alternative routes around the portion of the roadway that goes into Main Street in Watkinsville. (eg Norton Rd) (*being re-evaluated currently*)
- The intersection of Jimmie Daniel and Virgil Langford needs to be realigned to connect with Mars Hill Rd, and a light will be needed. (*future*)
- Simonton Bridge Rd. needs to be improved to accommodate more truck traffic that is inevitable in that area.
- Traffic needs to be diverted before the city limits of Watkinsville on Simonton Bridge Rd. by building a road that would intersect near Brookfield Drive and going to the intersection of Barnett Shoals Rd. at or near Norton Bridge Rd. or build a road where the power lines run parallel to Simonton Rd. to intersect at SR 15 near the city limits or improve the intersection of Simonton Bridge and Norton Rd. such that it would travel straight and intersect with Barnett Shoals Rd. on the west side of the wire company. (*being re-evaluated*)
- Build a loop around Watkinsville connecting Barnett Shoals, SR 15 and Colham Ferry Rd. with US 441 Bypass. (*could be examined for future*)
- Do not widen Simonton Bridge Rd. – use Norton Rd. instead.

Local Issues to be Addressed by Oconee County

- The Oconee Connector improved nothing in that area.
- Cliff Dawson Rd. will need to be widened to 3 lanes with sidewalks. (*development does not currently warrant it, but could in future*)
- Traffic lights will be needed at the intersections of Cliff Dawson and Mars Hill Rd. and Cliff Dawson and Hog Mountain Rd. (*in works*)
- Harden Hill Road needs to be widened and sidewalks and bikelanes need to be added. (*Watkinsville jurisdiction – local issue*)

Transit:

Local Issues to be Addressed by Oconee County

- Athens Transit should run to Oconee County too. (*at this time, Oconee Co. has no interest*)
- Need 3 bus lines in Oconee County served by small buses with bike racks running at 15 minutes intervals at peaks: 1 to downtown Watkinsville, 1 to Butler's Crossing, and 1 to Epps Bridge Rd. at Loop 10. Commuter parking should be provided.

Rail Projects:

(Note: There are no abandoned rail corridors in Oconee County.)

Bike/Ped Projects:

Local Issues to be Addressed by Oconee County

- Rocky Branch will need sidewalks and bikepaths in the future.
- Malcom Bridge Rd. will need sidewalks and bikepaths in the future.
- Crosswalks are needed at the intersections of Mars Hill, Hog Mountain, and Experiment Station Road.
- A pedestrian crossing light will be needed at the intersection of Burr Harris and Hog Mountin Rd. *(in works)*
- Harden Hill Road in Watkinsville, New High Shoals Rd., US 441 Bus., and Simonton Bridge Rd. needs sidewalks to downtown. *(in Watkinsville – not cost effective)*

University of Georgia

Bike/Ped Projects:

Local Issues to be Addressed

- Closing Brooks Drive to make it a pedestrian walkway is great, but it would be better with a designated path for cyclists.
- Extend the North Oconee Greenway toward College Station. *(in works)*
- Reduce East Campus Rd. to 3 lanes, add bike lanes, add bus bays and frequent crosswalks.
- Need crosswalk on East Campus Road at Sanford Stadium (at cemetery gate).

Other:

- UGA should be pressured to build more on-campus housing and require all freshmen to live on campus. *(will start next year)*

Athens-Clarke & Oconee Counties

Road Projects:

MACORTS-focused Comments

- Jimmie Daniel Rd. will need to be expanded to 3 lanes with sidewalks. *(future ?)*

Bike/Ped Projects:

Local Issues to be Addressed

- Complete the Oconee River Greenway to its southern terminus at the Oconee County line.

Athens-Clarke & Madison Counties

Transit:

Local Issues to be Addressed

- Need a shuttle from Comer to the Ramsey Center on campus. (*Comer is outside of the MPO area. Colbert is within the MPO.*)

Regional

Rail Projects:

MACORTS-focused &/or Local Comments

- The possibility for rail-trail access should be watched and the corridor accessed before it is abandoned by Norfolk-Southern.

Bike/Ped Projects:

MACORTS-focused &/or Local Comments

- Need viable bike lanes from Athens to Watkinsville and out to Madison County.
- Our communities should team with Rails to Trails, GDOT, and governments in Oconee and Morgan Counties to convert the abandoned rail line from Watkinsville to Madison into a premier paved rail trail with an extension north through Whitehall into Athens.
- Should work with Norfolk Southern to obtain right-of-way between Athens and Madison (*city of?*) and convert it into a multi-use trail. (*is not abandoned*)
- A ‘Respect Bicyclers’ road sign contest could draw attention to the environmental bonuses of cycling.

GDOT & Athens-Clarke County

Road Projects:

MACORTS-focused Comments

- Need to include access to East Athens Park when improve Peter St and Bypass intersection. (*in works*)
- An entrance from the Loop onto the triangle of land bordered by the Sunset exit and Prince Ave. would make that property more attractive if ARMC ever wants to expand again.

Transit:

MACORTS-focused Comments

- Athens-Clarke County needs to participate in the 5311 program to provide county wide transit service (*in works now – would provide county wide demand response service*)

Rail Projects:

MACORTS-focused Comments

- Need light rail from northeast to east Athens
- Athens should support extending commuter rail from downtown Atlanta to Hartsfield International Airport.
- At-grade crossings of the commuter rail line in Athens should be closed and bridged (or tunneled).

Bike/Ped Projects:

MACORTS-focused &/or Local Comments

- Pedestrian facilities need to be added to West Lake Drive, lower end of Milledge Circle, and the Atlanta Highway.
- College Station Road bridges need to be upgraded for cyclists. (*in works*)
- Prince Avenue is a key corridor for cycling and should be configured as such.
- Reroute 78 to bypass downtown but still have exits for downtown arteries. Give downtown back to the pedestrians again. (*not feasible*)
- Prince Avenue needs more crosswalks. (*in works*)
- Need bike lanes on Prince Avenue, Milledge Avenue, Milledge Circle, and Lumpkin Street.
- Need more crosswalks on Lumpkin and Milledge.
- Need bike lanes on Milledge from E. Campus Rd. to Prince Ave., on Prince from Pulaski to Hawthorne and on Bloomfield and Boulevard.
- Kathwood Drive, Vincent Drive, Milledge Ave. from Prince to Broad needs to have a reduced speed and bike stencils in the road, including turn lanes.
- Improve the Five Points intersection with raised brick sidewalks coupled with 'Watch for Pedestrians' signage.

Federal Transit Administration & Athens-Clarke County

Transit:

MACORTS-focused Comments

- There should be perimeter commuter lots established to link with transit systems, car pooling connection points, and employee pickup points for institutional bus or van shuttling. (*demonstration project still viable at this time – submitted to Congressman Burns for consideration*)

GDOT & Oconee County

Road Projects:

MACORTS-focused Local Comments

- Need bridge across Loop 10 from Home Depot at Epps Bridge. (*future project*)

GDOT / Regional

Transit:

MACORTS-focused &/or Local Comments

- The following express bus routes should be implemented from Athens to Atlanta until commuter rail is constructed:

Athens-316-I-85-I-285-Perimeter Center – Cumberland Galleria

Athens-316-I-85-Midtown-Downtown (Five Points)

Athens-US 78-Monroe-Conyers-I-20-Atlanta Airport

Athens-US 78-Monroe-Stone Mountain-Decatur-Downtown ATL

*Buses should have storage for bikes on the bus, and buses should be fueled by natural gas or other fuel-efficient means. (*not currently fiscally feasible*)

Rail Projects:

(Note: There are no abandoned rail corridors in Oconee County.)

MACORTS-focused Comments

- Spend a little more money on the Atlanta to Athens commuter rail line so as not to disturb wetlands
- Need commuter train from Atlanta to Athens to Savannah.
- If Atlanta is not feasible to connect to with rail, then connect with Lawrenceville, Suwanee, and the closer Gwinnett suburbs to relieve traffic congestion and road-related fatalities along SR 316 and SR 78.
- Need light rail from Watkinsville to UGA campus.
- A bike/pedestrian walk should be added adjacent to a light rail line from downtown to Watkinsville.
- Where will the tracks run ? Will there be enough trains running to keep commuters off US 78 ? Will it make a profit ? How soon can we expect any decision ?
- I do not want a rail system to Atlanta.
- The corridor between Athens and Atlanta should be double tracked (triple and quadruple at points) to handle demand.
- Train speeds should be allowed to reach 110 mph.
- All rail cars should have adequate storage for luggage as well as dedicated spaces for hanging bikes.

GDOT

Road Projects:

MACORTS-focused Comments

- An important project that needs to be done is the Loop 10 at Olympic/Peter Street. (*in works*)
- Intersection along SR 29 by McLane Southeast and Kangaroo (Calhoun Drive) should be eliminated.
- “Keep Right Except to Pass” and “Slower Traffic Keep Right” signs need to be posted along SR 10 Loop (*there are signs in some areas along the Loop*)

- The southbound passing lane needs to be returned on SR 441 between the Jackson County line and SR 10 Loop. (*not being considered by GDOT as feasible*)
- Redesign and rebuild the Loop 10 intersection with US 29N to make it less confusing.
- Atlanta Highway needs a median with trees.
- Make SR 316 a limited access highway. (*in works*)
- Plan for the Olympic / Peter St. interchange project need to include traffic calming devices for the residential areas of Peter St. (*GDOT doesn't put traffic calming on interchanges – outside the interchange it would be a local issue*)
- Remove the designated turn lanes on Milledge Avenue to Hill St.
- Do not allow left turns from Jennings Mill Rd. onto Atlanta Hwy.
- Do not allow left turns from the Publix store onto Atlanta Hwy.
- Construct a limited access highway from Athens to I-85. (*SR 316 will fill that need*)
- There needs to be a mirror installed at the intersection of Cobb St. and Milledge Ave. so pedestrians on Cobb St. can see if cars are turning off Milledge. (*GDOT would have to review a request from the local govt. for this*)
- The intersection of Main Street and Harden Hill needs improvement.
- Add a left turn lane on Prince (traveling west) onto Milledge.
- Add a right turn lane from Milledge onto Prince.
- Add 'Do Not Block Intersection' sign on Milledge at Cobb St.
- Install a lighted crosswalk or pedestrian bridge over South Milledge between Five Points and Millege Heights (at University Drive). (*GDOT would not approve lighted crosswalk due to maintenance issues; would possibly approve ped bridge; GDOT would not fund either. Funding would have to be local.*)

Bike/Ped Projects:

MACORTS-focused Comments

- Jefferson Road needs bike lanes – most importantly on the Hugh Logan interchange and from Homewood Hills intersection to the entrance of the country club. (*not currently included in GDOT's Bicycle Master Plan*)
- Jefferson Rd. needs bike lanes located between the turning lanes and car thru-lanes. Restripe road to accommodate 5 ft. bike lanes to entrance of Homewood Hills Shopping Center from the area of the Loop.
- ACC needs to address night time crossings from public housing to Gresham's Disco on Broad St.
- 5-foot bike lanes and sidewalks should be added to both sides of Atlanta Highway with concrete dividers between car travel lanes and bike lanes.
- Bus-only + bike lanes should be constructed at key congested areas such as Atlanta Highway at Georgia Square Mall, Atlanta Hwy. from Loop 10 to Mitchell Bridge Road, and Broad St. at Hawthorne/Alps.
- Add bike lanes on Commerce Rd. from MLK to Newton Bridge Rd. Reduce speed limits to 35 mph and post signs at county line warning motorists to slow down and respect pedestrian and cyclist rights. Signs at Loop 10 interchange too.
- Add bike lanes with concrete dividers along Lexington Rd.
- There should be a pedestrian/bike bridge over the Timothy Rd./Atlanta Hwy intersection. (*GDOT won't fund bridge and GDOT would have to approve*)
- Widen the sidewalks along Milledge Ave.

- The rumble strips and curbing along US 441 in Oconee Co. make it very dangerous for cyclists.
- US 441 and US 441 Business need 5 ft. bike lanes. (*not in State Bike Plan*)

MACORTS Policy Committee

Road Projects:

MACORTS-focused Comments

- Jefferson Rd., Lexington Rd., and Jennings Mill Pkwy should be deleted from the LRTP.
- Don't widen Lexington Rd. or build Jennings Mill Parkway. Take those funds and earmark them for alternative transportation projects.

Bike/Ped Projects:

MACORTS-focused &/or Local Comments

- Offer educational forums for motorists, cyclists, and law enforcement

Other:

MACORTS-focused Comments

- MACORTS Policy Committee needs to have membership proportional to population not equal among the 3 counties – ACC needs four seats and Madison and Oconee Co. need one each.
- BikeAthens should have a representative on the MACORTS Technical Coordinating Committee.
- Public Comment opportunities should be expanded and held more frequently.
- Public Comment should not be 'filtered' through bodies such as the Planning Commission or any government management personnel.

Miscellaneous Projects Outside MACORTS Jurisdiction

- Need to establish a waterfront downtown with a pedestrian promenade so the river is visible. Use the Dial America property for mixed use shops, etc. on waterfront.
- The green area behind the old jail functions as a park. Do not move the old Cobb mansion to that lot.
- Negotiate with Charlie Williams Pinecrest Lodge to connect their acreage along the river with the 32 acre RiverCare program park and the ACC lots in University Heights to provide a linear park along the river.
- Ugly lots on the corner of Whitehall and Barnett Shoals should be converted to attractive greenspace parks.
- Need more enforcement on West Lake Drive.
- Need more enforcement of speed limits along Milledge Circle.
- Enforce the speed limits along Simonton Bridge Rd.
- Need more enforcement on Church and Rutherford.
- Need to create 3 school zones based on home addresses for parents to choose from to keep people from going across the county to take their children to school.
- Ambulances should not have to use Hill St. for access to ARMC.

- Increase the parking fees downtown to discourage driving there.
- Zone new apartments and mixed use development with allowances for reduced parking requirements along Baxter St.
- Zone Barnett Shoals Rd. to enable extensive infill development along Barnett Shoals Rd.
- Create special overlay districts along specific corridors where extensive transit and bike/ped infrastructure will be developed. Waivers, reduced parking requirements, and tax incentives could be used in Smart Growth Corridors such as Baxter Street, Barnett Shoals Rd. (Lexington to Gaines School), Prince Ave., Barnett Shoals/Gaines School, and Downtown East/Multimodal Station.
- A location efficient mortgage and rent program should be established for Athens. (*see BikeAthens submission for full details*)
- Enforce the ‘Do Not Block Intersection’ rule at the intersection of Morton Avenue / Milledge Ave. (*is not a law – is only courtesy*)
- Enforce the speed limits in Watkinsville.
- Bring back the ‘hands-free while driving’ cell phone legislation.
- Southeast Park should be open before 10 am on the weekends.
- Community Parks should not be gated or walled in.
- These comments are in regards to Southeast Athens Park (they are marked East Athens Park, though). Residents want to see these features in the park:

Paved walking path, football field, tennis courts, basketball court, covered picnic area, swings, benches, bike trail, baseball field, playground, babysitting program, Big Brother/Big Sister program, tutoring facility and program, softball games, swimming pool, soccer fields, cheerleading program, snack/food stand, and a track.
- Auto insurance should be directly related to mileage driven.
- Increase the price of fuel to pay for more enforcement, bike lanes, rails to trails program, and improving bus service.

PUBLIC COMMENT

SUMMARY #3

JUNE 7 – JULY 9, 2004

DRAFT 2030 LONG RANGE TRANSPORTATION PLAN
PUBLIC COMMENT RECEIVED
JUNE 7 – JULY 9, 2004
SUMMARY

Note: Draft 2030 LRTP was posted on the MACORTS Web site in its entirety on May 27, 2004 along with a public comment form and supplemental information.

Madison Co. Public Meeting (June 7, 2004; 7 – 9 pm)	Attendance: 39
Athens-Clarke Co. Public Meeting (June 21, 2004; 5 – 7 pm)	Attendance: 9
Oconee Co. Public Meeting (June 30, 2004; 4 – 6 pm)	Attendance: 11

Total E-mailed Comments: 13
Comments from CD's or Website: 11
Comments at Meetings: 6
Comments by US Mail: 1
Hand-delivered Comments: 2
Faxed Comments: 1
Comments by Phone: 0
Total Comments: 34

**Note: (#) represents number of times comment was made*

Road Project Specific Comments : (See attachment for exact comments)

Fernwood Drive and Ivy Wood Dr. Extension (R-3)

- This project should be deleted. (1)

Nowhere Rd. Widening (R-5)

- Widening will be nice, but need a paved shoulder due to the heavy use by bicycle clubs and recreationalists (1)
- Speed limit should be changed from 50 mph to 45 mph. (1)

Old Hull Rd. Widening (R-9)

- Add bike lanes to the widening. (1)

Danielsville Road Widening (R-10)

- Pedestrian facilities need to be included to get people across the car-only bridge over the Loop – a pedestrian bridge could be attached to the current bridge until time for the bridge to be replaced (1)
- This project should be deleted. (1)
- This road should be 3-laned instead of 4-laned. (1)
- Bike lanes should be added instead of an off-street path because it is safer for cyclists. (1)
- Sidewalks should be included on both sides of the road. (1)

Olympic / Indian Hills Rd. / Winterville Rd. Widening (R-11)

- This project should be deleted. (2)
- This road's ADT does not warrant expansion to 4 lanes. (1)

Newton Bridge Road Widening (R-12)

- Add bike lanes to the widening project. (1)

Spring Valley Road Widening (R-14)

- This project seems to go against the land use plan by opening up bigger roadways in the greenbelt area. (1)

US 441 / US 29 Connector (R-16)

- This project's presence is an attempt to sneak the East-West Connector back into the Plan. (1)
- Project should be deleted (6)
- The proposed route will bisect the Sandy Creek Greenway, specifically Cook's Trail – an area established to provide environmental protection such as critical wildlife travel corridors, wildlife habitat, water quality protection, and a buffer to Sandy Creek. (1)
- Purchases of land included in the Greenway were purchased with Land and Water Conservation Funds (LWCF). Properties purchased with LWCF Grant funds are restricted from road development of the type proposed in the LRTP. (1)
- The Sandy Creek Greenway Buffer project was included in the SPLOST 2000 referendum and had community support to protect these lands from future development. (1)
- Over 100 acres has been added to the Greenway area using a variety of means including GDOT mitigation funds, Georgia Community Greenspace Program funds, Georgia Department of Natural Resources Land and Water Conservation Funds, SPLOST 2000 funds, and several donations – each was accompanied by very specific development restrictions – including restrictions on road development. (1)
- Construction of this project would promote extensive and unnecessary development that would promote widespread traffic congestion and detract from existing businesses downtown and other areas of the county. (1)
- This project was brought forth by GDOT, and it should be opposed because it would be harmful to our community while providing limited benefits to the state. (1)
- This project will only encourage development and increased traffic – only a quick fix. (1)

Lexington Road Widening (R-17)

- This project seems to go against the land use plan by opening up bigger roadways in the greenbelt area. (2)
- This project should be deleted. (5)
- Funds should be shifted from this sprawl-inducing project to sidewalk, bike, and transit options. (1)
- This project seems to benefit folks other than those of ACC. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

Whitehall Rd Widening (R-18) / Simonton Bridge Rd. Widening (R-53) / Simonton Rd. Bridge (B-4)

- This corridor is almost the only practical bicycle route between Athens and Watkinsville. Sufficient width should be included for bike lanes. (2)

Whitehall Road Widening (R-18)

- I am vehemently opposed to the widening of this road and request that MACORTS delete this project. (1)
- I support sidewalks and bike lanes on this road, but no additional travel lanes for vehicles. (1)
- This project should be deleted. (1)
- This road should be 3-laned instead of 4-laned. (1)
- This road is a great route to Watkinsville, but it is treacherous for cyclists. (1)

Barnett Shoals Rd. Widening (R-19)

- Bicycle lanes would be good on this road (1)
- Sidewalks would be good if no more land would be necessary to do it (1)
- Traffic moves too fast on this road for it to have sidewalks (1)
- Turn lanes at major intersections along Barnett Shoals are a bad idea because it will invite more traffic (1)
- There has been significant increase in traffic due to the Super Walmart on Lexington Rd. (1)
- This project should be deleted. (1)

Jefferson Road Widening (R-20)

- Widening the road is fine, but reallocate the money for bike shoulders to improving Old Jefferson Rd. because of its high use for recreation. (1)
- This project seems to go against the land use plan by opening up bigger roadways in the greenbelt area. (3)
- I am not sure that Jefferson Road is a good place to put bike facilities since there are adequate parallel routes to this corridor. (1)
- This project should be deleted. (5)
- Funds should be shifted from this sprawl-inducing project to sidewalk, bike, and transit options. (1)
- This project seems to benefit folks other than those of ACC. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)
- Add bike lanes between Prince Ave. and the Old Jefferson frontage road, and especially at Hugh Logan Interchange. (1)

Mitchell Bridge Road Widening (R-21)

- I really like the proposal for bike facilities, and I encourage you to prioritize this highly. (1)

Tallassee Road Widening (R-22)

- This project should be deleted. (4)
- This road should be 3-laned instead of 4-laned. (2)

- A project strictly for 5 ft bike lanes from Mitchell Bridge Rd. to the county line should be added in place of the widening project – or off-road path on one side beyond Whitehead Road. (1)

Hawthorne Avenue Widening (R-23)

- I am not sure that Hawthorne Avenue is a good place to put bike facilities since there are adequate parallel routes to this corridor. (1)
- This road should be 3-laned instead of 4-laned. (1)
- Pedestrian crossings should be included at all 4 sides. (1)
- Make a broken median with pedestrian crossings instead of an open turn lane. (1)

Jennings Mill Parkway – ACC section (R-24)

- This project should be extended and coordinate with the Jennings Mill Parkway in Oconee County. (1)
- This project should be deleted. (2)
- Money from this project should be shifted to alternative transportation projects. (3)
- This project seems to benefit folks other than those of ACC. (1)
- This project is costly and does not seem necessary. (1)
- This project's goal is to open up this area up and encourage sprawl. (1)

Macon Highway/US 441 Widening (R-25)

- This project should be deleted. (1)
- This road should be 3-laned instead of 4-laned. (1)

Oconee Street Widening (R-26)

- This project should be deleted. (2)

Milledge Avenue Widening (R-27)

- I really like the proposal for bike facilities, and I encourage you to prioritize this highly. (2)
- I am vehemently opposed to the widening of this road and request that MACORTS delete this project. (1)
- I support sidewalks and bike lanes on this road, but no additional travel lanes for vehicles. (1)
- Extend to Prince Avenue. (1)

North Atlanta Highway Reliever (R-29)

- This project should be deleted. (2)
- Money from this project should be shifted to alternative transportation projects. (1)
- This project will only encourage development and increased traffic around the Atlanta Hwy. region – only a quick fix. (1)

New Jimmie Daniel Rd. Improvements (R-31)

- This project should be deleted. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

SR 10 Loop at Lexington Highway Widening and Intersection Improvements (R-35)

- When planned, a streetscape or landscape plan should definitely be in the plans. Medians should be planted with flowers not concrete. (1)

Old Lexington Rd. / Morton Road Realignment (R-37)

- There is no good purpose for this project. It's a waste of money. Delete from Plan. (1)

Cedar Shoals Rd. at Gaines School Rd. (R-42)

- Pedestrian crossings should be included at all 3 sides. (1)

Daniels Bridge Road Extension (R-44)

- This project should be deleted. (1)
- This project is only a transitional road for the Jennings Mill Parkway (ACC portion). (1)

Epps Bridge Parkway / US 441 Connector (R-46)

- This project should be deleted. (2)
- This project follows the same path as the Loop and is unnecessary. (1)

Hog Mountain Rd. Widening (R-47)

- This project should be deleted. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

Jennings Mill Parkway – Oconee portion (R-48)

- This project should be deleted. (1)
- This project is only a transitional road for the Jennings Mill Parkway (ACC portion). (1)

Jimmie Daniel Road Widening (R-50)

- This project should be deleted. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

Mars Hill Road Widening (R-51)

- This project should be deleted. (2)
- Funds should be shifted from this sprawl-inducing project to sidewalk, bike, and transit options. (1)
- This project seems to benefit folks other than those of ACC. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

New High Shoals Rd. / SR 53 Connector (R-52)

- This project should be deleted. (2)
- This project parallels the alignment of US 441 and seems unnecessary. (1)

Simonton Bridge Road Widening (R-53)

- This project should be deleted. (1)
- This road should be 3-laned instead of 4-laned. (1)
- This is a great route to Watkinsville, but it is treacherous for cyclists. (1)

SR 15 / US 441 Connector (R-54)

- This project would be an asset to Watkinsville. It will help preserve the downtown business district by rerouting trucks from downtown. (1)
- We want to be able to walk and shop downtown, and trucks make it unpleasant and dangerous. (1)
- This project should be funded and bumped up. (1)
- This project should be deleted. (1)

SR 53 Widening (R-59)

- This project should be deleted. (3)
- Funds should be shifted from this sprawl-inducing project to sidewalk, bike, and transit options. (1)
- This project seems to benefit folks other than those of ACC. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

Union Church Rd. Improvement Project (R-60)

- This project should be deleted. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

US 441 / SR 24 South Widening (R-62)

- This project seems to go against the land use plan by opening up bigger roadways in the greenbelt area. (2)
- Need bike lanes on this corridor. (1)
- This project should be deleted. (2)
- Funds should be shifted from this sprawl-inducing project to sidewalk, bike, and transit options. (1)
- This project seems to benefit folks other than those of ACC. (1)
- This road's ADT does not warrant expansion to 4 lanes. (1)

Milledge Avenue / Prince Avenue Intersection Improvement (R-64)

- Right turn lane from Milledge to Prince doesn't seem necessary (1)
- This is a heavy pedestrian corridor, it needs to have some safety provisions for pedestrians if the roads become wider (1)

Jefferson River Road (R-65)

- Improvements to Old Jefferson Road should be included with this project. (1)
- I really like the proposal for bike facilities, and I encourage you to prioritize this highly. (1)

US 29 Widening (R-66,67)

- I and other residents strongly oppose this project. (1)
- With widening of SR 72, widening of US 29 is not necessary. (2)
- The expansion of SR 106 makes more sense because it will facilitate traffic from I-85 to Athens. (1)
- US 29 needs to be better maintained. (1)
- Speeders need to be controlled along US 29. (1)
- US 29 needs improvements. (1)
- This project seems to go against the land use plan by opening up bigger roadways in the greenbelt area. (2)
- This road should be 3-laned instead of 4-laned. (1)
- Delete this project. (2)

Macon Highway/US 441 Bridge Over Middle Oconee River (B-1)

- The description of the bicycle facilities to be included here should be more specific – 5 ft bike lanes since this is a main route from Watkinsville to UGA. (1)

College Station Road Bridges (B-4)

- Would it be feasible to retrofit a cantilevered walkway/bike lane on each side of the bridge? It could free up funds for other projects like completing the Greenway to South Campus. (1)
- This should be a high priority. (3)
- Widen the bridges and straighten the curve to the bridge. Drivers in the outside lane do not observe the speed limit and veer into the center lane. (1)
- We need bike lanes along the entire length of College Station Road. (1)
- This road should be 3-laned instead of 4-laned. (1)
- This project needs sidewalks too. (1)

General Comments - Roads

- SR 72 needs to be completed. (1)
- By widening roads, we're encouraging car commutes and guaranteeing sprawl development along those corridors. (5)
- The LRTP's 'level of service' analysis ignores the fact that the capacity of a roadway depends on how that road is being used. The model presumes that the aim should be to increase the car-carrying capacity of a roadway, when it should be to increase the people-carrying capacity of roadways. (1)
- Failure to consider possibilities other than widening tends to perpetuate the congestion problems that the LRTP foresees, and makes real choices impossible about where best to expend scarce public funds. (2)
- Don't widen the roadways to surrounding counties so that people will move to these counties, drive to ACC to work, use our infrastructure, and pay no taxes. (1)
- No road should be built without taking pedestrian safety or bike safety into consideration. (1)
- On College Station Road and Barnett Shoals Rd. the narrow brick strip between the road and sidewalk should be dirt planted with flowers instead of more hard surface. (1)

- Curb cuts should be limited. (1)
- The new Barnett Shoals Rd. project will not encourage walking from business to business because every few feet is a curb cut. (1)
- Every road should have a landscape plan. (1)
- Plan ways to cut speed on roads by building in design features which do that. (1)
- The LRTP will increase traffic congestion rather than decrease it with many road projects being only a quick fix (widenings, specifically). (3)
- Rather than working to solve transportation problems in population and commercial centers, I see the creation of unneeded connector roads (Epps Bridges Parkway/ US 441 Connector, New High Shoals Rd./SR 53 Connector) to attract cheap forms of commerce. (1)
- The Barnett Shoals widening should be completed by now. (1)
- The costs of creating new roads and converting 2- or 3-lane roads to 4-lane (or greater) roads exceed any benefits from these projects. (1)
- Roads with predicted volumes less than 25,000 should not be 4-laned – a safer alternative would be to convert 2-lane roads to 3-lane roads. (2)
- If you build it, they will come. (3)
- MACORTS committees do have the right to choose what projects are right for our community, and should not accept a roadway just because there is money from the feds/state to do it (see City of Roswell for a great example). (1)
- Expanding roads going in and out of the county will encourage increased speeds, while allowing for and encouraging people to work in town and live in surrounding counties. (1)
- Reconfigurations to fewer lanes or better streetscaping projects would be North Ave, College Station Rd, Baxter St, Gaines School Rd, Barnett Shoals Rd, and Hawthorne Ave. (1)

Public Transportation Section (See attachment for exact comments)

- Incentives for ACC, ARMC, Navy School, and other large employers to allow employees to ride free, negotiating a fee as UGA has done (1)
- MACORTS/ACC should support state legislature to enable additional transit tax for the MACORTS MPO, enabling a significant (or complete) fare reduction and a large injection of operating capital into Athens Transit, with resulting savings to ACC for other programs. (1)
- Direct shuttle routes with minimal wait time along primary corridors serving in-town neighborhood and commercial destinations. (1)
- Downtown circulator route needed to serve the greater downtown area between the multimodal center and Pulaski Street, and between Broad and Dougherty Streets. (1)
- The response to the comment, “All busstops should at minimum have a posted route map with times”, (from last time) was that it was not feasible because some stops were just signs. I do not agree. Other towns post a schedule in a plastic tube that protects it. (1)
- Need sheltered bus stops with clear route maps (including UGA system). (1)
- There needs to be some connection between Madison County and the proposed commuter rail. (1)
- Bus stops need shelters. (1)

- Have shuttles to run from parking decks to downtown area for people who refuse to walk anywhere, but do drive their cars downtown or have shuttles from unused parking lots farther out which go directly downtown. (1)
- Plan parking areas outside the perimeter with bus service. (1)
- There is a need for shuttle buses between Watkinsville and Athens. (1)
- Need more frequent bus service extending into evening hours. (1)
- I would pay higher taxes for a better transit service (15 or 30 minutes headway, more buses, alternative fuels). (1)
- Athens Transit must have more financial support to be a viable alternative. (1)
- The proposal of Athens Transit of a .25-cent tax last year specifically to fund transit should be supported. (1)
- Athens Transit needs to run until at least midnight (preferably 2 am) since this is a college town. Drunk driving would be decreased. (1)
- There should be a bus stop at the Botanical Gardens. (1)
- Need bus bays added to Lumpkin St., Prince Ave., Baxter St., and any 4-lane that could be 3-laned. (1)

Transportation Enhancement Section (multimodal) (See attachment for exact comments)

College Station Road (EB-1)

- This should be a higher priority and fully funded. (1)
- A 5 ft bike lanes is necessary because the posted speed limit of 35-45 mph are regularly ignored. (1)

Hancock Avenue Bike Improvements (EB-4)

- This should be a low priority project. There are more desirable parallel routes like Meigs Street with lower traffic volumes and other safety considerations. (3)
- Slip ramps nor utility strips should be constructed here – use in-road sharrows or other accepted markings along with share the road signs at intersections with turn lanes. (1)

Hawthorne Avenue (EB-6)

- This should be a higher priority and fully funded. (1)

Milledge Avenue (EB-9)

- This should be a higher priority and fully funded. (1)

North Avenue (EB-12)

- This road does not need to be widened to add 4 ft. bike lanes. It should be made into a 2-lane road with planted medians and 5 ft bike lanes. (1)

North Chase Street Bike Improvements (EB-13, 14)

- I really like the proposal for bike facilities, and I encourage you to prioritize this highly. (1)

- Slip ramps should not be constructed, nor should utility ramps be paved. Use in-road sharrows or other accepted markings along with share the road signs at intersections with turn lanes. (1)

Oglethorpe Avenue (EB-15)

- Bike lanes can be added between Oglethorpe Elem. And Mitchell Bridge Rd. The status of this portion of Oglethorpe Ave. is not clear at the present time, but should be included. (1)

Rail Trail Corridor (EB-17)

- Take any funds that might have been spent on Hancock Ave. Bike Improvements (EB-4) and College Station Road Bridges (B-2) and allocate them to this project. (1)
- I am happy to see this included. It is a valuable project that will provide a corridor for both commuters and recreationists. (1)
- The project description should have the ACC Multimodal Center (not Dudley Park) as western terminus. (1)
- The LRTP must include the entier 11-mile rail corridor between East Broad Street and the Winterville Train Depot, as included in the ACC Greenway Network Plan. (1)

West Lake Drive (EB-20)

- Bike lanes should be added in addition to spot widenings. (1)

General Comments - Multimodal

- Bike lanes need to be better connected, and provide passage through congested areas. (1)
- I support continued extension of the greenway. (1)
- Please note that bike lanes must be of sufficient width and safety (eg gutters are not safe areas of bicycle riding and should not be included in the calculation of bike lane width). Signage and sharrows are not sufficient to ensure biker safety. (1)
- A safe comprehensive sidewalk network is the most important component of an overall transportation plan. (1)
- A wider sidewalk may be a more viable solution than adding bike lanes in some areas. (1)
- Sidewalk construction should be focused within the more urban, densely populated areas. (1)
- Bike lanes and sidewalks are very feasible solutions to the pollution and traffic problems posed by automobiles. (2)
- Pedestrians and bicyclists make better use of road space than do unfilled cars. (1)
- The Hugh Logan interchange needs to have bicycle lanes added. (1)
- The intersection of Alps Road and Broad Street and Baxter Street needs help in terms of safety for cyclists. (1)
- Improvements should be made at least as far east on Broad Street as the shopping center on the north side past Kroger, though realistically bicycle access should extend to Epps Bridge Parkway. (1)

- Areas that should be addressed for bicycle/pedestrian facilities: Alps Road from Baxter to Lumpkin and Lumpkin to the dead end, whole Athens Tech area on US 29 North, safe routes to schools via bike and walking. (1)
- Please try not to put stop signs at the bottom of hills so that cyclists must start from dead stop or run the stop sign. Stop traffic on other road. (ex. DuBose at Lyndon) (1)
- Please change the timing/tripping of the light on Barber Street and Prince so that the light changes for cyclists. (1)
- People will continue to drive cars regardless of the presence of bike facilities. (1)
- There is at least some more attention to alternative transportation than there used to be in the Plan, but it is still too little. (1)
- When condos are built for retired people and advertised that they can walk for groceries etc., the walk should be safe and convenient. (1)
- It is unrealistic to think that many people in the communities surrounding Athens will choose an alternative to their cars, but the future may bring us to a place where people are willing to drive to commuter lots and take shuttles into their UGA jobs. (1)
- Bike lanes proposed in neighboring communities may encourage recreational transportation, something needed with the high rates of obesity here in Georgia. (1)
- The lack of alternative transportation infrastructure in Watkinsville (and connecting Athens to Watkinsville) reduces safety and harms the local economy and standard of living. (1)
- There is too little ped/bike connectivity among Watkinsville neighborhoods. (1)
- Sidewalks are needed on arterial streets in Watkinsville. (1)
- Adding bike lanes to roads with widening project are really plans to 4-lane scenic roads that serve neighborhoods. (1)
- It seems like you would want to finish the sidewalks along Barnett Shoals Road as quickly as possible before someone is injured and figures out that it has been ‘under reconstruction’ for an extraordinary amount of time and decide to pursue legal actions. (1)
- Why is a 4 ft bike lane planned from Oconee St. to the driveway of the Blind Pig Tavern and not to Thomas St. / E. Campus Rd. ? Is it a major transportation hub ? (1)
- It is rather obvious that more people would ride bicycles and choose alternate forms of transportation if they felt safer when they did so. (2)
- We need pedestrian / bicycle only avenues, or the sort that we have with the North Oconee Greenway between MLK / College Avenue and the Sandy Creek Nature Center. (1)
- The plan cites that there are no abandoned railways in Oconee County. This is either bad research or a deliberate misrepresentation because there is an abandoned rail line that runs from Watkinsville down to the Apalachee River. I know because there are trees growing up in it. (1)
- Was the abandoned rail line in Oconee County ignored because of the US 441 widening could use that alignment ? (1)
- I worry that this plan contains certain agenda that are overshadowing and perhaps even deliberately hiding the opportunity for pedestrian and bicycle traffic. (1)

- Painting a bike lane on a busy, dangerous street is NOT helping people get around safely, and I see virtually nothing in the Plan which would make life better for a cyclist. (1)
- I would use bike lanes along College Station Road and Whitehall Rd. on my way to and from UGA facilities for teaching and research. (1)
- The term ‘bicycle and pedestrian facilities’ is too vague so that those projects get more than a ‘Share the Road’ sign – it should be bike lanes, sidewalks, and crosswalks. (3)
- I agree that the promotion of bike storage and parking facilities would be a good idea, but like so much related to the LRTP, it seems that efforts such as this to promote alternative transportation are merely half-hearted projects tacked on to the Plan. (1)
- There are currently large gaps in sidewalk and bike lane network. (1)
- The ‘sharrows’ put down in ACC are too sparse. They need to be closer together to indicate that bikes are allowed. (1)
- The bike lanes on Williams Street are sub-par. There is no flat union between the pavement and gutter. (1)
- There is a great need for bicycle facilities on College Station Rd., Research Road, Milledge Ave., and Prince Ave. 2 of these were approved for a 20% local match for the TE grants, but they were not chosen. That local match could have been moved into the TIP and had the local match applied to federal STP funds. (1)
- The GDOT Bike and Pedestrian Coordinator indicates that in fact some federal money (Q20/24) can be used specifically for bike/ped facilities. We should direct money from unwanted road projects to bike/ped infrastructure that the community requested during the last comment period. (2)
- A sidewalk master plan is needed. (1)
- Bike lanes should be added to all new roads or those being improved, not just those in the ACC Bike Master Plan or state Master Plan. (1)
- There needs to be more bike parking downtown. (1)
- Federal STP dollars may be directed to bike/ped projects but to date MACORTS has not attempted to do so. (1)
- Additional bike projects should be added to the LRTP (from the public comment period that followed the Draft Bike Master Plan and the LRTP public comment period last year). (1)
- Bike parking projects should be included in the LRTP. (1)
- The projects shown on Figure 11: ACC bike Projects not in Master Plan should be included in Table 36 too. (1)
- College Avenue needs bike lanes connecting downtown to the North Oconee River Greenway. (1)
- Old Jefferson Road should be in the LRTP as a candidate for protection for bike/ped use – needs connections to Whitehead and Lavender across the rail tracks. (1)
- Other bike lane additions requested during 2003 public input: Robert Hardeman Road, Boulevard, Nellie B Avenue, Nowhere Road, Lavender Road, Whitehead Rd., Kathwood Road, Experiment Station Road, Mars Hill Road. (1)
- All bike lanes should be 5 ft wide, not 4 ft. (1)
- In-town corridors like Prince Ave. and Milledge Ave. have been overlooked in terms of bike and pedestrian access and safety. (1)

Overall General Comments (See attachment for exact comments)

- Bonded indebtedness should be used for a capital need regarding infrastructure improvements (like public transportation improvements). (1)
- Within urban, densely populated areas, bus routes and sidewalk development should be implemented carte blanche. Bike paths should be prioritized by estimated usage and right-of-way expense. (1)
- A perimeter of adequate parking areas should be in place to encourage the use of mass transit, walking, and biking. (1)
- Comments from last public comment period were not really considered in current Draft LRTP. Reconsider them. (7)
- Both LRTP and TIP need to be aligned with ACC Comprehensive Plan, and they're not. (6)
- BikeAthens should be a member of TCC. (1)
- Previous summaries of public comment have not included a tally of how many people commented on particular issue. This will not provide an accurate picture of comments received. (1)
- The ACC Mayor and Commission should not approve this document. (2)
- In general, Athenians would like to be less car-dependent. (1)
- A good model for a city that has a very successful public transit system and pedestrian infrastructure is Amsterdam. (1)
- I would rather see money spent on in-town/inside the perimeter projects with much more emphasis on bus shelters, sidewalks, crosswalks, and bicycle lanes. (4)
- A legitimate analysis would consider the costs and benefits of more than one alternative (ie result of significantly increasing bus service as opposed to widening roads or how much congestion would be reduced if sidewalks were available in all developed area). (1)
- The LRTP facilitates outlying development while degrading the livability of pre-existing neighborhoods with faster traffic and wider roads. (3)
- The LRTP discourages good in-town development by making streets more dangerous for pedestrians and bicyclists. (2)
- The LRTP discourages public transportation use by encouraging more car use. (2)
- Does ACC have a subservient role in MACORTS that empowers surrounding counties to inflict their model of development on us to the detriment of the future economic, social, and ecological welfare of this community ? (1)
- The use of drive-thrus should be regulated if not forbidden. (1)
- I applaud UGA for raising it's parking fees to what I hope is the true cost of providing parking. (1)
- I don't think sufficient attention is given to the benefits of businesses and public employers providing showers for employees and others who arrive on non-motorized craft. (1)
- Can't MACORTS have some impact on the cab issue in the area – it's really hit and miss. (1)
- The ARMC parking deck should be expanded right away, and parking should be forbidden elsewhere in the area. (1)

- Overall, think like a person who prefers not to drive and make the transportation system as accommodating to them as it is to motorists. (2)
- Athens should be brave enough to become a model of other means of transportation. (1)
- We need to support buses, trains, walking, and bike riding to improve our air quality, our health, noise levels, save money, and reduce the dependence on foreign oil. (6)
- You are erring by continuing the vicious cycle that perpetuates dependence on oil and wealth and thereby dependence on a feudal system. (1)
- Athens is one of the most sprawling and polluted places I have lived. (1)
- It sickens me how corrupt our government has become and every person that plays a part is responsible. (1)
- Remember that though you may think you become wealthy by towing corporate interests that in the long run you injure only your own value. (1)
- Sensible traffic enforcement and a push for alternative transportation options will reward the county in the long run. (1)
- Encourage carpooling. (1)
- Planners should look for ways to get water into the ground, not create pools on the road and run off in the storm sewers. (2)
- Practically none of my concerns were addressed in this update, and I see this plan only as a blueprint for digging the region into a deeper transportation hole. (2)
- I doubt that my comments will even be read, much less considered. (1)
- With Athens creeping to non-attainment for the Clean Air Act, the LRTP may be moot if we are deemed ineligible for Federal funds because of air pollution. (1)
- The number one contributor to air pollution is the private automobile. (1)
- There is more flexibility in how we can spend federal money than has been discussed. (2)
- I strongly encourage the committees to further delve into the possibility that federal monies can be dedicated to sidewalks, bike lanes, improved transit services and infrastructure, and rails-to-trails construction. (1)
- The models used to generate estimates of traffic in 2030 fail to include the impacts of enhancing alternative transportation. (1)
- Ann Arbor, MI and Boulder, CO are models for Athens – there is a wholehearted dedication to promoting pedestrian, bike, and bus transit. (1)
- I am concerned that this plan was developed in the early '90's and has changed very little despite last summer's overwhelming response. (1)
- If the Mayor of Carl can stand up the GDOT, then we should be able to. (1)
- This plan will decrease our tax base and increase traffic. (1)
- I would like to see old shopping centers such as Beechwood and Alps be redeveloped into comfortable areas not continuations of Atlanta Highway. (1)
- Speed limits and traffic violations should be enforced. (2)
- I support both the comments from BikeAthens and Athens Grow Green Coalition. (1)
- We need to create a park-like atmosphere downtown to encourage more tourism. (1)
- ACC needs better 'gateway corridors' – neighborhood-friendly, aesthetically-constructed corridors that offer tree-planted medians, are safer for bikes and pedestrians, and motorists, and that still manage the necessary car-carrying capacity. (1)