



GAINESVILLE-HALL REGIONAL TRANSPORTATION PLAN 2015 UPDATE

IN COORDINATION WITH: GEORGIA DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, FEDERAL TRANSIT ADMINISTRATION, HALL COUNTY, JACKSON COUNTY, TOWN OF BRASELTON, CITY OF BUFORD, TOWN OF CLERMONT, CITY OF FLOWERY BRANCH, CITY OF GAINESVILLE, CITY OF GILLSVILLE, CITY OF LULA, AND CITY OF OAKWOOD

MAY 2015



POND



Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the Gainesville-Hall Regional Transportation Plan: 2015 Update, Associated FY 2016-2019 Transportation Improvement Program, and Related Conformity Determination Report

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary following the 2010 Census; and

WHEREAS, the GHMPO boundary incorporates all of Hall County and a portion of Jackson County

WHEREAS, in April 2005 the US Environmental Protection Agency did designate an Atlanta Nonattainment Area for particulate matter (PM_{2.5}) that includes Hall County, and

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) requires the Metropolitan Planning Organization to develop and adopt a Regional Transportation Plan (RTP) and a short-range Transportation Improvement Program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality and metropolitan planning requirements; and


WHEREAS, GHMPO did develop the RTP and the FY 2016-2019 TIP in conformance with GHMPO's Participation Plan and through appropriate technical and review processes; and

WHEREAS, the Atlanta Regional Commission (ARC) did perform the required technical evaluation for conformity for the Atlanta Nonattainment Area to demonstrate that air quality limits will not be exceeded, and did amend the Atlanta Nonattainment Area's Conformity Determination Report (CDR), and

WHEREAS, the ARC did include the GHMPO RTP 2015 update and the FY 2016-2019 TIP in this evaluation, but no amendment of the Atlanta RTP/TIP, and did conduct the required 30-day ARC public comment period on the amended CDR with no significant comments received, and

WHEREAS, GHMPO did conduct a required 30-day public comment period on the GHMPO RTP 2015 Update, the FY 2016-2019 TIP, and the amended CDR, and no significant comments were received.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the RTP, FY 2016-2019 TIP, and Conformity Determination Report.


Mayor Lamar Scroggs, Chair
GHMPO Policy Committee

5/12/2015
Date

GAINESVILLE-HALL REGIONAL TRANSPORTATION PLAN

2015 UPDATE

MAY 2015

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Georgia Department of Transportation, Federal Highway Administration, Federal Transit Administration, Hall County, Jackson County, Town of Braselton, City of Buford, Town of Clermont, City of Flowery Branch, City of Gainesville, City of Gillsville, City of Lula, and City of Oakwood

Special Thanks To:

GHMPO Policy Committee
GHMPO Citizens Advisory Committee
GHMPO Technical Coordinating Committee

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

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The plan development was conducted by combining a review of previous transportation planning efforts in the region and development of year 2040 anticipated population and employment data with assessments of roadways, transit, bicycle & pedestrian infrastructure, freight, intelligent transportation systems, aviation, and travel demand management in the GHMPO area to yield transportation recommendations.

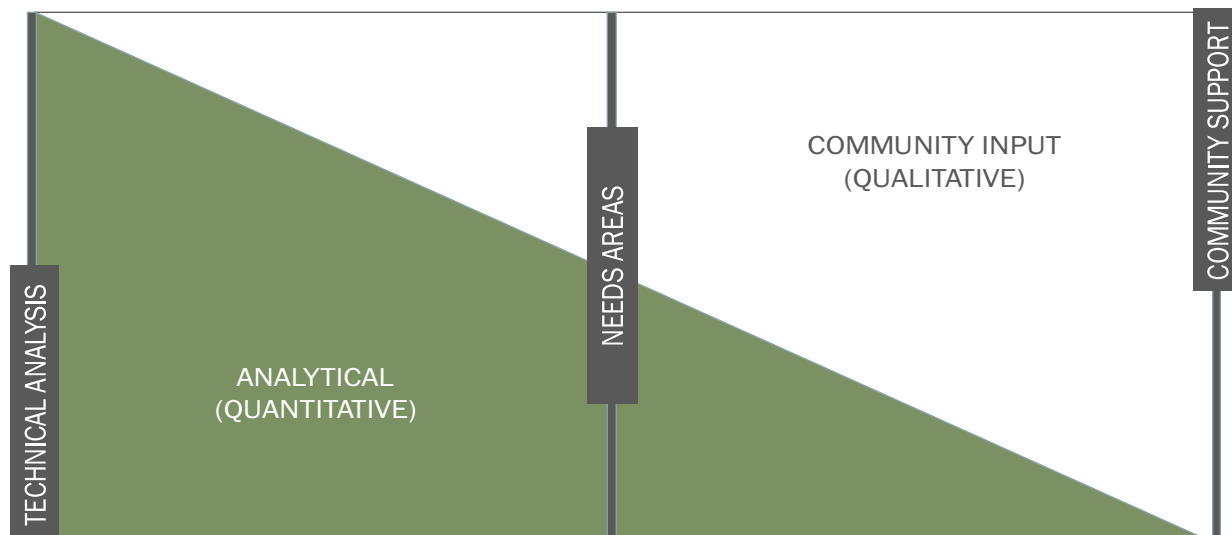
Plan evaluation methods included several factors. Among the most important was a robust community engagement effort that incorporated traditional public meetings with online surveys, targeted engagement efforts, and coordination with local transportation officials to vet plan development. Goals, objectives, and measures of effectiveness associated with federal *Moving Ahead for Progress in the 21st Century* (MAP-21) transportation planning goals were developed to guide the plan development. Community impact, air quality, and safety considerations of candidate transportation projects were also reviewed for consideration before utilizing a travel demand model to estimate future travel demand and congestion in a variety of different plan scenarios. Finally, these evaluation methods were combined in a transportation project evaluation mechanism shown below that balanced quantitative and qualitative inputs by incorporating technical data, needs categories (used to evaluate project's abilities to reflect stated needs in the community), and direct community support.

Future transportation funding and project costs were combined with the project evaluation process to determine how GHMPO should consider transportation investment through the year 2040. This included the development of a fiscally constrained project list and implementation plan based on short, mid, and long-term investments.



Public Meeting Workshop

While historically, Regional Transportation Plans (RTP) have consisted mostly of widening projects, the majority of new fiscally constrained projects in this plan are intersection or roadway operation projects. Additionally, the planned designation of a portion (\$54.1 million) of the transportation dollars exclusively for bicycle and pedestrian infrastructure makes it possible to implement all of the highly prioritized projects from the GHMPO Bicycle and Pedestrian Plan Update while allowing dollars to implement the remaining projects that will best develop a comprehensive bicycle and pedestrian network for the region. The resulting fiscally constrained project list contains a total of 38 transportation projects while reserving a balance of over \$10 million dollars for contingency as shown in Table ES-1. The projects are depicted in Figure ES-1 and include:



- 22 Roadway Widenings
- 6 Intersection Improvements
- 2 New Limited Access Freeway Interchanges
- 3 Roadway Operation Projects
- 5 Bridges

TABLE ES-1
CAPITAL ROADWAY FISCAL CONSTRAINT

STATE/FEDERAL FUNDING ⁽¹⁾	\$1,301,749,463
HALL COUNTY FUNDING	\$211,090,732
JACKSON COUNTY FUNDING	\$8,101,689
TOTAL FUNDING	\$1,520,941,884
RESERVED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS	\$54,079,297
COST OF FISCALLY CONSTRAINED RTP CAPITAL PROJECTS ⁽¹⁾	\$1,458,022,147
REMAINING BALANCE	\$8,840,440

Note: Funding refers to funding reserved for capital roadway projects.

(1) This assumes \$154,356,715 in both state and federal funding and expenditures to fund GH-109/PI#110620 and GH-110/PI#110630, both I-85 widening projects with national and state level importance not subject to congressional balancing.

As shown in Table ES-2, a comparison of the performance of a 2040 Do-Nothing Scenario with the 2040 Fiscally Constrained Plan reveals a tremendous amount of benefit, including a large decrease in both the number of lane miles with congested conditions and the amount of cumulative time spent traveling within the region. Though vehicle miles traveled will increase, the overall results indicate better traffic flow.

TABLE ES-2
YEAR 2040 DO-NOTHING VS. RTP

PERFORMANCE STATISTIC	2040 DO-NOTHING SCENARIO	2040 FISCALLY CONSTRAINED RTP
TOTAL LANE MILES	2,694	3,027
LANE MILES AT LOS D OR BETTER	2,026	2,609
LANE MILES AT LOS E OR WORSE (CONGESTED CONDITIONS)	668	419
VEHICLE MILES TRAVELED	6,614,199	6,744,329
VEHICLE HOURS TRAVELED	412,923	351,641

In addition to the direct transportation benefits, the RTP reflects a balance in addressing needs discussed with the community. For instance, the RTP reserves transportation funds to be explicitly used to construct bicycle and pedestrian facilities to address the need

for a 'Bicycle Network to Serve All Users.' The RTP includes several intersection projects in the central Gainesville area to address needs such as 'Address Areas of Congestion' and 'Enhanced Movement of Vehicles Through and Around Gainesville.' Several projects connect the GHMPO community to surrounding communities to help with 'Efficient Connections to I-85 and SR 400 Corridors.'

Additionally, the RTP reflects the comments and vision of the community through the individual projects recommended, the majority of which were expressly supported through public meetings and workshops with community leaders.

Finally, as shown previously, the fiscally constrained plan includes a remaining balance of over \$10 million. This remaining balance should be preserved in order to allow flexibility and contingency as funding and cost assumptions change, or the need arises to fund different transportation projects through administrative modifications or amendments.



Traffic congestion in Gainesville.

EXECUTIVE SUMMARY

FIGURE ES-1
FISCALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN

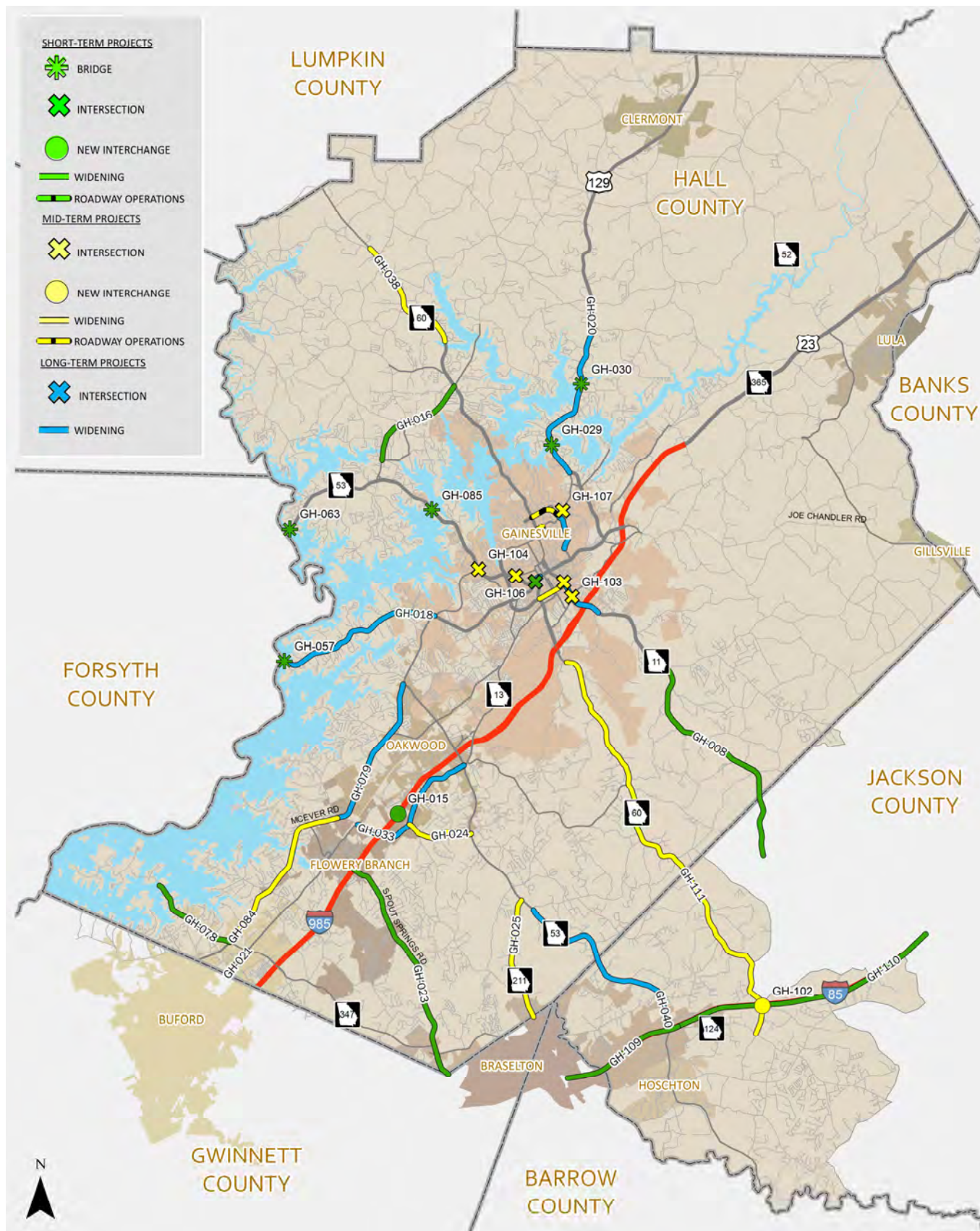
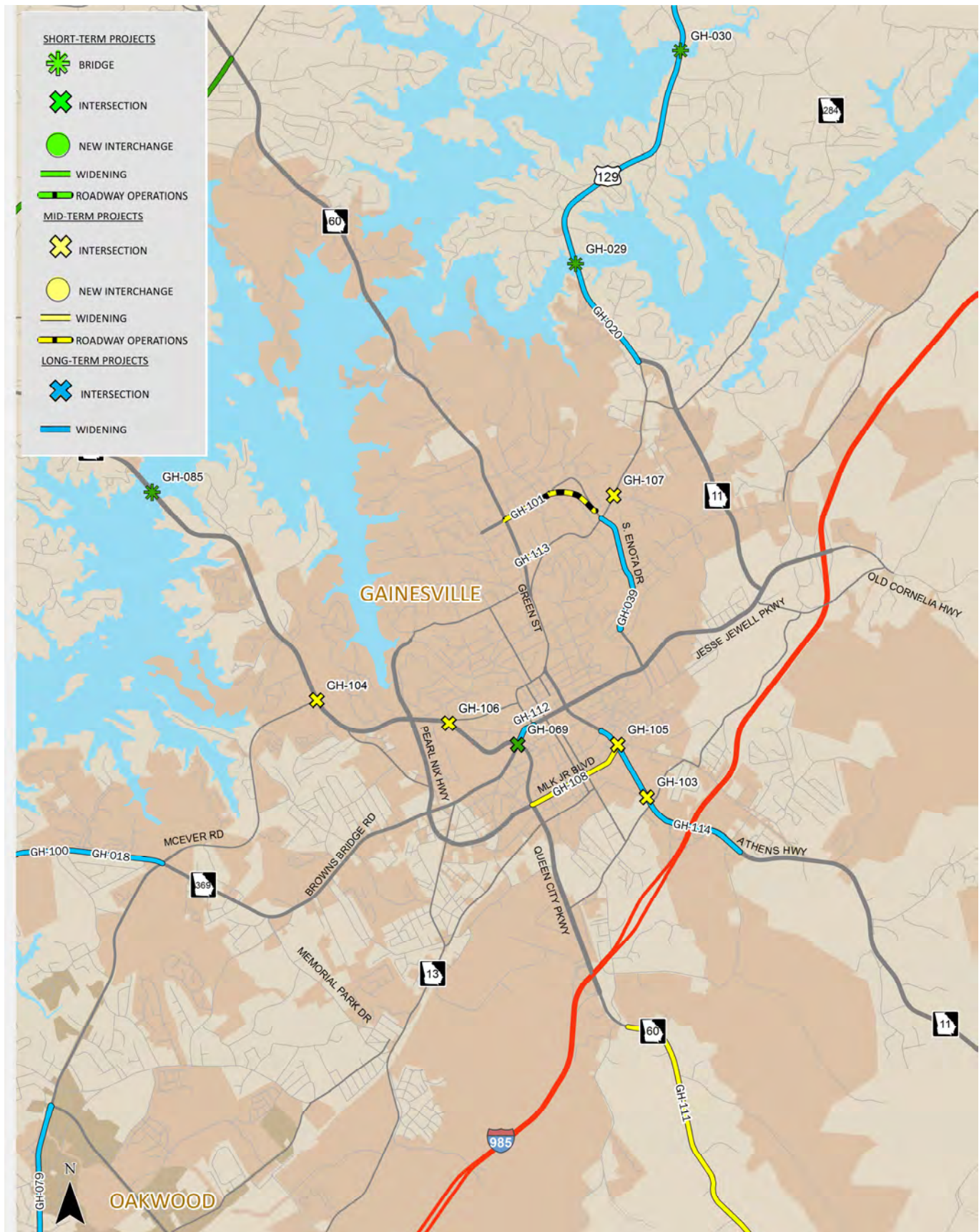
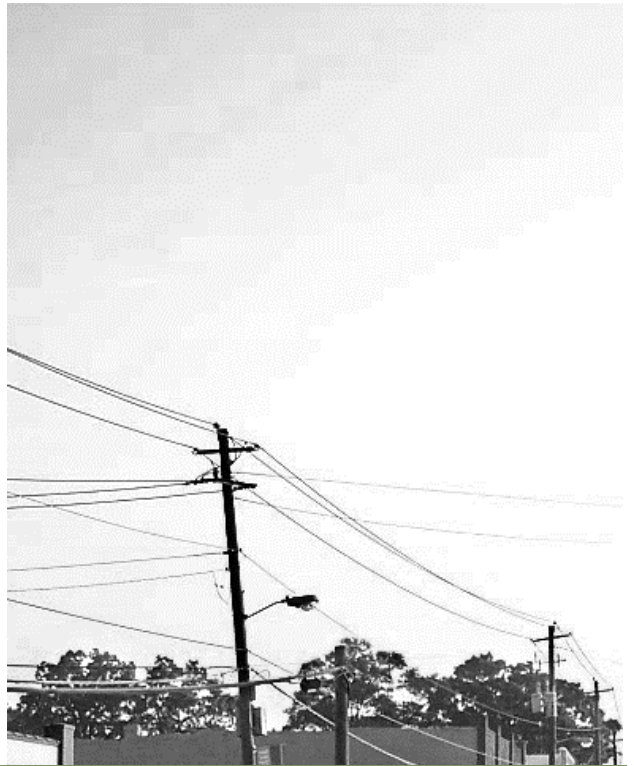


FIGURE ES-1 (CONTINUED)
FISCALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN





I - INTRODUCTION

HISTORY OF THE MPO
THE REGIONAL TRANSPORTATION PLAN PROCESS
LEGAL CONTEXT OF THE REGIONAL TRANSPORTATION PLAN



I - INTRODUCTION

HISTORY OF THE MPO

The Gainesville-Hall area was officially designated as an urbanized area of over 50,000 people, based on the 2000 Census process, requiring the creation of a federally mandated entity known as a Metropolitan Planning Organization (MPO) for the area. In February 2003, the Hall County Planning Department was designated by the Governor of Georgia as host agency for the Gainesville-Hall Metropolitan Planning Organization (GHMPO) to coordinate transportation planning, policies, and programming and to ensure that existing and future federal expenditures for transportation projects are based on a continuing, cooperative, and comprehensive (3-C) planning process.

Historically, the GHMPO's geographic area has included Hall County in its entirety as well as the various municipalities within the county – Braselton, Buford, Clermont, Flowery Branch, Gillsville, Lula, Oakwood, and the county seat Gainesville. The Cities of Buford and Braselton have also annexed into Hall County. Technically, a small portion of the Gainesville urbanized area reaches west into adjoining Forsyth and Gwinnett County. By agreement, this area is administered by the Atlanta MPO, the Atlanta Regional Commission (ARC). In turn, a small portion of the Atlanta MPO contained within Hall County is administered by GHMPO. Additionally, the 2010 information from the US Census required an extension of the boundary contained by the GHMPO, with portions of the GHMPO now extending into Jackson County, as shown in Figure 1.

The GHMPO consists of three committees:

- The Policy Committee (PC) comprised of elected officials and the Georgia Department of Transportation (GDOT) Commissioner's Representative
- The Technical Coordinating Committee (TCC) made up of local government and GDOT staff
- The Citizens Advisory Committee (CAC) includes citizens appointed by the local governments that comprise GHMPO

THE REGIONAL TRANSPORTATION PLAN PROCESS

This 2040 Regional Transportation Plan (RTP) Update includes analysis of short-term strategies and a long-term planning outlook through the year 2040, for the GHMPO area. During the 2040 RTP planning process, transportation goals and objectives were reviewed and updated to ensure appropriate projects, programs, and

policies were identified to assist in meeting future transportation demand and addressing transportation issues in the planning area.

This RTP analyzes the transportation network as a whole by examining roadways, transit, bicycle, and pedestrian travel within the GHMPO area. Based on the technical analysis and input from the public participation process and the three MPO committees, the RTP identifies future projects, programs, and policies that improve mobility, connectivity, and accessibility in the GHMPO area. The RTP also identifies reasonably available funding sources to construct and implement the projects, programs, and policies in the planning area.

The RTP planning process examines mobility, accessibility, connectivity of the multimodal transportation systems, as well as environmental conditions, economic development, and safety in the planning area. The RTP evaluates all transportation modes including roadways, transit, pedestrian and bicycle infrastructure to ensure a safe and efficient multimodal transportation system is preserved, modernized, and expanded to serve future demand. The GHMPO 2040 RTP is a cooperative plan that included participation from a number of federal, state, local, private, and public agencies and individuals.

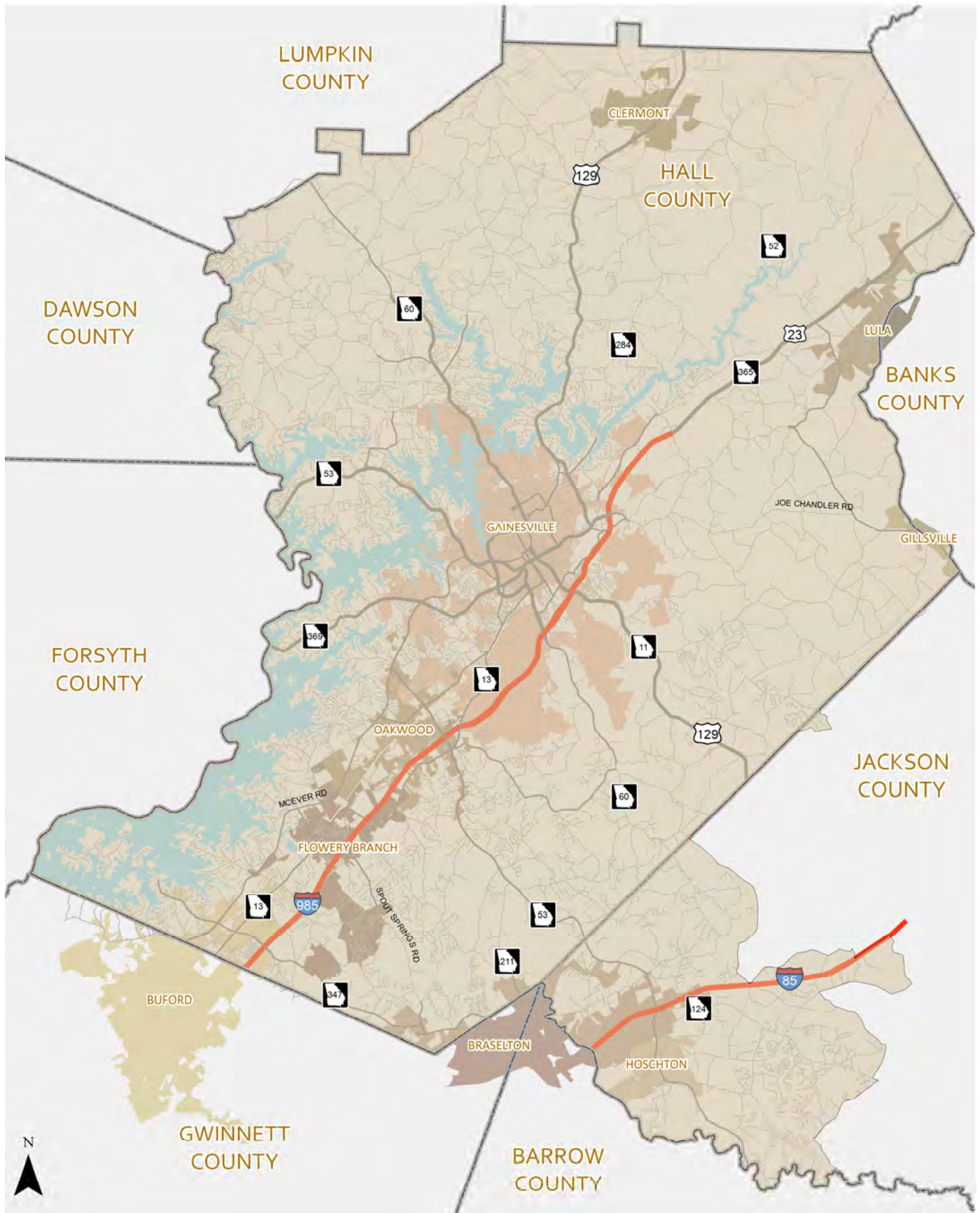
Additionally, this RTP Update follows previous Long Range Transportation Plan (LRTP) and Metropolitan Transportation Plan (MTP) efforts conducted and adopted by the GHMPO Policy Committee including:

- GHMPO 2030 LRTP (December 2004)
- GHMPO 2030 LRTP Update (August 2007)
- GHMPO 2040 MTP (August 2011)

LEGAL CONTEXT OF THE REGIONAL TRANSPORTATION PLAN

Hall County has been designated by the Environmental Protection Agency (EPA) as part of the Atlanta 20 County, 8 hour ozone and 22 County fine particulate matter (PM 2.5) air quality non-attainment area, requiring conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding. As a result, *Moving Ahead for Progress in the 21st Century* (MAP-21), the current federal transportation legislation, requires GHMPO's transportation plan to be updated every four years, in order to address not just local constraints such as transportation funding and the effect of developmental growth on transportation but also to address regional air quality planning.

FIGURE 1
STUDY AREA





II – EXISTING CONDITIONS & NEEDS ASSESSMENT

PREVIOUS PLANNING EFFORTS
GENERAL AREA CHARACTERISTICS
SOCIOECONOMIC DATA
COMMUTING PATTERNS AND TRAVEL CHARACTERISTICS
ROADWAYS
LOCAL TRANSIT PROVIDERS
OTHER TRANSPORTATION PROVIDERS
BICYCLE & PEDESTRIAN INFRASTRUCTURE
FREIGHT
INTELLIGENT TRANSPORTATION SYSTEMS
AVIATION
TRAVEL DEMAND MANAGEMENT



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

The initial steps in the creation of the RTP update included a review of existing conditions of the GHMPO area including a general examination of the area's characteristics, previous planning efforts, current and anticipated socioeconomic data, and the state of the various transportation modes served within GHMPO.

PREVIOUS PLANNING EFFORTS

Previous planning efforts conducted by the GHMPO were reviewed. As mentioned previously, this includes the previous federally required regional transportation efforts:

- GHMPO 2030 LRTP (December 2004)
- GHMPO 2030 LRTP Update (August 2007)
- GHMPO 2040 MTP (August 2011)

Additionally, the GHMPO and its participating municipalities have engaged in several other planning efforts to address the public participation process, specific modes of transportation, development patterns, visioning exercises, and transportation statistics. These efforts were also reviewed for consistency and include:

- Oakwood Comprehensive Plan (2004, partial update 2009)
- Flowery Branch Comprehensive Plan (2005)
- GHMPO Bicycle and Pedestrian Plan (2006)
- VISION 2030 (2006)
- GHMPO Public Participation Plan (2007)
- Hall County Crash Profiles (2008)
- Jackson County 2008-2028 Roadways Plan
- Hall Area Transit, Transit Development Plan (2009)
- Human Services Transportation Plan (2009)
- Limited English Proficiency (LEP) Plan (2010)
- Jackson County Comprehensive Plan (2010)
- City of Flowery Branch Downtown Transportation Study (2010)
- Hall County Comprehensive Plan and City of Gainesville Comprehensive Plan (2005, 2011)
- City of Gainesville Transportation Plan (2012)
- GHMPO Bicycle and Pedestrian Plan Update (2014)
- Hall Area Transit 2014 Route & Fare Study (2014)

GENERAL AREA CHARACTERISTICS

The Gainesville-Hall MPO area is characterized by a combination of different development patterns. The I-985 corridor is the main spine of recent growth in the

area with other concentrations of growth in the southern parts of Hall County and along the I-85 corridor in Jackson County. As the historical growth center of the region, Gainesville includes most of the older growth areas and is characterized by a formal grid system and town square at its center. The areas to the north and east of Gainesville are still traditionally rural in character with ex-urban development along the major transportation corridors. Parallel to I-985, and to the west of Gainesville, Lake Lanier forms the western boundary of the southern part of Hall County with limited crossings to similarly growing Forsyth County.

SOCIOECONOMIC DATA

Part of the RTP planning process includes obtaining and analyzing data to assist in the development of the 2040 RTP. Base (year 2010) population and household data was collected at the Census Block level from the US

Census. Similarly, year 2010 employment data was collected from Longitudinal Employer-Household Dynamic (LEHD) data and reconciled as appropriate with Georgia Department of Labor data. To develop estimates of year 2040 conditions, the year 2010 datasets were then combined with Regional Economic Models, Inc. (REMI) data for the region, a recent population growth trend analysis conducted in 2013 for Hall County, and travel demand model data assumptions utilized by the Atlanta Regional Commission for Hall County. The process revealed several results.

Figure 2 indicates the current population and employment projections relative to existing Census and LEHD data. Notably, this does incorporate a significant decrease in the assumptions for the year 2040 when compared to the previous 2011 transportation plan.

As shown in Figure 3, the labor categories within GHMPO with the largest share of current employment participation is manufacturing followed by healthcare.

Finally, the geographic density of population and employment is illustrated in Figures 4 through 7.

A detailed description of the process to develop this data is provided in Appendix A, which also documents its specific use as part of the travel demand modeling process.

Current projections for population and employment indicate a doubling between now and the year 2040 as shown in Figure 2.

FIGURE 2
BASE (2010) AND ANTICIPATED FUTURE (2040) GHMPO POPULATION & EMPLOYMENT

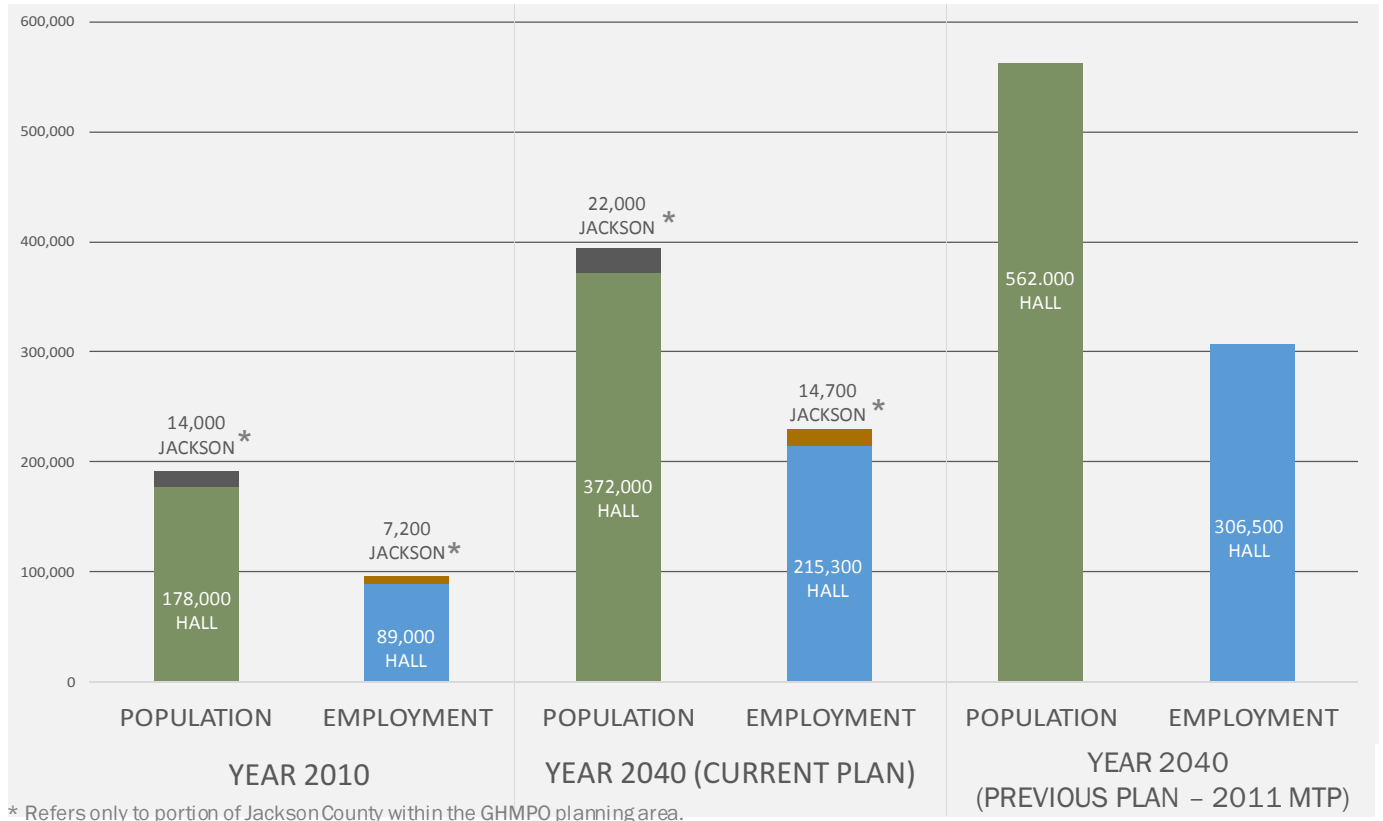
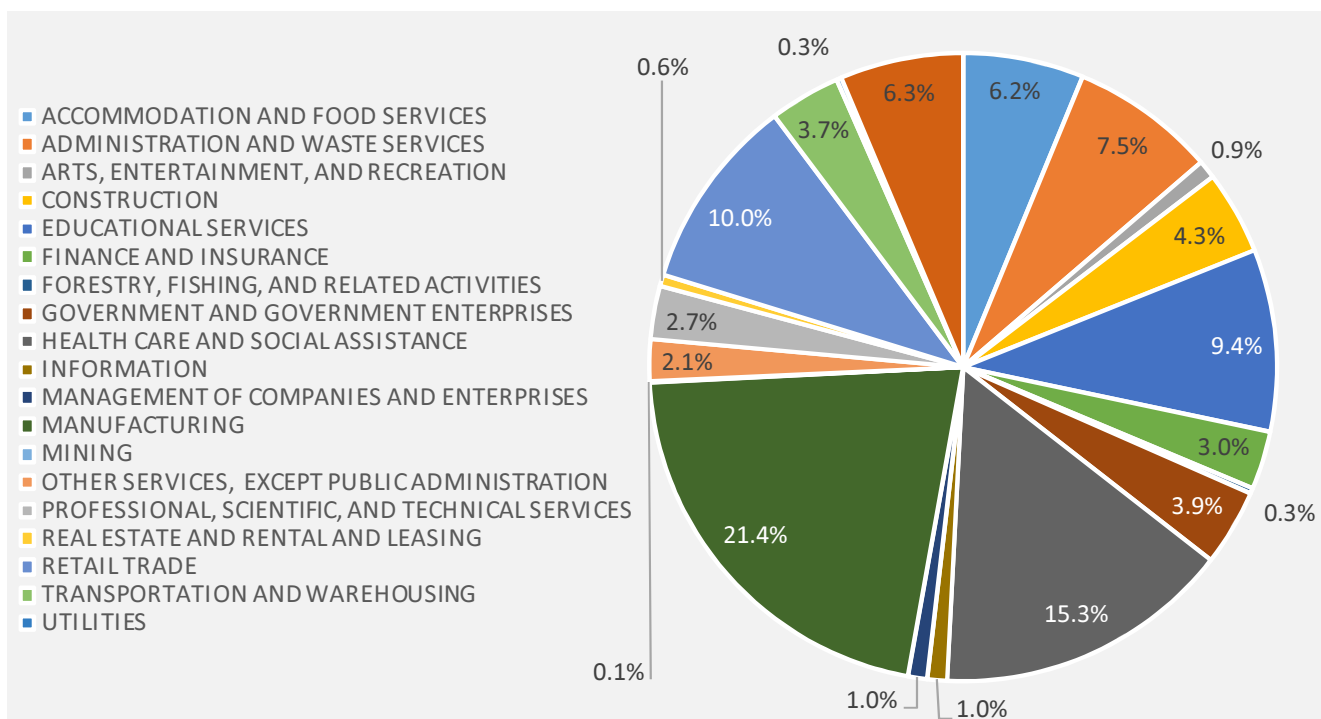


FIGURE 3
BASE (2010) GHMPO LABOR PROFILE



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

FIGURE 4
BASE (2010) GHMPO POPULATION DENSITY

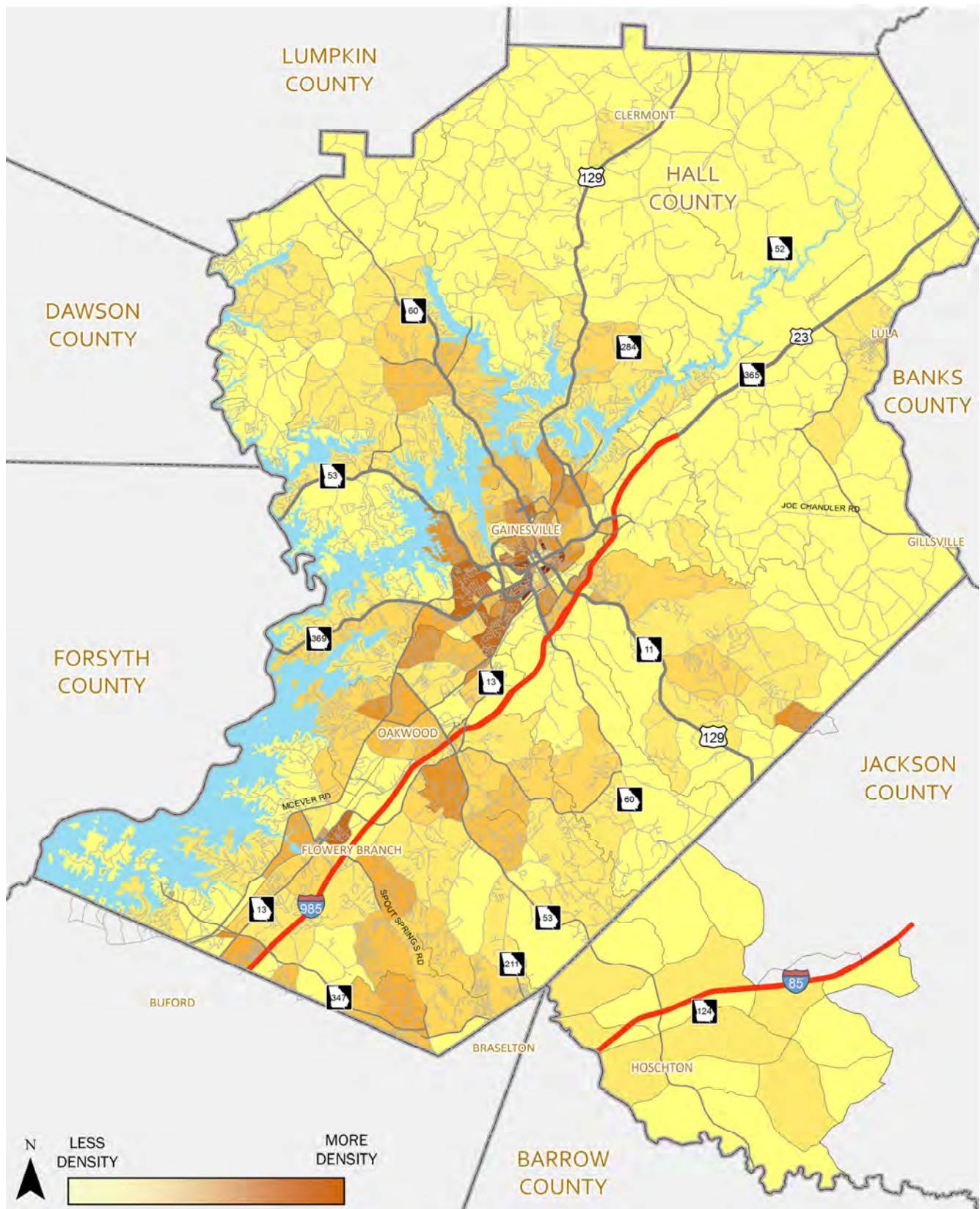
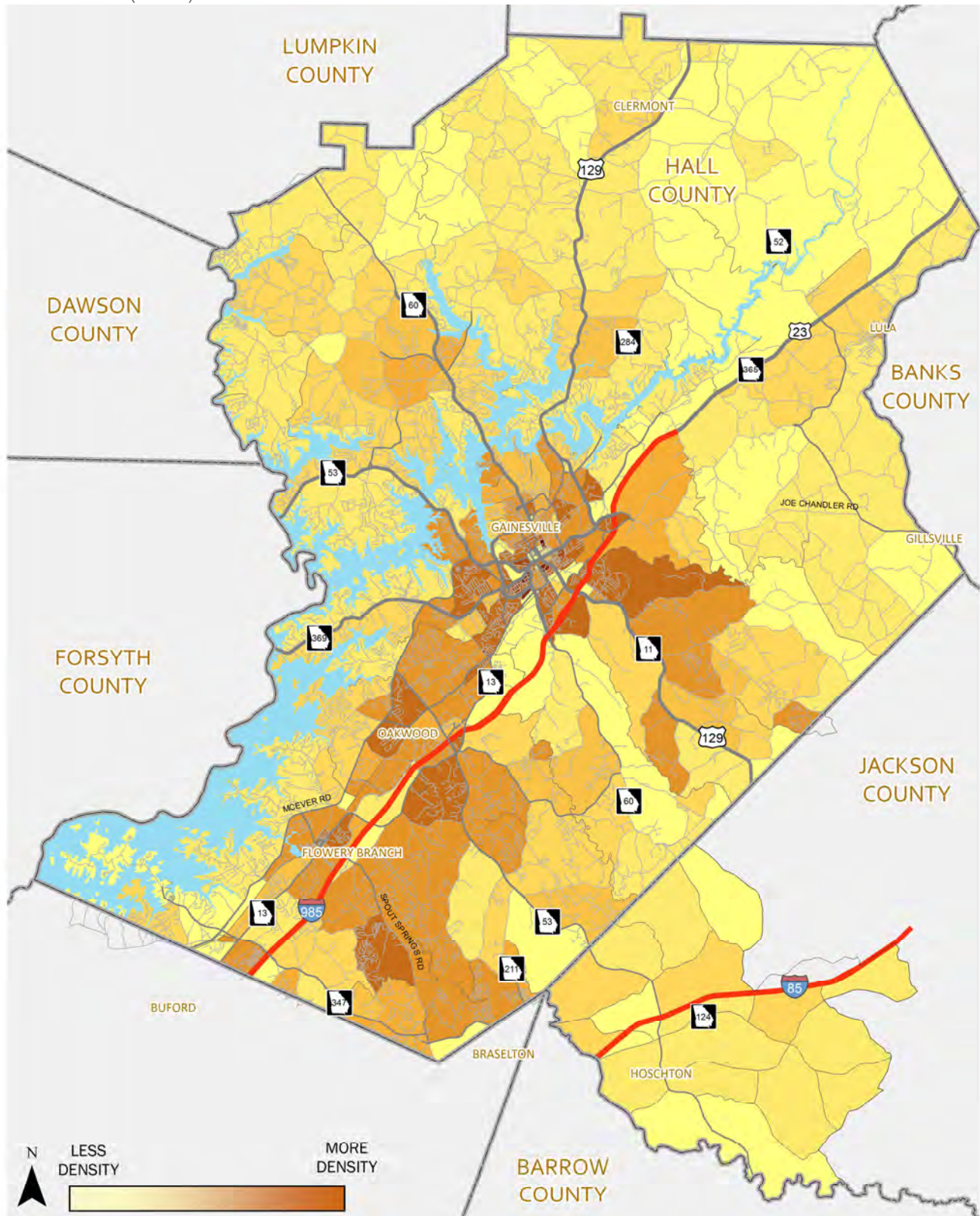


FIGURE 5
ANTICIPATED (2040) GHMPO POPULATION DENSITY



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

FIGURE 6
BASE (2010) GHMPO EMPLOYMENT DENSITY

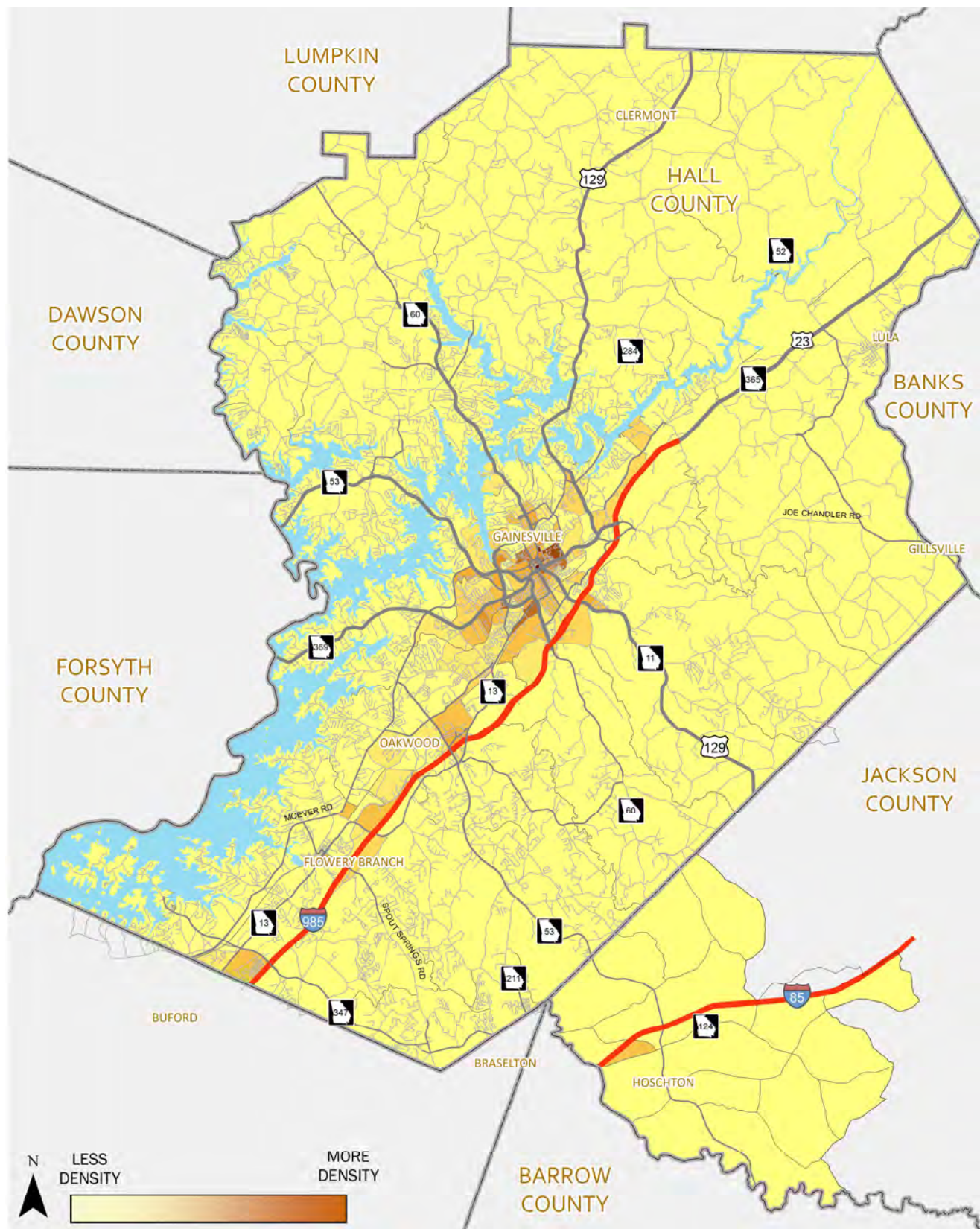
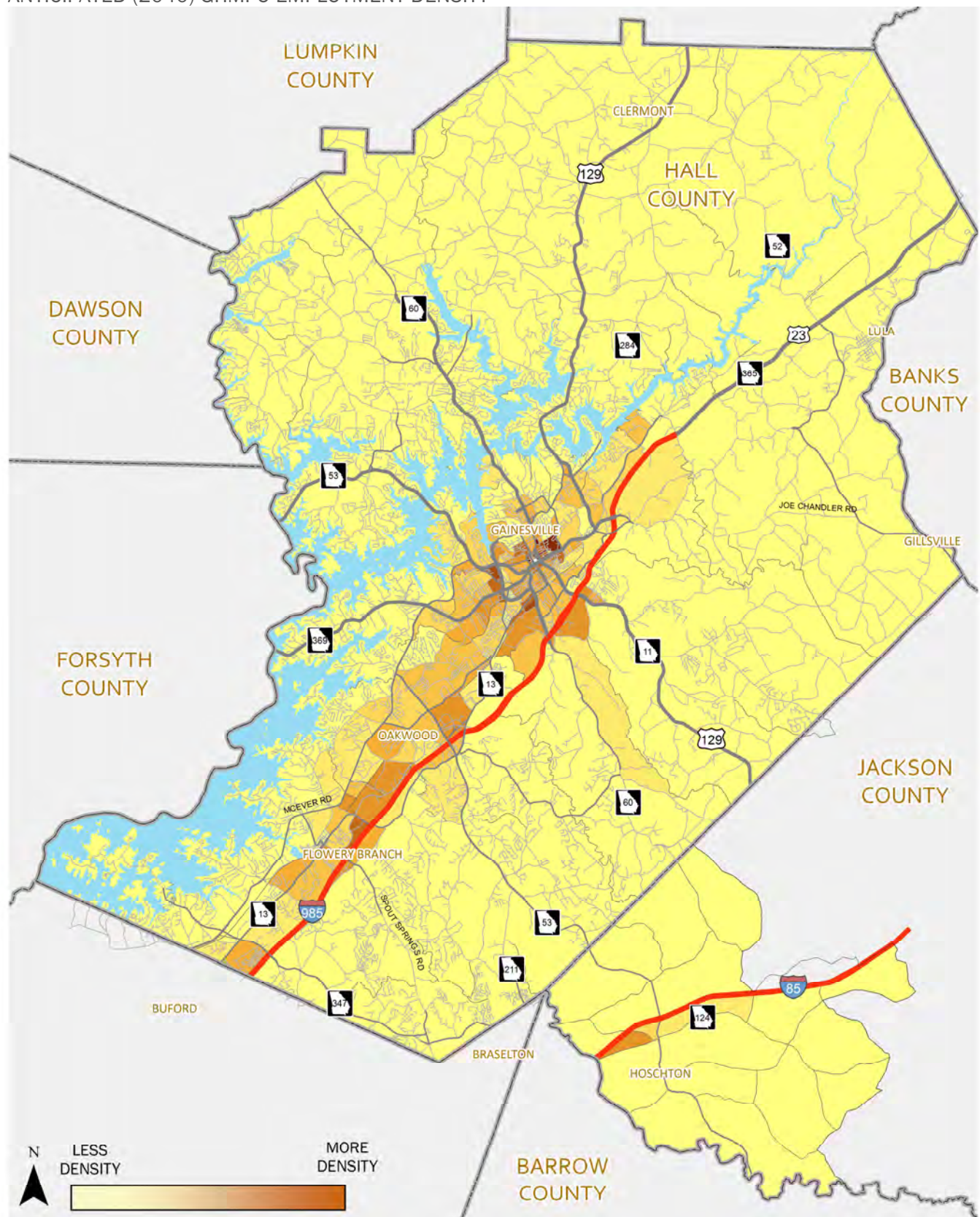


FIGURE 7
ANTICIPATED (2040) GHMPO EMPLOYMENT DENSITY



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

COMMUTING PATTERNS AND TRAVEL CHARACTERISTICS

The LEHD data for the year 2010 was also utilized to determine the commuting patterns of GHMPO residents. Knowing how area residents commute expands the ability of GHMPO to develop a multimodal transportation system. Even though the dominant mode of area travel is the personal automobile, economic and environmental concerns may drive many area residents and businesses to rethink their transportation patterns. Planning adequately for changing needs is a direct and important result of this shift.

The review of commuting characteristics reveals that the majority of commutes occur in a single-occupant vehicle. While the majority of GHMPO residents live *and* work within the study area, a significant amount of people commute to and from surrounding communities.

As shown in **Figure 8**, a significant amount (64 percent) of GHMPO residents are also employed within the GHMPO boundary. However many residents also commute to the south and west due to the numerous employment opportunities in the nearby Atlanta metro region.

Conversely, **Figure 9** indicates where people employed within the GHMPO area live. While the majority (68 percent) of GHMPO employees are also residents of the GHMPO area, the analysis also indicates that the area serves as a regional employment center for residents of surrounding communities.

Through the American Community Survey (ACS), the US Census data can also be utilized to determine existing travel modes and characteristics. Per the most recent survey data available, **Figure 10** indicates that a significant majority (78 percent) of GHMPO residents commute to work alone. From that same survey, **Figure 11** reveals the amount of time that GHMPO residents spend commuting each day indicating that many commuters (62 percent as a overlap between those commuters staying within GHMPO) have commutes under 30 minutes.

FIGURE 8
EXISTING (2010) EMPLOYMENT LOCATIONS OF GHMPO RESIDENTS

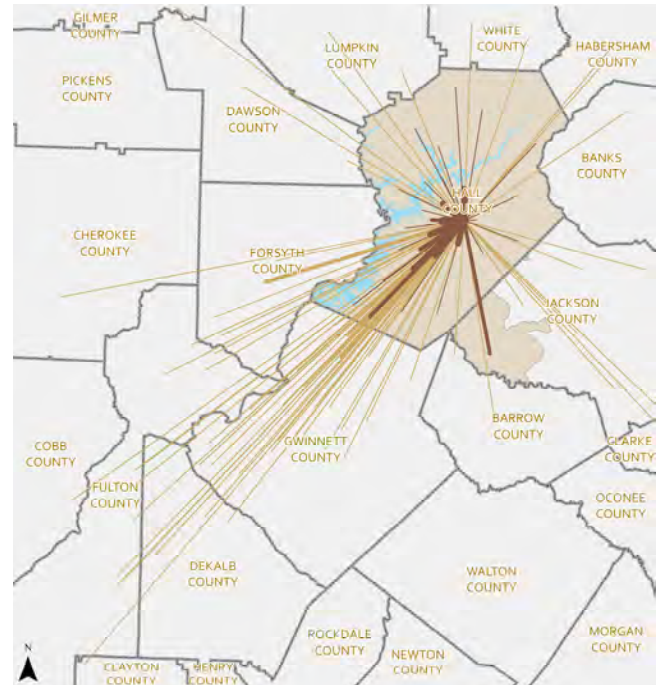


FIGURE 9
EXISTING (2010) PLACE OF RESIDENCE OF GHMPO EMPLOYEES

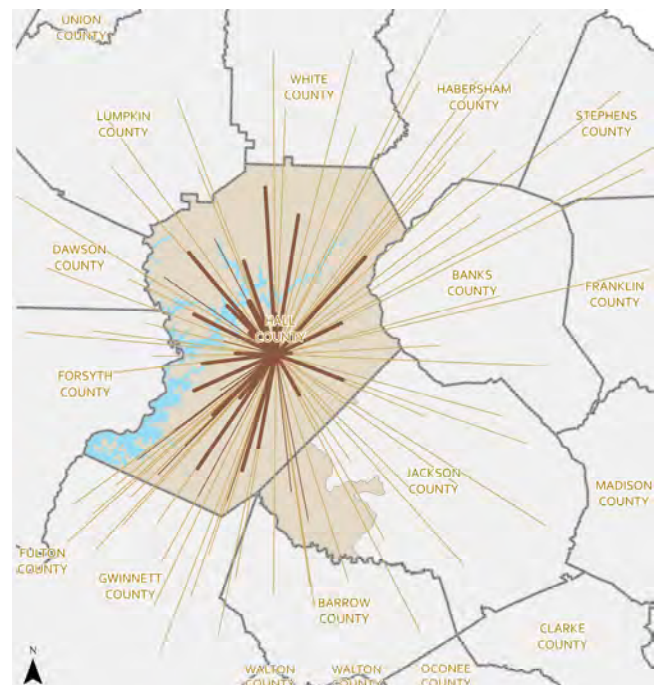


FIGURE 10
EXISTING TRAVEL MODE TO WORK FOR GHMPO RESIDENTS

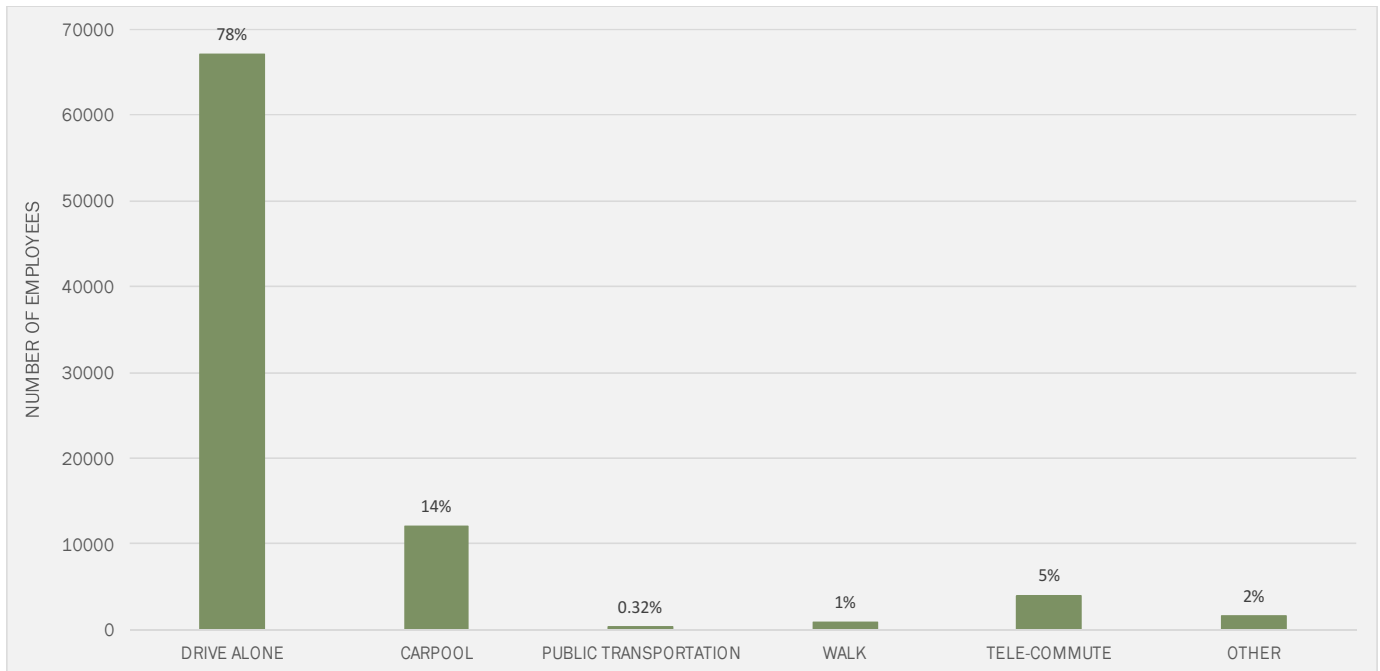
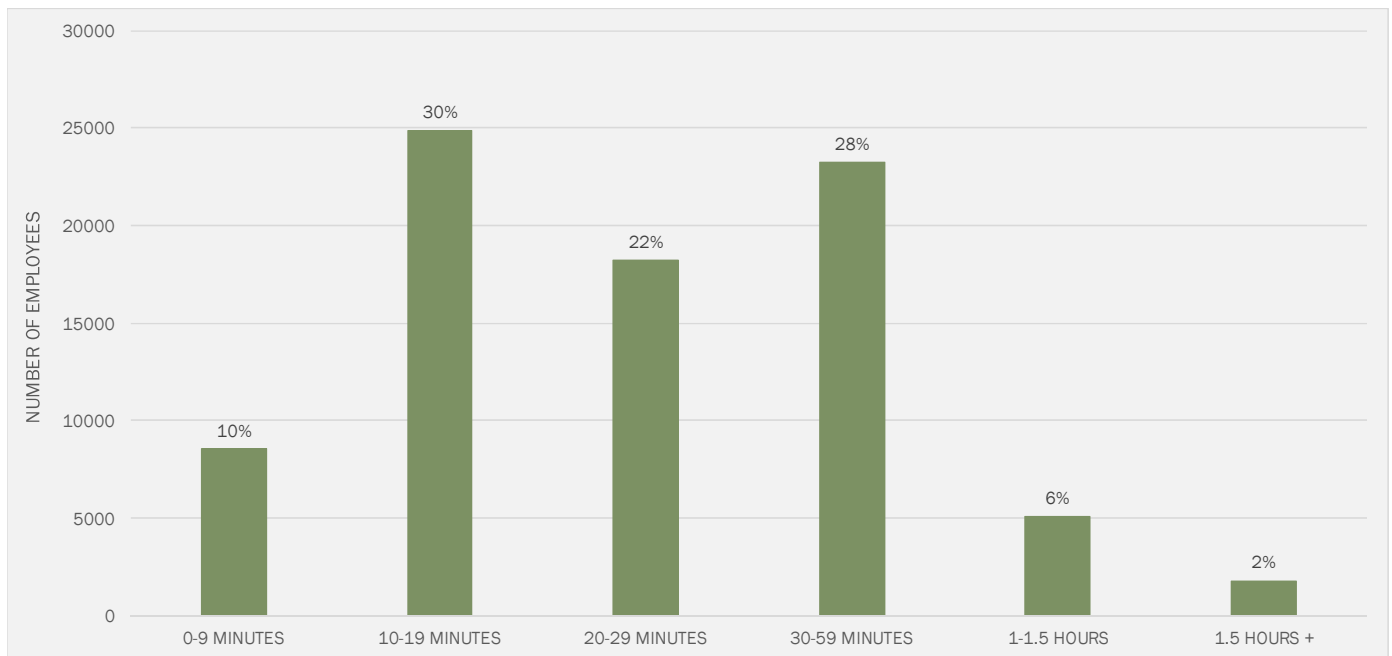


FIGURE 11
EXISTING TRAVEL TIME TO WORK FOR GHMPO RESIDENTS



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

ROADWAYS

As the primary mode of transportation within the GHMPO area, the automobile is served by a system of roadways that provide access within the GHMPO area and to surrounding communities. These roadways are classified in a number of ways and have several distinguishing features as described in the following sections.



NATIONAL HIGHWAY SYSTEM

The National Highway System (NHS) was developed by the U.S. Department of Transportation (USDOT) in cooperation with the states, local officials, and MPOs, and it includes the following subsystem of roadways important to the nation's economy, defense, and mobility:

- *Interstate:* The Eisenhower Interstate System of highways, retains its separate identity within the NHS. The GHMPO area is served by two interstate highways: I-985 and I-85, both which provide limited-access connections to the Atlanta metropolitan area.
- *Other Principal Arterials:* These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- *Strategic Highway Network (STRAHNET):* This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- *Major Strategic Highway Network Connectors:* These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- *Intermodal Connectors:* These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

I-85/SR 365, I-85, and US 129 are all classified as part of the NHS.

FUNCTIONAL CLASSIFICATION SYSTEM

The functional classification system is used by GDOT to classify roads in the study area by categorizing a road section based on attributes common to its role and function in the network.

- *Freeways and Expressways:* Intended to move traffic and not to provide direct access to land use activities. Access to freeways are limited to interchange points and managed to minimize degradation to capacity.
- *Principal Arterials:* Intended to serve as the primary routes for travel between areas of principal traffic generation and major urban activity centers, and for trips between non-adjacent areas.
- *Minor Arterials:* Intended to serve as primary routes for travel within and between community subareas and to augment the Principal Arterial system.
- *Collectors:* Intended to serve traffic from local roads to Arterials and are public thoroughfares with a lesser degree of present or future traffic than Arterials. Collectors are also intended to provide access to abutting properties and to serve the local access needs of neighborhoods.
- *Local Streets:* Intended to provide direct property access and is not intended to serve through traffic.

The functional classification system within GHMPO is illustrated in Figure 12.

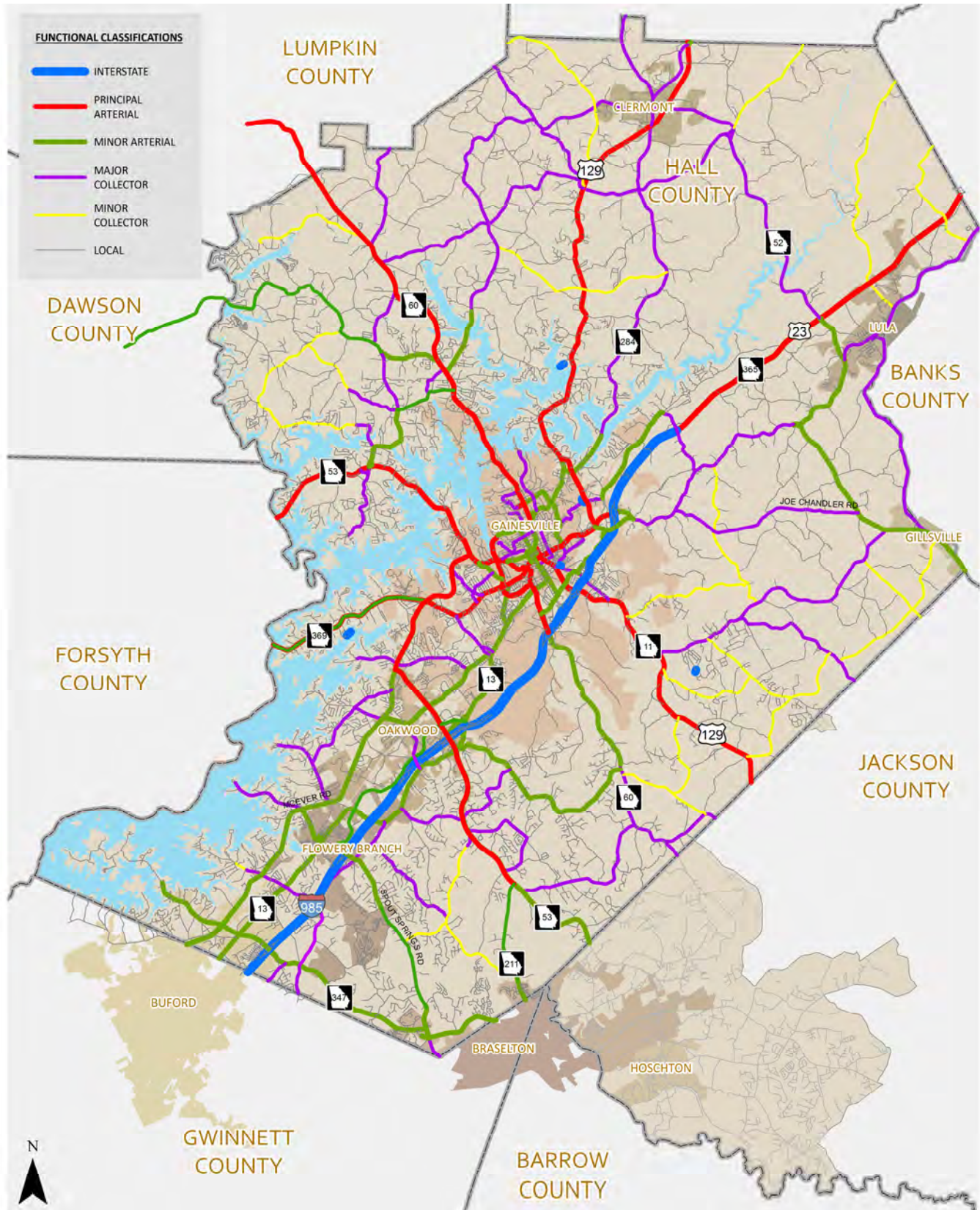
MAJOR BRIDGES

Lake Lanier and its many amenities serve as a major traffic generator for residential, tourism, and recreation trips in the GHMPO area. There are five bridges that provide necessary mobility and connectivity for travelers and residents. These five bridges and the arterials that serve them are the following:

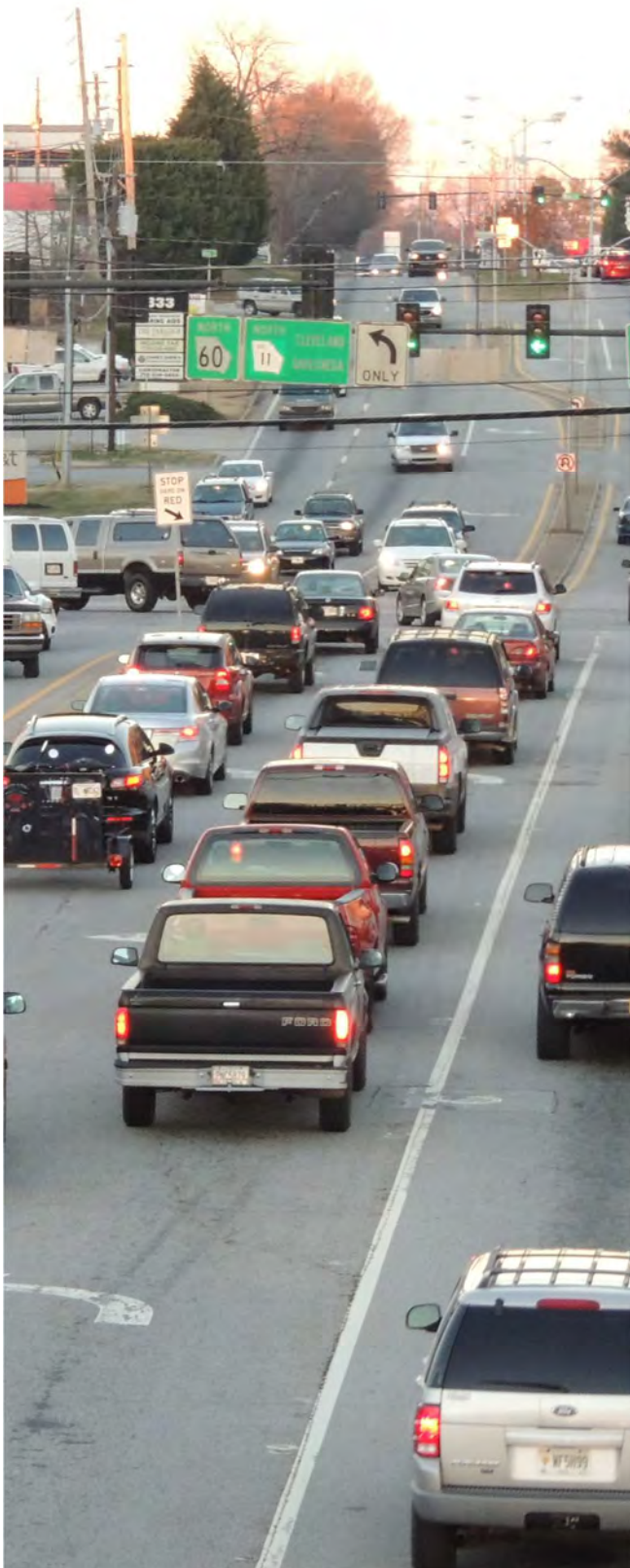
- Browns Bridge Road (SR 369)
- Dawsonville Highway (SR 53)
- Thompson Bridge Road (SR 60)
- Cleveland Highway (SR 11/US 129)
- Clarks Bridge Road (SR 284)



FIGURE 12
GHMPO FUNCTIONAL CLASSIFICATION SYSTEM



II – EXISTING CONDITIONS & NEEDS ASSESSMENT



Congestion near downtown Gainesville

CONGESTED CORRIDORS

Existing traffic congestion is limited mostly to specific corridors and intersections. Based on project team review, public engagement (summarized in Chapter 3), and the travel demand modeling process (also summarized in Chapter 3), some of the notable corridors with existing congestion include:

- Spout Springs Road
- I-985
- US 129/SR 11/EE Butler Parkway
- Green Street
- SR 369/Jesse Jewel Parkway
- SR 53/Dawsonville Highway

Likewise, individual intersections with recurring congestion include:

- SR 369/Jesse Jewel Parkway @ SR 53/John Morrow Parkway
- US 129/Athens Highway @ Chestnut Street
- SR 53/John Morrow Parkway @ Washington Street
- SR 53/Dawsonville Highway @ McEver Road
- US 129/SR 11/EE Butler Parkway @ MLK Jr. Boulevard

The use of the travel demand models (discussed in detail in Chapter 3) were also utilized to predict future congestion based on the anticipated changes in population and employment. Notable corridors with anticipated future congestion include:

- I-985
- SR 60 (South and North of Gainesville)
- US 129/Cleveland Highway
- SR 369/Browns Bridge Road

CANDIDATE ROADWAY PROJECTS

A list of candidate roadway projects was developed for consideration as part of the RTP. As the RTP focuses on those projects that are anticipated to receive – in part – state and federal funding, this list of candidate projects does not include projects which are anticipated to be funded 100 percent through local funds. The majority of these projects were compiled from the previous GHMPO 2040 MTP, the Jackson County Roadways Plan, and the City of Gainesville Transportation Plan. In a few cases, new project ideas were conceptualized based on the analysis conducted as part of the RTP effort. The list of candidate roadway projects is shown in Table 1 and Figure 13. These projects form the basis for development and evaluation of project recommendations.

TABLE 1
CANDIDATE ROADWAY PROJECTS

PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY
US 129/ATHENS HWY FROM SR 323/GILLSVILLE HWY TO SR 332/TALMO IN JACKSON COUNTY	WIDENING	2	4	4.9	HALL
I-985 NEW INTERCHANGE N OF SR 13 CROSSOVER NEAR MARTIN RD	NEW INTERCHANGE	N/A	N/A	N/A	HALL
SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	WIDENING	2	4	3.0	HALL
SR 13 FROM I-985 TO & ALONG MEMORIAL PK DR TO SR 369	WIDENING	2	4	3.6	HALL
SR 369/BROWNS BR RD FM FORSYTH CO LINE TO SR 53	WIDENING	2	4	4.6	HALL
SR 52/LULA RD - 1 MILE NORTH OF SR 365 TO SOUTH OF JULIAN WILEY RD	WIDENING	2	3	3.2	HALL
US 129/CLEVELAND HWY - LIMESTONE PARKWAY TO NOPONE ROAD	WIDENING	2	4	5.4	HALL
SR 13/ATLANTA HWY - FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347/LANIER ISLANDS PARKWAY IN HALL COUNTY	WIDENING	2	4	0.8	HALL
SPOUT SPRINGS ROAD - HOG MOUNTAIN ROAD TO GWINNETT CO. LINE	WIDENING	2	4	6.4	HALL
MARTIN ROAD WIDENING - FALCON PKWY TO WINDER HWY	WIDENING	2	4	1.9	HALL
SR 211/OLD WINDER HWY FM SR 53 TO SR 347 ON NEW ALIGNMENT	WIDENING	2	4	3.4	HALL
SR 332/POPLAR SPRINGS ROAD AT WALNUT CREEK	BRIDGE	N/A	N/A	N/A	HALL
US 129/SR 11/CLEVELAND HWY AT CHATTAHOOCHEE RIVER	BRIDGE	N/A	N/A	N/A	HALL
US 129/SR 11/CLEVELAND HWY AT EAST FORK LITTLE RIVER (BELLS MILL)	BRIDGE	N/A	N/A	N/A	HALL
SR 13/ATLANTA HWY FM CR 528/RADFORD RD TO S OF SR 53	WIDENING	2	4	4.0	HALL
US 129/CLEVELAND HWY - N OF NOPONE /J HOOD ROAD TO SR 284/CLARKS BRIDGE RD	WIDENING	2	4	5.6	HALL
US 129 - SR 284/CLARKS BRIDGE ROAD TO WHITE CO. LINE	WIDENING	2	4	2.7	HALL
SR 60/THOMPSON BRIDGE ROAD - SR 136/PRICE ROAD TO YELLOW CREEK ROAD IN MURRAYVILLE	WIDENING	2	4	6.5	HALL
SOUTH ENOTA DRIVE WIDENING - PARK HILL DRIVE TO DOWNEY BLVD	WIDENING	2	4	1.0	HALL
SR 53 FROM I-85/JACKSON COUNTY TO SR 211/HALL COUNTY	WIDENING	2	4	2.6	HALL
OLD CORNELIA HWY - EXIST 4-LANE E OF I-985 TO JOE CHANDLER RD	WIDENING	2	4	1.4	HALL
SR 323/GILLSVILLE HWY - US 129/ATHENS HWY TO E OF SR 82/HOLLY SPRINGS ROAD	WIDENING	2	3	2.6	HALL
SR 136/PRICE ROAD @ CHESTATEE RIVER	BRIDGE	N/A	N/A	N/A	HALL
SR 369/BROWNS BRIDGE ROAD AT CHATTAHOOCHEE RIVER	BRIDGE	N/A	N/A	N/A	HALL
SR 53/DAWSONVILLE HWY AT CHESTATEE RIVER	BRIDGE	N/A	N/A	N/A	HALL
NORTHERN CONNECTOR - NEW CONNECTOR BETWEEN SR 60 AND SR 365	NEW LOCATION	0	4	12.5	HALL
WIDEN RIDGE ROAD FROM QUEEN CITY PKWY TO OLD CORNELIA HWY	WIDENING	2	4	3.5	HALL
WIDEN (6 LANES) I-985 FROM GWINNETT CO. LINE TO EXIT 24	WIDENING	4	6	16.6	HALL
WIDEN SR 365 FROM EXIT 24 ON I-985 TO HALL CO. LINE. INCLUDES 3 NEW DIAMOND INTERCHANGES	WIDENING	4	6	26.6	HALL
WIDEN SR 53/DAWSONVILLE HWY-DUCKETT MILL ROAD TO FORSYTH CO. LINE	WIDENING	2	4	2.0	HALL
SR 347/LANIER ISLANDS PARKWAY- MCEVER RD TO LAKE LANIER ISLANDS	WIDENING	2	4	2.6	HALL
MCEVER ROAD WIDENING - JIM CROW ROAD TO SR 53	WIDENING	2	4	4.4	HALL
SR 13/ATLANTA HWY FROM SR 347 TO RADFORD RD	WIDENING	2	4	4.6	HALL
JOE CHANDLER ROAD WIDENING - SR 52 TO OLD CORNELIA HWY	WIDENING	2	4	5.4	HALL
CR 1293/MCEVER RD WIDEN FROM SR 347 TO CR 537/JIM CROW RD - WIDENING	WIDENING	2	4	5.1	HALL
SR 53 WB @ CHATTAHOOCHEE RIVER	BRIDGE	N/A	N/A	N/A	HALL
SR 53 CONNECTOR/SR 60 @ SR 60/SR 369	INTERSECTION	N/A	N/A	N/A	HALL
SR 369/BROWNS BR RD FM FORSYTH CO LINE TO SR 53	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL
CONSTRUCT A NEW ROADWAY SEGMENT BEHIND ENOTA ELEMENTARY SCHOOL, CONNECTING ENOTA DRIVE NEAR THE INTERSECTION WITH CUMBERLAND DR TO S ENOTA DR NEAR THE INTERSECTION WITH ENOTA CIR; ADD A TWO-WAY LEFT-TURN LANE TO ENOTA DR FROM THOMPSON BR RD TO PARK HILL DR, INCLUDING ALONG THE NEW ROADWAY SEGMENT; COMBINE WITH OPERATIONAL IMPROVEMENTS (175 FOOT SBR AND NEW EBR AT PARK HILL DRIVE AND ENOTA AND 125 NBR AND 105 SBR AT THOMPSON BRIDGE AND ENOTA).	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL
NEW INTERCHANGE LOCATED AT CROSSING OF I-85 AND SR 60	NEW INTERCHANGE	N/A	N/A	N/A	JACKSON
ATHENS HWY AT CHESTNUT ST OPERATIONS - SHIFT INTERSECTION TO THE NORTH, FURTHER AWAY FROM INTERSECTION OF ATHENS HWY AND RIDGE RD; EXTEND SB LEFT TURN LANE ON ATHENS HWY ON APPROACH TO RIDGE RD TO PREVENT LT TRAFFIC QUEUES FROM BLOCKING THROUGH LANE	INTERSECTION	N/A	N/A	N/A	HALL
DAWSONVILLE HWY/SR 53 AT MCEVER RD OPERATIONS - ADD WB RIGHT TURN LANE AND SECOND THRU LANE	INTERSECTION	N/A	N/A	N/A	HALL
EE BUTLER PKWY/ATHENS ST AT MLK JR. BOULEVARD - INTERSECTION IMPROVEMENTS	INTERSECTION	N/A	N/A	N/A	HALL
JOHN MORROW PKWY AT WASHINGTON ST OPERATIONS - REALIGN SOUTHBOUND RT LANE	INTERSECTION	N/A	N/A	N/A	HALL
PARK HILL DR AT LAKEVIEW DR OPERATIONS - REDUCE SLOPE ON LAKEVIEW DR. APPROACH	INTERSECTION	N/A	N/A	N/A	HALL
MLK JR BLVD CORRIDOR - WIDEN TO 4 LANES WITH STREETSCAPE FROM QUEEN CITY PKWY TO EE BUTLER	WIDENING	2	4	1.3	HALL
I-85 FM N OF SR 211 TO N OF SR 53 (4 TO 6 LANES)	WIDENING	4	6	3.3	JACKSON
I-85 FM N OF SR 53/GREEN ST TO N OF SR 11/US 129/LEE ST	WIDENING	4	6	7.4	JACKSON
SR 60/CANDLER ROAD FM S OF I-985 TO SR 124 (2 TO 4 LANES)	WIDENING	2	4	12.4	HALL
JESSE JEWELL PKWY - WIDEN TO 6 LANES FROM JOHN MORROW TO ACADEMY ST	WIDENING	4	6	0.2	HALL

II – EXISTING CONDITIONS & NEEDS ASSESSMENT

TABLE 1
CANDIDATE ROADWAY PROJECTS

PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY
OAK TREE DR OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM THOMPSON BR. RD. TO RIVERSIDE DR; OAK TREE DRIVE OPERATIONS - REALIGN INTERSECTION OF OAK TREE DR AT RIVERSIDE DR SO THE THROUGH MOVEMENT IS BETWEEN OAK TREE DR AND RIVERSIDE DR NORTHBOUND, WITH THE SOUTH LEG OF RIVERSIDE DR AS THE SIDE STREET; ADD A TRAFFIC SIGNAL OR ROUNDABOUT; OAK TREE DRIVE OPERATIONS - SIGNALIZE INTERSECTION OF OAK TREE DR AND THOMPSON BR. RD	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL
EE BUTLER PKWY/ATHENS HWY CAPACITY - WIDEN TO 6 LANES W MEDIAN FROM SUMMIT ST TO EAST OF MONROE DR	WIDENING	4	6	1.5	HALL
SR 53 FM I-85 TO TAPP WOOD RD	WIDENING	2	4	5.4	JACKSON
DAWSONVILLE HWY/SR 52 AT MCEVER RD - LOCAL ROADWAY/PARALLEL CONNECTIONS	NEW LOCATION	0	2	0.9	HALL
ACADEMY STREET EXTENSION FROM JESSE JEWELL PKWY TO INTERSECTION OF GROVE ST AND PARKER ST	NEW LOCATION	0	2	0.1	HALL
SPRING ST EXTENSION WEST TO WASHINGTON ST, APPROXIMATELY 600' WEST OF ACADEMY; ONE WAY EB	NEW LOCATION	0	2	0.2	HALL
PATRICIA DRIVE EXTENSION WEST TO MLK JR. BLVD	NEW LOCATION	0	2	0.1	HALL
IVEY TERRACE EXTENSION TO GREEN STREET	NEW LOCATION	0	2	0.3	HALL
INDUSTRIAL BLVD EXTENSION NORTH UNDER ATHENS HWY TO JESSE JEWELL AT BRANCH ST/W MULTI-USE TRAIL	NEW LOCATION	0	2	1.7	HALL
MODIFY FREEWAY SIGNAGE TO ENCOURAGE GREATER USE OF JESSE JEWELL PKWY FOR ACCESS TO GAINESVILLE AND TRAVEL TO THE NORTH. CONSIDER REMOVAL OF US 129 BUSINESS DESIGNATION SO THAT US 129 TRAFFIC USES JESSE JEWELL PKWY	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL
GREEN STREET MID/LONG-TERM - ALTERNATE OPTION: CONVERT GREEN ST FROM ACADEMY TO RIVERSIDE INTO A BOULEVARD W/ 20' WIDE MEDIAN, WIDE SIDEWALKS AND STREETSCAPE ELEMENTS	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL
DOWNEY BLVD EXTENSION AND INTERCHANGE - EXTEND DOWNEY BLVD EAST TO I-985. CONSTRUCT A NEW INTERCHANGE AT I-985 AT THE DOWNEY BLVD EXTENSION WITH INTERCHANGE CONNECTING TO THE EE BUTLER INTERCHANGE TO THE SOUTH.	NEW INTERCHANGE	N/A	N/A	N/A	HALL
NEW ROADWAY BETWEEN SR 332 AND SR 124 NEAR TRADITIONS OF BRASELTON GOLF CLUB	NEW LOCATION	0	2	1.0	HALL
IMPLEMENT A MULTIMODAL TERMINAL AT OR NEAR EXISTING AMTRAK STATION THAT BRINGS TOGETHER LOCAL BUS ROUTES, EXPRESS BUS ROUTES, AND/OR COMMUTER RAIL, AMTRAK RAIL, GREYHOUND BUS, PARKING AND BIKE/PED ACCESS INTO ONE FACILITY	TDM	N/A	N/A	N/A	HALL
I-985 INTERCHANGE OPERATIONS STUDY	INTERCHANGE OPERATIONS STUDY	N/A	N/A	N/A	HALL
CONSTRUCT AUXILIARY LANES AT SELECT INTERSECTIONS ALONG CLARKS BRIDGE ROAD/SR 284 BETWEEN US 129 AND NOPONE RD (9 INTERSECTIONS)	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL
THOMPSON BRIDGE RD-DAWSONVILLE HWY CONNECTOR ACROSS LAKE LANIER	NEW LOCATION	0	4	2.0	HALL
MLK JR BLVD CORRIDOR - ADD A TWO-WAY LEFT TURN LANE/STREETSCAPES FROM EE BUTLER PKWY TO DOWNEY BLVD	ROADWAY OPERATIONS	2	3	0.0	HALL
SR 53 FM SR 13 TO TANNERS MILL RD	WIDENING	4	6	0.0	HALL
JESSE JEWELL PKWY CAPACITY EAST - WIDEN TO 6 LANES WITH MEDIAN FROM BRANCH ST/INDUSTRIAL BLVD EXT. (TMP #24) TO OCONEE CIR/MILLER DR	WIDENING	4	6	1.7	HALL
INTERCHANGE: ATHENS HIGHWAY - IMPLEMENT CAPACITY CHANGES INCLUDING WIDENING OR RECONSTRUCTION OF INTERCHANGE BRIDGES AND RECONSTRUCTION OF RAMPS TO INCREASE CAPACITY AND ADD SHOULDERS TO BRIDGES.	INTERCHANGE MODIFICATION	N/A	N/A	N/A	HALL
ATLANTA HWY - WIDEN TO 4 LANE SECTION W/ LANDSCAPED MEDIAN BETWEEN MEMORIAL DR AND INDUSTRIAL BLVD; ATLANTA HWY - ADD A TWO-WAY LEFT TURN LANE FROM INDUSTRIAL BLVD. TO HALL ST.; ATLANTA HWY OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM MEMORIAL PARK DR TO TUMBLING CREEK RD	WIDENING	2	4	1.0	HALL
JESSE JEWELL PKWY AT JOHN MORROW PKWY OPERATIONS - LONG TERM ALTERNATIVE: IMPLEMENT A GRADE SEPARATED LEFT TURN OVERPASS DESIGN	INTERSECTION	N/A	N/A	N/A	HALL
JESSE JEWELL PKWY AT PRIOR STREET OPERATIONS - ADD 100' NORTHBOUND AND SOUTHBOUND LT LANES	INTERSECTION	N/A	N/A	N/A	HALL
BROWNS BRIDGE RD AT PEARL NIX PKWY OPERATIONS - ADD SECOND NB LEFT TURN LANE (300' IN LENGTH) AND ADD SECOND SB LEFT TURN LANE (200' IN LENGTH); ADD EB RIGHT TURN LANE (250' IN LENGTH) AND ADD WB RIGHT TURN LANE (125' IN LENGTH)	INTERSECTION	N/A	N/A	N/A	HALL
INTERCHANGE: QUEEN CITY PARKWAY - IMPLEMENT OPERATIONAL CHANGES SUCH AS EXTENDING LANES, ADDING AUX LANES AND MODIFYING RAMP OPERATIONS	INTERCHANGE MODIFICATION	N/A	N/A	N/A	HALL
INTERCHANGE: JESSE JEWELL PARKWAY - IMPLEMENT OPERATIONAL CHANGES SUCH AS EXTENDING LANES, ADDING AUX LANES AND MODIFYING RAMP OPERATIONS	INTERCHANGE MODIFICATION	N/A	N/A	N/A	HALL
SR 124 FM BARROW CO LINE TO SR 60	WIDENING	2	4	8.1	HALL
DAWSONVILLE HWY/SR 53 CAPACITY - WIDEN TO 6 LANES FROM SPORTSMAN CLUB RD TO WASHINGTON ST	WIDENING	4	6	1.8	HALL
JESSE JEWELL PKWY AT EE BUTLER PKWY GRADE SEP. L - LONG TERM ALTERNATIVE: IMPLEMENT A GRADE SEPARATED LEFT TURN OVERPASS DESIGN	INTERSECTION	N/A	N/A	N/A	HALL

TABLE 1
CANDIDATE ROADWAY PROJECTS

PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY
ATHENS STREET-MCDONALD STREET CONNECTOR - REALIGN ATHENS ST. TO CROSS PURINA DR AND CONNECT TO MCDONALD ST	NEW LOCATION	0	2	0.3	HALL
COMMUNITY WAY EXTENSION TO LIMESTONE PKWY & CONTINUE TO WHITE SULPHUR RD; REALIGN INTERSECTION AT JESSE JEWELL TO BRANCH ST	NEW LOCATION	0	2	1.2	HALL
DAWSONVILLE HWY/SR 52 AT MCEVER RD - LOCAL ROADWAY/PARALLEL CONNECTIONS	NEW LOCATION	0	2	0.4	HALL
TRAFFIC SIGNAL EQUIPMENT AND CONTROL CENTER - MODIFY TRAFFIC SIGNAL FIELD DEVICES TO OPERATE ON INTERNET PROTOCOL, INSTALL MONITORING AND CONTROL EQUIPMENT IN TRAFFIC CONTROL CENTER, CONNECT TO CITY FIBER OPTICS NETWORK FOR COMM WITH TCC	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
UPGRADE TCC SYSTEMS AND EQUIPMENT - COMPUTER SYSTEMS, MONITORS, CONTROL EQUIPMENT IN FIELD AND IN TCC TO MATCH CURRENT STANDARDS	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
UPGRADE TCC SYSTEMS AND EQUIPMENT - COMPUTER SYSTEMS, MONITORS, CONTROL EQUIPMENT IN FIELD AND IN TCC TO MATCH CURRENT STANDARDS	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
TRAFFIC SIGNAL COORDINATION AND COMM - CONNECT EXISTING SYSTEM - INSTALL FIBER OPTIC COMM, BLUETOOTH TRAVEL TIME SENSORS, AND CAMERAS ALONG JESSE JEWELL PKWY EAST OF DOWNTOWN (VIA GAINESVILLE IT COMMUNICATIONS), DOWNTOWN GAINESVILLE, AND JOHN MORROW PKWY. (2 MILES PLUS USE OF IT COMM SYSTEM WITH 37 CAMERAS)	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
TRAFFIC SIGNAL COORDINATION AND COMM - EXTEND TO KEY CORRIDORS - INSTALL FIBER OPTIC COMM, BLUETOOTH TRAVEL TIME SENSORS AND CAMERAS TO BROWNS BRIDGE RD WEST OF PEARL NIX PKWY (VIA GAINESVILLE IT COMMUNICATIONS), EE BUTLER PKWY/ATHENS HWY SOUTH OF MLK BLVD, AND GREEN STREET-THOMPSON BRIDGE RD NORTH OF ACADEMY ST (3.5 MILES PLUS USE OF IT COMM SYSTEM WITH 16 CAMERAS)	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
TRAFFIC SIGNAL COORDINATION AND COMM - SECONDARY CORRIDORS AND PARALLEL TMC COMM - INSTALL FIBER OPTIC COMM AND CAMERA MONITORING ALONG ATLANTA HWY, PEARL NIX PKWY, AVIATION BLVD, INDUSTRIAL BLVD, QUEEN CITY PKWY, DOWNEY BLVD, S. ENOTA DRIVE, PARK HILL DR, LIMESTONE PKWY, AND MLK JR BLVD, AS WELL AS A CONNECTION DOWN MAIN ST FROM MLK JR BLVD TO THE CITY TRAFFIC CONTROL CENTER. (12.5 MILES WITH 25 CAMERAS)	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL
DRIVER INFORMATION VIA CHANGEABLE MESSAGE SIGNS - PROVIDE CHANGEABLE MESSAGE SIGNS AND OPERATION ALONG STATE ROUTES IN COORDINATION WITH GDOT NAVIGATOR PROGRAM ALONG I-985. IMPLEMENTATION OF 12 SIGNS ALONG 3 CORRIDORS IS ANTICIPATED (EE BUTLER PKWY, JESSE JEWELL PKWY, AND QUEEN CITY PKWY)	SIGNAL OPERATIONS	N/A	N/A	N/A	HALL

II – EXISTING CONDITIONS & NEEDS ASSESSMENT

FIGURE 13
CANDIDATE ROADWAY PROJECTS

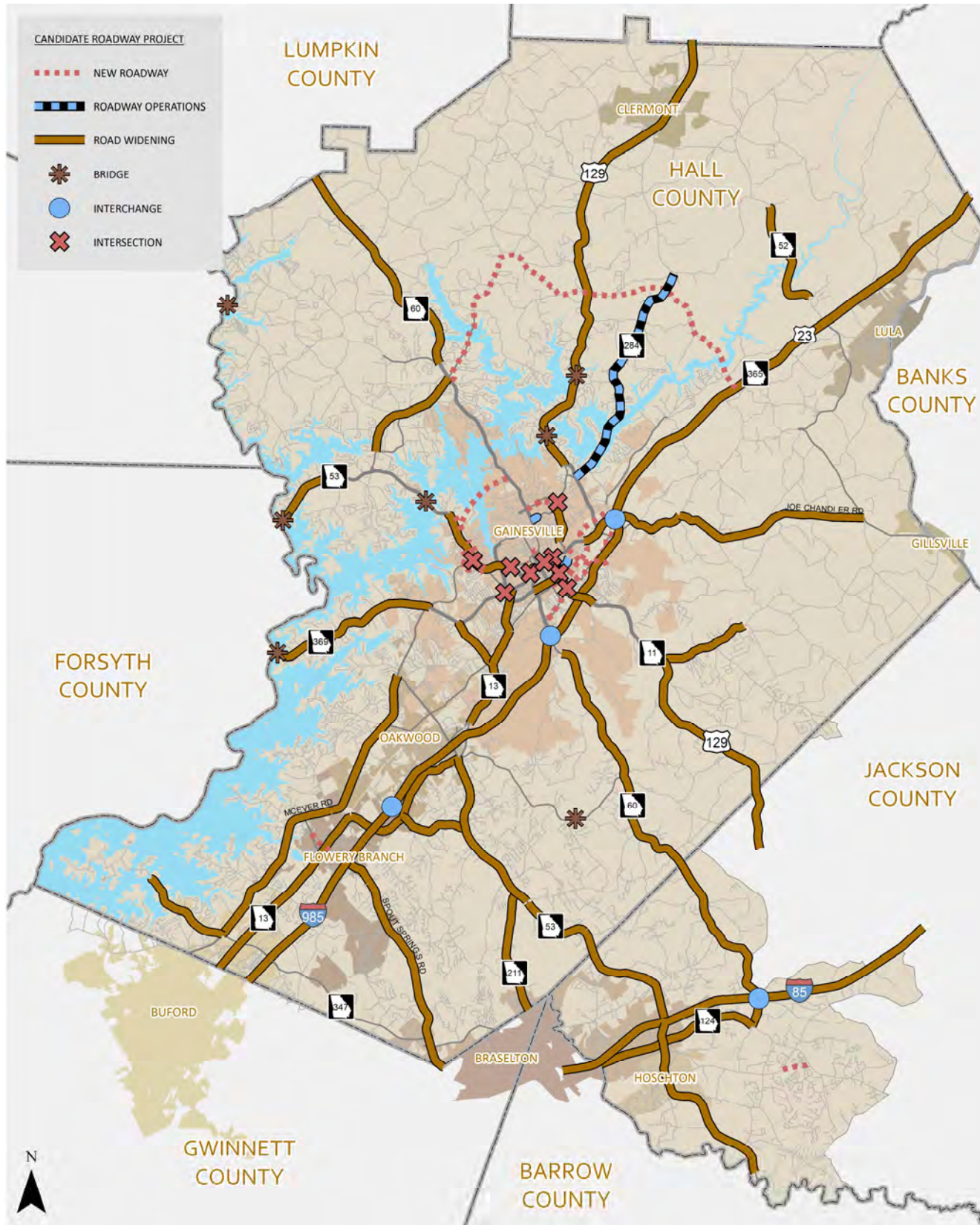
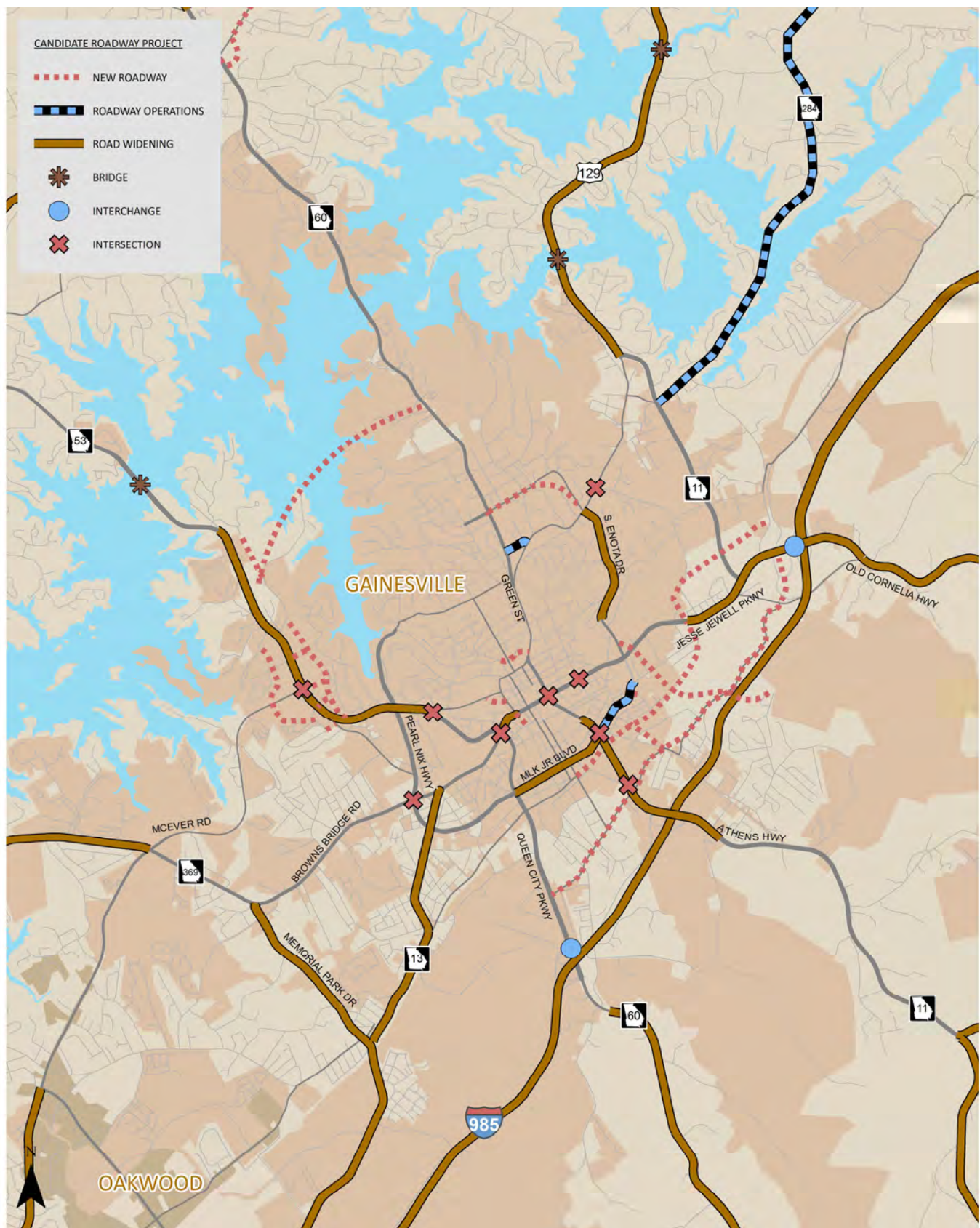


FIGURE 13
CANDIDATE ROADWAY PROJECTS



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

LOCAL TRANSIT PROVIDERS

Hall Area Transit (HAT) has served the City of Gainesville and Hall County since 1983. As the public transit service provider for the county, HAT's mission is to provide efficient, effective, and affordable public transportation, allowing riders to access employment, retail shops, recreational facilities, medical offices, social service agencies, government offices, and other key destinations. HAT provides public transportation to the urban and rural portions of Gainesville and Hall County. Services include a scheduled fixed route service known as Gainesville Connection and Mobility Plus paratransit service within the City of Gainesville and a "dial-a-ride" (demand-responsive) van service in the outlying areas of the county. The overall system is illustrated in Figure 14.

Hall Area Transit (HAT) operates a scheduled fixed route service known as Gainesville Connection, a paratransit service within the City of Gainesville, and a demand-responsive van service throughout Hall County.

Additionally, HAT maintains the Gainesville Connection Transfer Station at High and Pine Streets, a predominantly industrial area, at the southern end of downtown Gainesville. A small number of parking spaces are available at this location, although park-and-ride utilization is low. HAT has a transfer point at a shelter on Prior Street at the Gainesville-Hall Community Service Center. The Service Center parking lot provides a storage site for HAT vehicles.

The National Transit Database (NTD) makes available several operating statistics for HAT. The three most recent years of available data are shown in Table 2.

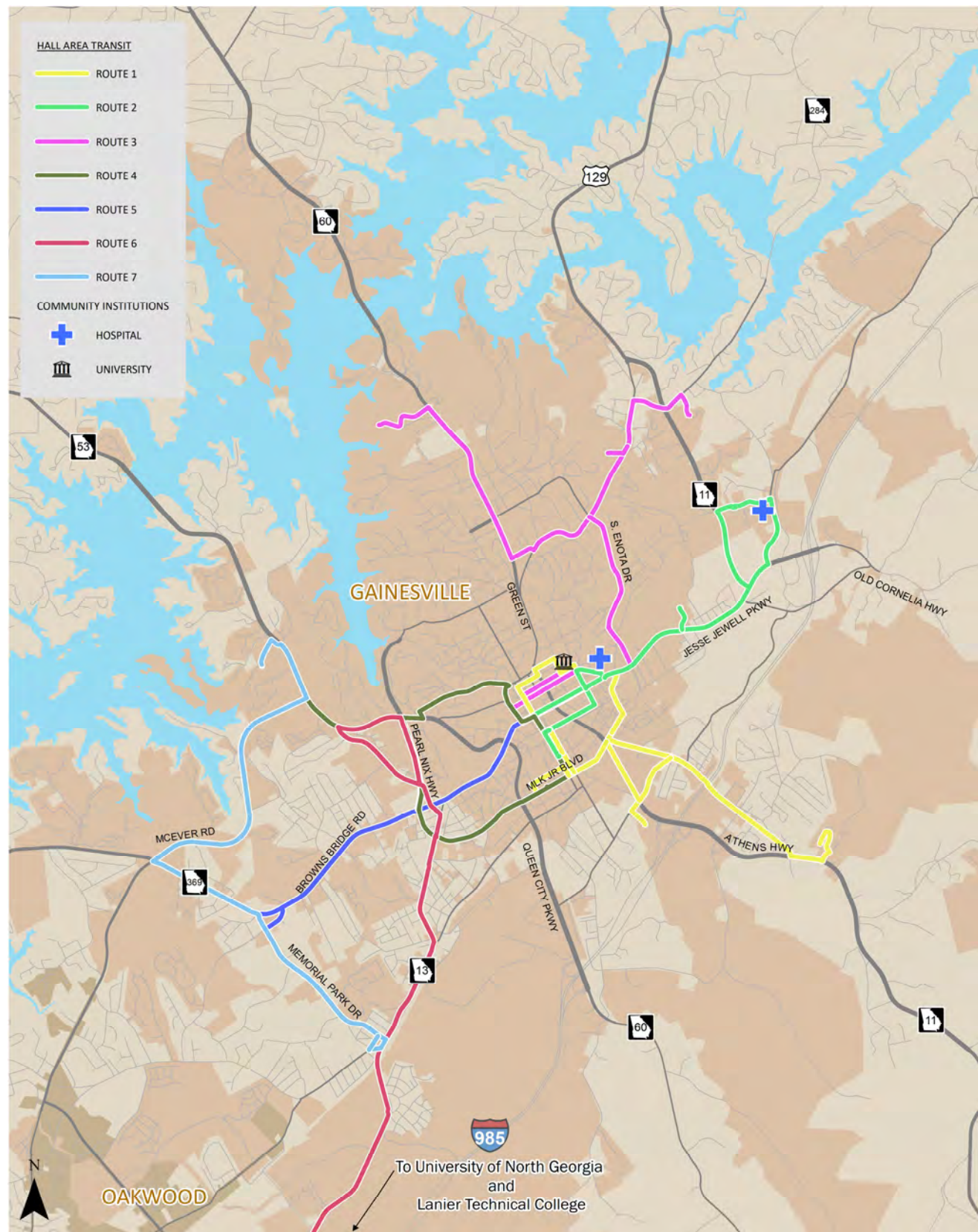
TABLE 2
HALL AREA TRANSIT OPERATING STATISTICS

SERVICE TYPE	2010	2011	2012
OPERATING EXPENSES (IN THOUSANDS)			
Gainesville Connection	\$634	\$753	\$731
Demand Response	\$578	\$559	\$586
ANNUAL PASSENGER MILES (IN THOUSANDS)			
Gainesville Connection	n/a	864	877
Demand Response	212	199	176
ANNUAL VEHICLE REVENUE MILES (IN THOUSANDS)			
Gainesville Connection	189	269	254
Demand Response	163	152	176
ANNUAL UNLINKED TRIPS (IN THOUSANDS)			
Gainesville Connection	120	176	240
Demand Response	27	27	25
OPERATING EXPENSE PER VEHICLE REVENUE MILE			
Gainesville Connection	\$3.35	\$2.80	\$2.88
Demand Response	\$3.54	\$3.67	\$3.34
OPERATING EXPENSE PER PASSENGER MILE			
Gainesville Connection	n/a	\$0.87	\$0.83
Demand Response	\$2.72	\$2.81	\$3.34

Source: National Transit Database
n/a = not available



FIGURE 14
HALL AREA TRANSIT (HAT) SYSTEM



II – EXISTING CONDITIONS & NEEDS ASSESSMENT

GAINESVILLE CONNECTION

The urban fixed route service, known as the Gainesville Connection, operates Monday through Friday from 6:00 am to 6:00 pm. As of April 2014, regular fares on the Gainesville Connection are \$1.00 per one-way trip for persons age 7 to 59 and \$0.50 for persons age 60 and older. A \$2.00 Daily Bus Pass and a \$30.00 Monthly Bus Pass are also available for purchase. Transfers between routes are \$0.50 and remain valid within 50 minutes from the time of issuance. There are currently 22 bus shelters in place at stops along HAT Gainesville Connection bus routes. Shelters include a posted schedule and route map to help riders identify the next scheduled time of arrival.

The Gainesville Connection routes provide service with nine 15-passenger vehicles and two spares. All HAT fixed route vehicles are accessible under the requirements of the Americans with Disabilities Act (ADA), and all vehicles are equipped with wheelchair lifts. The seven routes and points of interest served are described below.

- Route 1 South: Health Department, Good News Clinic, AVITA, Brenau University, INK, Lenox Park, Hall County Main Library, Harrison Square, HAT Office
- Route 1 North: New Holland Tractor, Hospital at Spring Street, Good News, Greyhound Bus Station, Post Office, Hospital, Brenau University, Library, HAT Office
- Route 2: Hall Area Transit Administrative Office, Georgia Mountain Center, Gainesville Police Department, Community Service Center, Guilford Clinic, Milliken Mills, Frances Meadows Aquatic Center, Imaging Center, Lanier Medical Park, Hospital, Gainesville Middle School, New Holland Elementary School, HAT Office
- Route 3: Gainesville Downtown Square, Georgia Mountain Center, Brenau College, Long Street Clinic, Rehabilitation Institute, J&J Grocery Store, Windcliff Apartments, Ridgecrest Apartments, Publix, Gainesville Dialysis, Linwood Apartments, Advanced Eye Clinic, Frances Meadows Aquatic Center, Hospital
- Route 4: Library, Potter's House, Gainesville City School Board, Colonial Mall, Subway, Home Depot, Best Buy, Jackson EMC, Lake Forest Apartments, Kohl's, Target, Gainesville Public Housing
- Route 5a: Hall Area Transit Administrative Office, Alta Vista Cemetery, AVITA at Marbry Rd., Target, Big Lots, Kentucky Fried Chicken, Memorial Gardens

Cemetery, Enterprise Rentals, Office Pro, Applebee's, Red Lobster, J&J Food Mart, Brenau Downtown Campus

- Route 5b: Hall Area Transit Administrative Office, Ninth District, Alta Vista Cemetery, Big Lots, Kentucky Fried Chicken, Memorial Gardens Cemetery, Enterprise Rentals, Office Pro, Applebee's, Red Lobster, J&J Food Mart, Brenau Downtown Campus, Hall County Government Building
- Route 6: Walmart, Mama Ruths, Aeromexico, La Villita, Yuriria Supermarket, Lanier Career Academy, Department of Labor, Gainesville State College, Salvation Army Family Store, Colonial Mall
- Route 7: Memorial Park Cemetery, Hall County Government Office, Post Office, Lake Forest Apartments

Challenges to the Gainesville Connection service include a lack of pedestrian accessibility to the service, limited service hours, connectivity to other modes of transportation, and a low density built environment that is not conducive to transit usage.

Improving pedestrian accessibility to Gainesville Connection bus stops was identified in the HAT Transit Development Plan (TDP) as a need along many of the Gainesville Connection routes. In many instances, sidewalks are unavailable, and some bus stops do not meet Americans with Disabilities Act (ADA) accessibility guidelines. Key Gainesville Connection service-area corridors exhibiting such impediments were identified as follows:

- Athens Street/Athens Highway;
- Beverly Road;
- Browns Bridge Road;
- Clarks Bridge Road; Downey Boulevard;
- E.E. Butler Parkway;
- Jesse Jewell Parkway (Downtown, East);
- Limestone Parkway;
- Martin Luther King Jr. Boulevard;
- Memorial Park Drive;
- Morningside Drive;
- Park Hill Drive;
- Shallowford Road;
- South Enota Drive;
- Thompson Bridge Road;
- West Ridge Road; and
- White Sulphur Road.

The limited Gainesville Connection service hours was also identified as a barrier for those wanting to use the service to travel to work. Service is unavailable for travel for those who work on early morning, evening, or the late-shifts as well as on the weekends.

The TDP considered the connectivity of Gainesville Connection service to other modes and that service improvements could be made to facilitate complete trips. For example, by equipping HAT vehicles with bicycle racks, more patrons could use the HAT service for longer trips and get to their final destination via bicycle. Additionally, HAT routes should connect or provide service hours to connect to the GHMPO service area's other transportation facilities, including the Buford Park and Ride Lot in Gwinnett County and the Greyhound bus or the Amtrak stations in Gainesville.

Physical environment barriers to using transit identified within the GHMPO service area included large block lengths, lack of pedestrian street crossings, and deep building setbacks. In the evaluation of future residential and employment land use, the TDP found that areas where growth is anticipated do not appear to have transit-supportive densities. Despite these growth patterns (much of it concentrated in south Hall county) there are notable points of interest in those areas to consider for future extensions of service including the Oakwood Veterans Administration Clinic and the Northeast Georgia Health System Hospital in Braselton.

DEMAND-RESPONSE

There are two components to the demand-responsive service offered by HAT. These include the ADA-complementary paratransit service required for the service area within a three-quarter-mile distance from Gainesville Connection transit stops, and the demand-responsive van service offered by HAT to all persons residing and working in Hall County outside of the Gainesville Connection service area. The countywide service provided by HAT is called "Dial-A-Ride" and the ADA-complementary service is called "Mobility Plus." These trips are scheduled by contacting HAT 48 hours in advance to reserve service.

HAT maintains a distance-based fare structure as follows:

- Up to two miles, \$2.00;
- Two to four miles, \$3.00;
- Four to seven miles, \$4.00;
- Seven to nine miles, \$5.00;

- Nine to eleven miles, \$6.00; and
- Eleven to thirteen miles, \$7.00.

HAT presently uses two vehicles to accommodate the ADA-complementary paratransit service. Each vehicle supports up to 10 ambulatory passengers with accommodations for two wheelchairs. Nine vehicles support the rural demand-responsive service area in Hall County.

Federal Transit Law, as amended by MAP-21, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. The GHMPO Human Services Transportation Plan was adopted in 2009. This plan was the first to assess human service transportation needs and identify both public and private transportation providers specifically within the GHMPO service area.

A number of human service transportation service gaps, needs, and challenges were identified in the plan:

- Existing providers do not adequately provide service to all those needing service. Some areas within the GHMPO service area have little to no service.
- Little to no service is available for off-peak travel times. Longer hours of service are needed for public transit and complementary paratransit service.
- Many of the human service facilities and work destinations are not served by public transportation.
- Little information is available to the public for services that are available. Some agency providers are unaware of public transportation services operating in the GHMPO service area.
- Demand for services, particularly from the growing senior population, is anticipated to increase.
- Workforce development for under- and un-employed persons requires transportation assistance and services.
- In some portions of the GHMPO service area there is duplication of demand response services. Many providers limit passengers to their own client base

II – EXISTING CONDITIONS & NEEDS ASSESSMENT

but could share programs and resources with similar clients.

- Facilities are inadequate to provide convenient transfers between demand response and fixed-route transit service. Route scheduling for demand response service does not integrate fixed-route bus scheduling.

Recommendations identified in the GHMPO Human Services Transportation Plan promote improved coordination between transportation service providers within the GHMPO service area. A summary of recommendations and implementation status are shown in **Table 3**. Recommendations that have not yet been implemented remain unmet needs for improved coordination.

TABLE 3
HUMAN SERVICE TRANSPORTATION PLAN
IMPLEMENTATION STATUS

RECOMMENDATIONS	STATUS
Create a Human Services Transportation Coordinating Council (HSTCC) with GHMPO service area transportation provider representatives (to include HAT, Georgia DNR, Legacy Link, Village Nursing Care, Disability Resource Center, Gainesville Senior Center, Southeastrans, and others). Activities that the HSTCC could undertake include: regularly updating the Human Services Transportation Plan and integrate the plan with other regional and statewide plans, integrating public and human services transportation into local decision-making processes, and executing a regional public information campaign to increase awareness and garner more support for services.	Conducting quarterly meetings
Develop a comprehensive mobility management policy and means to better coordinate services and resources. Note: Mobility management is an innovative approach for managing and delivering coordinated transportation services to transit customers, including older adults, people with disabilities, and individuals with lower incomes.	No action to date
Coordinate with Georgia Department of Human Services to identify eligible projects for Federal Transit Administration (FTA) Section 5310 (Specialized Transportation, Elderly and Disabled) grants.	Utilize 5311 funds; reviewing 5310 and 5317 – New Freedom

In 2010, the Georgia legislature passed House Bill 277 (Transportation Investment Act of 2010) and it was subsequently signed into law by the Governor. This law includes a statewide initiative to promote coordinated transportation services and the Georgia Coordinating Committee for Rural and Human Services Transportation was created as part of the Governor's Development Council. Committee duties include a report on how to better coordinate public transportation services across the state. The outcome of the committee's work will likely have an impact on Hall County services and should promote additional coordination.

OTHER TRANSPORTATION PROVIDERS

EXPRESS BUS

The service area for the Georgia Regional Transportation Authority (GRTA), operator of Xpress commuter bus services in the Atlanta metropolitan area, does not currently include Hall County. However, given the county's inclusion within the 20-county Atlanta nonattainment area for ozone and the 22-county nonattainment area for fine particulate matter, and due to the strong commuting relationship between the GHMPO area and metro Atlanta, GRTA is likely to consider expanding commuter bus service as part of its long-range service planning if capital and operations funds are available.

Many residents of the GHMPO area commute to the metro Atlanta region utilizing existing park and ride lots to interface with GRTA commuter buses. In the future, GRTA may consider expanding such service to GHMPO if capital and operations funds are available.

COMMUTER FACILITIES

The rising costs of inter-county and long-distance commuting, particularly to the Athens and Atlanta metropolitan areas are making park and ride lots an attractive option for alternative transportation in Hall County. Park and ride lots support ridesharing activities while providing a potential future location for express bus services. GDOT operates one park and ride lot in Oakwood, at the intersection of SR 53 (Winder Highway) and Wallis Road, just south of the I-985 northbound off-ramp at Exit 16. The lot has 126 parking spaces. The 493-space Thurman Tanner Park and Ride Lot was recently constructed at SR 13 (Atlanta Highway) and I-985 as part of the I-985

interchange project. In addition, many Atlanta-bound Hall County commuters use the park and ride lot in Gwinnett County at SR 20 (Buford Drive) just west of the I-985 southbound on-ramp. Served by GRTA Xpress Route 101, the Buford park-and-ride has 335 spaces and is located approximately three miles south of Hall County.



AMTRAK PASSENGER RAIL SERVICE

National intercity rail service is offered daily by Amtrak. The Gainesville Amtrak station is on the Amtrak Crescent line which provides service from New Orleans to New York. The passenger station is located on the north side of the Norfolk Southern tracks on Industrial Boulevard. Station hours are from 7:00 am to 8:30 am (service to New Orleans) and from 8:00 pm to 9:30 pm (service to New York City).

GREYHOUND BUS SERVICE

National intercity bus service is provided by Greyhound Lines from a passenger station on Martin Luther King Jr. Boulevard. The station is open from 7:30 am to 5:00 pm Monday through Friday and from 7:30 am to noon on Saturday. Currently, the station is served by two buses per day from Gainesville to Atlanta at 8:10 am and 8:25 pm.

TAXICABS

The GHMPO area has a number of private taxicab operators providing service within the City of Gainesville and Hall County. According to the City of Gainesville, eight taxicab companies are currently licensed for operation within city boundaries. An additional four taxicab companies are providing taxicab services in Hall County. A number of the taxicabs provide service for the growing Spanish-speaking population. Taxicabs offer variable distance-based rates for services to destinations throughout Hall County. Several offer flat-fee rates to major shopping sites in Gwinnett and Banks/Jackson Counties, as well as shuttle service to Hartsfield-

Jackson Atlanta International Airport (HJIA) and other destinations in Atlanta and Athens. A similar number of taxi services based just outside of Hall County (in Buford, Winder, etc.) serve a number of Hall County's incorporated areas.

AIRPORT SHUTTLES

One airport shuttle is registered at HJIA that provides shared-ride services between HJIA and Gainesville, AAA Airport Express. One-way trip rates currently are \$45 per person.

HUMAN SERVICE TRANSPORTATION PROVIDERS

In addition to HAT and the taxicab services, several private agencies provide transportation services to individual segments of the population, as identified in the GHMPO Human Services Transportation Plan (February 2009). Many of these providers offer service to the northeast Georgia area as well as the Gainesville-Hall area. Generally speaking, the majority of private transportation services are available between 8:00 am and 5:00 pm, while some have longer service hours and a few provide 24-hour service.

PASSENGER RAIL

The Georgia Rail Passenger Program (GRPP) envisions future commuter rail service between Atlanta and Gainesville. This commuter rail line would have seven stations beginning at Lenox and going to Norcross, Duluth, Suwanee, Sugar Hill, Oakwood, and Gainesville. The GDOT study projects that there would be more than 7,000 daily passenger trips and a substantial part of the operating costs could potentially be recovered from the fare box (estimated recovery about 60 percent).

The same rail line would serve as part of an intercity rail program also envisioned by GDOT. The Intercity Rail Passenger Plan explores the possibility of intercity rail passenger services between Atlanta and Greenville, South Carolina, going through Gainesville. The service is projected to attract 128,000 passengers annually by 2020. Neither of these rail programs are reflected in the 2040 RTP, due to financial constraints.

Additionally, GDOT and the Federal Railroad Administration have published a Notice of Intent that they will initiate work on an Environmental Impact Statement to evaluate Atlanta to Charlotte high speed rail line. One of three alternatives for this potential line would stop in Gainesville on each of over a dozen round trips per day at up to 110 miles per hour.

II – EXISTING CONDITIONS & NEEDS ASSESSMENT

BICYCLE & PEDESTRIAN INFRASTRUCTURE

There are currently approximately 5 miles of paved and unpaved walking and biking trails in Hall County. The University of North Georgia also has approximately 3.5 miles of unpaved mountain bike trails, while the Chicopee Woods Park boasts a 21-mile system for off-road biking purposes. The ongoing project known as the Central Hall Trail will gain almost 3 more additional miles of multi-use trail in 2014-15 as another segment along Palmour Drive and Atlanta Highway/SR 13 reaches completion. Widening projects along Spout Springs Road and Lanier Islands Parkway which are currently under design and construction will have adjacent segments of 10' multi-use paths as well.



Within the City of Gainesville, the Midtown Greenway is an existing section of the larger Central Hall Trail network and is part of the city's redevelopment plan for its downtown and midtown areas. The 10' wide trail follows an old railroad bed from just north of Parker Street to Martin Luther King Jr. Boulevard in Gainesville's midtown area. A second phase of construction is scheduled to begin in 2015 which will extend this trail further south to the intersection of Pine Street, Industrial Boulevard, and Georgia Avenue. With the completion of this phase of construction, the trail will be approximately 2/3 of a mile long. The Rock Creek Greenway, which opened in 2009, is an approximately 2-mile long trail of 10' and 8' wide sections that connect from Longwood Cove on Lake Lanier to downtown Gainesville. The greenway passes through Longwood Park, Wilshire Trails, Ivey Terrace Park, and Rock Creek Park. It is a heavily used trail for residents in the area, and its southern terminus at Rock Creek Park is only 0.5 miles from the Midtown Greenway.

One short segment of multi-use trail currently exists within the city limits of Flowery Branch. This section of trail is located within the Sterling on the Lake subdivision off Spout Springs Road. The trail begins at the development entrance and extends approximately 2,960' along Lake Sterling Boulevard. Expansion of this trail would make it an important link between paths proposed on Spout Springs Road and Lanier Islands Parkway/SR 347. The trail is also adjacent to the developing Cherokee Bluffs Park. Planned amenities in the park include mountain biking trails, hiking and walking trails, and a disc golf course.

The City of Braselton has built an unpaved walking trail along Mulberry Creek which extends from Thompson Mill Road in Barrow County to a northern terminus east of Old Winder Highway/SR 211. The city plans additional phases for this trail to extend further south into Barrow County, as well as further west into Hall County along the creek. The current trail is approximately 2.5 miles long and has a compacted earth base.



Several planned trails have received or are expected to receive programmed funding within the next 10 years. These projects will incorporate pedestrian and bicycle infrastructure along the following corridors:

- Lanier Islands Parkway/SR 347
- Spout Springs Road
- The Central Hall Trail Loop

The GHMPO Bicycle and Pedestrian Plan Update (2014) developed three major strategies in planning future bicycle and pedestrian infrastructure. These three strategies are summarized as:

- Adopt a plan framework to address branding and funding through the GHMPO area;

- Build primary destination trails to emphasize connections to notable points of interest within the GHMPO area;
- Create a linear trail system to connect the communities with the GHMPO area and to complement the vehicular transportation network.

These three strategies manifested in a specific set of recommendations for several prioritized bicycle and pedestrian improvements. These recommendations are shown in **Figure 15** and **Table 4**. Intertwined with these recommendations is the opportunity for the communities within the GHMPO area to consider adopting municipal level ‘Complete Streets’ policies to complement GDOT’s recent passage of a policy. These policies are utilized to promote the incorporation of bicycle and pedestrian infrastructure in the design of transportation facilities and to take the perspective of designing for ‘all users.’

FREIGHT

The GHMPO area’s proximity to the Atlanta metropolitan area means that its transportation network assists with the freight burdens passing through the area. As noted, GHMPO itself is not a primary destination for airborne freight, but other modes of freight transportation are present.

Primarily, the GHMPO area has two major freight-bearing routes for truck transportation. EE Butler Parkway serves significant truck traffic between the industrial areas in the eastern portion of the City of Gainesville and I-985, with traffic volumes highest near I-985 and decreasing slightly approaching downtown Gainesville. US 129, the other common route for freight traffic, traverses north out of Gainesville into White County and provides access to the tourist destination of Helen. In general, truck movements between industrial areas and I-985 interchanges and inside the City of Gainesville are ongoing challenges in the GHMPO area.

Two major active freight rail lines run in a north-south direction through Hall County. The Norfolk Southern Atlanta/Greenville line parallels I-985/SR 365 and passes through Flowery Branch, Oakwood, Gainesville, and Lula. The CSX line runs south from Gainesville to Athens.

INTELLIGENT TRANSPORTATION SYSTEMS

A variety of Intelligent Transportation Systems (ITS) applications are capable of providing many benefits relating to traffic and transit operations. When appropriate, the GHMPO should consider developing an Advanced Transportation Management Systems (ATMS) Plan, so that affected agencies can review the opportunities for using new technology for improving the safety, efficiency, and maintenance of the transportation system.



Variable Message Sign on I-985

Currently, the most visible deployment of ITS applications in the GHMPO study area is the use of variable message signs along the I-985 corridor to indicate travel conditions to travelers. Additionally, the City of Gainesville provides remote monitoring and control of traffic signal systems through its traffic engineering office.

Considerations for future ITS implementation should include:

- Camera coverage and enhanced signal coordination along corridors with dynamic traffic conditions such as in retail and business areas;
- Emergency vehicle signal preemption for areas where fire and EMS response times are regularly impacted by traffic conditions;
- Transit-related applications, including bus Automated Vehicle Location trackers, arrival information, and on board cameras;
- Static signs that provide warning when appropriate for a variety of uses, including in advance of a blocked train crossing, traffic signal displays with limited advance sight distance, weather-related warnings, and school speed zones.

II – EXISTING CONDITIONS & NEEDS ASSESSMENT

FIGURE 15
BICYCLE AND PEDESTRIAN NETWORK

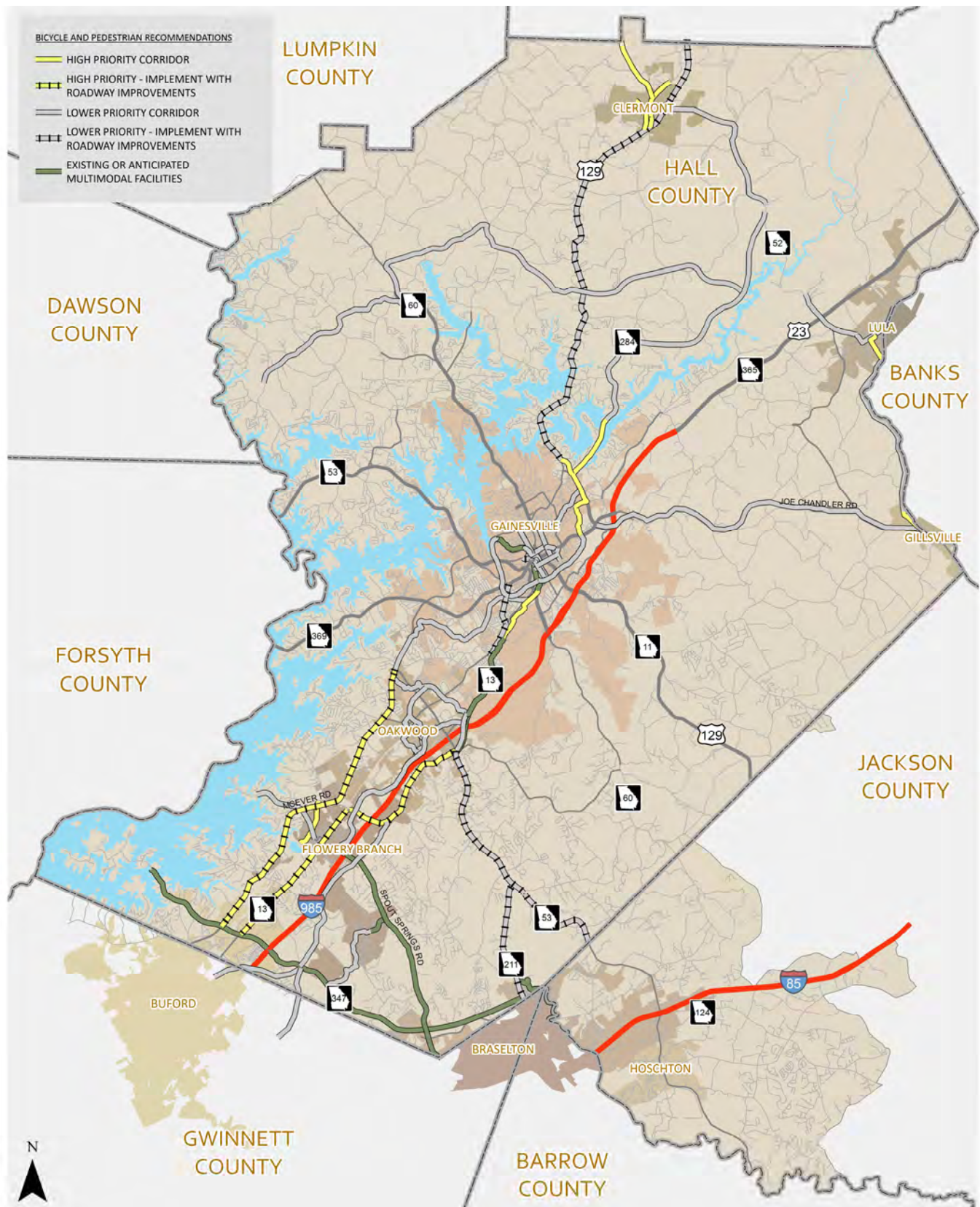


TABLE 4
GHMPO BICYCLE AND PEDESTRIAN PLAN UPDATE RECOMMENDED PROJECTS

#	NAME	LENGTH (MILES)	PRIORITY	COST (IN 2014 DOLLARS)
DESTINATION TRAILS				
1	CENTRAL HALL TRAIL: DOWNTOWN GREENWAY CONNECTOR	0.6		\$836,000
2	CENTRAL HALL TRAIL LOOP: PALMOUR DRIVE CONNECTOR	2.2	HIGH	\$2,412,000
3	CENTRAL HALL TRAIL LOOP: BALUS CREEK ROUTE	1.9		\$2,974,000
4	INDUSTRIAL BOULEVARD EXTENSION ⁽¹⁾	1.9		\$10,870,000
5	PEARL NIX PARKWAY TRAIL WEST ⁽¹⁾	1.7		\$4,210,000
6	PEARL NIX PARKWAY TRAIL EAST ⁽¹⁾	1.0		\$2,460,000
7	CENTRAL HALL TRAIL LOOP: FLAT CREEK ROUTE ⁽²⁾	4.5		\$1,073,000
8	CENTRAL HALL TRAIL LOOP: MCEVER ROAD GREENWAY CONNECTOR	1.2		\$1,384,000
9	FEASIBILITY STUDY FOR DON CARTER STATE PARK TRAIL	n/a	HIGH	\$150,000
10	DON CARTER STATE PARK TRAIL	8.3		\$10,363,000
11	CITY PARK TO ALBERTA BANKS PARK GREENWAY ⁽³⁾	1.3	HIGH	\$850,000
12	OAKWOOD TOWN CENTER TRAIL SYSTEM	5.0		\$6,429,000
LINEAR TRAIL NETWORK				
13	GH-020 US 129 BIKE LANES – LIMESTONE PARKWAY TO NOPONE ROAD ⁽⁴⁾	5.4		\$5,313,000
14	GH-036 US 129 BIKE LANES – CLARKS BRIDGE ROAD TO WHITE COUNTY LINE ⁽⁴⁾	2.7		\$2,688,000
15	SR 13/ATLANTA HIGHWAY TRAIL – BIKE LANE CONVERSION	1.2		\$1,634,000
16	GH-033 SR 13/ATLANTA HIGHWAY TRAIL – RADFORD ROAD TO SR 53/WINDER HIGHWAY ⁽⁴⁾	4.5	HIGH	\$1,617,000
17	HOG MOUNTAIN ROAD TRAIL	4.8		\$7,054,000
18	GH-035 US 129 BIKE LANES – NOPONE ROAD TO CLARKS BRIDGE ROAD ⁽⁴⁾	5.6		\$2,786,000
19	STUDY TO DETERMINE CONNECTION TO GWINNETT COUNTY GREENWAY SYSTEM	n/a		\$100,000
20	GAINESVILLE COMPLETE STREETS – WASHINGTON STREET, FAIR STREET, PRIOR STREET, BRADFORD STREET, MAIN STREET, COLLEGE AVENUE ⁽¹⁾	n/a		\$12,060,000
21	GH-040 WINDER HIGHWAY/SR 53 TRAIL – TANNERS MILL ROAD TO I-85 IN JACKSON COUNTY ⁽⁴⁾	2.6		\$907,000
22	CHEROKEE BLUFFS PARK TRAIL	2.4		\$4,171,000
23	LAKEVIEW DRIVE SIDEPATH	3.8	HIGH	\$6,576,000
24	AQUALAND MARINA PATH ⁽³⁾	2.2		\$2,100,000
25	LIMESTONE CREEK TRAIL	1.7		\$2,327,000
26	COUNTY LINE ROAD TRAIL	4.8		\$7,620,000
27	CORRIDOR STUDY TO DETERMINE ROUTE AND FACILITY TYPE BASED ON PROJECT GROWTH/DEMAND NORTHWEST OF GAINESVILLE	n/a		\$150,000
28	GH-025 OLD WINDER HIGHWAY/SR 211 TRAIL – WINDER HIGHWAY TO GWINNETT COUNTY LINE ⁽⁴⁾	3.3		\$4,750,000
29	WINDER HIGHWAY/SR 53 MULTI-USE TRAIL – ATLANTA HIGHWAY/SR 13 TO GH-040	4.7		\$4,608,000
30	CORRIDOR STUDY TO DETERMINE ROUTE AND FACILITY TYPE BASED ON PROJECT GROWTH/DEMAND EAST OF GAINESVILLE	n/a		\$100,000
31	SR 52/LULA HIGHWAY BIKE LANES – GH-019 TO CLERMONT	4.8		\$1,172,000
32	SIDEWALK AND SHARROWS IN CLERMONT	n/a	HIGH	\$4,544,000
33	SR 52/LULA HIGHWAY BIKE LANES – LULA TO GH-019	3.0		\$710,000
34	PHIL NIEKRO PATH ⁽³⁾	1.1		\$700,000
35	THURMON TANNER BOULEVARD TRAIL	5.6		\$5,845,000
36	GH-084 & GH-079 MCEVER ROAD TRAIL ⁽⁴⁾	10.0	HIGH	\$14,805,000
37	GH-080 SR 13/ATLANTA HIGHWAY TRAIL – LANIER ISLANDS PARKWAY TO PHIL NIEKRO BOULEVARD ⁽⁴⁾	3.3	HIGH	\$5,226,000
38	GILLSVILLE-COUNTY LINE ROAD TRAIL	0.9	HIGH	\$1,487,000
39	LULA-COUNTY LINE ROAD TRAIL	0.9	HIGH	\$1,432,000

(1) Source: Gainesville Transportation Master Plan

(2) Source: Gainesville 2030 Comprehensive Plan

(3) Source: Flowery Branch Redevelopment Plan

(4) Project is along planned roadway project

II – EXISTING CONDITIONS & NEEDS ASSESSMENT

AVIATION

The Lee Gilmer Airport (GVL) provides private general aviation air service, including fuel sales and aircraft storage. The airport is located on the south side of the City of Gainesville, with access provided by Queen City Parkway/SR 60 and Aviation Boulevard. The airport's main runway is 5,500 feet long by 100 feet wide (Runway 5/23). The airport also offers a 4,000-foot by 100-foot runway during daylight hours (Runway 11/29). As of 2006, with 106 based aircraft (including corporate jets), the airport averages approximately 100 operations per day.

GVL is considered a Level III/Business airport of regional impact by GDOT. This is defined as being capable of accommodating commercial aircraft or a variety of business and corporate jet aircraft. GVL meets requirements for its Level III classification by way of its runway length and its precision instrument landing tools. GVL currently has an instrument landing system (ILS), built as a result of federal funding for this improvement, on Runway 5/23. Runway 11/29 does not have an ILS in place.

While GVL is a growing facility that offers significant economic development opportunities, passenger and most freight aviation transportation available to Hall citizens and businesses will be offered at Hartsfield-Jackson Atlanta International Airport.

The Vision 2030 (2006) report included the following statement: "Expand and improve Lee Gilmer Memorial Airport as a critical asset for corporate growth in Gainesville-Hall County and Northeast Georgia. Lee Gilmer Memorial Airport is a positive impact on our area, a job creator, revenue generator and can help lower our tax base. Look for opportunities to acquire additional land, add new hangers, and a new terminal. Consider Intermodal Transportation of Air, Rail, and Trucking"

TRAVEL DEMAND MANAGEMENT

Transportation Demand Management (TDM) strategies offer another approach to providing broad transportation benefits with relatively low investment. In effect, TDM utilizes a variety of approaches to reduce the number of individual vehicles on the transportation system including:

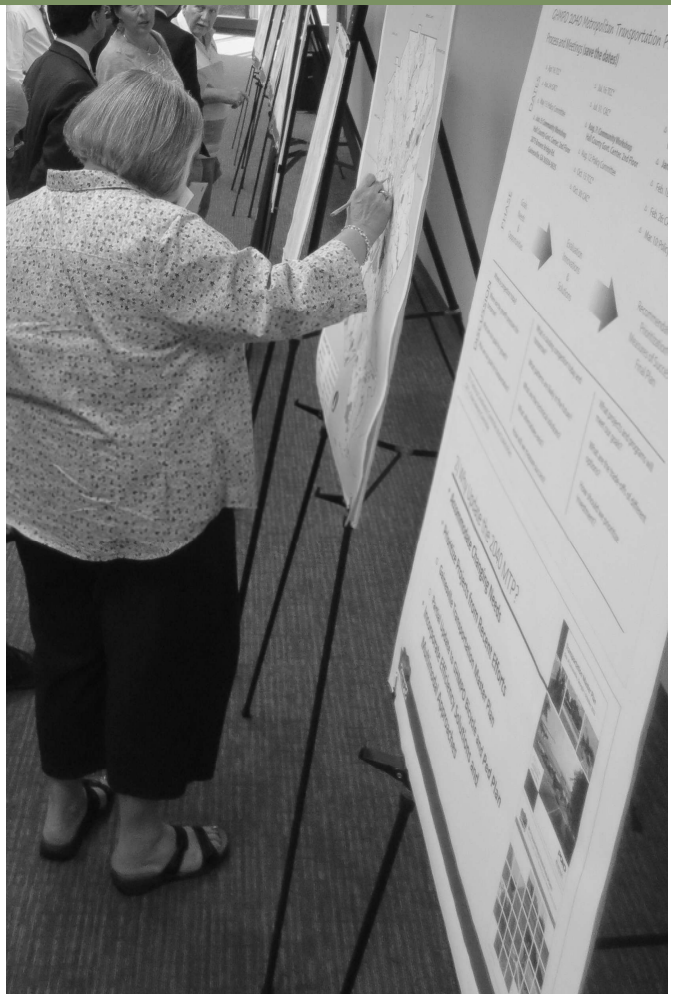
- Creating regional programs to market TDM strategies such as Georgia's Commute Options ;
- Providing outreach to major employers in the region to encourage ride-sharing, teleworking, or flexible scheduling;
- Creating awareness about the benefits of carpooling and vanpooling;
- Constructing park and ride lots;
- Increasing transit frequency and service-area coverage;
- Utilizing of regional express bus routes for morning and afternoon peaks.

As mentioned previously in the transit section, the GHMPO is served both directly and indirectly by some of these approaches.



III – PLAN EVALUATION

COMMUNITY ENGAGEMENT EFFORT
GOALS, OBJECTIVES, & MEASURES OF EFFECTIVENESS
AIR QUALITY CONSIDERATIONS
PROJECT IMPACT CONSIDERATIONS
SAFETY CONSIDERATIONS
TRAVEL DEMAND MODELING
PROJECT EVALUATION



III – PLAN EVALUATION

As a federally required process, the development of the RTP includes various requisite considerations. Therefore, this chapter documents the various required processes that were utilized in conducting and evaluating the plan.

COMMUNITY ENGAGEMENT EFFORT

The community engagement activities were often held in coordination with various milestones in the development of the plan in order to educate the community on the status of the plan's development and to solicit commentary in regards to the efforts conducted. Through this process, individual memorandums were developed to document all of the activities associated with the community engagement efforts. These documentation efforts are provided in **Appendix B** while the following section summarizes the activities conducted. Additionally, all community engagement activities related to the RTP development were conducted in accordance with the GHMPO Public Participation Plan.

Community engagement was multi-faceted and included public meetings, committee workshops, stakeholder interviews, a public comment period, and outreach to underserved populations.

ten separate categories of needs developed by the project team and asked to formally indicate their

TRADITIONAL PUBLIC MEETINGS

Traditional public meetings were held at four milestones in the plan's development. These meetings often consisted of a combination of interactive one-on-one discussions, formal presentations, and roundtable work sessions. All four public meetings were held in the 2nd Floor Commission Meeting Room of the Hall County Government Center located at 2875 Browns Bridge Road in Gainesville, Georgia 30504-5635. Additionally, at appropriate events within the community, the study team also distributed information regarding the plan and anticipated meeting dates and locations. The meeting schedule is provided in **Table 5** followed by summaries of the meeting's events.

The first public meeting on June 5, 2014, was held to explain the need and purpose for updating the GHMPO 2040 MTP, to demonstrate the specific transportation and financial challenges present in the GHMPO area, and to show the expected schedule of the project, including upcoming meetings. In addition to a formal presentation, the meeting included opportunities for the public to participate in both one-on-one and roundtable discussions with the project team regarding GHMPO transportation issues.

The second public meeting on August 7, 2014 was held to update the community on the needs assessment component of the plan. Similar to the first public meeting, this meeting also consisted of a formal presentation and various opportunities for meeting attendees to discuss transportation issues with the project team. The meeting attendees were briefed on

preferences regarding these categories on a comment form by ranking each category one through ten. The results of this process are documented in **Table 6**, by converting the raw responses into a cumulative scoring system. Additionally, **Figures 16** and **17** indicate additional responses that were requested from the meeting participants regarding preferred funding sources and transportation solutions. Finally, meeting attendees also had the opportunity to participate in roundtable discussions in which the critical transportation projects were discussed.

TABLE 5
TRADITIONAL PUBLIC MEETING SCHEDULE

DATE	PURPOSE OF MEETING
6.5.14	Introduce public to the RTP process and solicit general comments
8.7.14	Solicit community guidance on needs assessment
11.6.14	Solicit community guidance on preliminary fiscally constrained project list
3.23.15	Brief public on the completion of plan activities and solicit any additional public comment



The third public meeting on November 8, 2014, was held to update the community on the development of the preliminary fiscally constrained project list. In addition to a formal presentation addressing the process utilized to prepare the preliminary fiscally constrained project list, meeting attendees had the opportunity to take part in one-on-one discussions with project staff on four major topics:

- Plan Development
- Alternative Transportation
- Preliminary Fiscally Constrained Project List
- Aspirations Plan Project List

Finally, the fourth public meeting was held on March 23, 2015, to brief the community on the recommendations of the RTP and to solicit any final comments from the community.

TABLE 6
PUBLIC RANKING OF NEEDS CATEGORIES

NEEDS CATEGORIES	POINTS	PERCENT OF POINTS
Enhanced Movement of Vehicles Through and Around Gainesville	253	16.1%
Maintenance of Existing System	223	14.2%
Address Areas of Congestion	218	13.9%
Effective Capacity and Safety on I-985/SR 365 and I-85 Corridors	150	9.5%
Efficient Connections to I-85 and SR 400 Corridors	144	9.1%
Enhanced Connections of Freeways to Industrial/Commercial Areas	127	8.1%
Efficient Principal Arterials for Movement Within Hall and Jackson Counties	123	7.8%
Enhanced Local Transit Including Pedestrian Access	115	7.3%
Bicycle Network to Serve All Users	114	7.2%
Commuter Transit Connection to Gwinnett County and Metro Atlanta	107	6.8%

GHMPO COMMITTEES

As discussed in the beginning of the plan, GHMPO is served by three separate committees which guide regional projects such as this plan. The Technical Coordinating Committee (TCC) is made up of employees from city and county staffs, such as city managers and engineers. The Citizens Advisory Committee (CAC) is comprised of local citizens from the region and exists to give citizens an opportunity to give opinions before plans move to the Policy Committee. The Policy Committee is a group of elected officials from the counties and cities of the GHMPO region. Receiving guidance from the TCC and CAC, the Policy

FIGURE 16
COMMUNITY PREFERENCE FOR TRANSPORTATION FUNDING SOURCES

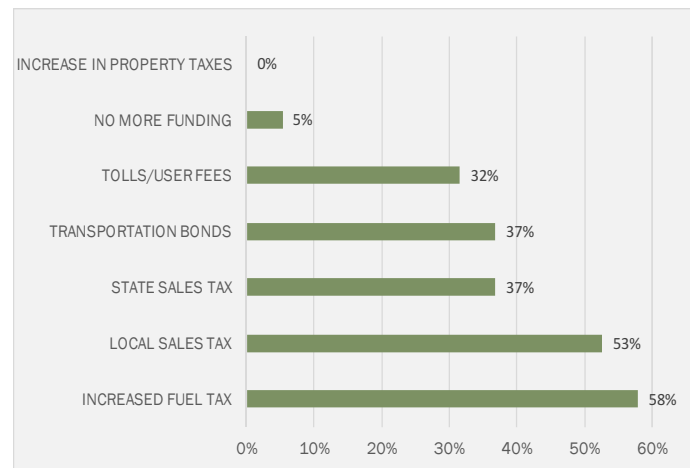
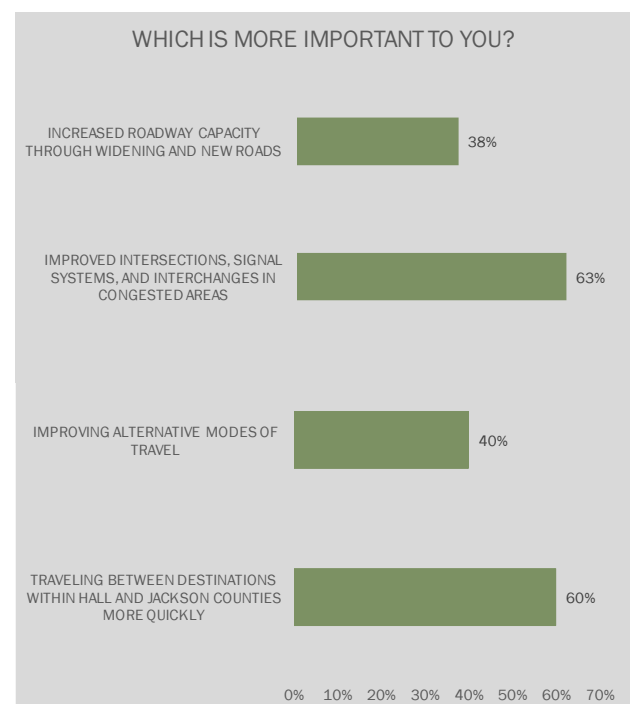


FIGURE 17
COMMUNITY PREFERENCE FOR TRANSPORTATION SOLUTIONS



Committee is tasked with the formal adoption of GHMPO's activities, including the RTP.

Through the development of the RTP, all three committees were regularly briefed on the status of the plan's development. Additionally, separate workshops were held in the later stages of the plan development to discuss and refine the fiscally constrained project list, a process that is documented in more detail later in this chapter. All the meetings and workshops of the

III – PLAN EVALUATION

TCC, CAC, and PC were open to the public. Table 7 documents the committee meeting schedule.

TABLE 7
GHMPO COMMITTEE MEETING & WORKSHOPS

DATE	RTP DEVELOPMENT ACTIVITIES
CITIZENS ADVISORY COMMITTEE	
4.24.14	Brief committee on initial plan development activities
7.31.14	Brief committee on needs assessment activities
10.30.14	Workshop with committee to discuss preliminary fiscally constrained project list
1.29.15	Brief committee on status of plan
4.30.15	Brief committee on completion of plan
TECHNICAL COORDINATING COMMITTEE	
4.16.14	Brief committee on initial plan development activities
7.16.14	Brief committee on needs assessment activities
10.15.14	Workshop with committee to discuss initial technical ranking of project list
10.30.14	Workshop with committee to discuss preliminary fiscally constrained project list
1.21.15	Brief committee on status of plan
4.15.15	Brief committee on completion of plan
POLICY COMMITTEE	
5.13.14	Brief committee on initial plan development activities
8.12.14	Brief committee on needs assessment activities
11.12.14	Brief committee on development of preliminary fiscally constrained project list
11.20.14	Workshop with committee to discuss preliminary fiscally constrained project list
2.10.14	Brief committee on status of plan
5.12.14	Brief committee on completion of plan and request adoption

STAKEHOLDER INTERVIEWS

In addition to the formalized meetings and workshops with the TCC, the project team met individually with transportation agencies within the GHMPO to discuss the status of planned transportation projects in their respective communities.

PUBLIC COMMENT PERIOD

In accordance with federal requirements, a draft version of the RTP was made available to the community for a 30 day period in order to solicit any final comments from the community. No additional comments were received during this period.

MISCELLANEOUS COMMUNITY ENGAGEMENT

In addition to the other community engagement activities, the project team participated in a few specialized events.

A separate meeting to engage the Hispanic community was held in late July 2014. At this meeting, the materials from the first public meeting were replicated

in Spanish. Additionally, discussion with this group emphasized the importance of non-motorized (bicycle and pedestrian) transportation, transit, and streetscaping in the region.

Additionally, an online survey was administered addressing topics such as transportation funding, time and travel mode utilized traveling to and from work, and general preferences. Responses were similar to those indicated in the public meeting and the previously shown American Community Survey data.

The project team was also available to discuss the plan and distribute project materials at a booth during the Laurel Summer Fest held at Laurel Park in Gainesville on August 30 and 31, 2014.

GOALS, OBJECTIVES, & MEASURES OF EFFECTIVENESS

A standard requirement of an RTP is to reflect the overall vision of the community into a series of goals, objectives, and measures of effectiveness that are then utilized in the plan development. The project team compiled this process from the previous GHMPO 2040 MTP and refined for clarity and conformance to community standards (based largely on feedback heard in the first public meeting). Additionally, the goals, objectives, and measures of effectiveness were organized to better reflect their relationship with the eight planning factors dictated by MAP-21 which are utilized to help guide the development of transportation planning. These eight factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Additionally, like the Statewide Transportation Improvement Plan, the goals, objectives, and

performance measures were developed to be consistent with the Governor's Strategic Goals for Georgia as follows:

- Supporting Georgia's economic growth and competitiveness;
- Ensuring safety and security;
- Maximizing the value of Georgia's assets; and
- Minimizing impact on the environment.

The goals, objectives, and performance measures developed for this RTP update are shown in **Table 8**.

TABLE 8
GOALS, OBJECTIVES, & MEASURES OF EFFECTIVENESS

MAP-21 PLANNING FACTOR	RTP GOAL	RTP OBJECTIVES	MEASURES OF EFFECTIVENESS
<p>6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</p> <p>7. Promote efficient system management and operation.</p>	<p>Develop a financially feasible plan that will increase the likelihood of successful implementation through agency, stakeholder, and public coordination</p>	Develop an integrated plan that is based on sound revenue projections	<p>Plan-Level measure - Document and track public participation (meeting attendance, emails received, website views, etc.)</p> <p>Plan-Level Measure – Coordinate with State and Federal agencies</p> <p>Plan-Level Measure – Develop financial element of plan utilizing reasonable and vetted escalation assumptions developed in coordination with Local, State, and Federal agencies</p>
		Develop a plan that includes public participation from business owners, Chamber of Commerce, and other business groups	
		Preserve the existing roadway, transit, bicycle, and pedestrian system assets by identifying adequate funding in the financial element of the plan	
		Engage local residents in the decision-making process of the plan	
		Engage Federal, State, Regional, and Local resource agencies in the decision-making process of the plan	
		Develop a plan that includes public participation from all groups, with special emphasis in reaching minorities, low income, persons with disabilities, and senior citizens	
<p>6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</p> <p>7. Promote efficient system management and operation.</p> <p>8. Emphasize the preservation of the existing transportation system.</p>	<p>Provide a more integrated multimodal and intermodal transportation system that includes increased travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region</p>	Establish and utilize measureable criteria to evaluate how well the multimodal transportation system is operating and addressing identified needs	<p>V/C Ratio</p> <p>Vehicle hours of Delay</p> <p>Is project located on a currently congested corridor?</p> <p>Intersection LOS</p> <p>Does project improve access management?</p> <p>Is project located in area with high density area or near community facilities, transit routes/stops, places of education, or other activity centers?</p>
		Identify and implement appropriate programs intended to reduce or shift vehicular travel patterns, and the need to expand roadway capacity	
		Identify bicycle and pedestrian service improvements, and funding sources that would improve mobility and accessibility	
		Identify transit facility, service improvements, and funding sources that would make HAT operations more effective in improving mobility options for all residents	
		Provide mobility-challenged populations, such as low income persons with disabilities and senior citizens, with more feasible travel options	

III – PLAN EVALUATION

TABLE 8 (continued)
GOALS, OBJECTIVES, & MEASURES OF EFFECTIVENESS

MAP-21 PLANNING FACTOR	RTP GOAL	RTP OBJECTIVES	MEASURES OF EFFECTIVENESS
<p>2. Increase the safety of the transportation system for motorized and non-motorized users.</p> <p>3. Increase the security of the transportation system for motorized and non-motorized users.</p>	<p>Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists</p>	Reduce the incidence of crashes on the system, particularly at high-crash locations	<p>Is project on a high crash corridor?</p> <p>Pavement condition</p> <p>Bridge sufficiency rating</p>
		Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies	
		Prioritize and schedule road, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel	
		Provide adequate access for emergency service vehicles throughout the system	
		Assist HAT in continually improving the safety and efficiency of its active vehicle fleet	
<p>7. Promote efficient system management and operation.</p> <p>8. Emphasize the preservation of the existing transportation system.</p>	<p>Take steps to continually monitor and maintain the transportation system</p>	Determine the backlog of deferred maintenance and the annual maintenance requirements of the area roadway system	<p>Pavement condition</p> <p>Bridge sufficiency rating</p>
		Determine area-wide roadway system reconstruction needs	
		Prioritize and carry out maintenance and reconstruction activities through the annual maintenance and reconstruction program process	
		When projects are planned, designed, or constructed evaluate the life-cycle costs and make appropriate decisions at each step to minimize future maintenance costs	
<p>5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.</p>	<p>Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment, and minimizes adverse impacts</p>	Develop a plan that reduces vehicle miles of travel (VMT), vehicle hours and greenhouse gas emission to improve air quality in the Atlanta non-attainment area	<p>Is project located on a currently congested corridor?</p> <p>Is project located primarily in rural or agricultural area?</p> <p>Does project impact environmentally sensitive, history, or cultural areas?</p>
		Promote transportation projects, programs and/or policies that encourage reducing energy consumption	
		Coordinate transportation planning activities with appropriate Federal, State, and Local agencies responsible for natural resources, environmental protection, conservation, and historic preservation	
		Discourage development in conservation or preservation areas by limiting access to those areas	
		Develop projects, programs, and policies that will not negatively impact precious natural resources	

TABLE 8 (continued)
GOALS, OBJECTIVES, & MEASURES OF EFFECTIVENESS

MAP-21 PLANNING FACTOR	RTP GOAL	RTP OBJECTIVES	MEASURES OF EFFECTIVENESS
<p>1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p> <p>4. Increase the accessibility and mobility of people and for freight.</p> <p>6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</p>	<p>Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness</p>	<p>Develop a plan that will support existing businesses' and industries' transportation needs, economic development, and accessibility to jobs</p>	<p>V/C Ratio</p> <p>Vehicle hours of delay</p> <p>Is project located on a currently congested corridor?</p> <p>Intersection LOS</p> <p>Does project improve access management?</p> <p>Is project located in area with high density area or near community facilities, transit routes/stops, places of education, or other activity centers?</p>
		<p>Designate, prepare and maintain a map of the Truck Route System</p>	
		<p>Consider freight and truck utilization and impacts on adjacent land uses</p>	
		<p>Proposed transportation projects should consider incorporating features to enhance freight movement and provide adequate design to accommodate large freight vehicles</p>	
<p>5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p>Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools</p>	<p>Develop a plan that reduces vehicle hours of delay</p>	<p>V/C Ratio</p> <p>Vehicle hours of delay</p> <p>Is project located on a currently congested corridor?</p> <p>Intersection LOS</p> <p>Does project improve access management?</p> <p>Is project located in area with high density area or near community facilities, transit routes/stops, places of education, or other activity centers?</p>
		<p>Promote orderly development in the region by coordinating transportation planning activities with local agencies responsible for land use management</p>	
		<p>Develop the roadway system to provide an acceptable balance between land use and travel mobility</p>	
		<p>Encourage jurisdictions to consider establishing appropriate guidelines for determining where property access may or may not be allowed along the roadway system (access management), and coordinate traffic signals along congested corridors using advanced technologies</p>	
		<p>Improve east-west regional connectivity in an environmentally sensitive manner</p>	

III – PLAN EVALUATION

AIR QUALITY CONSIDERATIONS

A joint task force consisting of representatives from the Department of Housing and Urban Development, USDOT, and EPA entitled the federal government's Partnership for Sustainable Communities developed six principles for sustainable communities. The first principle published was: "Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health." Air quality remains on the forefront of quality of life issues for federal, state, and regional government's decades after the adoption of the Clean Air Act in 1977 and the Clean Air Act Amendments (CAAA) of 1990.

Signed into law on November 15, 1990, the Clean Air Act Amendments imposed major challenges on metropolitan areas, especially those designated as non-attainment and maintenance areas, areas with measured concentrations of pollutants. Designated metropolitan areas were required to amend their transportation and planning processes in an attempt to meet National Ambient Air Quality Standards (NAAQS), standards that establish maximum pollutant concentrations allowed in outside ambient air.

The EPA defined NAAQS for six pollutants including ground level ozone, carbon monoxide, and particulate matter. Any metropolitan region failing to meet the NAAQS will be subject to increasingly stringent compliance requirements. The Atlanta Region does not meet the federal standards for ground-level ozone and fine particulate matter, two of the six pollutants regulated under the Clean Air Act. ARC provides support in meeting state and federal mandates for air quality. The EPA requires that each state develop a plan (State Implementation Plan) demonstrating how laws, regulations, and projects will reduce pollutant concentration to meet required standards. Air quality plans quantify pollution reduction needs and commit to reduction strategies including transportation control measures and planning standards. Once standards are met, metropolitan regions are classified as "maintenance" and must demonstrate their plan to keep pollutant levels low. For air quality purposes, Hall County is classified as non-attainment for NAAQS. As the Atlanta area non-attainment area includes Hall County, GHMPO's TIP and Plan must conform with the Atlanta air quality analysis.

The Clean Air Act also authorizes EPA to set criteria and procedures regarding transportation plans to ensure compatibility with air quality standards under the Transportation Conformity Rule. The conformity rule

mandates interagency consultation among federal, state and regional agencies tasked with environmental and transportation issues. The interagency consultation group is comprised of ARC, GHMPO, GDOT, MARTA, Georgia EPD, FHWA, FTA and EPA plus representation from the Georgia Regional Transportation Authority (GRTA). Regionally significant transportation projects must be included in the regional emissions model to be analyzed in accordance with the conformity rule. As agreed by the interagency partners, ARC's policy is that regional facilities with functional classifications of minor arterial or above must be included in the travel demand model and regional emissions analysis. ARC staff fulfills the role of travel demand modeling for the purposes of regional emissions analysis development.

This regional emissions analysis was conducted on the recommended fiscally constrained project list documented in **Chapter 4**. The analysis indicated that the region and this RTP will meet air quality conformity. The documentation of this process is provided in **Appendix C**.

CONGESTION MANAGEMENT PROCESS

Since part of the Atlanta Transportation Management Area (TMA) extends into Hall County, a Congestion Management Process (CMP) is required to be developed as part of the RTP. However, the GHMPO does not meet the federal population threshold of a TMA and thus is not required to develop a CMP. Therefore, since a small portion (5%) of the Atlanta urbanized area is contained in Hall County, which is in the GHMPO area, the CMP for this area is updated in coordination with the Atlanta Regional Commission (ARC), which is the primary agency responsible to conduct and develop the CMP in the Atlanta TMA. An agreement between ARC, GHMPO, GDOT and Georgia EPD indicates that ARC shall have the lead responsibility in the development of the CMP, as permitted by 23CFR 450.314 (f).

ENVIRONMENTAL IMPACT CONSIDERATIONS

GHMPO is committed to avoiding, minimizing, and, when necessary, mitigating the negative effects of transportation projects on the natural and built environments. Projects require varying levels of mitigation. New roadways and widenings involve major construction and considerable disturbance. Intersection improvements, street lighting, and resurfacing projects, involve minor construction and minimal, if any, disturbance. Mitigation efforts depend on the severity of the impact on environmentally sensitive areas. Transportation projects should be

designed to avoid off-site impacts if possible. Otherwise, off-site disturbance in sensitive areas should be minimized and strategies should be developed to preserve air and water quality, limit tree removal, minimize grading and other earth disturbance, provide erosion and sediment control, and limit noise and vibration. Alternative project designs or alignments should be considered, when needed, to lessen the impact on environmentally sensitive areas and community resources.

More specifically, the process to utilize federal transportation funds requires detailed environmental study of transportation projects during the Preliminary Engineering phase. While that type of analysis is beyond the scope of this RTP, a spatial analysis was performed to ascertain the likelihood that proposed transportation projects will have certain environmental impacts. This analysis includes a review of floodplains, waterways, cemeteries, historic sites, medical facilities, schools and parks within the MPO area, as shown in **Figure 18**.

Additionally, GHMPO adopted a Title VI Program and Environmental Justice Analysis in November 2013 to identify communities with potentially disadvantaged communities. This document identified various thresholds to determine Environmental Justice Target Areas based on poverty, households with no vehicles, and racial and ethnic minority populations. These areas are identified in **Figure 19** and overlaid with the candidate transportation projects previously identified. Using spatial analysis, the potential relationships between both environmental factors and Environmental Justice Target Areas are shown in **Table 9**.

SAFETY & SECURITY CONSIDERATIONS

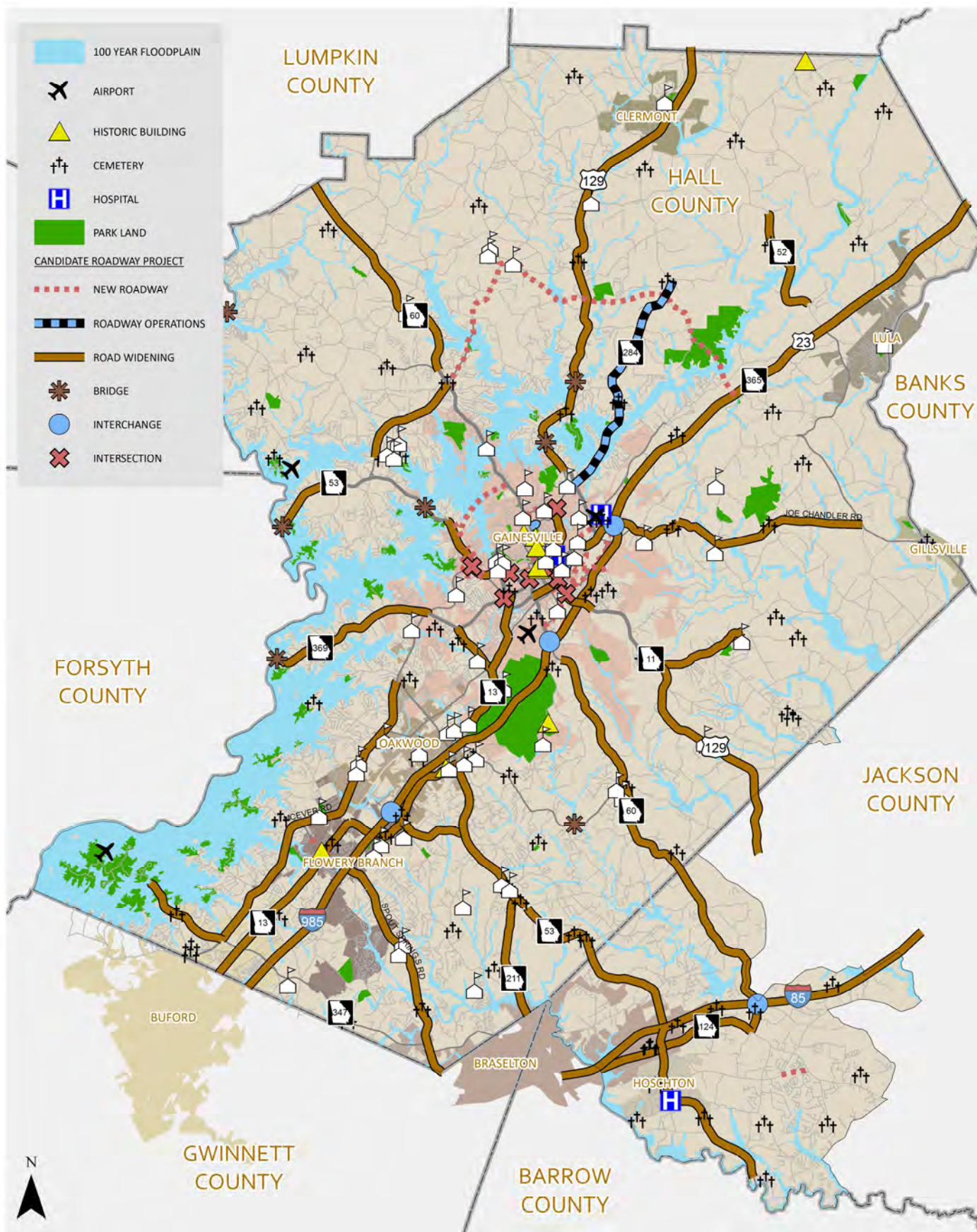
With the passage of previous federal transportation legislation (SAFETEA-LU), all states were required to prepare a Strategic Highway Safety Plan (SHSP), which was further emphasized through more recent legislation (MAP-21) by establishing the SHSP as part of the performance based planning process. The Georgia SHSP was completed by the Governor's Office of Highway Safety in 2012 and provides "key emphasis areas" including Occupant Protection/Safety Belts/Air Bags, Serious Crash Type, Aggressive Driving, Impaired Driving, Age Related Issues, Non-motorized Users, Vehicle Type, Trauma System/Increasing EMS Capabilities, Traffic/Crash Records and Data Analysis, and Traffic Incident Management Enhancement. Through the development of the goals, objectives, and measures of effectiveness previously shown in **Table 8**

and through coordination with GDOT and partner agencies, GHMPO is committed to considering such factors through the transportation planning process.

Similarly, there is continued federal emphasis on the security of the transportation network. In Georgia, all counties were requested to have public service personnel trained in the National Incident Management System (NIMS), which provides common terminology and a process to manage natural or man-made disasters and incidents between overlapping jurisdictions. Furthermore, the Hall County Emergency Management Agency's (EMA) mission is to "provide a comprehensive and aggressive all-hazards approach to homeland security and disaster initiatives, mitigation, preparedness, response, recovery, and special events."

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FIGURE 18
ENVIRONMENTAL FACTORS





III – PLAN EVALUATION

TABLE 9
COMMUNITY IMPACTS

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	100 YEAR FLOODPLAIN	WATER FEATURES	PARKS AND RECREATION	AIRPORT	CEMETERY	HISTORIC SITE	MEDICAL FACILITY	SCHOOL	ENVIRONMENTAL JUSTICE
GH-008	US 129/ATHENS HWY FROM SR 323/GILLSVILLE HWY TO SR 332/TALMO IN JACKSON COUNTY	WIDENING	X	X			X			X	X
GH-015	I-985 NEW INTERCHANGE N OF SR 13 CROSSOVER NEAR MARTIN RD	NEW INTERCHANGE	X	X							X
GH-016	SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD	WIDENING	X	X			X				X
GH-017	SR 13 FROM I-985 TO & ALONG MEMORIAL PK DR TO SR 369	WIDENING	X	X	X		X			X	X
GH-018	SR 369/BROWN'S BR RD FM FORSYTH CO LINE TO SR 53	WIDENING	X	X	X						X
GH-019	SR 52/LULA RD - 1 MILE NORTH OF SR 365 TO SOUTH OF JULIAN WILEY RD	WIDENING	X	X	X		X				
GH-020	US 129/CLEVELAND HWY - LIMESTONE PARKWAY TO NOPONE ROAD	WIDENING	X	X	X		X				X
GH-021	SR 13/ATLANTA HWY - FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347/LANIER ISLANDS PARKWAY IN HALL COUNTY	WIDENING		X							X
GH-023	SPOUT SPRINGS ROAD - HOG MOUNTAIN ROAD TO GWINNETT CO. LINE	WIDENING	X	X			X			X	
GH-024	MARTIN ROAD WIDENING - FALCON PKWY TO WINDER HWY	WIDENING	X	X						X	X
GH-025	SR 211/OLD WINDER HWY FM SR 53 TO SR 347 ON NEW ALIGNMENT	WIDENING	X	X			X				
GH-028	SR 332/POPLAR SPRINGS ROAD AT WALNUT CREEK	BRIDGE	X	X							X
GH-029	US 129/SR 11/CLEVELAND HWY AT CHATTAHOOCHEE RIVER	BRIDGE	X	X							X
GH-030	US 129/SR 11/CLEVELAND HWY AT EAST FORK LITTLE RIVER (BELLS MILL)	BRIDGE	X	X							X
GH-033	SR 13/ATLANTA HWY FM CR 528/RADFORD RD TO S OF SR 53	WIDENING		X	X		X	X		X	X
GH-035	US 129/CLEVELAND HWY - N OF NOPONE /J HOOD ROAD TO SR 284/CLARKS BRIDGE RD	WIDENING	X	X	X		X			X	
GH-036	US 129 - SR 284/CLARKS BRIDGE ROAD TO WHITE CO. LINE	WIDENING	X	X	X						
GH-038	SR 60/THOMPSON BRIDGE ROAD - SR 136/PRICE ROAD TO YELLOW CREEK ROAD IN MURRAYVILLE	WIDENING	X	X						X	
GH-039	SOUTH ENOTA DRIVE WIDENING - PARK HILL DRIVE TO DOWNEY BLVD	WIDENING	X	X						X	X
GH-040	SR 53 FROM I-85/JACKSON COUNTY TO SR 211/HALL COUNTY	WIDENING	X	X			X				
GH-041	OLD CORNELIA HWY - EXIST 4-LANE E OF I-985 TO JOE CHANDLER RD	WIDENING	X	X			X			X	X
GH-046	SR 323/GILLSVILLE HWY - US 129/ATHENS HWY TO E OF SR 82/HOLLY SPRINGS ROAD	WIDENING		X	X					X	X
GH-056	SR 136/PRICE ROAD @ CHESTATEE RIVER	BRIDGE	X	X							X
GH-057	SR 369/BROWNS BRIDGE ROAD AT CHATTAHOOCHEE RIVER	BRIDGE	X	X							
GH-063	SR 53/DAWSONVILLE HWY AT CHESTATEE RIVER	BRIDGE	X	X	X						
GH-066	NORTHERN CONNECTOR - NEW CONNECTOR BETWEEN SR 60 AND SR 365	NEW LOCATION	X	X	X		X			X	X
GH-067	WIDEN RIDGE ROAD FROM QUEEN CITY PKWY TO OLD CORNELIA HWY	WIDENING		X						X	X
GH-069	SR 53 CONNECTOR/SR 60 @ SR 60/SR 369	INTERSECTION			X						X
GH-070	WIDEN (6 LANES) I-985 FROM GWINNETT CO. LINE TO EXIT 24	WIDENING	X	X	X		X				X
GH-071	WIDEN SR 365 FROM EXIT 24 ON I-985 TO HALL CO. LINE. INCLUDES 3 NEW DIAMOND INTERCHANGES	WIDENING	X	X	X		X				X
GH-072	WIDEN SR 53/DAWSONVILLE HWY-DUCKETT MILL ROAD TO FORSYTH CO. LINE	WIDENING	X	X	X						
GH-078	SR 347/LANIER ISLANDS PARKWAY- MCEVER RD TO LAKE LANIER ISLANDS	WIDENING	X	X	X		X				
GH-079	MCEVER ROAD WIDENING - JIM CROW ROAD TO S.R. 53	WIDENING	X	X	X					X	X
GH-080	SR 13/ATLANTA HWY FROM SR 347 TO RADFORD RD	WIDENING	X	X	X		X	X			X
GH-082	JOE CHANDLER ROAD WIDENING - SR 52 TO OLD CORNELIA HWY	WIDENING	X	X	X		X			X	X
GH-084	CR 1293/MCEVER RD WIDEN FRM SR 347 TO CR 537/JIM CROW RD - WIDENING	WIDENING	X	X	X						
GH-085	SR 53 WB @ CHATTAHOOCHEE RIVER	BRIDGE	X	X	X						
GH-100	SR 369/BROWN'S BR RD FM FORSYTH CO LINE TO SR 53	ROADWAY OPERATIONS	X	X	X						X
GH-101	CONSTRUCT A NEW ROADWAY SEGMENT BEHIND ENOTA ELEMENTARY SCHOOL, CONNECTING ENOTA DRIVE NEAR THE INTERSECTION WITH CUMBERLAND DR TO S ENOTA DR NEAR THE INTERSECTION WITH ENOTA CIR; ADD A TWO-WAY LEFT-TURN LANE TO ENOTA DR FROM THOMPSON BR RD TO PARK HILL DR, INCLUDING ALONG THE NEW ROADWAY SEGMENT; COMBINE WITH OPERATIONAL IMPROVEMENTS (175 FOOT SBR AND NEW EBR AT PARK HILL DRIVE AND ENOTA AND 125 NBR AND 105 SBR AT THOMPSON BRIDGE AND ENOTA).	ROADWAY OPERATIONS		X	X					X	X
GH-102	NEW INTERCHANGE LOCATED AT CROSSING OF I-85 AND SR 60	NEW INTERCHANGE									
GH-103	ATHENS HWY AT CHESTNUT ST OPERATIONS - SHIFT INTERSECTION TO THE NORTH, FURTHER AWAY FROM INTERSECTION OF ATHENS HWY AND RIDGE RD; EXTEND SB LEFT TURN LANE ON ATHENS HWY ON APPROACH TO RIDGE RD TO PREVENT LT TRAFFIC QUEUES FROM BLOCKING THROUGH LANE	INTERSECTION									X
GH-104	DAWSONVILLE HWY/SR 53 AT MCEVER RD OPERATIONS - ADD WB RIGHT TURN LANE AND SECOND THRU LANE	INTERSECTION									X

TABLE 9
COMMUNITY IMPACTS

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	100 YEAR FLOODPLAIN	WATER FEATURES	PARKS AND RECREATION	AIRPORT	CEMETERY	HISTORIC SITE	MEDICAL FACILITY	SCHOOL	ENVIRONMENTAL JUSTICE
GH-105	EE BUTLER PKWY/ATHENS ST AT MLK BLVD OPERATIONS - ON NORTHEAST BOUND APPROACH EXTEND LT LANE, ADD SECOND THRU LANE, AND SHORT (LESS THAN 100' RT LANE); ON NORTHEAST LEG ADD SECOND RECEIVING LANE (WHICH BECOMES RT LANE ONTO ATHENS ST); ON SOUTHWEST BOUND APPROACH EXTEND LT LANE TO 250' IN LENGTH; REMOVE TRAFFIC SIGNAL AT INTERSECTION OF MLK AT ATHENS ST AND PROHIBIT WB LTS FROM ATHENS ST.	INTERSECTION									X
GH-106	JOHN MORROW PKWY AT WASHINGTON ST OPERATIONS - REALIGN SOUTHBOUND RT LANE	INTERSECTION		X							X
GH-107	PARK HILL DR AT LAKEVIEW DR OPERATIONS - REDUCE SLOPE ON LAKEVIEW DR. APPROACH	INTERSECTION		X							X
GH-108	MLK JR BLVD CORRIDOR - WIDEN TO 4 LANES WITH STREETSCAPE FROM QUEEN CITY PKWY TO EE BUTLER	WIDENING		X	X						X
GH-109	I-85 FM N OF SR 211 TO N OF SR 53 (4 TO 6 LANES)	WIDENING	X	X			X				
GH-110	I-85 FM N OF SR 53/GREEN ST TO N OF SR 11/US 129/LEE ST	WIDENING	X	X			X				
GH-111	SR 60/CANDLER ROAD FM S OF I-985 TO SR 124 (2 TO 4 LANES)	WIDENING	X	X			X			X	X
GH-112	JESSE JEWELL PKWY - WIDEN TO 6 LANES FROM JOHN MORROW TO ACADEMY ST	WIDENING			X			X			X
GH-113	OAK TREE DR OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM THOMPSON BR. RD. TO RIVERSIDE DR; OAK TREE DRIVE OPERATIONS - REALIGN INTERSECTION OF OAK TREE DR AT RIVERSIDE DR SO THE THROUGH MOVEMENT IS BETWEEN OAK TREE DR AND RIVERSIDE DR NORTHBOUND, WITH THE SOUTH LEG OF RIVERSIDE DR AS THE SIDE STREET; ADD A TRAFFIC SIGNAL OR ROUNDABOUT; OAK TREE DRIVE OPERATIONS - SIGNALIZE INTERSECTION OF OAK TREE DR AND THOMPSON BR. RD	ROADWAY OPERATIONS			X						
GH-114	EE BUTLER PKWY/ATHENS HWY CAPACITY - WIDEN TO 6 LANES W MEDIAN FROM SUMMIT ST TO EAST OF MONROE DR	WIDENING		X							X
GH-115	SR 53 FM I-85 TO TAPP WOOD RD	WIDENING	X	X			X		X		
N/A	DAWSONVILLE HWY/SR 52 AT MCEVER RD - LOCAL ROADWAY/PARALLEL CONNECTIONS	NEW LOCATION	X	X	X						X
N/A	ACADEMY STREET EXTENSION FROM JESSE JEWELL PKWY TO INTERSECTION OF GROVE ST. AND PARKER ST.	NEW LOCATION			X			X			X
N/A	SPRING ST EXTENSION WEST TO WASHINGTON ST., APPROXIMATELY 600' WEST OF ACADEMY; ONE WAY EB	NEW LOCATION			X						X
N/A	PATRICIA DRIVE EXTENSION WEST TO MLK JR. BLVD	NEW LOCATION		X	X					X	X
N/A	IVEY TERRACE EXTENSION TO GREEN STREET	NEW LOCATION		X	X						X
N/A	INDUSTRIAL BLVD EXTENSION NORTH UNDER ATHENS HWY TO JESSE JEWELL AT BRANCH ST/W MULTI-USE TRAIL	NEW LOCATION		X	X						X
N/A	MODIFY FREEWAY SIGNAGE TO ENCOURAGE GREATER USE OF JESSE JEWELL PKWY FOR ACCESS TO GAINESVILLE AND TRAVEL TO THE NORTH. CONSIDER REMOVAL OF US 129 BUSINESS DESIGNATION SO THAT US 129 TRAFFIC USES JESSE JEWELL PKWY	ROADWAY OPERATIONS									
N/A	GREEN STREET MID/LONG-TERM - ALTERNATE OPTION: CONVERT GREEN ST FROM ACADEMY TO RIVERSIDE INTO A BOULEVARD W/ 20' WIDE MEDIAN, WIDE SIDEWALKS AND STREETSCAPE ELEMENTS	ROADWAY OPERATIONS									
N/A	DOWNEY BLVD EXTENSION AND INTERCHANGE - EXTEND DOWNEY BLVD EAST TO I-985. CONSTRUCT A NEW INTERCHANGE AT I-985 AT THE DOWNEY BLVD EXTENSION WITH INTERCHANGE CONNECTING TO THE EE BUTLER INTERCHANGE TO THE SOUTH.	NEW INTERCHANGE		X						X	X
N/A	NEW ROADWAY BETWEEN SR 332 AND SR 124 NEAR TRADITIONS OF BRASELTON GOLF CLUB	NEW LOCATION		X							
N/A	IMPLEMENT A MULTIMODAL TERMINAL AT OR NEAR EXISTING AMTRAK STATION THAT BRINGS TOGETHER LOCAL BUS ROUTES, EXPRESS BUS ROUTES, AND/OR COMMUTER RAIL, AMTRAK RAIL, GREYHOUND BUS, PARKING AND BIKE/PED ACCESS INTO ONE FACILITY	TDM									X
N/A	I-985 INTERCHANGE OPERATIONS STUDY	INTERCHANGE OPERATIONS STUDY									
N/A	CONSTRUCT AUXILIARY LANES AT SELECT INTERSECTIONS ALONG CLARKS BRIDGE ROAD/SR 284 BETWEEN US 129 AND NOPONE RD (9 INTERSECTIONS)	ROADWAY OPERATIONS	X	X	X		X				X
N/A	THOMPSON BRIDGE RD-DAWSONVILLE HWY CONNECTOR ACROSS LAKE LANIER	NEW LOCATION	X	X	X						X
N/A	MLK JR BLVD CORRIDOR - ADD A TWO-WAY LEFT TURN LANE/STREETSCAPES FROM EE BUTLER PKWY TO DOWNEY BLVD	ROADWAY OPERATIONS		X	X					X	X
N/A	SR 53 FM SR 13 TO TANNERS MILL RD	WIDENING	X	X			X			X	
N/A	JESSE JEWELL PKWY CAPACITY EAST - WIDEN TO 6 LANES WITH MEDIAN FROM BRANCH ST/INDUSTRIAL BLVD EXT. (TMP #24) TO OCONEE CIR/MILLER DR	WIDENING	X	X	X						X
N/A	INTERCHANGE: ATHENS HIGHWAY - IMPLEMENT CAPACITY CHANGES INCLUDING WIDENING OR RECONSTRUCTION OF INTERCHANGE BRIDGES AND RECONSTRUCTION OF RAMPS TO INCREASE CAPACITY AND ADD SHOULDERS TO BRIDGES	INTERCHANGE MODIFICATION									X

III – PLAN EVALUATION

TABLE 9
COMMUNITY IMPACTS

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	100 YEAR FLOODPLAIN	WATER FEATURES	PARKS AND RECREATION	AIRPORT	CEMETERY	HISTORIC SITE	MEDICAL FACILITY	SCHOOL	ENVIRONMENTAL JUSTICE
N/A	ATLANTA HWY - WIDEN TO 4 LANE SECTION W/ LANDSCAPED MEDIAN BETWEEN MEMORIAL DR AND INDUSTRIAL BLVD; ATLANTA HWY - ADD A TWO-WAY LEFT TURN LANE FROM INDUSTRIAL BLVD. TO HALL ST; ATLANTA HWY OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM MEMORIAL PARK DR TO TUMBLING CREEK RD	WIDENING	X	X			X				X
N/A	JESSE JEWELL PKWY AT JOHN MORROW PKWY OPERATIONS - LONG TERM ALTERNATIVE: IMPLEMENT A GRADE SEPARATED LEFT TURN OVERPASS DESIGN	INTERSECTION			X						X
N/A	JESSE JEWELL PKWY AT PRIOR STREET OPERATIONS - ADD 100' NORTHBOUND AND SOUTHBOUND LT LANES	INTERSECTION									X
N/A	BROWNS BRIDGE RD AT PEARL NIX PKWY OPERATIONS - ADD SECOND NB LEFT TURN LANE (300' IN LENGTH) AND ADD SECOND SB LEFT TURN LANE (200' IN LENGTH); ADD EB RIGHT TURN LANE (250' IN LENGTH) AND ADD WB RIGHT TURN LANE (125' IN LENGTH)	INTERSECTION	X								X
N/A	INTERCHANGE: QUEEN CITY PARKWAY - IMPLEMENT OPERATIONAL CHANGES SUCH AS EXTENDING LANES, ADDING AUX LANES AND MODIFYING RAMP OPERATIONS	INTERCHANGE MODIFICATION									X
N/A	INTERCHANGE: JESSE JEWELL PARKWAY - IMPLEMENT OPERATIONAL CHANGES SUCH AS EXTENDING LANES, ADDING AUX LANES AND MODIFYING RAMP OPERATIONS	INTERCHANGE MODIFICATION		X							X
N/A	SR 124 FM BARROW CO LINE TO SR 60	WIDENING	X	X			X				
N/A	DAWSONVILLE HWY/SR 53 CAPACITY - WIDEN TO 6 LANES FROM SPORTSMAN CLUB RD TO WASHINGTON ST	WIDENING	X	X	X					X	X
N/A	JESSE JEWELL PKWY AT EE BUTLER PKWY GRADE SEP. L - LONG TERM ALTERNATIVE: IMPLEMENT A GRADE SEPARATED LEFT TURN OVERPASS DESIGN	INTERSECTION						X			X
N/A	ATHENS STREET-MCDONALD STREET CONNECTOR - REALIGN ATHENS ST TO CROSS PURINA DR AND CONNECT TO MCDONALD ST	NEW LOCATION			X						X
N/A	COMMUNITY WAY EXTENSION TO LIMESTONE PKWY & CONTINUE TO WHITE SULPHUR RD.; REALIGN INTERSECTION AT JESSE JEWELL TO BRANCH ST	NEW LOCATION	X	X	X		X		X	X	X
N/A	DAWSONVILLE HWY/SR 52 AT MCEVER RD - LOCAL ROADWAY/PARALLEL CONNECTIONS	NEW LOCATION									
N/A	TRAFFIC SIGNAL EQUIPMENT AND CONTROL CENTER - MODIFY TRAFFIC SIGNAL FIELD DEVICES TO OPERATE ON INTERNET PROTOCOL, INSTALL MONITORING AND CONTROL EQUIPMENT IN TRAFFIC CONTROL CENTER, CONNECT TO CITY FIBER OPTICS NETWORK FOR COMM WITH TCC	SIGNAL OPERATIONS									
N/A	SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS									
N/A	SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS									
N/A	SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS									
N/A	UPGRADE TCC SYSTEMS AND EQUIPMENT - COMPUTER SYSTEMS, MONITORS, CONTROL EQUIPMENT IN FIELD AND IN TCC TO MATCH CURRENT STANDARDS	SIGNAL OPERATIONS									
N/A	UPGRADE TCC SYSTEMS AND EQUIPMENT - COMPUTER SYSTEMS, MONITORS, CONTROL EQUIPMENT IN FIELD AND IN TCC TO MATCH CURRENT STANDARDS	SIGNAL OPERATIONS									
N/A	TRAFFIC SIGNAL COORDINATION AND COMM - CONNECT EXISTING SYSTEM - INSTALL FIBER OPTIC COMM, BLUETOOTH TRAVEL TIME SENSORS, AND CAMERAS ALONG JESSE JEWELL PKWY EAST OF DOWNTOWN (VIA GAINESVILLE IT COMMUNICATIONS), DOWNTOWN GAINESVILLE, AND JOHN MORROW PKWY. (2 MILES PLUS USE OF IT COMM SYSTEM WITH 37 CAMERAS)	SIGNAL OPERATIONS									
N/A	TRAFFIC SIGNAL COORDINATION AND COMM - EXTEND TO KEY CORRIDORS - INSTALL FIBER OPTIC COMM, BLUETOOTH TRAVEL TIME SENSORS AND CAMERAS TO BROWNS BRIDGE RD WEST OF PEARL NIX PKWY (VIA GAINESVILLE IT COMMUNICATIONS), EE BUTLER PKWY/ATHENS HWY SOUTH OF MLK BLVD, AND GREEN STREET-THOMPSON BRIDGE RD NORTH OF ACADEMY ST. (3.5 MILES PLUS USE OF IT COMM SYSTEM WITH 16 CAMERAS)	SIGNAL OPERATIONS									
N/A	TRAFFIC SIGNAL COORDINATION AND COMM - SECONDARY CORRIDORS AND PARALLEL TMC COMM - INSTALL FIBER OPTIC COMM AND CAMERA MONITORING ALONG ATLANTA HWY, PEARL NIX PKWY, AVIATION BLVD, INDUSTRIAL BLVD, QUEEN CITY PKWY, DOWNEY BLVD, S. ENOTA DRIVE, PARK HILL DR, LIMESTONE PKWY, AND MLK JR BLVD, AS WELL AS A CONNECTION DOWN MAIN ST FROM MLK JR BLVD TO THE CITY TRAFFIC CONTROL CENTER. (12.5 MILES WITH 25 CAMERAS)	SIGNAL OPERATIONS									
N/A	DRIVER INFORMATION VIA CHANGEABLE MESSAGE SIGNS - PROVIDE CHANGEABLE MESSAGE SIGNS AND OPERATION ALONG STATE ROUTES IN COORDINATION WITH GDOT NAVIGATOR PROGRAM ALONG I-985. IMPLEMENTATION OF 12 SIGNS ALONG 3 CORRIDORS IS ANTICIPATED (EE BUTLER PKWY, JESSE JEWELL PKWY, AND QUEEN CITY PKWY)	SIGNAL OPERATIONS									

TRAVEL DEMAND MODELING

Travel demand models are sophisticated tools that can be utilized to determine how changes in the transportation system coupled with development patterns affects travel patterns and congestion. GDOT maintains a travel demand model for the GHMPO region which consists of a typically four-step process as indicated below:

- Trip Generation – Estimates the number of trips likely to be generated based on socioeconomic data such as population, employment, and income data.
- Trip Distribution – Estimates where in the region the generated trips will likely travel to based on the attraction (based on the same socioeconomic characteristics used to determine trip generation) of different parts of the region.
- Mode Split – Estimates, where applicable, the mode of travel a trip will utilize.
- Trip Assignment – Estimates the pattern and route that a trip will take to reach its destination from its origin.

A key component of the travel demand model process was to determine both existing (year 2010) and future anticipated (year 2040)

development patterns as represented by various socioeconomic data attributes – a process referred to previously in **Chapter 2** and in detail in **Appendix A**. In turn, this data was utilized to reflect the daily demands on the transportation system in the following scenarios:

- Base Year – A travel demand modeling scenario built to represent existing conditions. In the case of the RTP, this model was developed for the year 2010 and calibrated for accuracy against actual observed 2010 conditions.
- 2040 Do-Nothing – Scenario intended to indicate what would happen in the year 2040 if no new projects were constructed. This includes projects constructed since the year 2010.
- 2040 Existing + Committed – Scenario intended to indicate what would happen in the year 2040 if only those projects with funds committed for Right-of-Way or Construction were constructed.
- 2040 With STIP Projects – Scenario intended to indicate what would happen in the year 2040 if only those projects currently in the State Transportation Improvement Program (STIP) were constructed.
- 2040 With STIP + LR Program – Scenario intended to indicate what would happen in the year 2040 if only those projects previously programmed through Long-Range (LR) are constructed. This is effectively

The travel demand model was utilized to estimate the impact that year 2040 population and employment will have on transportation conditions.

an analysis of conditions of projects recommended by the previous 2011 MTP.

- 2040 Fiscally Constrained + Aspirations RTP – Scenario intended to indicate what would happen in the year 2040 if all candidate projects conceived for the year 2040 were constructed.
- 2040 Fiscally Constrained RTP – Scenario developed to represent conditions in the year 2040 if only those projects that are predicted to be funded were constructed. The process to determine these projects is documented in **Chapter 4**.

As a tool designed for analyzing regional travel patterns, the travel demand model does have some limitations. The model is not sensitive to relatively-small changes such as intersection improvements, signal timing adjustments, and realignments. Likewise, its predictive capabilities are limited when analyzing any one particular location in the transportation network. Rather, the travel demand model is best utilized in understanding the overall condition of the transportation network and on major

regional corridors traversing long distances. As a result, the travel demand model is most effective

at determining the ability of major capacity adding transportation projects (such as widenings, new roadways, and new interchanges) to improve the transportation system. Therefore, the models were utilized to determine the relative success of the candidate transportation projects that add major capacity as shown in **Table 10**.

The overall results of the model runs are indicated in **Table 11** and visualized in **Figures 20 through 27** utilizing the standard performance measure known Level of Service (LOS) on major roadway facilities in the GHMPO study area utilizing a series of assumptions regarding the amount of traffic flow during peak commuting hours relative to traffic flow throughout the day. As shown below, LOS is a standard way of measuring traffic congestion through the average delay of vehicles traveling on the transportation system and is measured through grades A through F. Additionally, a detailed documentation of the travel demand modeling process is provided in **Appendix D**.



III – PLAN EVALUATION

TABLE 10
TRANSPORTATION PROJECTS CONSIDERED PER TRAVEL DEMAND MODELING SCENARIO

PROJECT ID	PROJECT DESCRIPTION	MODELING SCENARIOS						
		2010 BASE YEAR	2040 DO NOTHING	2040 EXISTING + COMMITTED	2040 WITH STIP PROJECTS	2040 WITH STIP + LR PROJECTS	2040 FISCALLY CONSTRAINED + ASPIRATIONS RTP	2040 FISCALLY CONSTRAINED RTP
GH-007	SR 347/FRIENDSHIP & THOMPSON MILL ROAD FROM I-985 TO SR 211 - 2 TO 4 LANES		X	X	X	X	X	X
GH-014	SR 347/LANIER ISLAND PARKWAY FROM I-985 TO CR 1293/MCEVER ROAD - 2 TO 4 LANES		X	X	X	X	X	X
GH-002	THURMON TANNER PARKWAY FROM PLAINVIEW ROAD TO SR 53 - NEW 2 LANE ROADWAY		X	X	X	X	X	X
GH-008	SR 11/US 129 FROM SR 332 @ TALMO/JACKSON TO SR 323/HALL - 2 TO 4 LANES			X	X	X	X	X
GH-021	SR 13 FROM CS 1120/SAWNEE AVENUE/GWINNETT TO SR 347/HALL - 2 TO 4 LANES			X	X	X	X	X
GH-015	I-985 NEW INTERCHANGE NORTH OF SR 13 CROSSOVER NEAR MARTIN ROAD			X	X	X	X	X
GH-078	SR 347/FRIENDSHIP ROAD FROM MCEVER ROAD TO LAKE LANIER - 2 TO 4 LANES			X	X	X	X	X
GH-065	RELOCATION OF LIGHTS FERRY ROAD - GAINESVILLE STREET TO SR 13 ⁽¹⁾			X	X	X	X	X
GH-023	CR 1287/SPOUT SPRINGS ROAD FROM SOUTH OF THOMPSON MILL ROAD TO SB RAMPS AT I-985 - 2 TO 4 LANES				X	X	X	X
GH-016	SARDIS ROAD CONNECTION FROM SR 60 TO SARDIS ROAD NEAR CHESTATEE ROAD - 2 TO 4 LANES				X	X	X	X
GH-110	I-85 FROM NORTH OF SR 53 TO NORTH OF US 129 - 4 TO 6 LANES					X	X	X
GH-024	MARTIN ROAD FROM FALCON PARKWAY TO WINDER HIGHWAY - 2 TO 4 LANES						X	X
GH-039	SOUTH ENOTA DRIVE WIDENING - PARK HILL DRIVE TO DOWNEY BOULEVARD - 2 TO 4 LANES						X	X
GH-079	MCEVER ROAD FROM JIM CROW ROAD TO SR 53 - 2 TO 4 LANES						X	X
GH-082	JOE CHANDLER ROAD - FROM SR 52 TO OLD CORNELIA HIGHWAY - 2 TO 4 LANES						X	
GH-066	NORTHERN CONNECTOR FROM SR 60 TO SR 365 - NEW 4 LANE ROADWAY						X	
GH-080	SR 13/ATLANTA HIGHWAY FROM SR 347 TO RADFORD ROAD - 2 TO 4 LANES						X	
GH-038	SR 60 FROM SR 136 TO CR 158/YELLOW CREEK ROAD IN MURRAYVILLE - 2 TO 4 LANES						X	X
GH-018	SR 369/BROWN'S BRIDGE ROAD FROM FORSYTH COUNTY LINE TO SR 53 - 2 TO 4 LANES						X	X
GH-019	SR 52/LULA ROAD FROM NORTH OF SR 365 TO SOUTH OF JULIAN WILEY ROAD - 2 TO 3 LANES						X	
GH-020	SR 11/US 129/CLEVELAND HIGHWAY FROM LIMESTONE ROAD TO SOUTH OF NOPONE ROAD - 2 TO 4 LANES						X	X
GH-025	SR 211/OLD WINDER HIGHWAY FROM SR 53 TO SR 347 - 2 TO 4 LANES						X	X
GH-033	SR 13/ATLANTA FROM CR/528/RADFORD ROAD TO SOUTH OF SR 53 - 2 TO 4 LANES						X	X
GH-035	US 129/CLEVELAND HWY - N OF NOPONE /J HOOD ROAD TO SR 284/CLARKS BRIDGE RD - 2 TO 4 LANES						X	
GH-036	SR 11/US 129 FROM SR 284/CLERMONT TO CLEVELAND BYP/WHITE CO -2 TO 4 LANES						X	
GH-084	CR 1293/MCEVER RD WIDEN FROM SR 347 TO CR 537/JIM CROW RD - 2 TO 4 LANES						X	X
GH-040	SR 53 FROM I-85/JACKSON COUNTY TO SR 211/HALL COUNTY -2 TO 4 LANES						X	X
GH-017	SR 13 FROM I-985 TO & ALONG MEMORIAL PK DR TO SR 369 - 2 TO 4 LANES						X	
GH-041	OLD CORNELIA HWY - EXIST 4-LANE E OF I-985 TO JOE CHANDLER RD -2 TO 4 LANES						X	
GH-046	SR 323 FROM SR 11/US 129 TO SR 82/HOLLY SPRINGS -2 TO 3 LANES						X	
N/A	I-85 FM N OF SR 211/BARROW TO N OF SR 53/JACKSON -4 TO 6 LANES						X	X
N/A	SR 53 FROM I-85 TO CR 167/TAPP WOOD ROAD - WIDENING -2 TO 4 LANES						X	X
GH-022	MLK BLVD FROM SR 60 TO US 129/SR 60 - 2 TO 4 LANES						X	X
GH-067	RIDGE ROAD AT US 129 BTW WEST AND EAST RIDGE RD - 2 TO 4 LANES						X	
GH-070	I-985 FROM HALL COUNTY LINE TO END OF FREEWAY SECTION/SR 365 - 4 TO 6 LANES						X	
GH-071	SR 365 FROM END OF FREEWAY SECTION TO HABERSHAM CO LINE - 4 TO 6 LANES						X	
GH-072	SR 53/DAWSONVILLE HWY FROM DUCKETT MILL RD TO FORSYTH CO LINE - 2 TO 4 LANES						X	
N/A	SR 53 FROM I-985 TO TANNERS MILL ROAD - 4 TO 6 LANES						X	
GH-111	SR 60/CANDLER ROAD FROM SOUTH OF I-985 TO SR 124 IN JACKSON COUNTY - 2 TO 4 LANES						X	X
N/A	SR 124 FROM BARROW CO LINE TO SR 60 - 2 TO 4 LANES						X	
N/A	BRASELTON TO TALMO CONNECTION BETWEEN NEW CUT RD AND AJ IRVIN RD - NEW 2 LANE ROADWAY ⁽¹⁾						X	X
N/A	SAM FREEMAN RD EXT SOUTH TO BILL WATKINS RD - NEW 2 LANE ROADWAY ⁽¹⁾						X	X
N/A	BRASELTON INDUSTRIAL PKWY EXT. TO MCNEAL RD - NEW 2 LANE ROADWAY ⁽¹⁾						X	X
N/A	NEW ROADWAY CONN. BETWEEN SR 332 AND SR 124 EAST OF BRASELTON - NEW 2 LANE ROADWAY						X	
N/A	SR 13 FROM INDUSTRIAL BLVD TO MEMORIAL PARK DR - 2 TO 4 LANES						X	
GH-112	JESSE JEWELL FROM JOHN MORROW PKWY TO ACADEMY ST -4 TO 6 LANES						X	X
N/A	INDUSTRIAL BLVD EXTENSION FROM INDUSTRIAL BLVD. TO JESSE JEWELL PKWY - NEW 2 LANE ROADWAY						X	
N/A	SR 53/DAWSONVILLE HWY FROM WASHINGTON STREET TO SPORTSMAN CLUB ROAD - 4 TO 6 LANES						X	
N/A	WIDEN JESSE JEWELL FROM PROPOSED IND. BLVD. EXTENSION TO OCONEE CIR./MILLER DR. - 4 TO 6 LANES						X	
N/A	CONSTRUCT FROM THOMPSON BR. RD ACROSS LAKE LANIER TO DAWSONVILLE HWY - NEW 4 LANE ROADWAY						X	
GH-114	EE BUTLER PKWY FROM SUMMIT ST. TO EAST OF MONROE DR. - 4 TO 6 LANES						X	X
GH-102	I-85 AT SR 60 - NEW INTERCHANGE						X	X

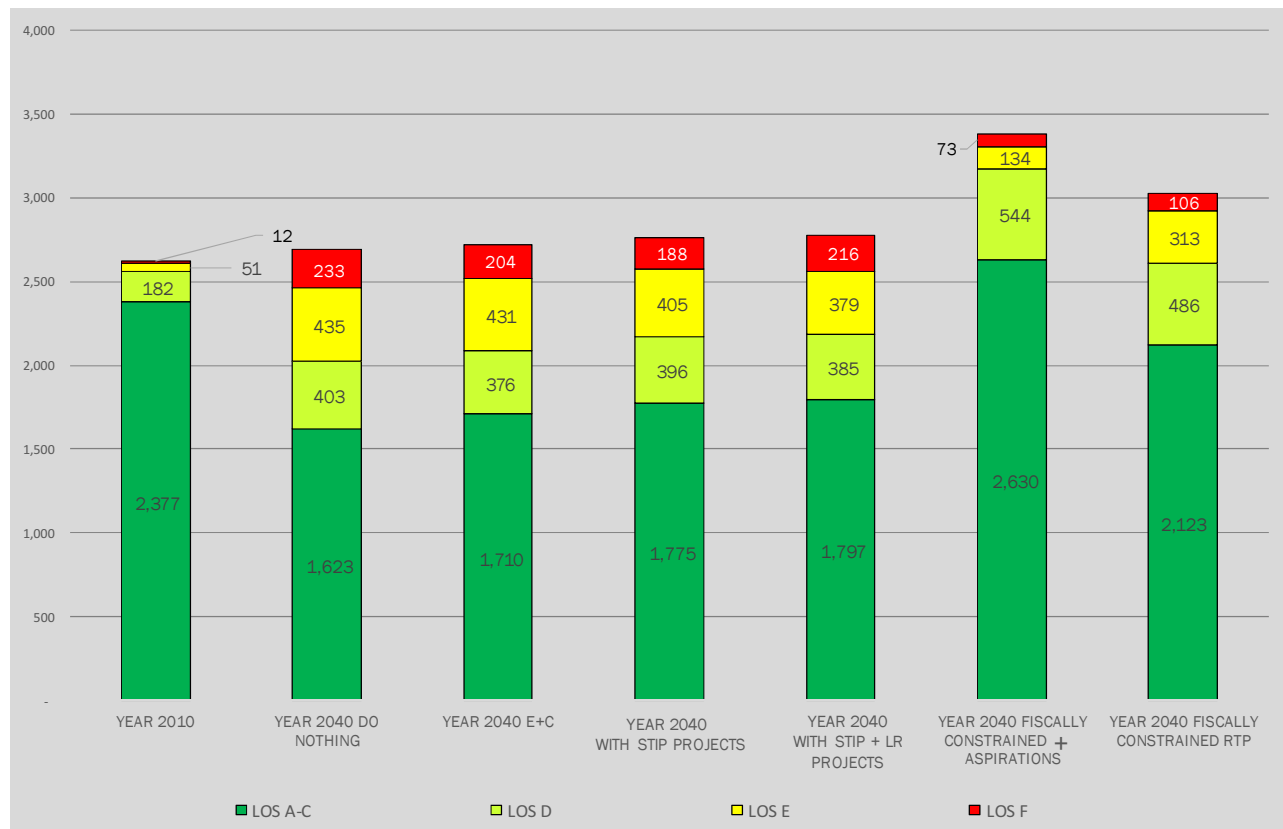
(1) These projects are currently identified for 100 percent local funding. As these projects add major capacity and can affect air quality conformity and general transportation system performance, they have been included in the travel demand modeling analysis.

TABLE 11
TRAVEL DEMAND MODEL SCENARIO OVERALL RESULTS

PERFORMANCE STATISTIC	MODELING SCENARIOS						
	2010 BASE YEAR	2040 DO NOTHING	2040 EXISTING + COMMITTED	2040 WITH STIP PROJECTS	2040 WITH STIP + LR PROJECTS	2040 FISCALLY CONSTRAINED + ASPIRATIONS RTP	2040 FISCALLY CONSTRAINED RTP
TOTAL LANE MILES	2,623	2,694	2,721	2,765	2,777	3,382	3,027
LANE MILES AT LOS D OR BETTER	2,559	2,026	2,086	2,172	2,182	3,175	2,609
LANE MILES AT LOS E OR WORSE	64	668	635	593	595	207	419
VEHICLE MILES TRAVELED	4,266,966	6,614,199	6,612,712	6,619,062	6,627,749	6,905,983	6,744,329
VEHICLE HOURS TRAVELED	141,851	412,923	408,999	399,944	404,212	307,788	351,641

Note: The GHMPO travel demand model includes parts of Jackson County that are not within the GHMPO boundary. These statistics refer only to those areas within the GHMPO boundary. Additionally, the statistics do not address local roads and instead focus on collectors, arterials, and freeways.

FIGURE 20
TRAVEL DEMAND MODEL – NUMBER OF LANE MILES AT EACH LEVEL OF SERVICE PER SCENARIO



III – PLAN EVALUATION

FIGURE 21
YEAR 2040 TRAVEL DEMAND MODEL LEVEL OF SERVICE

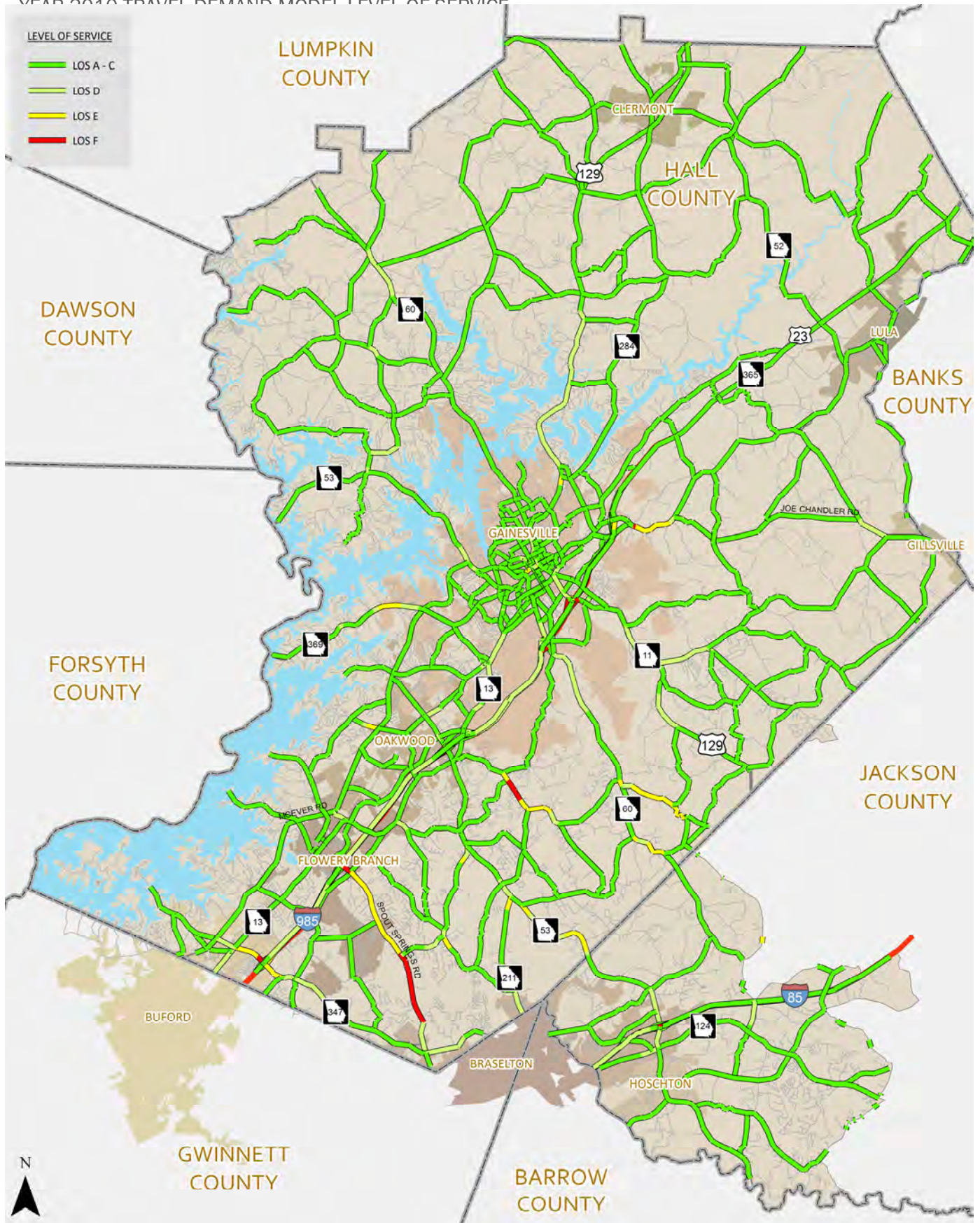
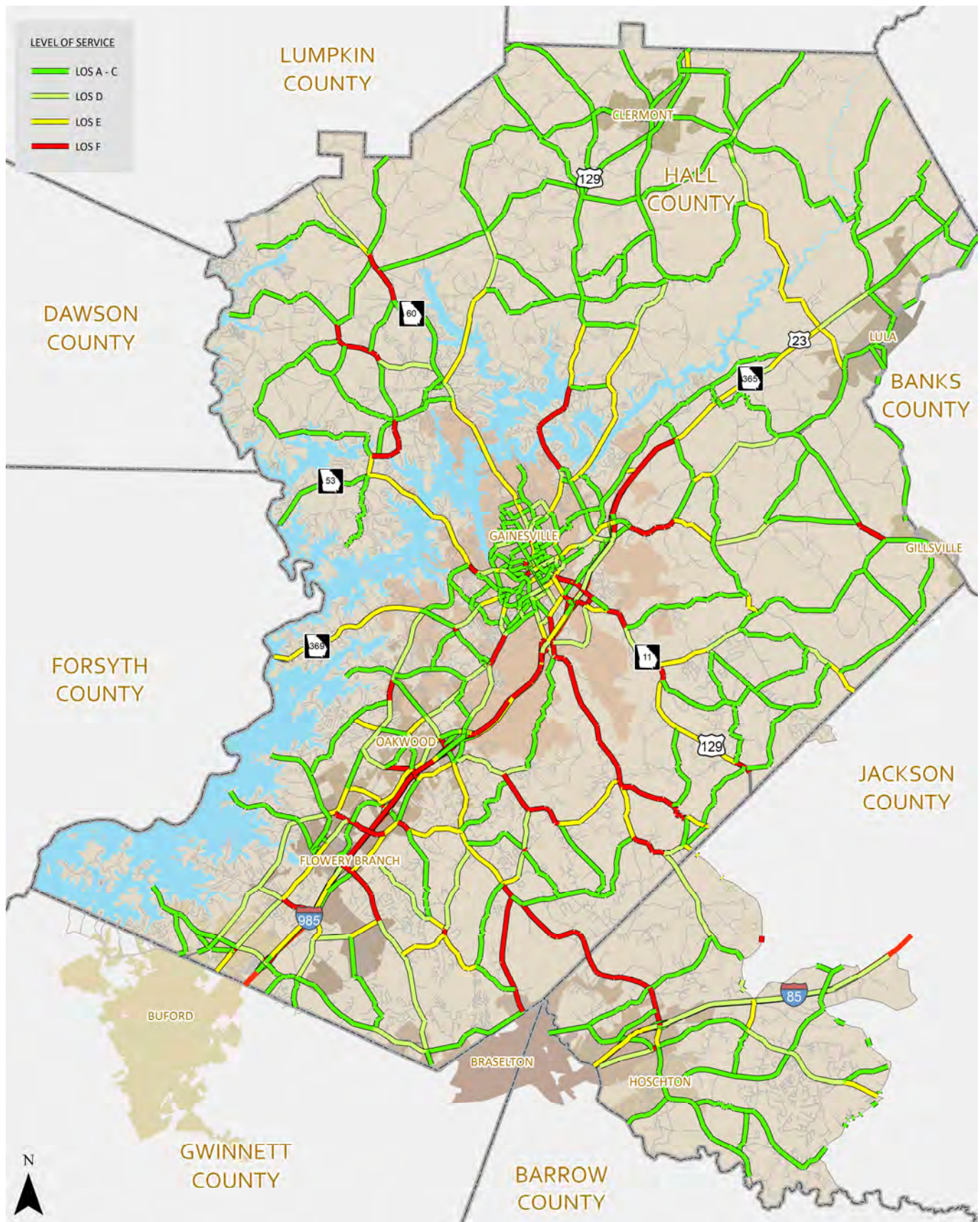
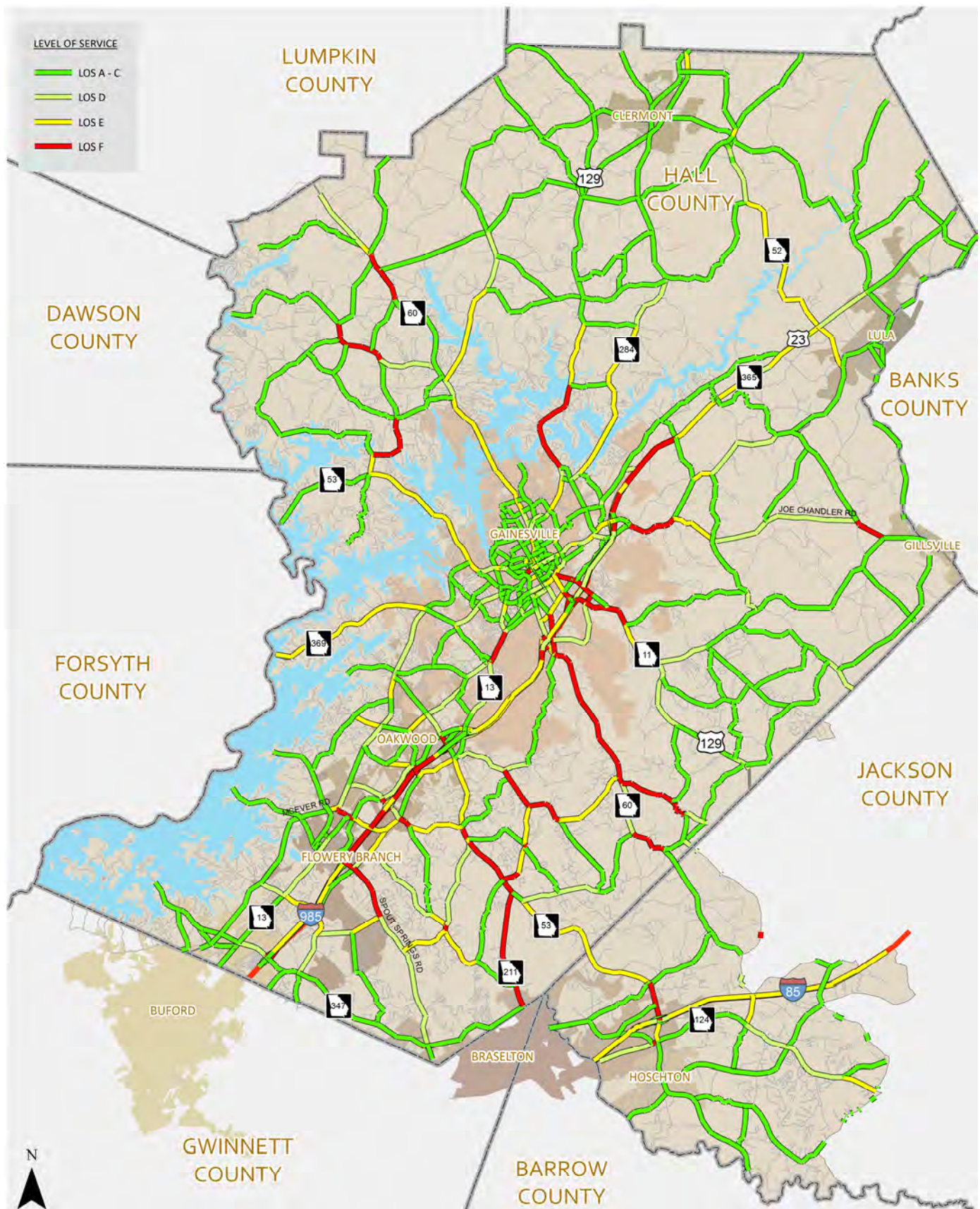


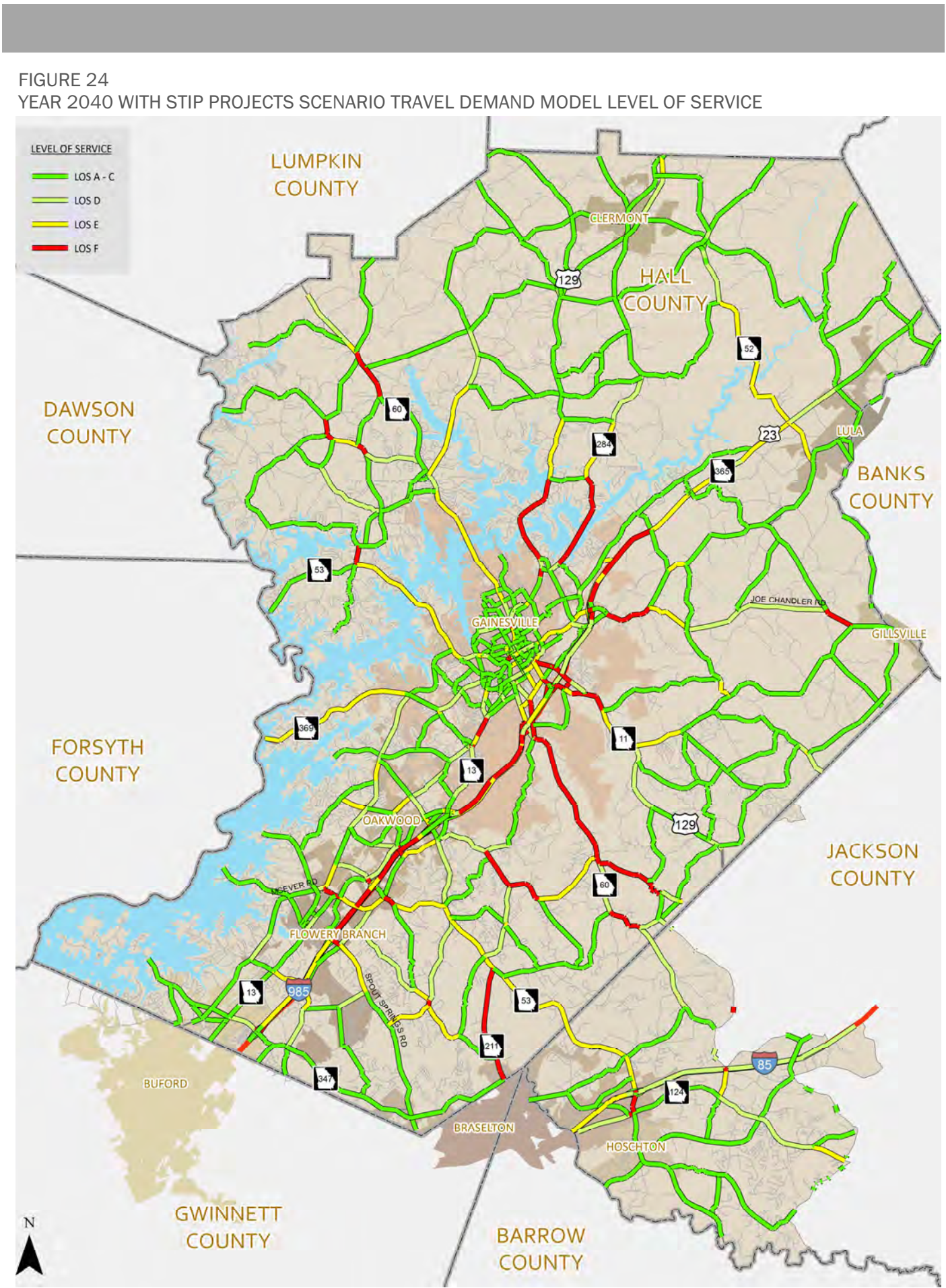
FIGURE 22
YEAR 2040 DO-NOTHING SCENARIO TRAVEL DEMAND MODEL LEVEL OF SERVICE



III – PLAN EVALUATION

FIGURE 23
YEAR 2040 EXISTING + COMMITTED SCENARIO TRAVEL DEMAND MODEL LEVEL OF SERVICE





III – PLAN EVALUATION

FIGURE 25

YEAR 2040 WITH STIP + LR PROJECTS SCENARIO TRAVEL DEMAND MODEL LEVEL OF SERVICE

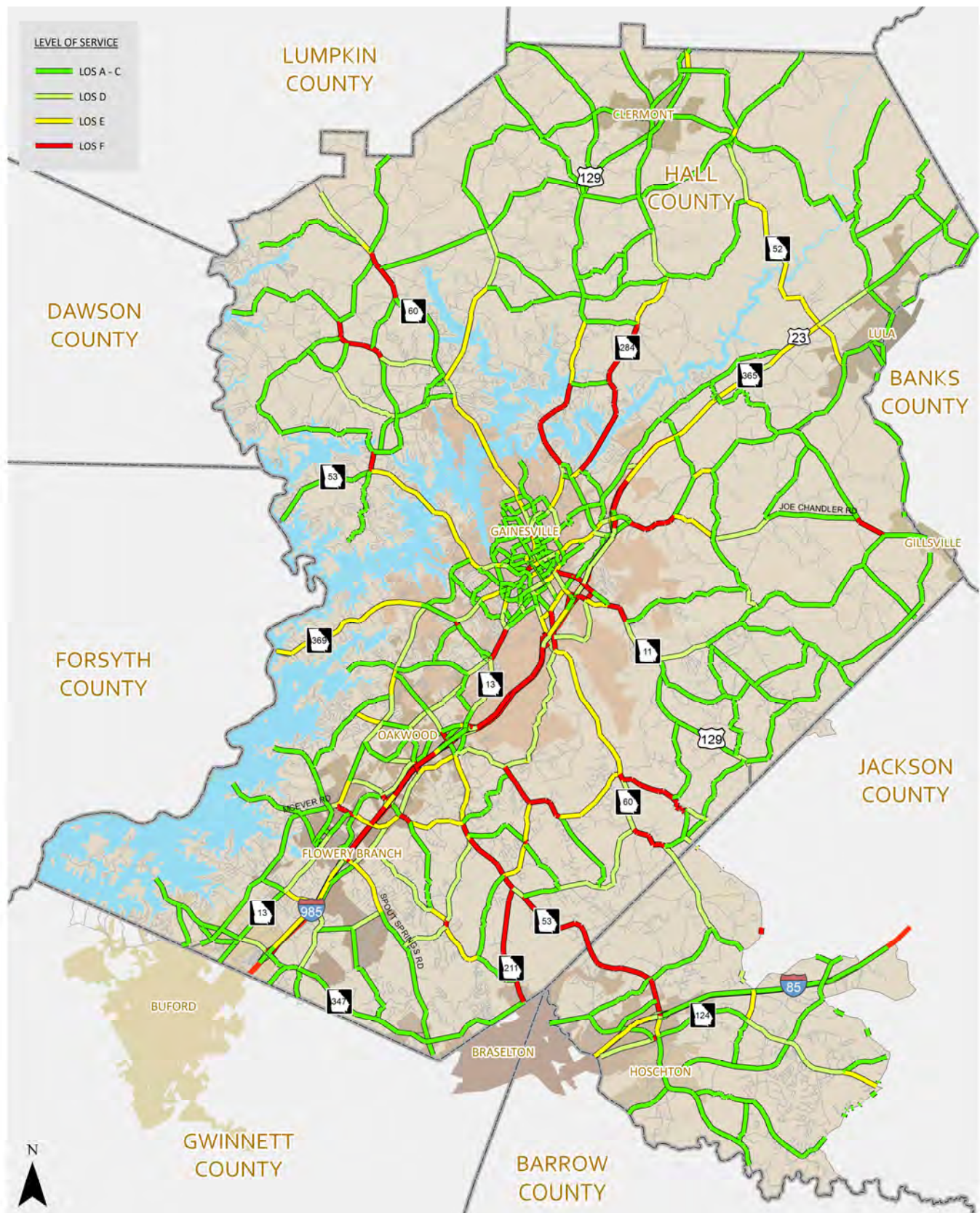
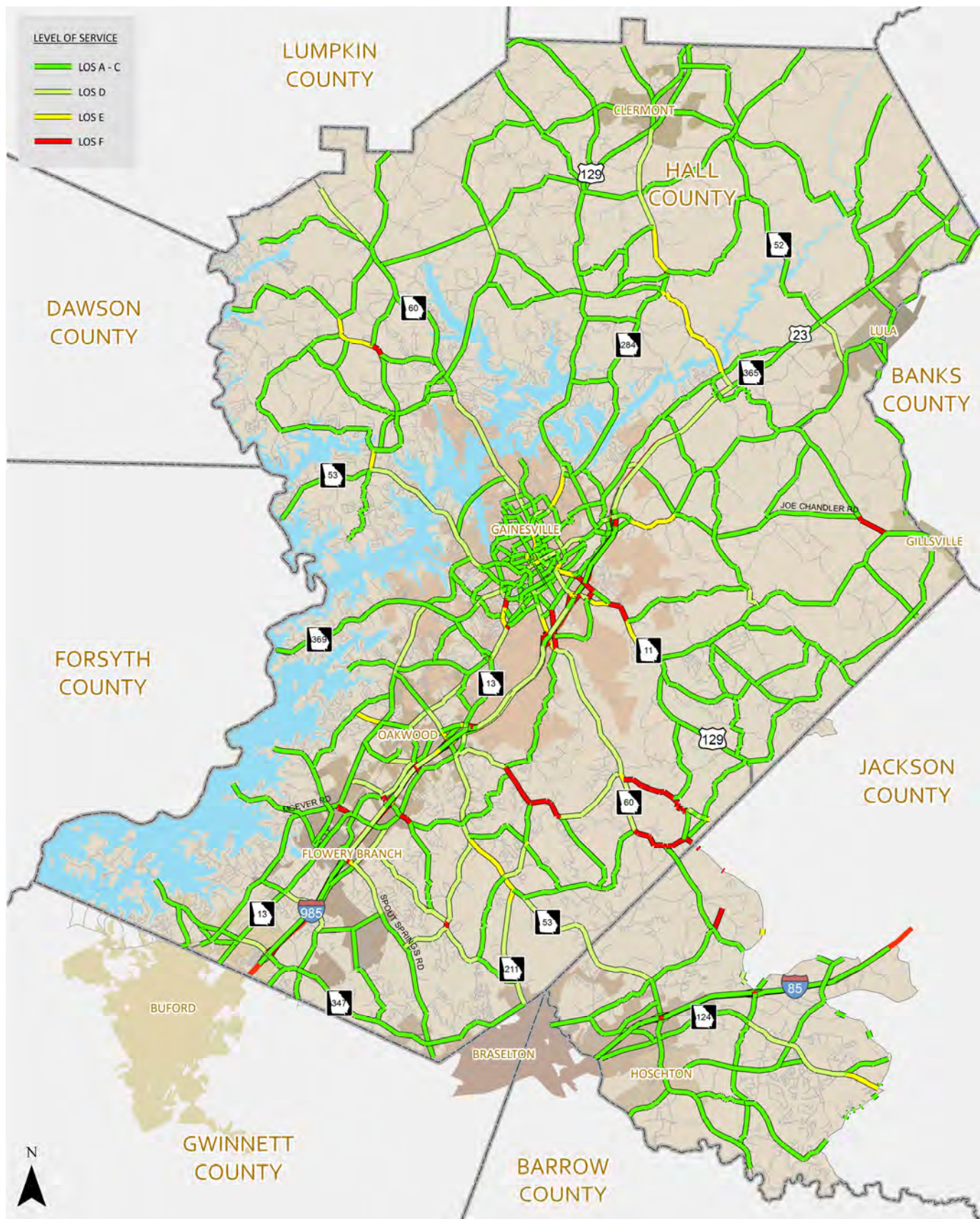
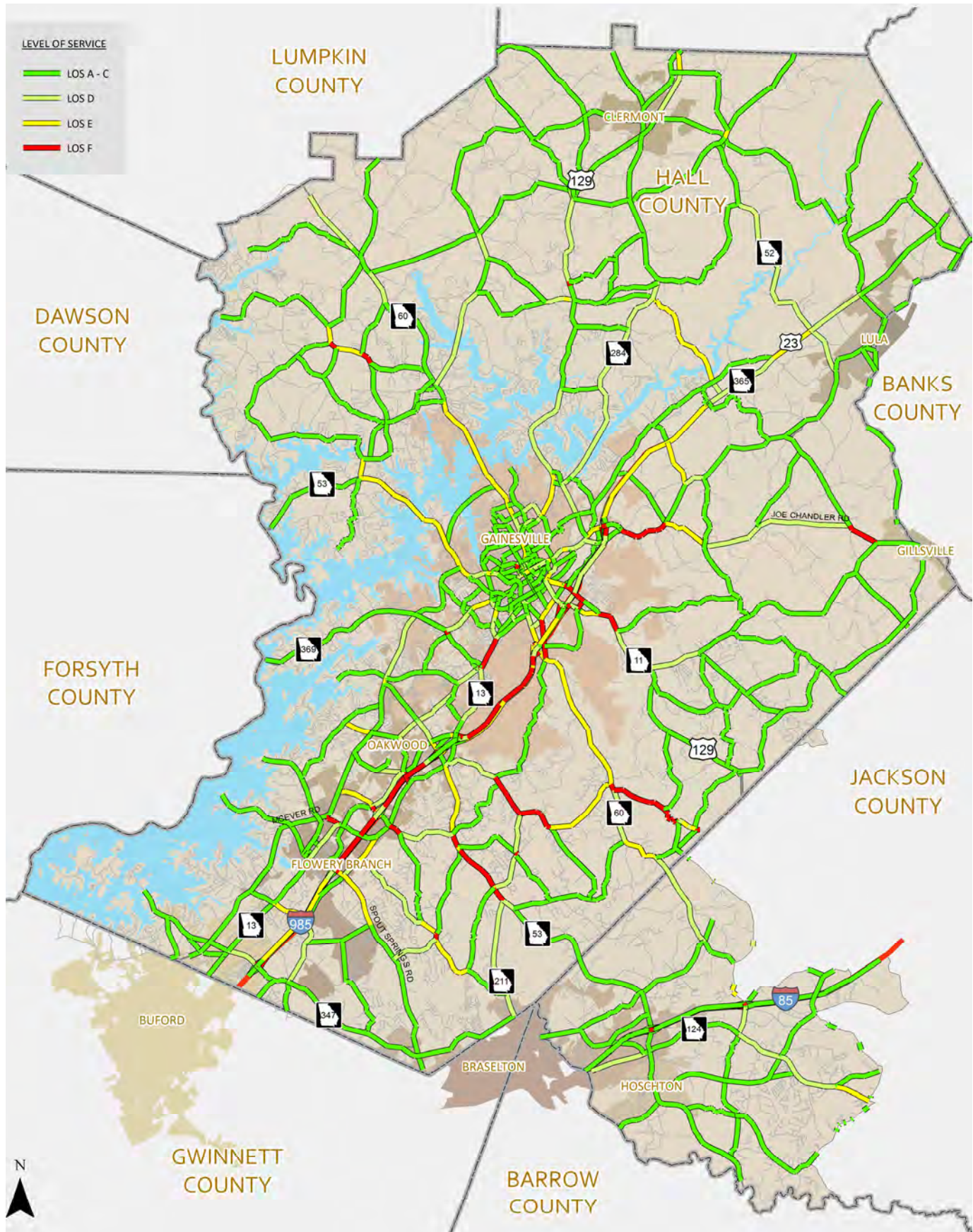


FIGURE 26
YEAR 2040 FISCALLY CONSTRAINED + ASPIRATIONS RTP SCENARIO TRAVEL DEMAND MODEL LEVEL OF SERVICE



III – PLAN EVALUATION

FIGURE 27
YEAR 2040 FISCALLY CONSTRAINED RTP SCENARIO TRAVEL DEMAND MODEL LEVEL OF SERVICE



PROJECT EVALUATION

A required component of the RTP process is to quantify the relative need of the candidate transportation projects to one another by utilizing an objective, technically sound process. In coordination with the TCC, the project team developed a process in which each of the candidate roadway projects were ranked in three separate but equal categories described below:

- **Technical Analysis:** Used to determine how successful projects are at making the transportation system safer and more efficient. This analysis utilized primarily travel demand model data.
- **Needs Categories:** Used to determine how successful projects are at addressing the different needs categories as ranked by the community (as shown previously in **Table 6**).
- **Community Support:** Used to determine those projects that have specific support.

Projects were evaluated based on their ability to reduce congestion or enhance safety, address community needs, and their specific support from the community.

As shown in the image below, these three categories were conceived to range from the quantitative technical assessment to the qualitative preference indicated by the community, with the needs category acting as hybrid.

Each category was developed to be worth up to one point, for a total possible score of three. The initial project evaluations are provided in **Appendix E**.

TECHNICAL ANALYSIS

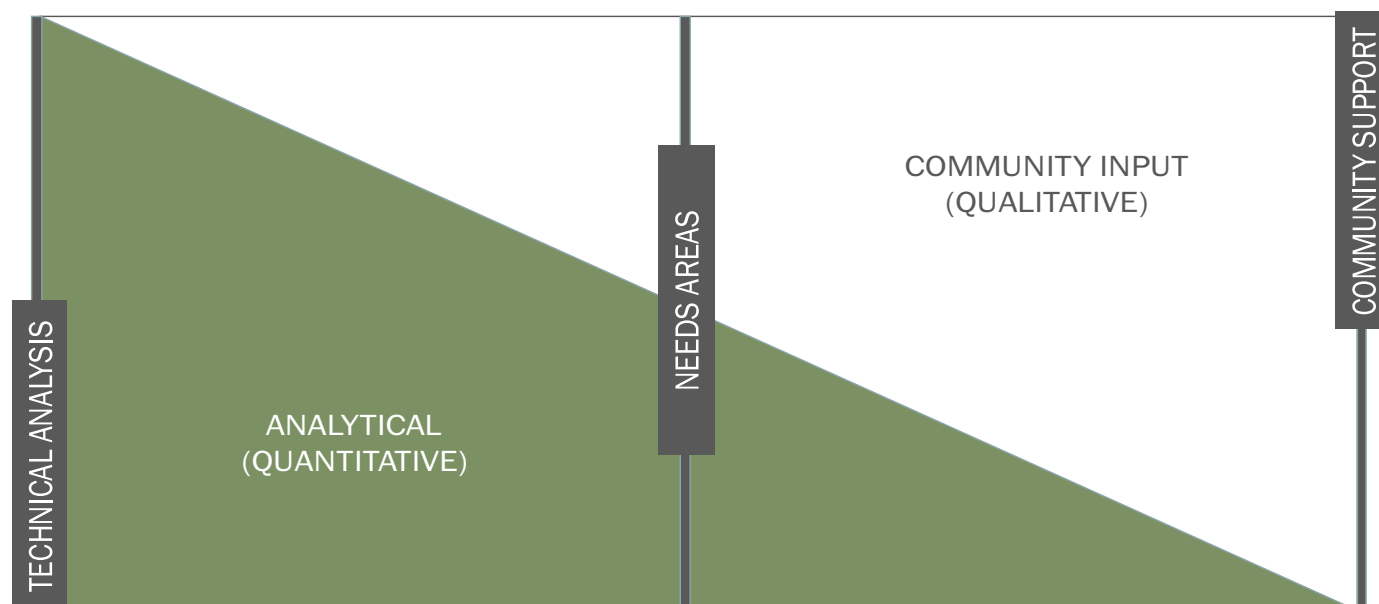
The technical analysis was driven by travel demand modeling results, bridge sufficiency ratings, and the locations of planned future land use. The data used was derived from the goals, objectives, and related measures of effectiveness (on **Page 32**), limited to the data that is available consistently throughout the GHMPO area. Depending on the type of project, three possible analyses were utilized. Each project was assigned a score for the analysis criteria shown in **Table 12**.

TABLE 12
TECHNICAL ANALYSIS CRITERIA

ANALYSIS CRITERIA	MAXIMUM POSSIBLE POINTS	DATA SOURCE
CRITERIA FOR MAJOR CAPACITY PROJECTS (WIDENINGS AND NEW LOCATIONS)		
Improvement in Volume/Capacity Ratio	0.20	Travel Demand Model ⁽¹⁾
Improvement in Vehicle Hours Driven	0.20	Travel Demand Model ⁽¹⁾
Impact to Agricultural Land (based on proximity)	0.20	Future Land Use Map
Industrial Connections	0.20	Future Land Use Map
Existing LOS of D, E, or F	0.20	Travel Demand Model ⁽²⁾
CRITERIA FOR INTERSECTION & ROADWAY OPERATION PROJECTS		
Ability to Improve Access Management	0.25	Future Land Use Map
Industrial Connections	0.25	Future Land Use Map
Town Center/Activity Center	0.25	Future Land Use Map
Existing LOS of D, E, or F	0.25	Travel Demand Model ⁽²⁾
CRITERIA FOR BRIDGE PROJECTS		
Bridge Sufficiency Rating	0.50	GDOT
Bridge Status	0.50	GDOT

(1) Based on comparison of 2040 Existing + Committed and 2040 Fiscally Constrained and Aspirations RTP scenarios.

(2) Based on Year 2010 scenario.



III – PLAN EVALUATION



Multiple groups discussing transportation at a public meeting

NEEDS CATEGORIES

The needs category analysis was determined by reviewing each of the projects and their ability to support the different needs categories developed as part of the public engagement process. Likewise, these categories were weighted based on the public's preferences as documented previously in the survey shown in **Table 6**. As the needs categories are diverse, no project was able to achieve a perfect score of one – therefore, in a final step the projects were all scored based on a bell curve with the highest received score equaling a full point for the category. The needs categories and their initial weighting are shown in **Table 13**.

TABLE 13
NEEDS CATEGORY CRITERIA

NEEDS CATEGORIES	INITIAL POSSIBLE POINTS
Enhanced Movement of Vehicles Through and Around Gainesville	.161
Maintenance of Existing System	.142
Address Areas of Congestion	.139
Effective Capacity and Safety on I-985/SR 365 and I-85 Corridors	.095
Efficient Connections to I-85 and SR 400 Corridors	.091
Enhanced Connections of Freeways to Industrial/Commercial Areas	.081
Efficient Principal Arterials for Movement Within Hall and Jackson Counties	.078
Enhanced Local Transit Including Pedestrian Access	.073
Bicycle Network to Serve All Users	.072
Commuter Transit Connection to Gwinnett County and Metro Atlanta	.068

COMMUNITY SUPPORT

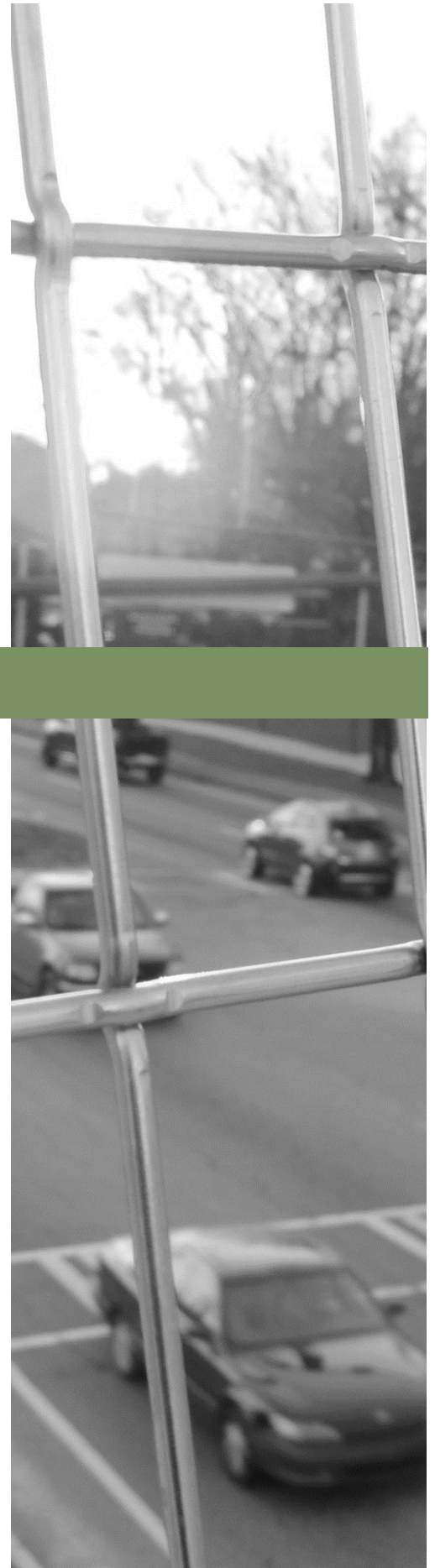
The community support criteria were developed to address the collective and individual commentary offered by members of the public regarding specific projects. Additionally, projects with a history of community support (as evidenced by dedicated funding for the project) were addressed. The criteria are shown in **Table 14**.

TABLE 14
COMMUNITY SUPPORT CRITERIA

CRITERIA	INITIAL POSSIBLE POINTS
General Public Support	0.50
Evidence of Funding Commitment	0.50



Discussing specific transportation projects with the general public



IV – FINANCIAL ELEMENT

FEDERAL FUNDING
STATE FUNDING
LOCAL FUNDING
REVENUE ESTIMATES
FISCALLY CONSTRAINED PROJECT LIST

IV – FINANCIAL ELEMENT

The RTP process requires the development of a financial plan to demonstrate that the recommendations can be implemented over the life of the plan (23 CFR 450.322). The primary elements of this financial plan include costs and revenue needed to operate and maintain Federal-aid highways and public transportation as well as the cost for implementing capital investments.

Coordination with the various funding agencies related to GHMPO was undertaken to identify historical funding and reasonable assumptions to make regarding anticipated funding. Estimating this future funding availability is directed by federal regulations and GDOT guidance. In particular, this process requires developing revenue and cost estimates that use escalation rates to reflect costs in the anticipated 'year of expenditure.'

Historical transportation revenue was collected and combined with other sources to make an estimate of transportation funding that can be anticipated for the region through the year 2040.

FEDERAL & STATE FUNDING

The major source of revenue for roadway projects from the federal government is administered through the U.S. Department of Transportation from the Highway Trust Fund (HTF). Historically, the HTF has been funded by a user fee tax on fuel (18.4 cents a gallon for gasoline and 24.4 cents for diesel) and has historically been sufficient in funding the ongoing maintenance and construction of the transportation system. Recent shortfalls in the HTF have led to a state of uncertainty regarding the future of federal transportation funding.

Georgia's primary source of funding for transportation is the Motor Vehicle Fuel Tax (MVFT). Current MVFT is 7.5 cents per gallon in addition to sales tax. In addition to commitments to state owned and maintained facilities, GDOT administers grants through the Local Maintenance and Improvement Grant (LMIG).

Historical federal and state funding to the GHMPO is shown in Table 15 in both the actual year of expenditure dollars and converted into the value of year 2014 dollars.

TABLE 15
HISTORICAL FEDERAL & STATE FUNDING

YEAR	ACTUAL FUNDING IN YEAR OF EXPENDITURE	FUNDING CONVERTED TO 2014 DOLLARS
2005	\$4,105,000	\$4,975,941
2006	\$141,055,000	\$165,638,871
2007	\$13,527,734	\$15,445,504
2008	\$6,092,357	\$6,698,839
2009	\$11,624,741	\$12,827,599
2010	\$42,063,915	\$45,667,575
2011	\$44,174,581	\$46,491,331
2012	\$61,257,201	\$63,162,734
2013	\$9,048,803	\$9,195,592
2014	\$7,698,745	\$7,698,745

Source: GDOT (does not include maintenance)

Transit funding is primarily distributed to the GHMPO area via Small Urban Transit Section 5307 funds. Historical funding (based on actual funds received which is limited to a 50 percent match of local revenue – not included farebox recovery) is shown in Table 16.

TABLE 16
HISTORICAL FEDERAL TRANSIT FUNDING

YEAR	5307 FUNDING
2011	\$345,424
2012	\$321,768
2013	\$308,311
2014	\$316,977

Source: Hall Area Transit

LOCAL FUNDING

Transportation maintenance, and capital projects are largely funded by the Special Purpose Local Option Sales Tax (SPLOST) in both Hall and Jackson Counties. Historical funding for transportation is shown in Table 17.

TABLE 17
HISTORICAL LOCAL TRANSPORTATION FUNDING

YEAR	FUNDING
HALL COUNTY ⁽¹⁾ FOR ROADWAY PROJECTS	
SPLOST VI (2009-2015)	\$44,372,152
JACKSON COUNTY ⁽²⁾ FOR ROADWAY PROJECTS	
2011 - 2013	\$890,541
HALL AREA TRANSIT ⁽³⁾	
2011-2014	\$1,630,512

Source: Hall County, Jackson County, Hall Area Transit

- (1) Includes historical revenue and revised budget for remaining period of SPLOST VI following shortfalls related to economic downturn. Initial estimate was for \$70,060,000.
- (2) Adjusted based on amount of population (23 percent) in MPO
- (3) Includes farebox recovery in addition to local match

REVENUE ESTIMATES

Revenue estimates for capital roadway projects and maintenance were developed utilizing escalation rates (2 percent annually for local Hall County revenue and 1.5 percent annually for local Jackson County and State/Federal revenue) to reflect the impact of inflation over time that were developed in coordination with local agencies, GDOT, and FHWA, which is documented in **Appendix F**. In particular, the 2 percent rate for Hall County was selected to reflect future population growth in the county while acknowledging local sales tax collections have recently been lower than anticipated due to economic conditions (the overall amount of funds anticipated are significantly lower than the previous 2011 MTP).

For capital revenue, these escalation rates were applied following the Transportation Improvement Program (TIP) period from 2015-2019 where transportation funds and expenditures are already committed and a list of GDOT authorized projects, the details of which are also documented in **Appendix F**. For maintenance revenue, these escalation rates were applied beginning in year 2015. The results of the revenue estimates are shown in **Table 18**.

For Hall County funding, a sliding scale was utilized to reflect an increasing amount of revenue dedicated to capital versus maintenance over time. The escalation was also applied to an average of the initial forecast and the actual revenue for SPLOST VI to limit the impact of the recent recession on the long-term forecast. For Jackson County funding, the amount of funding between capital and maintenance was retained. However, funding was limited to only include revenue that would cover the MPO portion of Jackson County, which was determined as approximately 23 percent based on the amount of population in the MPO portion. The escalation was applied directly to the average of the 2011-2013 historical funding. For both counties, a conservative approach was utilized, assuming no local transportation revenue for capital projects in the initial years of the plan other than to pay for anticipated commitments in the TIP.

For State/Federal funding, the escalation rate was applied to the average of the historical funding (2005 through 2014 converted into the value of 2014 dollars) and the period of TIP committed funding (2015 through 2019) anticipated for the future.

TABLE 18
ANTICIPATED CAPITAL AND MAINTENANCE ROADWAY ESTIMATES PER PLANNING YEAR

YEAR	HALL COUNTY REVENUE		JACKSON COUNTY REVENUE		STATE/FEDERAL REVENUE	
	Capital Roadway	Maintenance	Capital Roadway	Maintenance	Capital Roadway ⁽¹⁾	Maintenance
2015	\$500,000	\$4,100,532	\$1,747,474	\$60,260	\$11,383,446	\$3,660,973
2016	\$216,000	\$3,890,737	\$0	\$61,164	\$51,736,641	\$3,715,888
2017	\$129,780	\$3,968,552	\$0	\$62,081	\$55,786,539	\$3,771,626
2018	\$0	\$4,047,923	\$0	\$63,012	\$23,401,228	\$3,828,200
2019	\$20,638,304	\$4,128,881	\$0	\$63,958	\$39,990,088	\$3,885,623
2020	\$6,317,188	\$4,211,459	\$259,668	\$64,917	\$39,439,077	\$3,943,908
2021	\$6,443,532	\$4,295,688	\$263,563	\$65,891	\$136,630,269	\$4,003,066
2022	\$7,120,103	\$3,833,902	\$267,517	\$66,879	\$40,631,123	\$4,063,112
2023	\$7,262,505	\$3,910,580	\$271,529	\$67,882	\$98,997,699	\$4,124,059
2024	\$7,407,755	\$3,988,791	\$275,602	\$68,901	\$41,859,199	\$4,185,920
2025	\$7,555,910	\$4,068,567	\$279,736	\$69,934	\$42,487,087	\$4,248,709
2026	\$7,707,029	\$4,149,938	\$283,932	\$70,983	\$43,124,393	\$4,312,439
2027	\$7,861,169	\$4,232,937	\$288,191	\$72,048	\$43,771,259	\$4,377,126
2028	\$8,635,192	\$3,700,797	\$292,514	\$73,129	\$44,427,828	\$4,442,783
2029	\$8,807,896	\$3,774,812	\$296,902	\$74,225	\$45,094,245	\$4,509,425
2030	\$8,984,054	\$3,850,309	\$301,355	\$75,339	\$45,770,659	\$4,577,066
2031	\$9,163,735	\$3,927,315	\$305,876	\$76,469	\$46,457,219	\$4,645,722
2032	\$9,347,010	\$4,005,861	\$310,464	\$77,616	\$47,154,077	\$4,715,408
2033	\$9,533,950	\$4,085,978	\$315,121	\$78,780	\$47,861,388	\$4,786,139
2034	\$10,419,245	\$3,473,082	\$319,848	\$79,962	\$48,579,309	\$4,857,931
2035	\$10,627,630	\$3,542,543	\$324,645	\$81,161	\$49,307,999	\$4,930,800
2036	\$10,840,183	\$3,613,394	\$329,515	\$82,379	\$50,047,619	\$5,004,762
2037	\$11,056,986	\$3,685,662	\$334,458	\$83,614	\$50,798,333	\$5,079,833
2038	\$11,278,126	\$3,759,375	\$339,475	\$84,869	\$51,560,308	\$5,156,031
2039	\$11,503,688	\$3,834,563	\$344,567	\$86,142	\$52,333,713	\$5,233,371
2040	\$11,733,762	\$3,911,254	\$349,735	\$87,434	\$53,118,718	\$5,311,872
Total	\$211,090,732	\$101,993,434	\$8,101,689	\$1,899,029	\$1,301,749,463	\$115,371,792

(1) This assumes a total of \$154,356,715 in both state and federal funding in the years 2021 and 2023 to fund GH-109/PI#110620 and GH-110/PI#110630, both I-85 widening projects with national and state level importance not subject to congressional balancing.

IV – FINANCIAL ELEMENT

To estimate transit funding, a 1.5 percent annual inflation rate was applied to the average of the historical data, as shown in **Table 19**.

TABLE 19
ANTICIPATED TRANSIT FUNDING

YEAR	5307 FUNDING	LOCAL MATCH (INCLUDES FAREBOX RECOVERY)
2015	\$327,967	\$413,742
2016	\$332,886	\$419,949
2017	\$337,880	\$426,248
2018	\$342,948	\$432,642
2019	\$348,092	\$439,131
2020	\$353,313	\$445,718
2021	\$358,613	\$452,404
2022	\$363,992	\$459,190
2023	\$369,452	\$466,078
2024	\$374,994	\$473,069
2025	\$380,619	\$480,165
2026	\$386,328	\$487,367
2027	\$392,123	\$494,678
2028	\$398,005	\$502,098
2029	\$403,975	\$509,630
2030	\$410,035	\$517,274
2031	\$416,185	\$525,033
2032	\$422,428	\$532,909
2033	\$428,764	\$540,902
2034	\$435,196	\$549,016
2035	\$441,724	\$557,251
2036	\$448,350	\$565,610
2037	\$455,075	\$574,094
2038	\$461,901	\$582,705
2039	\$468,829	\$591,446
2040	\$475,862	\$600,318
Total	\$10,335,536	\$13,038,666

FISCALLY CONSTRAINED PROJECT LIST

A fiscally constrained project list was developed to determine those transportation projects that can be reasonably expected to be funded based on the identified capital roadway funding sources by the year 2040, including those projects with committed funding in the TIP period (2015-2019). This included development of planning level cost estimates for the candidate roadway projects which were compiled from a variety of sources: the previous MTP (based on GDOT's RUCST and CES cost estimating tools), current GDOT estimates (for projects currently in PE and ROW phases), the Jackson County Roadways Plan, and the City of Gainesville Transportation Plan. The year that each cost estimate was conducted was

determined and used to determine a 'year of expenditure' cost estimate utilizing an annual 2.2 percent escalation rate.

A fiscally constrained project list was developed to reflect those transportation projects which are anticipated to be funded through the year 2040. This list was developed by comparing the cost of each project in the 'year of expenditure' with the amount of transportation revenue in each year. Those projects which cannot be funded given current transportation revenue estimates are known as aspiration projects.

In turn, the 'year of expenditure' was determined based on whether each project was determined to be part of the fiscally constrained project list. This process began by sorting the projects based on any current funding commitments, their ability to receive funding, their status within the life cycle of a transportation project, and - in a final step once other methods were exhausted - the project's evaluation ranking (as described in **Chapter 3**). The sorted projects' costs were then compared to the available transportation revenue in any given year to determine the appropriate 'year of expenditure' in order to determine what projects could be afforded and thus determined to be part of the fiscally constrained project list. Please note that this process of determining and assuming a year of expenditure is federally required but is used primarily to determine what projects can be reasonably fiscally constrained, and not as a specific timeline for inspiration (particularly in the later years of the plan). Therefore, the year of expenditure assumed for any given phase of any given project is simply an assumption to determine fiscal constraint and in actual practice, funding for projects can be advanced (or pushed back) based on the actual availability of funds through the TIP process.

Additionally, parts of the capital roadway funding was reserved exclusively for bicycle and pedestrian improvements, with five percent of capital revenue reserved annually beginning in the year 2020 (for local dollars) or the year 2022 (for state/federal dollars).

The resulting fiscally constrained project list contains a total of 38 transportation projects including:

- 22 Roadway Widening
- 6 Intersection Improvements
- 2 New Limited Access Freeway Interchanges
- 3 Roadway Operation Projects
- 5 Bridges

While a significant percentage of the transportation funds for GHMPO are devoted to widening of existing roads, this additional capacity is important to accommodate the growth anticipated through the year 2040 where population and employment is expected to double. Other key project types include new interchanges, bridge infrastructure, and construction of bicycle and pedestrian facilities. Additionally, this RTP introduces fifteen new projects not represented in the previous MTP, of which about half represent intersection and roadway operations projects, reflecting growing trends to invest in smaller scale and context appropriate improvements. The overall expenditures are indicated in **Figure 28**.

Table 20 summarizes the anticipated revenue and expenditures for the fiscally constrained project list. The resulting fiscally constrained project list and anticipated 'year of expenditure' planning-level cost estimates are shown in **Table 21**. Further details of the fiscal constraint process and cost estimating are provided in **Appendix F**.

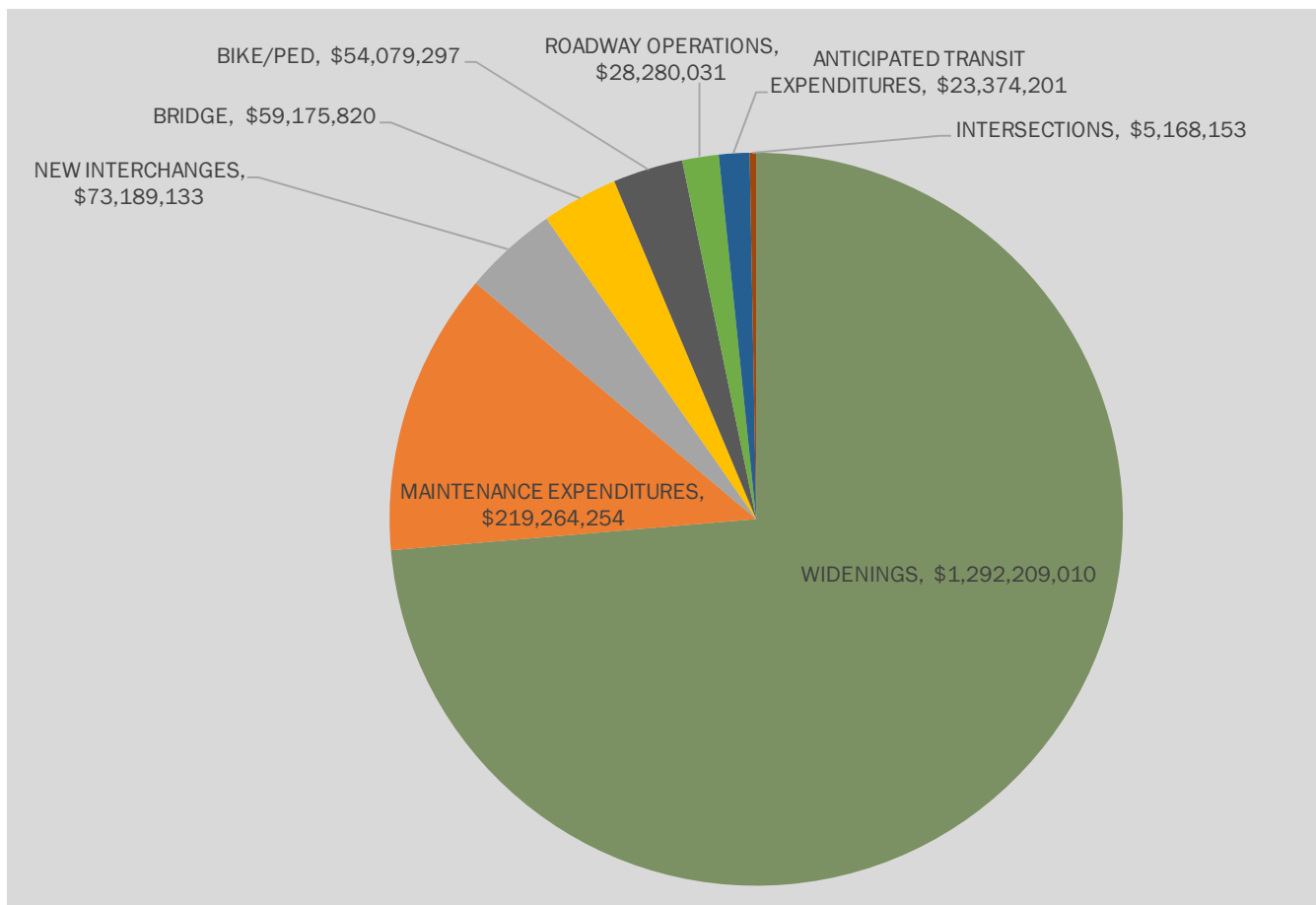
TABLE 20
CAPITAL ROADWAY FISCAL CONSTRAINT

STATE/FEDERAL FUNDING ⁽¹⁾	\$1,301,749,463
HALL COUNTY FUNDING	\$211,090,732
JACKSON COUNTY FUNDING	\$8,101,689
TOTAL FUNDING	\$1,520,941,884
RESERVED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS	\$54,079,297
COST OF FISCALLY CONSTRAINED RTP CAPITAL PROJECTS ⁽¹⁾	\$1,458,022,147
REMAINING BALANCE	\$8,840,440

Note: Funding refers to funding reserved for capital roadway projects.

(1) This assumes \$154,356,715 in both state and federal funding and expenditures to fund GH-109/PI#110620 and GH-110/PI#110630, both I-85 widening projects with national and state level importance not subject to congressional balancing.

FIGURE 28
EXPENDITURE TYPES OF THE FISCALLY CONSTRAINED PLAN



IV – FINANCIAL ELEMENT

TABLE 21
FISCALLY CONSTRAINED PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	PRELIMINARY ENGINEERING COSTS		RIGHT OF WAY COSTS		CONSTRUCTION & UTILITY COSTS	
							YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST
GH-008	US 129/ATHENS HWY FROM SR 323/GILLSVILLE HWY TO SR 332/TALMO IN JACKSON COUNTY	WIDENING	2	4	6.72	HALL + JACKSON	AUTHORIZED \$0		AUTHORIZED \$0		2016	\$27,128,838
GH-015	I-95 NEW INTERCHANGE NORTH OF SR 13/FALCON PARKWAY NEAR MARTIN ROAD	NEW INTERCHANGE	N/A	N/A	N/A	HALL	AUTHORIZED \$0		2016	\$15,921,312	2017	\$27,402,346
GH-016	SARDIS ROAD CONNECTOR – SR 60/THOMPSON BRIDGE RD TO SARDIS RD/CHESTATEE ROAD	WIDENING + NEW LOCATION	2	4	3.0	HALL	AUTHORIZED \$0		2019	\$19,967,000	2020 + 2021	\$48,075,642
GH-018	SR 369/BROWN'S BR RD FM FORSYTH CO LINE TO SR 53	WIDENING	2	4	4.6	HALL	2032	\$4,170,994	2035	\$4,127,281	2040	\$49,641,709
GH-020	US 129/CLEVELAND HIGHWAY – LIMESTONE PARKWAY TO NOPONE ROAD	WIDENING	2	4	5.4	HALL	AUTHORIZED \$0		2019	\$14,277,605	2039	\$59,019,312
GH-021	SR 13/ATLANTA HWY – FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347/LANIER ISLANDS PARKWAY IN HALL COUNTY.	WIDENING	2	4	1.65	HALL + GWINNETT	AUTHORIZED \$0		AUTHORIZED \$0		2016	\$4,279,070
GH-023	SPOUT SPRINGS ROAD – I-985 TO SOUTH OF THOMPSON MILL ROAD	WIDENING	2	4	6.1	HALL	AUTHORIZED \$0		2018 + 2019	\$31,731,180	2023	\$87,961,522
GH-024	MARTIN ROAD WIDENING - FALCON PKWY TO WINDER HWY	WIDENING	2	4	1.9	HALL	2025	\$2,227,033	2027	\$20,968,624	2032	\$22,869,747
GH-025	SR 211/OLD WINDER HWY FM SR 53 TO SR 347 ON NEW ALIGNMENT	WIDENING	2	4	3.4	HALL	2024	\$2,959,808	2027	\$3,251,640	2027 + 2028	\$50,772,653
GH-029	US 129/SR 11/CLEVELAND HWY AT CHATTAHOOCHEE RIVER- BRIDGE	BRIDGE	2	4	0.16	HALL	AUTHORIZED \$0		2016	\$749,700	2017	\$12,050,028
GH-030	US 129/SR 11/CLEVELAND HWY AT EAST FORK LITTLE RIVER (BELLS MILL)- BRIDGE	BRIDGE	2	4	0.07	HALL	AUTHORIZED \$0		2015 + 2016	\$4,391,220	2017	\$7,588,135
GH-033	SR 13/ATLANTA HWY FM CR 528/RADFORD RD TO S OF SR 53	WIDENING	2	4	4.0	HALL	2024	\$5,981,050	2030	\$28,928,476	2037	\$110,216,986
GH-038	SR 60/THOMPSON BRIDGE ROAD - SR 136/PRICE ROAD TO YELLOW CREEK ROAD IN MURRAYVILLE	WIDENING	2	4	6.5	HALL	AUTHORIZED \$0		2025	\$18,661,738	2030	\$31,556,037
GH-039	SOUTH ENOTA DRIVE WIDENING - PARK HILL DRIVE TO DOWNEY BLVD	WIDENING	2	4	1.0	HALL	2030	\$80,139	2033	\$2,279,053	2033	\$7,498,923
GH-040	SR 53 FROM I-85/JACKSON COUNTY TO SR 211/HALL COUNTY	WIDENING	2	4	2.6	HALL + JACKSON	2030	\$3,024,106	2034	\$56,167,840	2036	\$47,246,704
GH-057	SR 369/BROWNS BRIDGE ROAD AT CHATTAHOOCHEE RIVER- BRIDGE	BRIDGE	2	2	0.79	HALL + FORSYTH	2017	\$5,000	2016	\$76,500	2018	\$8,074,414
GH-063	SR 53/DAWSONVILLE HWY AT CHESTATEE RIVER - BRIDGE	BRIDGE	2	2	0.74	HALL + FORSYTH	2015	\$4,700	AUTHORIZED \$0		2015	\$6,059,346
GH-069	INTERSECTION IMPROVEMENT AT JESSE JEWEL PKWY SR 369/SR 60 AND JOHN W. MORROW JR. PKWY SR 53 CONN/SR 60	INTERSECTION	4	4	N/A	HALL	2016	\$216,000	2017	\$578,513	2018	\$1,002,000
GH-078	SR 347/LANIER ISLANDS PARKWAY- MCEVER RD TO LAKE LANIER ISLANDS	WIDENING	2	2	2.6	HALL	AUTHORIZED \$0		2015	\$5,018,400	2017	\$8,292,297
GH-079	MCEVER ROAD WIDENING - JIM CROW ROAD TO S.R. 53	WIDENING	2	4	4.4	HALL	2033	\$4,558,122	2036	\$29,535,296	2040	\$83,420,552

TABLE 21
FISCALLY CONSTRAINED PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	PRELIMINARY ENGINEERING COSTS		RIGHT OF WAY COSTS		CONSTRUCTION & UTILITY COSTS	
							YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST
GH-084	MCEVER ROAD FROM SR 347/LANIER ISLANDS PARKWAY TO JIM CROW ROAD/GAINESVILLE ST.	WIDENING	2	4	5.1	HALL	2019	\$3,356,520	2026	\$3,992,913	2029	\$64,551,579
GH-085	SR 53/DAWSONVILLE HWY WESTBOUND AT CHATTAHOOCHEE RIVER - BRIDGE	BRIDGE	2	2	N/A	HALL	2018	\$1,148,686	2019	\$234,332	2021	\$18,802,759
GH-100	SR 369/BROWN'S BR OPERATIONS	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL	2022	\$1,652,608	2024	\$1,600,086	2025	\$17,640,968
GH-101	"CONSTRUCT A NEW ROADWAY SEGMENT BEHIND ENOTA ELEMENTARY SCHOOL, CONNECTING ENOTA DRIVE NEAR THE INTERSECTION WITH CUMBERLAND DR TO S ENOTA DR NEAR THE INTERSECTION WITH ENOTA CIR; ADD A TWO-WAY LEFT-TURN LANE TO ENOTA DR FROM THOMPSON BR RD TO PARK HILL DR, INCLUDING ALONG THE NEW ROADWAY SEGMENT; COMBINE WITH OPERATIONAL IMPROVEMENTS (175 FOOT SBR AND NEW EBR AT PARK HILL DRIVE AND ENOTA AND 125 NBR AND 105 SBR AT THOMPSON BRIDGE AND ENOTA).	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL	2022	\$725,296	2024	\$985,932	2025	\$2,801,987
GH-102	NEW INTERCHANGE LOCATED AT CROSSING OF I-85 AND SR 60	NEW INTERCHANGE	N/A	N/A	1.0	JACKSON	2015 + 2016	\$1,747,474	2022	\$5,361,835	2024	\$22,756,165
GH-103	ATHENS HWY AT CHESTNUT ST OPERATIONS - SHIFT INTERSECTION TO THE NORTH, FURTHER AWAY FROM INTERSECTION OF ATHENS HWY AND RIDGE RD; EXTEND SB LEFT TURN LANE ON ATHENS HWY ON APPROACH TO RIDGE RD TO PREVENT LT TRAFFIC QUEUES FROM BLOCKING THROUGH LANE	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$99,523	2025	\$135,617	2026	\$450,450
GH-104	DAWSONVILLE HWY/SR 53 AT MCEVER RD OPERATIONS - ADD WB RIGHT TURN LANE AND SECOND THRU LANE	INTERSECTION	N/A	N/A	N/A	HALL	2025	\$116,455	2026	\$137,865	2029	\$287,999
GH-105	EE BUTLER PKWY/ATHENS STREET AT MLK JR. BOULEVARD INTERSECTION IMPROVEMENTS	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$320,685	2025	\$402,328	2026	\$944,791
GH-106	JOHN MORROW PKWY AT WASHINGTON ST OPERATIONS - REALIGN SOUTHBOUND RT LANE	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$20,723	2025	\$20,894	2026	\$26,301
GH-107	PARK HILL DR AT LAKEVIEW DR OPERATIONS - REDUCE SLOPE ON LAKEVIEW DR. APPROACH	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$82,812	2025	\$74,597	2026	\$250,599
GH-108	MLK JR BLVD CORRIDOR - WIDEN TO 4 LANES WITH STREETSCAPE FROM QUEEN CITY PKWY TO EE BUTLER	WIDENING	2	4	1.3	HALL	2023	\$1,796,366	2025	\$2,579,880	2028	\$8,011,418
GH-109	I-85 FM N OF SR 211 TO N OF SR 53 (4 TO 6 LANES)	WIDENING	4	6	3.3	JACKSON	2021	\$1,243,108	N/A		2023	\$57,757,109
GH-110	I-85 FM N OF SR 53/GREEN ST TO N OF SR 11/US 129/LEE ST	WIDENING	4	6	7.4	JACKSON	2018	\$441,632	N/A		2021	\$95,356,498

IV – FINANCIAL ELEMENT

TABLE 21
FISCALLY CONSTRAINED PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	PRELIMINARY ENGINEERING COSTS		RIGHT OF WAY COSTS		CONSTRUCTION & UTILITY COSTS	
							YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST
GH-111	SR 60/CANDLER ROAD FM S OF I-985 TO SR 124 (2 TO 4 LANES)	WIDENING	2	4	12.4	HALL	2025	\$3,229,505	2028	\$17,191,670	2032	\$34,814,105
GH-112	JESSE JEWELL PKWY - WIDEN TO 6 LANES FROM JOHN MORROW TO ACADEMY ST	WIDENING	4	6	0.2	HALL	2034	\$1,299,094	2037	\$1,932,949	2040	\$3,035,122
GH-113	OAK TREE DR OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM THOMPSON BR. RD. TO RIVERSIDE DR; OAK TREE DRIVE OPERATIONS - REALIGN INTERSECTION OF OAK TREE DR AT RIVERSIDE DR SO THE THROUGH MOVEMENT IS BETWEEN OAK TREE DR AND RIVERSIDE DR NORTHBOUND, WITH THE SOUTH LEG OF RIVERSIDE DR AS THE SIDE STREET; ADD A TRAFFIC SIGNAL OR ROUNDABOUT; OAK TREE DRIVE OPERATIONS - SIGNALIZE INTERSECTION OF OAK TREE DR AND THOMPSON BR. RD	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL	2024	\$403,196	2027	\$591,796	2031	\$1,878,161
GH-114	EE BUTLER PKWY/ATHENS HWY CAPACITY - WIDEN TO 6 LANES W MEDIAN FROM SUMMIT ST TO EAST OF MONROE DR	WIDENING	4	6	1.5	HALL	2030	\$2,698,337	2035	\$4,813,607	2038	\$20,553,380
GH-115	SR 53 FM I-85 TO TAPP WOOD RD	WIDENING	2	4	5.4	JACKSON	2019	\$3,124,948	2029	\$17,548,120	2035	\$46,314,468



V – CONCLUSIONS

LOCALLY FUNDED PROJECTS
FISCALLY CONSTRAINED PROJECTS
SYSTEM PERFORMANCE
ASPIRATIONS PROJECTS



V – CONCLUSIONS

The ultimate goal of the RTP is the development of the fiscally constrained project list, which was documented in the previous section. However, the development of the RTP also provides the framework for meeting a fundamental community need: effective and efficient transportation. The plan combines the community vision, preferences, and goals with technical assessments of needs and anticipated performance to provide a plan that delivers the mobility needed to support the growing community, while increasing transportation mode options, and supporting economic development initiatives.

RTP SYSTEM PERFORMANCE

During the RTP development, several communities within GHMPO either adopted or were in the process of considering a complete streets policy to supplement GDOT's Complete Streets policy. This type of policy is utilized to consider transportation equity and all modes of travel in the design and development of transportation projects.

Tied into this perspective is the philosophy utilized in the development of the RTP. While historically, RTP's have consisted mostly of widening projects, the majority of new fiscally constrained projects in this plan are intersection or roadway operation projects. Additionally, the planned earmarking of transportation dollars for exclusively bicycle and pedestrian infrastructure makes it possible to implement all of the highly prioritized projects from the GHMPO Bicycle and Pedestrian Plan Update while allowing dollars to implement the remaining projects that will best develop a comprehensive bicycle and pedestrian network for the region.

Likewise, through the technical analysis component of the project evaluation process, the development of this plan tied the goals, objectives, and measures of effectiveness where available data allowed to the intended outcomes. Through the needs category analysis, additional project evaluation measures reflected the more comprehensive vision for how the community believes the transportation system should perform. As reproduced in Table 22, a comparison of the performance of a 2040 Do-Nothing Scenario with the 2040 Fiscally Constrained Plan reveals a tremendous amount of benefit, including a large decrease both the number of lane miles with congested conditions and the amount of cumulative time spent traveling within the region. Though vehicle miles traveled will increase, the overall results indicate better traffic flow.

TABLE 22
YEAR 2040 DO NOTHING VS. RTP

PERFORMANCE STATISTIC	2040 DO-NOTHING SCENARIO	2040 FISCALLY CONSTRAINED RTP
TOTAL LANE MILES	2,694	3,027
LANE MILES AT LOS D OR BETTER	2,026	2,609
LANE MILES AT LOS E OR WORSE	668	419
VEHICLE MILES TRAVELED	6,614,199	6,744,329
VEHICLE HOURS TRAVELED	412,923	351,641

In addition to the direct transportation benefits, the RTP reflects a balance in addressing the ten needs categories discussed with the community. For instance, the RTP reserves transportation funds to be explicitly used to construct bicycle and pedestrian facilities to address the need for a 'Bicycle Network to Serve All Users.' The RTP includes several intersection projects in the central Gainesville area to address needs such as 'Address Areas of Congestion' and 'Enhanced Movement of Vehicles Through and Around Gainesville.' Several projects connect the GHMPO community to surrounding communities to help with 'Efficient Connections to I-85 and SR 400 Corridors.'

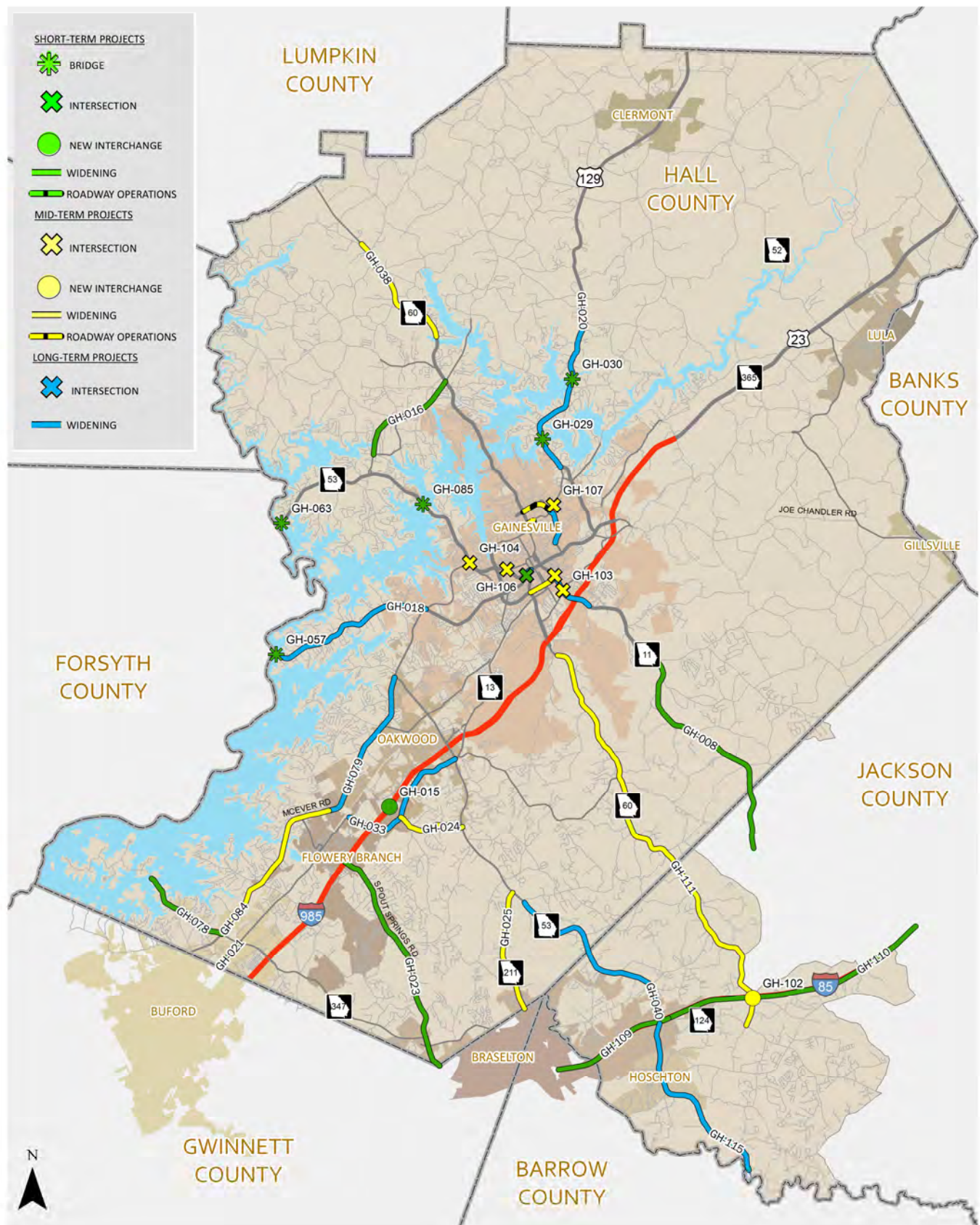
Finally, the RTP reflects the comments and vision of the community through the individual projects recommended, the majority of which were expressly supported through public meetings and workshops with community leaders.

Additionally, the fiscally constrained plan includes a remaining balance of over \$10 million. This remaining balance should be preserved in order to allow flexibility and contingency as funding and cost assumptions change, or the need arises to fund different transportation projects through administrative adjustments.

FISCALLY CONSTRAINED PROJECTS

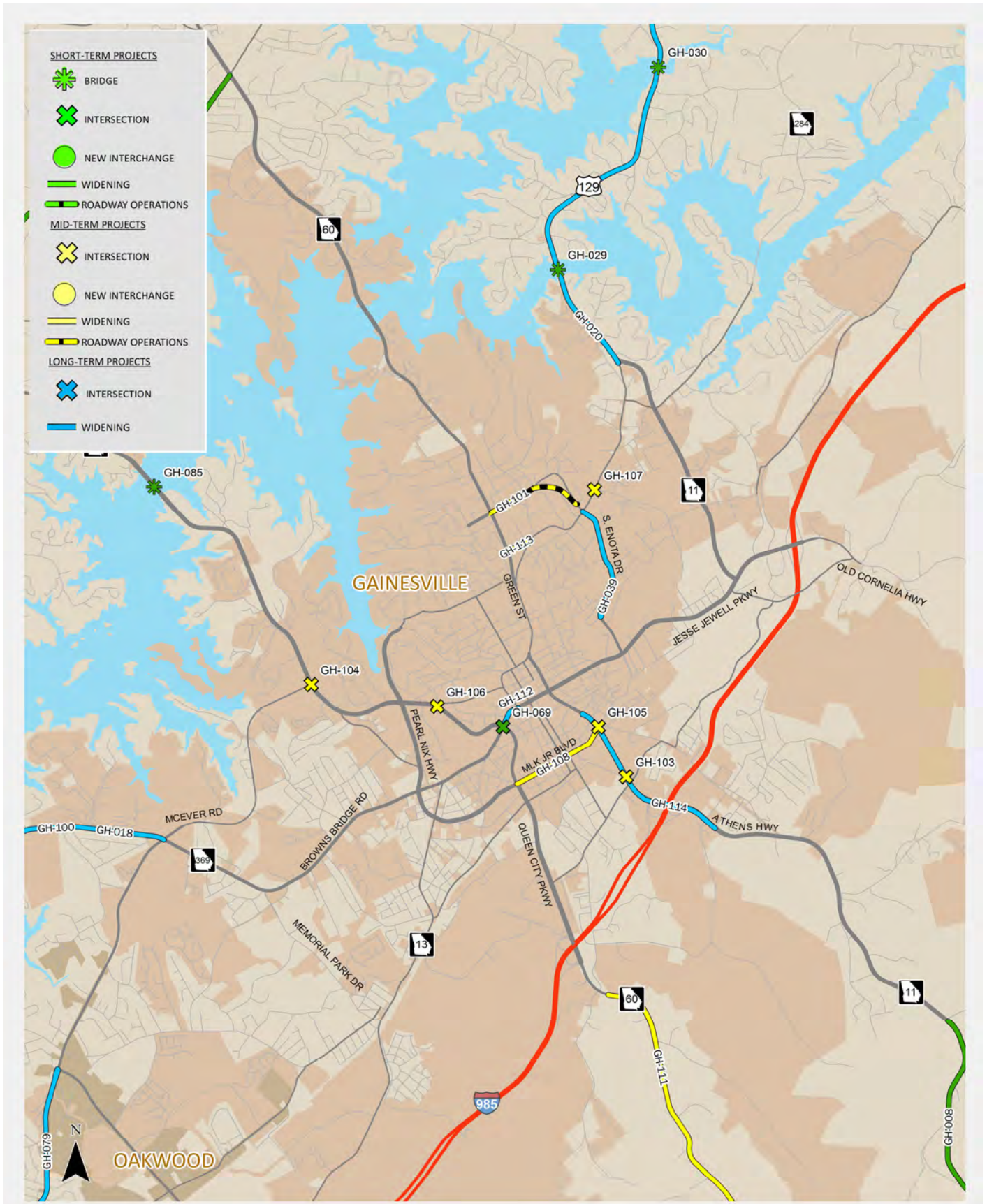
Starting on page 65, detailed pertinent information regarding the fiscally constrained projects is documented, including the anticipated implementation timeframe of short-term (2015-2023), mid-term (2024-2032), or long-term (2033-2040). Additionally, all of the fiscally constrained projects are displayed in Figure 29.

FIGURE 29
FISCALLY CONSTRAINED TRANSPORTATION PROJECTS

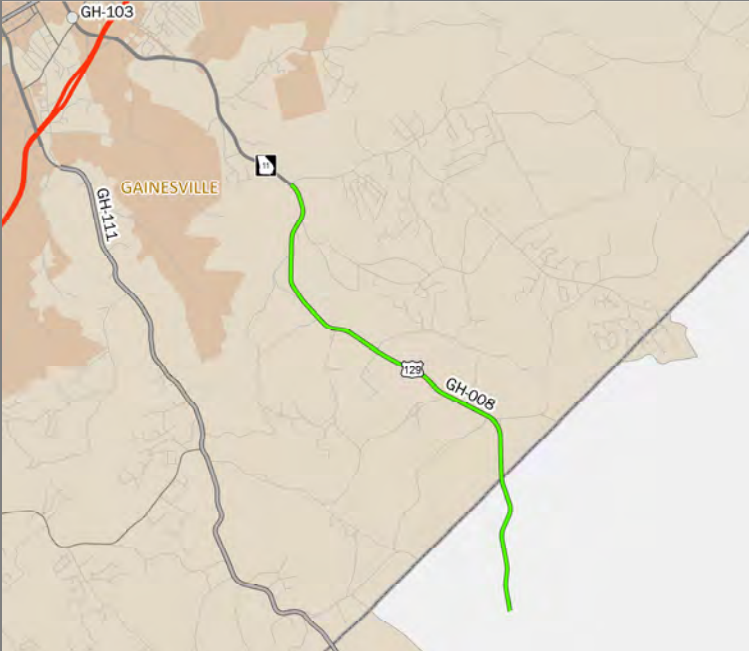


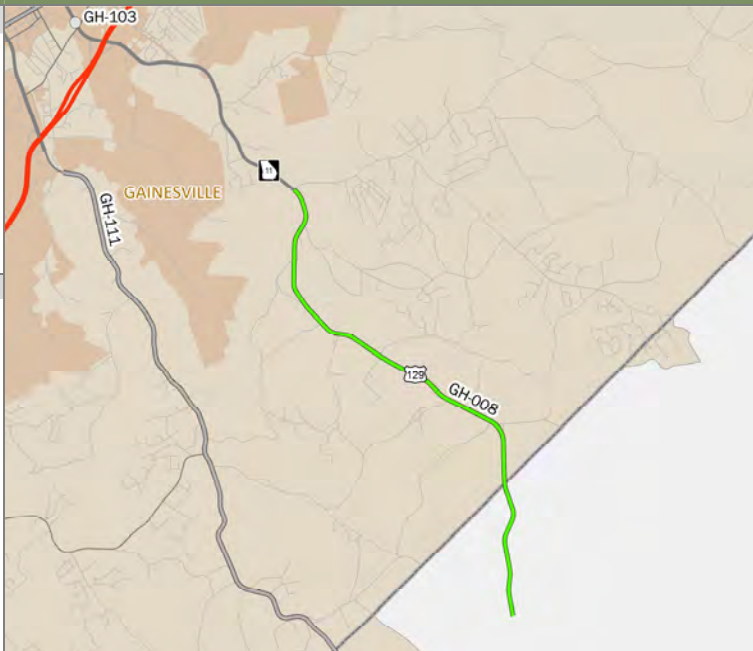
V – CONCLUSIONS

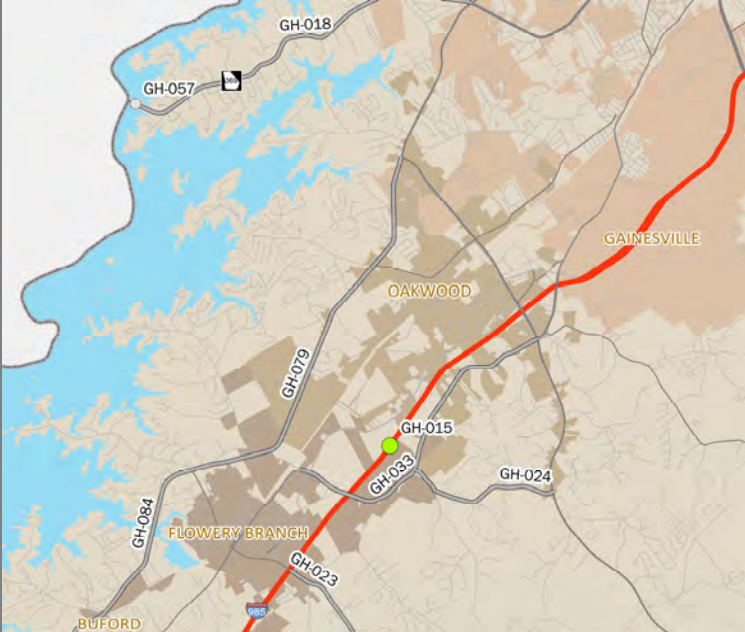
FIGURE 29 (CONTINUED)
FISCALLY CONSTRAINED TRANSPORTATION PROJECTS

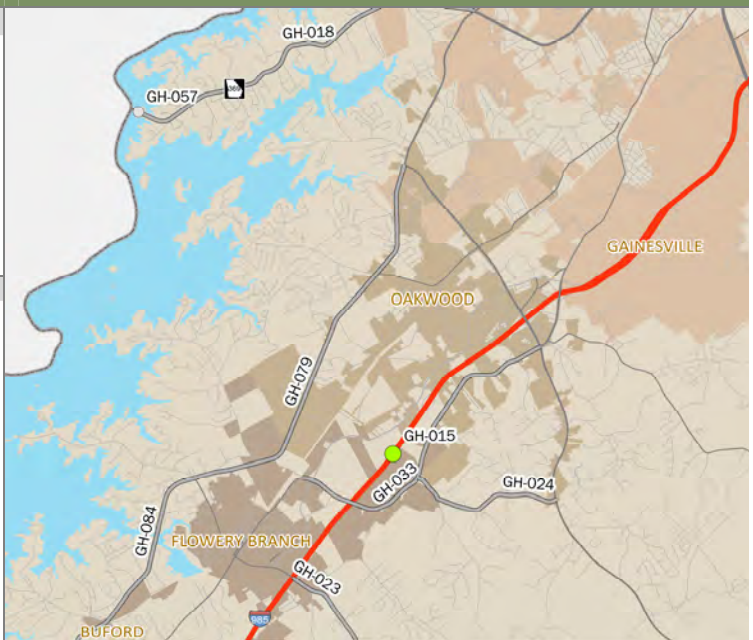


SHORT-TERM (2015-2023) IMPLEMENTATION FISCALLY CONSTRAINED PROJECTS

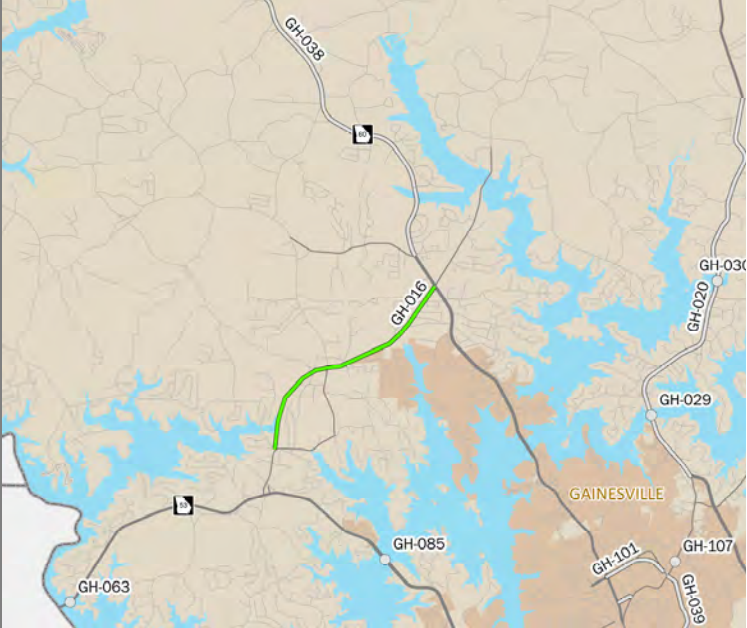
PROJECT ID		GH-008		PI #122150			
Project Description							
US 129/ATHENS HWY FROM SR 323/GILLSVILLE HWY TO SR 332/TALMO IN JACKSON COUNTY							
Project Purpose		THIS PROJECT ADDS CAPACITY TO MITIGATE EXISTING AND ANTICIPATED FUTURE TRAFFIC CONGESTION.					
THIS PROJECT EXTENDS BEYOND THE MPO BOUNDARY AND IS THEREFORE, INCLUDED IN THE STIP. PROJECT COSTS SHOWN BELOW REPRESENT ONLY THE PORTION OF THE TOTAL PROJECT COST WITHIN THE MPO (69%).							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	AUTHORIZED		\$0	\$0	\$0
County:	HALL + JACKSON	Right of Way	2016		\$0	\$0	\$0
Existing Lanes:	2	Utilities	2016		\$0	\$556,867	\$556,867
Future Lanes:	4	Construction	2016		\$0	\$26,571,971	\$26,571,971
Distance:	6.72 MILES	Total			\$0	\$27,128,838	\$27,128,838





PROJECT ID		GH-015		PI# 0000425			
Project Description							
I-985 NEW INTERCHANGE NORTH OF SR 13/FALCON PARKWAY NEAR MARTIN ROAD							
Project Purpose							
THIS PROJECT ADDS INTERCHANGE ACCESS TO RELIEVE EXISTING INTERCHANGES AT SPOUT SPRINGS ROAD AND SR 53.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	NEW INTERCHANGE	Preliminary Engineering	AUTHORIZED		\$0	\$0	\$0
County:	HALL	Right of Way	2016		\$0	\$15,921,312	\$15,921,312
Existing Lanes:	N/A	Utilities	2017		\$0	\$240,364	\$240,364
Future Lanes:	N/A	Construction	2017		\$0	\$27,161,982	\$27,161,982
Distance:	1.00	Total			\$0	\$43,323,658	\$43,323,658



V – CONCLUSIONS

PROJECT ID		GH-016		PI# 003626			
Project Description							
SARDIS ROAD CONNECTOR – SR 60/THOMPSON BRIDGE RD TO SARDIS RD/CHESTATEE ROAD							
Project Purpose							
THIS PROJECT ADDS CAPACITY TO MITIGATE EXISTING AND ANTICIPATED FUTURE TRAFFIC OR CONGESTION							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING & NEW LOCATION	Preliminary Engineering	AUTHORIZED		\$0	\$0	\$0
County:	HALL	Right of Way	2019		\$19,967,000	\$0	\$19,967,000
Existing Lanes:	0 and 2	Utilities	2020		\$552,727	\$0	\$552,727
Future Lanes:	4	Construction	2021		\$0	\$47,505,904	\$47,505,904
Distance:	3.63 MILES	Total			\$20,536,738	\$47,505,904	\$68,042,643

PROJECT ID		GH-021		PI# 132950			
Project Description							
SR 13/ATLANTA HIGHWAY – FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347/LANIER ISLANDS PARKWAY IN HALL COUNTY							
THIS PROJECT EXTENDS BEYOND THE MPO BOUNDARY AND IS THEREFORE, INCLUDED IN THE STIP. PROJECT COSTS SHOWN BELOW REPRESENT ONLY THE PORTION OF THE TOTAL PROJECT COST WITHIN THE MPO (51%).							
Project Purpose							
THIS PROJECT ADDS CAPACITY TO MITIGATE EXISTING AND ANTICIPATED FUTURE TRAFFIC OR CONGESTION.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	AUTHORIZED	\$0	\$0	\$0	
County:	HALL + GWINNETT	Right of Way	AUTHORIZED	\$0	\$0	\$0	
Existing Lanes	2	Utilities	N/A	\$0	\$0	\$0	
Future Lanes	4	Construction	2016	\$0	\$4,279,070	\$4,279,070	
Distance:	1.65 MILES	Total		\$0	\$4,279,070	\$4,279,070	

PROJECT ID GH-023

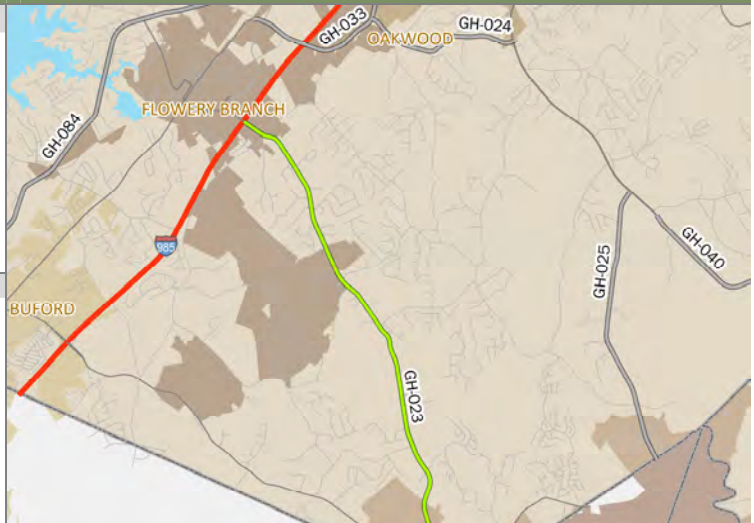
PI# 0009679

Project Description

SPOUT SPRINGS ROAD - I-985 TO SOUTH OF THOMPSON MILL RD

Project Purpose

THIS PROJECT ADDS CAPACITY TO MITIGATE EXISTING AND ANTICIPATED FUTURE TRAFFIC OR CONGESTION



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	AUTHORIZED	\$0	\$0	\$0
County:	HALL	Right of Way	2018	\$0	\$12,734,496	\$12,734,496
Existing Lanes:	2	Right of Way	2019	\$0	\$18,996,684	\$18,996,684
Future Lanes:	4	Utilities	2023	\$24,092,509	\$0	\$24,092,509
Distance:	6.1 MILES	Construction	2023	\$0	\$63,869,013	\$63,869,013
		Total		\$24,092,509	\$95,600,194	\$119,692,703

PROJECT ID GH-029

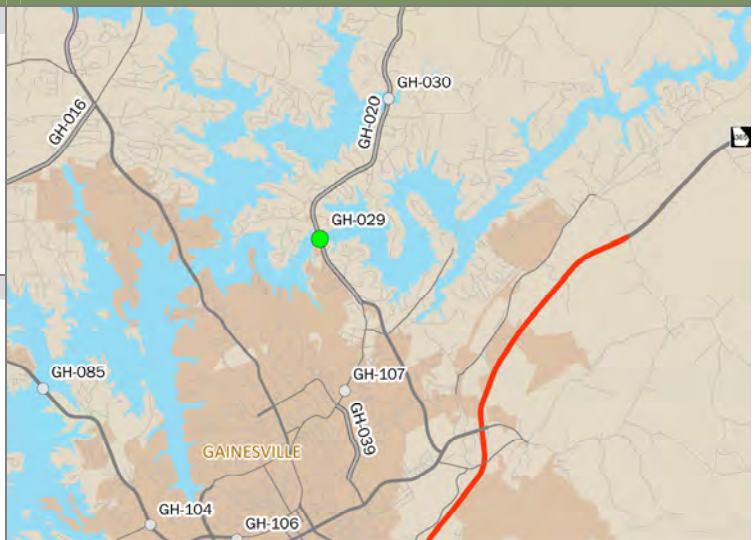
PI# 122064

Project Description

US 129/SR 11/CLEVELAND HIGHWAY AT CHATTAHOOCHEE RIVER - BRIDGE

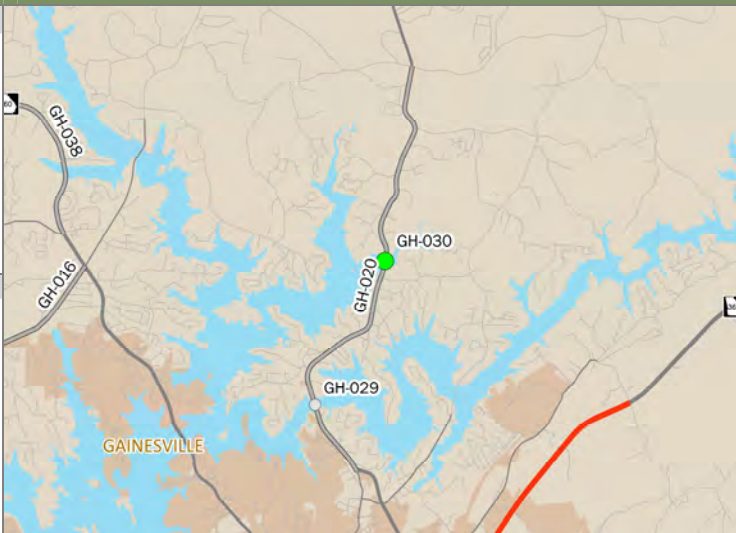
Project Purpose

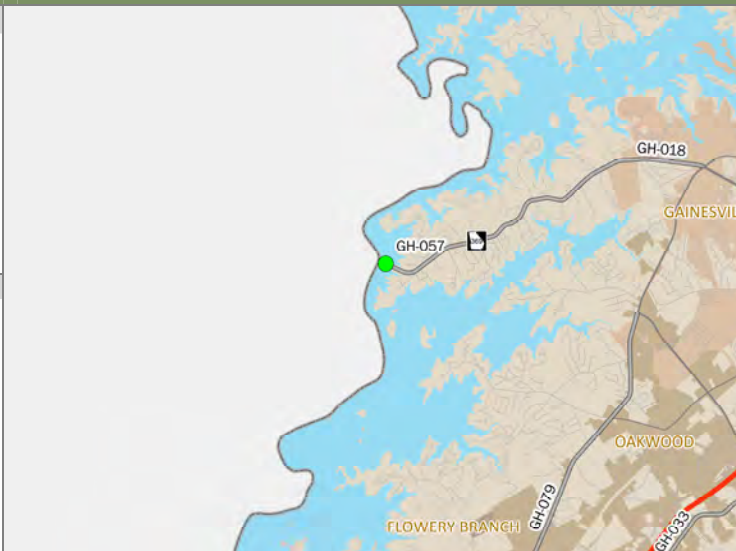
THIS PROJECT ADDRESSES DEFICIENCIES IN THE EXISTING BRIDGE SECTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	BRIDGE	Preliminary Engineering	AUTHORIZED	\$0	\$0	\$0
County:	HALL	Right of Way	2016	\$0	\$749,700	\$749,700
Existing Lanes:	2	Utilities	2017	\$0	\$125,888	\$125,888
Future Lanes:	4	Construction	2017	\$0	\$11,924,140	\$11,924,140
Distance:	0.16	Total		\$0	\$12,799,728	\$12,799,728

V – CONCLUSIONS

PROJECT ID		GH-030		PI# 122066			
Project Description							
US 129/SR 11/CLEVELAND HIGHWAY AT EAST FORK LITTLE RIVER (BELLS MILL) - BRIDGE							
Project Purpose							
THIS PROJECT ADDRESSES DEFICIENCIES IN THE EXISTING BRIDGE SECTION.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	BRIDGE	Preliminary Engineering	AUTHORIZED		\$0	\$0	\$0
County:	HALL	Right of Way	2015		\$0	\$810,000	\$810,000
Existing Lanes:	2	Utilities	2016		\$0	\$3,581,220	\$3,581,220
Future Lanes:	4	Construction	2017		\$0	\$125,889	\$125,889
Distance:	0.07	Total			\$0	\$7,462,247	\$7,462,247
					\$0	\$11,979,356	\$11,979,356

PROJECT ID		GH-057		PI# 122012			
Project Description							
SR 369/BROWNS BRIDGE ROAD AT CHATTAHOOCHEE RIVER - BRIDGE							
THIS PROJECT EXTENDS BEYOND THE MPO BOUNDARY AND IS THEREFORE, INCLUDED IN THE STIP. PROJECT COSTS SHOWN BELOW REPRESENT ONLY THE PORTION OF THE TOTAL PROJECT COST WITHIN THE MPO (50%).							
Project Purpose							
THIS PROJECT ADDRESSES DEFICIENCIES IN THE EXISTING BRIDGE SECTION.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	BRIDGE	Preliminary Engineering		2017	\$0	\$5,000	\$5,000
County:	HALL + FORSYTH	Right of Way		2016	\$0	\$76,500	\$76,500
Existing Lanes	2	Utilities		N/A	\$0	\$0	\$0
Future Lanes	2	Construction		2018	\$0	\$8,074,414	\$8,074,414
Distance:	0.79	Total			\$0	\$8,155,914	\$8,155,914

PROJECT ID GH-063

PI# 0007021

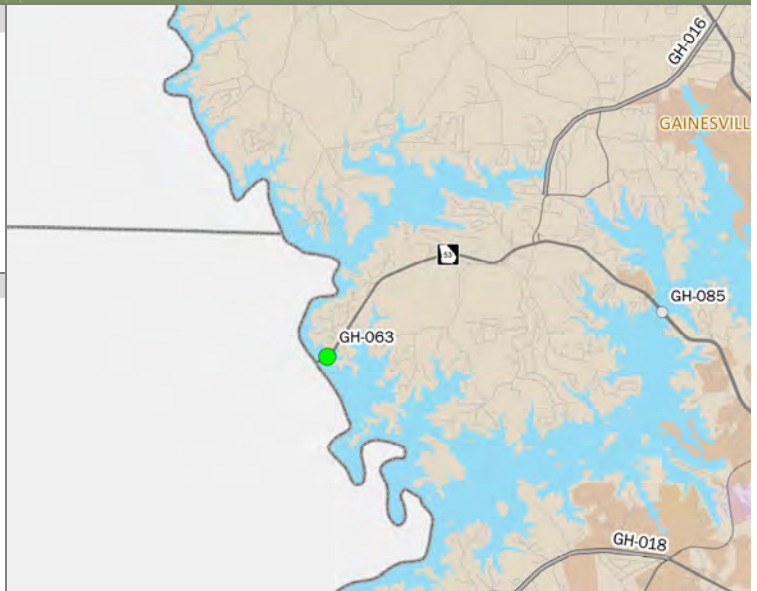
Project Description

SR 53/DAWSONVILLE HIGHWAY AT CHESTATEE RIVER
- BRIDGE

THIS PROJECT EXTENDS BEYOND THE MPO
BOUNDARY AND IS THEREFORE, INCLUDED IN THE
STIP. PROJECT COSTS SHOWN BELOW REPRESENT
ONLY THE PORTION OF THE TOTAL PROJECT COST
WITHIN THE MPO (47%).

Project Purpose

THIS PROJECT ADDRESSES DEFICIENCIES IN THE
EXISTING BRIDGE SECTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	BRIDGE	Preliminary Engineering	2015	\$0	\$4,700	\$4,700
County:	HALL + FORSYTH	Right of Way	AUTHORIZED	\$0	\$0	\$0
Existing Lanes	2	Utilities	N/A	\$0	\$0	\$0
Future Lanes	2	Construction	2015	\$0	\$6,050,346	\$6,050,346
Distance:	0.74	Total		\$0	\$6,055,046	\$6,055,046

PROJECT ID GH-069

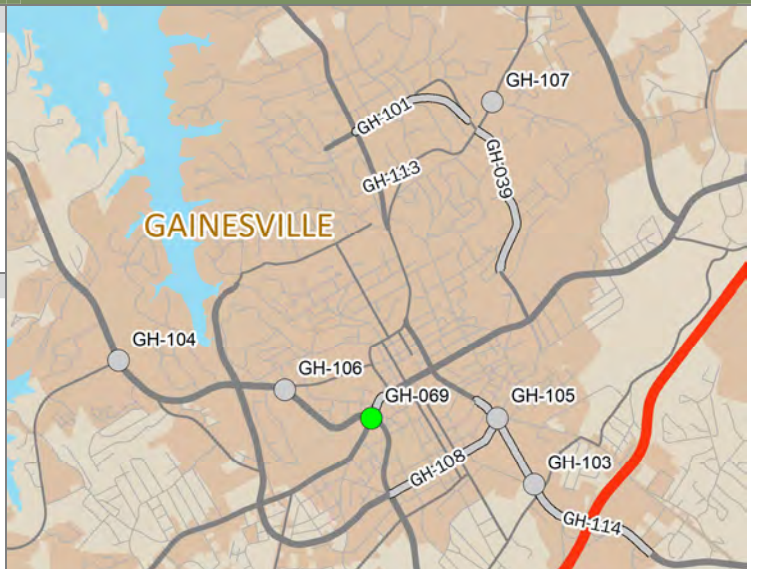
PI# 0013322

Project Description

INTERSECTION IMPROVEMENT AT JESSE JEWELL
PARKWAY SR 369/SR 60 AND JOHN W. MORROW JR.
PKWY SR 53 CONN/SR 60


Project Purpose

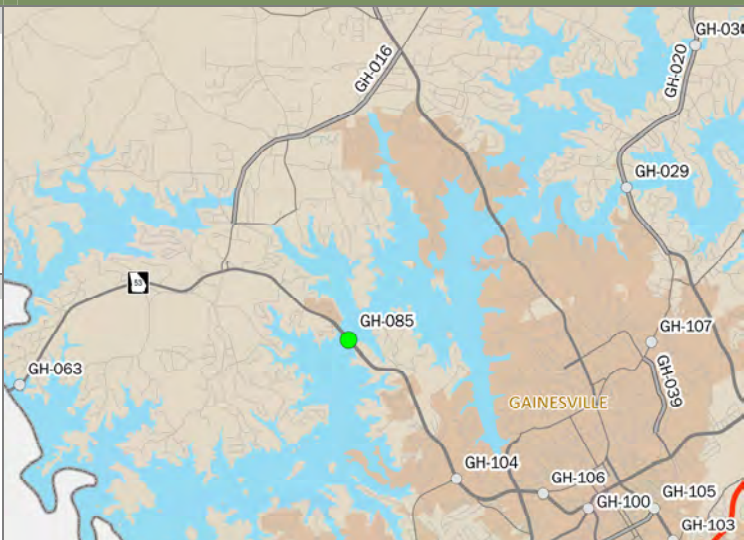
THIS PROJECT ADDRESSES CONGESTION AT THE
PROJECT INTERSECTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	INTERSECTION	Preliminary Engineering	2016	\$216,000	\$0	\$216,000
County:	HALL	Right of Way	2017	\$0	\$578,513	\$578,513
Existing Lanes	4	Utilities	N/A	\$0	\$0	\$0
Future Lanes	4	Construction	2018	\$0	\$1,002,000	\$1,002,000
Distance:	N/A	Total		\$216,000	\$1,580,513	\$1,796,513

V – CONCLUSIONS

PROJECT ID		GH-078		PI# 0007319		
Project Description						
Project Purpose						
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.						
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	AUTHORIZED	\$0	\$0	\$0
County:	HALL	Right of Way	2015	\$500,000	\$4,518,400	\$5,018,400
Existing Lanes	2	Utilities	2017	\$129,780	\$0	\$129,780
Future Lanes	2	Construction	2017	\$0	\$8,162,517	\$8,162,517
Distance:	2.6	Total		\$629,780	\$12,680,917	\$13,310,696

PROJECT ID		GH-085	PI# 0010212				
Project Description							
Project Purpose							
THIS PROJECT ADDRESSES DEFICIENCIES IN THE EXISTING BRIDGE SECTION.							
ADDITIONAL PROJECT INFO			ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	BRIDGE	Preliminary Engineering	2018	\$0	\$1,148,686	\$1,148,686	
County:	HALL	Right of Way	2019	\$0	\$234,332	\$234,332	
Existing Lanes	2	Utilities	2021	\$0	\$127,046	\$127,046	
Future Lanes	2	Construction	2021	\$0	\$18,675,713	\$18,675,713	
Distance:	N/A	Total		\$0	\$20,185,777	\$20,185,777	

PROJECT ID GH-109

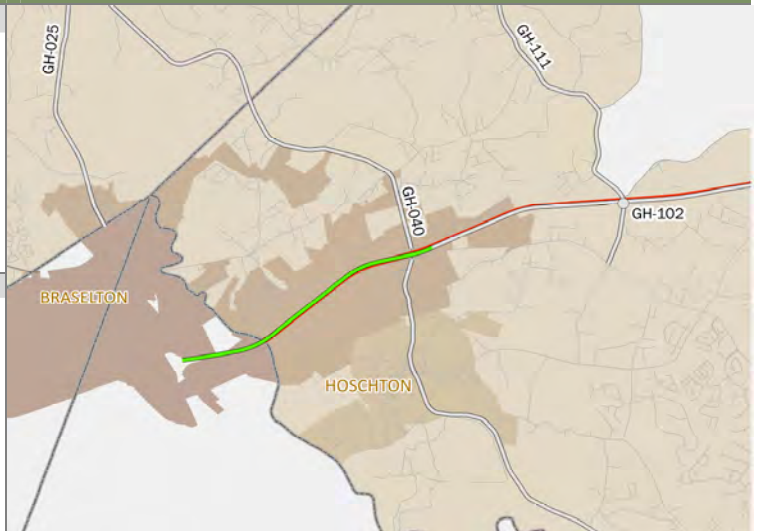
PI# 0013545

Project Description

I-85 FROM NORTH OF SR 211 TO NORTH OF SR 53

Project Purpose

THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION. PLEASE NOTE THAT THIS PROJECT IS OF NATIONAL AND REGIONAL SIGNIFICANCE AND NOT REQUIRED FOR CONGRESSIONAL BALANCING AND IS ASSUMED TO BE FUNDED.

**ADDITIONAL PROJECT INFO**

Project Type: WIDENING
County: JACKSON
Existing Lanes: 4
Future Lanes: 6
Distance: 3.3

ANTICIPATED FUNDING & PLANNING LEVEL COSTS

Preliminary Engineering
Right of Way
Utilities
Construction
Total

Year of Expenditure

2021
N/A
N/A
2023
Total

Local

State/Federal

Total

\$0 \$1,243,108 \$1,243,108
\$0 \$0 \$0
\$0 \$0 \$0
\$0 \$57,757,109 \$57,757,109
\$0 \$59,000,217 \$59,000,217

PROJECT ID GH-110

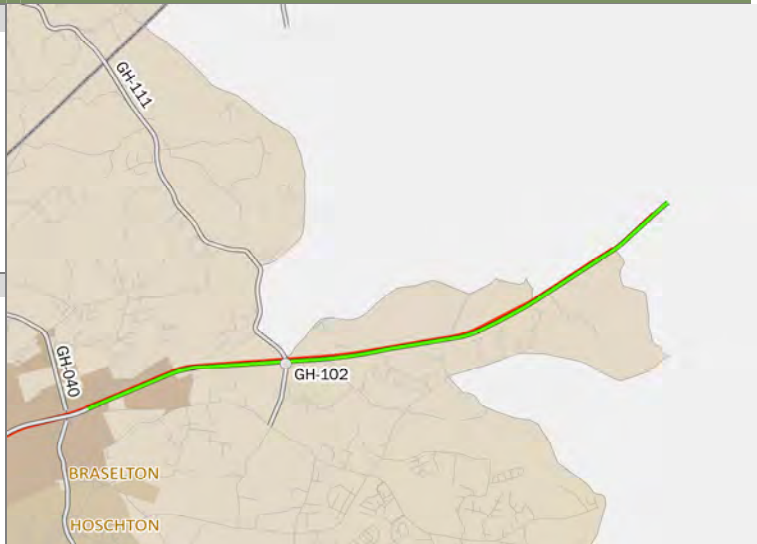
PI# 110630

Project Description

I-85 FROM NORTH OF SR 53 TO NORTH OF US 129/SR 11/LEE ST.

Project Purpose

THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION. PLEASE NOTE THAT THIS PROJECT IS OF NATIONAL AND REGIONAL SIGNIFICANCE AND NOT REQUIRED FOR CONGRESSIONAL BALANCING AND IS ASSUMED TO BE FUNDED.

**ADDITIONAL PROJECT INFO**

Project Type: WIDENING
County: JACKSON
Existing Lanes: 4
Future Lanes: 6
Distance: 7.4

ANTICIPATED FUNDING & PLANNING LEVEL COSTS

Preliminary Engineering
Right of Way
Utilities
Construction
Total

Year of Expenditure

2018
N/A
N/A
2021
Total

Local

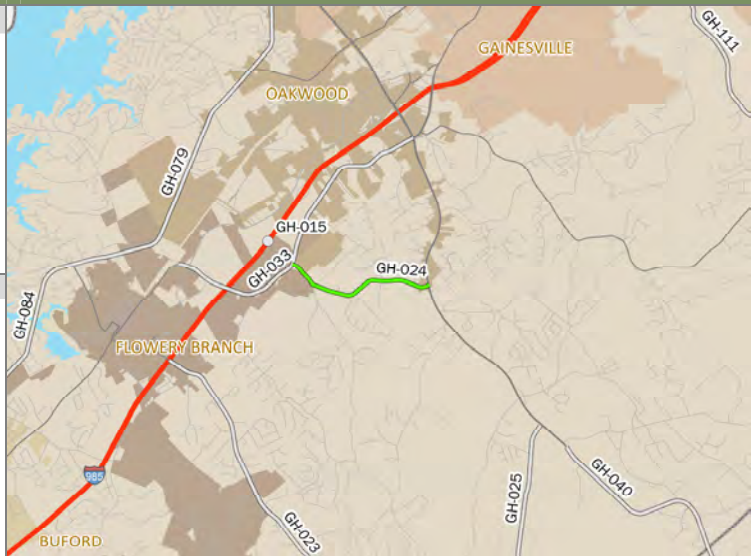
State/Federal

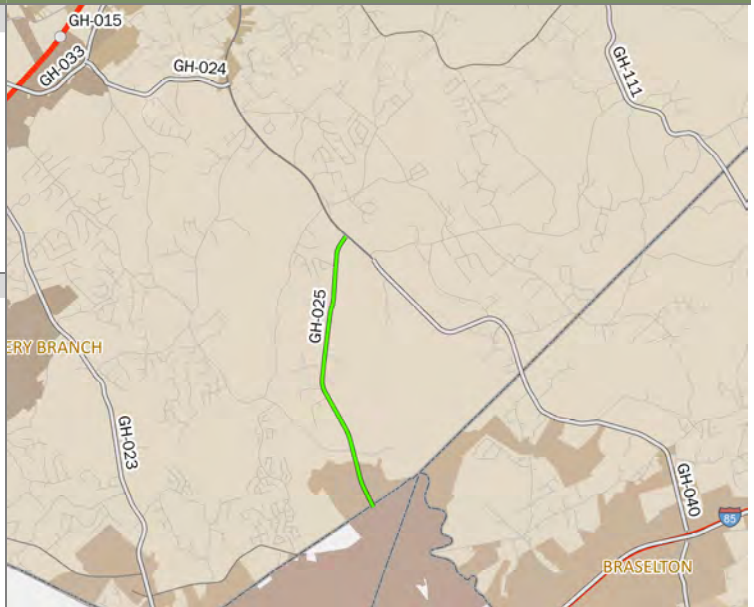
Total

\$0 \$441,632 \$441,632
\$0 \$0 \$0
\$0 \$0 \$0
\$0 \$95,356,498 \$95,356,498
\$0 \$95,798,130 \$95,798,130

V – CONCLUSIONS

MID-TERM (2024-2032) IMPLEMENTATION FISCALLY CONSTRAINED PROJECTS

PROJECT ID		GH-024					
Project Description							
Project Purpose							
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2025	\$445,407	\$1,781,627	\$2,227,033	
County:	HALL	Right of Way	2027	\$4,193,725	\$16,774,899	\$20,968,624	
Existing Lanes	2	Construction & Utilities	2032	\$4,573,949	\$18,295,798	\$22,869,747	
Future Lanes	4						
Distance:	1.9	Total		\$9,213,081	\$36,852,324	\$46,065,405	

PROJECT ID		GH-025		PI# 0007233			
Project Description							
SR 211/OLD WINDER HIGHWAY – FROM SR 53 TO SR 347 ON NEW ALIGNMENT							
Project Purpose		THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.					
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2024	\$591,962	\$2,367,846	\$2,959,808	
County:	HALL	Right of Way	2027	\$650,328	\$2,601,312	\$3,251,640	
Existing Lanes	2	Utilities	2027	\$2,082,053	\$8,328,210	\$10,410,263	
Future Lanes	4	Construction	2028	\$8,072,478	\$32,289,912	\$40,362,390	
Distance:	3.4	Total		\$11,396,821	\$45,587,281	\$56,984,101	

PROJECT ID GH-038

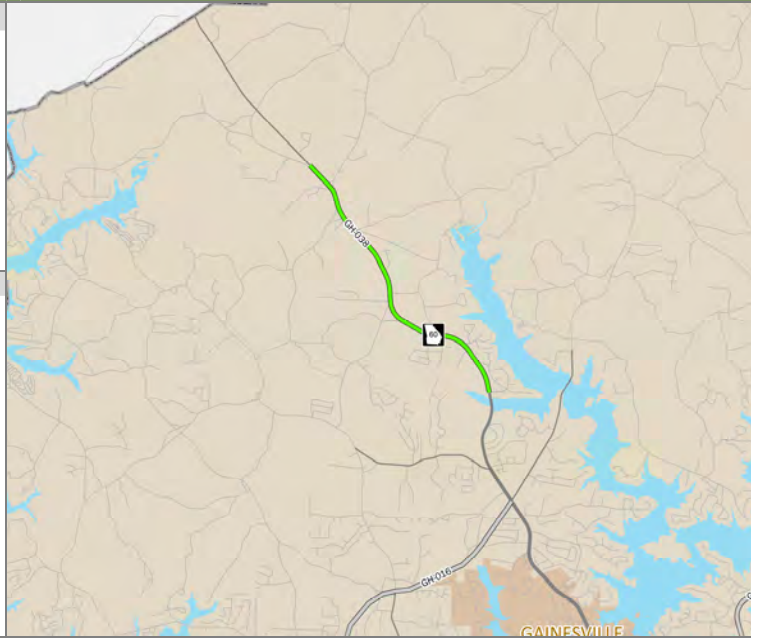
PI# 132610

Project Description

SR 60/THOMPSON BRIDGE ROAD – FROM SR 135/PRICE ROAD TO YELLOW CREEK ROAD IN MURRAYVILLE

Project Purpose

THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	AUTHORIZED	\$0	\$0	\$0
County:	HALL	Right of Way	2025	\$0	\$18,661,738	\$18,661,738
Existing Lanes	2	Utilities	2025	\$0	\$5,129,215	\$5,129,215
Future Lanes	4	Construction	2030	\$0	\$26,426,822	\$26,426,822
Distance:	6.5	Total		\$0	\$50,217,774	\$50,217,774

PROJECT ID GH-084

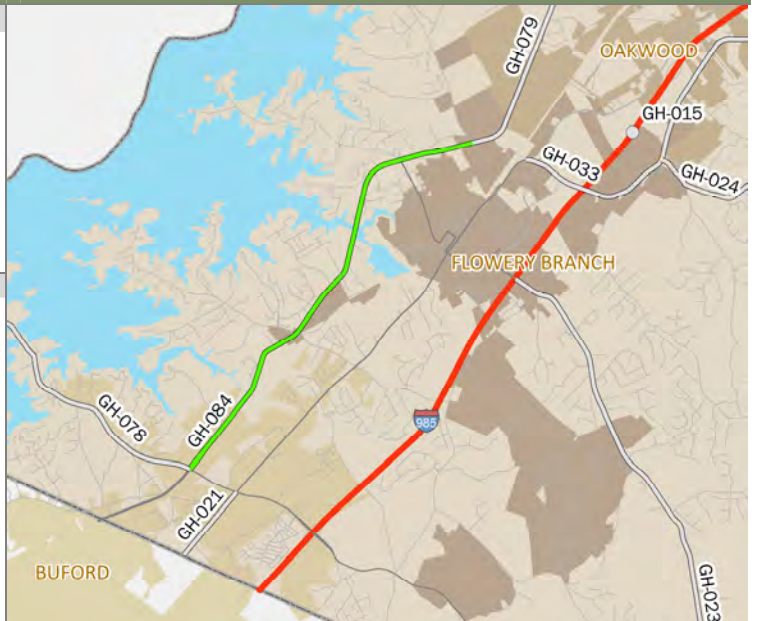
PI# 0001821

Project Description

MCEVER ROAD FROM SR 347/LANIER ISLANDS PARKWAY TO JIM CROW RD./GAINESVILLE ST.

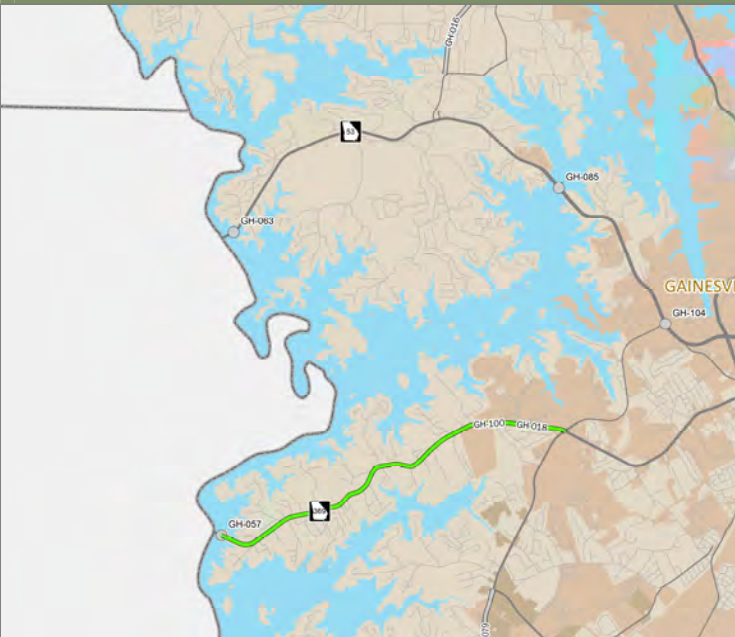
Project Purpose

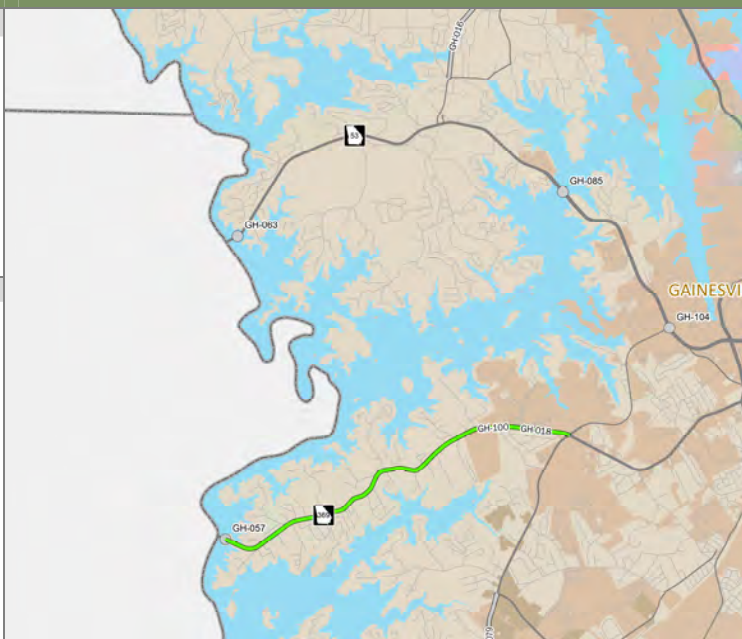
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.

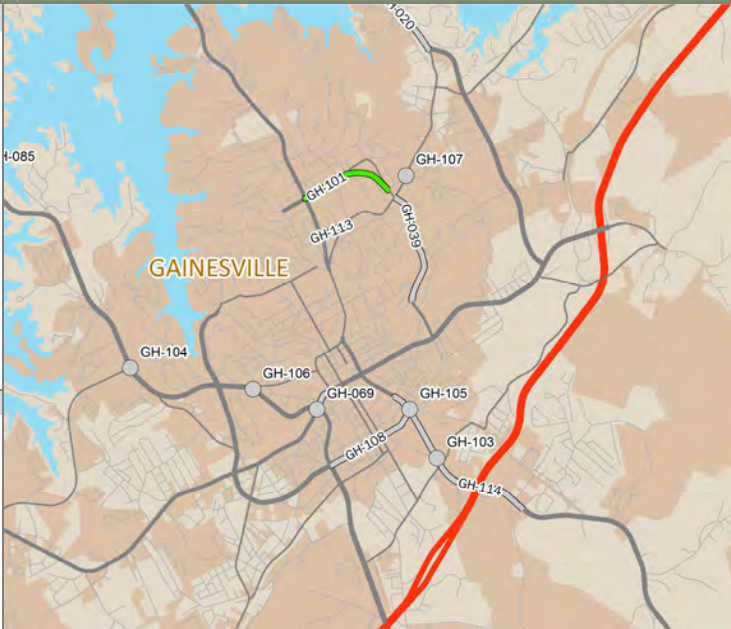


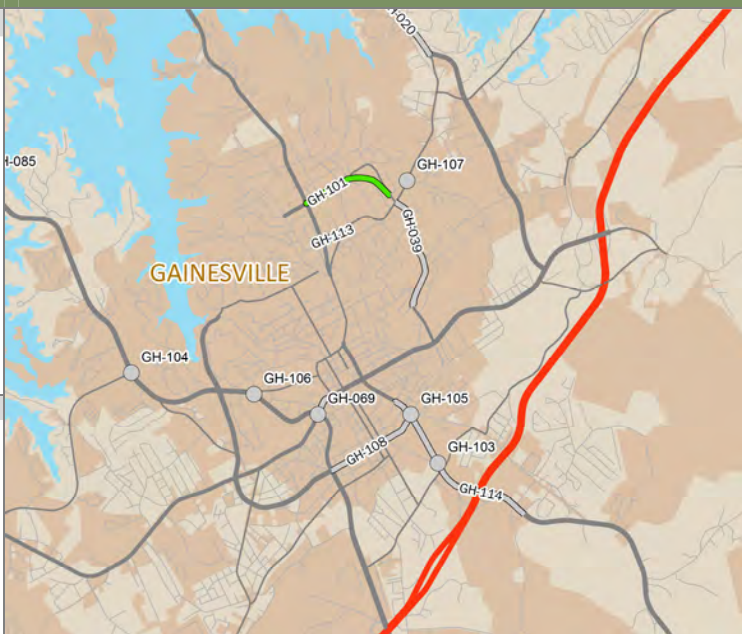
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2019	\$0	\$3,356,520	\$3,356,520
County:	HALL	Right of Way	2026	\$798,583	\$3,194,330	\$3,992,913
Existing Lanes	2	Utilities	2026	\$2,725,723	\$10,902,893	\$13,628,617
Future Lanes	4	Construction	2029	\$10,184,592	\$40,738,369	\$50,922,962
Distance:	5.1	Total		\$13,708,898	\$58,192,113	\$71,901,011

V – CONCLUSIONS

PROJECT ID		GH-100					
Project Description							
SR 369/BROWNS BRIDGE ROAD OPERATIONS – FROM MCEVER ROAD TO FORSYTH COUNTY LINE							
Project Purpose							
THIS PROJECT IS INTENDED TO ADDRESS OPERATIONAL ISSUES AND SAFETY ALONG SR 369 CORRIDOR IN ADVANCE OF PLANNED WIDENING PROJECT (GH-018) IN LONG-TERM, THAT WILL LIKELY EXPERIENCE LOGICAL TERMINI CHALLENGES AND COORDINATION BETWEEN GHMPO AND ARC.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	ROADWAY OPERATIONS	Preliminary Engineering		2022	\$330,522	\$1,322,086	\$1,652,608
County:	HALL	Right of Way		2024	\$320,017	\$1,280,069	\$1,600,086
Existing Lanes	N/A	Construction & Utilities		2025	\$3,528,194	\$14,112,775	\$17,640,968
Future Lanes	N/A						
Distance:	N/A	Total		2025	\$4,178,732	\$16,714,929	\$20,893,662



PROJECT ID		GH-101				
Project Description						
CONSTRUCT A NEW ROADWAY SEGMENT BEHIND ENOTA ELEMENTARY SCHOOL, CONNECTING ENOTA DRIVE NEAR THE INTERSECTION WITH CUMBERLAND DR TO S ENOTA DR NEAR THE INTERSECTION WITH ENOTA CIR; ADD A TWO-WAY LEFT-TURN LANE TO ENOTA DR FROM THOMPSON BR RD TO PARK HILL DR, INCLUDING ALONG THE NEW ROADWAY SEGMENT; COMBINE WITH OPERATIONAL IMPROVEMENTS (175 FOOT SBR AND NEW EBR AT PARK HILL DRIVE AND ENOTA AND 125 NBR AND 105 SBR AT THOMPSON BRIDGE AND ENOTA).						
Project Purpose						
THIS PROJECT ADDRESSES SEVERAL OPERATIONAL DEFICIENCIES ALONG THE CORRIDOR INCLUDING EXISTING CONGESTION, ACCESS, AND TIGHT DESIGN CURVES.						
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	ROADWAY OPERATIONS	Preliminary Engineering	2022	\$145,059	\$580,237	\$725,296
County:	HALL	Right of Way	2024	\$197,186	\$788,746	\$985,932
Existing Lanes	N/A	Construction & Utilities	2025	\$560,397	\$2,241,590	\$2,801,987
Future Lanes	N/A					
Distance:	N/A	Total	2022	\$902,643	\$3,610,572	\$4,513,216

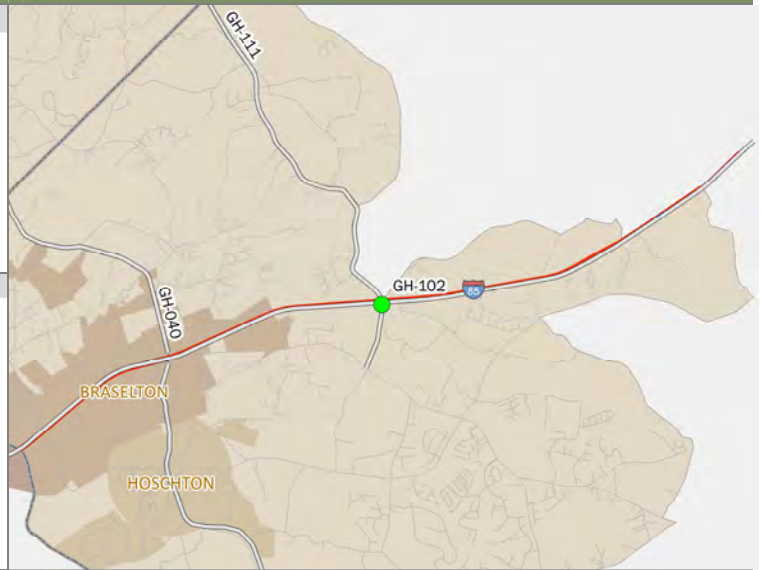


PROJECT ID **GH-102**
PI # 0013086
Project Description

NEW INTERCHANGE LOCATED AT I-85 AND SR 60

Project Purpose

THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.



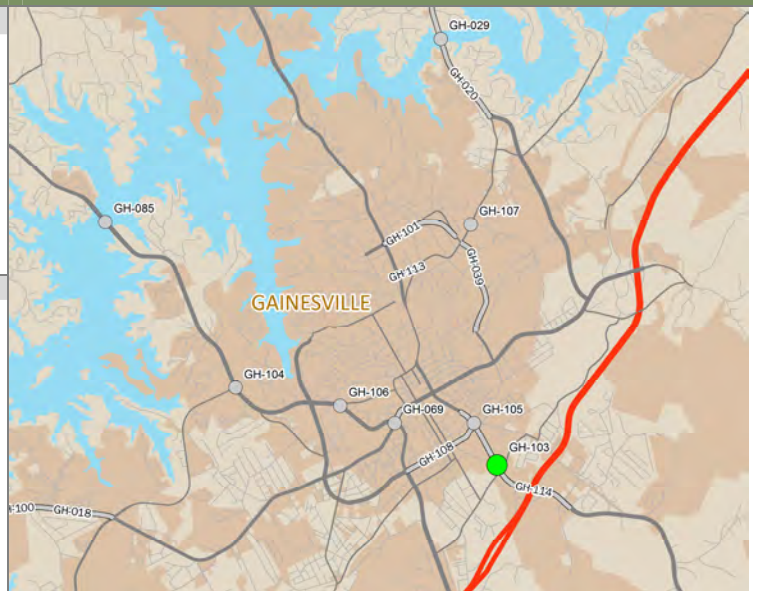
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	NEW INTERCHANGE	Preliminary Engineering	2015	\$873,737		\$873,737
		Preliminary Engineering	2016	\$873,737	\$0	\$873,737
County:	JACKSON	Right of Way	2022	\$0	\$5,361,835	\$5,361,835
Existing Lanes	N/A	Construction & Utilities	2024	\$0	\$22,756,165	\$22,756,165
Future Lanes	N/A					
Distance:	1.0	Total	2015	\$1,747,474	\$28,118,000	\$29,865,475

PROJECT ID **GH-103**
Project Description

ATHENS HWY AT CHESTNUT ST OPERATIONS - SHIFT INTERSECTION TO THE NORTH, FURTHER AWAY FROM INTERSECTION OF ATHENS HWY AND RIDGE RD; EXTEND SB LEFT TURN LANE ON ATHENS HWY ON APPROACH TO RIDGE RD TO PREVENT LT TRAFFIC QUEUES FROM BLOCKING THROUGH LANE

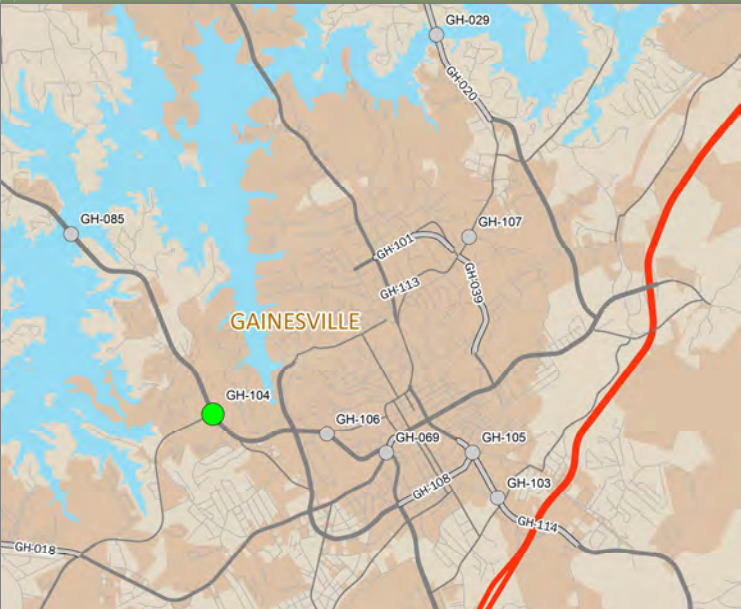
Project Purpose

THIS PROJECT ADDRESSES CONGESTION AT THE PROJECT INTERSECTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	INTERSECTION	Preliminary Engineering	2024	\$19,905	\$79,618	\$99,523
County:	HALL	Right of Way	2025	\$27,123	\$108,493	\$135,617
Existing Lanes	N/A	Construction & Utilities	2026	\$90,090	\$360,360	\$450,450
Future Lanes	N/A					
Distance:	N/A	Total		\$137,118	\$548,472	\$685,590

V – CONCLUSIONS

PROJECT ID		GH-104					
Project Description							
DAWSONVILLE HWY/SR 53 AT MCEVER RD OPERATIONS - ADD WB RIGHT TURN LANE AND SECOND THRU LANE							
Project Purpose							
THIS PROJECT ADDRESSES CONGESTION AT THE PROJECT INTERSECTION.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	INTERSECTION	Preliminary Engineering		2025	\$23,291	\$93,164	\$116,455
County:	HALL	Right of Way		2026	\$27,573	\$110,292	\$137,865
Existing Lanes	N/A	Construction & Utilities		2029	\$57,600	\$230,399	\$287,999
Future Lanes	N/A						
Distance:	N/A	Total			\$108,464	\$433,856	\$542,319

PROJECT ID		GH-105					
Project Description							
EE BUTLER PKWY/ATHENS STREET AT MLK JR. BOULEVARD INTERSECTION IMPROVEMENTS							
Project Purpose		THIS PROJECT ADDRESSES CONGESTION AT THE PROJECT INTERSECTION.					
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	INTERSECTION	Preliminary Engineering	2024	\$64,137	\$256,548	\$320,685	
County:	HALL	Right of Way	2025	\$80,466	\$321,862	\$402,328	
Existing Lanes	N/A	Construction & Utilities	2026	\$188,958	\$755,833	\$944,791	
Future Lanes	N/A						
Distance:	N/A	Total		\$333,561	\$1,334,243	\$1,667,804	

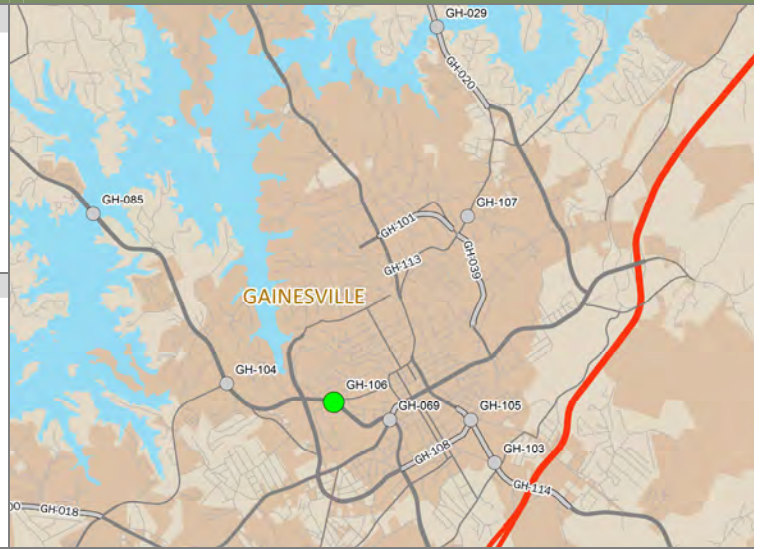
PROJECT ID GH-106

Project Description

JOHN MORROW PKWY AT WASHINGTON ST
OPERATIONS - REALIGN SOUTHBOUND RT LANE

Project Purpose

THIS PROJECT ADDRESSES CONGESTION AT THE
PROJECT INTERSECTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	INTERSECTION	Preliminary Engineering	2024	\$4,145	\$16,579	\$20,723
County:	HALL	Right of Way	2025	\$4,179	\$16,716	\$20,894
Existing Lanes	N/A	Construction & Utilities	2026	\$5,260	\$21,041	\$26,301
Future Lanes	N/A					
Distance:	N/A	Total		\$13,584	\$54,335	\$67,918

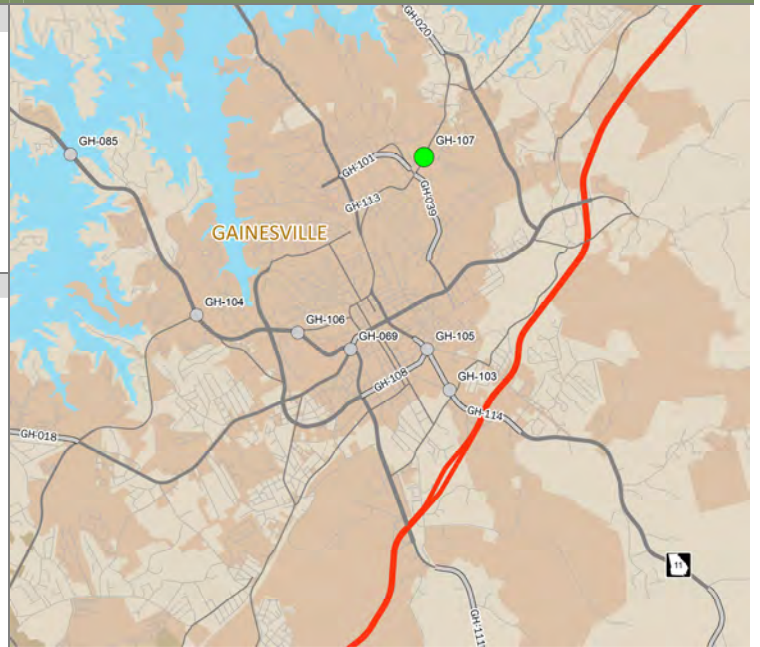
PROJECT ID GH-107

Project Description

PARK HILL DR AT LAKEVIEW DR OPERATIONS -
REDUCE SLOPE ON LAKEVIEW DR. APPROACH

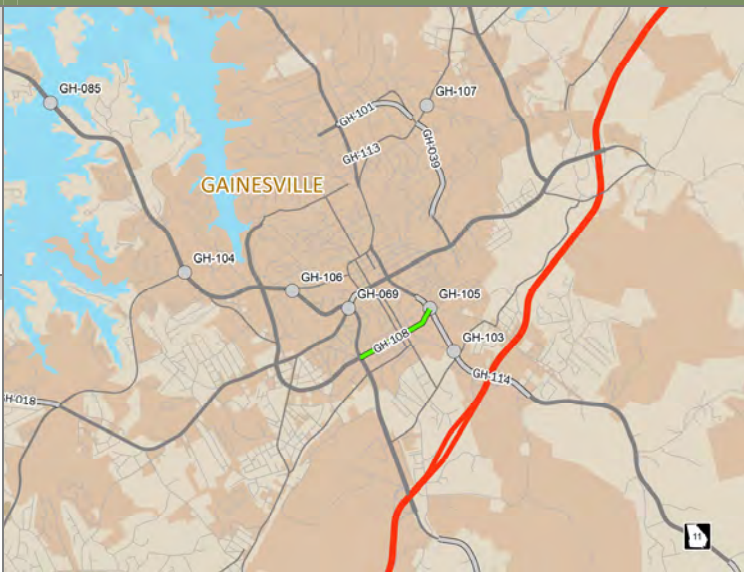
Project Purpose

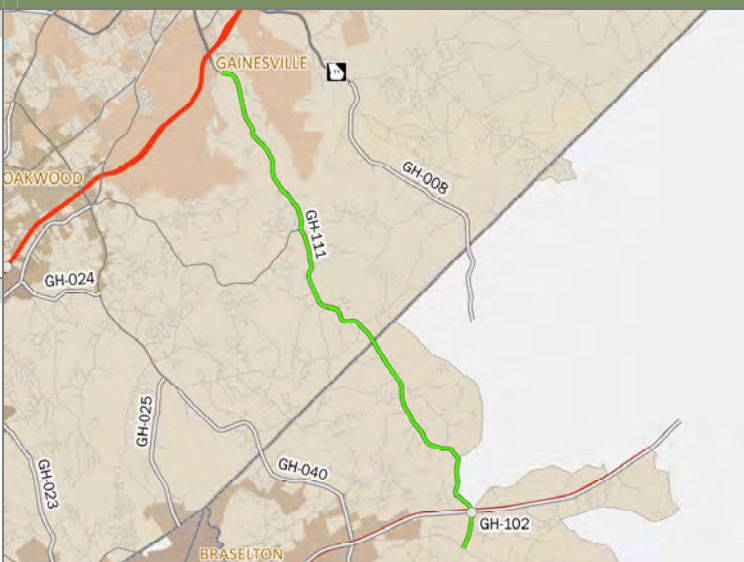
THIS PROJECT ADDRESSES CONGESTION AT THE
PROJECT INTERSECTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	INTERSECTION	Preliminary Engineering	2024	\$16,562	\$66,250	\$82,812
County:	HALL	Right of Way	2025	\$14,919	\$59,678	\$74,597
Existing Lanes	N/A	Construction & Utilities	2026	\$50,120	\$200,479	\$250,599
Future Lanes	N/A					
Distance:	N/A	Total		\$81,602	\$326,407	\$408,008

V – CONCLUSIONS

PROJECT ID		GH-108				
Project Description						
Project Purpose						
MLK JR BLVD CORRIDOR - WIDEN TO 4 LANES WITH STREETSCAPE FROM QUEEN CITY PKWY TO EE BUTLER						
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED CONGESTION.						
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2023	\$359,273	\$1,437,093	\$1,796,366
County:	HALL	Right of Way	2025	\$515,976	\$2,063,904	\$2,579,880
Existing Lanes	2	Construction & Utilities	2028	\$1,602,284	\$6,409,135	\$8,011,418
Future Lanes	4					
Distance:	1.3	Total		\$2,477,533	\$9,910,131	\$12,387,664

PROJECT ID		GH-111					
Project Description							
SR 60/CANDLER ROAD – FROM SOUTH OF I-985 TO SR 124							
Project Purpose							
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED CONGESTION.							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2025	\$645,901	\$2,583,604	\$3,229,505	
County:	HALL + JACKSON	Right of Way	2028	\$3,438,334	\$13,753,336	\$17,191,670	
Existing Lanes	2	Construction & Utilities	2032	\$6,962,821	\$27,851,284	\$34,814,105	
Future Lanes	4						
Distance:	12.4	Total		\$11,047,056	\$44,188,224	\$55,235,280	

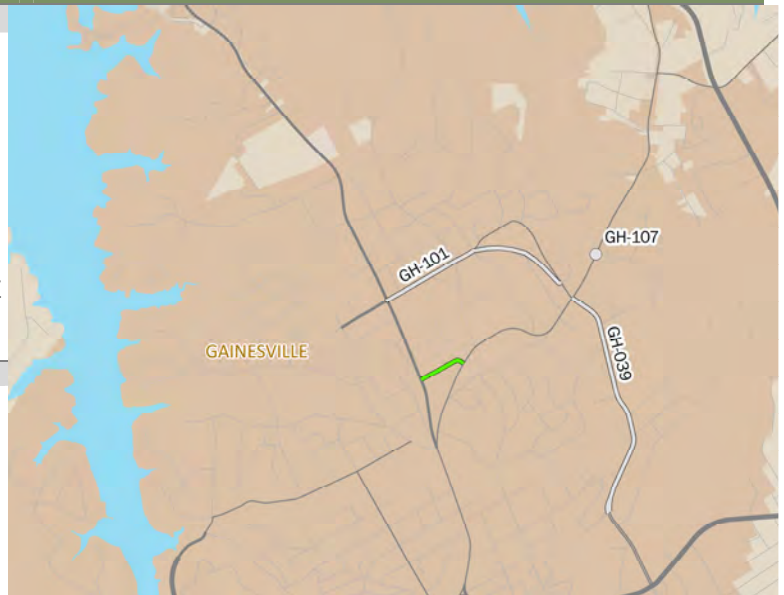
PROJECT ID GH-113

Project Description

OAK TREE DR OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM THOMPSON BR. RD. TO RIVERSIDE DR;
OAK TREE DRIVE OPERATIONS - REALIGN INTERSECTION OF OAK TREE DR AT RIVERSIDE DR SO THE THROUGH MOVEMENT IS BETWEEN OAK TREE DR AND RIVERSIDE DR NORTHBOUND, WITH THE SOUTH LEG OF RIVERSIDE DR AS THE SIDE STREET; ADD A TRAFFIC SIGNAL OR ROUNDABOUT; OAK TREE DRIVE OPERATIONS - SIGNALIZE INTERSECTION OF OAK TREE DR AND THOMPSON BR. RD

Project Purpose

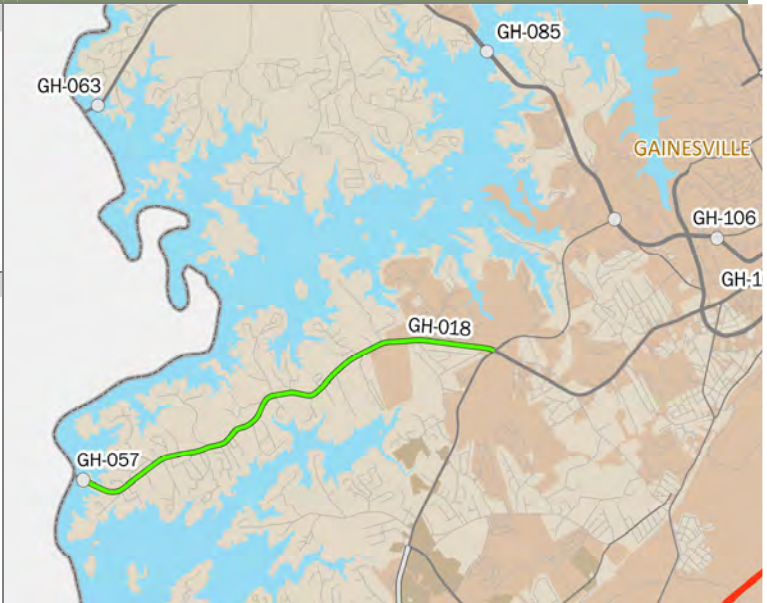
THIS PROJECT USES OPERATIONAL IMPROVEMENTS TO ADDRESS SAFETY AND CAPACITY ALONG THE CORRIDOR.

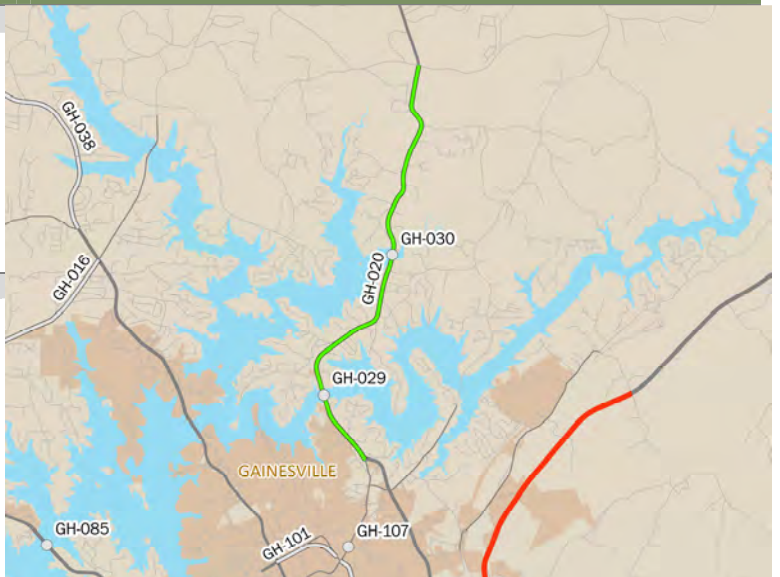


ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	ROADWAY OPERATIONS	Preliminary Engineering	2024	\$80,639	\$322,557	\$403,196
County:	HALL	Utilities	2027	\$118,359	\$473,437	\$591,796
Existing Lanes	N/A	Construction & Utilities	2031	\$375,632	\$1,502,529	\$1,878,161
Future Lanes	N/A					
Distance:	N/A	Total		\$574,631	\$2,298,523	\$2,873,154

V – CONCLUSIONS

LONG-TERM (2033-2040) IMPLEMENTATION FISCALLY CONSTRAINED PROJECTS

PROJECT ID		GH-018				
Project Description						
SR 369/BROWN'S BR RD FM FORSYTH CO LINE TO SR 53						
Project Purpose						
THIS PROJECT ADDS CAPACITY TO MITIGATE EXISTING AND ANTICIPATED FUTURE TRAFFIC CONGESTION AND ADDRESS SAFETY ISSUES. LIKELY LOGICAL TERMINI MAY REQUIRE WIDENING TO SR 400 IN FORSYTH COUNTY, REQUIRING COORDINATION BETWEEN GHMPO AND ARC MPOS. ACKNOWLEDGING THIS DIFFICULTY, THIS PROJECT IS PROCEEDED BY GH-100, ADDRESSING OPERATIONAL AND SAFETY ISSUES ALONG THE CORRIDOR.						
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2032	\$834,199	\$3,336,795	\$4,170,994
County:	HALL	Right of Way	2035	\$825,456	\$3,301,825	\$4,127,281
Existing Lanes	2	Construction & Utilities	2040	\$9,928,342	\$39,713,367	\$49,641,709
Future Lanes	4					
Distance:	4.6	Total		\$11,587,997	\$46,351,987	\$57,939,983

PROJECT ID		GH-020		PI# 122060			
Project Description							
US 129/CLEVELAND HIGHWAY –LIMESTONE PARKWAY TO NOPONE ROAD							
Project Purpose							
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.							
							
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	AUTHORIZED		\$0	\$0	\$0
County:	HALL	Right of Way	2019		\$0	\$14,277,605	\$14,277,605
Existing Lanes	2	Utilities	2030		\$0	\$993,300	\$993,300
Future Lanes	4	Construction	2039		\$11,605,202	\$46,420,810	\$58,026,012
Distance:	5.4	Total			\$11,605,202	\$61,691,715	\$73,296,917

PROJECT ID GH-033

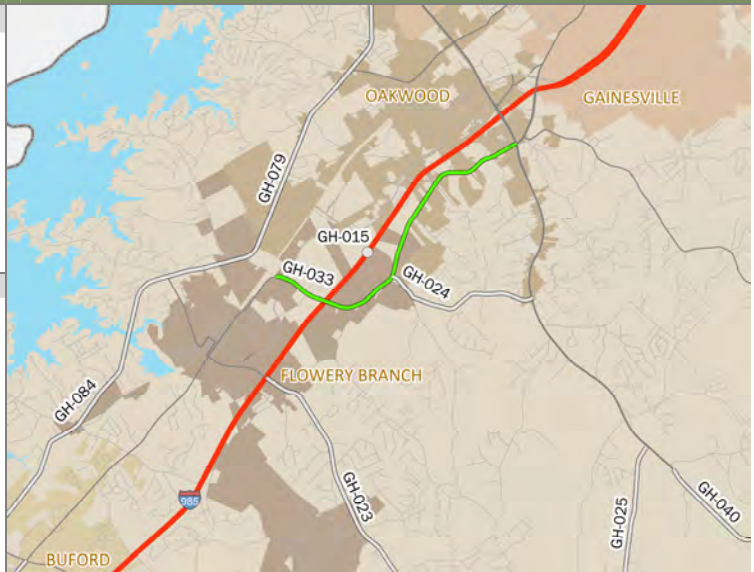
PI# 0001822

Project Description

SR 13/ATLANTA HIGHWAY FROM CR 528/RADFORD ROAD TO SOUTH OF SR 53

Project Purpose

THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2024	\$1,196,210	\$4,784,840	\$5,981,050
County:	HALL	Right of Way	2030	\$5,785,695	\$23,142,781	\$28,928,476
Existing Lanes	2	Utilities	2030	\$2,201,684	\$8,806,735	\$11,008,419
Future Lanes	4	Construction	2037	\$19,841,713	\$79,366,853	\$99,208,567
Distance:	4.0	Total		\$29,025,302	\$116,101,209	\$145,126,512

PROJECT ID GH-039

Project Description

SOUTH ENOTA DRIVE – FROM PARK HILL DRIVE TO DOWNEY BOULEVARD

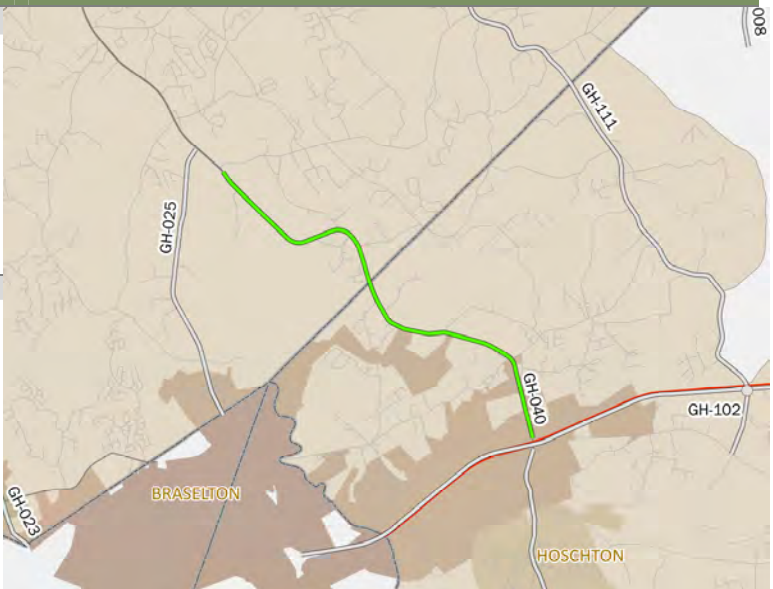
Project Purpose

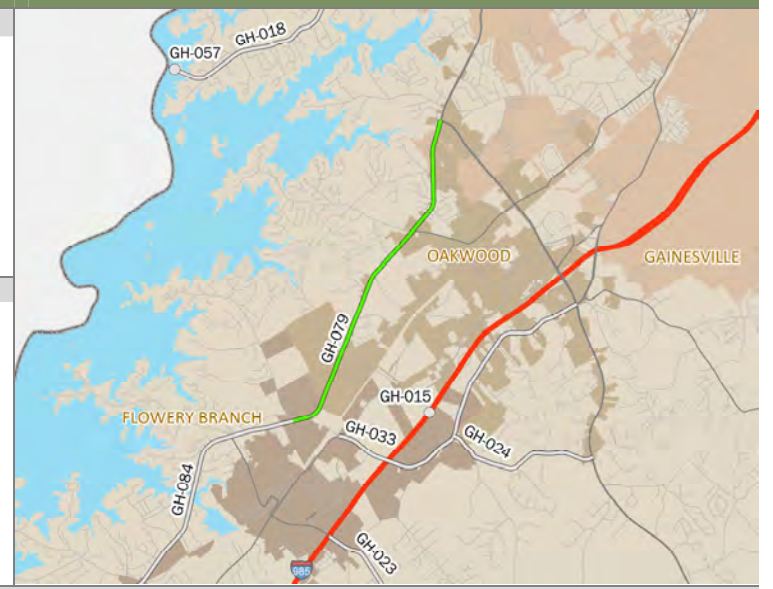
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2030	\$16,028	\$64,111	\$80,139
County:	HALL	Right of Way	2033	\$455,811	\$1,823,242	\$2,279,053
Existing Lanes	2	Construction & Utilities	2033	\$1,499,785	\$5,999,139	\$7,498,923
Future Lanes	4					
Distance:	1.0	Total		\$1,971,623	\$7,886,492	\$9,858,115

V – CONCLUSIONS

PROJECT ID		GH-040		PI# 0013310			
Project Description							
SR 53 FROM I-85/JACKSON COUNTY TO SR 211/HALL COUNTY							
Project Purpose		THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.					
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2030	\$604,821	\$2,419,285	\$3,024,106	
County:	HALL + JACKSON	Right of Way	2034	\$11,233,568	\$44,934,272	\$56,167,840	
Existing Lanes	2	Construction & Utilities	2036	\$9,449,341	\$37,797,364	\$47,246,704	
Future Lanes	4						
Distance:	2.6	Total		\$21,287,730	\$85,150,920	\$106,438,650	

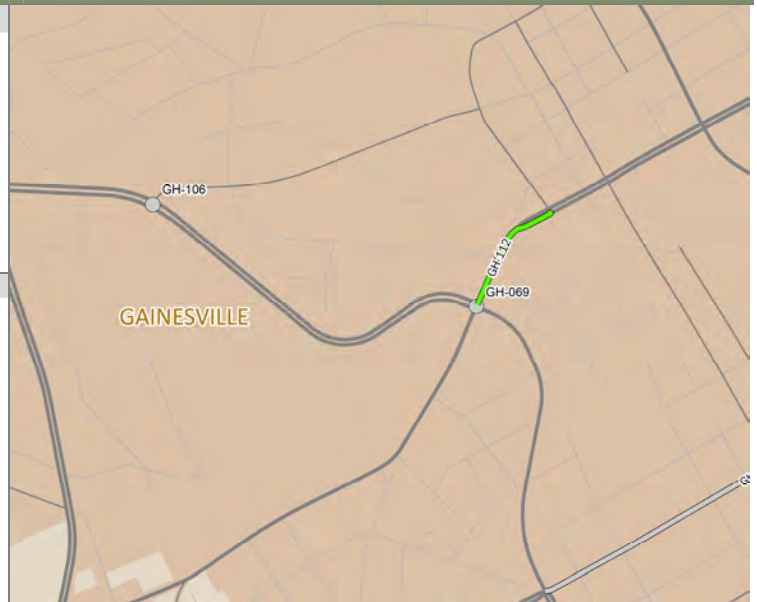
PROJECT ID		GH-079							
Project Description									
MCEVER ROAD – FROM JIM CROW ROAD TO SR 53									
Project Purpose									
THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.									
ADDITIONAL PROJECT INFO				ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING			Preliminary Engineering	2033		\$911,624	\$3,646,498	\$4,558,122
County:	HALL			Right of Way	2036		\$5,907,059	\$23,628,237	\$29,535,296
Existing Lanes	2			Construction & Utilities	2040		\$16,684,110	\$66,736,442	\$83,420,552
Future Lanes	4								
Distance:	4.4			Total			\$23,502,794	\$94,011,177	\$117,513,971

PROJECT ID GH-112**Project Description**

JESSE JEWELL PARKWAY – FROM JOHN MORROW TO
ACADEMY STREET

Project Purpose

THIS PROJECT ADDRESSES EXISTING AND
ANTICIPATED TRAFFIC CONGESTION.



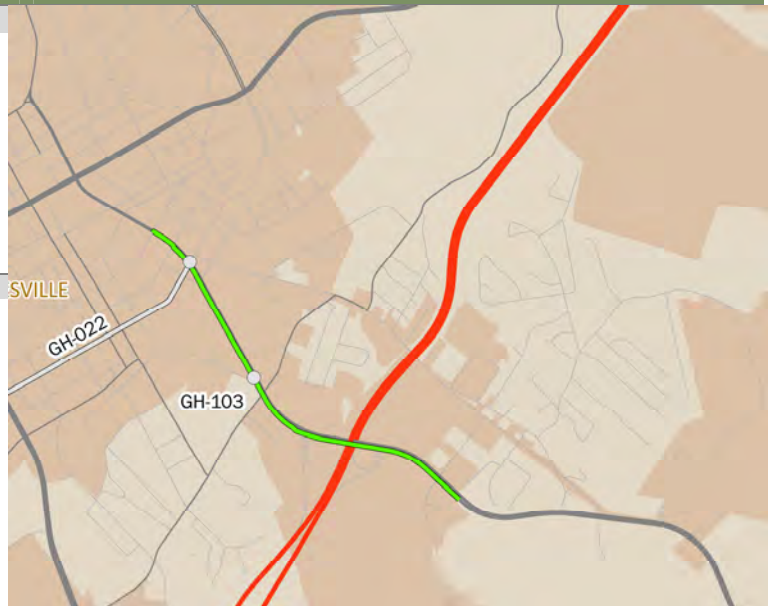
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2034	\$259,819	\$1,039,275	\$1,299,094
County:	HALL	Right of Way	2037	\$386,590	\$1,546,359	\$1,932,949
Existing Lanes	4	Construction & Utilities	2040	\$607,024	\$2,428,098	\$3,035,122
Future Lanes	6					
Distance:	0.2	Total		\$1,253,433	\$5,013,732	\$6,267,165

PROJECT ID GH-114**Project Description**

EE BUTLER PARKWAY/ATHENS HIGHWAY – FROM
SUMMIT STREET TO EAST OF MONROE DRIVE

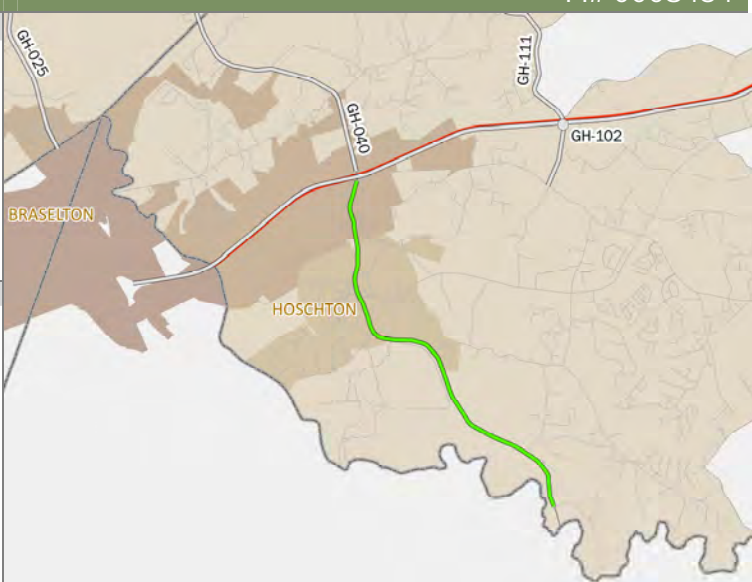
Project Purpose

THIS PROJECT ADDRESSES EXISTING AND
ANTICIPATED TRAFFIC CONGESTION.



ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS	Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering	2030	\$539,667	\$2,158,670	\$2,698,337
County:	HALL	Right of Way	2035	\$962,721	\$3,850,886	\$4,813,607
Existing Lanes	4	Construction & Utilities	2038	\$4,110,676	\$16,442,704	\$20,553,380
Future Lanes	6					
Distance:	1.5	Total		\$5,613,065	\$22,452,260	\$28,065,325

V – CONCLUSIONS

PROJECT ID		GH-115		PI# 0008434			
Project Description							
SR 53 FROM I-85 TO TAPP WOOD ROAD							
Project Purpose		THIS PROJECT ADDRESSES EXISTING AND ANTICIPATED TRAFFIC CONGESTION.					
ADDITIONAL PROJECT INFO		ANTICIPATED FUNDING & PLANNING LEVEL COSTS		Year of Expenditure	Local	State/Federal	Total
Project Type	WIDENING	Preliminary Engineering		2019	\$0	\$3,124,948	\$3,124,948
County:	JACKSON	Right of Way		2029	\$0	\$17,548,120	\$17,548,120
Existing Lanes	2	Construction & Utilities		2035	\$0	\$46,314,468	\$46,314,468
Future Lanes	4						
Distance:	5.4	Total			\$0	\$66,987,536	\$66,987,536

LOCALLY FUNDED PROJECTS

While the fiscally constrained project list addresses only those projects with some form of anticipated state and federal transportation funding, there are several other planned transportation projects currently anticipated to rely entirely on local transportation funding mechanisms. These projects are also important in the development of the RTP, and in a few cases consist of major capacity widening that need to be considered for travel demand modeling and air conformity. Additionally, this RTP is a snapshot of the time in which it was completed. Due to the relatively fluid nature of transportation funding, the opportunity may present itself in the future to utilize state and federal funds for these projects which are currently anticipated to only draw from local funds. As a result, planned transportation projects in the GHMPO region currently anticipated to be funded via only local dollars are shown in Table 23.

ASPIRATIONS (UNFUNDED) PLAN

In addition to the transportation projects included in the fiscally constrained plan, other candidate transportation projects that have been planned (but are not currently funded) should be maintained for consideration in future RTP updates and/or as additional transportation funding is identified. These project which cannot be funded are relegated to the 'aspirations plan' for which a cost estimate based on a theoretical year of expenditure of 2040 was developed. As a result, the actual costs to implement these projects will likely exceed the cost indicated, dependent on the actual timeframe in which they are implemented beyond the year 2040.

These projects total another \$2.3 billion (in year 2040 dollars) of transportation investment and are provided in Table 24.

TABLE 23
TRANSPORTATION PROJECTS ANTICIPATED TO UTILIZE ONLY LOCAL FUNDING

PROJECT TYPE	PROJECT NAME & DESCRIPTION	COUNTY	NOTES
ROADWAY RELOCATION & EXTENSION	REALIGNMENT OF LIGHTS FERRY ROAD	HALL	USED IN TRAVEL DEMAND MODELING AND AIR QUALITY CONFORMITY. THIS PROJECT IS ANTICIPATED TO EXPEND PE DOLLARS IN 2015 (\$94,480.00), RIGHT OF WAY DOLLARS IN 2015 (\$440,150), AND CONSTRUCTION DOLLARS IN 2015 (\$1,333,279.02) USING ENTIRELY LOCAL FUNDING.
ROADWAY OPERATIONS	GREEN STREET – ADD A SB RIGHT TURN LANE AT GREEN AND ACADEMY; ADD NB RIGHT TURN LANE AND SB LEFT TURN LANE AT POST OFFICE DRIVEWAY	HALL	EXACT IMPROVEMENT TO BE DETERMINED THROUGH FURTHER STUDY. GHMPO MAY PURSUE USE OF GDOT LUMP SUM FUNDING IN THE FUTURE.
ROADWAY OPERATIONS	GREEN STREET – PROHIBIT LEFT TURNS AT ALL TIMES, PEAK, OR RESTRIPE TO PROVIDE 2 NB LANES, 1 TWLTL, AND 1 SB LANE	HALL	EXACT IMPROVEMENT TO BE DETERMINED THROUGH FURTHER STUDY. GHMPO MAY PURSUE USE OF GDOT LUMP SUM FUNDING IN THE FUTURE.
INTERSECTION	BROWNS BRIDGE ROAD AT AUBURN AVENUE – ADD EB RIGHT TURN LANE	HALL	
INTERSECTION	BROWNS BRIDGE ROAD AT WEST END AVENUE – ADD 125' WB RIGHT TURN LANE	HALL	
INTERSECTION	MCEVER ROAD INTERSECTION IMPROVEMENTS (VARIOUS LOCATIONS)	HALL	
INTERSECTION	JESSE JEWELL PARKWAY AT EE BUTLER PARKWAY OPERATIONS – EXTEND EB RIGHT TURN LANE	HALL	
INTERSECTION	SR 60 AND SAM FREEMAN ROAD IMPROVEMENTS	JACKSON	
INTERSECTION	INTERSECTION IMPROVEMENTS AT LOCATIONS ALONG JACKSON TRAIL	JACKSON	
INTERSECTION	SR 332 AT OLD PENDEGRASS ROAD IMPROVEMENTS	JACKSON	
INTERSECTION	GUM SPRINGS AT JACKSON TRAILS IMPROVEMENTS	JACKSON	
ROADWAY OPERATIONS	JESSIE CRONIC ROAD IMPROVEMENTS FROM THOMPSON MILL ROAD TO SR 124	JACKSON	
NEW LOCATION	BRASELTON TO TALMO CONNECTION BETWEEN NEW CUT RD AND AJ IRVIN RD – NEW 2 LANE ROADWAY	JACKSON	
NEW LOCATION	SAM FREEMAN RD EXT SOUTH TO BILL WATKINS RD – NEW 2 LANE ROADWAY	JACKSON	
NEW LOCATION	BRASELTON INDUSTRIAL PKWY EXT. TO MCNEAL RD – NEW 2 LANE ROADWAY	JACKSON	

V – CONCLUSIONS

TABLE 24
ASPIRATIONS (UNFUNDED) PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	YEAR OF EXPENDITURE (ASSUMED FOR COSTING)	PRELIMINARY ENGINEERING COSTS	RIGHT OF WAY & UTILITY COSTS	CONSTRUCTION COSTS
GH-017	SR 13 FROM I-985 TO & ALONG MEMORIAL PK DR TO SR 369	WIDENING	2	4	3.6	HALL	2040	\$0	\$24,043,229	\$43,250,155
GH-019	SR 52/LULA RD - 1 MILE NORTH OF SR 365 TO SOUTH OF JULIAN WILEY RD	WIDENING	2	3	3.2	HALL	2040	\$0	\$8,400,976	\$26,785,554
GH-028	SR 332/POPLAR SPRINGS ROAD AT WALNUT CREEK - BRIDGE	BRIDGE	N/A			HALL	2040	\$0	\$1,221,713	\$2,520,404
GH-035	US 129/CLEVELAND HWY - N OF NOPONE /J HOOD ROAD TO SR 284/CLARKS BRIDGE RD	WIDENING	2	4	5.6	HALL	2040	\$3,965,218	\$11,977,102	\$28,902,177
GH-036	US 129 - SR 284/CLARKS BRIDGE ROAD TO WHITE CO. LINE	WIDENING	2	4	2.7	HALL	2040	\$0	\$6,441,546	\$27,344,105
GH-041	OLD CORNELIA HWY - EXIST 4-LANE E OF I-985 TO JOE CHANDLER RD	WIDENING	2	4	1.4	HALL	2040	\$2,051,289	\$17,515,290	\$25,641,096
GH-046	SR 323/GILLSVILLE HWY - US 129/ATHENS HWY TO E OF SR 82/HOLLY SPRINGS ROAD	WIDENING	2	3	2.6	HALL	2040	\$0	\$42,260,321	\$21,318,044
GH-056	SR 136/PRICE ROAD @ CHESTATEE RIVER- BRIDGE	BRIDGE	N/A			HALL	2040	\$847,196	\$46,991	\$1,210,116
GH-066	NORTHERN CONNECTOR - NEW CONNECTOR BETWEEN SR 60 AND SR 365	NEW LOCATION	0	4	12.5	HALL	2040	\$39,452,053	\$39,452,053	\$147,785,258
GH-067	WIDEN RIDGE ROAD FROM QUEEN CITY PKWY TO OLD CORNELIA HWY	WIDENING	2	4	3.5	HALL	2040	\$6,624,208	\$26,801,149	\$32,816,712
GH-070	WIDEN (6 LANES) I-985 FROM GWINNETT CO. LINE TO EXIT 24	WIDENING	4	6	16.6	HALL	2040	\$8,122,898	\$0	\$506,323,924
GH-071	WIDEN SR 365 FROM EXIT 24 ON I-985 TO HALL CO. LINE. INCLUDES 3 NEW DIAMOND INTERCHANGES	WIDENING	4	6	26.6	HALL	2040	\$21,270,959	\$0	\$191,438,627
GH-072	WIDEN SR 53/DAWSONVILLE HWY-DUCKETT MILL ROAD TO FORSYTH CO. LINE	WIDENING	2	4	2.0	HALL	2040	\$2,608,988	\$11,023,608	\$12,457,287
GH-080	SR 13/ATLANTA HWY FROM SR 347 TO RADFORD RD	WIDENING	2	4	4.6	HALL	2040	\$19,485,076	\$130,966,598	\$44,399,083
GH-082	JOE CHANDLER ROAD WIDENING - SR 52 TO OLD CORNELIA HWY	WIDENING	2	4	5.4	HALL	2040	\$10,091,735	\$58,792,580	\$32,033,024
	DAWSONVILLE HWY/SR 52 AT MCEVER RD - LOCAL ROADWAY/PARALLEL CONNECTIONS	NEW LOCATION	0	2	0.9	HALL	2040	\$2,995,142	\$4,118,322	\$11,980,576
	ACADEMY STREET EXTENSION FROM JESSE JEWELL PKWY TO INTERSECTION OF GROVE ST. AND PARKER ST.	NEW LOCATION	0	2	0.1	HALL	2040	\$300,743	\$639,080	\$1,202,973
	SPRING ST EXTENSION WEST TO WASHINGTON ST., APPROXIMATELY 600' WEST OF ACADEMY; ONE WAY EB	NEW LOCATION	0	2	0.2	HALL	2040	\$251,997	\$535,492	\$1,007,984
	PATRICIA DRIVE EXTENSION WEST TO MLK JR. BLVD	NEW LOCATION	0	2	0.1	HALL	2040	\$100,247	\$137,842	\$400,990
	IVEY TERRACE EXTENSION TO GREEN STREET	NEW LOCATION	0	2	0.3	HALL	2040	\$309,033	\$251,089	\$1,236,128
	INDUSTRIAL BLVD EXTENSION NORTH UNDER ATHENS HWY TO JESSE JEWELL AT BRANCH ST/W MULTI-USE TRAIL	NEW LOCATION	0	2	1.7	HALL	2040	\$3,533,057	\$4,625,755	\$12,274,646
	MODIFY FREEWAY SIGNAGE TO ENCOURAGE GREATER USE OF JESSE JEWELL PKWY FOR ACCESS TO GAINESVILLE AND TRAVEL TO THE NORTH. CONSIDER REMOVAL OF US 129 BUSINESS DESIGNATION SO THAT US 129 TRAFFIC USES JESSE JEWELL PKWY	ROADWAY OPERATIONS	N/A			HALL	2040	\$0	\$0	\$469,911

TABLE 24
ASPIRATIONS (UNFUNDED) PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	YEAR OF EXPENDITURE (ASSUMED FOR COSTING)	PRELIMINARY ENGINEERING COSTS	RIGHT OF WAY & UTILITY COSTS	CONSTRUCTION COSTS
	GREEN STREET MID/LONG-TERM - ALTERNATE OPTION: CONVERT GREEN ST FROM ACADEMY TO RIVERSIDE INTO A BOULEVARD W/ 20' WIDE MEDIAN, WIDE SIDEWALKS AND STREETSCAPE ELEMENTS	ROADWAY OPERATIONS	N/A			HALL	2040	\$5,048,031	\$5,871,549	\$11,636,168
	DOWNEY BLVD EXTENSION AND INTERCHANGE - EXTEND DOWNEY BLVD EAST TO I-985. CONSTRUCT A NEW INTERCHANGE AT I-985 AT THE DOWNEY BLVD EXTENSION WITH INTERCHANGE CONNECTING TO THE EE BUTLER INTERCHANGE TO THE SOUTH.	NEW INTERCHANGE	N/A			HALL	2040	\$6,265,485	\$6,265,487	\$25,061,941
	NEW ROADWAY BETWEEN SR 332 AND SR 124 NEAR TRADITIONS OF BRASELTON GOLF CLUB	NEW LOCATION	0	2	1.0	HALL	2040	\$1,137,885	\$1,972,398	\$5,412,223
	IMPLEMENT A MULTIMODAL TERMINAL AT OR NEAR EXISTING AMTRAK STATION THAT BRINGS TOGETHER LOCAL BUS ROUTES, EXPRESS BUS ROUTES, AND/OR COMMUTER RAIL, AMTRAK RAIL, GREYHOUND BUS, PARKING AND BIKE/PED ACCESS INTO ONE FACILITY	TDM	N/A			HALL	2040	\$0	\$0	\$1,503,716
	I-985 INTERCHANGE OPERATIONS STUDY	INTERCHANGE OPERATIONS STUDY	N/A			HALL	2040	\$375,929	\$0	\$0
	CONSTRUCT AUXILIARY LANES AT SELECT INTERSECTIONS ALONG CLARKS BRIDGE ROAD/SR 284 BETWEEN US 129 AND NOPONE RD (9 INTERSECTIONS)	ROADWAY OPERATIONS	N/A			HALL	2040	\$3,490,341	\$3,764,105	\$7,463,176
	THOMPSON BRIDGE RD-DAWSONVILLE HWY CONNECTOR ACROSS LAKE LANIER	NEW LOCATION	0	4	2.0	HALL	2040	\$7,831,857	\$7,831,856	\$31,327,428
	MLK JR BLVD CORRIDOR - ADD A TWO-WAY LEFT TURN LANE/STREETSCAPES FROM EE BUTLER PKWY TO DOWNEY BLVD	ROADWAY OPERATIONS	2	3	0.0	HALL	2040	\$866,840	\$1,191,905	\$3,467,360
	SR 53 FM SR 13 TO TANNERS MILL RD	WIDENING	4	6	0.0	HALL	2040	\$1,678,536	\$8,370,668	\$15,537,948
	JESSE JEWELL PKWY CAPACITY EAST - WIDEN TO 6 LANES WITH MEDIAN FROM BRANCH ST/INDUSTRIAL BLVD EXT. (TMP #24) TO OCONEE CIR/MILLER DR	WIDENING	4	6	1.7	HALL	2040	\$3,274,320	\$3,274,320	\$13,097,280
	INTERCHANGE: ATHENS HIGHWAY - IMPLEMENT CAPACITY CHANGES INCLUDING WIDENING OR RECONSTRUCTION OF INTERCHANGE BRIDGES AND RECONSTRUCTION OF RAMPS TO INCREASE CAPACITY AND ADD SHOULDERS TO BRIDGES.	INTERCHANGE MODIFICATION	N/A			HALL	2040	\$5,286,503	\$5,286,503	\$17,621,678
	ATLANTA HWY - WIDEN TO 4 LANE SECTION W/ LANDSCAPED MEDIAN BETWEEN MEMORIAL DR AND INDUSTRIAL BLVD; ATLANTA HWY - ADD A TWO-WAY LEFT TURN LANE FROM INDUSTRIAL BLVD. TO HALL ST.; ATLANTA HWY OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM MEMORIAL PARK DR TO TUMBLING CREEK RD	WIDENING	2	4	1.0	HALL	2040	\$6,146,578	\$6,146,578	\$24,586,197
	JESSE JEWELL PKWY AT JOHN MORROW PKWY OPERATIONS - LONG TERM ALTERNATIVE: IMPLEMENT A GRADE SEPARATED LEFT TURN OVERPASS DESIGN	INTERSECTION	N/A			HALL	2040	\$3,759,291	\$3,759,291	\$15,037,165

V – CONCLUSIONS

TABLE 24
ASPIRATIONS (UNFUNDED) PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	YEAR OF EXPENDITURE (ASSUMED FOR COSTING)	PRELIMINARY ENGINEERING COSTS	RIGHT OF WAY & UTILITY COSTS	CONSTRUCTION COSTS
	JESSE JEWELL PKWY AT PRIOR STREET OPERATIONS - ADD 100' NORTHBOUND AND SOUTHBOUND LT LANES	INTERSECTION	N/A			HALL	2040	\$163,685	\$161,336	\$201,280
	BROWNS BRIDGE RD AT PEARL NIX PKWY OPERATIONS - ADD SECOND NB LEFT TURN LANE (300' IN LENGTH) AND ADD SECOND SB LEFT TURN LANE (200' IN LENGTH); ADD EB RIGHT TURN LANE (250' IN LENGTH) AND ADD WB RIGHT TURN LANE (125' IN LENGTH)	INTERSECTION	N/A			HALL	2040	\$1,010,310	\$986,814	\$1,386,239
	INTERCHANGE: QUEEN CITY PARKWAY - IMPLEMENT OPERATIONAL CHANGES SUCH AS EXTENDING LANES, ADDING AUX LANES AND MODIFYING RAMP OPERATIONS	INTERCHANGE MODIFICATION	N/A			HALL	2040	\$939,823	\$939,823	\$3,759,291
	INTERCHANGE: JESSE JEWELL PARKWAY - IMPLEMENT OPERATIONAL CHANGES SUCH AS EXTENDING LANES, ADDING AUX LANES AND MODIFYING RAMP OPERATIONS	INTERCHANGE MODIFICATION	N/A			HALL	2040	\$939,823	\$939,823	\$3,759,291
	SR 124 FM BARROW CO LINE TO SR 60	WIDENING	2	4	8.1	HALL	2040	\$12,261,036	\$105,243,261	\$153,262,958
	DAWSONVILLE HWY/SR 53 CAPACITY - WIDEN TO 6 LANES FROM SPORTSMAN CLUB RD TO WASHINGTON ST	WIDENING	4	6	1.8	HALL	2040	\$3,112,308	\$2,528,747	\$12,449,224
	JESSE JEWELL PKWY AT EE BUTLER PKWY GRADE SEP. L - LONG TERM ALTERNATIVE: IMPLEMENT A GRADE SEPARATED LEFT TURN OVERPASS DESIGN	INTERSECTION	N/A			HALL	2040	\$3,759,291	\$3,759,291	\$15,037,165
	ATHENS STREET-MCDONALD STREET CONNECTOR - REALIGN ATHENS ST. TO CROSS PURINA DR. AND CONNECT TO MCDONALD ST.	NEW LOCATION	0	2	0.3	HALL	2040	\$500,510	\$688,200	\$2,002,039
	COMMUNITY WAY EXTENSION TO LIMESTONE PKWY & CONTINUE TO WHITE SULPHUR RD.; REALIGN INTERSECTION AT JESSE JEWELL TO BRANCH ST.	NEW LOCATION	0	2	1.2	HALL	2040	\$1,671,274	\$2,297,998	\$6,685,091
	DAWSONVILLE HWY/SR 52 AT MCEVER RD - LOCAL ROADWAY/PARALLEL CONNECTIONS	NEW LOCATION	0	2	0.4	HALL	2040	\$0	\$0	\$19,097,200
	TRAFFIC SIGNAL EQUIPMENT AND CONTROL CENTER - MODIFY TRAFFIC SIGNAL FIELD DEVICES TO OPERATE ON INTERNET PROTOCOL, INSTALL MONITORING AND CONTROL EQUIPMENT IN TRAFFIC CONTROL CENTER, CONNECT TO CITY FIBER OPTICS NETWORK FOR COMM WITH TCC	SIGNAL OPERATIONS	N/A			HALL	2040	\$0	\$0	\$939,823
	SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS	N/A			HALL	2040	\$0	\$0	\$469,911
	SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS	N/A			HALL	2040	\$0	\$0	\$563,894

TABLE 24
ASPIRATIONS (UNFUNDED) PROJECT LIST

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	YEAR OF EXPENDITURE (ASSUMED FOR COSTING)	PRELIMINARY ENGINEERING COSTS	RIGHT OF WAY & UTILITY COSTS	CONSTRUCTION COSTS
	SIGNAL TIMING - PROVIDE COMPREHENSIVE SIGNAL RETIMING WITH CONSIDERATION OF TRAFFIC RESPONSIVE PLANS ALONG CONGESTED CORRIDORS (78 INTERSECTIONS)	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$751,858
	UPGRADE TCC SYSTEMS AND EQUIPMENT - COMPUTER SYSTEMS, MONITORS, CONTROL EQUIPMENT IN FIELD AND IN TCC TO MATCH CURRENT STANDARDS	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$1,315,752
	UPGRADE TCC SYSTEMS AND EQUIPMENT - COMPUTER SYSTEMS, MONITORS, CONTROL EQUIPMENT IN FIELD AND IN TCC TO MATCH CURRENT STANDARDS	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$2,819,468
	TRAFFIC SIGNAL COORDINATION AND COMM - CONNECT EXISTING SYSTEM - INSTALL FIBER OPTIC COMM, BLUETOOTH TRAVEL TIME SENSORS, AND CAMERAS ALONG JESSE JEWELL PKWY EAST OF DOWNTOWN (VIA GAINESVILLE IT COMMUNICATIONS), DOWNTOWN GAINESVILLE, AND JOHN MORROW PKWY. (2 MILES PLUS USE OF IT COMM SYSTEM WITH 37 CAMERAS)	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$5,112,636
	TRAFFIC SIGNAL COORDINATION AND COMM - EXTEND TO KEY CORRIDORS - INSTALL FIBER OPTIC COMM, BLUETOOTH TRAVEL TIME SENSORS AND CAMERAS TO BROWNS BRIDGE RD WEST OF PEARL NIX PKWY (VIA GAINESVILLE IT COMMUNICATIONS), EE BUTLER PKWY/ATHENS HWY SOUTH OF MLK BLVD, AND GREEN STREET-THOMPSON BRIDGE RD NORTH OF ACADEMY ST. (3.5 MILES PLUS USE OF IT COMM SYSTEM WITH 16 CAMERAS)	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$3,740,495
	TRAFFIC SIGNAL COORDINATION AND COMM - SECONDARY CORRIDORS AND PARALLEL TMC COMM - INSTALL FIBER OPTIC COMM AND CAMERA MONITORING ALONG ATLANTA HWY, PEARL NIX PKWY, AVIATION BLVD, INDUSTRIAL BLVD, QUEEN CITY PKWY, DOWNEY BLVD, S. ENOTA DRIVE, PARK HILL DR, LIMESTONE PKWY, AND MLK JR BLVD, AS WELL AS A CONNECTION DOWN MAIN ST FROM MLK JR BLVD TO THE CITY TRAFFIC CONTROL CENTER. (12.5 MILES WITH 25 CAMERAS)	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$8,458,405
	DRIVER INFORMATION VIA CHANGEABLE MESSAGE SIGNS - PROVIDE CHANGEABLE MESSAGE SIGNS AND OPERATION ALONG STATE ROUTES IN COORDINATION WITH GDOT NAVIGATOR PROGRAM ALONG I-985. IMPLEMENTATION OF 12 SIGNS ALONG 3 CORRIDORS IS ANTICIPATED (EE BUTLER PKWY, JESSE JEWELL PKWY, AND QUEEN CITY PKWY)	SIGNAL OPERATIONS		N/A		HALL	2040	\$0	\$0	\$845,841