



Oconee County Long-Range Transportation Plan

MARCH 2019



PREPARED FOR



Georgia Department of Transportation
Office of Planning

PREPARED BY



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ES-1. Executive Summary

The Georgia Department of Transportation (GDOT) Office of Planning, in conjunction with Oconee County, initiated the development of a Long-Range Transportation Plan (LRTP) to guide transportation planning decisions in Oconee County through 2045. Potential improvement projects were identified to address future transportation needs in the county. These projects were assessed by a Stakeholder Advisory Group and prioritized based on established criteria consistent with the LRTP study goals, detailed in Section 1.3. Below are the recommended improvements. Figures ES-1.1 (roadway), ES-1.2 (bridges), and ES-1.3 (bicycle and pedestrian) show the locations of these improvements. Table ES-1.1 presents the final list of prioritized projects for each improvement category, with projects assigned Near-, Mid-, or Long-term implementation in the columns to the right. Near-term projects are defined as those needed before the year 2025; Mid-term projects are those needed from 2025 to 2040; and Long-term projects are needed beyond 2040. These implementation year recommendations take each project's prioritization score and cost estimate into consideration, as well as any local input received on the project. Refer to Section 8 Prioritized Recommendations for the scoring criteria behind each project's prioritization score. The following recommendations received the highest prioritization scores, and are shown in order, beginning with the highest-scoring recommendation. Bridge recommendations are shown in order of need, beginning with the bridge location with the lowest sufficiency rating, a scoring system utilized by GDOT to determine a bridge's structural sufficiency and overall condition.

Prioritization of roadway capacity improvements resulted in the following top recommendations:

- C-11: Macon Hwy from Rockinwood Dr to S Lumpkin St
- C-3: Simonton Bridge Rd/ Whitehall Rd from S Milledge Ave to SR 15/ N Main St
- C-6: McNutt Creek Rd/ Pete Dickens Rd from Aiken Rd to US 78/ SR 10/ Monroe Hwy
- C-2: US 441/ SR 15/ Macon Hwy from US 29/78 to SR 53/ Hog Mountain Rd
- C-5: SR 53/ Hog Mountain Rd from Hebron Church Rd to Mars Hill Rd

Prioritization of roadway operational improvements resulted in the following top recommendations:

- O-15: SR 53/ Hog Mountain Rd from Herman C. Michael Park Entrance to Oconee Veterans Park Entrance
- O-11: US 29/78/ SR 316 from Oconee Connector to Epps Bridge Pkwy
- O-14: Exit EB Lane from US 29/78/ SR 316 to SR 992/ Oconee Connector
- O-2: Mars Hill Rd from Rocky Branch Rd to Daniells Bridge Rd
- O-5: US 441/ SR 24/ Macon Hwy from SR 186/ High Shoals Rd to Price Mill Rd

Prioritization of intersection improvements resulted in the following top recommendations:

- I-5: US 29/78/ SR 316 at Oconee Connector
- I-13: US 29/78/ SR 316/ Epps Bridge Pkwy at US 29/78/ SR 8/10/ Athens Perimeter
- I-3: Epps Bridge Pkwy at Oconee Connector
- I-19: SR 15/24 BUS at US 129/441/ SR 15/24/ Watkinsville Bypass
- I-6: S Main St at Barnettt Shoals Rd, SR 15/ Greensboro Hwy

Bridges with sufficiency ratings below 50 eligible for improvement by 2025 include:

- B-23: Elder Mill Rd over Rose Creek
- B-22: Branch Rd over Freeman Creek
- B-21: SR 10/ Athens Perimeter over McNutt Creek
- B-20 and B-34: Clotfelter Rd over Barber Creek

Prioritization of bicycle and pedestrian improvements resulted in the following recommendations:

- BI-1: SR 15/ S Main St/ Greensboro Hwy from SR 53/ Experiment Station Rd to Watkinsville City Limit north of Porters Creek - bicycle enhancement
- BI-3: SR 53/ Experiment Station Rd from SR 53/ Hog Mountain Rd to SR 15/ Main St - bicycle enhancement in conjunction with GDOT PIs 0009011 and 0009012
- P-1: SR 53/ Experiment Station Rd from SR 15/ Main St to Law Enforcement Center west of Durham St - pedestrian enhancement
- P-2: SR 53/ Experiment Station Rd from Loch Lomond Cir/ Shamrock Recreation Club to Stonebridge Pkwy/ Existing Sidewalk east of SR 53/ Hog Mountain Rd - pedestrian enhancement
- BI-2: SR 15/ Greensboro Hwy from Watkinsville City Limit to Greene County Line - bicycle enhancement

The corridors recommended for bicycle enhancement with speed limits of 55 mph or higher will require approval from GDOT District 1.

Figure ES-1.1: Recommended Roadway Improvements

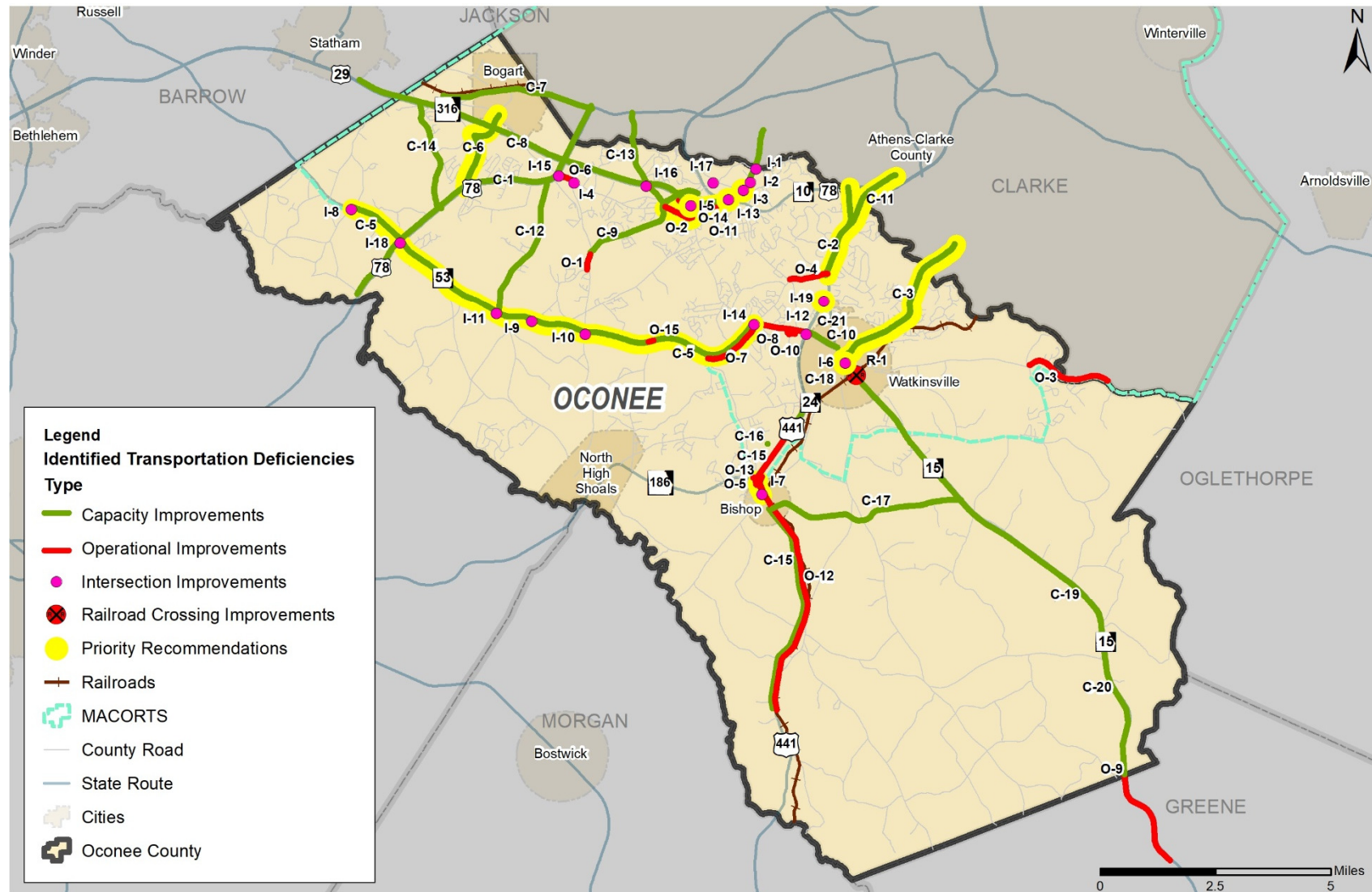


Figure ES-1.2: Recommended Bridge Improvements

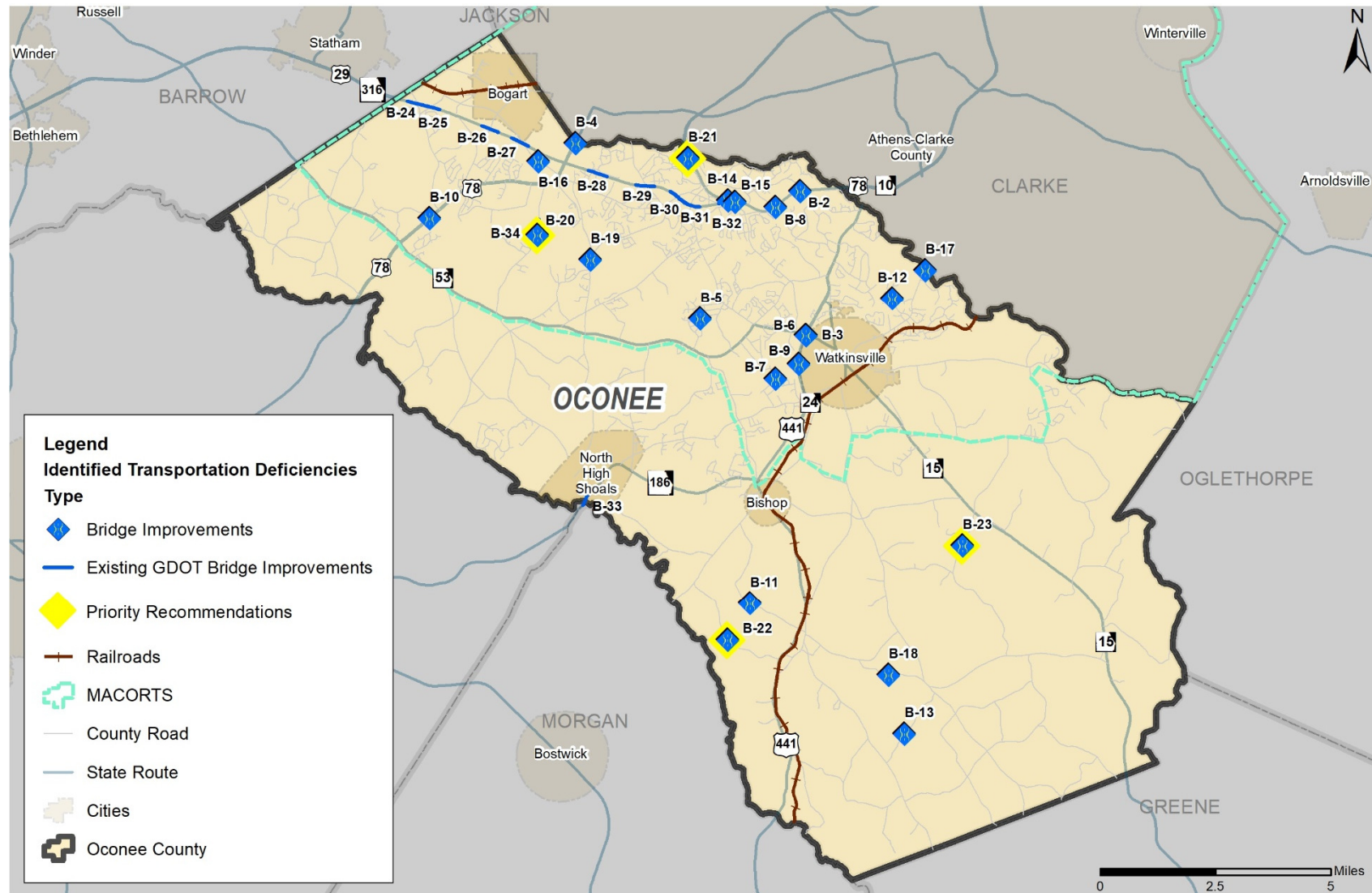


Figure ES-1.3: Recommended Bicycle and Pedestrian Improvements

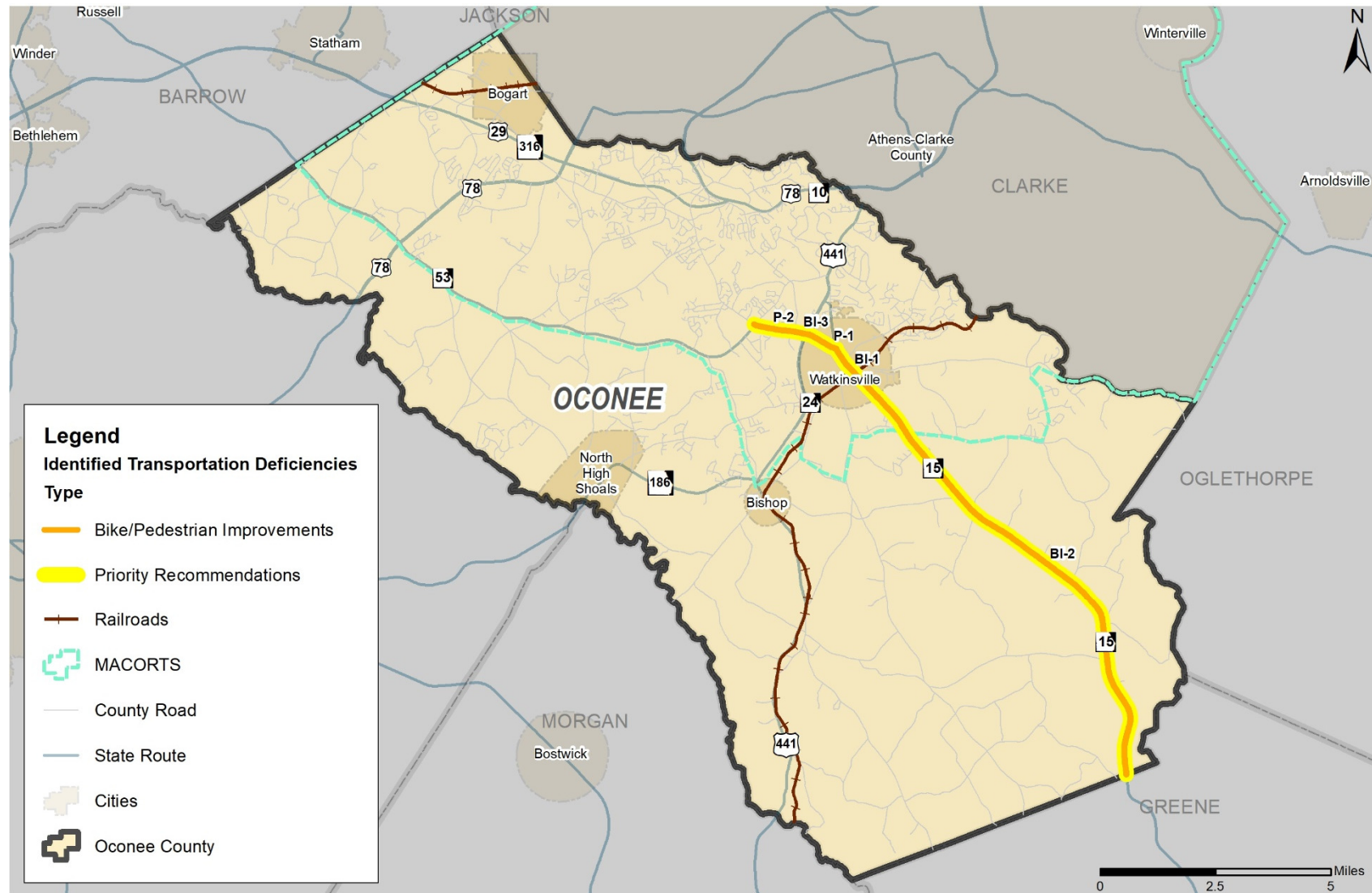


Table ES-1.1: Prioritized Recommended Improvements

Ranking	Project Ref. No.	Facility	From	To	Existing Conditions	Recommended Improvements	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Estimated Cost	Prioritization Score	Implementation		
CAPACITY IMPROVEMENTS AND NEW ROADWAYS with Anticipated Benefits of Increased Capacity and Improved Safety																
1	C-11	Macon Hwy	Rockwood Dr	S Lumpkin St	2-Lanes	Capacity Improvements	1.50 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 5,806,000	22.5	✓		
2	C-3	Simonton Bridge Rd/ Whitehall Rd	S Millidge Ave	SR 15/ N Main St	2-Lanes	Capacity Improvements	3.70 miles	Analysis / GDOT (PI 141970-)	Capacity Improvements		Increased Capacity	\$ 14,326,400	21.5	✓		
3	C-6	McNutt Creek Rd/ Pete Dickens Rd	Aiken Rd	US 78/ SR 10/ Monroe Hwy	2-Lanes	Capacity Improvements	2.10 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 8,131,200	21.5			✓
4	C-2	US 441/ SR 15/ Macon Hwy	US 29/78	SR 53/ Hog Mountain Rd	4-Lanes	Capacity Improvements	2.10 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 8,131,200	20.0	✓		
5	C-5	SR 53/ Hog Mountain Rd	Hebron Church Rd	Mars Hill Rd	2-Lanes	Capacity Improvements	10.00 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 38,720,000	20.0			✓
6	C-17	Astondale Rd	SR 15/ Greensboro Hwy	US 129/441/ SR 24/ Macon Hwy	n/a	Capacity Improvements		Local Input	Capacity Improvements		Increased Capacity	n/a	20.0	✓		
7	C-1	US 78/ SR 10/ Monroe Hwy	Choyce Johnson Rd	SR 8/ Atlanta Hwy	4-Lanes	Capacity Improvements	7.00 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 27,104,000	19.5			✓
8	C-19	SR 15/ Greensboro Hwy	Antioch Church Rd	US 129/ SR 24 BUS/ Macon Hwy	2-Lanes	Capacity Improvements	8.95 miles	Analysis / GDOT (PI 0008006)	Capacity Improvements		Increased Capacity	\$ 117,795,777	19.0			✓
9	C-8	US 29/78/ Epps Bridge Pkwy	Timothy Rd	Barber Creek Rd	4-Lanes	Capacity Improvements	10.30 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 39,881,600	18.5		✓	
10	C-21	SR 53/ Experiment Station Rd	SR 15	US 441/ SR 24/ N Main St	2-Lanes	Capacity Improvements	0.65 miles	Analysis / GDOT (PI 0009012)	Capacity Improvements		Increased Capacity	\$ 10,641,212	17.5		✓	
11	C-20	SR 15/ Greensboro Hwy	Greensboro Bypass	Antioch Church Rd	2-Lanes	Capacity Improvements	2.46 miles	Analysis / GDOT (PI 0008007)	Capacity Improvements		Increased Capacity	\$ 134,652,854	17.0	✓		
12	C-7	SR 8/ 3rd Ave/ Atlanta Hwy	US 78/ Monroe Hwy	Dials Mill Rd	2-Lanes / 3-Lanes	Capacity Improvements	3.30 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 12,777,600	15.0			✓
13	C-9	Virgil Langford Rd/ Rocky Branch Rd	Oconee Connector	Malcom Bridge Rd	2-Lanes	Capacity Improvements	2.80 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 10,841,600	15.0	✓		
14	C-15	IUS 441/ SR 24	N of Apalachon River	IJR 26/441/ Watkinsville Bypass	2-Lanes	Capacity Improvements	7.88 miles	GDOT (PI 0013613)	Capacity Improvements		Increased Capacity	\$ 55,409,091	13.0			✓
15	C-12	Cotfeller Rd	US 78/ SR 10/ Monroe Hwy	SR 53/ Hog Mountain Rd	2-Lanes	Capacity Improvements	3.20 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 12,390,400	12.0			✓
16	C-13	Jimmy Daniel Rd	Virgil Langford Rd	US 78/ SR 10/ Atlanta Hwy	2-Lanes	Capacity Improvements	2.30 miles	Analysis / GDOT (PI 0007939)	Capacity Improvements		Increased Capacity	\$ 6,905,600	11.5			✓
17	C-16	US 441/ SR 15 Connector	SR 24	Colham Ferry Rd	2-Lanes	Capacity Improvements	0.17 miles	Analysis / GDOT (PI 0007944)	Capacity Improvements		Increased Capacity	\$ 7,953,937	11.0			✓
18	C-14	Dials Mill Rd	US 78/ SR 10/ Monroe Hwy	US 29	2-Lanes	Capacity Improvements	2.50 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 9,680,000	10.5			✓
Sub-Total												\$ 522,634,271				
OPERATIONAL IMPROVEMENTS with Anticipated Benefits of Improved Capacity and Safety																
1	O-15	SR 53/ Hog Mountain Rd	Herman C. Micheal Park Entrance	Oconee Veterans Park Entrance	2-Lanes	Operational Improvement	0.20 miles	Local Input	Operational Improvements	Operational	Improved Capacity & Safety	n/a	21.0	✓		
2	O-11	US 29/78/ SR 316	Oconee Connector	Epps Bridge Pkwy	4-Lanes	Operational Improvement	0.81 miles	GDOT (PI M005135)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 981,845	19.0	✓		
3	O-14	Exit EB Lane	US 29/78/ SR 316	SR 992/ Oconee Connector	4-Lanes	Operational Improvement	0.81 miles	GDOT (PI S014930)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 161,607	19.0	✓		
4	O-2	Rocky Branch Rd	Rocky Branch Rd	Daniels Bridge Rd	2-Lanes	Operational Improvement	0.66 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 722,875	18.5	✓		
5	O-5	US 441/ SR 24/ Macon Hwy	SR 186/ High Shoals Rd	Price Mill Rd	2-Lanes	Operational Improvement	0.33 miles	Analysis / GDOT (PI 0016081)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 357,789	16.0	✓		
6	O-1	Malcom Bridge Rd	Rocky Branch Rd (West)	Rocky Branch Rd (East)	2-Lanes	Operational Improvement	0.40 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 435,420	13.5		✓	
7	O-10	SR 53/ Experiment Station Rd	CR 826	Bishop Farms Pkwy	2-Lanes	Operational Improvement	0.29 miles	GDOT (PI 0015321)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 315,810	13.5	✓		
8	O-7	SR 53/ Hog Mountain Rd	Union Church Rd	SR 53/ Experiment Station Rd	2-Lanes	Operational Improvement	1.30 miles	Local Input	Operational Improvements	Operational	Improved Capacity & Safety	\$ 1,415,700	13.0			✓
9	O-8	SR 53/ Experiment Station Rd	US 441/ SR 24	SR 53/ Hog Mountain Rd	2-Lanes	Operational Improvement	1.38 miles	GDOT (PI 0009011)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 20,690,622	13.0	✓		
10	O-4	SR 53/ Hog Mountain Rd	US 129/441/ SR 15/ Macon Hwy	Government Station Rd/ Daniels Bridge Rd	2-Lanes	Operational Improvement	0.84 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 918,300	12.5		✓	
11	O-13	Deceleration Lane	SR 186/ High Shoals Rd	US 129/441/ SR 24/ Macon Hwy	2-Lanes	Operational Improvement	1.05 miles	GDOT (PI S014745)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 98,420	12.5			✓
12	O-6	Mars Hill Rd	US 78/ SR 10/ Monroe Hwy	Malcom Bridge Rd	2-Lanes	Operational Improvement	0.35 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 377,077	12.0			✓
13	O-3	S Barnett Shoals Rd	McRee's Mill Rd	Old Barnett Shoals Rd	2-Lanes	Operational Improvement	1.64 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 1,790,881	11.5			✓
14	O-12	US 129/441/ SR 24/ Macon Hwy	Tappan Spur Rd	N of Thomas Farm Rd	4-Lanes	Operational Improvement	5.03 miles	GDOT (PI M005178)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 2,554,016	11.0			✓
15	O-9	SR 15/ Greensboro Hwy/ Athens Hwy	S of Shiloh Rd	N of Rose Creek	2-Lanes	Operational Improvement	5.84 miles	GDOT (PI 0013723)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 7,718,354	10.0			✓
Sub-Total												\$ 38,538,697				
INTERSECTION IMPROVEMENTS with Anticipated Benefits of Improved Capacity and Safety																
1	I-5	US 29/78/ SR 316	Oconee Connector		Signalized	To be determined during PE	275 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	17.0	✓		
2	I-13	US 29/78/ SR 316/ Epps Bridge Pkwy	US 29/78/ SR 810/ Athens Perimeter		Divided Hwy	To be determined during PE	46 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	12.0	✓		
3	I-3	Epps Bridge Pkwy	Oconee Connector		Signalized	To be determined during PE	216 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0	✓		
4	I-19	SR 15/24 BUS	US 129/441/ SR 15/24/ Watkinsville Bypass		Signalized	To be determined during PE	28 crashes	Local Input	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	9.0	✓		
5	I-6	S Main St	Barnett Shoals Rd, SR 15/ Greensboro Hwy		Signalized	To be determined during PE	50 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0	✓		
6	I-15	US 78/ SR 10/ Monroe Hwy	Mars Hill Rd		Signalized	To be determined during PE	73 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	9.0	✓		
7	I-16	US 29/78/ SR 316	Jimmy Daniel Rd		Signalized	To be determined during PE	59 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	9.0	✓		
8	I-18	US 78/ SR 10/ Monroe Hwy	SR 53/ Hog Mountain Rd		Signalized	To be determined during PE	51 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	9.0	✓		
9	I-10	SR 53	Rays Church Rd/ Malcom Bridge Rd		Two-way stop-controlled	To be determined during PE	28 crashes	Local Input	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0		✓	
10	I-11	SR 53	Cotfeller Rd/ Cole Springs Rd		Two-way stop-controlled, skewed angles	To be determined during PE	47 crashes	Local Input	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0		✓	
11	I-12	US 29/441/ SR 24/ Watkinsville Bypass	SR 53/ Experiment Station Rd		Divided Hwy	To be determined during PE	6 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	7.0	✓		
12	I-7	US 129/441/ SR 24/ Macon Hwy	Price Mill Rd/ Old Bishop Rd		Two-way stop-controlled	To be determined during PE	5 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0	✓		
13	I-8	SR 53/ Hog Mountain Rd	Sikes Rd/ Hebron Church Rd		Two-way stop-controlled	To be determined during PE	3 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	5.0	✓		
14	I-14	SR 53/ Hog Mountain Rd	SR 53/ Experiment Station Rd/ Mars Hill Rd		Signalized	To be determined during PE	87 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	4.0	✓		
15	I-2	Epps Bridge Pkwy	Dowdy Rd		Signalized	To be determined during PE	74 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	4.0	✓		
16	I-1	Epps Bridge Pkwy	Parkway Blvd/ Tanglebrook Dr		Signalized	To be determined during PE	15 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	2.0	✓		
17	I-17	Oconee Connector	Plaza Pkwy		Signalized	To be determined during PE	27 crashes	GDOT/Analysis	Intersection Improvements		Improved Safety & Capacity	\$ 3,146,000	2.0	✓		
18	I-4	Mars Hill Rd	Commerce Dr/ Malcom Bridge Rd		Two-way stop-controlled	To be determined during PE	22 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	0.0			✓
19	I-9	SR 53/ Hog Mountain Rd	Snows Mill Rd/ Rocky Branch Rd		Two-way stop-controlled	To be determined during PE	25 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	0.0			✓
Sub-Total												\$ 59,774,000				
BRIDGE IMPROVEMENTS with Anticipated Benefits of Improved Safety and Operations																
(Bridge sufficiency ratings)																
1	B-23	Elder Mill Rd	Rose Creek		2124 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 282,767	15.1	✓		
2	B-22	Branch Rd	Freeman Creek		648 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 86,190	41.8	✓		
3	B-21	SR 10/ Athens Perimeter	McNutt Creek		32 ft length (culvert)	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 128,384	43.6	✓		
4	B-20	Cotfeller Rd	Barber Creek		3861 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 513,872	49.0	✓		
5	B-34	Cotfeller Rd	Barber Creek		Bridge to be replaced with no added capacity	Bridge Replacement		GDOT (PI 0015656)	Bridge Replacement		Improved Safety & Capacity	\$ 2,000,000	49.0	✓		
6	B-19	Malcom Bridge Rd	Barber Creek		3585 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 477,167	51.9		✓	
7	B-18	Marshall Store Rd	Greenbrier Creek		1017 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 135,388	58.0			✓
8	B-17	Simonton Bridge Rd/ Whitehall Rd	Middle Oconee River		8273 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 1,101,155	60.0	✓		
9	B-16	Mars Hill Rd	McNutt Creek		2700 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 359,430	60.5	✓	</	

1. Introduction

1.1. Background

The Georgia Department of Transportation (GDOT) Office of Planning, in conjunction with Oconee County, initiated the development of a Long-Range Transportation Plan (LRTP) to guide transportation planning decisions in Oconee County through 2045. The development of the *Oconee County LRTP* includes an in-depth look at transportation and economic conditions in order to identify potential projects that address existing and future transportation needs.

This study will evaluate many modes including roadway, public transit, bicycle and pedestrian, rail, and freight, and the transportation infrastructure serving each mode. The Transportation Plan is built upon existing work efforts to date and provides a mechanism for guiding future transportation decision-making.

The purpose of this technical memorandum is to evaluate existing conditions of the multimodal transportation system within Oconee County and identify potential transportation improvements throughout Oconee County. As part of this effort, Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) Area's travel demand model was updated and validated for Oconee County to represent the transportation network of the study area and to assist with analysis of future operating conditions.

1.2. Study Area

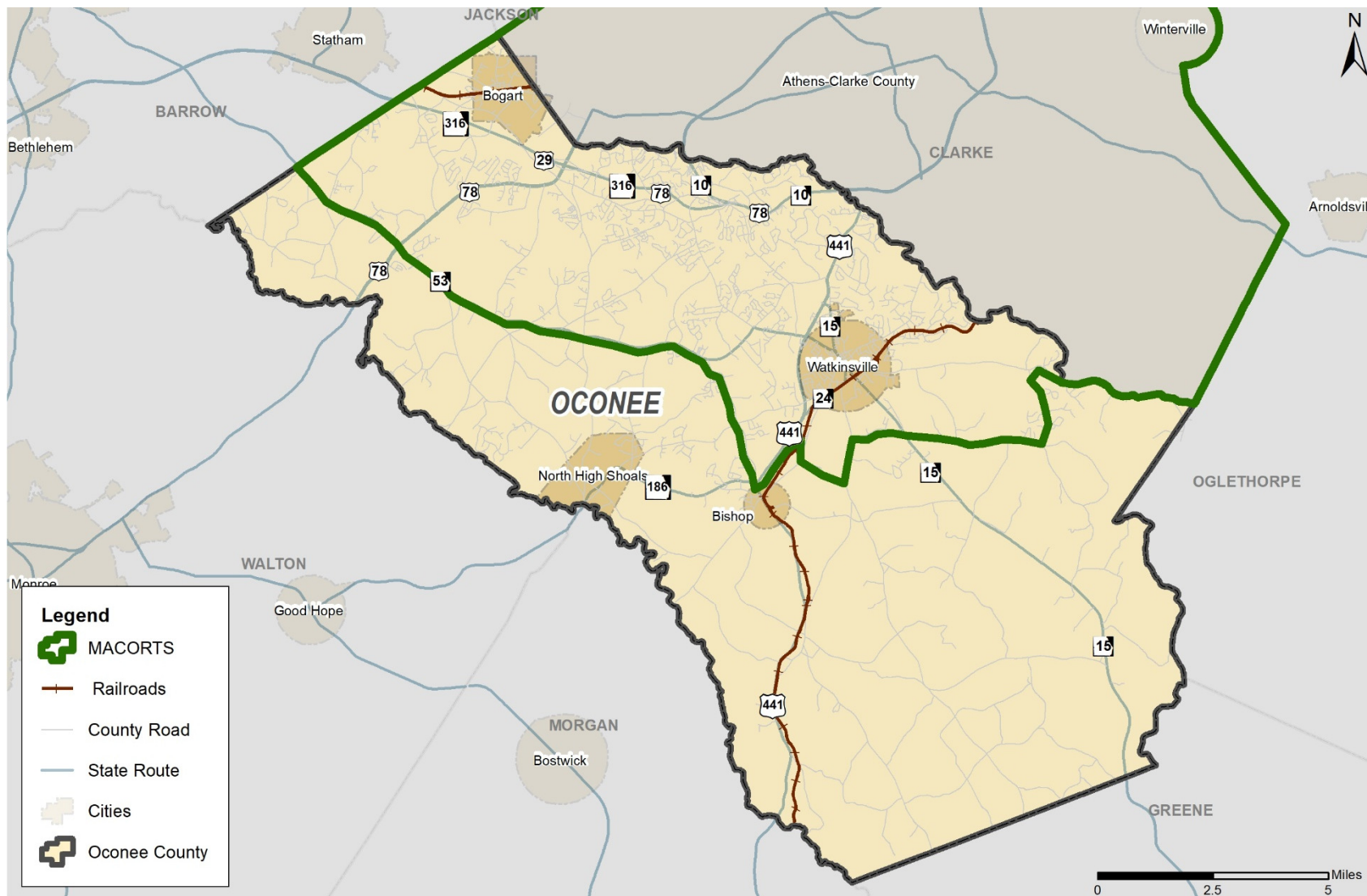
Oconee County is situated approximately 53 miles east of Atlanta and six miles south of Athens, GA. Oconee County is part of the Athens-Clarke Metropolitan Statistical Area, along with Clarke, Oglethorpe, Jackson, and Madison Counties. Oconee County's borders are contiguous with Athens-Clarke, Barrow, Morgan, Greene, Oglethorpe, and Walton counties. The county seat is located in the city of Watkinsville. The other three incorporated cities are Bishop, Bogart, and North High Shoals. Figure 1.1 illustrates the study area.

1.3. Study Process

To identify the needs and develop recommendations for Oconee County, a process was employed combining both quantitative and qualitative analysis, guided by input from key stakeholders and the public. This Existing and Future Conditions Report documents the development of goals and objectives, purpose and need, the review of previous studies, existing and future travel demand, and the technical analysis of existing population, employment, land use, environmental resources, crash data, and various traffic data.

Much of the northern half of Oconee County is within the MACORTS area, the Metropolitan Planning Organization (MPO) serving Athens-Clarke County, and portions of Madison, Oglethorpe, and Jackson counties. The transportation plan development process followed the guidelines established for the MPO. This process established a strong framework for transportation planning and decision-making. The format of the LRTP, and the process by which it was developed, is prescribed by federal legislation known as Moving Ahead for Progress in the 21st Century (MAP-21).

Figure 1.1: Study Area



A LRTP is required to have a planning horizon of 20 or more years. This time frame provides a basic structure and overall goal for meeting the long-term transportation needs for the community. Since many factors influencing the development of the LRTP, such as demographics, forecast revenue, and project costs change over time, long-range transportation plans should be updated at least every five years.

Evaluation factors were established to assess the existing and future transportation network. Deficiencies and operating conditions were then documented and ultimately used to develop the recommended improvements for the *Oconee County Long-Range Transportation Plan*.

1.3.1. Purpose

The purpose of the *Oconee County LRTP* is to build upon previous transportation planning efforts in Oconee County and the region. The updated LRTP will build upon previous plans that have identified long-range transportation needs. The plan will propose a new program of projects and strategies to meet the county's future transportation needs and will provide guidance in making decisions regarding resources to meet those needs.

1.3.2. Goals and Objectives

The goal of this plan is to ensure that the county's current and future transportation needs are identified, and solutions are developed to address future transportation needs. The goals of this study were developed by evaluating transportation related goals outlined in previous studies in the county including the Madison Athens-Clarke Oconee Regional Transportation Study 2040 LRTP and the 2018 update to the Oconee County Joint Comprehensive Plan. Then those goals were aligned with the Governor's 2012 strategic goals and the national transportation planning goals outlined in MAP-21. The study goals for the *Oconee County LRTP* are outlined in Table 1.1 on the next page.

Goals and objectives should be consistent with relevant federal, state, and local plans and legislation. MAP-21 includes seven performance goals that must be considered when a MPO develops an LRTP. Since much of northern Oconee County is within the Athens MPO, the guidelines for MPOs were followed to provide a strong framework for transportation decisions. Specifically, the LRTP must be designed around the following performance goals:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System
4. System reliability: To improve the efficiency of the surface transportation system
5. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Governor's Strategic Goals (2012)

- Mobile: Improving the movement of people and goods across and within the state, expanding Georgia's role as a major logistics hub, and leveraging public-private partnerships
- Growing: Creating jobs and growing businesses
- Healthy: Accessible care and active lifestyles
- Safe: Protecting the public's safety and security by reducing injury and loss of life on Georgia's roads

MACORTS 2040 LRTP (2014)

- Provide efficient, safe, and convenient mobility
- Encourage desirable land use and development
- Promote economic development
- Minimize adverse social and environmental impacts

Oconee County Joint Comprehensive Plan Update (2018)

- Promote growth that enhances or complements the existing character of the area
- Enhance and maintain existing residential neighborhoods while increasing overall range of housing options
- Build and improve a multi-layered transportation network that facilitates safe access for all forms of transportation
- Support a network of parks, recreational facilities, and natural areas that meet the needs of area residents and enhance quality of life

Table 1.1: Transportation Plan Goals

Draft Study Goals	Local	State	National
Improve safety, accessibility, and mobility options for people and goods movement.	✓	✓	✓
Promote and protect quality of life by integrating local planned growth, land use patterns, and economic development patterns with transportation analysis and planning.	✓	✓	
Emphasize the efficient operation and preservation of the existing transportation system while promoting environmental sustainability.	✓	✓	✓
Accommodate users without access to automobiles and promote health and quality of life by providing a range of mobility options.	✓	✓	

2. Review of Previous Studies

It is critical to understand the issues, opportunities, and recommendations that resulted from previous studies. Therefore, a review of previous studies that were relevant to the development of this plan was conducted throughout the study area. The *Oconee County LRTP* will build upon previous planning efforts to develop a comprehensive transportation solution for Oconee County.

2.1. *Land Use, Socioeconomic, and Development Plans*

The 2018 update to the *Oconee County Joint Comprehensive Plan*¹ established development strategies to implement Oconee County's vision through the year 2040. The future expressed in the plan reflected local community values, ideals, and aspirations developed through stakeholder outreach conducted throughout the county. In general, the plan established a vision for the county and each incorporated city.

Land use goals in the Comprehensive Plan established a framework for the type, intensity, and general character of the development in the county and its municipalities. The Comprehensive Plan introduced 19 character area categories to guide land use and development policies, regulations, and approvals within the county. The plan also called for revisions to the county's Unified Development Code (UDC) to implement land use strategies effectively, including addressing standards for development design, parking, overlay districts, landscaping/planting, street design, and overall connectivity.

Adopted in 2008, the *Oconee Community Agenda*² developed seven guiding principles to be considered for implementation through the year 2030:

1. Expand and diversify the economic base of Oconee County in order to achieve a balanced tax base that offers diverse economic opportunities;
2. Accommodate growth while creating a sustainable community that implements the community's vision;
3. Protect our rural character and agricultural heritage;
4. Preserve our sense of place;
5. Create land use patterns that promote connectivity and mobility;
6. Provide for services, facilities, and housing that will allow aging in place; and
7. Design with the environment.

The Community Agenda also laid out a unique vision for each of Oconee County's four incorporated areas. For each guiding principle, the Community Agenda examined major issues associated with the principle, and policies for the county and the incorporated areas to address the issues and succeed in fulfilling the principles. A common thread among the guiding principles is the need to prepare for the expected population growth. Oconee County is positioned between

¹ http://www.oconeecounty.com/DocumentCenter/View/5926/FINAL_OconeeCountyJointComprehensivePlanUpdate

² <http://www.oconeecounty.com/DocumentCenter/View/390/Community-Agenda-PDF>

Athens-Clark County and Atlanta metropolitan areas. Both urban areas are expanding geographically and in effect, the urban sprawl is spilling over into Oconee County.

2.2. *Transit and Roadway Plans*³

Oconee County relies heavily on its highway system for shipment of goods, commuting to work, and public transportation. In 2010, Oconee County accounted for 21.1 percent of all roadways in the MACORTS MPO area (492.9 miles). Of those MACORTS area miles in Oconee County, 69.6 miles are state routes, 423.3 are local routes, and 42.88 miles are unpaved. Compared to the statewide average of 24.1 percent for unpaved roads, Oconee County comes in well below that at 8.7 percent of roads being unpaved.

Public transit in Oconee County is limited to the Athens Transit System (ATS), which only enters a small part of the county, and the Georgia Department of Human Services (DHS) Coordinated Transportation System, which offers limited transportation services for underprivileged residents. This system assists county residents in reaching services of the Division of Aging Services, Department of Labor Vocational Rehabilitation, Mental Health/Developmental Disabilities/Addictive Diseases, and Family and Children Services.

2.3. *Rail Plans*

The Georgia State Rail Plan (2015) outlines existing conditions and future plans for Georgia's railroad system. Two rail lines pass through Oconee County. The Athens Branch Line runs north/south from the Athens-Clarke County line, through Watkinsville and Bishop, to the Morgan County line. The section from the Morgan County line to Bishop is currently designated as inactive and the section from Bishop north to the Athens-Clarke County line is active. The Athens Branch Line is being used predominantly for rail car storage and is not actively transporting freight at this time. In the northern section of the county, the CSX railroad runs through north Oconee County and Bogart for approximately two miles with two active railroad crossings experiencing an average of 14 trips per day.

2.4. *Bike and Pedestrian Plans*

Oconee County's UDC requires sidewalks within all new subdivisions except for large lot projects in the more rural areas. A number of new sidewalks and dedicated bike lanes have been added to the Oconee County road networks in recent years due to the growth occurring in the northern half of the county along the Athens-Clarke County line. The Oconee Connector Interchange at SR 316 is a good example of the recent initiative to expand the bike and pedestrian routes. According to the U.S. Census American Community Survey (ACS), more than 150 residents of Oconee County now use bicycling as their means of travel to work. This number is expected to grow as the population of the county increases.

The 2018 update to the *Oconee County Joint Comprehensive Plan* outlines a vision for the bicycle and transportation framework in Oconee County. The document calls for amendments to the UDC to help the county develop a network of interconnected greenspace, off-street trails, sidewalks and other non-automobile-oriented modes of transportation. A system of trails to connect parks and other destinations is called for. Other recommended bicycle and pedestrian

³ <http://www.macorts.org/files/Final2040LRTP-10-8-14.pdf>

improvements include closing gaps in the sidewalk network and improvements to rural and urban roads to safely accommodate cyclists. Pedestrian improvements are considered high priority at key locations near schools, parks, civic facilities, and recreational destinations.

The Northeast Georgia Plan for Bicycling and Walking (2010) was developed in conjunction with GDOT and a Regional Bicycle and Pedestrian Task Force. The study included compiling, creating, mapping, and analyzing data to develop regional vision, goals, and objectives. This study established a foundation for an implementation program including a network of facilities, planning tools, policies, and programs to make Northeast Georgia more conducive to safe walking and bicycling as well as strategies for funding recommended plan elements.

A Bikeability and Walkability Audit for the city of Watkinsville was completed by the Northeast Georgia Regional Development Center in 2007. The audit addressed obstacles to safe and convenient cycling and walking in Watkinsville. Recommendations for improving biking and walking conditions were outlined in the document.

Finally, the Phase I Rails-to-Trails Plan for the Athens Line Rail Corridor (2010) outlines a proposal to implement a multi-use trail along the Athens Line Corridor stretching from Athens-Clarke County into Morgan County. The plan addresses existing conditions along the line including trail alignment, hydrology, engineering concerns, existing land use, and an assessment, by segment, of the proposed trail facility.

Findings and recommendations from the review of previous studies are documented in Section 5 Transportation Network.

2.5. Freight Transportation Plans

The *Georgia Statewide Freight and Logistics Plan* evaluated the state's freight transportation network and the opportunity for Georgia to develop additional freight capacity to improve the movement of goods across the state. The study also considered the development of public-private partnerships in Georgia and neighboring states to ensure future freight growth not only in Georgia, but also across the entire Southeast US region. Oconee County's geographic location between I-85 and I-20, and proximity to both Hartsfield-Jackson International Airport and the Port of Savannah, provides the county with freight shipping connections throughout Georgia.

It is expected that container traffic will increase significantly, and that if the Port of Savannah could capture just 10 percent of the projected container traffic increases, the port could double its size over a 10-year period. State freight planners gave the port specific consideration because of the potential impacts it could have on other freight modes. Positioning the port with sufficient portside, landside, and inland road and railroad infrastructure will ensure that Savannah can attract freight growth that may be transported through the Panama Canal. The study estimated that the potential economic growth from an improved freight transportation system could be \$16 billion over the next 30 years. However, it will require timely and significant investments in freight transportation to become a reality.

2.6. Planned and Programmed Improvements

Oconee County has several planned and programmed improvements currently listed in the FY 2018-2021 State Transportation Improvement Program (STIP). The general types of planned and programmed improvements for the county include bridge rehabilitation/replacement, road resurfacing, and planning studies by Oconee's MPO, the Northeast Georgia Regional Commission (NEGRC).

The STIP was reviewed for specific projects impacting Oconee County and its municipalities through 2021. These projects, along with other proposed long-range projects without secured funding, are displayed in Table 2.1. Additionally, these projects are mapped in Figure 2.1.⁴

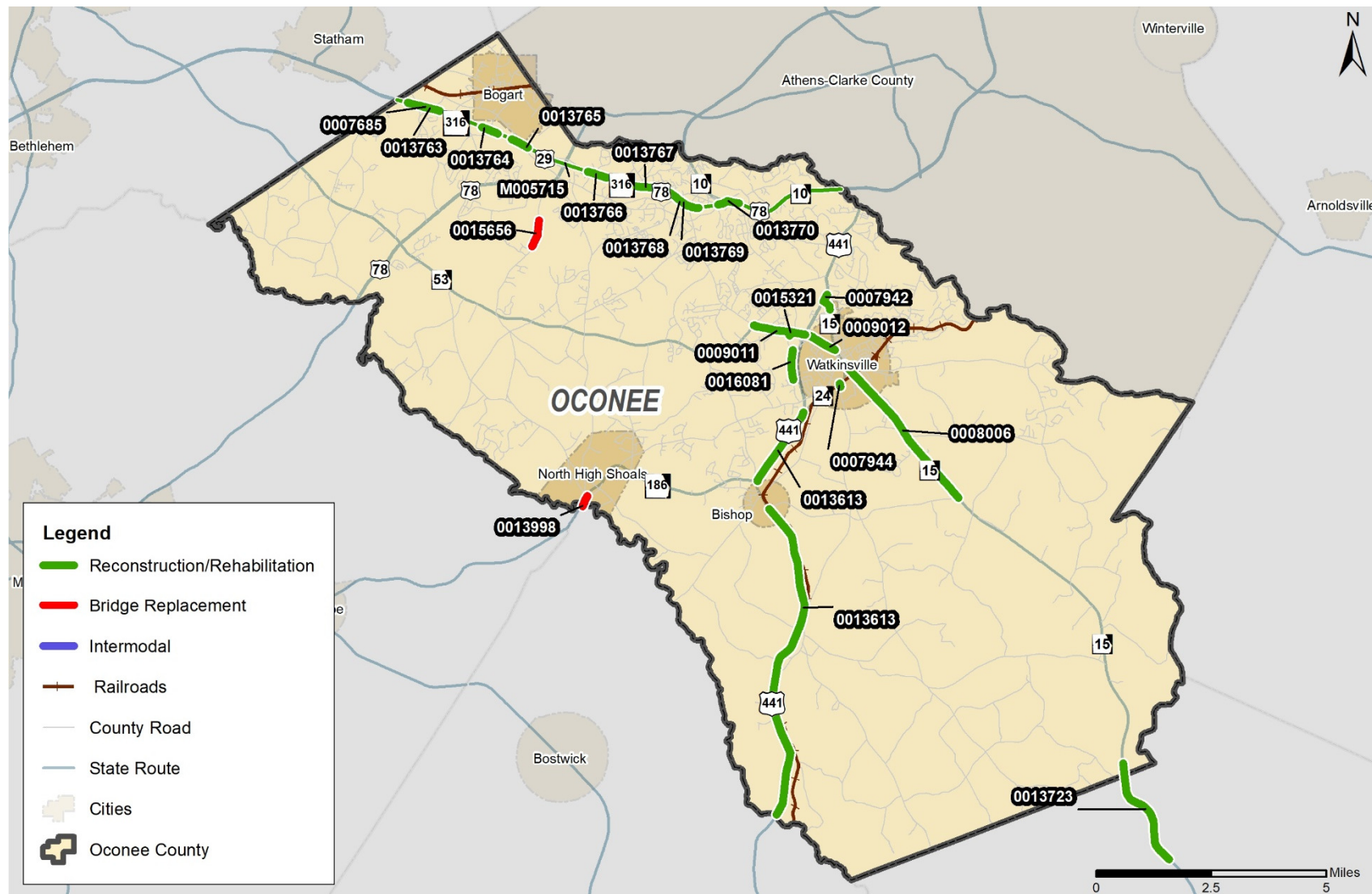
Table 2.1: 2018-2021 STIP and Long-Range Projects

Project Horizon	PI Number	Type	Description
FY 2018-2021 STIP	0013998	Bridge Replacement	SR 186 at Apalachee River
FY 2018-2021 STIP	M005715	Resurface & Maintenance	SR 316 from SR 8 (Gwinnett) to SR 10 Loop (Oconee)
FY 2018-2021 STIP	T006069	MPO/Region Transit	FY 2019-Northeast Georgia RC-Sec.5304-Planning
FY 2018-2021 STIP	T006081	MPO/Region Transit	FY 2020-Northeast Georgia RC-Sec.5304-Planning
FY 2018-2021 STIP	T006092	MPO/Region Transit	FY 2021-Northeast Georgia RC-Sec.5304-Planning
Long-Range	0007685	Grade Separation	US 29/ SR 316 at CR 58/ Dials Mill Extension
Long-Range	0007942	Intersection Improvement	US 129/ SR 15 at US 441/ SR 24 Bypass
Long-Range	0007944	Roadway Project	US 441/ SR 15 Connector from SR 24 to CR 258/ Colham Ferry Rd
Long-Range	0008006	Widening	SR 15 from CR 146/ Antioch Church Rd to US 129/ SR 24 BUS
Long-Range	0009011	Widening	SR 53 from US 441/SR 24 to CR 274/Hog Mountain Rd – Phase II
Long-Range	0009012	Widening	SR 53 from SR 15 to US 441/SR 24 – Phase III
Long-Range	0013613	Widening	SR 24 from Apalachee River to CS 7 and from SR 186 to Watkinsville Bypass
Long-Range	0013763	Grade Separation	US 29/ SR 316 at CR 60/ Dials Mill Rd
Long-Range	0013764	Grade Separation	US 29/ SR 316 at CR 64/ McNutt Creek Rd
Long-Range	0013765	Grade Separation	US 29/ SR 316 at CR 263/ Mars Hill Rd

⁴ <http://www.dot.ga.gov/InvestSmart/Documents/STIP/FY18-21/FinalSTIP-FY18-21.pdf>

Project Horizon	PI Number	Type	Description
Long-Range	0013766	Grade Separation	US 29/ SR 316 at CR 20/ Julian Dr
Long-Range	0013767	Interchange	US 29/ SR 316 at CR 55/ Jimmy Daniel Rd
Long-Range	0013768	Grade Separation	US 29/ SR 316 at CR 440/ CR 662/ Virgil Langford Rd
Long-Range	0013769	Interchange	US 29/ SR 316 at CR 929/ Oconee Connector
Long-Range	0013770	Interchange	US 29/ SR 316 at SR 10 Loop
Long-Range	0015656	Bridge Replacement	CR 592/ Clotfelter Rd at Barber Creek 3 mi S of Bogart
Long-Range	0015925	Widening	US 441/ SR 24 from SR 186 to CS 7/ Astondale Rd
Long-Range	0016081	Roadway Project	CR 828/Bishop Farms Pkwy Extension to New High Shoals Rd

Figure 2.1: FY 2018-2021 STIP Projects



3. Land Use Assessment

3.1. Existing Land Use

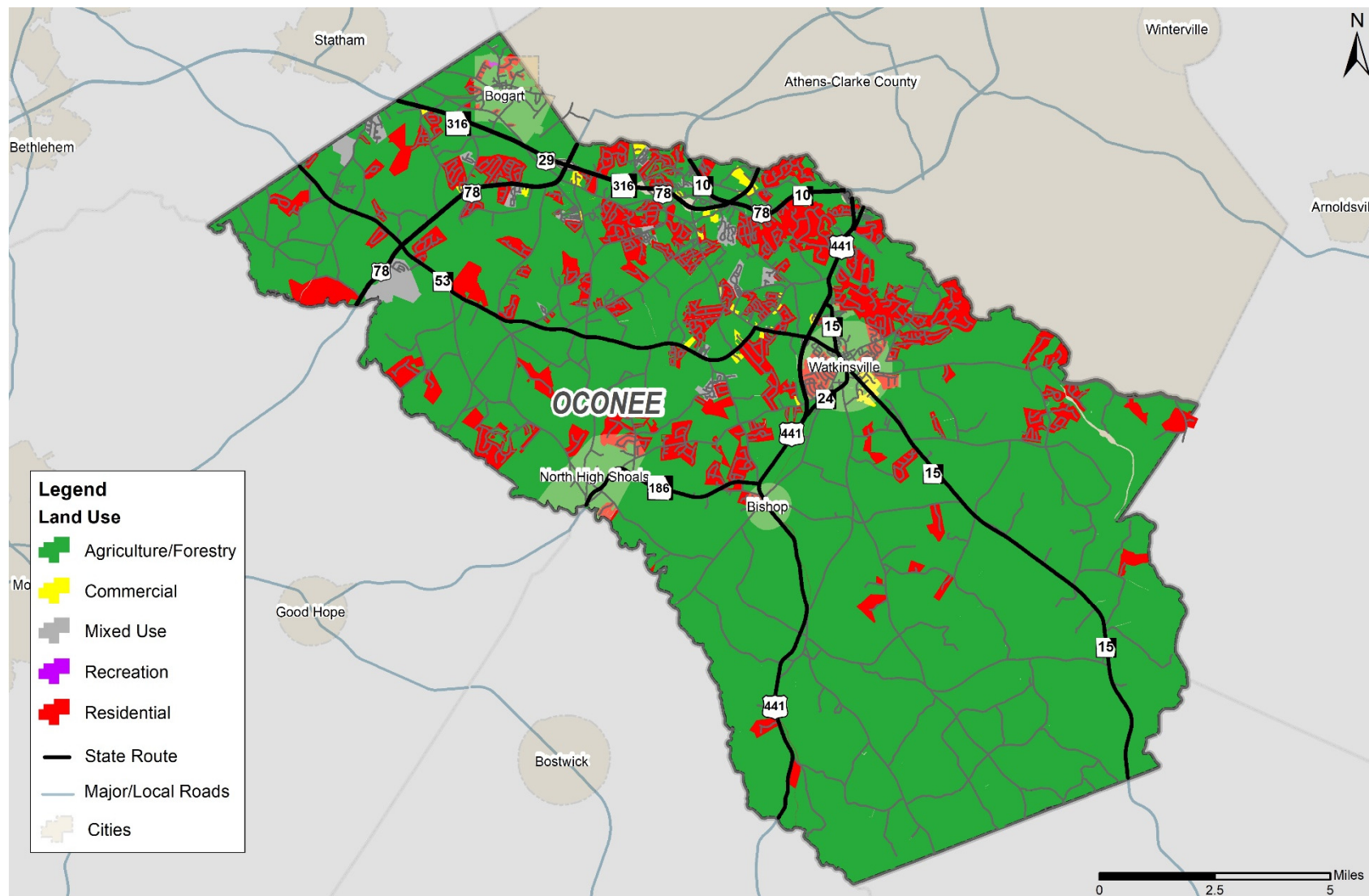
Forest and agricultural lands cover much of the landscape in the southern parts of Oconee County, along with some residential uses to the north. Overall, agriculture and forestry lands cover approximately 86 percent of the county while residential uses cover approximately 12 percent. Commercial land uses only account for a 0.5 percent of land. Residential uses are concentrated in the northern half of the county, mostly along the Athens-Clarke County line and in Watkinsville. Typical lot sizes in the southern, more rural area of the county are, on average, about 25 acres in size, while lots in incorporated areas range from 2-4 acres. The existing land use patterns for Oconee County are shown in Figure 3.1. Table 3.1 shows the number of acres for each land use type in the county and the total percentage of the county's land use.

Table 3.1: Existing Land Use (2017)

Land Use	Acres	Total %
Agriculture/Forestry	98,183	86%
Residential	14,031	12.3%
Mixed Use	1,392	1.2%
Commercial	564	0.49%
Recreation	11	0.01%
Total	114,181	100%

Infrastructure investments in the county have had major influences on the county's development patterns. Major transportation routes including SR 316, US 78, SR 15, and US 441, have attracted a mix of commercial and residential development adjacent to their corridors. The northern part of the county has a large majority of the population as well as the commercial properties mostly due to the proximity to Athens which is a major employment destination in the region.

Figure 3.1: Existing Land Use (2017)



Source: Oconee County GIS.

3.2. *Parcel Data/Zoning*

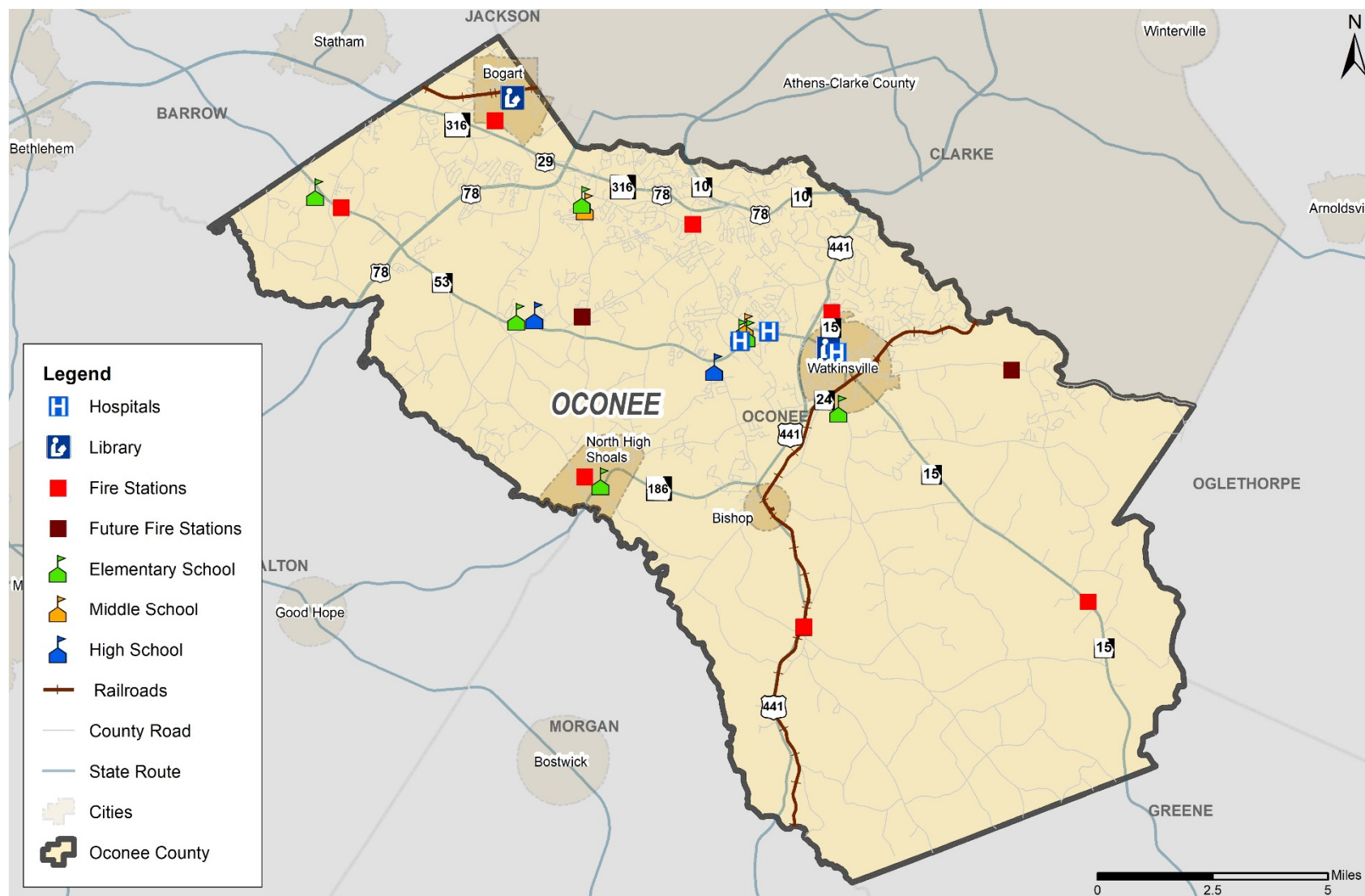
Oconee County controls zoning and land use development through several regulations. The Planning Commission reviews all rezoning and special use requests for the county and passes recommendations to the Board of Commissioners meetings. In 2017, Oconee County approved 321 new single-family housing units and 14 multi-family housing units.⁵

3.3. *Community Facilities*

It is important to provide efficient connections between key community facilities. Therefore, one component of the *Oconee County LRTP* is to understand where these resources are located and to evaluate access to these vital facilities. Oconee County has many community facilities dispersed throughout the study area, as shown in Figure 3.2. These include seven elementary/primary schools, two middle schools, two high schools, three hospitals, seven fire stations, two future fire station locations, and two libraries.

⁵ <http://www.oconeecounty.com/708/Permit-History>

Figure 3.2: Community Facilities



Source: Oconee County GIS.

3.4. *Environment*

Environmental conservation of natural and historic resources in Oconee County is essential to improving the community's quality of life. The county's long-term economic and cultural stability is dependent on these resources, and it is important to preserve them for future residents and visitors. The following section describes the county's environmental resources.

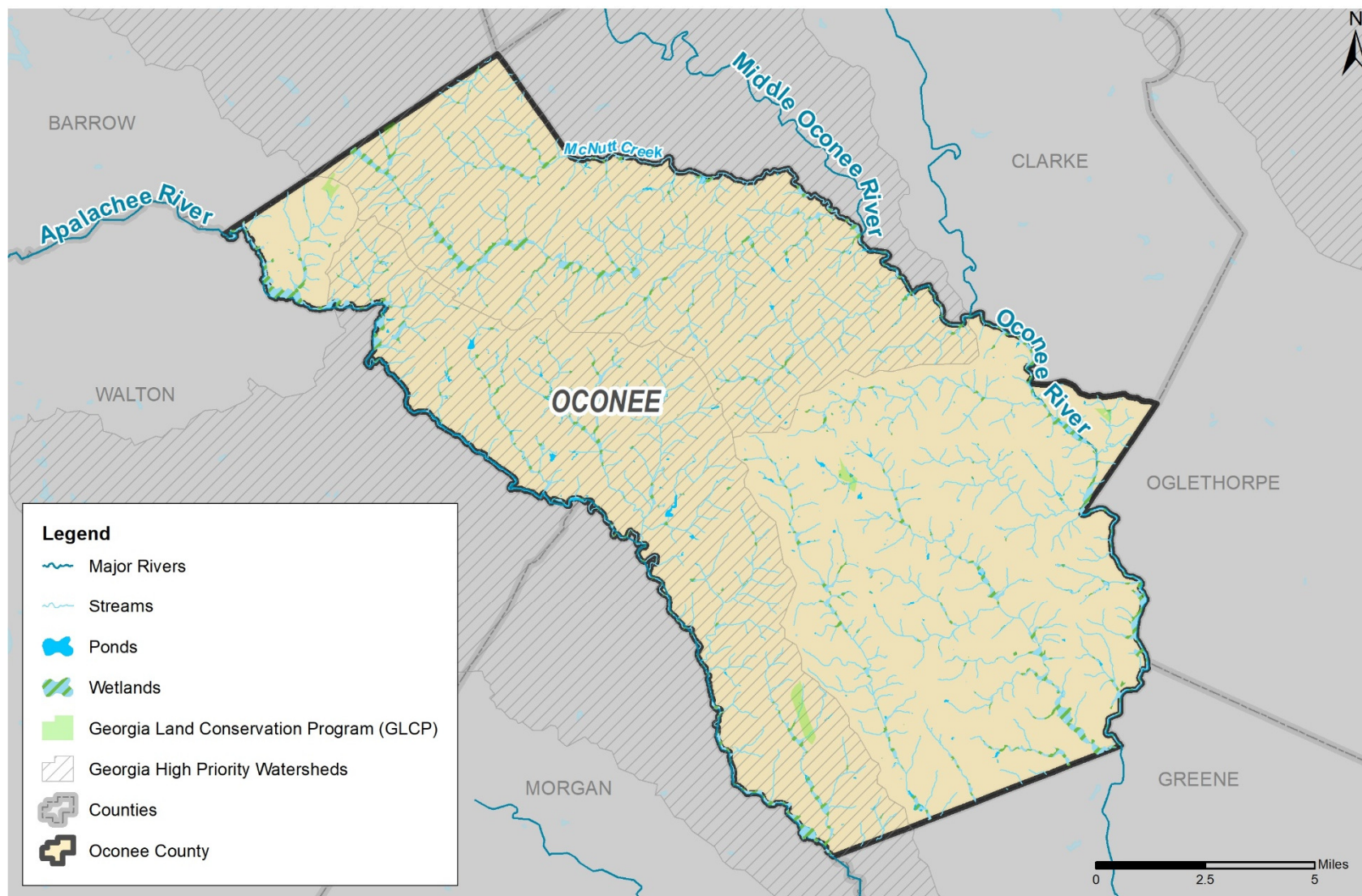
3.4.1. **Natural Resources**

Many natural resources exist in Oconee County including prime agricultural soils, forest land, rivers, wetlands, and green spaces. Figure 3.3 illustrates the waters and conservation areas of the county. Oconee County is wedged between two rivers – Apalachee River to the west and Middle Oconee River/Oconee River to the east. Related to each of these rivers are two high priority watersheds as designated by the Georgia State Wildlife Action Plan, published by the Georgia Department of Natural Resources (DNR) Wildlife Resources Division.⁶ These watersheds were labeled high priority based on the number of species in that watershed and the global rarity of each species.

The southern boundary of Oconee County borders the Scull Shoals Experimental Forest. The Scull Shoals Experimental Forest is a 4,500-acre site of silvicultural research, specifically for the regeneration of hardwood ecosystems of the southern Piedmont. Within the county, the Georgia Land Conservation Program (GLCP) actively protects nearly 18 square miles of land. In addition to the protected lands, Oconee County currently has about seven square miles of wetlands. Oconee County also includes nearly 600 acres of park land including walking trails and recreation facilities.

⁶ <https://georgiawildlife.com/WildlifeActionPlan#high-priority-watershed>

Figure 3.3: Natural Resources



Source: Georgia Land Conservation Program, Georgia DNR, US Fish and Wildlife Service (USFWS).

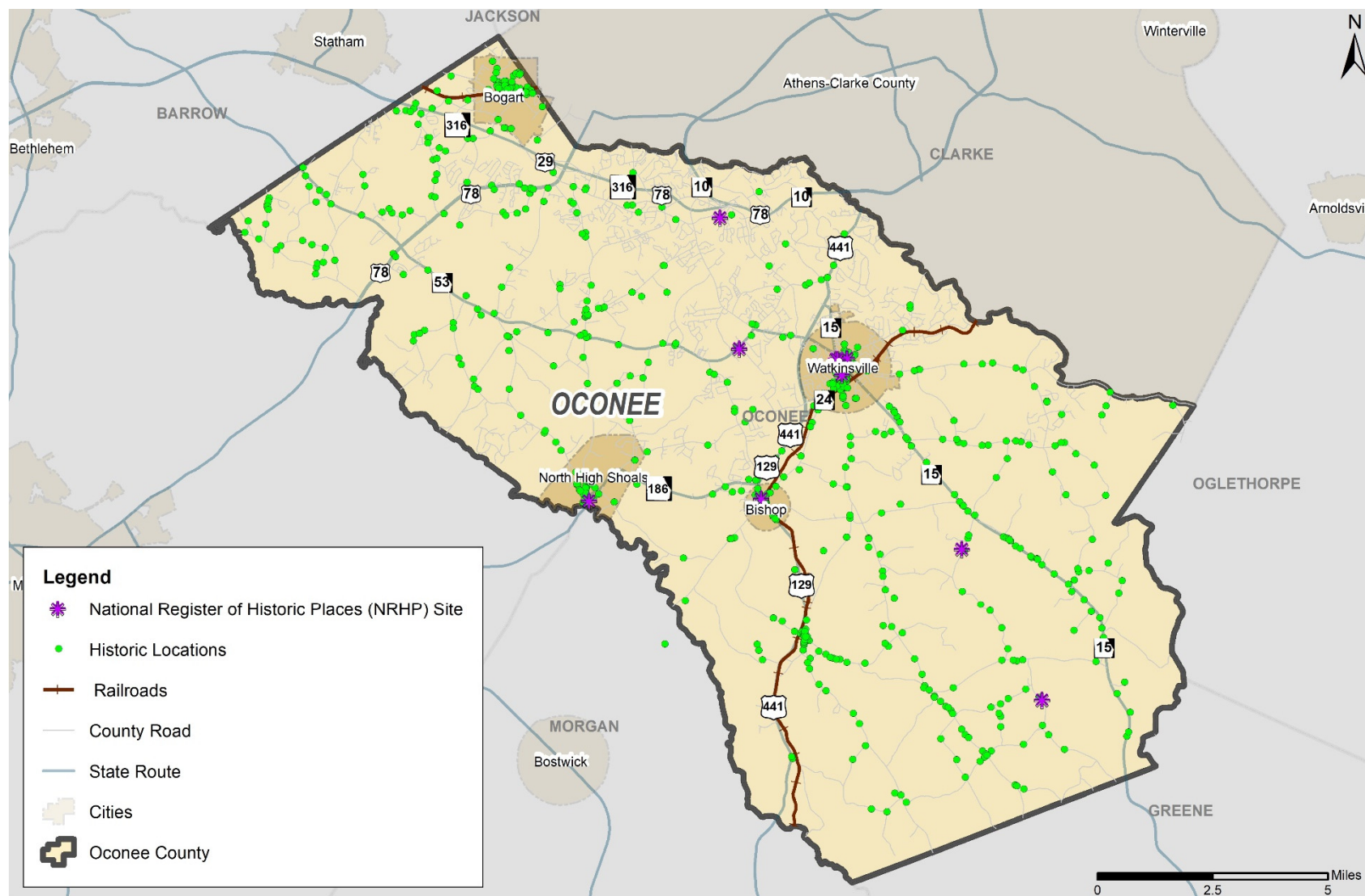
3.4.2. Historic Resources/Structures

Oconee County has numerous protected historical resources on the National Register of Historic Places. The county does not have any historic resource protective ordinances at this time. Table 3.2 lists the sites on the National Historical Register in Oconee County as of 2018. Figure 3.4 illustrates the location of historic resources.

Table 3.2: Sites on the National Register of Historic Places

Name	Location	City	Listed
Bishop Historic District	Price Mill, Old Bishop Rd, and US 441	Bishop	1996
Daniell-Kinne House	Epps Bridge Rd	Watkinsville	1995
Durham Homeplace	1561 Watson Springs Rd	Watkinsville	2000
Eagle Tavern	US 129	Watkinsville	1970
Elder's Mill Covered Bridge and Elder Mill	Elder Mill Rd	Watkinsville	1994
Farmers and Citizens Supply Company Block	US 129	Watkinsville	1987
High Shoals Historic District	SR 186 and banks the Apalachee River	N High Shoals	2006
Jones, Abe, House	2411 Hog Mountain Rd	Watkinsville	1994
Oconee County Courthouse	Main St	Watkinsville	1984
South Main St Historic District	S Main St and Harden Hill Rd	Watkinsville	1979

Figure 3.4: Historic Places

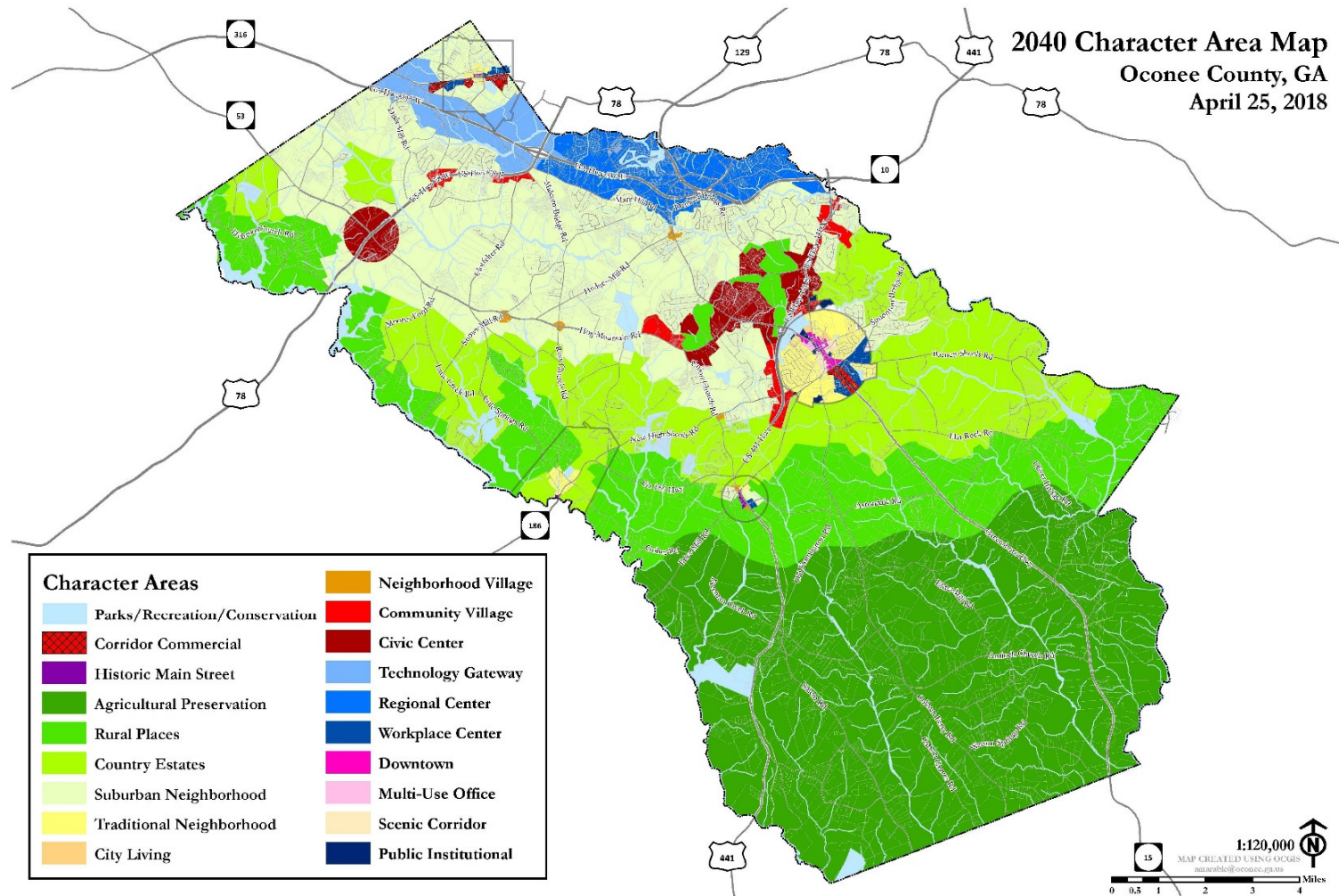


Source: Oconee County GIS.

3.5. *Future Land Use*

As part of the Oconee County Comprehensive Plan, a 2040 Character Area map was developed based on existing land use, lot patterns, future growth needs, and existing infrastructure. As shown in Figure 3.5, the plan aims to keep much of the southeastern part of the county as agricultural and rural land. The Athens Perimeter area is targeted as a hub of job growth. Much of the northern part of the county would remain oriented toward suburban development, with Watkinsville, Bogart, and Bishop focused on preserving and enhancing their downtown areas.

Figure 3.5: Future Land Use



Source: Oconee County Joint Comprehensive Plan Update 2018.

4. Demographics

Many different factors can influence transportation needs of an area. Population, employment, mix land use, and location of major travel destinations helps to define travel patterns and can impact mode choices throughout the county. Therefore, a thorough analysis of existing demographic and socioeconomic characteristics within Oconee County was performed and the results are documented in the following sections.

4.1. Existing Population

Understanding the distribution and characteristics of Oconee County's population will have profound impacts on transportation planning in the county. A reliable transportation network is essential to provide mobility to residents throughout the study area. Population growth should be considered in all future planning efforts, as increases in population can cause capacity constraints on public infrastructure, including the transportation network.

The population data evaluated for the *Oconee County LRTP* came from the U.S. Census. In 2015, the total population for Oconee County was 35,965 or 0.3 percent of the total state's population.⁷ Figure 4.1 illustrates the existing population density. As shown, the highest population density occurs within the cities of Watkinsville and Bogart as well as along SR 316 between these two areas. The Census Block Group north of Watkinsville, bordering Athens-Clarke County, represents the highest population density, with more than 580 persons per square mile.

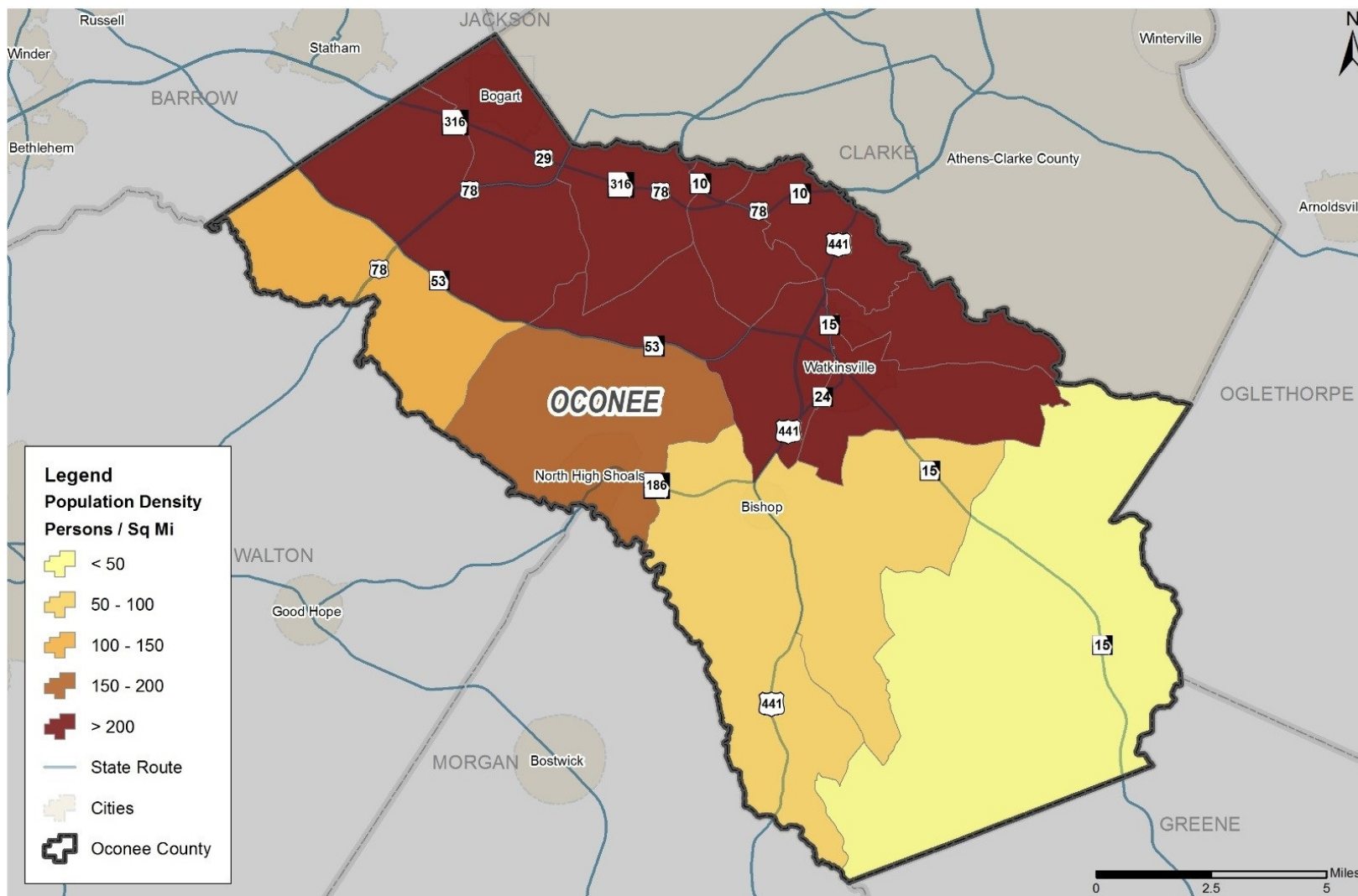
4.2. Historic Population Growth (1970-2015)

Table 4.1 illustrates the historic population growth trends for Oconee County from 1970 to 2015, which have averaged 4.2 percent annually. The table shows that the area has had consistent growth over the last 40 years. During the 20-year period from 1970 to 1990 the county showed strong population growth of 124 percent. During the 25-year period between 1990 and 2015 the county population grew a total of 102 percent.

Oconee County experienced the largest population growth (by percentage) of all other counties in the MACORTS region from 1980 to 2010. In that time, Oconee County added over 20,000 residents, an increase of 165 percent. Additionally, the growth rate in Oconee County is historically far ahead of that for the entire state. For example, between 2000 and 2010, Oconee County grew at a rate of 25 percent compared to the state figure of 18 percent.

⁷ U.S. Census ACS Data

Figure 4.1: Total Population Density (2012-2016 Average)



Source: 2016 ACS 5-Year Estimates; Average of 5-year data collection period.

Table 4.1: Population Growth⁸

Year	Population	Percentage Change
1970	7,966	-
1980	12,427	56%
1990	17,820	43%
2000	26,368	48%
2010	32,929	25%
2015	35,965	9%

4.3. Future Population

The population growth for Oconee County will continue to increase over the next three decades and will have a major impact on the county's transportation and land use outlook for the future. It will be essential for county decision-makers to plan for continued population growth through investing in transportation infrastructure projects and enforcing smart growth policies. To guide transportation recommendations that best foster smart growth and serve the future population of Oconee County, it is necessary to consider the magnitude and character of this population growth.

The Governor's Office of Planning and Budget (OPB) is responsible (as denoted by state law – OCGA 45-12-171) for developing state and county population projections for the purpose of planning for statewide infrastructure including transportation, public buildings, and water. The most recent projections (shown in Table 4.2), which use 2015 Census information as a baseline, provide annual population projections for the years 2017 through 2020, in five-year increments for 2020 through 2030, and in ten-year increments for 2030 through 2050.

Table 4.2: Population Projections (2017-2050)

	2017	2018	2019	2020	2025	2030	2040	2050
Population	36,495	37,110	37,796	38,483	42,056	45,904	53,795	62,289
Annual Growth Rate (compared to 2017)	--	1.69%	1.85%	1.78%	1.79%	1.78%	1.70%	1.63%

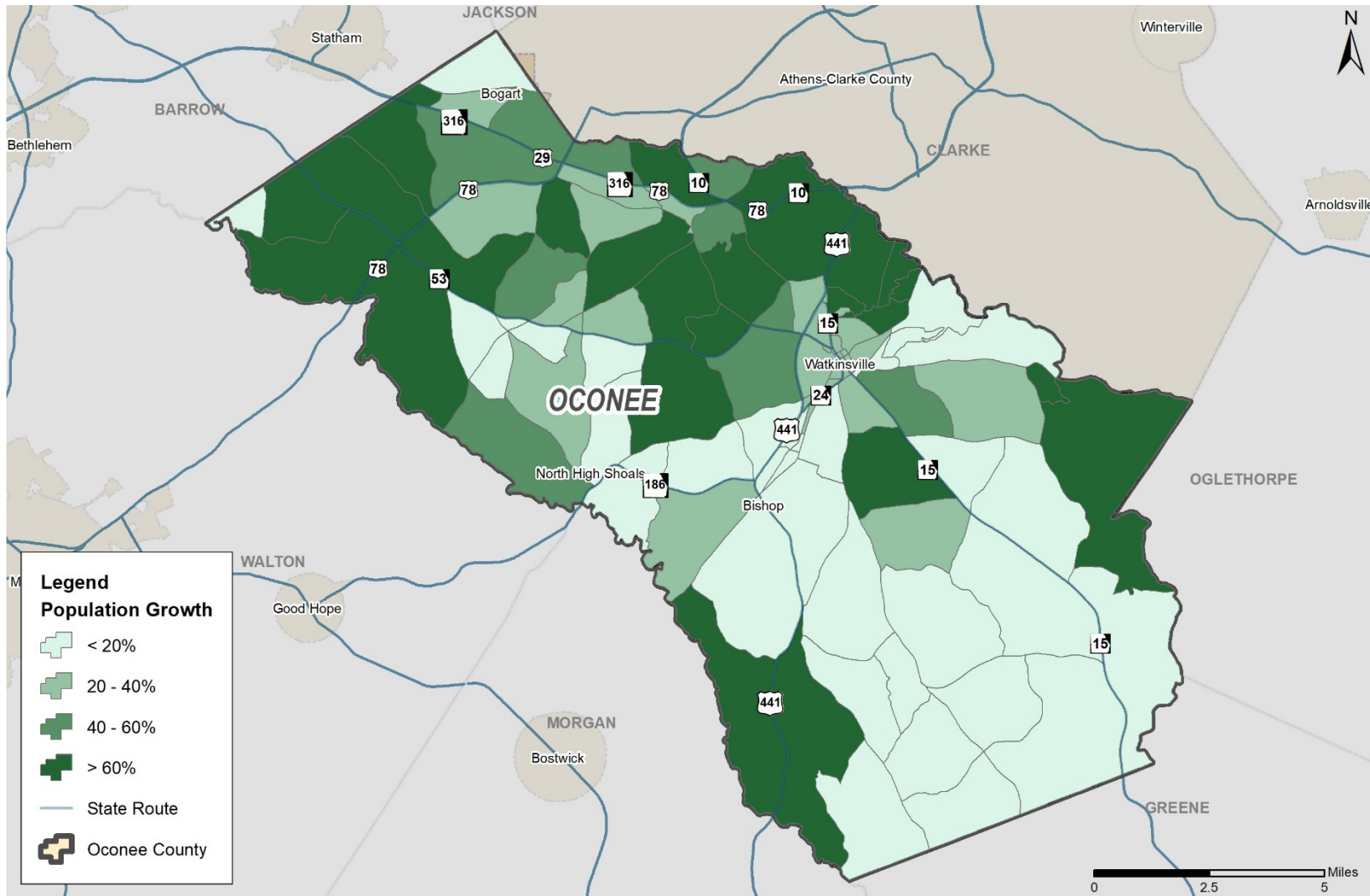
As shown in Table 4.2, the annual growth rate during this timeframe has averaged 1.7 percent.

Another data source used to understand the population growth in Oconee County is the MACORTS MPO's socioeconomic estimates for the travel demand model. The socioeconomic estimates included population and employment for base year 2015 and forecast year 2045. The socioeconomic estimates provided by MPO at the traffic analysis zones (TAZs) level, which were

⁸ U.S. Census ACS Data

developed based on 2015 census blocks. The resulting projected growth is shown by TAZ in Figure 4.2. As shown, the majority of population growth is projected to occur in the northern part of the county which borders Athens-Clarke County primarily located along the SR 316, US 78, and US 441 corridors.

Figure 4.2: Projected Population Growth by TAZ (2015 to 2045)



Source: MACORTS Travel Demand Model

4.4. *Current Employment*

The Georgia Department of Labor (GDOL) collects, analyzes, and documents a variety of data related to the state's economy and labor market. Existing (2018) GDOL employment for Oconee County was calculated, based on an average of quarterly counts, to be 11,669, with 10,127 being in the private sector. This data also includes information on the distribution of jobs by sector, as shown in Table 4.3. The industry sector with the highest employment was Retail Trade, with almost 1,500 employees (15 percent of total jobs). The Accommodation and Food Services industry as well as the Health Care and Social Assistance industry represent major employment industry sectors in Oconee County.

Table 4.3: Industry Employment⁹

Industry	Employees
Retail Trade	1,476
Accommodation and Food Services	1,413
Health Care and Social Assistance	1,297
Professional, Scientific, and Technical Services	830
Management of Companies and Enterprises	709
Administrative and Support and Waste Management and Remediation Services	639
Manufacturing	635
Construction	572
Educational Services	538
Other Services (except Public Administration)	503
Finance and Insurance	365
Wholesale Trade	359
Real Estate and Rental and Leasing	235
Agriculture, Forestry, Fishing and Hunting	216
Arts, Entertainment, and Recreation	149
Information	86
Unclassified – Industry not assigned	26
N/A – Confidential data relating to individual employers	79
Total	10,127

Table 4.4 illustrates Oconee County's top 10 employers. The county's largest employer is Caterpillar, with more than 1,500 employees. This employer manufactures construction and mining equipment, diesel and natural gas engines, industrial turbines, and diesel-electric locomotives. Other large employers include the Oconee County School System and Oconee County Government.

⁹ Georgia Department of Labor.

Table 4.4: Top 10 Employers¹⁰

Employer	Employees
Caterpillar	1,550
Oconee County School System	908
Oconee County Government	357
Wal-Mart	300
Benson's Bakery	270
St. Mary's Health Care	260
Zaxby's Inc.	220
UGA Information Tech Services	200
Lowe's	185
Industrial Mechanical Inc.	180

4.5. Future Employment

As noted in the existing conditions section, the GDOL collects and distributes detailed employment data by county for the entire state. Table 4.5 presents the historical employment for Oconee County from 2005 to 2017. As shown, employment growth has not followed a consistent trend in recent years. The average annual growth rate over this period of time is 0.8 percent.

Table 4.5: Department of Labor¹¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Total Employment	16,513	16,843	17,496	18,122	17,429	15,635	15,727	15,992	16,137	16,389	16,814	17,740	18,550
Annual Growth Rate	--	1.96%	3.73%	3.45%	-3.98%	-11.5%	0.58%	1.66%	0.90%	1.54%	2.53%	5.22%	4.37%

Oconee County's unemployment rate of 3.8 percent is the lowest in Georgia, which has an overall rate of 5.5 percent (U.S. Census 2015). Oconee also has the lowest poverty rate in the area covered by the NEGRRC. While these low percentages could be attributed to Oconee having the second lowest population of the NEGRRC counties, Fortune 500 companies moving into the county such as Caterpillar is an outstanding positive trait for the county.

Employment projections were also developed as inputs into the MPO's travel demand model. The resulting projected growth is shown by TAZ in Figure 4.3. As shown from the model, the

¹⁰ Georgia Department of Labor.

¹¹ 2008 Oconee County Comprehensive Plan, U.S. Census.

majority of employment growth is projected to occur in the northern part of the county which borders Athens-Clarke County primarily located along the SR 316, US 78, and US 441 corridors.

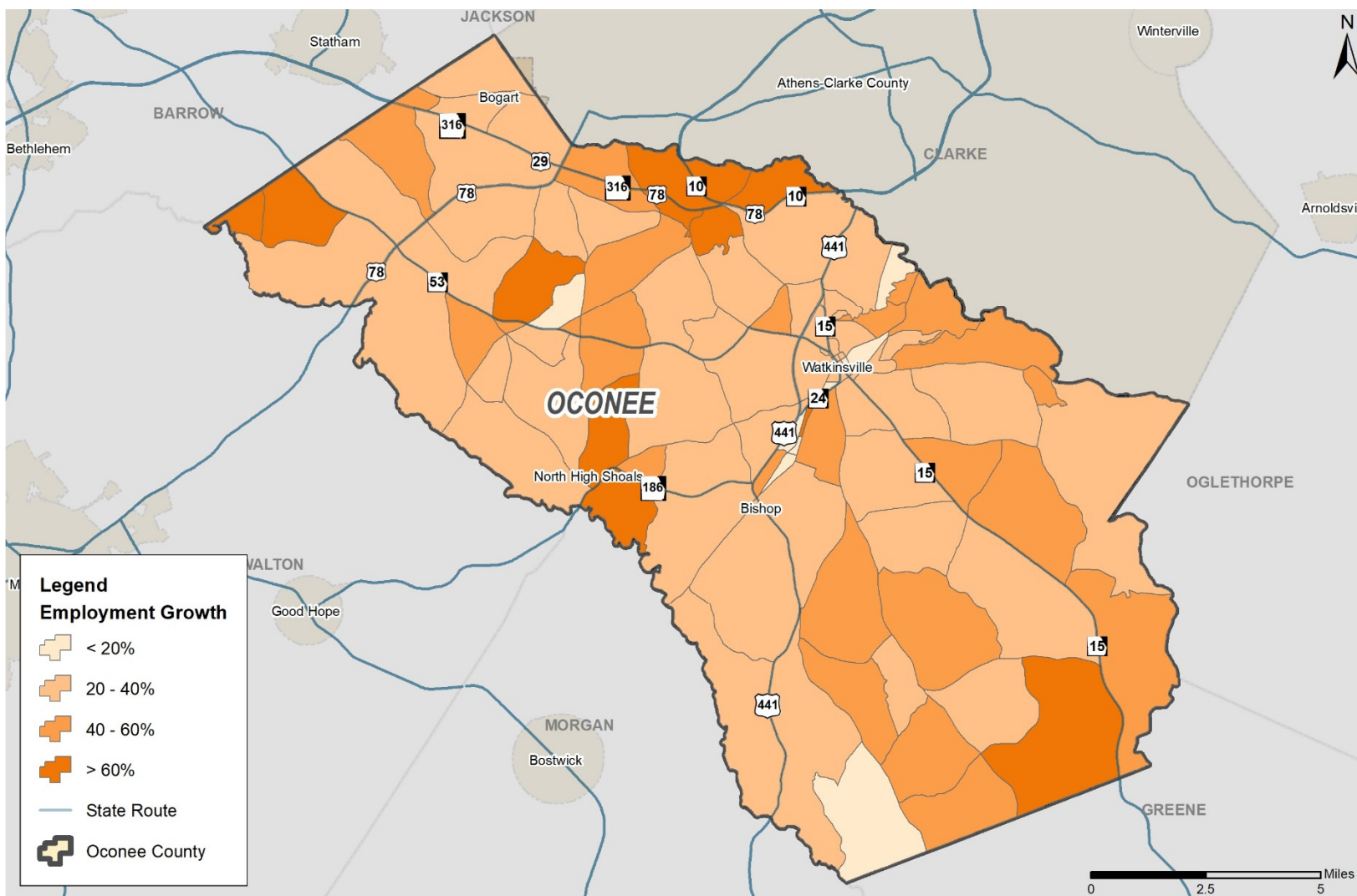
4.6. *Environmental Justice*

The population diversity in Oconee County has shown small changes between 1990 and now, with the percentage of the population comprised of minority residents increasing with every decennial census and with 2015's ACS. Table 4.6 shows the racial composition of the county over 25 years, from 1990 to 2015.

Table 4.6: Racial Composition

Year	Total Population	Race														Hispanic or Latino Heritage		% Minority
		One Race Alone												Two or More Races				
		White	% White	Black or African American	% Black or African American	American Indian and Alaska Native	% American Indian and Alaska Native	Asian	% Asian	Native Hawaiian and Other Pacific Islander	% Native Hawaiian and Other Pacific Islander	Some Other Race Alone	% Some Other Race Alone	Two or More Races	% Two or More Races	Hispanic or Latino	% Hispanic or Latino	
1990	17,618	16,154	91.7%	1,315	7.5%	33	0.2%	87	0.5%	1	0%	28	0.2%	-	-	178	1.0%	8.3%
2000	26,225	23,492	89.6%	1,683	6.4%	46	0.2%	376	1.4%	12	0%	387	1.5%	229	0.9%	833	3.2%	10.4%
2010	32,808	29,004	88.4%	1,635	5.0%	49	0.1%	1,022	3.1%	5	0%	641	2.0%	452	1.4%	1,436	4.4%	11.6%
2015	34,400	29,323	85.2%	1,811	5.3%	18	0.1%	1,341	3.9%	0	0%	5	0.0%	297	0.9%	1,605	4.7%	14.8%

Figure 4.3: Projected Employment Growth by TAZ (2015 to 2045)



Source: MACORTS Travel Demand Model

5. Transportation Network

The multimodal transportation network in Oconee County is essential for the efficient movement of people, commodities, goods and services within and through the county. This section summarizes Oconee County's existing transportation network and its condition. Existing conditions data was analyzed to prepare and calibrate the associated travel demand model discussed in the following section. By utilizing data from GDOT's 2017 roadway characteristics (RC) database, existing deficiencies in Oconee County's transportation network can be identified.

5.1. Functional Classification and Characteristics

Roadways are grouped into functional classes according to the character of traffic they are intended to serve. They may also be further classified as rural or urban based on the population surrounding a particular roadway. There are four highway functional classifications: expressway/freeway, arterial, collector, and local roads. These can be defined as:

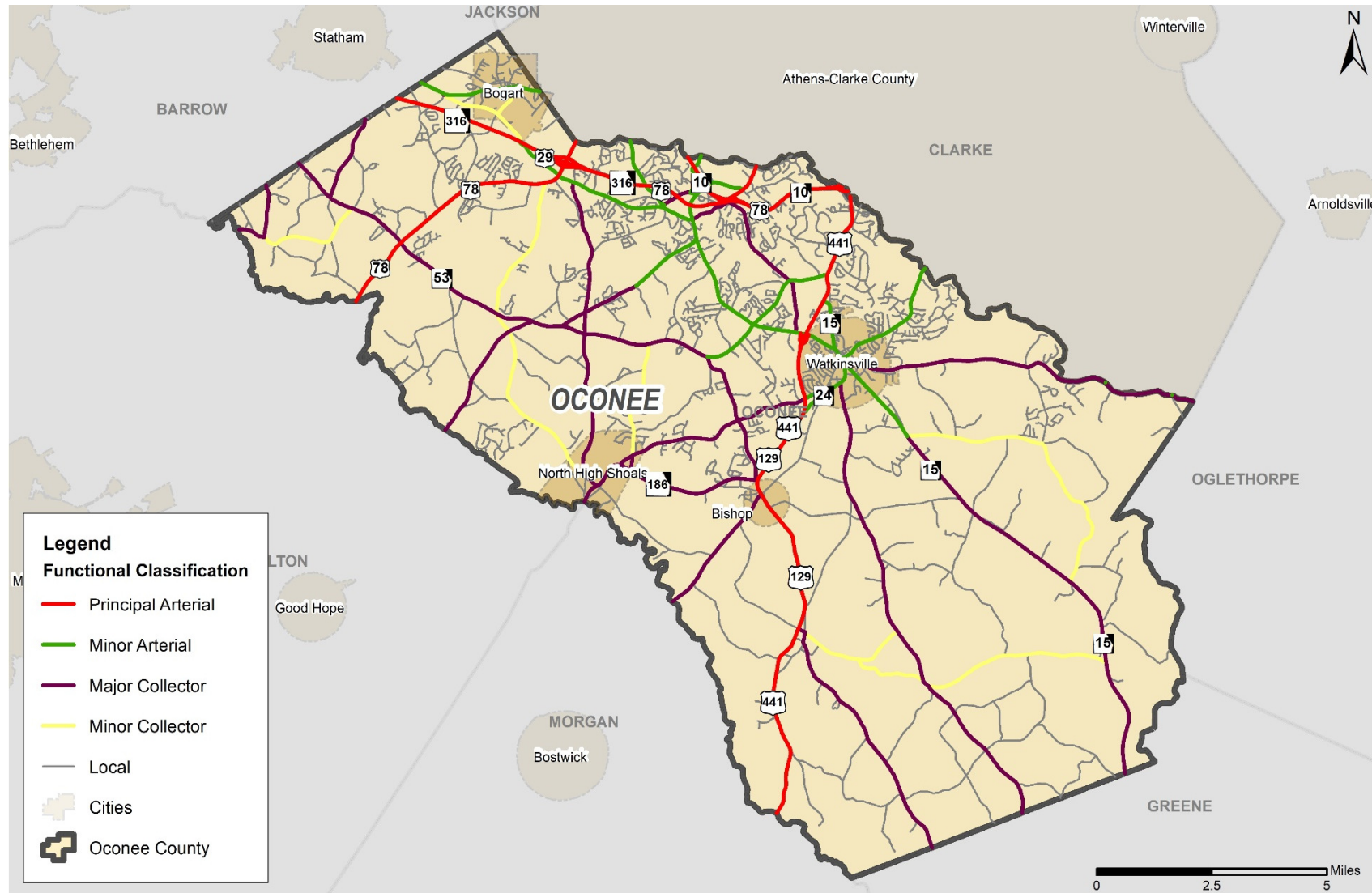
1. **Interstate** – Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
2. **Arterial** – Provides the next highest level of service at moderate to high speeds, with some degree of access control. Arterials are typically classified as either principal or minor.
3. **Collector** – Provides a lower level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors are also classified as major and minor collectors.
4. **Local** – Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or minimal "through" movement.

As noted in Table 5.1, the study area has 129 miles of principal arterials (19.7 percent of total highway miles), consisting of US 129/441 and US 29/78/ SR 316. There are also approximately 39 miles of arterial routes in the county and 124 miles of collectors. Local roads account for a majority (55.5 percent) of the lane miles within the county. Oconee County does not have any interstate routes. Figure 5.1 displays the functional class of roadways in the study area.

Table 5.1: Roadway Functional Classifications

Classification	Centerline Miles	% of Total Miles
Principal Arterial	129	19.7%
Minor Arterial	39	5.9%
Major Collector	90	13.7%
Minor Collector	34	5.2%
Local Roads	364	55.5%
Total	656	100%

Figure 5.1: Roadway Functional Classification



Source: 2017 GDOT Roadway Characteristics Database.

5.2. *Road Lanes*

Another important attribute reviewed from the GDOT RC database is the number of lanes provided on each road. The roads in the study area predominately serve traffic in both directions. Also based on the capacity needs, a majority of the roads are two-lane roads. There are some four-lane facilities in the county as well. Figure 5.2 displays the number of lanes on the roads in the study area.

5.3. *Roadway Shoulders*

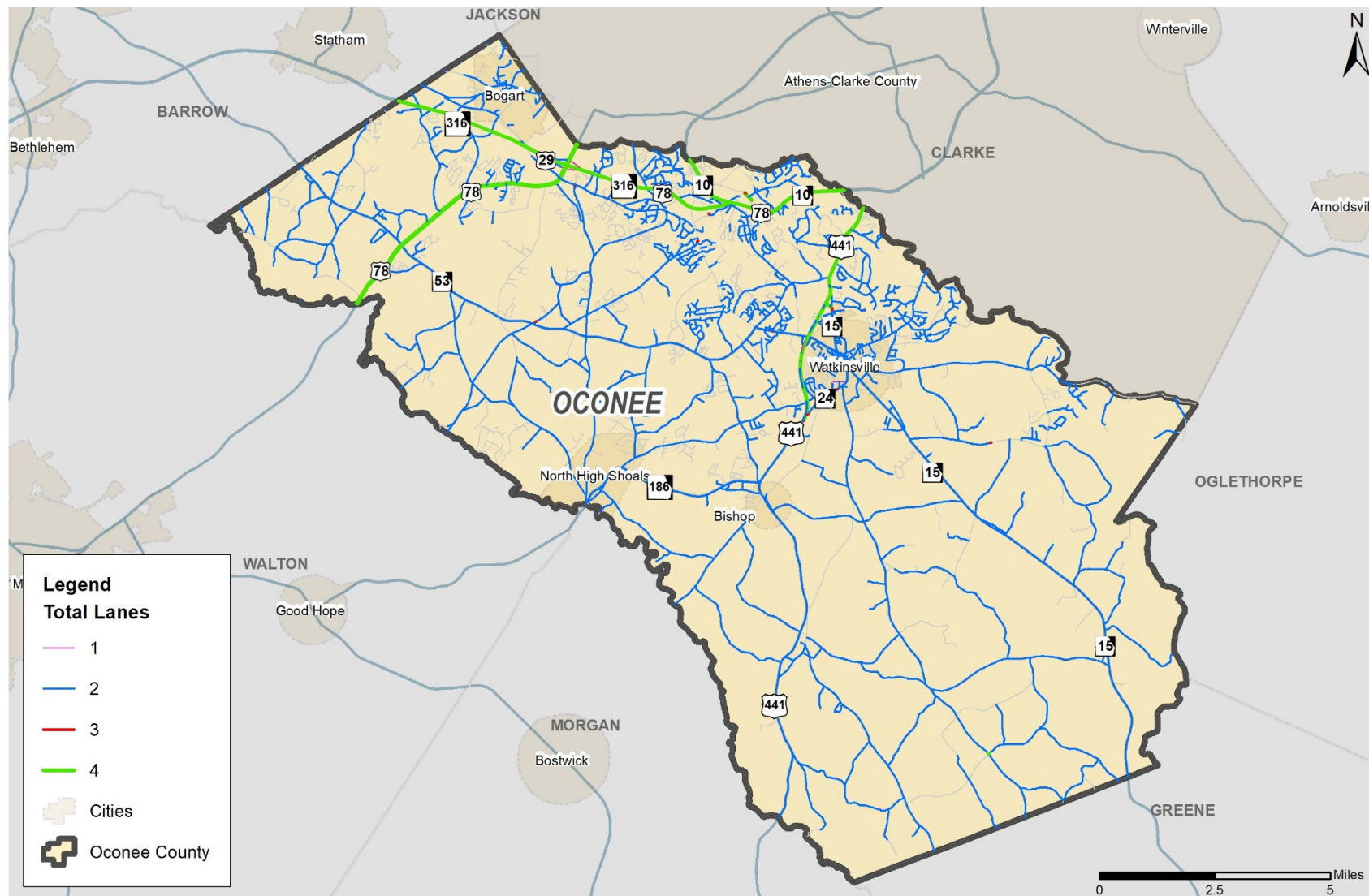
GDOT's RC database also provides information on roadway shoulders. For this analysis, both the shoulder type and shoulder width were reviewed to determine segments of roadways in need of potential shoulder upgrades or operational widening. A wide variety of shoulder widths and types are present throughout Oconee County. Insufficient shoulder width can contribute to travel speed reductions, potentially impact safety, and influence bicycle and pedestrian usage of facilities.

The following guidelines are used to determine potential shoulder deficiencies:

- No shoulder or an unidentifiable shoulder
- Grass shoulder less than 4 feet
- Paved shoulder less than 2 feet

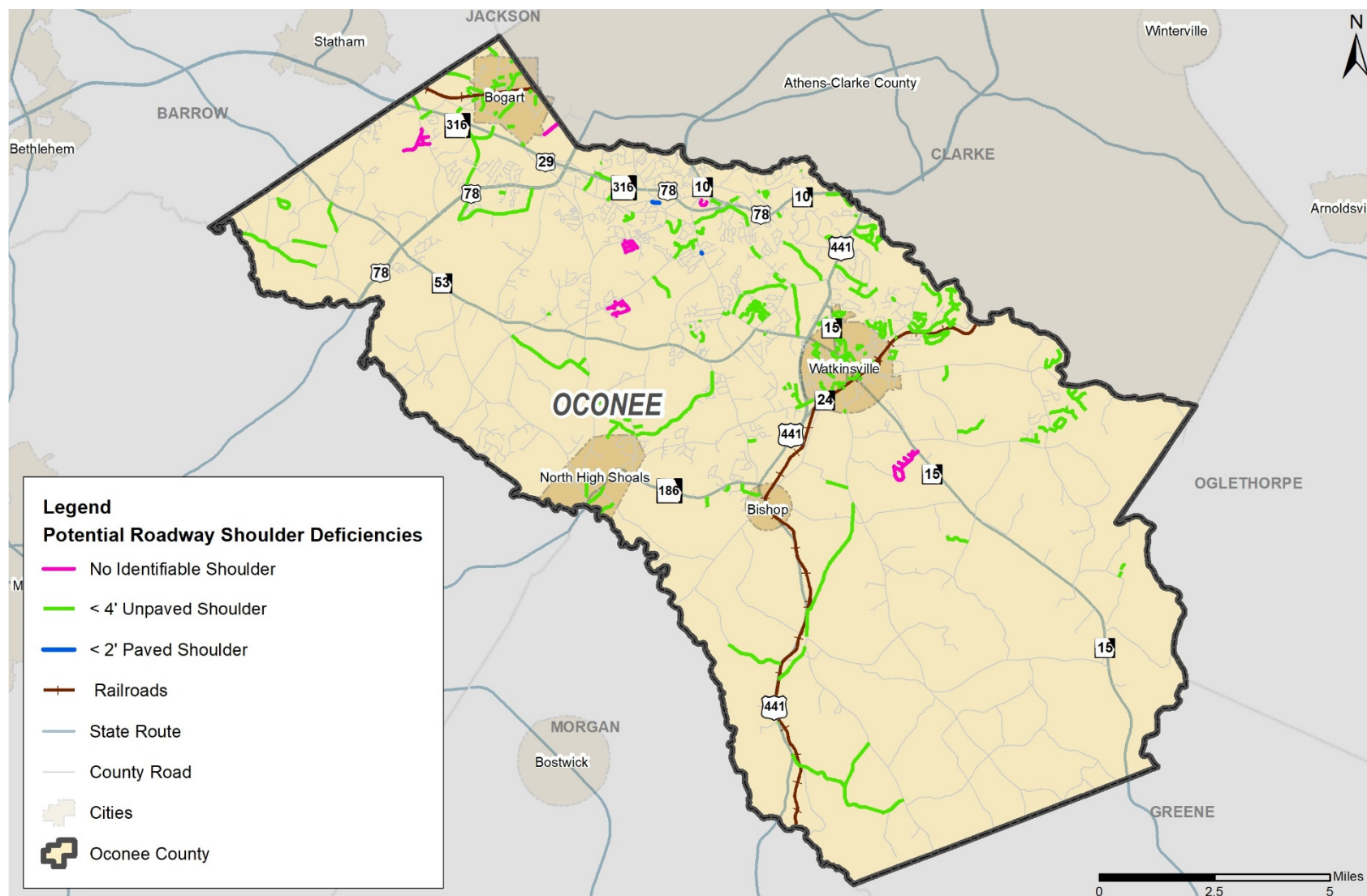
Figure 5.3 displays the roadways with potential shoulder deficiencies according to GDOT's RC Database for Oconee County. Roadway segments with potential deficient shoulders may become candidates for recommended upgrades when evaluated with other metrics such as safety and connectivity.

Figure 5.2: Road Lanes



Source: 2017 GDOT Roadway Characteristics Database.

Figure 5.3: Potential Roadway Shoulder Deficiencies



Source: 2017 GDOT Roadway Characteristics Database.

5.4. *Bridges*

Another critical transportation area of emphasis in Oconee County is bridge conditions. Bridges were evaluated to determine the need for potential improvement. Deficient bridges can pose an obstacle to a fully functional road network due to load limits or other restrictions. The study area was reviewed to identify all bridges and assess the need for potential improvements.

Sufficiency rating is the general measure of the condition of each bridge. The sufficiency rating is used to determine the structural and geometric condition of the bridge, and represents the structural safety, adequacy, serviceability, and necessity of public use. This measure is used to identify need for maintenance, rehabilitation, or reconstruction of a bridge structure. Bridges are rated on a point system from 1 to 100 (the maximum rating). Bridges with a sufficiency rating of less than 80 are candidates for federal rehabilitation funds. Bridges with ratings below 50 are still able to safely accommodate traffic; however, upgrading these bridges to modern design and load standards will improve the operation and safety of the bridge as well as the capacity of the roadway. All bridges with a sufficiency rating of 50 or lower were identified as deficient for purposes of the study. Additionally, these bridges are candidates for federal bridge replacement funds.

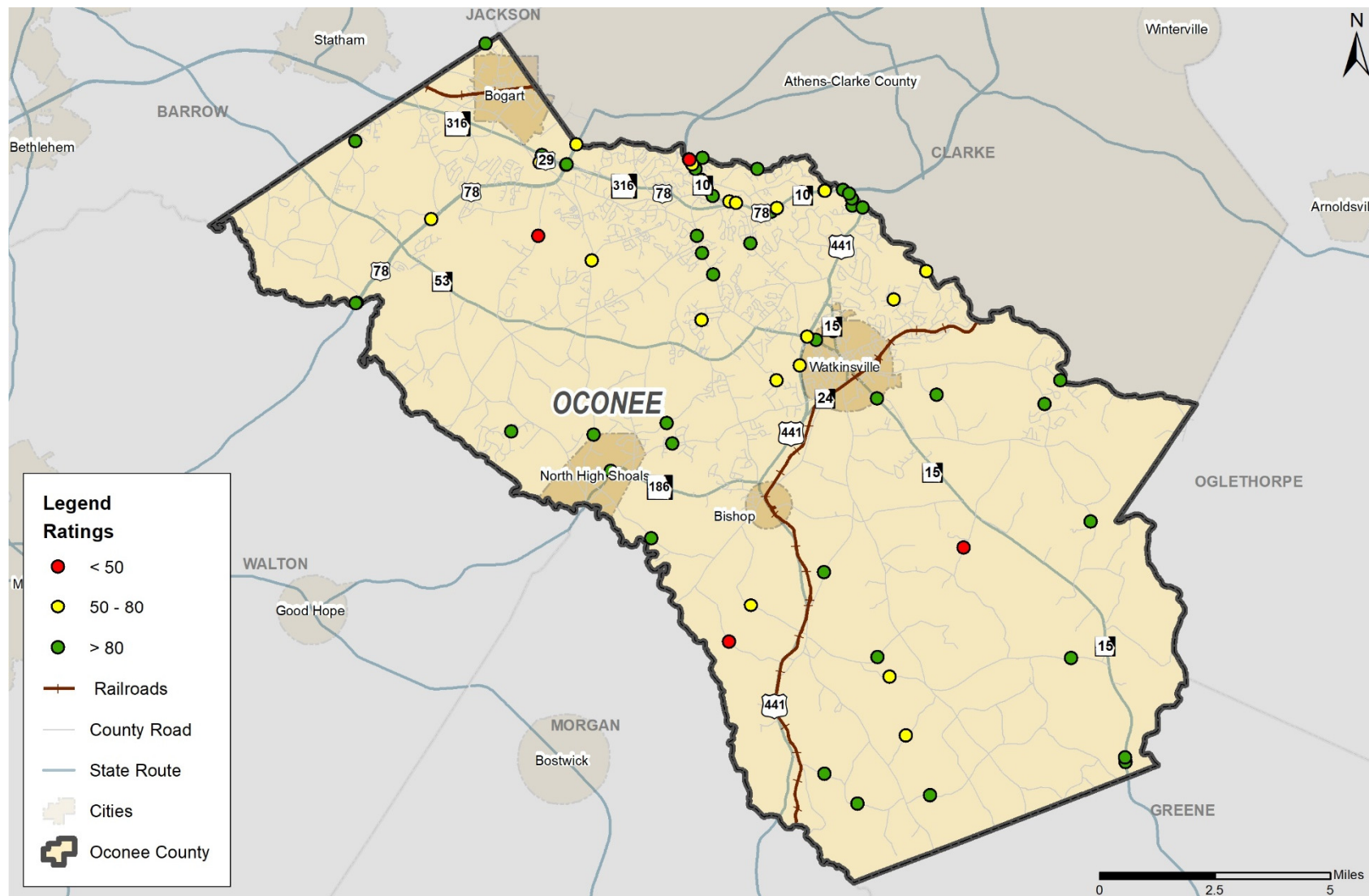
Based on the sufficiency rating, the majority of the 100 bridges in Oconee County are in good condition and not in need of any major maintenance or upgrade activities. There are four bridges that have a sufficiency rating below 50 and are potentially in need of maintenance and rehabilitation in the next 10-15 years. Additionally, there are 18 bridges that have a sufficiency rating between 50 and 80 and should be considered candidates for maintenance and rehabilitation within the horizon year of the plan (2045). Figure 5.4 below displays the bridges with a sufficiency rating.

Below are the locations of the bridges with a sufficiency rating below 50:

- Elders Mill Road over Rose Creek
- Branch Road over Freeman Creek
- US 129/ SR 10 Loop over US 29/ SR 316
- Clotfelter Road over Barber Creek

While this study reviewed bridge condition reports and identified bridges eligible for federal rehabilitation and replacement funds, GDOT's Bridge Group continuously monitor all bridges throughout the state for maintenance, rehabilitation, and replacements needs. GDOT will continue to monitor bridges with sufficiency ratings of 50 to 80 per the current inspection program to note any need for accelerated work.

Figure 5.4: Bridge Ratings



Source: National Bridge Inventory.

5.5. Roadway Operations

5.5.1. Traffic Volumes

Existing traffic information was collected from GDOT's Annual Count Program. In addition to GDOT's count program, 74 count locations were placed throughout Oconee County to collect volume, classification, and turning movement counts. Figure 5.5 shows these traffic count locations. Table 5.2 illustrates 2018 traffic counts collection data in the study area. As shown in this table, routes through much of the study area experience traffic volumes of less than 5,000 vehicles per day. Traffic volumes increase between major study area cities, exceeding 20,000 vehicles per day along US 29/78 near the Athens-Clarke County line. Tables 5.3 and 5.4 show turning movement counts.

Table 5.2: 2018 Traffic Counts

Count Location	Road	Direction	Volume Total	Truck Total	Truck %
1	Jefferson Ave at Barrow County Line	E	562	24	4.27
1	Jefferson Ave at Barrow County Line	W	558	14	2.51
2	Atlanta Hwy at Barrow County Line	E	8,199	667	8.14
2	Atlanta Hwy at Barrow County Line	W	8,286	693	8.36
3	SR 316 at Barrow County Line	E	28,417	2,963	10.43
4	Barber Creek at Barrow County Line	N	1,930	152	7.88
4	Barber Creek at Barrow County Line	S	1,801	145	8.05
5	Atlanta Hwy between Landrum Dr and Westwood Ave	E	10,902	-	-
5	Atlanta Hwy between Landrum Dr and Westwood Ave	W	10,724	-	-
6	US 78 at Clarke County Line	E	18,925	2,435	12.87
6	US 78 at Clarke County Line	W	19,452	2,766	14.22
7	Mars Hill Rd west of Baker Dr	W	5,688	-	-
7	Mars Hill Rd west of Baker Dr	E	5,980	-	-
8	US 78 west of Keeneland Dr	E	23,936	-	3.9
8	US 78 west of Keeneland Dr	W	24,022	-	3.92
9	SR 53/Hog Mountain Rd at Barrow County Line	E	5,347	933	17.45
9	SR 53/Hog Mountain Rd at Barrow County Line	W	5,263	942	17.9
10	Dove Creek Rd at Barrow County Line	N	343	37	10.79
10	Dove Creek Rd at Barrow County Line	S	339	37	10.91
11	SR 53/Hog mountain Rd east of Lane Creek Rd	E	7,718	-	-
11	SR 53/Hog Mountain Rd east of Lane Creek Rd	W	7,424	-	-
12	US 78 at Walton County Line	E	21,478	-	-
12	US 78 at Walton County Line	W	21,557	-	-
13	Hebron Church Rd at Walton County Line	E	721	49	6.8

Count Location	Road	Direction	Volume Total	Truck Total	Truck %
13	Hebron Church Rd at Walton County Line	W	723	57	7.88
14	Moore's Ford Rd at Walton County Line	E	204	42	20.59
14	Moore's Ford Rd at Walton County Line	W	210	37	17.62
15	Snows Mill Rd at Walton County Line	E	1,283	174	13.56
15	Snows Mill Rd at Walton County Line	W	1,277	113	8.85
16	Hopping Rd at Walton County Line	N	2,790	364	13.05
16	Hopping Rd at Walton County Line	S	2,794	325	11.63
17	Price Mill Rd at Morgan County Line	N	1,757	217	12.35
17	Price Mill Rd at Morgan County Line	S	1,903	190	9.98
18	US 441/Macon Hwy at Morgan County Line	N	7,769	2,517	32.4
18	US 441/Macon Hwy at Morgan County Line	S	7,634	1,500	19.65
19	Salem Rd at Greene County Line	N	1,018	191	18.76
19	Salem Rd at Greene County Line	S	1,031	57	5.53
20	Carson Graves Rd at Greene County Line	N	81	27	33.33
20	Carson Graves Rd at Greene County Line	S	78	18	23.08
21	Colham Ferry Rd at Greene County Line	N	309	20	6.47
21	Colham Ferry Rd at Greene County Line	S	595	46	7.73
22	Greensboro Hwy at Greene County Line	N	2,981	442	14.83
22	Greensboro Hwy at Greene County Line	S	4,311	1,347	31.25
23	Bob Godfrey Rd at Oglethorpe County Line	E	1,260	120	9.52
23	Bob Godfrey Rd at Oglethorpe County Line	W	1,294	119	9.2
24	Barnett Shoals Rd west of Twin Oaks Trail	E	3,012	-	-
24	Barnett Shoals Rd west of Twin Oaks Trail	W	3,051	-	-
25	Simonton Bridge Rd south of Brittian Estates Dr	N	6,662	-	-
25	Simonton Bridge Rd south of Brittian Estates Dr	S	7,048	-	-
26	US 129 north of Puritan Rd	N	30,643	-	-
26	US 129 north of Puritan Rd	S	29,185	-	-
27	Macon Hwy north of White Oak Dr	N	9,648	-	-
27	Macon Hwy north of White Oak Dr	S	9,917	-	-
28	Epps Bridge Pkwy north of Pine Ridge Ct	S	22,676	-	-
28	Epps Bridge Pkwy north of Pine Ridge Ct	N	46,438	-	-
29	Jimmy Daniel Rd north of Wall St	N	5,974	-	-
29	Jimmy Daniel Rd north of Wall St	S	5,337	-	-
30	Athens Perimeter Hwy at Clarke County Line	N	28,894	1,391	4.81
30	Athens Perimeter Hwy at Clarke County Line	S	29,698	2,982	10.04

Count Location	Road	Direction	Volume Total	Truck Total	Truck %
31	Jennings Mill Rd at Clarke County Line	N	5,633	257	4.56
31	Jennings Mill Rd at Clarke County Line	S	4,984	216	4.33
32	Oconee Connector north of Vigil Langford Rd	N	15,554	-	-
32	Oconee Connector north of Vigil Langford Rd	S	20,286	-	-
33	Daniells Bridge Rd north of Hog Mountain Rd	N	5,091	-	-
33	Daniells Bridge Rd north of Hog Mountain Rd	S	3,879	-	-
34	Hog Mountain Rd south of Tuxedo Ln	N	9,124	-	-
34	Hog Mountain Rd south of Tuxedo Ln	S	9,169	-	-
35	US 129 north of S Main St	N	13,040	-	-
35	US 129 north of S Main St	S	12,990	-	-
36	SR 15/Greensboro Hwy north of Old Greensboro Rd	S	6,909	-	-
36	SR 15/Greensboro Hwy north of Old Greensboro Rd	N	6,563	-	-
37	S Main St west of Harden Hill Rd	E	1,410	-	-
37	S Main St west of Harden Hill Rd	W	1,758	-	-
38	Hopping Rd north of Hillsboro Rd	N	3,137	-	-
38	Hopping Rd north of Hillsboro Rd	S	3,390	-	-
39	US 441/Macon Hwy south of Branch Rd	N	8,173	1,793	21.94
39	US 441/Macon Hwy south of Branch Rd	S	8,661	1,936	22.35
40	Astondale Rd east of Railroad St	N	5,757	-	-
40	Astondale Rd east of Railroad St	S	6,005	-	-
41	Antioch Church Rd east of Elder Mill Rd	E	267	-	-
41	Antioch Church Rd east of Elder Mill Rd	W	290	-	-
42	Mars Hill Rd west of Virgil Langford Rd	E	5,066	-	-
42	Mars Hill Rd west of Virgil Langford Rd	W	3,901	-	-
43	Malcom Bridge Rd north of Rocky Branch Rd	N	5,438	-	-
43	Malcom Bridge Rd north of Rocky Branch Rd	S	5,274	-	-
44	SR 53/Hog Mountain Rd west of Elder Rd	E	10,984	-	-
44	SR 53/Hog Mountain Rd west of Elder Rd	W	10,872	-	-
45	Hodges Mill Rd west of Old Hodges Mill Rd	E	4,012	-	-
45	Hodges Mill Rd west of Old Hodges Mill Rd	W	4,011	-	-
46	US 441/Macon Hwy north of Hog Mountain Rd	N	33,126	-	-
46	US 441/Macon Hwy north of Hog Mountain Rd	S	33,524	-	-
47	Athens Perimeter Hwy south of Southbound Ramps	E	45,019	-	-
47	Athens Perimeter Hwy south of Southbound Ramps	W	42,804	-	-
48	North Bursons Ave north of Elder St	N	918	-	-

Count Location	Road	Direction	Volume Total	Truck Total	Truck %
48	North Bursons Ave north of Elder St	S	891	-	-
49	Gear St north of Osceola Ave	E	434	-	-
49	Gear St north of Osceola Ave	W	452	-	-
50	Aiken Rd east of Whitehead Rd	E	485	-	-
50	Aiken Rd east of Whitehead Rd	W	609	-	-
51	Hillsboro Rd west of Rays Church Rd	W	1,250	-	-
51	Hillsboro Rd west of Rays Church Rd	E	1,028	-	-
52	New High Shoals Rd west of Union Church Rd	E	2,917	-	-
52	New High Shoals Rd west of Union Church Rd	W	3,179	-	-
53	Union Church Rd north of High Shoals Rd	N	2,671	-	-
53	Union Church Rd north of High Shoals Rd	S	2,404	-	-
54	Mayne Mill Rd east of Old Farmington Rd	E	474	-	-
54	Mayne Mill Rd east of Old Farmington Rd	W	461	-	-
55	Treadwell Bridge Rd at Walton County Line	E	39	13	33.33
55	Treadwell Bridge Rd at Walton County Line	W	44	12	27.27
56	Colham Ferry Rd between Old Farmington Rd and Astondale Rd	N	1,514	-	-
56	Colham Ferry Rd between Old Farmington Rd and Astondale Rd	S	1,501	-	-
57	Old Farmington Rd south of Astondale Rd	N	120	-	-
57	Old Farmington Rd south of Astondale Rd	S	128	-	-
58	Experiment Station Rd west of Harris Shoals Park Rd	E	13,994	-	-
58	Experiment Station Rd west of Harris Shoals Park Rd	W	14,382	-	-
59	N Main St south of Charity Ln	N	7,488	-	-
59	N Main St south of Charity Ln	S	8,065	-	-
60	Barnett Shoals Rd east of Industrial Blvd	E	4,083	-	-
60	Barnett Shoals Rd east of Industrial Blvd	W	4,110	-	-
61	Vigil Langford Rd north of Langford Dr	N	2,071	-	-
61	Vigil Langford Rd north of Langford Dr	S	5,363	-	-
62	Malcom Bridge Rd south of Mars Hill Rd	N	4,620	-	-
62	Malcom Bridge Rd south of Mars Hill Rd	S	4,963	-	-
63	Dooley Blvd north of Amenity Cir	-	-	-	-
63	Dooley Blvd north of Amenity Cir	-	-	-	-
64	Salem Rd south of Burger Rd	N	596	-	-
64	Salem Rd south of Burger Rd	S	365	-	-
65	Whippoorwill Rd south of Union Church Rd	N	1,473	-	-
65	Whippoorwill Rd south of Union Church Rd	S	1,555	-	-

Figure 5.5: Traffic Count Locations

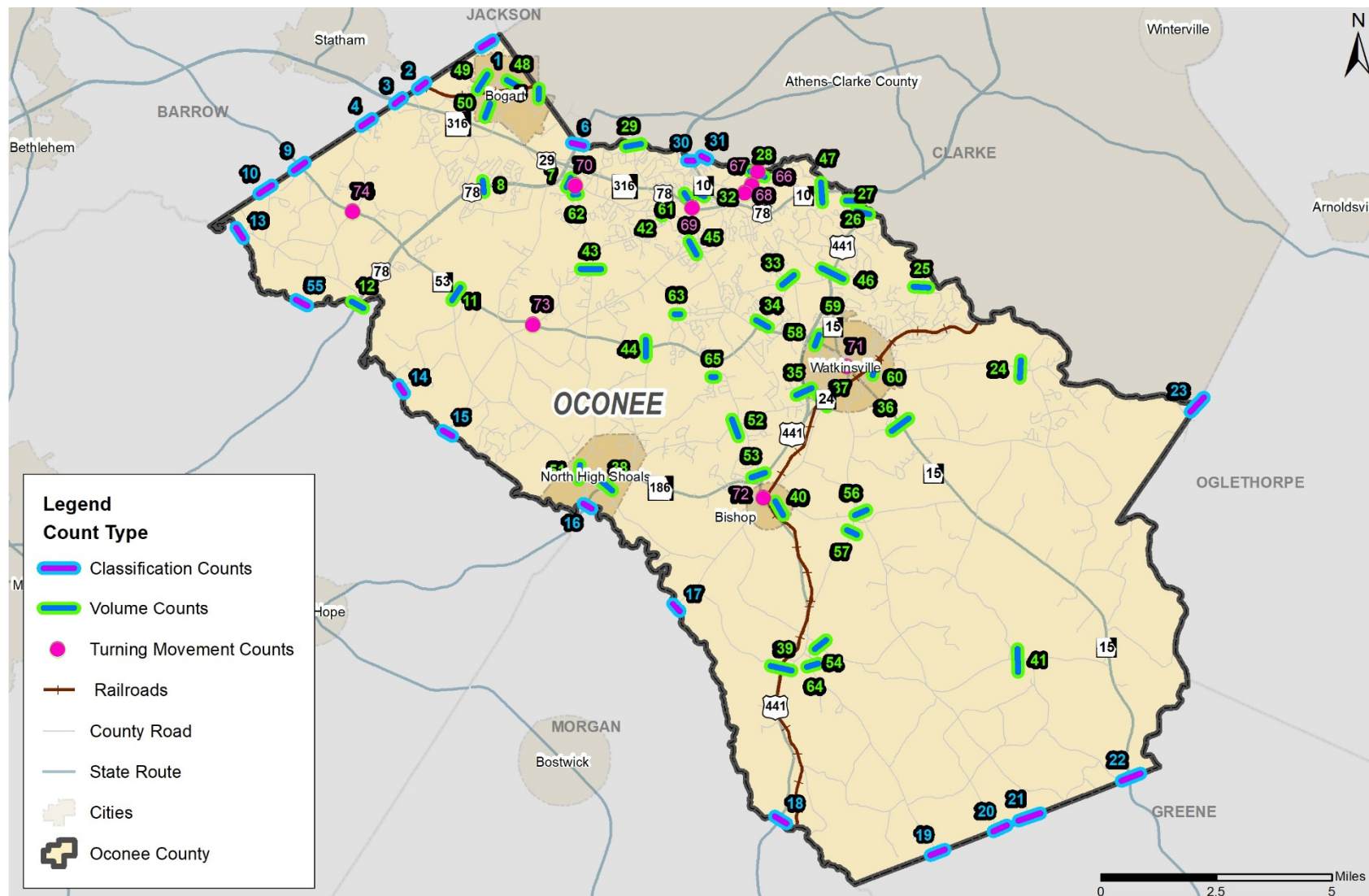


Table 5.3: 2018 3-Hour AM Turning Movement Counts

Count Location	Intersection	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
66	SR 316 at Pkwy Blvd	550	4,487	94	244	93	83	122	5,745	110	77	19	281
67	SR 316 at Dowdy Rd	649	3,028	1,004	360	119	554	351	4,961	1,081	984	205	777
68	SR 316 at Oconee Connector/ Jennings Mill Rd	840	3,116	612	483	673	1,294	872	5,165	1,359	241	642	958
69	Oconee Connector at SR 316	1,139	2,612	562	564	6,771	2,241	3,006	3,825	1,587	1,194	12,092	2,378
70	Commerce Dr at Mars Hill Rd	87	8	30	84	954	1,233	945	6	1,522	1,155	1,552	101
71	Main St at Barnett Shoals Rd/ Greensboro Hwy	500	3,231	590	1,064	545	194	102	3,330	41	251	459	1,221
72	US 129/ Macon Hwy at Price Mill Rd/ Old Bishop Rd	345	3,640	182	145	59	90	129	4,019	44	40	89	850
73	Hog Mountain Rd at Snows Mill Rd/ Rocky Branch Rd	468	238	660	719	2,034	364	990	399	88	43	2,484	600
74	Hog Mountain Rd at Sikes Rd/ Hebron Church Rd	21	43	343	211	1,726	205	375	37	5	5	1,996	7

SB – Southbound; WB – Westbound; NB – Northbound; EB – Eastbound

Table 5.4: 2018 3-Hour PM Turning Movement Counts

Count Location	Intersection	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
66	SR 316 at Pkwy Blvd	1,324	9,132	163	105	53	94	140	8,432	357	309	62	1,232
67	SR 316 at Dowdy Rd	1,178	6,510	1,573	1,025	245	979	616	6,729	2,216	2,885	451	1,919
68	SR 316 at Oconee Connector/ Jennings Mill Rd	2,530	6,708	1,236	1,075	1,714	3,005	1,294	6,945	2,251	1,051	1445	2,338
69	Oconee Connector at SR 316	2,932	4,558	846	394	12,066	4,315	3,015	3,080	1,584	1,133	10,766	2,546
70	Commerce Dr at Mars Hill Rd	128	17	94	72	1,765	1,166	1,017	12	934	1,022	1,067	55
71	Main St at Barnett Shoals Rd/ Greensboro Hwy	834	3,386	1,257	918	513	261	146	3,419	38	139	525	1,004
72	US 129/ Macon Hwy at Price Mill Rd/ Old Bishop Rd	978	5,300	125	163	71	57	181	4,685	83	71	79	655
73	Hog Mountain Rd at Snows Mill Rd/ Rocky Branch Rd	475	373	755	353	2,712	911	701	274	41	65	3,023	213
74	Hog Mountain Rd at Sikes Rd/ Hebron Church Rd	21	62	223	356	1,992	444	288	59	27	38	2,368	30

SB – Southbound; WB – Westbound; NB – Northbound; EB – Eastbound

5.5.2. Level of Service

MACORT's calibrated travel demand model was used to supplement the evaluation of existing travel conditions and forecast future travel conditions throughout the study area. The development process was performed following the *GDOT General Summary of Recommended Travel Demand Model Development Procedures for Consultants, MPOs, and Modelers* ("GDOT Procedures") that was prepared in May 2013. A report detailing the calibration and adjustment of this model can be found in Appendix A.

Prior to documenting operating conditions, it is useful to summarize level of service. Level of service (LOS) is a qualitative measure of traffic flow describing operating conditions. Six levels of service are defined by the Federal Highway Administration (FHWA) in the Highway Capacity Manual for use in evaluating roadway operating conditions. They are given letter designations from A to F, with LOS A representing the best operating conditions and F the worst. A facility may operate at a range of levels of service depending upon time of day, day of week, or period of the year. A qualitative description of the different levels of service is provided below.

LOS A – Drivers perceive little or no delay and easily progress along a corridor.

LOS B – Drivers experience some delay but generally driving conditions are favorable.

LOS C – Travel speeds are slightly lower than the posted speed with noticeable delay in intersection areas.

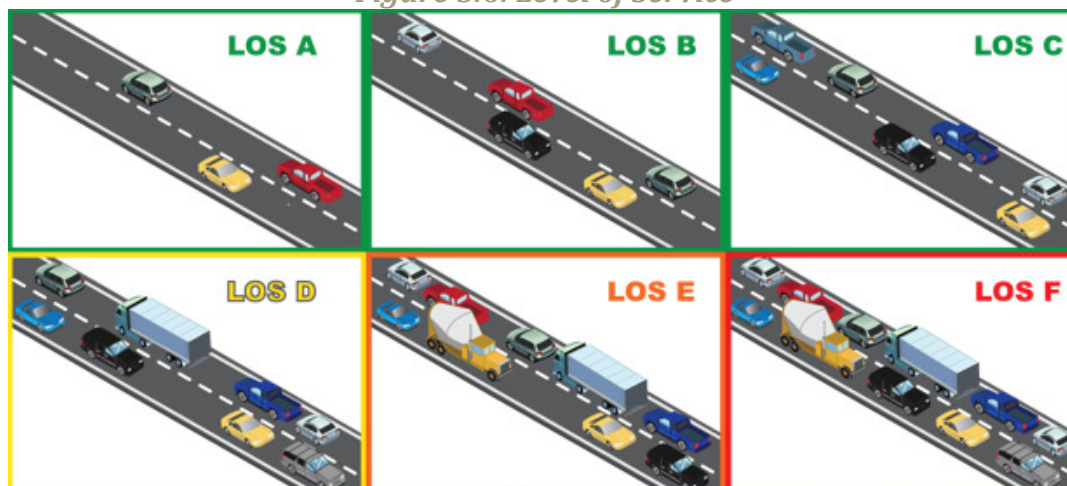
LOS D – Travel speeds are well below the posted speed with few opportunities to pass and considerable intersection delay.

LOS E – The facility is operating at capacity and there are virtually no useable gaps in the traffic.

LOS F – More traffic desires to use a particular facility than it is designed to handle resulting in extreme delays.

The recommended approach used to identify deficient segments was to analyze the volume of traffic on the roadway segments compared to the capacity of those segments, also known as the volume to capacity (V/C) ratio. For daily operating conditions, any segment identified as LOS D or worse was considered deficient. Figure 5.6 below illustrates LOS characteristics.

Figure 5.6: Level of Service



The following thresholds were used to assign a level of service to the V/C ratios, based on the general resulting operations described in Figure 5.6.

V/C < 0.70: LOS C or better;
V/C = 0.70 - 0.85: LOS D;
V/C = 0.85 - 1.00: LOS E; and,
V/C > 1.00: LOS F.

Figure 5.7 displays the existing 2015 LOS for roadways within Oconee County. As shown in the figure, many of the segments operate at LOS C or better, which is an acceptable level. These results are consistent with knowledge of current operating conditions.

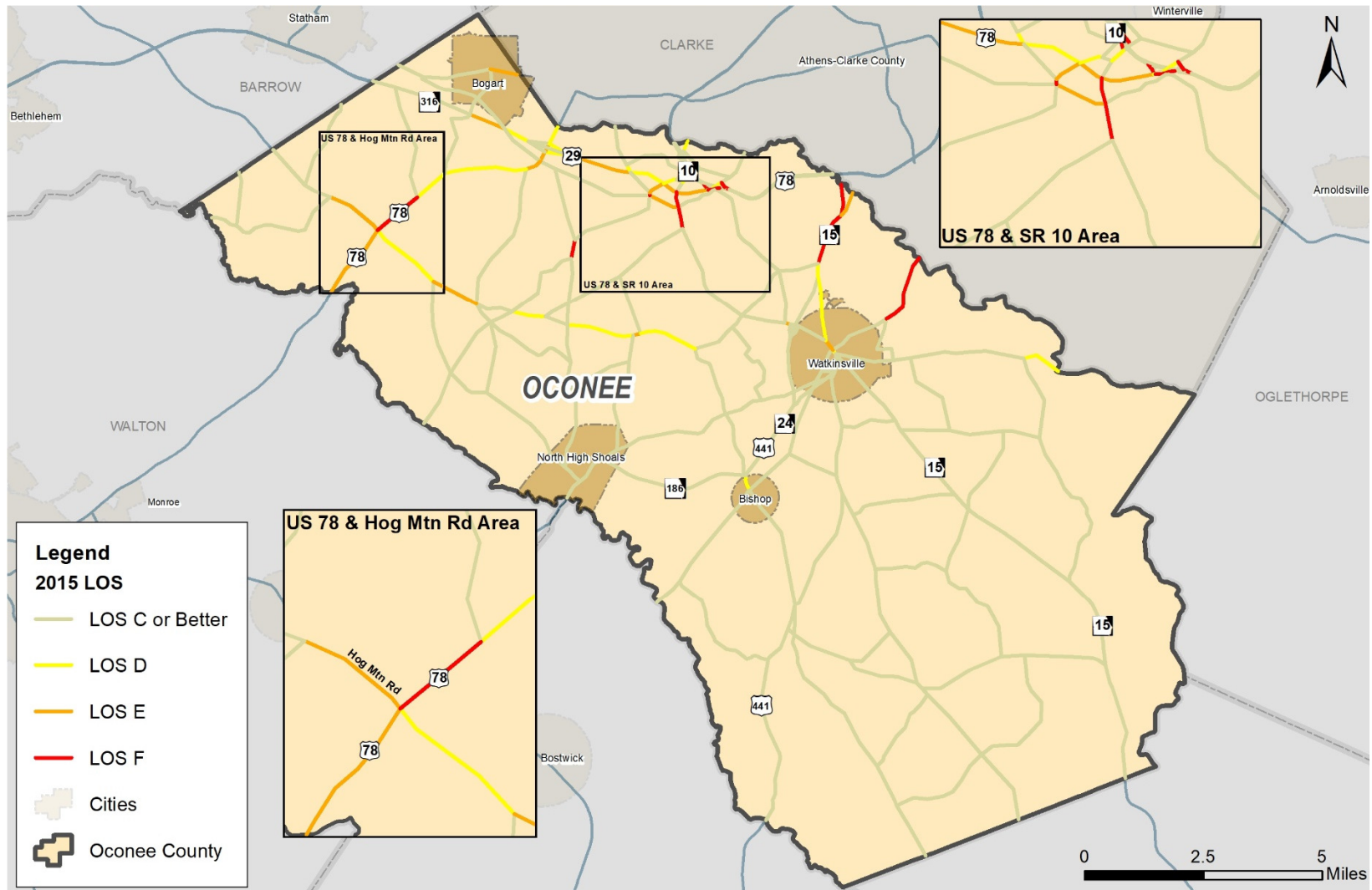
The 2015 analysis shows that 24 segments can be expected to operate at or below LOS D under daily conditions. Table 5.5 displays the existing roadway segments operating at an unacceptable LOS.

Table 5.5: Existing Deficient Segments

Roadway	From	To	LOS
US 78/SR 10/Monroe Hwy	SR 53	Dials Mill Rd	F
Malcom Bridge Rd	Rocky Branch Rd (West)	Rocky Branch Rd (East)	F
Mars Hill Rd	US 78/SR 10 Monroe Hwy	Hodges Mill Rd	F
US 441/Macon Hwy	Clarke County line	Hog Mountain Rd	F
Simonton Bridge Rd	Clarke County line	Norton Rd	F
Athens Perimeter SB Off Ramp	SR 10/Athens Perimeter SB	Oconee Connector	F
Athens Perimeter NB On Ramp	Oconee Connector	SR 10/Athens Perimeter NB	F
Athens Perimeter SB Off Ramp	SR 10/Athens Perimeter SB	US 78/Epps Bridge Pkwy	F
Virgil Langford Rd	Jimmy Daniel Rd	Mars Mill Rd	F
US 29 EB Off Ramp	US 29 EB	SR 10/Athens Perimeter SB	F
US 78/Epps Bridge Pkwy EB On Ramp	SR 10/Athens Perimeter NB	US 78/Epps Bridge Pkwy EB	F
3rd Ave/Atlanta Hwy	S Burson Ave	Clarke County line	E
US 29	McNutt Creek Rd	Mars Mill Rd	E
SR 10/Athens Perimeter SB	Clotfelter Rd	US 29 WB On Ramp	E
US 29/78	US 29 EB On Ramp	Jimmy Daniel Rd	E
US 29/78	Virgil Langford Rd	SR 10/Athens Perimeter SB Off Ramp	E
Virgil Langford Rd	Jimmy Daniel Rd	US 29/78	E
Mars Mill Rd	Rocky Branch Rd	Daniells Bridge Rd	E

Roadway	From	To	LOS
Macon Hwy	Rockinwood Dr	Clarke County line	E
SR 53	Hebron Church Rd	US 78/Monroe Hwy	E
US 78/Monroe Hwy	Walton County line	SR 53	E
SR 53	Lane Creek Rd	Clotfelter Rd	E
N Main St	SR 53	Simonton Bridge Rd	E
SR 53	Government Station Rd	US 441/Macon Hwy	E
US 78/Monroe Hwy	Dials Mill Rd	Clotfelter Rd	D
SR 53	US 78/Monroe Hwy	Lane Creek Rd	D
SR 53	Snows Mill Rd	Hodges Mill Rd	D
SR 53	Rays Church Rd	Union Church Rd	D
US 441/Macon Hwy	High Shoals Rd	Price Mill Rd	D
N Main St	US 441/Macon Hwy	SR 53	D
S Barnett Shoals Rd	McRee's Mill Rd	Old Barnett Shoals Rd	D
US 29	Mars Hill Rd	US 29 Off Ramp to US 78	D
US 78/Monroe Hwy	US 29 On Ramp to US 78	Clarke County line	D
US 29 Off Ramp	US 29	US 78/Monroe Hwy	D
US 78/Monroe Hwy Off Ramp	US 78/Monroe Hwy	US 29	D
Jimmy Daniel Rd	Merriweather Dr	US 29/78	D
US 29/78	Jimmy Daniel Rd	Virgil Langford Rd	D
Oconee Connector	Virgil Langford Rd	SR 10 Off Ramp to Oconee Conn	D
Virgil Langford Rd	Jennings Mill Rd	US 29/78	D
Jennings Mill Rd	Highland Hills Blvd	Clarke County line	D

Figure 5.7: Existing (2015) Level of Service



5.5.3. Future Level of Service

Figure 5.8 displays the 2045 No-Build (without improvements) LOS for roadways within Oconee County. As shown in the figure, more than half of the segments operate at LOS C or better, which is an acceptable level. Most of the segments with LOS D or worse are in northern Oconee County. These results are consistent with knowledge of current operating conditions.

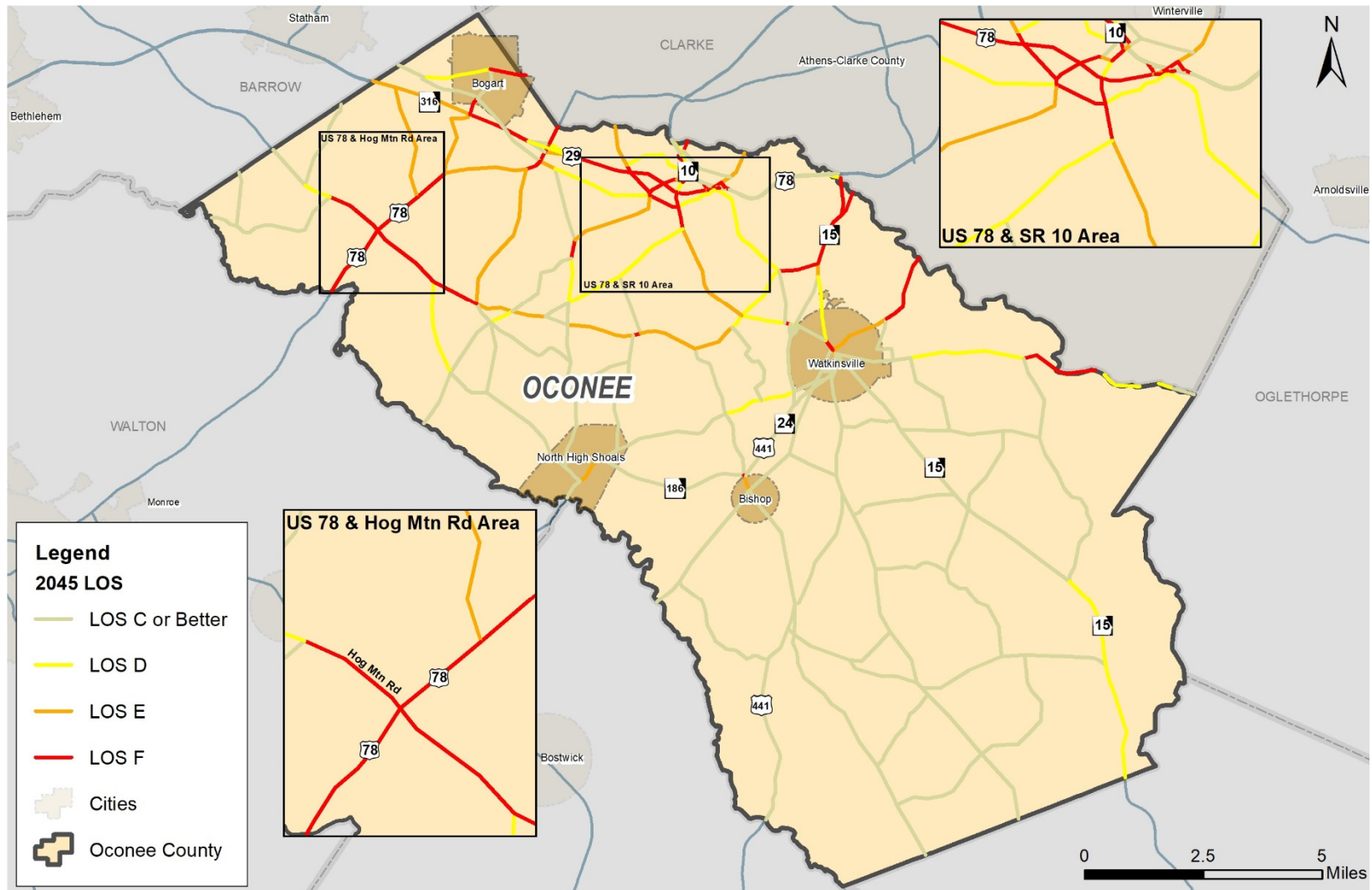
The 2045 analysis shows that 32 segments can be expected to operate at or below LOS D under daily conditions. Table 5.6 displays the roadway segments operating at an unacceptable LOS that need future improvements.

Table 5.6: Future Deficient Segments

Roadway	From	To	LOS
Malcom Bridge Rd	Rocky Branch Rd (West)	Rocky Branch Rd (East)	F
Mars Mill Rd	US 78/Monroe Hwy	Hodges Mill Rd	F
US 441/Macon Hwy	Clarke County line	Hog Mountain Rd	F
Simonton Bridge Rd	Clarke County line	Norton Rd	F
Virgil Langford Rd	Jennings Mill Rd	Mars Hill Rd	F
SR 53	Hebron Church Rd	Clotfelter Rd	F
US 78/Monroe Hwy	Walton County line	Clotfelter Rd	F
3rd Ave/Atlanta Hwy	S Burson Ave	Clarke County line	F
US 29	McNutt Creek Rd	Mars Hill Rd	F
S Burson Ave	US 29	3rd Ave	F
SR 10/Athens Perimeter SB	Clotfelter Rd	Clarke County line	F
US 29/US 78	US 29 EB On Ramp	SR 10/Athens Perimeter NB	F
Hog Mountain Rd	US 441/Macon Hwy	Government Station Rd	F
Mars Mill Rd	Rocky Branch Rd	Daniells Bridge Rd	F
S Barnett Shoals Rd	McRee's Mill Rd	Old Barnett Shoals Rd	F
N Main St	SR 53	Simonton Bridge Rd	F
Macon Hwy	Rockinwood Dr	Clarke County line	F
US 441/Macon Hwy	High Shoals Rd	Price Mill Rd	E
Dials Mill Rd	US 78/Monroe Hwy	US 29	E
US 29	Barrow County line	Pete Dickens Rd	E
Pete Dickens Rd	US 29	US 78/Monroe Hwy	E
Clotfelter Rd	US 78/Monroe Hwy	SR 53	E
SR 53	Rays Church Rd	Mars Mill Rd	E
Mars Hill Rd	US 78/Monroe Hwy	Malcom Bridge Rd	E
Jimmy Daniel Rd	US 78	Clarke County line	E
Mars Hill Rd	Hodges Mill Rd	SR 53	E
Epps Bridge Pkwy	Oconee Connector	Clarke County line	E
Simonton Bridge Rd	N Main St	Norton Rd	E
Rocky Branch Rd	Malcom Bridge Rd	Mars Hill Rd	E

Roadway	From	To	LOS
US 78/Monroe Hwy	Mars Hill Rd	Pete Dickens Rd	E
SR 53	Clotfelter Rd	Hodges Mill Rd	E
SR 53	Barber Creek Rd	Hebron Church Rd	D
Lane Creek Rd	SR 53	Snow Mills Rd	D
Snow Mills Rd	Cole Springs Rd	SR 53	D
Malcom Bridge Rd	Rocky Branch Rd	Hodges Mill Rd	D
Hodges Mill Rd	Malcom Bridge Rd	Mars Hill Rd	D
New High Shoals Rd	US 441/Macon Hwy	Union Church Rd	D
SR 15/Greensboro Hwy	Oliver Bridge Rd	Greene County line	D
Bob Godfrey Rd	Old Barnett Shoals Rd	Belmont Rd	D
S Barnett Shoals Rd	McRee's Mill Rd	McRee Gin Rd	D
N Main St	SR 53	US 441/Macon Hwy	D
SR 53	Hog Mountain Rd	Government Station Rd	D
Hog Mountain Rd	Windsor Dr	Daniells Bridge Rd	D
Daniells Bridge Rd	Hog Mountain Rd	Mars Hill Rd	D
Mars Hill Rd	Malcom Bridge Rd	Rocky Branch Rd	D
Merriweather Dr	Jimmy Daniel Rd	SR 10/Athens Perimeter	D
3rd Ave	Dials Mill Rd	S Burson Ave	D
US 29/US 78	US 78	SR 10/Athens Perimeter NB	D

Figure 5.8: Future (2045) Level of Service



5.5.4. Crash Analysis

The most recent vehicular crash data (2013-2017) from GDOT's Georgia Electronic Accident Reporting System (GEARS) was collected and analyzed for the roads in the county. Crash data was used to determine roadway locations with potential safety deficiencies throughout the study area. The study area experienced a total of 5,958 crashes, less than one percent of which were fatal crashes and 23 percent were non-fatal injury crashes. During the same analysis period, the state of Georgia experienced a total of 2,127,511 crashes, less than one half a percent of which involved fatalities and 22 percent were non-fatal crashes involving injury.

Table 5.7 illustrates the top 10 crash locations (which represent intersections having an average of 15 or more crashes per year) in Oconee County. The highest crash location in the study area is at the intersection of Epps Bridge Parkway and Oconee Connector, with 740 crashes between 2013 and 2017, 183 of them with injuries reported. The next highest crash location in the study area is at the intersection of SR 316/University Parkway and Oconee Connector, with 326 crashes, 115 with injuries. No fatalities occurred at these intersections from 2013 to 2017. Figure 5.9 shows the manner of collision for all crashes in the county from 2013 to 2017.

Table 5.7: Top 10 Crash Locations

Intersection	Injuries	Total Crashes
Epps Bridge Pkwy at Oconee Connector	183	740
US 29/78/ SR 316 at Oconee Connector	115	326
S Main St at Barnett Shoals Rd, SR 15/ Greensboro Hwy	32	184
US 129/441/ SR 24/ Watkinsville Bypass at SR 53/ Experiment Station Rd	31	163
US 29/78/ SR 316/ Epps Bridge Pkwy at US 29/78/ SR 8/10/ Athens Perimeter	38	129
SR 53/ Hog Mountain Rd at SR 53/ Experiment Station Rd/ Mars Hill Rd	49	129
US 78/ SR 10/ Monroe Hwy at Mars Hill Rd	73	127
US 29/78/ SR 316 at Jimmy Daniel Rd	41	83
Oconee Connector at Plaza Pkwy	37	66
US 78/ SR 10/ Monroe Hwy at SR 53/ Hog Mountain Rd	37	59

Tables 5.8 and 5.9 illustrate pedestrian and bicycle crashes between 2013 and 2017. During this period, there were 13 pedestrian incidents resulting in 11 injuries and three fatalities and five bicycle incidents resulting in three injuries and no fatalities.

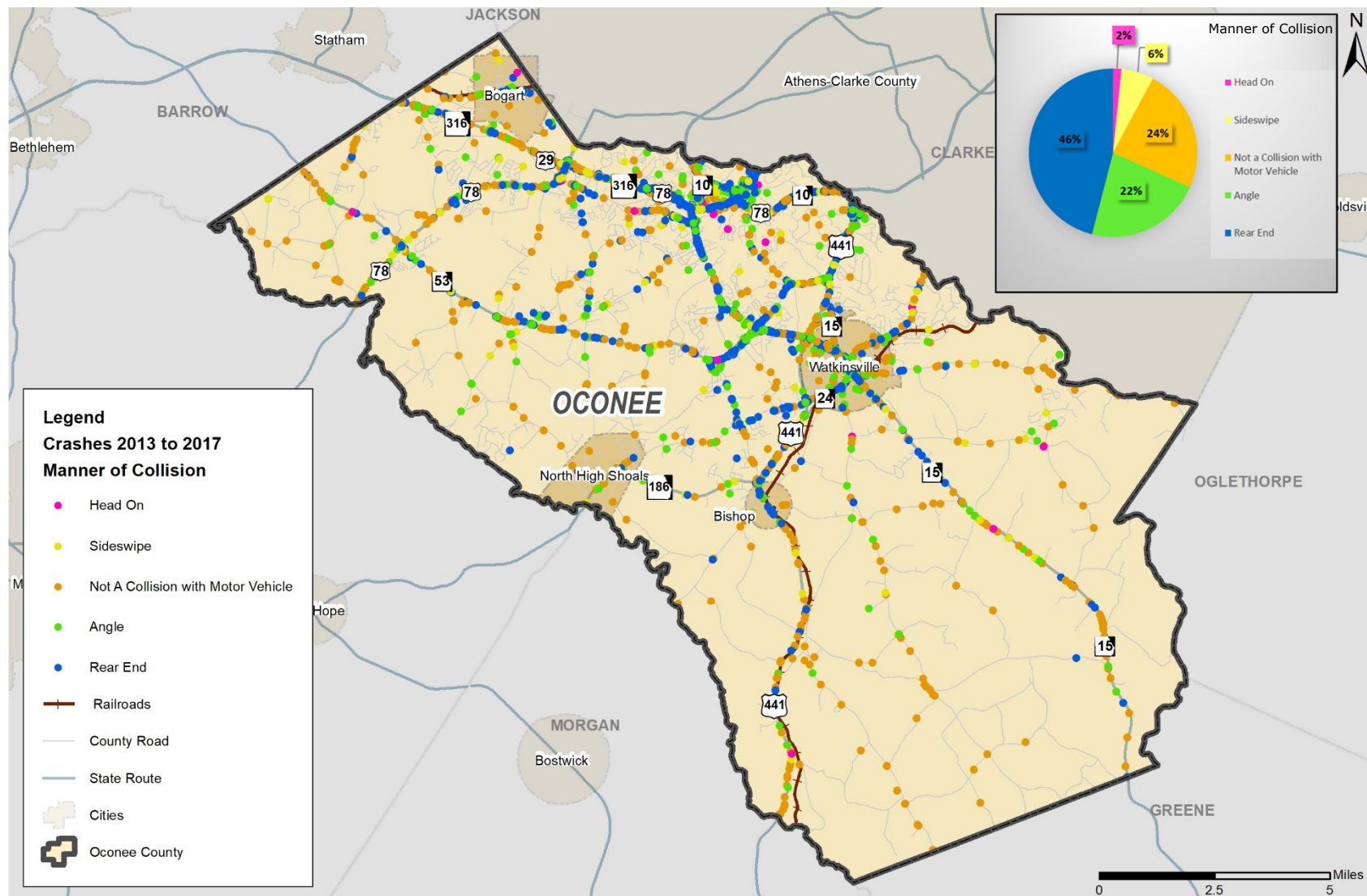
Table 5.8: Pedestrian Crashes 2013-2017

Date	Route	Intersection	Injuries	Fatalities
03/24/13	2061 Hog Mountain Road	Publix Private Property	1	0
11/13/13	2016 Experiment Station	Publix Private Property	0	0
04/01/14	SR 15 N	1 Mile North of Rockinwood Drive	1	0
07/23/14	Simonton Drive	Simonton Way	2	0
08/25/14	SR 8/ Atlanta Highway	Approx. 1 Mile West of McLeroy Place	0	1
09/16/14	QuikTrip	Oconee Connector	2	0
05/09/15	Oliver Bridge Road	Wildcat Ridge	1	0
08/13/16	1851 Epps Bridge Parkway	Parking Lot of Lowes Improvement Center	1	0
03/15/17	SR 15	US 129/441	1	0
05/05/17	Outer SR 10 Loop	Mile Marker 3	0	1
09/29/17	Inner SR 10 Loop	Oconee Connector	1	0
10/17/17	SR 53	Veterans Memorial Park 3500A	1	0
10/21/17	SR 53	100 Feet West of N. Bishop Farm	0	1

Table 5.9: Bicycle Crashes 2013-2017

Date	Location	Injuries	Fatalities
08/07/13	Union Church Road	1	0
03/11/14	SR 15 and Spartan Lane	1	0
05/20/14	191 VFW Drive	0	0
12/09/15	Simonton Bridge Rd 100 feet East of Great Oaks Lane	1	0
10/10/17	Elder Road at SR 53	0	0

Figure 5.9: Crash Analysis



Source: GDOT's GEARS Portal.

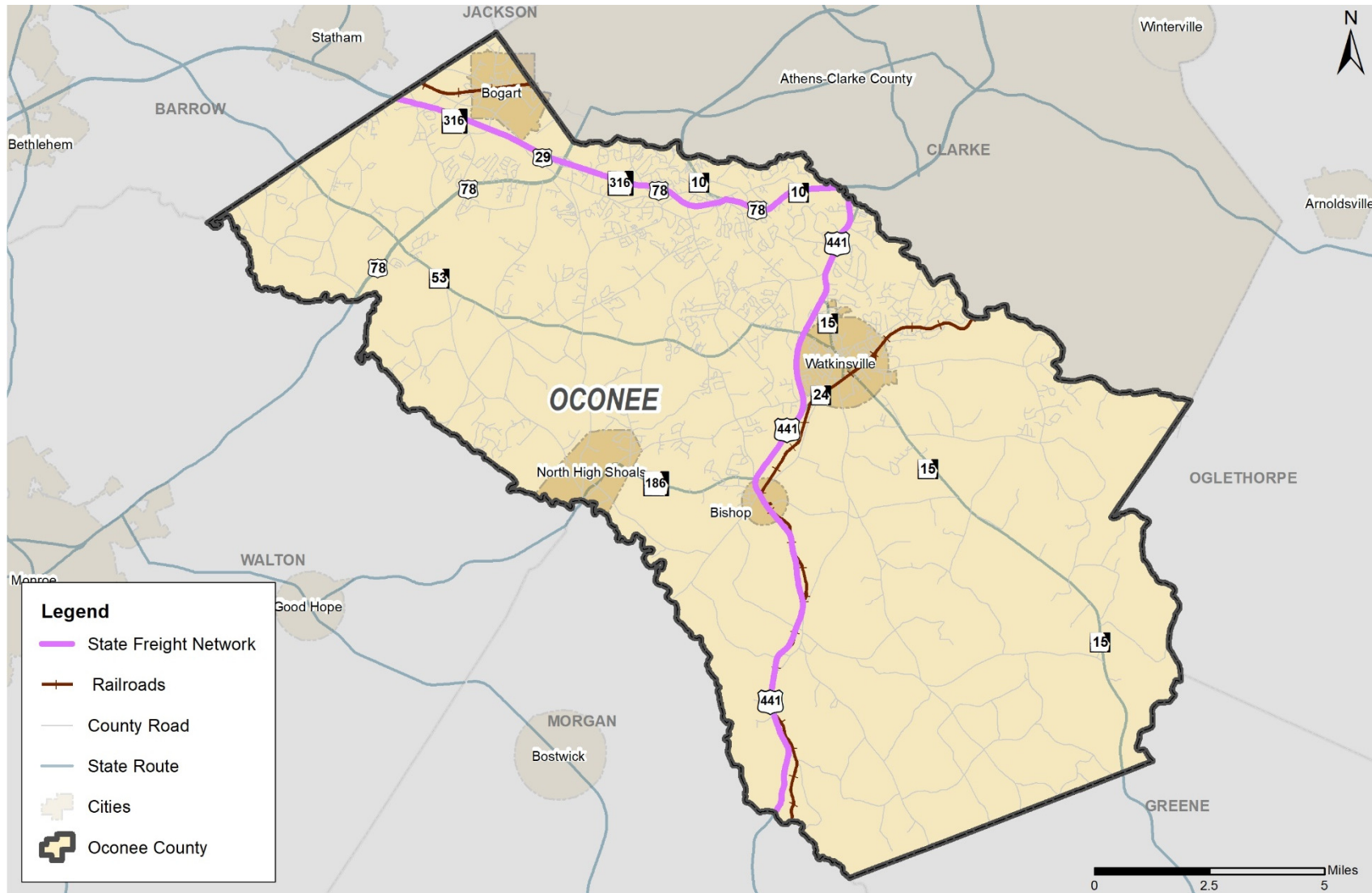
5.5.5. Truck Traffic

The preservation of freight mobility is a key component of the Oconee County Transportation Study. Figure 5.10 shows the freight network in Oconee County as denoted by National Highway System routes and GDOT's Oversize Truck Routes. Trucks are the primary mode for goods movement in Oconee County with a small portion being moved by rail.

There are two designated truck routes illustrated in Figure 5.10 – US 29/78/ SR 316 and US 441. GDOT's Statewide Freight and Logistics Plan identified US 441 between Athens and just south of I-20 as a critical corridor to widen for freight use. MACORTS included a project to widen US 441 South in the 2040 LRTP.

The stakeholder advisory committee identified several locations with heavy freight traffic. A bypass around Watkinsville and a North-South freight connector through Bishop were the two major areas highlighted.

Figure 5.10: Freight Network



Source: Georgia Department of Transportation.

5.6. Rail

Two rail lines pass through Oconee County, CSX Transportation (CSXT) and Athens Line, LLC (ABR). The CSXT Abbeville Subdivision rail line totals 199 miles in length entering Oconee County from Barrow County and operates through Bogart over a 2-mile stretch that continues into Athens-Clarke County, ultimately terminating in Abbeville, SC. The CSXT rail line is a Class 4 track with one main track with sidings. The maximum speed of the line traffic is 50 mph with a maximum allowable gross weight of 286,000 pounds. This line transports intermodal, automotive, and general freight merchandise with an average number of 14 trains per day using the line.

The Athens Branch Line runs north/south from the Athens-Clarke County line, through Watkinsville and Bishop, to the Morgan County line. The section from the Morgan County line to Bishop is currently designated as inactive and the section from Bishop north to the Athens-Clarke County line is active. The Athens Branch Line is being used predominantly for rail car storage and is not actively transporting freight at this time. The Athens Branch Line carries an annual average of 600 carloads of chemicals, paper, and oil commodities; however, the Oconee County portion of the line is currently being used to store rail cars. Future plans include the potential transporting of commodities for any new industries that may elect to establish on the rail line, and to possibly accommodate passenger rail into Athens for University of Georgia athletic events.

Amtrak does not operate passenger service in Oconee County. There are no abandoned rail lines in Oconee County. However, there are multiple rail lines that have heavy vegetation growing on them.

5.6.1. Rail Crossings

Oconee County has 17 public rail crossings. There are an additional 12 private crossings. All crossings are at grade. Table 5.10 presents the top six Oconee County rail crossings with the highest AADT.

Table 5.10: Rail Crossings with Highest AADT¹²

Rail Crossing	Location	AADT
733092P	SR15/ Greensboro Hwy in Watkinsville	23,240
733091H	Barnett Shoals in Watkinsville	3,880
733093W	Colham Ferry Rd in Watkinsville	2,230
639925F	Burson St in Bogart	1,470
733090B	Norton Rd in Watkinsville	1,400
639926M	Osceola St in Bogart	1,180

¹² Federal Railroad Administration, 2013.

5.6.2. Rail Crash Data

The Federal Railroad Administration (FRA), Office of Safety Analysis, reports zero crashes on public road crossing which involved trains and vehicles according to a review of data from 2009 to 2018.

5.6.3. Accident Prediction

The Federal Railroad Administration Web Accident Prediction System (WBAPS) is a computer model which predicts rail crossing collision rates, based on basic data about a crossing's physical and operating characteristics and on its five-year crash history. The system computes a predicted collision value for each crossing which is the probability that a collision between a train and a highway vehicle will occur at that particular crossing in a year. Crossings are then ranked according to their predicted collision value, with a ranking of "1" corresponding to the crossing with highest probability of a collision. While none of the 17 public rail crossings in Oconee County present a significant predicted collision rate, those with the highest rates are shown in Table 5.11.

Table 5.11: Top Collision Locations¹³

Crossing ID	Location	City or Community	Rank	Predicted Collision Value	AADT
639925F	Burson St	Bogart	1	0.012	1,470
639926M	Osceola St	Bogart	2	0.011	1,180
733093W	Colham Ferry	Watkinsville	3	0.0003	2,230

5.6.4. Planned Railroad Transportation Improvements

Oconee County does not have any planned railroad transportation improvements.

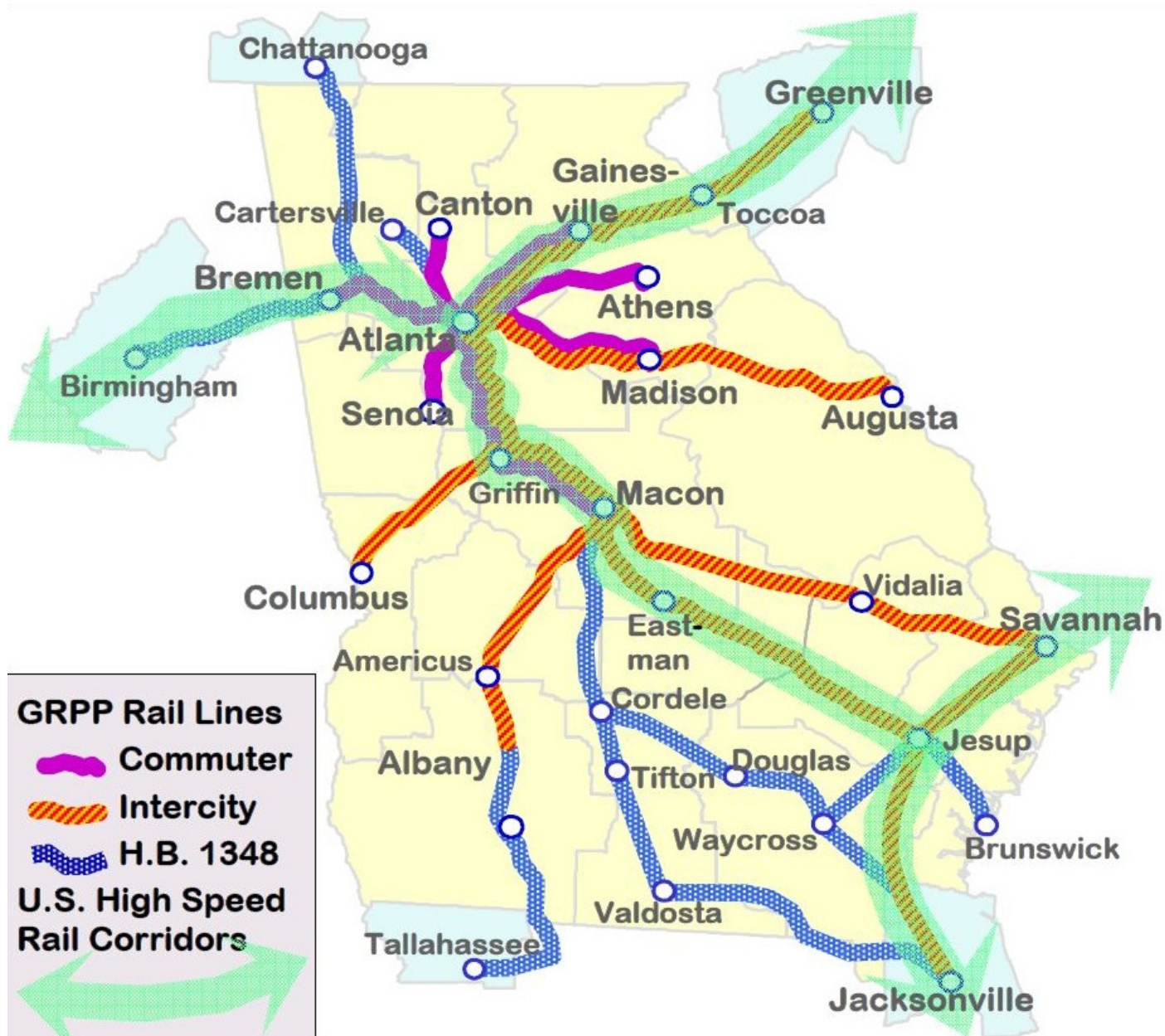
5.6.5. Passenger Rail

The Georgia Rail Passenger Program (GRPP) proposes seven commuter rail lines, seven lines of intercity rail service as well as the Multimodal Passenger Terminal (MPT). The state's seven commuter lines will serve 55 communities. The intercity lines will (potentially) link nine of Georgia's largest cities and towns with the metro Atlanta/Macon area. Figure 5.11 illustrates the proposed commuter rail network.

Once the 425-mile system is complete, commuter trains will transport more than 40,000 people to and from work every day. Intercity trains will run on over a thousand miles of Georgia's railroads, connecting communities all over the state. While funding sources and a timetable are currently uncertain, one proposed route (the "Brain Train") would connect Athens to the metro Atlanta area. The proposed route would operate along CSX tracks and right of way between Athens and downtown Atlanta. The line would pass through the northern corner of Oconee County with one of its 12 stop locations proposed in the city of Bogart.

¹³ Federal Railroad Administration, Office of Safety Analysis. Web Accident Prediction System. 2013.

Figure 5.11: Georgia Rail Passenger Program Rail Lines



Source: GDOT, Georgia Rail Passenger Program Fact Sheet

5.7. *Bicycle and Pedestrian*

Bicycle and pedestrian facilities are an important component of the roadway network, providing a healthy and environmentally-friendly means of transportation to many residents, especially for those too young or too old to drive, or those without financial means to own a car. Walkable communities not only provide additional transportation alternatives, but they also promote physical activity and healthy lifestyles, provide recreational opportunities, and can enhance economic development. Likewise, an on-street bicycle route system or trail network can spur tourism, provide recreation and fitness opportunities for residents, while also creating the backbone of an alternative transportation network.

This section provides a description of the existing bicycle and pedestrian conditions in the county, with a focus on the primary bike and pedestrian trip generators: town and activity centers, schools, and parks. It also provides a summary of policies, plans, and crash data that relate to bicycle and pedestrian facilities.

While there is an existing sidewalk network within the county, the Oconee County Joint Comprehensive Plan 2018 Update acknowledges that there are gaps in coverage. The plan also calls for the creation of an extensive multi-use trail or network of trails in the future.

5.7.1. *Existing and Planned Facilities*

Oconee County Comprehensive Transportation Plan – The Oconee County Joint Comprehensive Plan 2018 Update outlines several bicycle and pedestrian recommendations. New sidewalks that connect to the existing network are recommended to improve connectivity, accessibility, and overall safety. Creating bike and pedestrian-friendly environments is a reoccurring development strategy for many of the character areas discussed. This development strategy would ensure street design that includes bike lanes, bike racks, bike repair stations, and pedestrian-friendly trail/bike routes to neighborhood amenities such as libraries, community centers, health facilities, parks, and schools. Many of Oconee County's existing parks and recreation facilities already include bike and hiking trails, such as Heritage Park and Oconee Veteran's Park.

The following character areas were recommended for connectivity and access by bicycles and pedestrians: Suburban Neighborhood, Traditional Neighborhood, City Living, Neighborhood Village Center, Community Village Center, Historic Main Street, Downtown, Mixed-Use Office, Commercial Corridor, Civic Center, Technology Gateway, Regional Center, and Public Institutional.

Athens Link State Bicycle Route – The Athens Link state bicycle route begins in Gwinnett County and ends in Elbert County, passing through Oconee County. Approximately 16.4 miles of the route are located within Oconee County from the Barrow County Line through Eastville and Watkinsville following SR 53, SR 15/ Main Street, and Simonton Bridge Road/ Whitehall Road to the Athens-Clarke County Line.

Northeast Georgia Plan for Bicycling and Walking – In 2010, the NEGRC completed a regional bicycle and pedestrian plan that includes Oconee County, as well as 11 other

surrounding counties. The plan outlines a vision, goals and objectives, existing conditions, project recommendations, and implementation strategies for expanding the multimodal transportation network. Figure 5.12 illustrates the proposed regional bicycle and pedestrian network.

Bikeability and Walkability Audit for the city of Watkinsville – In 2007, the Northeast Georgia Regional Development Center conducted an audit addressing obstacles to safe and convenient cycling and walking in Watkinsville. Recommendations for improving biking and walking conditions on six key roadways for cycling and four key roadways for walking were outlined in the document. The six routes evaluated for cycling resulted in the following findings as shown in the audit.

Route A: SR 15 and Main Street

- Identified as the least bikeable portion of the network
- Potholes, broken pavement, debris, and uneven surfaces were identified
- Long waits at intersections with confusion on proper location for bicycle travel

Route B: Simonton Bridge Road and Harden Hill Road

- Heavy traffic volumes and speeds with a narrow bridge crossing
- Potholes, broken pavement, debris, and uneven surfaces were identified

Route C: SR 24/ Macon Highway and New High Shoals Road and Colham Ferry Road

- New High Shoals is bicycle-friendly with adequate space for cycling
- Macon Highway and New High Shoals Road have heavy, fast-moving traffic
- Potholes, broken pavement, and a challenging railroad crossing were identified

Route D: SR 53

- Heavy and fast traffic with inadequate space for cycling
- Long waits at intersections with confusion on proper location for bicycle travel

Route E: Barnett Shoals Road

- Wide, bicycle-friendly right of way with little traffic
- Potholes, broken pavement, debris, and uneven surfaces were identified
- Bumpy/angled broken pavement

Route F: VFW Drive

- Low traffic and good lighting
- No dedicated cycling space
- Cracked and broken pavement

The four routes evaluated for walkability resulted in the following findings.

Route A: Christian Drive, Northwest to Harris Shoals, SR 53/Experiment Station Rd and Main Street

- Uneven terrain
- Not aesthetically pleasing
- Trucks entering highway

- Narrow shoulders
- No designated space for walking
- Crossings too far between curbs
- No crosswalks
- Blind curves
- Fast traffic

Route B: Harden Hill Road, Jacobs Drive, Jackson Drive, Christian Drive, VFW Drive and Hight Drive

- No sidewalks
- No traffic signals
- No pedestrian signage
- Speeding on Harden Hill Road
- Too much fast traffic

Route C: Taylor's Drive, Taylor's Drive Court, Katie Lane, Wilson Road, Third Street, Barnett Shoals Road and Main Street to Simonton Road

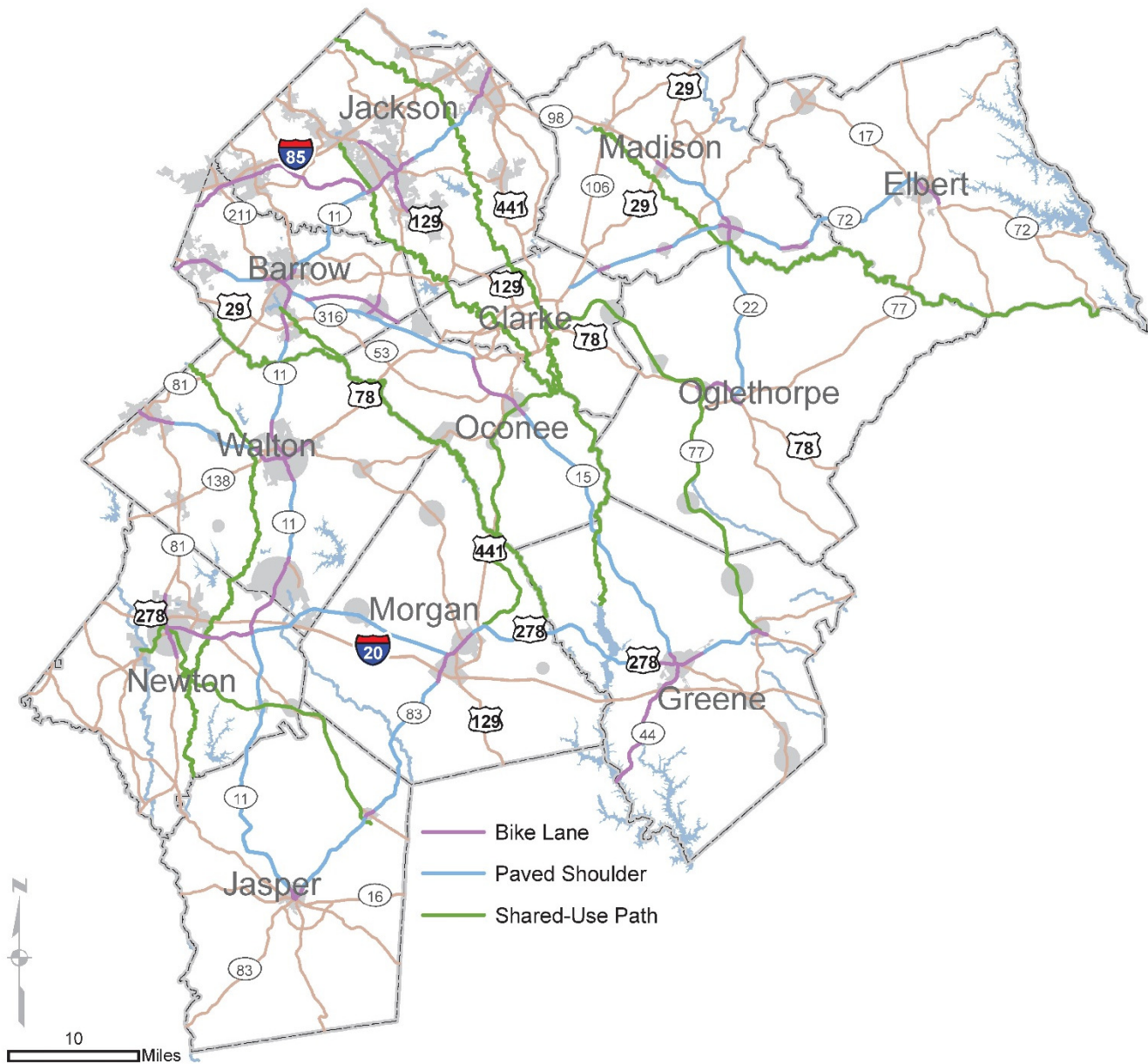
- Few sidewalks
- Cracked sidewalks
- No crosswalks
- High traffic

Route D: Simonton Bridge Road from city limits to Main Street

- Narrow bridge
- Speeding traffic
- Blocked shoulders

An investment in infrastructure, education, and enforcement was recommended. The following roadways were recommended for construction of bicycle lanes: SR 15 and Main Street, Simonton Bridge Road, Harden Hill Road, Colham Ferry Road, Macon Highway, and SR 53. Barnett Shoals and New Falls Road are wide enough for immediate striping of bicycle lanes. Ideal candidates for sidewalks include New High Shoals Road, Harden Hill Road, VFW Road, SR 53/ Experiment Station Road, SR 15, Simonton Bridge Road, Barnett Shoals Road, and Macon Highway. Crosswalks were recommended at several key intersections as well.

Figure 5.12: Proposed Bicycle and Pedestrian Network



Source: NEGRC, Northeast Georgia Plan for Bicycling and Walking.

Phase I Rails-to-Trails Plan for the Athens Line Rail Corridor – This 2010 study analyzed data to evaluate the feasibility of utilizing approximately 32 miles of the Athens Branch Line railroad as a shared-use bicycle and pedestrian path. This project would create a link between downtown Athens and the city of Madison, providing safe recreation and healthy transportation options. Approximately 14 miles of the corridor is located within Oconee County. Elements of the corridor, including trail alignment, points of interest, and engineering concerns are outlined.

5.7.2. Programmed Improvements

As noted previously, there are bicycle and pedestrian improvements identified in the Northeast Georgia Plan for Bicycling and Walking. These improvements as shown in the plan are outlined in Table 5.12.

Table 5.12: Proposed Bicycle and Pedestrian Network¹⁴

Corridor Name	Location	Facility Type
SR 15	1.31 miles SR 53 to Watkinsville City Limit	Bike Lane
SR 15	Watkinsville City Limit to Greene County	Paved Shoulder
SR 53/Local	SR 316 to SR 15	Bike Lane
SR 8	Barrow County Line to SR 53/Local project (above)	Paved Shoulder
Apalachee River	Oconee County length of County	Greenway
Athens Line	Oconee County length of County	Rail Trail
Middle Oconee River	Oconee County length of County	Greenway
Oconee River	Oconee County Length of County	Greenway

5.8. Public Transportation

Oconee County does not currently have a public transportation system that serves the general public. Public transportation is limited to selective non-profit services within the larger communities of the county. The Georgia Department of Human Services provides limited transportation services through its Coordinated Transportation System. This system assists county residents in reaching services of the Division of Aging Services (DAS), Mental Health/Developmental Disabilities/Addictive Diseases (MHDDAD), and Division of Family and Children's Services (DFCS).

Under the Georgia Department of Human Services Coordinated Transportation program, door-to-door transportation is provided to consumers of Aging Services, the Division of Family and Children Services, the Department of Behavioral Health and Development Disabilities, and the

¹⁴ Northeast Georgia Plan for Bicycling and Walking, NEGRC 2010.

Georgia Vocational Rehabilitation Agency. Services are available 24 hours per day, 7 days per week, but most services are performed during the hours of 6 a.m. and 6 p.m. Monday through Friday. Services are provided through a contract with NEGRC, the agency that manages a regional system of transportation services for DHS and GDOT. There are no plans to expand DHS transit services at this time.

5.8.1. Athens Transit

Nearby Athens offers both Athens Transit (“The Bus”) and the University of Georgia (UGA) Campus Transit system.

Athens Transit is the public bus system operating within Athens. The Bus offers 18 routes throughout the city with a standard fee of \$1.75 for riders not affiliated with the university. A majority of the routes offer hourly pick-ups at each stop. The UGA Campus Transit system operates on the university’s campus and surrounding vicinity.

Tables 5.13 and 5.14 show ridership details for Athens Transit and UGA Transit, respectively.¹⁵

Table 5.13: Athens Transit Ridership (2013-2016)

Operating Year	Service Area Population	Annual Passenger Miles	Annual Unlinked Trips
2013	116,714	5,446,329	1,733,589
2014	116,714	5,112,305	1,649,473
2015	119,980	4,843,897	1,562,471
2016	119,980	4,700,296	1,515,424

Table 5.14: University of Georgia Transit Ridership (2013-2016)

Operating Year	Service Area Population	Annual Passenger Miles	Annual Unlinked Trips
2013	44,000	4,206,807	11,070,545
2014	44,000	7,268,242	10,653,512
2015	119,648	7,777,478	11,426,965
2016	119,648	5,540,596	8,137,520

5.9. Aviation

There are no airports located within Oconee County. Nearby airports include the Apalachee Bluff Airpark in Walton County and the Athens-Ben Epps Airport in Clarke County.

¹⁵ Federal Transit Administration, National Transit Database (NTD) Transit Agency Profiles.

Apalachee Bluff Airpark is a private landing facility located off Smith Cemetery Road, eight miles northeast of Monroe.

Athens-Ben Epps Airport (AHN) is located three miles east of Athens. The existing facility accommodates:

- Charter flights
- Air freight
- Aerial agricultural operations
- Flight instruction
- Aircraft rental
- Aircraft sales

6. Public Involvement Activities

6.1. Citizen and Stakeholder Input

Building on the experience of previous public outreach efforts, this LRTP developed a process consistent with public involvement efforts at the state and regional levels. In order to educate, inform and involve the public on the purpose and status of the study, and to collect relevant information from stakeholders and the public, the study included stakeholder meetings and published a month-long public web survey using GDOT's consultant team. Techniques were developed to maximize opportunities for participation for individuals throughout the study area.

6.2. Stakeholder Advisory Group

A Stakeholder Advisory Group was formed to guide the development of the plan and help gather input at key points throughout the study process. This group was composed of representatives from the county, GDOT, regional planning organizations, local jurisdictions, and other interest groups. A list of participants is included in Table 6.1. The Stakeholder Advisory Group was asked to provide local input on several topics that provide the framework for the overall study process. This group helped to establish the LRTP goals and objectives and to define the intended outcomes of the plan.

Table 6.1: Stakeholder Advisory Group Members

Participant Name	Title	Organization
Matthew Risher	Project Manager	GDOT Planning
Ted Hicks	Deputy Project Manager	GDOT Planning
Radney Simpson	Assistant State Planning Administrator	GDOT Planning
Tom Caiafa	Branch Chief	GDOT Planning
Sue Anne Decker	District Engineer	GDOT District 1
Kim Coley	District Planning & Programming Engineer	GDOT District 1
John Daniell	Chairman	Oconee County Commissioner
Justin Kirouac	County Administrator	Oconee County
Emil Beshara	Director of Public Works	Oconee County
Jim Dove	Executive Director	NEGRC
David Shearon	Mayor	City of Watkinsville
Johnny Pritchett	Mayor	Town of Bishop
Toby P. Bradberry	Mayor	City of North High Shoals
Terri Glenn	Mayor	City of Bogart
Jason Branch	Superintendent	Oconee County School System
Courtney Bernardi	President	Chamber of Commerce

Participant Name	Title	Organization
Brad Griffin	Director of MACORTS	MACORTS
Sherry McDuffie	Transportation Planner	MACORTS
James Hale	Captain	Oconee County Sheriff's Office

The Stakeholder Advisory Group met at two key milestones during the plan development effort as listed below:

Meeting #1 – April 17, 2018 at 10 a.m. in the Oconee County Courthouse
Meeting #2 – October 2, 2018 at 10 a.m. in the Oconee County Courthouse

The first meeting took place early in the study process to discuss issues and opportunities, establish priorities, and finalize study goals. The second meeting provided an opportunity to gather feedback on preliminary recommendations and assist with prioritization criteria. Documentation of each Stakeholder Advisory Group meeting can be found in Appendix B.

6.3. Public Survey

The Oconee County LRTP survey was developed as a primary tool for gathering public input regarding travel conditions and needed transportation improvements in the study area. The intent of the survey was to gather data and input throughout the county. The survey effort sought to reach not only the decision-makers and community leaders, but also to reach citizens who live, work, and travel in the study area. Efforts were made to gather input from those individuals who might not otherwise attend a public meeting or community forum by promoting the survey through non-traditional mediums, via distribution through the local school district, the project website and email distribution lists of the Stakeholder Advisory Group. As a result, 545 responses were received across the county.

A number of common themes and key areas emerged from the responses provided. Targeted roadways can only be described in as much detail as provided by participants, therefore the roadways listed below should be viewed as general areas and not specific segments or intersections. These include the following:

Forty-six percent (46%) of respondents commute outside of the county to work. According to survey respondents, the four highest priority transportation improvements needed are traffic congestion (78%), safety (58%), and the need for bicycle and sidewalk/pedestrian options (both 34%). Traffic congestion is most experienced at:
Mars Hill Rd
Oconee Connector
SR 53
Hog Mountain Rd
Epps Bridge Pkwy
SR 316
US 441

Butlers Crossing

Roadway shoulders are needed at:

Simonton Bridge Rd

Mars Hill Rd

Hog Mountain Rd

SR 53

Colham Ferry Rd

Additional turn lanes are needed along:

SR 53

Hog Mountain Rd

SR 316

US 441

Mars Hill Rd

Respondents would like to see more sidewalks and bicycle routes throughout the county.

Safety is a concern along:

SR 53

Hog Mountain Rd

SR 316

US 441

Mars Hill Rd

Truck traffic causes problems on US 441, SR 53, and in downtown Bishop and Watkinsville.

Respondents experience difficulty getting onto roads along:

Hog Mountain Rd

SR 53

US 441

SR 316

Difficulty passing slow-moving vehicles occurs along SR 53, Hog Mountain Rd, SR 15, US 441, and Barnett Shoals Rd.

Problems with railroad crossings occur most frequently at crossings on SR 15, Colham Ferry Rd, and in downtown Watkinsville.

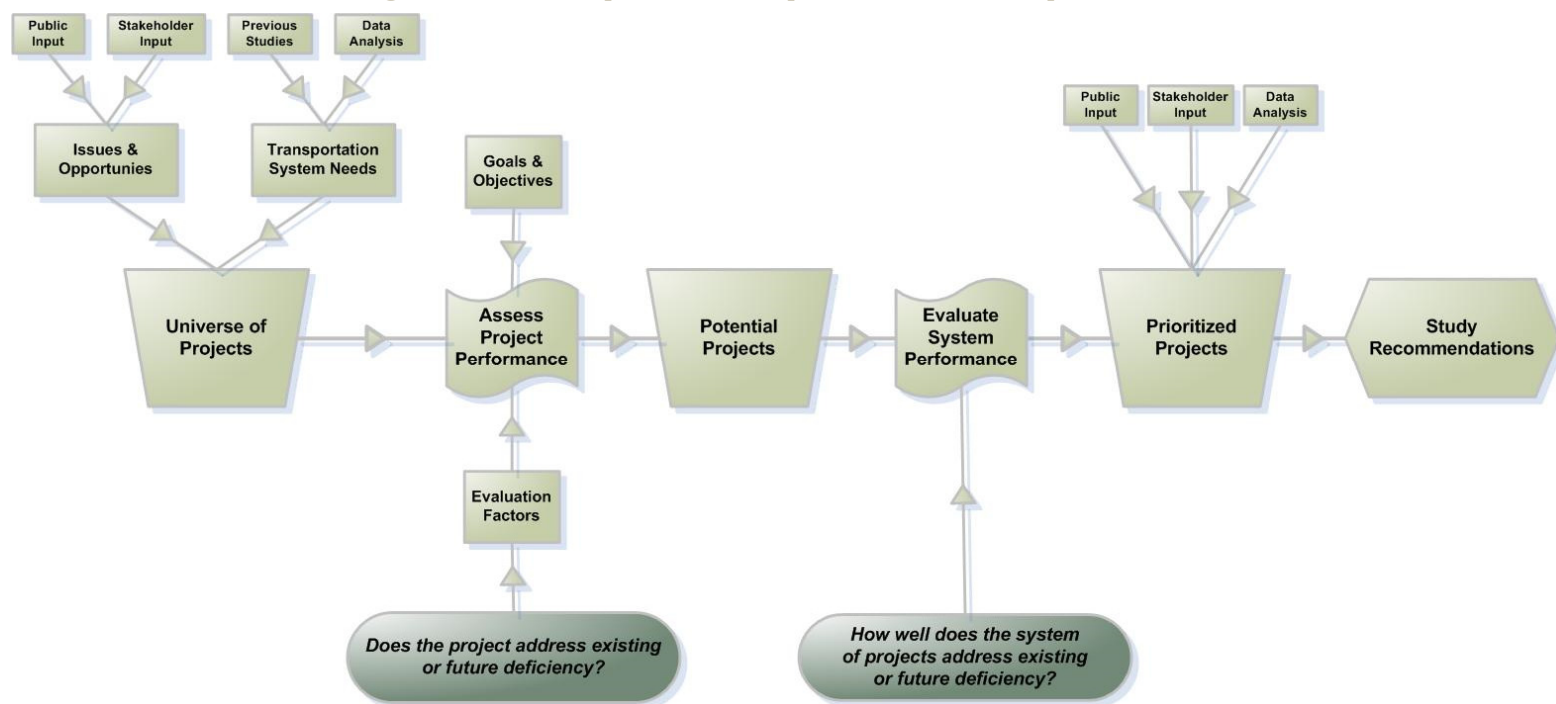
The Public Survey and the results are provided in Appendix C.

7. Improvement Needs

7.1. Needs Evaluation

Based on the activities summarized in Sections 1-6 of this document, an assessment of future conditions was conducted and identified a series of potential improvements to address Oconee County's transportation needs. Potential improvements were identified in various areas of transportation, including roadway, bridges, rail, transit, bicycle, and pedestrian facilities. These potential improvements were developed in consultation with the Stakeholder Advisory Group and follow MPO planning guidelines, both outlined in Section 1.3. Figure 7.1 below illustrates the overall approach to the future improvement development process:

Figure 7.1: Transportation Improvement Development Process



7.2. Roadway Needs

The transportation network in Oconee County was analyzed for three different types of potential roadway improvements: capacity improvements (including new roadways), operational improvements, and intersection improvements. Needs were evaluated through travel demand model analysis, safety data, and field research. Stakeholder Advisory input was also considered in the identification of improvements consistent with the goals of the study, discussed in Section 6.

7.2.1. Logical Termini

For roadway capacity improvements, logical termini were determined to help link the long-range planning process with National Environmental Policy 2003 and 2007 (NEPA) regulations,

including independent utility, or the need for each project absent the construction of other area projects. The FHWA Code of Federal Regulations (CFR) includes three general principles at 23 CFR 771.111(f) that should be used to frame a highway project.

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

Connect logical termini and be of sufficient length to address environmental matters on a broad scope;

Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and

Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical termini for each corridor improvement were examined and revised based on the analysis conducted to date.

7.2.2. Capacity Improvements

Based on the existing and future deficiencies identified in Section 5, roadway deficiencies are suggested for additional capacity needs for identified locations. The capacity needs are developed based on travel demand model data, safety data, roadway characteristics, and Stakeholder Advisory input received during the LRTP development process and should be regarded as planning-level. Detailed corridor-specific traffic analysis and logical termini analysis by professional engineers, Oconee County, and/or further review by GDOT District 1 are necessary in order to make specific improvement recommendations. The following capacity improvements are recommended for further analysis:

Macon Hwy from Rockinwood Dr to S Lumpkin St
Simonton Bridge Rd/ Whitehall Rd from S Milledge Ave to SR 15/ N Main St
(GDOT PI 141970-)
McNutt Creek Rd/ Pete Dickens Rd from Aiken Rd to US 78/ SR 10/ Monroe Hwy
US 441/ SR 15/ Macon Hwy from US 29/78 to SR 53/Hog Mountain Rd
SR 53/ Hog Mountain Rd from Hebron Church Rd to Mars Hill Rd
US 78/ SR 10/ Monroe Hwy from Choyce Johnson Rd to SR 8/ Atlanta Hwy
US 29/78/ Epps Bridge Pkwy from Timothy Rd to Barber Creek Rd
Astondale Rd from SR 15/ Greensboro Hwy to US 129/441/ SR 24/ Macon Hwy
SR 8/ 3rd Ave/ Atlanta Hwy from US 78/ Monroe Hwy to Dials Mill Rd
Virgil Langford Rd/ Rocky Branch Rd from Oconee Connector to Malcom Bridge Rd
US 441/ SR 24 from N of Apalachee River to US 129/441/ Watkinsville Bypass
(GDOT PI 0013613)
Clotfelter Rd from US 78/ SR 10/ Monroe Hwy to SR 53/ Hog Mountain Rd
Jimmy Daniel Rd from Virgil Langford Rd to US 78/ SR 10/ Atlanta Hwy
(GDOT PI 0007939)
Dials Mill Rd from US 78/ SR 10/ Monroe Hwy to US 29
US 441/ SR 15 Connector from SR 24 to Colham Ferry Rd

(GDOT PI 0007944)
SR 15/ Greensboro Hwy from Antioch Church Rd to US 129/ SR 24 BUS/ Macon Hwy
(GDOT PI 0008006)
SR 15/ Greensboro Hwy from Greensboro Bypass to Antioch Church Rd
(GDOT PI 0008007)
SR 53/ Experiment Station Rd from SR 15 to US 441/ SR 24/ N Main St
(GDOT PI 0009012)

7.2.3. Operational Improvements

Operational improvements address geometric concerns and other issues that impact the flow of traffic on an existing roadway facility. Operational improvements may include the addition of turn lanes or passing lanes to improve through movements, shoulder widening or upgrades, introduction of traffic calming elements, improved curve or turning radii, and/or paving projects. Operational upgrades of facilities can provide relief to adjacent facilities experiencing capacity problems by providing for viable movement of increased traffic flows without the major investment associated with a capacity enhancement or new roadway facility.

Recommendations for operational improvements are developed based on safety data, roadway characteristics, and Stakeholder Advisory input received during the LRTP development process and should be regarded as planning-level. Detailed location-specific traffic analysis by a professional engineer, Oconee County, and/or further review by GDOT District 1 are necessary in order to make specific improvement recommendations.

The following operational improvements are recommended:

US 29/78/ SR 316 from Oconee Connector to Epps Bridge Pkwy
(GDOT PI M005135)
Exit EB Lane from US 29/78/ SR 316 to SR 992/ Oconee Connector
(GDOT PI S014930)
SR 53/ Hog Mountain Rd from Herman C. Michael Park Entrance to Oconee Veterans Park Entrance
Mars Hill Rd from Rocky Branch Rd to Daniells Bridge Rd
US 441/ SR 24/ Macon Hwy from SR 186/ High Shoals Rd to Price Mill Rd
(GDOT PI 0016081)
Malcom Bridge Rd from Rocky Branch Rd (West) to Rocky Branch Rd (East)
SR 53/ Experiment Station Rd from CR 828 to Bishop Farms Pkwy
(GDOT PI 0015321)
SR 53/ Hog Mountain Rd from Union Church Rd to SR 53/ Experiment Station Rd
SR 53/ Experiment Station Rd from US 441/ SR 24 to SR 53/ Hog Mountain Rd
(GDOT PI 0009011)
SR 53/ Hog Mountain Rd from US 129/441/ SR 15/ Macon Hwy to Government Station Rd/ Daniells Bridge Rd
Deceleration Lane from SR 186/ High Shoals Rd to US 129/441/ SR 24/ Macon Hwy
(GDOT PI S014745)
Mars Hill Rd from US 78/ SR 10/ Monroe Hwy to Malcom Bridge Rd
S Barnett Shoals Rd from McRee's Mill Rd to Old Barnett Shoals Rd
US 129/441/ SR 24/ Macon Hwy from Tappan Spur Rd to N of Thomas Farm Rd

(GDOT PI M005178)
SR 15/ Greensboro Hwy/ Athens Hwy from S of Shiloh Rd to N of Rose Creek
(GDOT PI 0013732)

7.2.4. Intersection Improvements

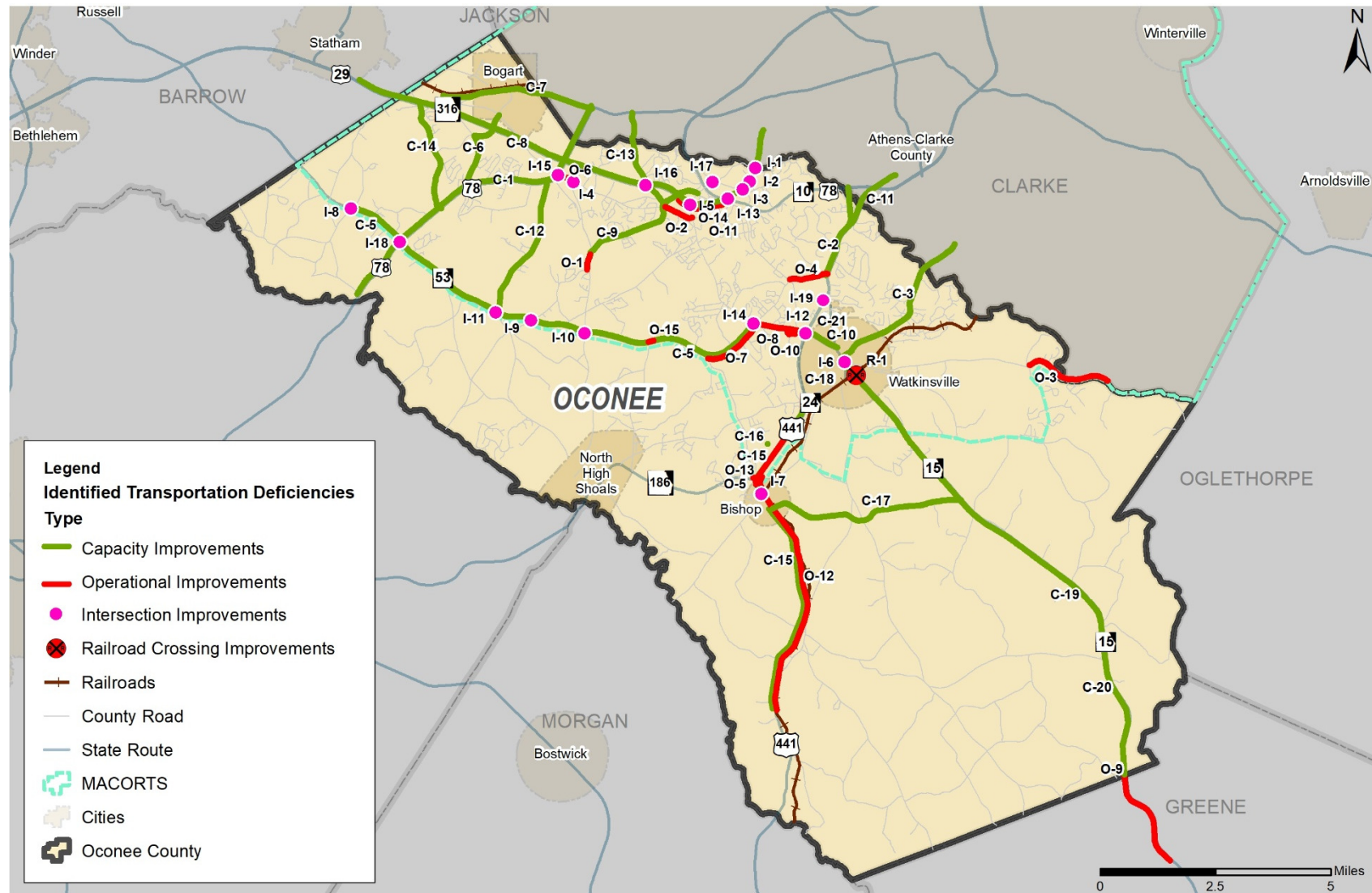
Intersection improvements are proposed to address needs identified based on safety analysis, existing and future traffic volumes, as well as safety concerns raised by the Stakeholder Advisory Group. Improvements may include an adjustment in intersection controls, signage improvements, signal timing improvements and/or geometric realignment of an intersection. Recommendations for intersection improvements as part of the LRTP process are based on planning-level data and require detailed location-specific analysis by a professional engineer, and/or further review by GDOT District 1 to refine specific project improvement recommendations. Considerations include available right of way, traffic volumes, safety, driver expectancy, and the context of the area. Several intersection locations are already under consideration for improvements by GDOT District 1 and are noted as such below.

The following intersections are recommended for improvement:

US 29/78/ SR 316 at Oconee Connector
(signal timing coordination underway by District 1)
US 29/78/ SR 316/ Epps Bridge Pkwy at US 29/78/ SR 8/10/ Athens Perimeter
Epps Bridge Pkwy at Oconee Connector
S Main St at Barnett Shoals Rd, SR 15/ Greensboro Hwy
US 78/ SR 10/ Monroe Hwy at Mars Hill Rd
(signal timing coordination underway by District 1)
US 29/78/ SR 316 at Jimmy Daniel Rd
US 78/ SR 10/ Monroe Hwy at SR 53/ Hog Mountain Rd
(signal timing coordination underway by District 1)
US 129/441/ SR 24/ Macon Hwy at Price Mill Rd/ Old Bishop Rd
SR 53 at Rays Church Rd/ Malcolm Bridge Rd
SR 53 at Clotfelter Rd/ Cole Springs Rd
(roundabout design consideration underway by District 1)
US 129/441/ SR 24/ Watkinsville Bypass at SR 53/ Experiment Station Rd
SR 53/ Hog Mountain Rd at Sikes Rd/ Hebron Church Rd
Epps Bridge Pkwy at Dowdy Rd
SR 53/ Hog Mountain Rd at SR 53/ Experiment Station Rd/ Mars Hill Rd
Epps Bridge Pkwy at Parkway Blvd/ Tanglebrook Dr
Oconee Connector at Plaza Pkwy
Mars Hill Rd at Commerce Dr/ Malcom Bridge Rd
SR 53/ Hog Mountain Rd at Snows Mill Rd/ Rocky Branch Rd
(roundabout design consideration underway by District 1)
SR 15/24 BUS at US 129/441/ SR 15/24/ Watkinsville Bypass

See Figure 7.2 on the next page for a map displaying the recommended roadway improvements including capacity, operational, intersection, and railroad crossing improvements. See Tables 8.3, 8.4, and 8.6 for the reference numbers by which these projects are labeled on the map.

Figure 7.2: Recommended Roadway Improvements



7.3. Rail Crossing Needs

Seventeen of Oconee County's twenty-nine railroad crossings are public crossings and twelve cross private roads. A majority of the crossings provide adequate control devices and signing.

The following rail crossing improvement is recommended:

SR 15/ Greensboro Hwy & McRee St/ 3rd St/ Depot St (#733092P) – repair pavement

This crossing experiences the most traffic of any crossing in the county, with AADT at 23,340 vehicles per day. Pavement between the tracks at the crossing is loose, rocking, and unstable. Since it is within railroad right of way, it is the responsibility of the owner of the rail line, Athens Line.

7.4. Bridge Needs

Based on the sufficiency ratings identified in Section 5.4, bridges were identified as eligible for mid-term and long-term improvement recommendations. Bridges with a sufficiency rating 50 or below are eligible for improvements by 2025. GDOT will continue to monitor bridges with sufficiency ratings of 50 to 80 per the current inspection program to note any need for accelerated work.

The four bridges with sufficiency ratings below 50 that are currently eligible for improvement include:

Elder Mill Rd over Rose Creek
Branch Rd over Freeman Creek
SR 10/ Athens Perimeter over McNutt Creek
Clotfelter Rd over Barber Creek
(GDOT PI 0015656)

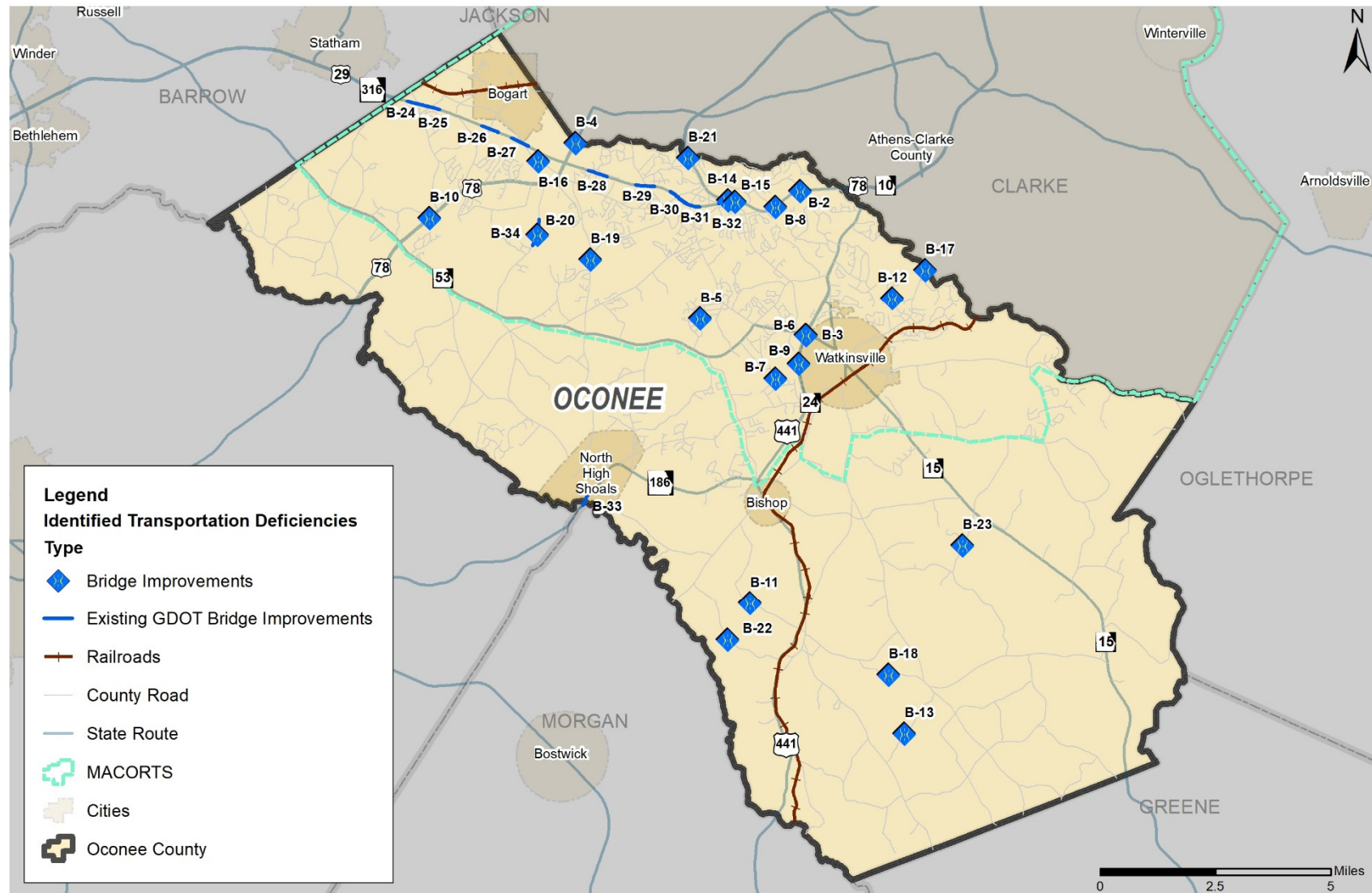
Eighteen were identified with sufficiency ratings between 50 and 80 which include:

Malcom Bridge Rd over Barber Creek
Marshall Store Rd over Greenbrier Creek
Simonton Bridge Rd/ Whitehall Rd over Middle Oconee River
Mars Hill Rd over McNutt Creek
US 29/78/ SR 316/ Epps Bridge Pkwy over US 29/78/ SR 8/10/ Athens Perimeter
J. T. Elder Rd over Greenbrier Creek
Hickory Hill Dr over Calls Creek
Freeman Creek Rd over Freeman Creek
US 29/78/ SR 10/ Athens Perimeter over McNutt Creek
US 78/ SR 10/ Monroe Hwy over Barber Creek
US 129/441/ Watkinsville Bypass over Calls Creek
SR 316 over US 78 BUS/ SR 10
Hillcrest Dr over Lake Wildwood
US 129/441/ Watkinsville Bypass over SR 53/ Experiment Station Rd
Robinhood Rd over Barber Creek
US 78 BUS/ SR 10/ Monroe Hwy over McNutt Creek

US 441 over SR 53
SR 9 over North Oconee River

See Figure 7.3 on the next page for a map displaying the bridges recommended for improvement above. This map also includes 11 currently programmed GDOT bridge replacement and new construction projects. See Table 8.9 for the reference numbers by which these projects are labeled on the map.

Figure 7.3: Recommended Bridge Improvements



7.5. *Bicycle and Pedestrian Needs*

Several bicycle and pedestrian system initiatives are underway in Oconee County. Previously prepared initiatives, specifically the Northeast Georgia Plan for Bicycling and Walking prepared by the NERGRC, should be implemented as outlined in the existing planning initiatives and incorporated into transportation system improvement projects as opportunities are available.

The study recommendations were based on the following:

- Review of existing land use, transportation, and recreation plans
- Analysis of bicycle and pedestrian crash data
- Examination of existing facilities
- Review of current and proposed projects
- Input from Stakeholder Advisory Group
- Site visits

It is important to note that the scope of this plan does not include an examination of every local street in the county for bike or pedestrian facilities. This plan is intended to evaluate safety problems and identify major bicycle and pedestrian needs and network deficiencies, and to propose potential projects to address those needs. Once the top priorities have been implemented, the plan should be updated to assess the current conditions, new challenges and opportunities and possible solutions. Continued coordination with the NEGRRC is necessary in order to identify an appropriate community-wide network.

7.5.1. *Bicycle and Pedestrian Recommendations*

The bicycle and pedestrian needs are developed based on safety data, roadway characteristics, and Stakeholder Advisory input received during the LRTP development process and should be regarded as planning-level. Detailed corridor-specific traffic analysis and logical termini analysis by professional engineers, Oconee County, and/or further review by GDOT District 1 are necessary in order to make specific improvement recommendations. The corridors recommended for bicycle enhancement with speed limits of 55 mph or higher will require approval from GDOT District 1.

In addition to the on-going initiatives mentioned above, the following bicycle and pedestrian improvements are recommended for further analysis:

- SR 15/ S Main St/ Greensboro Hwy from SR 53/ Experiment Station Rd to Watkinsville City Limit north of Porters Creek – bicycle enhancement
- SR 53/ Experiment Station Rd from SR 53/ Hog Mountain Rd to SR 15/ Main St – bicycle enhancement in conjunction with GDOT PIs 0009011 and 0009012
- SR 53/ Experiment Station Rd from SR 15/ Main St to Law Enforcement Center west of Durham St – pedestrian enhancement
- SR 53/ Experiment Station Rd from Loch Lomond Cir/ Shamrock Recreation Club to Stonebridge Pkwy/ Existing Sidewalk east of SR 53/ Hog Mountain Rd – pedestrian enhancement
- SR 15/ Greensboro Hwy from Watkinsville City Limit to Greene County Line – bicycle enhancement

See Figure 7.4 on the next page for a map displaying the recommended bicycle and pedestrian improvements.

7.5.2. System-wide Infrastructure and Policy Recommendations

To expand bicycling and walking options in Oconee County, the following recommendations should be considered throughout the county:

Appropriate bicycle and pedestrian facilities should be considered for inclusion in all roadway improvement projects. The need for a facility, type of facility, and level of accommodation will vary depending on location, adjacent land use, populations served, and other factors.

For roads with a rural typical section (i.e. open drainage, no curb and gutter) where cycling has been determined to be desirable, consider constructing minimum 6.5' paved shoulders as part of future proposed GDOT widening, reconstruction or resurfacing projects, and minimum 4' shoulders on county roads (increase to 6.5' if rumble strips are used).

Upgrade intersections for pedestrian and bicycle safety anytime a roadway is improved. Intersection treatments may include, but are not limited to: pedestrian traffic signals, pedestrian countdown signal heads, raised medians or crossing islands, crosswalks, advance crosswalk bars, curb ramps (as required by ADA in all roadway alteration projects), pedestrian or trail crossing signage, "no turn on red" or other restrictive signage, and signal time adjustments. Two helpful resources for identifying potential pedestrian safety treatments are FHWA's PEDSAFE tool¹⁶ and FHWA's "How to Develop a Pedestrian Safety Action Plan."¹⁷

Update subdivision and zoning regulations to require developers to do the following:

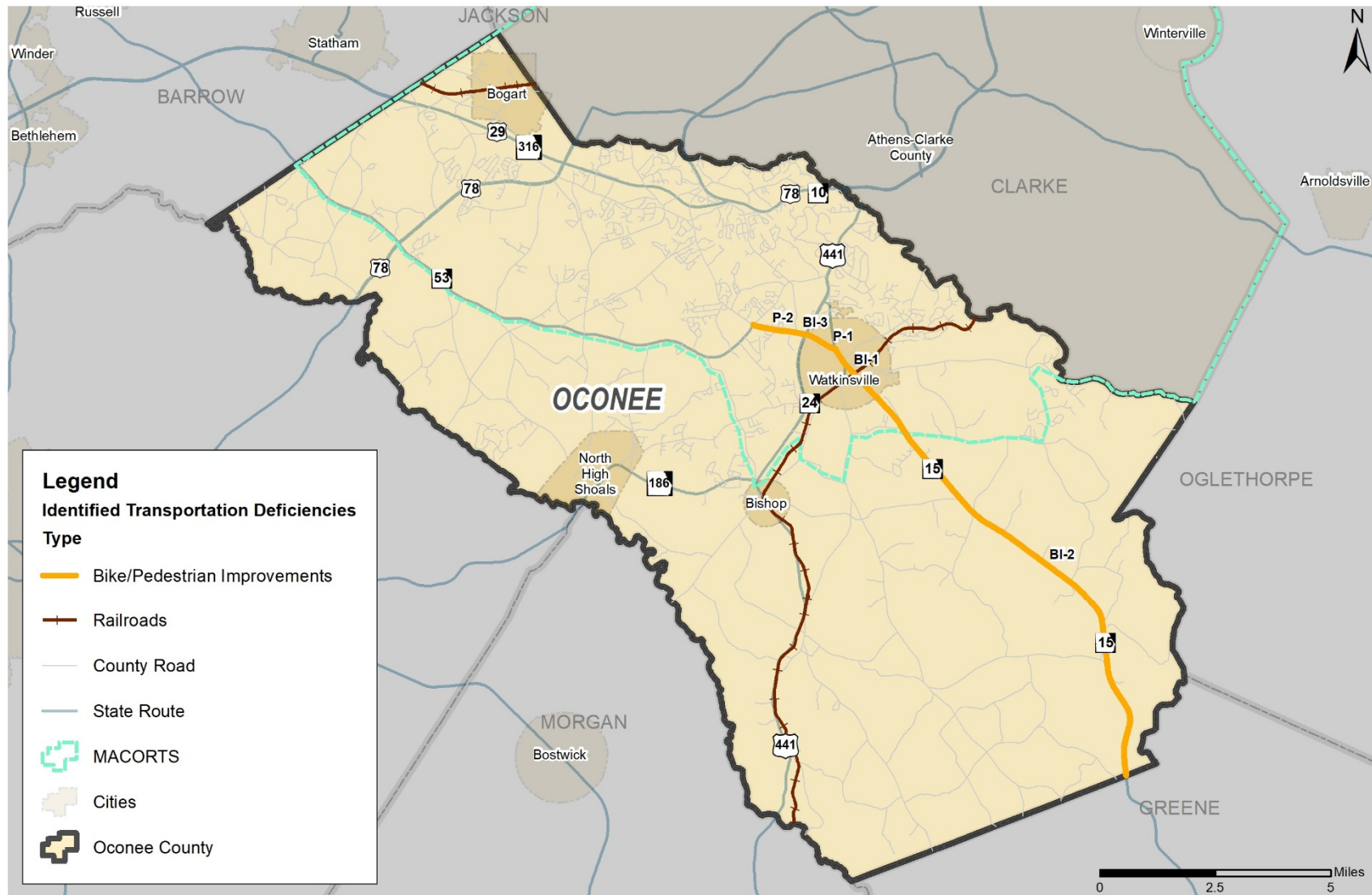
- Construct sidewalks on both sides of the road within subdivisions and along the main street frontage of a subdivision, commercial, office or retail development.
- Provide bicycle parking at large commercial, office, and retail developments.
- Construct a path, bike lanes or suitable bicycle facility as part of any new development.

Provide inter-development or inter-parcel walkways and pedestrian connections not otherwise located parallel to street rights-of-way, and where warranted to improve nonmotorized access to major facilities or other activity centers.

¹⁶ <http://www.pedbikesafe.org>

¹⁷ http://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa17050.pdf

Figure 7.4: Recommended Bicycle and Pedestrian Improvements



7.6. *Transit Needs*

Oconee County does not currently have a public transportation system that serves the general public. Transit options are limited to services provided by Athens in a small part of the county, in the form of the Athens Transit bus service and UGA Transit system, and the Georgia Department of Human Services Coordinated Transportation System. Through coordination with its East Region, this system assists county residents in reaching services of the Division of Aging Services, Mental Health/Developmental Disabilities/Addictive Diseases, and Family and Children Services.

7.6.1. *Online Survey Results*

The online survey, completed as part of this LRTP, queried participants about the need for public transit services in the county. The public did not see transit being a need or issue in the county. Only 1.1 percent of the 544 survey responses identified a need for transit services. However, 46.2 percent of the survey participants agreed that traffic congestion is the most important issue at this time. The county could benefit from procuring a transit feasibility study to get a better understanding of what the actual ridership and impacts would be if transit was established in the county. The respondents also identified safety (14.5 percent), and the need for additional bicycle routes (9.9 percent) and sidewalks (8.1 percent) as the next three highest responses. Although the surveys didn't identify transit as a major issue at this time, establishing a transit service throughout the county/region could be beneficial by 2045.

8. Prioritized Recommendations

8.1. *Project Prioritization Overview*

Potential improvement projects identified to address future transportation needs in Oconee County were vetted with the Stakeholder Advisory Group and prioritized based on established criteria consistent with the study goals identified in Section 1.3. This section will present the recommended improvements, the estimated costs associated with these improvements, and the final list of prioritized projects for each improvement category including roadway, bridge, rail crossing, bicycle, and pedestrian improvements.

8.2. *Estimated Costs*

The GDOT statewide averaged construction cost data from the past six years were used in the development of planning-level cost estimates for the Oconee County 2045 LRTP. Please note that all planning-level costs are current-year dollars, based on the best assumptions and information available at the time this study was completed. All planning-level project costs will be further refined as specific improvements and engineering concepts evolve. Actual project costs could be higher or lower depending on a number of factors including the results of more detailed environmental and engineering studies, fluctuations in the cost of land and materials, and the year of expenditure. All planning-level cost estimates should be considered preliminary in nature and taken with appropriate care. More detailed engineering studies are required to identify highly accurate cost estimates based on specific project characteristics and concepts.

8.2.1. *Roadway, Bridge, and Rail Cost Estimates*

Roadway assumptions include the planning level cost averages of pavement based on GDOT's recommended typical section for the facility type.

In coordination with GDOT District 1 staff, this study serves to identify deficiencies and recommend projects on strategic corridors and intersections, but specific alternatives will be determined during PE. In the case of intersection and operational improvement recommendations, a micro-level analysis and review by GDOT District 1 and/or a professional engineer is required to make specific project recommendations. Specific recommendations may include improvements such as turn lanes at each approach of an intersection or two right turn lanes off a major arterial. For purposes of the Oconee County 2045 LRTP, the planning-level cost estimate used for operational improvements is a placeholder of \$100,000 per mile. This planning level estimate represents a reasonable average for intersection improvements, but it is important to note that actual costs could be higher or lower depending on the specifics of the improvement identified (for example, addition of a left-hand turn lane vs. geometric modifications). In cases where a specific improvement item is identified, such as a traffic signal or a roundabout, a unit cost for the item is used if available. Planning level construction cost estimates for these types of improvements should be revisited when a more detailed analysis is conducted.

Rail crossing improvement costs were developed based on pavement markings per mile cost of \$100,000.

Bridge improvements were calculated based on the appropriate typical section and square footage of the improved bridge structure with the assumption of a cost of \$110 per square foot of bridge deck. Additionally, for state routes, \$1.4 million was added per bridge approach. This assumes 1/3-mile new roadway construction to access the new bridge being built alongside the old bridge.

8.2.2. Bicycle and Pedestrian Cost Estimates

All bicycle improvement costs assume \$300,000 per mile for sidewalks on one side of the roadway, and all pedestrian improvement costs assume \$120,000 per mile for pavement markings.

8.3. Project Prioritization Criteria

In order to aid GDOT and county staff, potential improvements were ranked by mode based on evaluation factors developed with input from the Stakeholder Advisory Group discussed in Section 6. Qualitative and quantitative evaluation factors were established and applied to potential improvements. The evaluation methodology produces a score for each potential project, resulting in a prioritization of improvement options to meet the county's transportation needs. Prioritization criteria were developed for the following types of projects – roadway (capacity and operations), intersections, bridges, bicycle, and pedestrian improvements.

The following sections document the prioritization of recommended improvements for Oconee County.

8.3.1. Corridor Prioritization

Qualitative Criteria

Qualitative criteria were established to evaluate the deficient corridors based on various conditions or standards established through the study process. The same criteria were used for corridors being recommended for capacity improvements as with corridors being recommended with operational improvements. These criteria were vetted with the Stakeholder Advisory Group. The list below documents the qualitative criteria established for the roadway network improvement evaluation. These correspond to the goals documented in Section 1.3.

Potential projects were considered alongside the established criteria and associated scoring presented in Table 8.1 below. Based on the resulting scores, an initial prioritization list was established. The highest score based on qualitative criteria is 33 points. The qualitative score is combined with the quantitative score documented on the following pages for the ultimate prioritization score. Although this scoring system identified a few capacity improvement projects to be higher priority, elected officials and stakeholders indicated that other types of solution besides widenings would be appropriate along streets in residential areas.

Table 8.1: Corridor Qualitative Scoring Criteria

Roadway Prioritization Criteria	Possible Points	
Continuation of Existing Road Widening Project	No	0
Is the proposed project a continuation of any previously completed or current project providing added lanes to the specific transportation corridor?	Yes	4

Roadway Prioritization Criteria	Possible Points	
Governor's Road Improvement Program/National Highway System	No	0
Is the project identified as a GRIP Corridor or part of the National Highway System?	Yes	2
Right of Way Protection Corridor	No	0
Is the proposed project located in a developing area where right of way protection or early acquisition is needed?	Yes	3
Connectivity	No	0
Does the proposed project improve access between activity centers or link existing or proposed projects or provide regional connectivity?	Yes	3
Construction Designs in Progress	No	0
Are the design plans for the proposed project already complete or in the process of being completed?	Yes	3
Parallel Relief	No	0
Does the proposed project provide relief to parallel congested/deficient corridors?	Yes	4
Protection of Downtown	No	0
Does the proposed project enhance the quality of life in downtown areas?	Yes	4
Ideal Typical Section	No	0
Does the proposed project address upgrading substandard roadway segments?	Yes	4
Development Conditions	No	0
Is the proposed project located within a development area, or, is the specific project part of an approved plan for the redevelopment or revitalization of a developed area, or does the specific project provide access infrastructure to a mixed-use project area?	Yes	2
Community Preservation	No	0
Does the proposed project preserve or enhance the character of existing communities in the county?	Yes	2
Transportation Land Use Linkage	No	0
Has the proposed project coordinated with, or support, land use decisions in the area?	Yes	2
Sub-Total Possible Points		33

Quantitative Criteria

Quantitative criteria were identified to evaluate deficient corridors based on various measurable conditions. The same criteria were used for corridors being recommended for capacity improvements as with corridors being recommended with operational improvements. Each measure was vetted with the Stakeholder Advisory Group. The list below documents the quantitative criteria established for the roadway network improvement evaluation.

Volume to Capacity Ratio

Ratio of Corridor Crash Rate (Number of Crashes per 100 Million Vehicle Miles Traveled)
to Statewide Crash Rate Average
Number of Fatalities

Table 8.2 displays the quantitative criteria and the associated scoring. The total points established by the Quantitative Criteria range from 0 to 25 points.

Table 8.2: Corridor Quantitative Scoring Criteria

Roadway Prioritization Criteria	Possible Points
Volume to Capacity Ratio	
0.00 - 0.349	0.00
0.350 - 0.399	2.00
0.400 - 0.449	2.50
0.450 - 0.499	3.00
0.500 - 0.549	3.50
0.550 - 0.599	4.00
0.600 - 0.649	4.50
0.650 - 0.699	5.00
0.700 - 0.749	5.50
0.750 - 0.799	6.00
0.800 - 0.849	6.50
0.850 - 0.899	7.00
0.900 - 0.949	7.50
0.950 - 1.049	8.00
1.050 - 1.149	9.00
1.150 - 1.249	10.00
1.250 - 1.349	11.00
1.350 - 1.449	12.00
1.450 - 1.549	14.00
1.550 - 1.649	16.00
1.650 -	18.00
Ratio of Corridor Crash Rate to Statewide Crash Rate	
0.01-0.49	0.50
0.50-0.99	1.00
1.00 -1.99	1.50
2.00-2.49	2.00
2.50-2.99	2.50
3.00-3.99	3.00
4.00-5.99	3.50
6.00	4.00
Number of Fatalities	
1	1
2 or more	3

Roadway Prioritization Criteria	Possible Points
Sub-Total Possible Points	25

The total points that a facility can receive for both the qualitative and quantitative criteria is 58 points. Based upon the identified improvements and the evaluations made during the quantitative and qualitative evaluation, a prioritized list of recommendations was established. The scoring for the corridor capacity related improvements is displayed below in Table 8.3 and the scoring for the corridor operational improvements is displayed in Table 8.4 on the next page. Table 8.9 shows all prioritized recommended improvements.

Table 8.3: Corridor Capacity Improvement Prioritization Scores

Ref No.	Facility	From	To	Qualitative Criteria												Quantitative Criteria				Total Score for Project
				Continuation of Existing Road Widening Project	Governor's Road Improvement Program/National Highway System	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	Sub-Total Qualitative Criteria	Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	Sub-Total Quantitative Criteria	
				0-4	0-2	0-3	0-3	0-3	0-4	0-4	0-4	0-2	0-2	0-2						
C-1	US 78/ SR 10/ Monroe Hwy	Choyce Johnson Rd	SR 8/ Atlanta Hwy		✓		✓				✓				9	0.89	2.61	1	10.5	19.5
C-2	US 441/ SR 15/ Macon Hwy	US 29/78	SR 53/ Hog Mountain Rd		✓		✓				✓				9	1.04	3.52	0	11.0	20.0
C-3	Simonton Bridge Rd/ Whitehall Rd	S Milledge Ave	SR 15/ N Main St				✓		✓		✓				11	0.89	4.12	0	10.5	21.5
C-5	SR 53/ Hog Mountain Rd	Hebron Church Rd	Mars Hill Rd				✓				✓				7	0.78	7.43	2	13.0	20.0
C-6	McNutt Creek Rd/ Pete Dickens Rd	Aiken Rd	US 78/ SR 10/ Monroe Hwy				✓		✓		✓				11	0.67	2.77	2	10.5	21.5
C-7	SR 8/ 3rd Ave/ Atlanta Hwy	US 78/ Monroe Hwy	Dials Mill Rd		✓		✓				✓				9	0.79	2.27	1	9.0	18.0
C-8	US 29/78/ Epps Bridge Pkwy	Timothy Rd	Barber Creek Rd		✓						✓				6	0.71	8.48	2	12.5	18.5
C-9	Virgil Langford Rd/ Rocky Branch Rd	Oconee Connector	Malcolm Bridge Rd		✓		✓				✓				9	0.69	7.28	0	9.0	18.0
C-11	Macon Hwy	Rockinwood Dr	S Lumpkin St		✓		✓		✓		✓				13	1.01	1.03	0	9.5	22.5
C-12	Clotfelter Rd	US 78/ SR 10/ Monroe Hwy	SR 53/ Hog Mountain Rd				✓				✓				7	0.46	2.27	0	5.0	12.0

Ref No.	Facility	From	To	Qualitative Criteria												Quantitative Criteria				Total Score for Project
				Continuation of Existing Road Widening Project	Governor's Road Improvement Program/National Highway System	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	Sub-Total Qualitative Criteria	Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	Sub-Total Quantitative Criteria	
				0-4	0-2	0-3	0-3	0-3	0-4	0-4	0-4	0-2	0-2	0-2						
C-13	Jimmy Daniel Rd	Virgil Langford Rd	US 78/ SR 10/ Atlanta Hwy						✓		✓				8	0.63	3.50	0	7.5	15.5
C-14	Dials Mill Rd	US 78/ SR 10/ Monroe Hwy	US 29				✓		✓		✓				11	0.39	1.90	0	3.5	14.5
C-15	US 441/ SR 24	N of Apalachee River	US 129/441/ Watkinsville Bypass		✓						✓				6	0.54	2.70	1	7.0	13.0
C-17	Astondale Rd	SR 15/ Greensboro Hwy	US 129/441/ SR 24/ Macon Hwy				✓	✓		✓	✓		✓		16	0.07	7.10	0	4.0	20.0
C-18	US 441/ SR 15 Connector	SR 24	Colham Ferry Rd					✓			✓				7	0.31	22.6	0	4.0	11.0
C-19	SR 15/ Greensboro Hwy	Antioch Church Rd	US 129/ SR 24 BUS/ Macon Hwy		✓		✓	✓			✓				12	0.48	25.0	0	7.0	19.0
C-20	SR 15/ Greensboro Hwy	Greensboro Bypass	Antioch Church Rd		✓			✓			✓				9	0.55	16.4	0	8.0	17.0
C-21	SR 53/ Experiment Station Rd	SR 15	US 441/ SR 24/ N Main St					✓			✓		✓		9	0.63	14.3	0	8.5	17.5

Note: List organized by reference number; for prioritized project list see Table 8.9.

The prioritization resulted in the following ranking of top capacity improvements:

- Macon Hwy from Rockinwood Dr to S Lumpkin St (22.5/58.0 points)
- Simonton Bridge Rd/ Whitehall Rd from S Milledge Ave to SR 15/ N Main St (21.5/58.0 points)
- McNutt Creek Rd/ Pete Dickens Rd from Aiken Rd to US 78/ SR 10/ Monroe Hwy (21.5/58.0 points)
- US 441/ SR 15/ Macon Hwy from US 29/78 to SR 53/ Hog Mountain Rd (20.0/58.0 points)
- SR 53/ Hog Mountain Rd from Hebron Church Rd to Mars Hill Rd (20.0/58.0 points)

Table 8.4: Corridor Operational Improvement Prioritization Scores

Ref No.	Facility	From	To	Qualitative Criteria												Quantitative Criteria				Total Score for Project
				Continuation of Existing Road Widening Project	Governor's Road Improvement Program/National Highway System	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	Sub-Total Qualitative Criteria	Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	Sub-Total Quantitative Criteria	
				0-4	0-2	0-3	0-3	0-3	0-4	0-4	0-4	0-2	0-2	0-2						
O-1	Malcolm Bridge Rd	Rocky Branch Rd (West)	Rocky Branch Rd (East)								✓				4	1.04	1.89	0	9.5	13.5
O-2	Mars Hill Rd	Rocky Branch Rd	Daniells Bridge Rd				✓				✓				7	0.93	8.72	0	11.5	18.5
O-3	S Barnett Shoals Rd	McRee's Mill Rd	Old Barnett Shoals Rd								✓				4	0.79	1.35	0	7.5	11.5
O-4	SR 53/ Hog Mountain Rd	US 129/441/ SR 15/ Macon Hwy	Government Station Rd/ Daniells Bridge Rd								✓				4	0.69	5.82	0	8.5	12.5
O-5	US 441/ SR 24/ Macon Hwy	SR 186/ High Shoals Rd	Price Mill Rd		✓						✓				6	0.76	4.39	0	9.5	15.5
O-6	Mars Hill Rd	US 78/ SR 10/ Monroe Hwy	Malcolm Bridge Rd								✓				4	0.55	13.45	0	8.0	12.0
O-7	SR 53/ Hog Mountain Rd	Union Church Rd	SR 53/ Experiment Station Rd								✓				4	0.65	7.30	0	9.0	13.0
O-8	SR 53/ Experiment Station Rd	US 441/ SR 24	SR 53/ Hog Mountain Rd								✓				4	0.65	10.90	0	9.0	13.0
O-9	SR 15/ Greensboro Hwy/ Athens Hwy	S of Shiloh Rd	N of Rose Creek		✓						✓				6	0.54	0.10	0	9.0	10.0
O-10	SR 53/ Experiment Station Rd	CR 828	Bishop Farms Pkwy								✓				4	0.77	4.00	0	9.5	13.5

Ref No.	Facility	From	To	Qualitative Criteria												Quantitative Criteria				Total Score for Project
				Continuation of Existing Road Widening Project	Governor's Road Improvement Program/National Highway System	Right of Way Protection Corridor	Connectivity	Construction Designs in Progress	Parallel Relief	Protection of Downtown	Ideal Typical Section	Development Conditions	Community Preservation	Transportation Land Use Linkage	Sub-Total Qualitative Criteria	Volume/Capacity Ratio	Ratio of Corridor Crash Rate to Statewide Crash Rate	Number of Fatalities	Sub-Total Quantitative Criteria	
O-11	US 29/78/ SR 316	Oconee Connector	Epps Bridge Pkwy	0-4	0-2	0-3	0-3	0-3	0-4	0-4	0-4	0-2	0-2	0-2	8	0.88	8.64	0	11.0	19.0
O-12	US 129/441/ SR 24/ Macon Hwy	Tappan Spur Rd	N of Thomas Farm Rd		✓						✓				6	0.53	1.62	0	5.0	11.0
O-13	Deceleration Lane	SR 186/ High Shoals Rd	US 129/441/ SR 24/ Macon Hwy		✓						✓				6	0.65	1.40	0	6.5	12.5
O-14	Exit EB Lane	US 29/78/ SR 316	SR 992/ Oconee Connector		✓						✓			✓	8	0.89	7.60	0	11.0	19.0
O-15	SR 53/ Hog Mountain Rd	Herman C. Michael Park Entrance	Oconee Veterans Park Entrance		✓						✓		✓	✓	10	0.93	4.65	0	11.0	21.0

Note: List organized by reference number; for prioritized project list see Table 8.9.

The prioritization resulted in the following ranking of top operational improvements:

- SR 53/ Hog Mountain Rd from Herman C. Michael Park Entrance to Oconee Veterans Park Entrance (21.0/58.0 points)
- US 29/78/ SR 316 from Oconee Connector to Epps Bridge Pkwy (19.0/58.0 points)
- Exit EB Lane from US 29/78/ SR 316 to SR 992/ Oconee Connector (19.0/58.0 points)
- Mars Hill Rd from Rocky Branch Rd to Daniells Bridge Rd (18.5/58.0 points)
- US 441/ SR 24/ Macon Hwy from SR 186/ High Shoals Rd to Price Mill Rd (16.0/58.0 points)

The points are not meant to be the final decision on whether a project should be implemented or not. Instead these rankings should be employed in conjunction with public comment, input from political decision-makers, and input from key technical staff from GDOT and the county.

8.3.2. Intersection Prioritization

Potential intersections were selected based on local input. Criteria were established to evaluate the potential intersection improvements based on various standards established through the study process. The following list documents the criteria established for the intersection evaluation.

What is the Average Annual Daily Traffic (AADT) on the facility?

How many crashes occurred at the intersection between 2013 and 2017?

Did a fatality occur at the intersection?

Is the intersection currently identified by GDOT or the county?

By comparing potential projects to these established criteria, it was possible to determine which projects scored highest against these critical measures. This information was used to prioritize projects. Table 8.5 below documents the scoring used for the intersection prioritization and Table 8.6 on the next page displays the scoring applied to the proposed intersection improvements.

Table 8.5: Intersection Scoring Criteria

Intersection Prioritization Criteria	Possible Points
AADT What is the Average AADT at the intersection?	> 50,000 = 5 50,000 - 20,000 = 4 20,000 - 10,000 = 2 < 10,000 = 0
Crashes How many crashes occurred at the intersection between 2013 and 2017?	> 250 = 10 250 - 50 = 5 50 - 25 = 2 <25 = 0
Fatality Did a fatality occur at the intersection?	No = 0 Yes = 10
Previously Identified Improvement Is the intersection currently identified by GDOT/county?	No = 0 Yes = 5
Improvement Opportunities Can operational issues be addressed without installing a traffic signal?	No = 0 Yes = 5
Sub-Total Possible Points	35

Table 8.6: Intersection Prioritization Scores

Ref. No.	Road	Intersection	AADT	Crashes	Fatalities	Previously Identified	Score
I-1	Epps Bridge Pkwy	Parkway Blvd/ Tanglebrook Dr	19,970	15	0		2
I-2	Epps Bridge Pkwy	Dowdy Rd	19,020	74	0		4
I-3	Epps Bridge Pkwy	Oconee Connector	28,780	216	0	✓	9
I-4	Mars Hill Rd	Commerce Dr/ Malcolm Bridge Rd	4,030	22	0		0
I-5	US 29/78/ SR 316	Oconee Connector	37,480	275	0	✓	17
I-6	S Main St	Barnett Shoals Rd, SR 15/ Greensboro Hwy	15,240	50	0	✓	9
I-7	US 129/441/ SR 24/ Macon Hwy	Price Mill Rd/ Old Bishop Rd	12,020	5	0	✓	7
I-8	SR 53/ Hog Mountain Rd	Sikes Rd/ Hebron Church Rd	7,390	3	0	✓	5
I-9	SR 53/ Hog Mountain Rd	Snows Mill Rd/ Rocky Branch Rd	9,730	25	0		0
I-10	SR 53	Rays Church Rd/ Malcolm Bridge Rd	9,000	28	0	✓	7
I-11	SR 53	Clotfelter Rd/ Cole Springs Rd	9,250	47	0	✓	7
I-12	US 129/441/ SR 24/ Watkinsville Bypass	SR 53/ Experiment Station Rd	18,550	6	0	✓	7
I-13	US 29/78/ SR 316/ Epps Bridge Pkwy	US 29/78/ SR 8/10/ Athens Perimeter	53,190	46	0	✓	12
I-14	SR 53/ Hog Mountain Rd	SR 53/ Experiment Station Rd/ Mars Hill Rd	16,620	87	0		4
I-15	US 78/ SR 10/ Monroe Hwy	Mars Hill Rd	22,330	73	0	✓	9
I-16	US 29/78/ SR 316	Jimmy Daniel Rd	37,080	59	0	✓	9
I-17	Oconee Connector	Plaza Pkwy	4,080	27	0		2
I-18	US 78/ SR 10/ Monroe Hwy	SR 53/ Hog Mountain Rd	25,960	51	0	✓	9
I-19	SR 15/24 BUS	US 129/441/ SR 15/24/ Watkinsville Bypass	23,310	28	0	✓	9

Note: List organized by reference number; for prioritized project list see Table 8.9.

The prioritization scoring resulted in the following top tier intersection improvements:

US 29/78/ SR 316 at Oconee Connector (17/35 points)

US 29/78/ SR 316/ Epps Bridge Pkwy at US 29/78/ SR 8/10/ Athens Perimeter (12/35 points)

Epps Bridge Pkwy at Oconee Connector (9/35 points)

SR 15/24 BUS at US 129/441/ SR 15/24/ Watkinsville Bypass (9/35 points)

S Main St at Barnett Shoals Rd, SR 15/ Greensboro Hwy (9/35 points)

8.3.3. Bridge Prioritization

Bridges with a sufficiency rating of 50 or lower are eligible for improvements by 2025. GDOT will continue to monitor bridges with sufficiency ratings of 50 to 80 per the current inspection

program to note any need for accelerated work. The four bridges with sufficiency ratings below 50 eligible for improvement by 2025 include:

Elder Mill Rd over Rose Creek (15.1/100.0 possible rating)
Branch Rd over Freeman Creek (41.8/100.0 possible rating)
SR 10/ Athens Perimeter over McNutt Creek (43.6/100.0 possible rating)
Clotfelter Rd over Barber Creek (49.0/100.0 possible rating)

8.3.4. Bicycle and Pedestrian Project Prioritization

The prioritization criteria used to evaluate potential bicycle and pedestrian improvements were based on GDOT's Guidebook for Pedestrian Planning project prioritization framework, as well as on the goals established in this study. In addition to project recommendations, policy recommendations were also made which will have the effect of improving the bicycle and pedestrian network system-wide over the long term.

The evaluation criteria account for both system deficiencies (e.g. where there are no bicycle or pedestrian facilities) as well as pedestrian and bicycle potential factors (i.e. do the land uses and demographics create a need or demand for facilities?). Table 8.7 below documents the scoring used for the bicycle and pedestrian prioritization and Table 8.8 on the following page displays the scoring applied to the proposed bicycle and pedestrian improvements.

Table 8.7: Bicycle and Pedestrian Scoring Criteria

Bike/Ped Prioritization Criteria	Scoring
Bicycle and Pedestrian Deficiency Factors	
Bicycle/Pedestrian Crashes: Have there been bicycle or pedestrian crashes at this location, along this corridor, how many, and what severity?	1 No more than one crash along this corridor (but not the project location) in past 3 years
	2 No more than one crash at the project location within last 3 years
	3 2 or more crashes on the corridor, but not at the project location in the past 3 years
	4 2 or more crashes at the project location in the past 3 years
	5 1 or more injuries or fatalities at the project location or along the corridor in the past 3 years
Existing Facilities: Is this project replacing an existing facility or do none currently exist?	1 If purely a cosmetic upgrade of existing facility
	2 Existing bike/ped facilities but in poor condition
	3 Existing bike/ped facilities but many gaps or discontinuous
	4 No facilities currently on one side of road
	5 No facilities currently exist on either side of the road, or no street crossing facilities
Traffic Factors:	1 Project location is on a quiet, 2-lane residential street with low speeds and low traffic volumes.

Bike/Ped Prioritization Criteria	Scoring
Does the project location have high motor vehicle speeds, high traffic volumes, multiple lanes to cross, or complicated intersections? Some roads due to their traffic and design characteristics are more difficult to cross and less attractive, and sometimes less safe, to walk or bike along. These roads often warrant improvements more so than quiet residential streets that are already bike and pedestrian friendly	3 Project location is on a street with moderate traffic volumes and speeds, no more than 3 lanes of traffic (not including on-street parking). 5 Project location is on a major street with high speeds, high traffic volumes, multiple traffic lanes, wide intersections, and few crossing locations.
Bicycle and Pedestrian Potential Factors	
Need: Is there evidence of existing demand (bike/pedestrian counts, worn paths along roadside), current or forecasted population densities that rely more heavily on walking and biking (i.e. young, elderly, low-income populations), or existing or future land uses that support biking and walking.	1 - 5 On a scale of 1-to-5, with 1 being the least demand and 5 being the highest demand for bicycle and pedestrian facilities.
Bike/Ped Priority Area: Is the project within a bicycle or pedestrian priority area, i.e. for bicycles, within 1-mile radius of schools, parks, libraries, or community facilities (such as senior center, YMCA, community health clinic, etc.); for pedestrians, within ½ mile radius of schools, parks, libraries or community facilities (such as senior center, YMCA, community health clinic, etc.).	0 = No 3 = Partially 5 = Yes
Connectivity Does the proposed project provide a direct connection to: • Major employment or activity centers • Downtown Commercial Business Districts • Existing or proposed transportation projects or major real estate developments • Other modes of transportation (such as public transit or a shared path access point) • Does the project close a gap in a sidewalk or bike facility?	0 - 5 On a scale of 1-to-5, with 1 providing very little connectivity and 5 providing the greatest connectivity to multiple destinations. 0 = No connectivity.
Previously Identified Improvement Was the proposed project previously identified in a community plan (STIP, CRC Bike/Ped Plan, Comprehensive Plan, Land Use Plan, Recreation Plan, etc.)?	0 = No 3 = Yes
Total Possible Points	33

Table 8.8: Bicycle and Pedestrian Improvement Prioritization Scores

Ref. No.	Road/Facility	From	To	Project Length (in miles)	Crashes (1-5)	Existing Facilities (1, 3 or 5)	Traffic Factors (1, 3 or 5)	Need (1-5)	Priority Area (0, 3 or 5)	Connectivity (0-5)	Previously Identified (0 or 3)	Score (Possible pts = 33)
BI-1	SR 15/ S Main St/ Greensboro Hwy	SR 53/ Experiment Station Rd	Watkinsville City Limit north of Porters Creek	1.3	5	3	3	3	5	5	3	27
BI-2	SR 15/ Greensboro Hwy	Watkinsville City Limit	Greene County Line	11.0	1	5	3	1	0	1	3	14
BI-3	SR 53/ Experiment Station Rd	SR 53/ Hog Mountain Rd	SR 15/ Main St	1.8	5	3	3	3	3	3	3	23
P-1	SR 53/ Experiment Station Rd	SR 15/ Main St	Law Enforcement Center west of Durham St	0.3	1	5	3	3	5	5	0	22
P-2	SR 53/ Experiment Station Rd	Loch Lomond Cir/ Shamrock Recreation Club	Stonebridge Pkwy/ Existing Sidewalk east of SR 53/ Hog Mountain Rd	0.3	1	5	3	3	5	5	0	22

Note: List organized by reference number; for prioritized project list see Table 8.9.

Note that one fatality occurred near the corridors for the proposed projects BI-1 and BI-3, according to GDOT's GEARS. One pedestrian fatality occurred 100 feet west of N Bishop Farm in 2017.

Proposed projects BI-1 through BI-3 are included in NEGR's Northeast Georgia Plan for Bicycling and Walking. Refer back to Figure 5.12 for NEGR's proposed regional bicycle and pedestrian network. For proposed project BI-3, future widening projects along this corridor (PIs 0009011 and 0009012) will likely include bike lane components.

Regarding the recommended intersection improvements presented in Table 8.6, the incorporation of improvements to accommodate bicycles and pedestrians is considered an

operational improvement element. Each intersection improvement should also consider the inclusion of crosswalks and pedestrian signals unless analysis deems these elements unnecessary at the particular location.

8.4. *Summary of Recommended Improvements*

Based on the analysis completed as part of this study, a listing of recommended projects was created for Oconee County. This information is presented in Table 8.9 on the next page. Projects are assigned Near-, Mid-, or Long-term implementation in the columns to the right. Near-term projects are defined as those needed before the year 2025; Mid-term projects are those needed from 2025 to 2040; and Long-term projects are needed beyond 2040. These implementation year recommendations take each project's prioritization score and cost estimate into consideration, as well as any local input received on the project. For each recommendation, several informational elements were produced including: facility; limits; existing and improved configuration; comments; source; improvement type; need; and cost. For successful implementation of these projects, additional detailed engineering studies and environmental analysis are required to determine the most appropriate alignment, design, and cost of each project. Additionally, successful project implementation will require identified funding mechanisms, political support, and public recognition of the project need and benefit. The LRTP provides a basis for each of these achievements, but more work is necessary in order to advance and ultimately build each project.

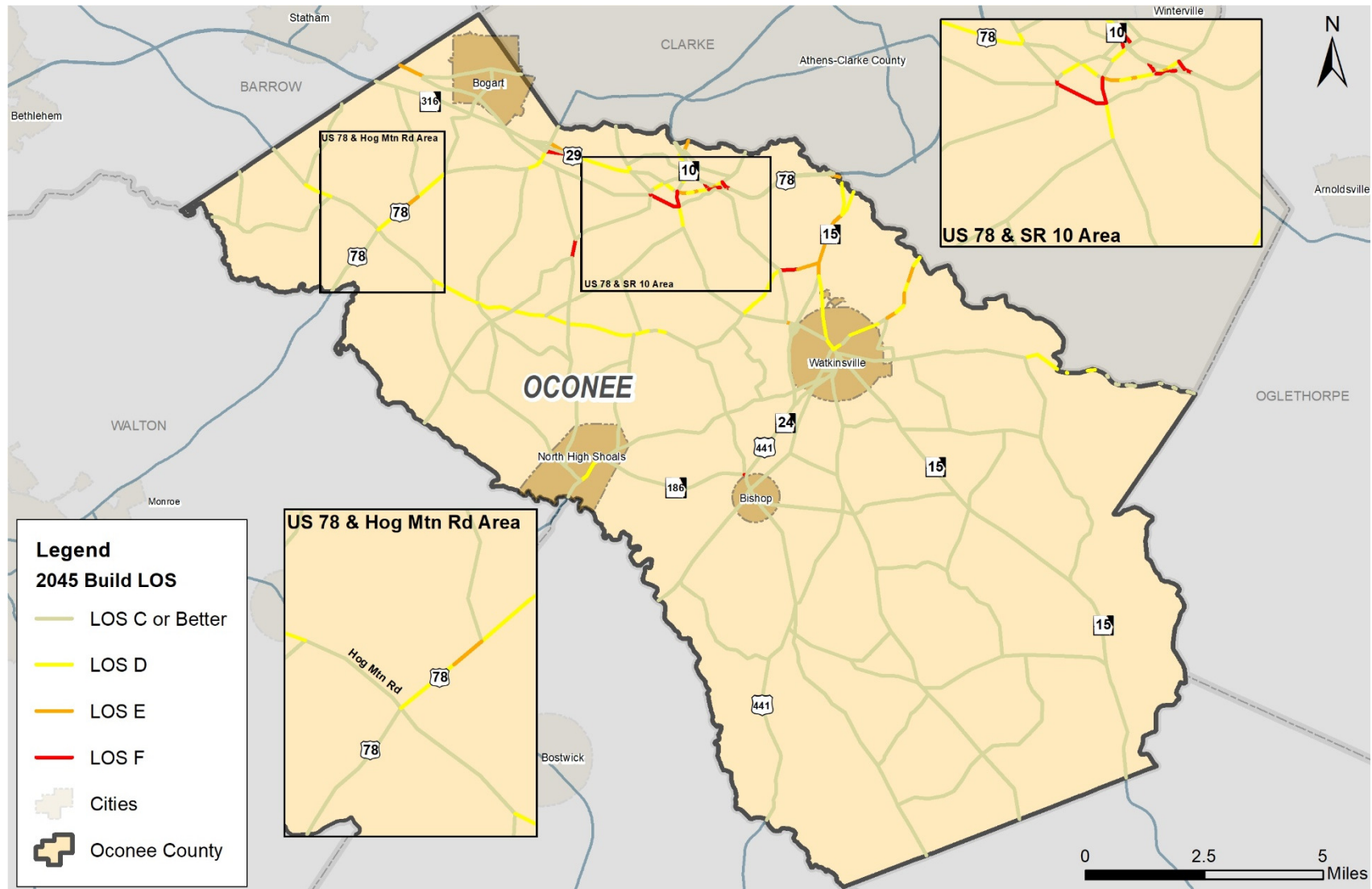
Table 8.9: Prioritized Recommended Improvements

Ranking	Project Ref. No.	Facility	From	To	Existing Conditions	Recommended Improvements	Notes/Comments	Source	Improvement Type	Need	Anticipated Benefit	Estimated Cost	Prioritization Score	Implementation		
														Near	Mid	Long
CAPACITY IMPROVEMENTS AND NEW ROADWAYS with Anticipated Benefits of Increased Capacity and Improved Safety																
1	C-11	Macon Hwy	Rockwood Dr	S Lumpkin St	2-Lanes	Capacity Improvements	1.50 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 5,806,000	22.5	✓		
2	C-3	Simonton Bridge Rd/ Whitehall Rd	S Millidge Ave	SR 15/ N Main St	2-Lanes	Capacity Improvements	3.70 miles	Analysis / GDOT (PI 141970-)	Capacity Improvements		Increased Capacity	\$ 14,326,400	21.5	✓		
3	C-5	McNutt Creek Rd/ Pate Dickens Rd	Alton Rd	US 78/ SR 10/ Monroe Hwy	2-Lanes	Capacity Improvements	2.10 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 6,131,200	21.5			✓
4	C-2	US 441/ SR 15/ Macon Hwy	US 29/78	SR 53/ Hog Mountain Rd	4-Lanes	Capacity Improvements	2.10 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 8,131,200	20.0	✓		
5	C-5	SR 53/ Hog Mountain Rd	Hebron Church Rd	Mars Hill Rd	2-Lanes	Capacity Improvements	10.00 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 38,720,000	20.0			✓
6	C-17	Astondale Rd	SR 15/ Greensboro Hwy	US 129/441/ SR 24/ Macon Hwy	n/a	Capacity Improvements		Local Input	Capacity Improvements		Increased Capacity	n/a	20.0	✓		
7	C-1	US 78/ SR 10/ Monroe Hwy	Choyce Johnson Rd	SR 8/ Atlanta Hwy	4-Lanes	Capacity Improvements	7.00 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 27,104,000	19.5			✓
8	C-19	SR 15/ Greensboro Hwy	Antioch Church Rd	US 129/ SR 24 BUS/ Macon Hwy	2-Lanes	Capacity Improvements	8.95 miles	Analysis / GDOT (PI 0008006)	Capacity Improvements		Increased Capacity	\$ 117,795,777	19.0		✓	
9	C-8	US 29/78/ Epps Bridge Pkwy	Timothy Rd	Barber Creek Rd	4-Lanes	Capacity Improvements	10.30 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 39,881,600	18.5		✓	
10	C-21	SR 53/ Experiment Station Rd	SR 15	US 441/ SR 24/ N Main St	2-Lanes	Capacity Improvements	0.65 miles	Analysis / GDOT (PI 0009012)	Capacity Improvements		Increased Capacity	\$ 10,641,212	17.5		✓	
11	C-20	SR 15/ Greensboro Hwy	Greensboro Bypass	Antioch Church Rd	2-Lanes	Capacity Improvements	2.46 miles	Analysis / GDOT (PI 0008007)	Capacity Improvements		Increased Capacity	\$ 134,652,854	17.0		✓	
12	C-7	SR 8/ 3rd Ave/ Atlanta Hwy	US 78/ Monroe Hwy	Dials Mill Rd	2-Lanes / 3-Lanes	Capacity Improvements	3.30 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 12,777,600	15.0			✓
13	C-9	Virgil Langford Rd/ Rocky Branch Rd	Oconee Connector	Malcom Bridge Rd	2-Lanes	Capacity Improvements	2.80 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 10,841,800	15.0			✓
14	C-15	US 441/ SR 24	N of Apalachee River	I/R 29/441/ Watkinsville Bypass	2-Lanes	Capacity Improvements	7.88 miles	GDOT (PI 0013613)	Capacity Improvements		Increased Capacity	\$ 55,400,091	13.0			✓
15	C-12	Clofelter Rd	US 78/ SR 10/ Monroe Hwy	SR 53/ Hog Mountain Rd	2-Lanes	Capacity Improvements	3.20 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 12,390,400	12.0			✓
16	C-13	Jimmy Daniel Rd	Virgil Langford Rd	US 78/ SR 10/ Atlanta Hwy	2-Lanes	Capacity Improvements	2.30 miles	Analysis / GDOT (PI 0007939)	Capacity Improvements		Increased Capacity	\$ 8,905,600	11.5			✓
17	C-18	US 441/ SR 15 Connector	SR 24	Coham Ferry Rd	2-Lanes	Capacity Improvements	0.17 miles	Analysis / GDOT (PI 0007944)	Capacity Improvements		Increased Capacity	\$ 7,953,937	11.0			✓
18	C-14	Dials Mill Rd	US 78/ SR 10/ Monroe Hwy	US 29	2-Lanes	Capacity Improvements	2.50 miles	Analysis	Capacity Improvements		Increased Capacity	\$ 9,680,000	10.5			✓
Sub-Total												\$ 522,634,271				
OPERATIONAL IMPROVEMENTS with Anticipated Benefits of Improved Capacity and Safety																
1	O-15	SR 53/ Hog Mountain Rd	Herman C. Micheal Park Entrance	Oconee Veterans Park Entrance	2-Lanes	Operational Improvement	0.20 miles	Local Input	Operational Improvements	Operational	Improved Capacity & Safety	n/a	21.0	✓		
2	O-11	US 29/78/ SR 316	Oconee Connector	Epps Bridge Pkwy	4-Lanes	Operational Improvement	0.81 miles	GDOT (PI M005135)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 981,845	19.0	✓		
3	O-14	Exit EB Lane	US 29/78/ SR 316	SR 992/ Oconee Connector	4-Lanes	Operational Improvement	0.81 miles	GDOT (PI S014930)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 161,607	19.0	✓		
4	O-2	Mars Hill Rd	Rocky Branch Rd	Daniels Bridge Rd	2-Lanes	Operational Improvement	0.66 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 722,875	18.5	✓		
5	O-5	US 441/ SR 24/ Macon Hwy	SR 186/ High Shoals Rd	Price Mill Rd	2-Lanes	Operational Improvement	0.33 miles	Analysis / GDOT (PI 0016081)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 357,769	16.0	✓		
6	O-1	Malcom Bridge Rd	Rocky Branch Rd (West)	Rocky Branch Rd (East)	2-Lanes	Operational Improvement	0.40 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 435,429	13.5		✓	
7	O-10	SR 53/ Experiment Station Rd	Bishop Farms Pkwy	CR 820	2-Lanes	Operational Improvement	0.29 miles	GDOT (PI 0015321)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 315,810	13.0			✓
8	O-7	SR 53/ Hog Mountain Rd	Union Church Rd	SR 53/ Experiment Station Rd	2-Lanes	Operational Improvement	1.30 miles	Local Input	Operational Improvements	Operational	Improved Capacity & Safety	\$ 1,415,700	13.0			✓
9	O-8	SR 53/ Experiment Station Rd	US 441/ SR 24	SR 53/ Hog Mountain Rd	2-Lanes	Operational Improvement	1.38 miles	GDOT (PI 0009011)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 20,690,822	13.0	✓		
10	O-4	SR 53/ Hog Mountain Rd	US 129/441/ SR 15/Macon Hwy	Government Station Rd/ Daniels Bridge Rd	2-Lanes	Operational Improvement	0.84 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 918,300	12.5		✓	
11	O-13	Deceleration Lane	SR 186/ High Shoals Rd	US 129/441/ SR 24/ Macon Hwy	2-Lanes	Operational Improvement	1.05 miles	GDOT (PI S014745)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 98,420	12.5			✓
12	O-6	Mars Hill Rd	US 78/ SR 10/ Monroe Hwy	Malcolm Bridge Rd	2-Lanes	Operational Improvement	0.35 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 377,077	12.0			✓
13	O-3	S Barnett Shoals Rd	McRee's Mill Rd	Old Barnett Shoals Rd	2-Lanes	Operational Improvement	1.64 miles	Analysis	Operational Improvements	Operational	Improved Capacity & Safety	\$ 1,790,881	11.5			✓
14	O-12	US 129/441/ SR 24/ Macon Hwy	Tappan Spur Rd	N of Thomas Farm Rd	4-Lanes	Operational Improvement	5.03 miles	GDOT (PI M005178)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 2,954,016	11.0			✓
15	O-9	SR 15/ Greensboro Hwy/ Athens Hwy	S of Shiloh Rd	N of Rose Creek	2-Lanes	Operational Improvement	5.84 miles	GDOT (PI 0013723)	Operational Improvements	Operational	Improved Capacity & Safety	\$ 7,716,354	10.0			✓
Sub-Total												\$ 38,539,697				
INTERSECTION IMPROVEMENTS with Anticipated Benefits of Improved Capacity and Safety																
1	I-5	US 29/78/ SR 316	Oconee Connector	US 29/78/ SR 8/10/ Athens Perimeter	Signalized	To be determined during PE	275 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	17.0	✓		
2	I-13	US 29/78/ SR 316/ Epps Bridge Pkwy	Oconee Connector	Divided Hwy	Signalized	To be determined during PE	46 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	12.0	✓		
3	I-3	Epps Bridge Pkwy	Oconee Connector	US 129/441/ SR 15/24/ Watkinsville Bypass	Signalized	To be determined during PE	216 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0			✓
4	I-19	SR 15/24 BUS	US 129/441/ SR 15/24/ Watkinsville Bypass	Local Input	Signalized	To be determined during PE	28 crashes	Local Input	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0			✓
5	I-6	S Main St	Barnett Shoals Rd, SR 15/ Greensboro Hwy	Signalized	Signalized	To be determined during PE	50 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0			✓
6	I-15	US 78/ SR 10/ Monroe Hwy	Mars Hill Rd	Signalized	Signalized	To be determined during PE	73 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0			✓
7	I-16	US 29/78/ SR 316	Jimmy Daniel Rd	Signalized	Signalized	To be determined during PE	59 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0			✓
8	I-18	US 78/ SR 10/ Monroe Hwy	SR 53/ Hog Mountain Rd	Signalized	Signalized	To be determined during PE	51 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	9.0			✓
9	I-10	SR 53	Reys Church Rd/ Malcom Bridge Rd	Two-way stop-controlled	Signalized	To be determined during PE	28 crashes	Local Input	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0			✓
10	I-11	SR 53	Clofelter Rd/ Cole Springs Rd	Two-way stop-controlled, skewed angles	Signalized	To be determined during PE	47 crashes	Local Input	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0			✓
11	I-12	US 29/441/ SR 24/ Watkinsville Bypass	SR 53/ Experiment Station Rd	Divided Hwy	Signalized	To be determined during PE	6 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0			✓
12	I-7	US 129/441/ SR 24/ Macon Hwy	Price Mill Rd/ Old Bishop Rd	Two-way stop-controlled	Signalized	To be determined during PE	5 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	7.0			✓
13	I-8	SR 53/ Hog Mountain Rd	Slakes Rd/ Hebron Church Rd	Two-way stop-controlled	Signalized	To be determined during PE	9 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	5.0			✓
14	I-14	SR 53/ Hog Mountain Rd	SR 53/ Experiment Station Rd/ Mars Hill Rd	Signalized	Signalized	To be determined during PE	87 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	4.0			✓
15	I-2	Epps Bridge Pkwy	Dowdy Rd	Signalized	Signalized	To be determined during PE	74 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	4.0			✓
16	I-1	Epps Bridge Pkwy	Parkway Blvd/ Tanglebrook Dr	Signalized	Signalized	To be determined during PE	15 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	2.0			✓
17	I-17	Oconee Connector	Plaza Pkwy	Signalized	Signalized	To be determined during PE	27 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	2.0			✓
18	I-4	Mars Hill Rd	Commerce Dr/ Malcom Bridge Rd	Two-way stop-controlled	Signalized	To be determined during PE	22 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	0.0			✓
19	I-9	SR 53/ Hog Mountain Rd	Snows Mill Rd/ Rocky Branch Rd	Two-way stop-controlled	Signalized	To be determined during PE	25 crashes	GDOT/Analysis	Intersection Improvements	Operational & Safety Issues	Improved Safety & Capacity	\$ 3,146,000	0.0			✓
Sub-Total												\$ 59,774,000				
BRIDGE IMPROVEMENTS with Anticipated Benefits of Improved Safety and Operations																
1	B-23	Elder Mill Rd	Rose Creek		2124 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 282,767	15.1	✓		
2	B-22	Branch Rd	Freeman Creek		648 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 86,190	41.8	✓		
3	B-21	SR 10/ Athens Perimeter	McNutt Creek		32 ft length (culvert)	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 128,384	43.6	✓		
4	B-20	Clofelter Rd	Barber Creek		3861 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 513,872	49.0	✓		
5	B-34	Clofelter Rd	Barber Creek		Bridge to be replaced with no added capacity	Bridge Replacement		GDOT (PI 0015656)	Bridge Replacement		Improved Safety & Capacity	\$ 2,000,000	49.0	✓		
6	B-19	Malcom Bridge Rd	Barber Creek		3585 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 477,167	51.9		✓	
7	B-18	Marshall Store Rd	Greenbrier Creek		1017 sq ft	Bridge Replacement		GDOT Sufficiency Ratings	Bridge Replacement		Improved Safety & Capacity	\$ 135,398	58.0		✓	
8	B-17	Simonton Bridge Rd/ Whitehall Rd	Middle Oconee River													

8.5. *Build Level of Service*

To forecast future travel, a Build-All scenario was modeled using travel demand models developed by MACORTS. This scenario included all capacity projects from the project list to show LOS in the county in the year 2045. Figure 8.1 displays the 2045 Build LOS scenario for roadways within Oconee County, with all recommended capacity projects constructed.

Figure 8.1: Build 2045 Level of Service



9. Funding and Implementation

9.1. *Funding Sources*

Several funding sources will be utilized to implement recommended projects. Eligibility for funds is typically dictated by the agencies responsible for maintaining and operating the transportation facility in question and is subject to funding availability. Most major facilities in Oconee County are either operated by GDOT or the county. Should the county desire to accelerate projects on state owned and maintained facilities, it is highly likely that overmatching of local funds could accelerate the process.

Funding for most transportation projects in the county has historically come in part through GDOT. To understand the ability of GDOT to continue to provide funds to Oconee County, it is useful to understand the components of GDOT funding. Key components include:

- Federal Title I Apportionments;
- State Motor Fuels Taxes;
- Local Funds; and
- Tax Allocation Districts.

While detailed analysis of these funding sources is beyond the scope of this study, it is useful to point out that all of the revenue streams identified as key components of GDOT funding have traditionally positive growth rates. However, it should be noted that past trends are not a guarantee of future expectations moving forward.

GDOT's Project Prioritization Study, completed in 2008, formulated a prioritization methodology for all projects in the state based upon GDOT's statewide goals and objectives for the performance of the transportation system. Every project eligible for federal or state funding may be subject to this process, which helps to identify the projects that bring the state the most benefit for the investment. Local funding sources are becoming more significant and will continue to be significant in the future for the successful implementation of projects. A review of project implementation shows that locations with a Special Purpose Local Option Sales Tax (SPLOST) have been in the best position to leverage funds and ultimately construct projects.

9.1.1. **Federal Funding Sources for Transportation**

A substantial portion of GDOT funding comes from the federal government through Federal Title I Apportionments. The primary funding source for Title I is the federal gasoline tax collected at the state level. The US Congress authorizes federal transportation funding to the states and other public entities, generally every six years. In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law, authorizing \$305 billion in funding over fiscal years 2016 through 2020 for surface transportation infrastructure planning and investment. These lump sum funds are apportioned throughout the state.

Federal funding for the majority of highway system improvements planned in Oconee County is expected to come from the Surface Transportation Program (STP) and Minimum Guarantee Program. Locally-sponsored projects within the county will generally require a 20 percent local funding commitment to match federal funds. The local government is also generally responsible for completing the planning and design of the projects as well. Federal and state funds are

programmed by GDOT for right of way and construction costs. State-sponsored projects generally require a 10-20 percent local funding match.

As part of the federal apportionment and allocation, there are opportunities for local governments to collaborate with GDOT on special transportation projects. One opportunity is with the transportation Enhancement Program (TE Funds). Currently, the TE Grant Program provides federal transportation funds through GDOT to local governments through a competitive process for non-highway projects. Eligible projects include bicycle and pedestrian facilities, multi-use trails, the preservation of historic sites related to transportation, etc.

9.1.2. Federal Funds for Public Transportation

As the population of Oconee County grows and demographic trends change with a larger percentage of the population being elderly, the needs for special public transit to serve seniors and disabled people will likely increase. Commuter-oriented public transportation services, such as vanpooling programs and express bus services as well as transit facilities, such as park and ride lots can begin to be considered in the area. All of these programs are eligible for federal funding, with the local share ranging from 10 percent for transit vehicle purchases and the construction of park and ride lots up to 50 percent for rural transit operating assistance.

The county can continue to monitor its needs for local and regional public transportation services and identify potential opportunities to tap into the available federal sources for these programs. Generally, the federal funding programs applicable to the types of transit projects for Oconee County will be the Non-Urbanized Area Program; the Rural Transit Assistance Program; Transit for Elderly and Disabled Persons, and Job Access and Reverse Commute.

9.1.3. State Funding Sources for Transportation

State funding for transportation projects in Georgia is derived from the following sources:

- State tax on motor fuels (26 cents per gallon) (provides majority of revenue)
- State license tag fees
- State title registrations
- State motor carrier fuels tax
- State personal property tax

State funds are awarded at the discretion of the GDOT Director of Planning to projects that further statewide transportation goals. State funds provide more flexibility in project delivery and can often be completed more quickly than federally-funded projects.

9.1.4. Local Funding Sources for Transportation

Local governments (cities and counties) receive revenues from a number of sources to support the public facilities and services they provide to citizens. These sources include "own source" funds, such as property tax revenues and other monies, and discretionary grant funds from federal and/or state agencies.

Increasingly, counties in Georgia, like Oconee, have enacted a Special Purpose Local Option Sales Tax, or SPLOST, to fund specifically identified capital projects. SPLOST taxes require voter approval and are time-limited. SPLOST funds can be used for transportation projects, including

matching federal and/or state transportation funds. A portion of Oconee County's SPLOST funding goes to transportation improvements. Other local sources of transportation funding include impact fees or other exactions paid by developers according to local ordinances and the creation of self-taxing entities, such as Community Improvement Districts. In addition, counties in Georgia may issue general obligation bonds to support transportation capital projects. Oconee County citizens passed the SPLOST referendum in 2015. Oconee's approved budget for Fiscal Year 2019 includes \$8.8 million in SPLOST monies.

In addition, tax revenues jurisdictions in Georgia also have the ability to implement impact fees for transportation infrastructure. Impact fees are one-time fees applied to new developments that are used to defray some of the costs of providing additional public facilities and infrastructure to these developments. Impact fees serve to generate additional revenue to reduce the gap between the resources needed to build new (or improve existing) public facilities that serve new development and the money available for those purposes through traditional revenue sources. Oconee County does not currently have impact fee legislation.

9.1.5. GDOT State Transportation Improvement Program (STIP)

GDOT develops its State Transportation Improvement Program (STIP), a listing of all projects and project phases anticipated to be funded with federal and state funds within the current four-year period. The STIP also contains "lump sum" projects for transportation activities that benefit more than one county jurisdiction, for example, roadway beautification projects.

In its 2018-2021 STIP, GDOT estimated that nearly \$8.4 billion were allocated for various transportation functions throughout Georgia. Table 9.1 below shows the allocation of these funds across major functional areas.

Table 9.1: STIP Fund Allocations (2018 – 2021)

Transportation Function	Amount Allocated	Percent of Total
New Construction	\$1,916,828,000	22.8%
Reconstruction and Rehabilitation	\$1,902,246,000	22.7%
Bridges	\$1,234,791,000	14.7%
Safety	\$1,540,334,000	18.4%
Transportation Enhancement	\$34,824,000	0.4%
Transit	\$247,684,000	3.0%
Other	\$1,512,735,000	18.0%
Total	\$8,389,442,000	100%

Source: Georgia Department of Transportation

9.1.6. Future Transportation Funding Needs

A combination of federal, state, local, and private funding sources should be pursued for individual projects to improve transportation facilities in the study area. These sources should be pursued based on GDOT (state), regional and local investment priorities that weigh the best investments for anticipated benefits of the projects through the planning horizon year of 2045. A combination of sources will increase the likelihood for project implementation.

9.2. *Effective Use of the Plan*

This LRTP document identifies potential projects for implementation based on local transportation needs and verified by technical analysis. This is an important step towards implementation, but additional steps are necessary in order to advance projects into GDOT's Project Development Process and/or to identify and solidify funding commitments from the state, if desired. The project implementation process for Georgia outside of an MPO area begins with support from local elected officials. Each county should begin with a thorough review of their LRTP priority projects. If funding is desired beyond what is available locally, the following steps are recommended:

Step 1: Gather letters of support from local elected officials highlighting the need for the project(s) and the merits of the project(s).

Step 2: Assess the level of funding support that may be provided by the county as a local match and/or for specific project phases (i.e. PE, ROW, etc.).

Step 3: Contact your GDOT District Office (District 1 for Oconee County) and coordinate with the GDOT District Engineer regarding the project. Depending on project type, the GDOT District may know of state aid resources that could be used for feasibility studies and potentially for additional match funding sources.

Step 4: The GDOT District Office typically serves as the project sponsor and submits a project information package to GDOT's Division of Planning for consideration. The information included in the long-range plan and the project sheet, in addition to any supporting information resulting from additional study, is included in this package.

Step 5: Projects approved by GDOT's Division of Planning are programmed into GDOT's Work Program. As funding is identified, the project will move into GDOT's STIP.

10. Conclusions and Next Steps

Oconee County has experienced sustained growth over the last decade, resulting in increased travel demand in the county. The GDOT Office of Planning initiated the Oconee County LRTP to assess needs and identify multimodal transportation improvement opportunities to help the county address transportation issues through the plan's horizon year of 2045. Recommended projects for Oconee County were identified through analysis of existing and future transportation deficiencies and selected and prioritized based on local goals and objectives with the intent of enhancing the quality of life for county residents and visitors. Efforts were taken to ensure that proposed projects negatively impacted the community as little as possible while providing maximum benefits. As part of this effort, existing and future operating conditions were documented for the following modes: highways and bridges, bicycle and pedestrian, freight, transit, rail, and airports. Ultimately, the study identified a prioritized list of projects for implementation.

GDOT coordinated with Oconee County and the cities of Bishop, Bogart, North High Shoals, and Watkinsville, area residents and business leaders, and other partners in the planning, development, and review of potential improvements. Additionally, a public survey was developed and distributed. This ensured that alternative transportation improvements were not only coordinated with various governments but afforded individual citizens and interested groups the opportunity to provide their input in developing and evaluating potential improvements to the county's transportation network.

The end product for this study is this LRTP document. If implemented, its solutions address future needs and provide for the efficient movement of people and goods within and through Oconee County through the horizon year of this study, 2045. As the population increases, this document should be reviewed and updated periodically to ensure that the planning factors and other assumptions are still relevant and effectively address transportation needs. This document should serve as the foundation for Oconee County's transportation planning efforts and a starting point for addressing future transportation needs.

Appendix

Appendix A

Travel Demand Model Development

1. Introduction

The Georgia Department of Transportation (GDOT), in conjunction with Oconee County, is developing a Long Range Transportation Plan (LRTP) to serve the County through the planning horizon year of 2045. The travel demand model was prepared for Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS). This technical memorandum documents the model calibration and capacity adjustment process.

The primary objectives of the Oconee County Travel Demand Model are to:

- Replicate current travel demands and operating condition;
- Forecast the travel demands in the 2025, 2035 interim years and 2045 horizon year; and,
- Utilize GIS and travel demand modeling merging capabilities to simplify and automate application procedures and produce easy to understand graphic results.

As indicated in the "Travel Demand Model TAZ and Network Development Technical Memo", prepared in January 2013, the development of the travel demand model for Oconee County was performed in TP+/CUBE software, and is consistent in function and operation with the family of models currently maintained by the Georgia Department of Transportation (GDOT) Office of Planning. The model was developed using the *GDOT General Summary of Travel Demand Model Development Procedures for Consultants, MPOs and Modelers* ("GDOT Procedures") that was prepared in December 2012.

In developing the model, it is critical to ensure that the existing model replicates current conditions. The following technical memorandum summarizes the base year (2015) model calibration. It also describes the methodology used to adjust current capacity definitions in the model, based on local land use and transportation characteristics as well as the understanding of the current roadway operations.

2. Base Year Calibration

Calibration efforts were measured by a variety of statistics, including system-wide vehicle miles of travel (VMT), VMT by functional class, system-wide root mean square error (RMSE), RMSE by volume group, system-wide percent deviation of traffic, percent deviation of traffic by functional class, percent deviation of traffic by screenline, and system-wide coefficient of determination. All these statistics were generated by comparing model estimated traffic volumes, average trip lengths, and vehicle miles of travel with observed values.

Link Volume Percent Deviation

The Percent Deviation method is based on the guidelines provided in *Calibration and Adjustment of System Planning Models*, FHWA-ED-90-015. This method is used to calibrate a model for system-wide studies. It is based on the expectation that the travel demand model should accurately predict the number of through-lanes required to provide a specified level of service for a given facility. Traffic assignment deviation should not result in a design deviation of more than one highway travel lane. Therefore, the expected accuracy of the model increases as the

average annual daily traffic (AADT) on a facility increases. The percent deviation is calculated as follows:

$$\text{Percent Deviation} = [(\text{Base Year Assignment} - \text{Base Year Count}) / \text{Base Year Count}] * 100$$

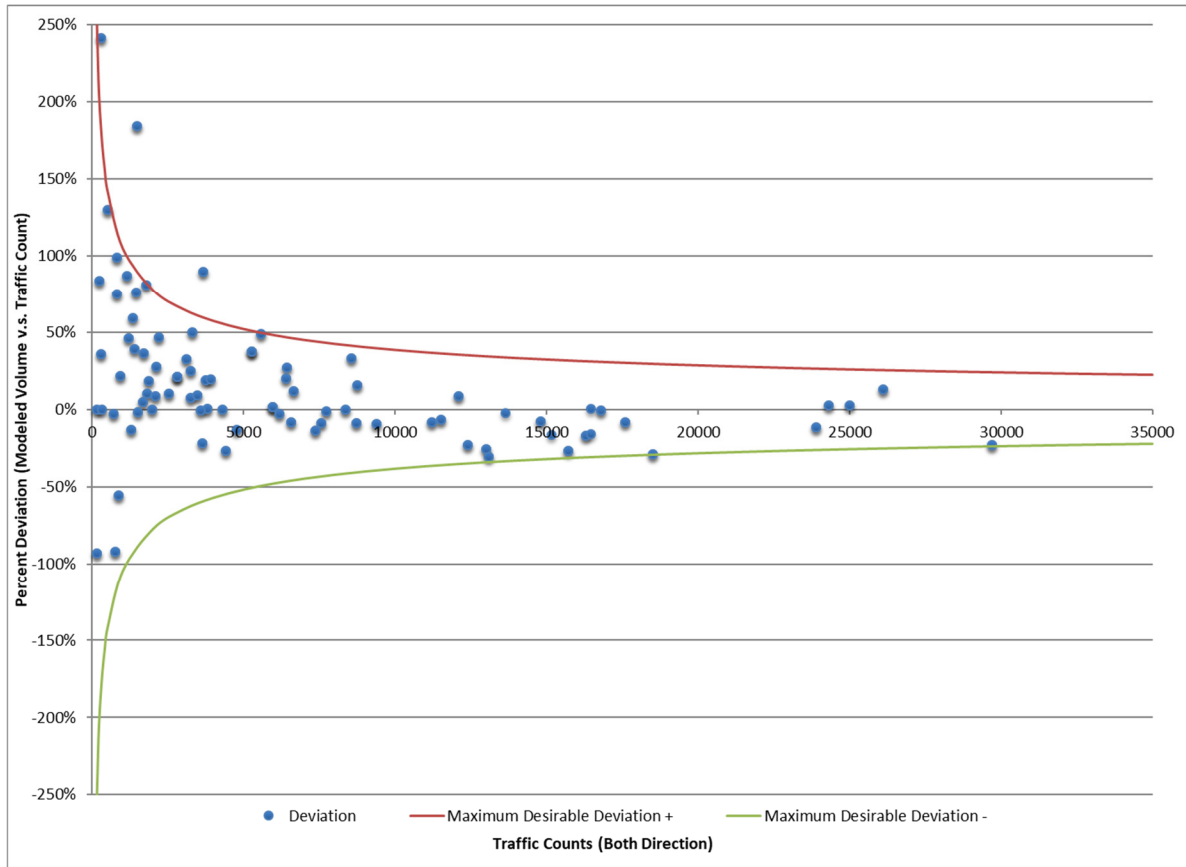
Figure A-1 on the next page shows the deviation between the 2015 base year volumes assigned by the model and 2015 observed traffic counts for the study area. Maximum desired deviation range is represented by the red and green sloping curves in Figure A-1. In the Oconee County model, the following equation provided by GDOT was used to estimate the Maximum Desirable Deviation for individual links:

$$\text{Maximum Desirable \% Deviation}_{links} = 38.262 * \left(\frac{AADT_{Two-Way}}{10000} \right)^{-0.4361}$$

Figure A-1 indicates that most of the link-level model deviation points are concentrated between maximum desirable deviation positive line and maximum desirable deviation negative line. The following conclusions can be drawn from the graph:

- Nearly all of the model highway links were assigned volumes which were in reasonable agreement with traffic counts;
- Observed traffic counts for most of the highway links were under 20,000 per day; and,
- There are a few links whose deviation points are located slightly beyond the maximum desirable curve.

Figure A-1: Traffic Assignment Observed Deviation vs. Maximum Desirable Deviation

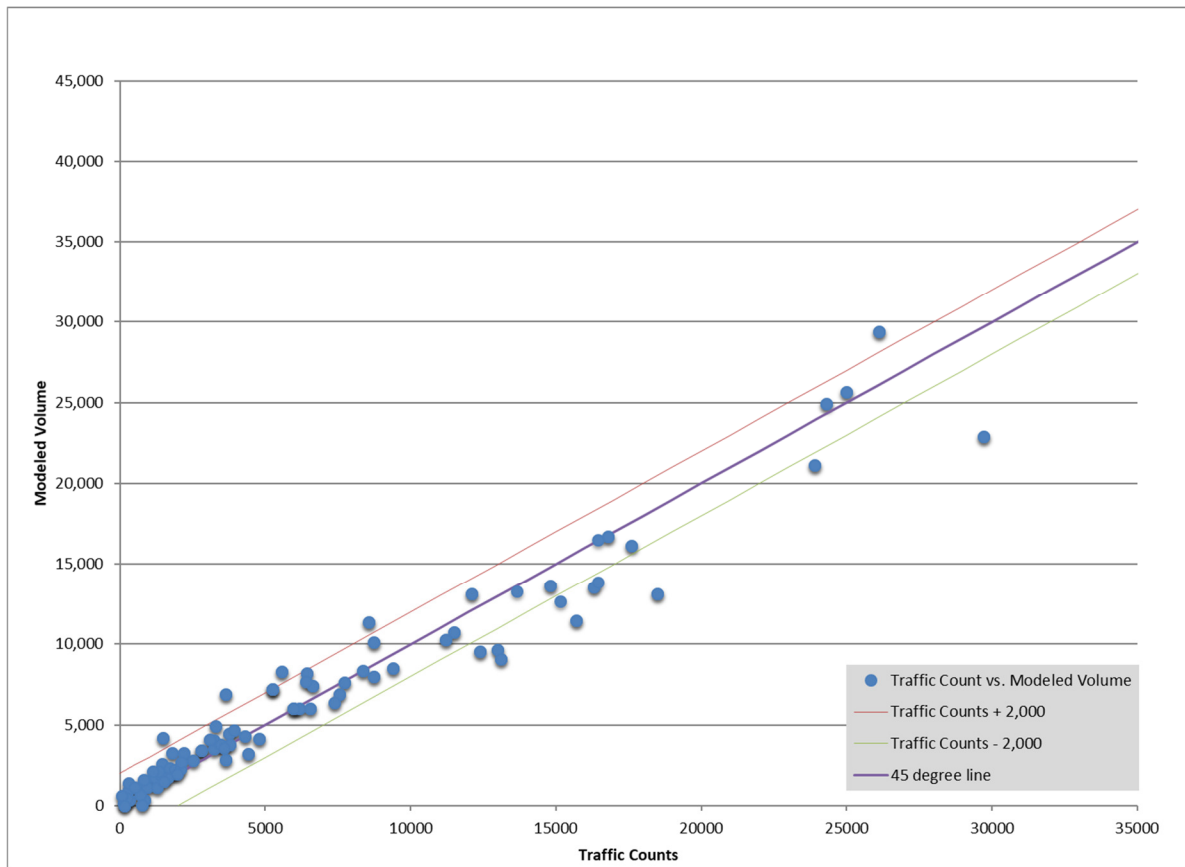


R-Squared / Scatter Plot

The coefficient of determination (R^2) represents the proportion of variability in values of the dependent variable (traffic volume) that is explained by the model. It helps in understanding the model's predictive power. The Oconee County model achieves a system-wide R^2 equal to 0.9533, which is greater than the model validation target ($R^2 = 0.88$) required by the Federal model validation guideline (*Model Validation and Reasonableness Checking Manual*, FHWA, Sept, 2010).

A scatter plot of modeled volumes versus traffic counts, as shown in Figure A-2 on the next page, helps identify outliers. As indicated in the figure, nearly all modeled volumes are within $\pm 2,000$ of the corresponding traffic counts.

Figure A-2: Scatter Plot of Modeled Volume versus Traffic Counts



Percent Root Mean Square Error

Percent Root Mean Square Error (%RMSE) is a measure of the average deviation between the actual traffic counts and the base year assigned model volumes. It is another indicator to illustrate how closely the model volumes match the traffic counts.

The %RMSE is calculated as follows:

$$\%RMSE = \frac{\sqrt{\frac{\sum_i (V_i - C_i)^2}{(N-1)}}}{\frac{\sum_i C_i}{N}} \times 100$$

where,

- V_i = model volume at link i ;
- C_i = traffic count at link i ; and
- N = number of count stations.

The Oconee County model achieved an overall RMSE of 23%, which is lower than the GDOT target of 30%. Low RMSEs were also observed for links by volume groups, as shown in Table A-1 below.

Table A-1: Oconee County Percent Root Mean Square Error (RMSE%) Statistics

AADT Volume Group	Oconee County Model	GDOT Target Range
0 – 5000	48%	< 100%
5,001 – 10,000	20%	< 75%
10,001 – 15,000	17%	< 50%
15,001 – 20,000	15%	< 30%
20,001 – 30,000	10%	< 30%
> 30,000	12%	< 30%

Vehicle Miles of Travel (VMT)

Comparing the assigned VMT to the observed VMT provides another method of the reasonableness check for the assignment. Assigned VMT is simply the product of the link volume and the link distance, summed over the desired facility type. The observed VMT is a product of a comprehensive traffic count program.

Table A-2 shows VMT statistics aggregated by functional classification for both modeled VMT and actual VMT for Oconee County in 2015. The 2015 observed VMT values were obtained from GDOT's Report 445 for 2015. As shown in the Table A-2 below, the modeled VMT values as well as the modeled VMT distribution values are very close to the observed values in Oconee County.

Table A-2: Oconee County Model VMT by Functional Classification

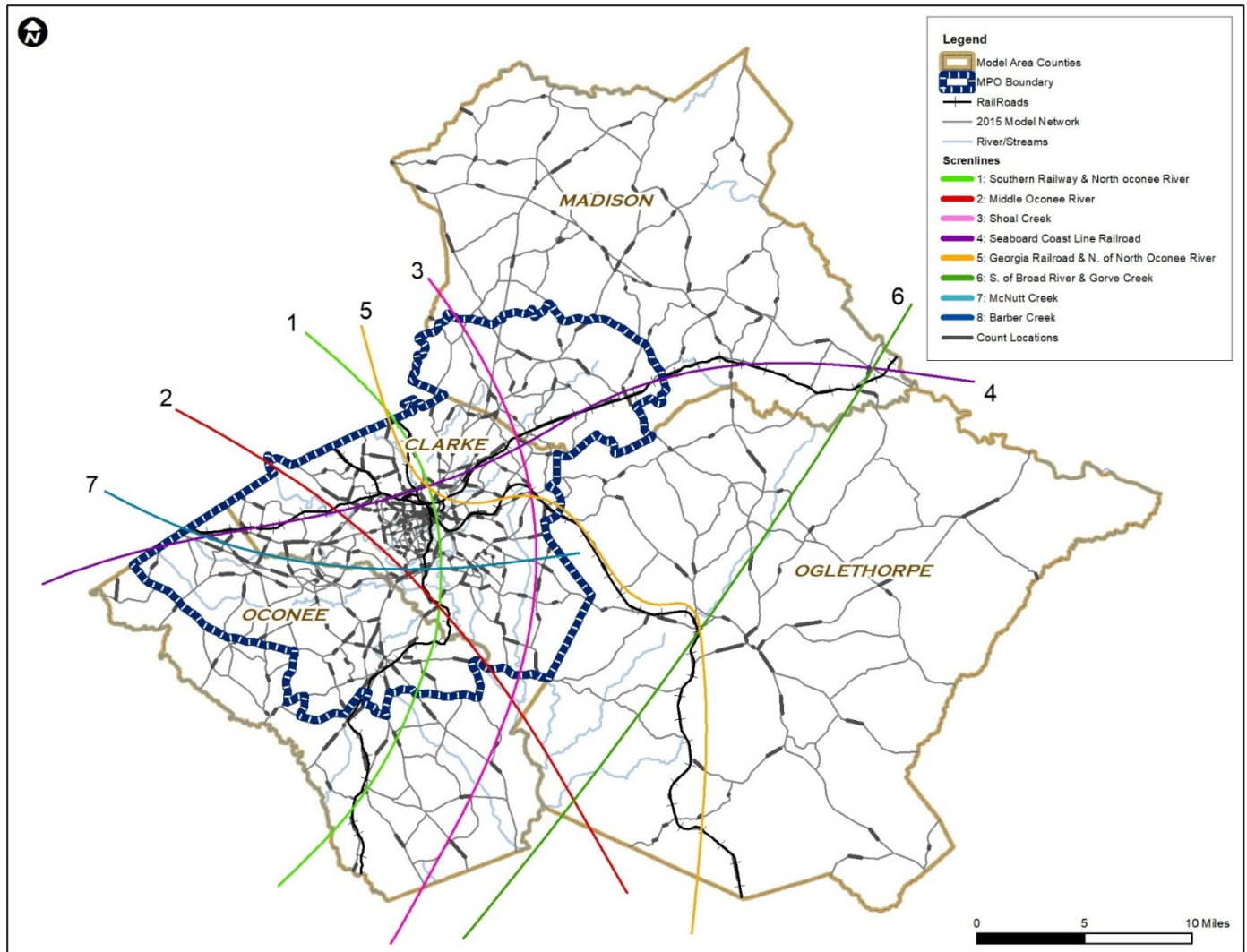
Function Classification	VMT (in thousands)		VMT Distribution (% of Total)	
	Observed	Model	Observed	Modeled
Principal Arterial – Other Freeways and Expressways	137	117	13%	11%
Principal Arterial – Other	510	495	47%	45%
Minor Arterial	195	203	18%	19%
Major Collector	235	239	22%	22%
Minor Collector	13	42	1%	4%
Total	1,090	1,095	100%	100%

*Observed values were obtained from GDOT report 445.

Screenline Analysis

Screenline analysis was performed as another indicator to assess model reasonableness. Six screenlines were established to intercept major traffic flows in the Oconee County area. Assigned volumes in the 2015 base year model were compared with the 2015 traffic counts at each screenline crossing. The maximum desirable deviation for screenlines used for model calibration was from NCHRP Report 255. Figure A-3 on the next page illustrates screenlines used in the calibration of base year model.

Figure A-3: Screenlines



The screenline analysis results are shown in Table A-3 below. It is clear that the observed percent deviations agree with the maximum desired values for all screenlines.

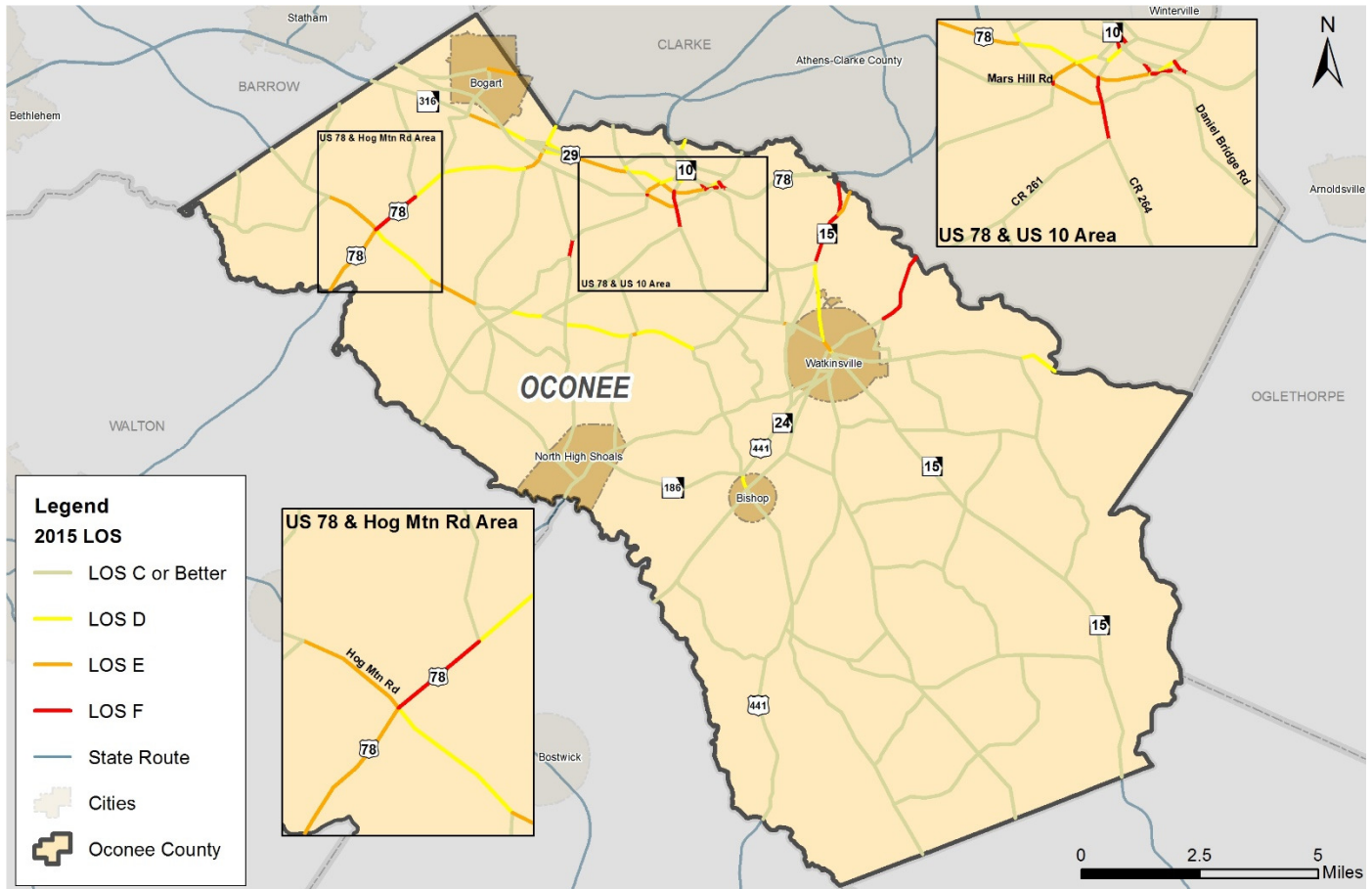
Table A-3: Oconee County Screenline Analysis

Screenlines	Total Counts	Total Model Volume	% Deviation	Max. Desirable % Deviation
1	414,180	419,570	1%	± 14%
2	162,940	177,280	9%	± 21%
3	30,580	37,540	23%	± 39%
4	299,040	305,710	2%	± 16%
6	44,600	50,520	13%	± 34%
7	138,120	151,230	9%	± 22%
Grand Total	1,141,850	1,089,460	5%	± 10%

3. Results

Once the model calibration was completed, a model run was performed to determine operational characteristics, including the Level of Service (LOS). Figure A-4 illustrates the existing (2015) LOS based on the calibrated model developed according to *GDOT General Summary of Travel Demand Model Development Procedures for Consultants, MPOs and Modelers* ("GDOT Procedures") that was prepared in December 2012.

Figure A-4: Existing (2015) LOS Without Adjustment



Appendix B

Stakeholder Meetings

Oconee County Long Range Transportation Plan

Stakeholder Meeting #1
April 17, 2018



AGENDA

- Project Purpose and Overview
- Study Goals and Objectives
- Schedule
- Data Collection
- Existing Conditions
- Stakeholder Input
- Next Steps

Project Purpose and Overview



WHY DEVELOP A TRANSPORTATION PLAN?

- Ensure that the County is Able to Meet the Mobility Needs of Residents and Businesses
- Ensure Transportation Priorities Match Community Priorities
- Coordinate with Other Planning Efforts
- Develop a Listing of Tiered Transportation Projects
- Early Identification of Funding Issues and Opportunities

STAKEHOLDER ADVISORY GROUP

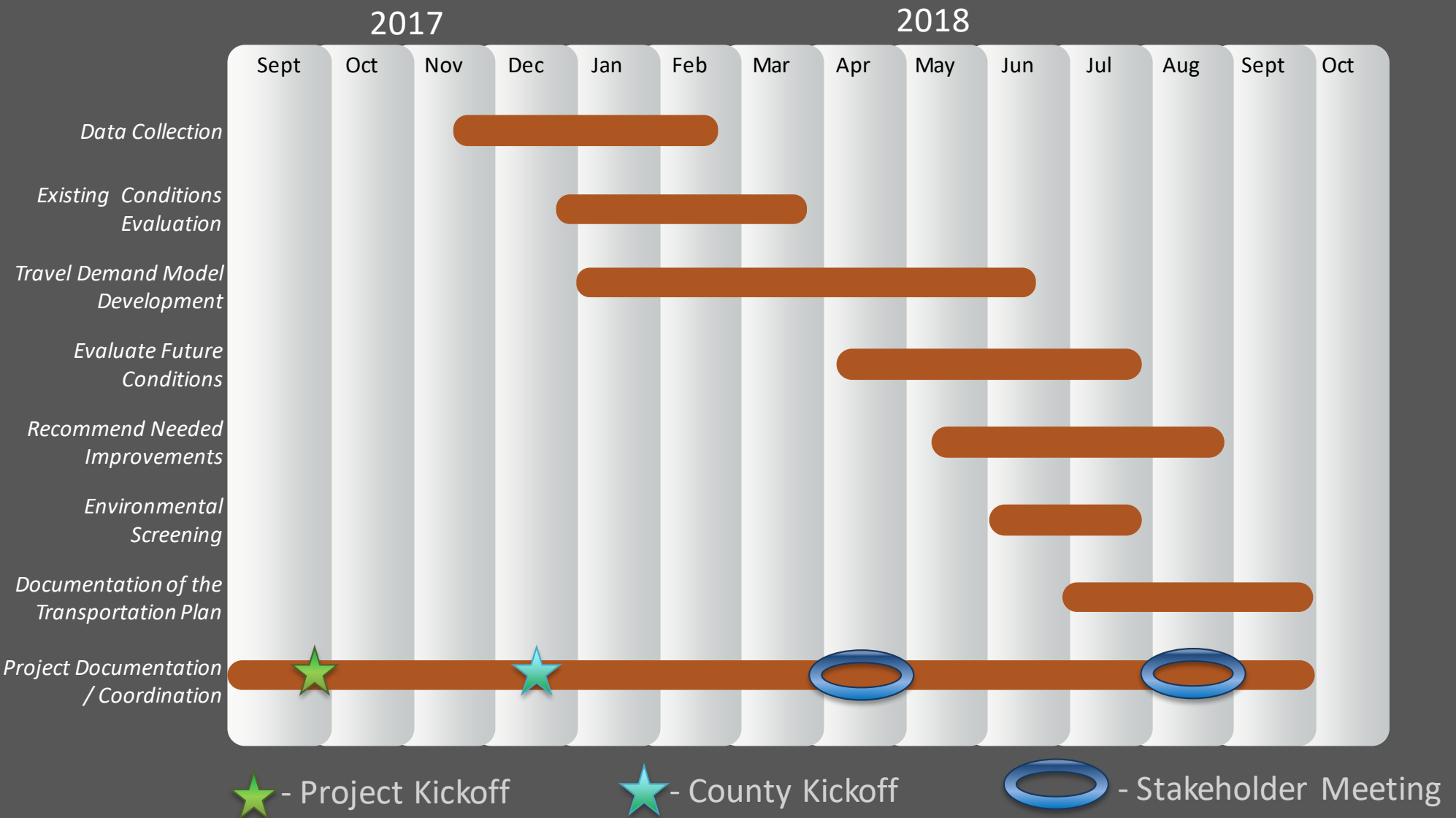
- Members Include
 - Municipalities
 - Chamber of Commerce
 - Planning Agencies
- Purpose
 - Refine study goals and objectives
 - Provide input at key study milestones

OUTREACH

- Stakeholder Advisory Group
- Public Survey

oconeelrtpsurvey.com

PROCESS AND SCHEDULE



Study Goals and Objectives



WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

Oconee County Comprehensive Plan

- Where appropriate , increase capacity of road network in a strategic way that can help guide growth
- Increase bicycle and pedestrian network connectivity
- Prioritize pedestrian infrastructure improvements at key locations i.e. schools, parks, civic facilities, and recreational destinations

Madison Athens-Clarke Oconee Regional Transportation Study

- Eliminate automobile/railroad at-grade crossings where feasible
- Review accident information to identify safety problems and take corrective measures (reconstruction, redesign, etc.) where necessary

WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

Governor's Strategic Goals (2015)

- **Mobile:** Improving the movement of people and goods across and within the state, expanding GA's role as a major logistics hub, and leveraging public-private partnerships
- **Growing:** Creating jobs and growing businesses;
- **Healthy:** Accessible care and active lifestyles; and
- **Safe:** Protecting the public's safety and security by reducing injury and loss of life on Georgia's roads.

Fixing America's Surface Transportation Act, FAST Act (2015)

- Safety;
- Infrastructure condition;
- Congestion reduction;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and
- Reduced project delivery delays.

WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

Draft Study Goals	Local	State	National
Improve safety, accessibility and mobility options for people and goods movement	✓	✓	✓
Promote and protect quality of life by integrating local planned growth, land use patterns and economic development patterns with transportation analysis and planning.	✓	✓	
Emphasize the efficient, operation, and preservation of the existing transportation system while promoting environmental sustainability.	✓	✓	✓
Accommodate users without access to automobiles and promote health and quality of life by providing a range of mobility options	✓	✓	

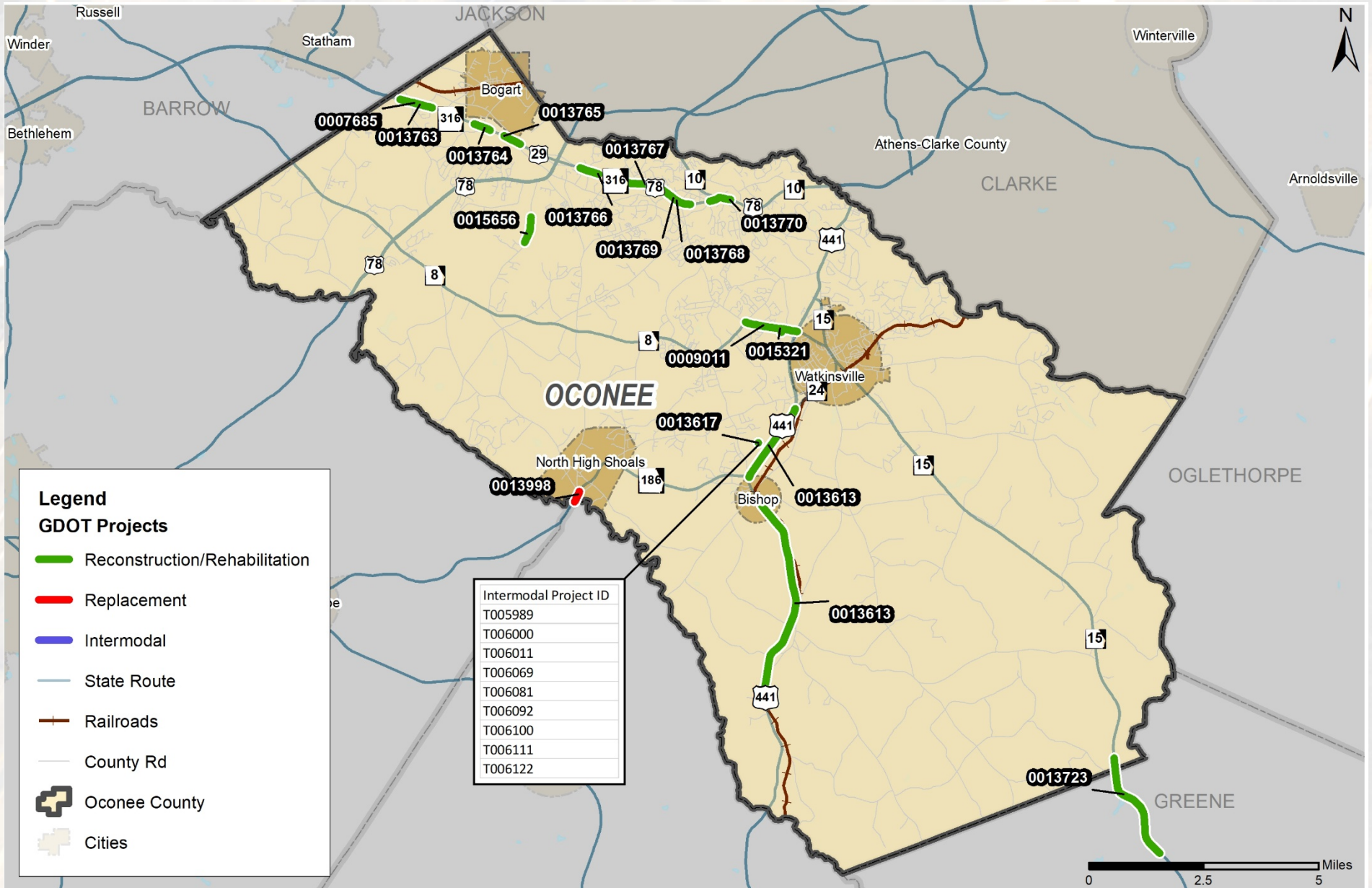
Data Collection Overview



DATA COLLECTION OVERVIEW

- Background Information and Studies
 - Transportation and Land Use Planning Documents
- Multi-Modal (Transit, Bicycle, Pedestrian)
- Crash History
- Bridge Inventory
- Rail and Freight Movement
- Data to Support Travel Demand Model
 - Transportation Network
 - Population/Employment Data
 - Land Use Data

PROGRAMMED PROJECTS

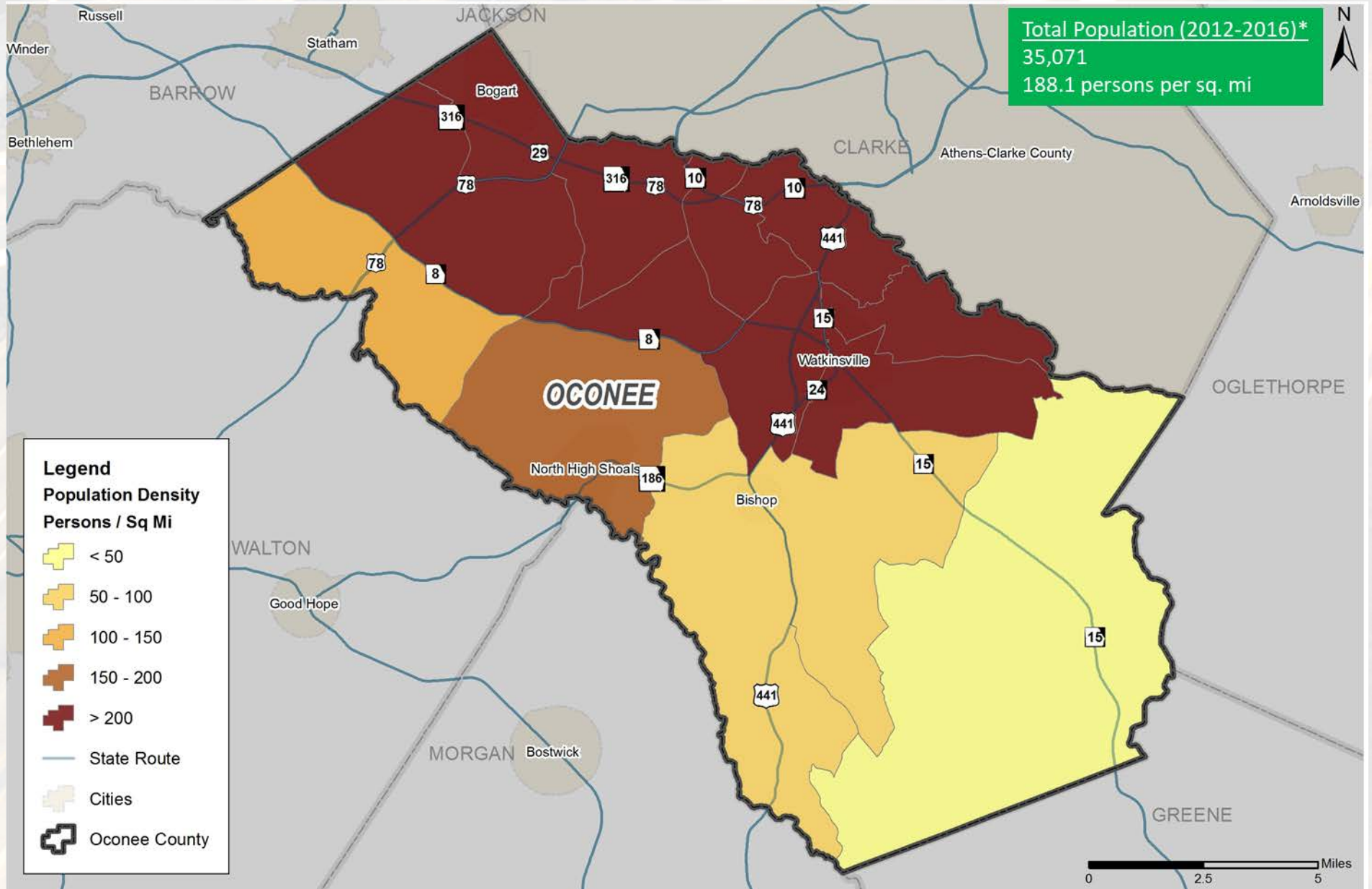


SOURCE: GEOPi 2018-2028

Existing Conditions

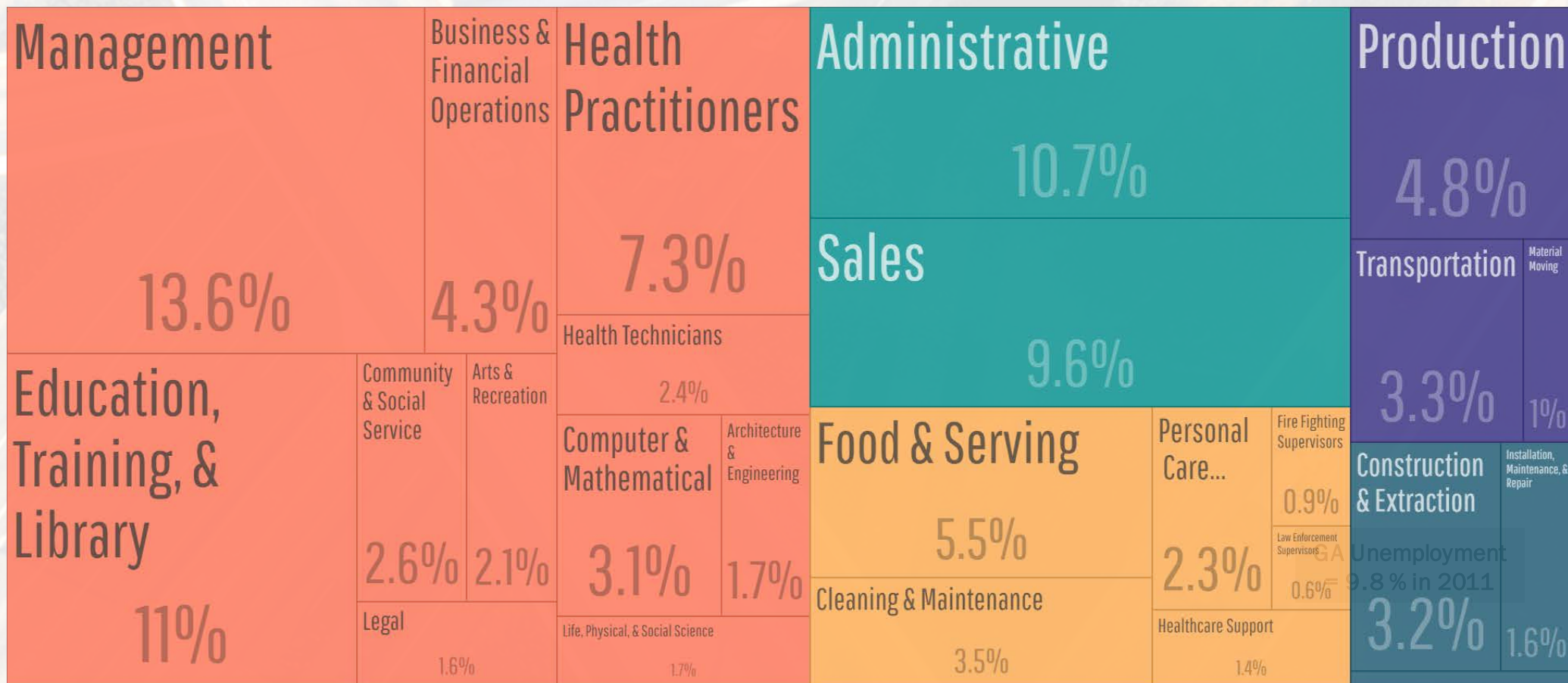


2012-2016 POPULATION DENSITY



Source: 2010 Census Block Group

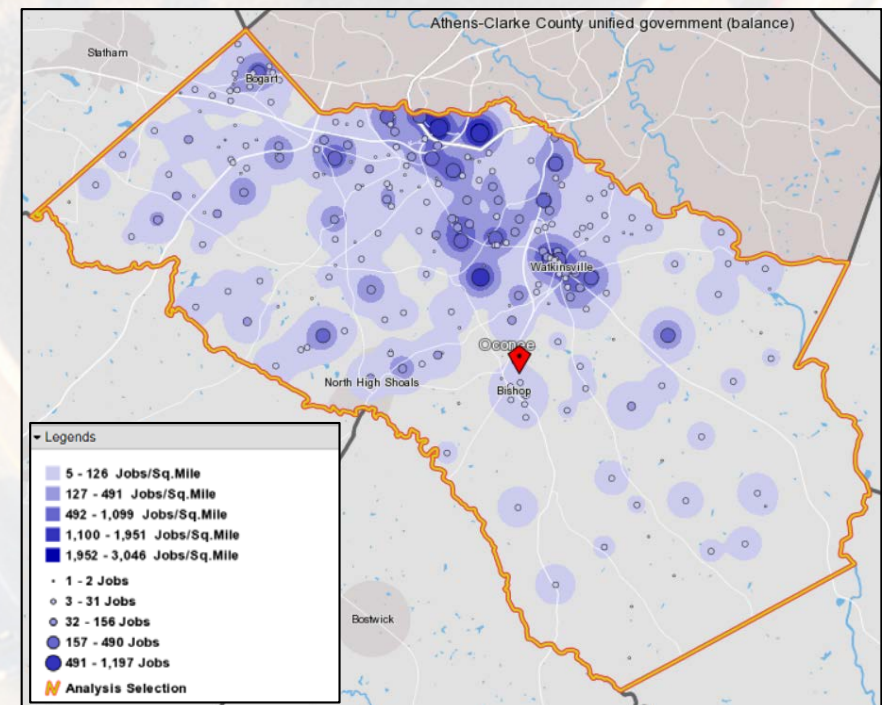
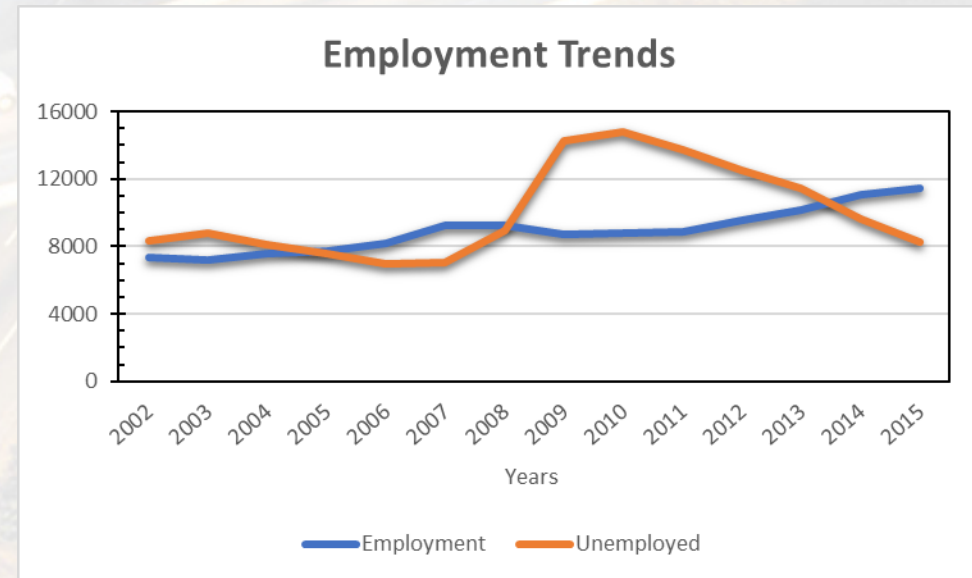
SOCIOECONOMIC CHARACTERISTICS



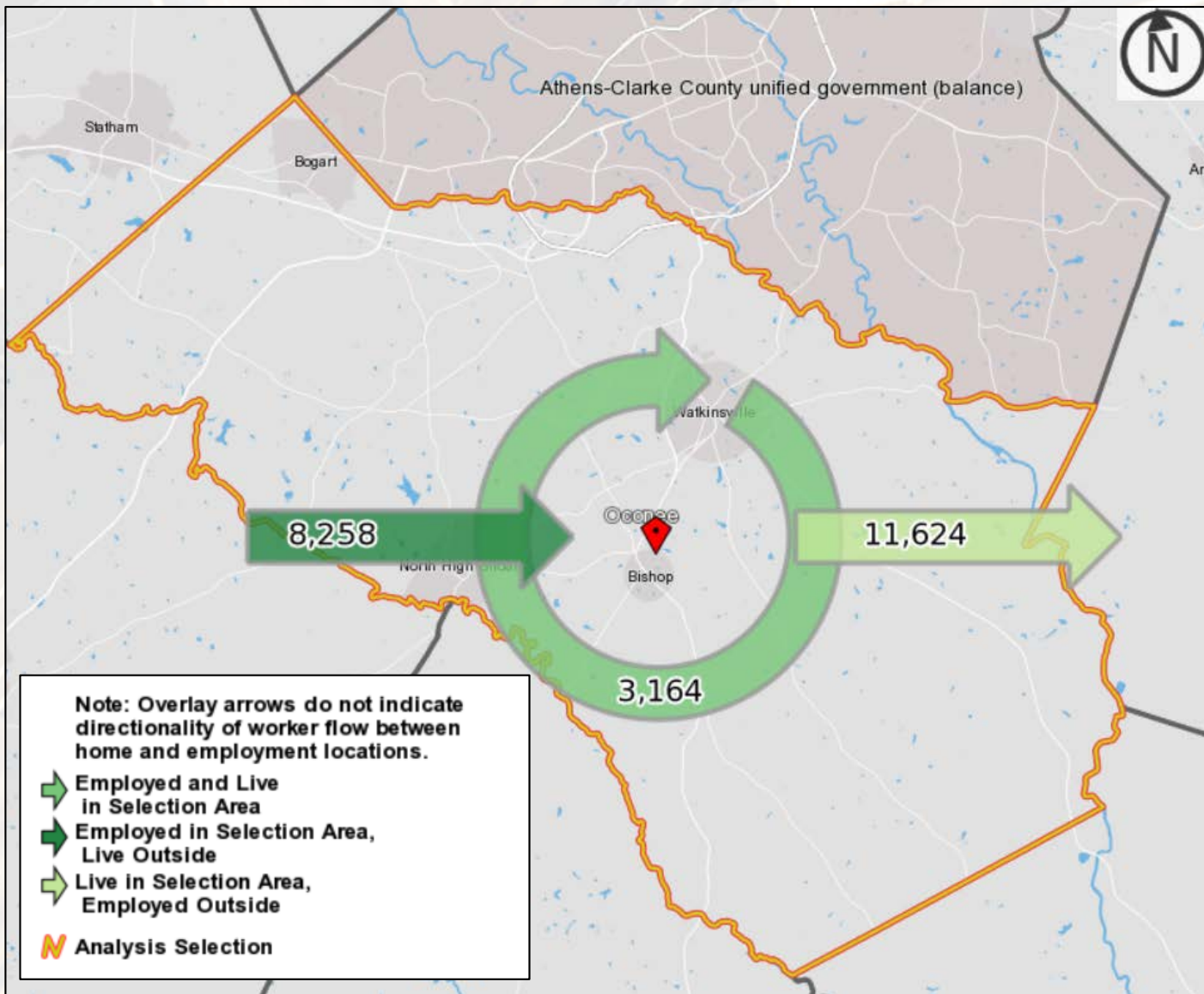
Source: 2015 ACS; Data USA

SOCIOECONOMIC CHARACTERISTICS

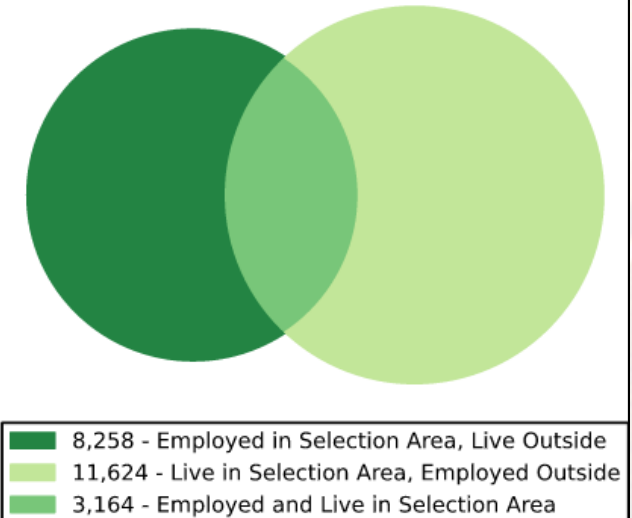
- Average household income has steadily increased
 - \$62,966 in 2005 (\$45,564 in GA)
 - \$76,298 in 2010 (\$46,252 in GA)
 - \$88,570 in 2016 (\$53,648 in GA)
- Employment has averaged a growth of 1.8% over the past decade
- Unemployment levels have shown a drastic decrease since 2010.



INFLOW/OUTFLOW ANALYSIS



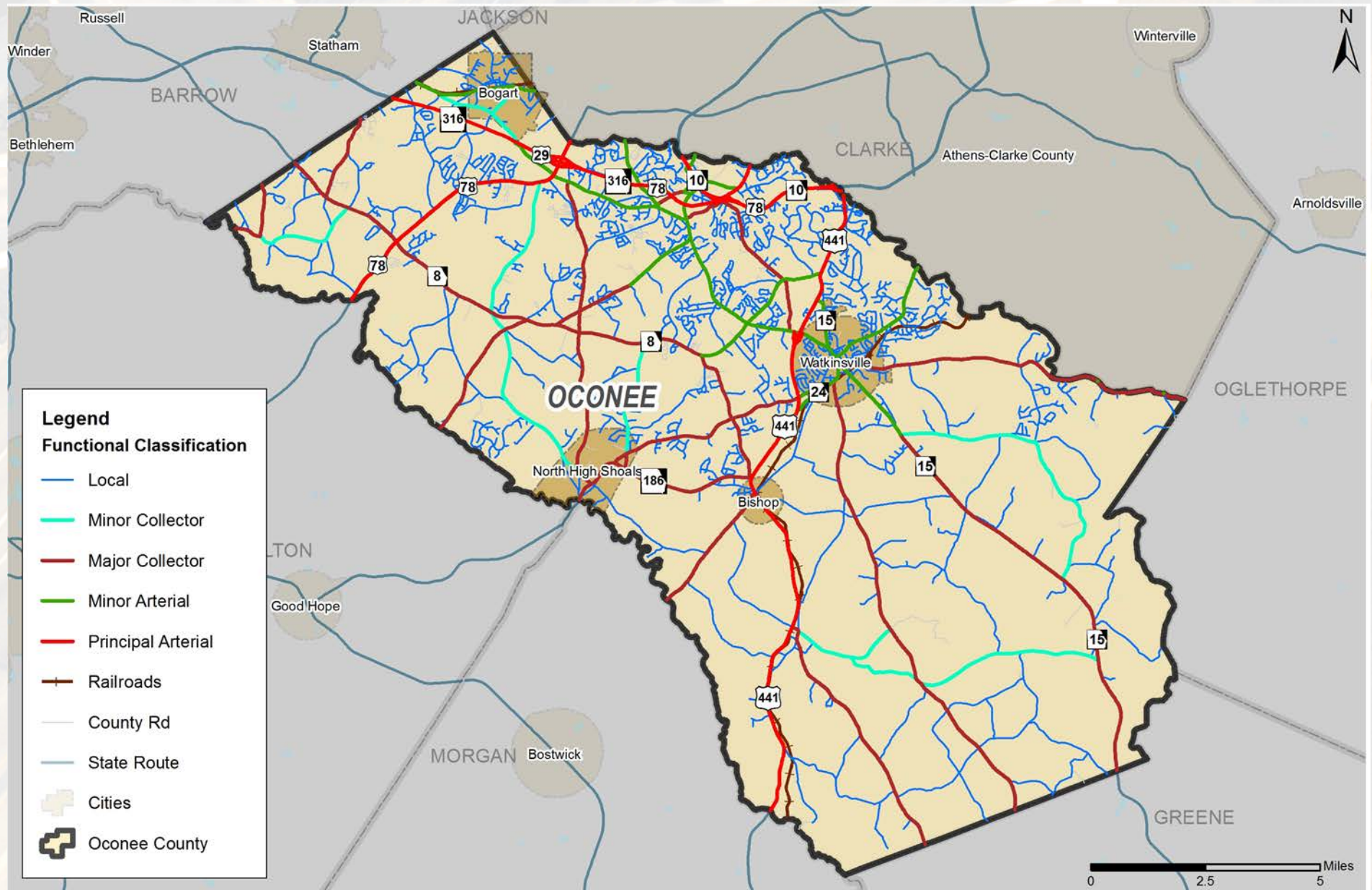
Inflow/Outflow Job Counts in 2015



Inflow/Outflow Job Counts (All Jobs)
2015

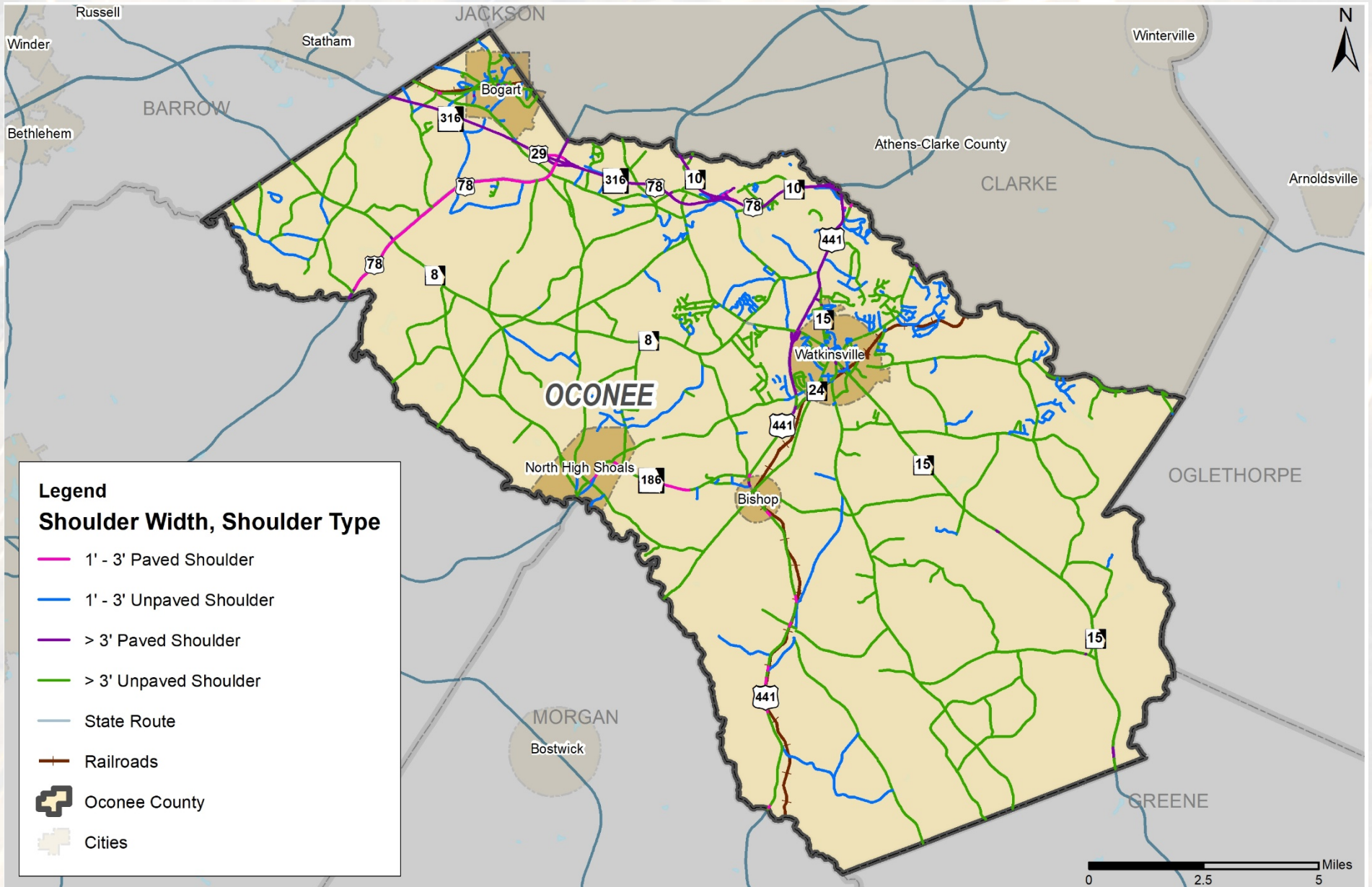
	Count	Share
Employed in the Selection Area	11,422	100.0%
Employed in the Selection Area but Living Outside	8,258	72.3%
Employed and Living in the Selection Area	3,164	27.7%
Living in the Selection Area	14,788	100.0%
Living in the Selection Area but Employed Outside	11,624	78.6%
Living and Employed in the Selection Area	3,164	21.4%

ROADWAY FUNCTIONAL CLASSIFICATION



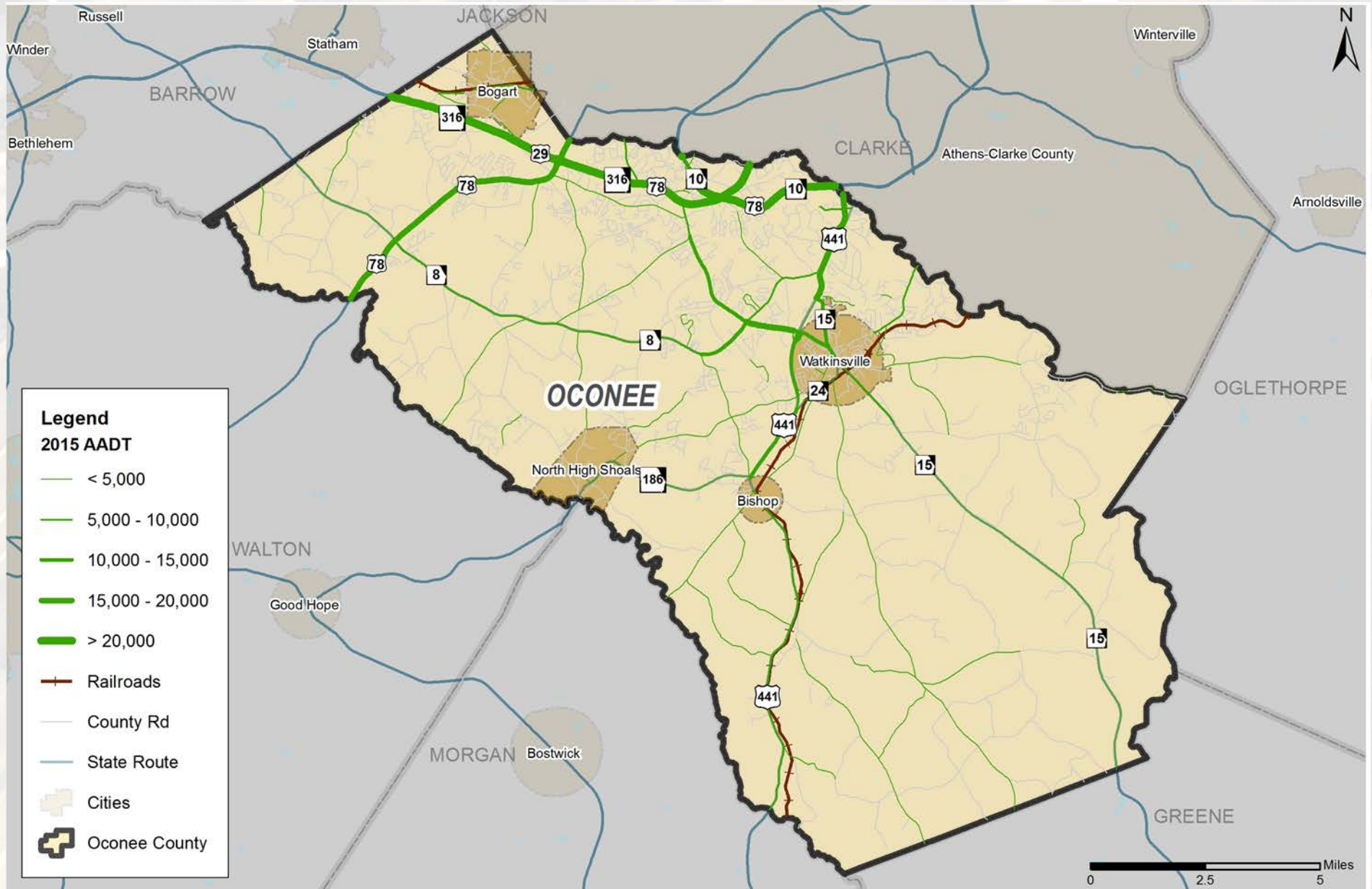
Source: 2017 GDOT RC Data

ROADWAY SHOULDERS



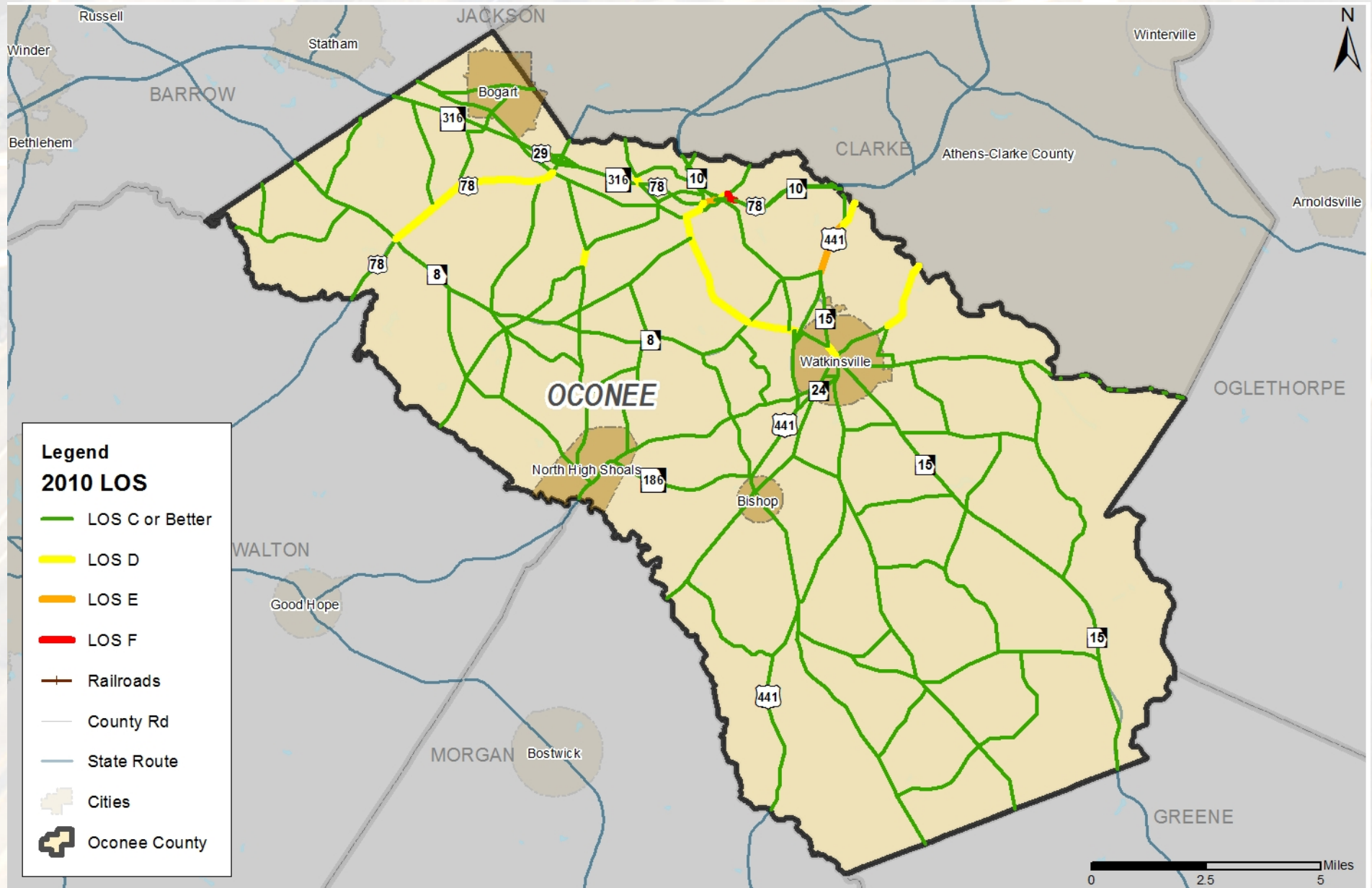
Source: 2017 GDOT RC Data

2015 ANNUAL AVERAGE DAILY TRAFFIC



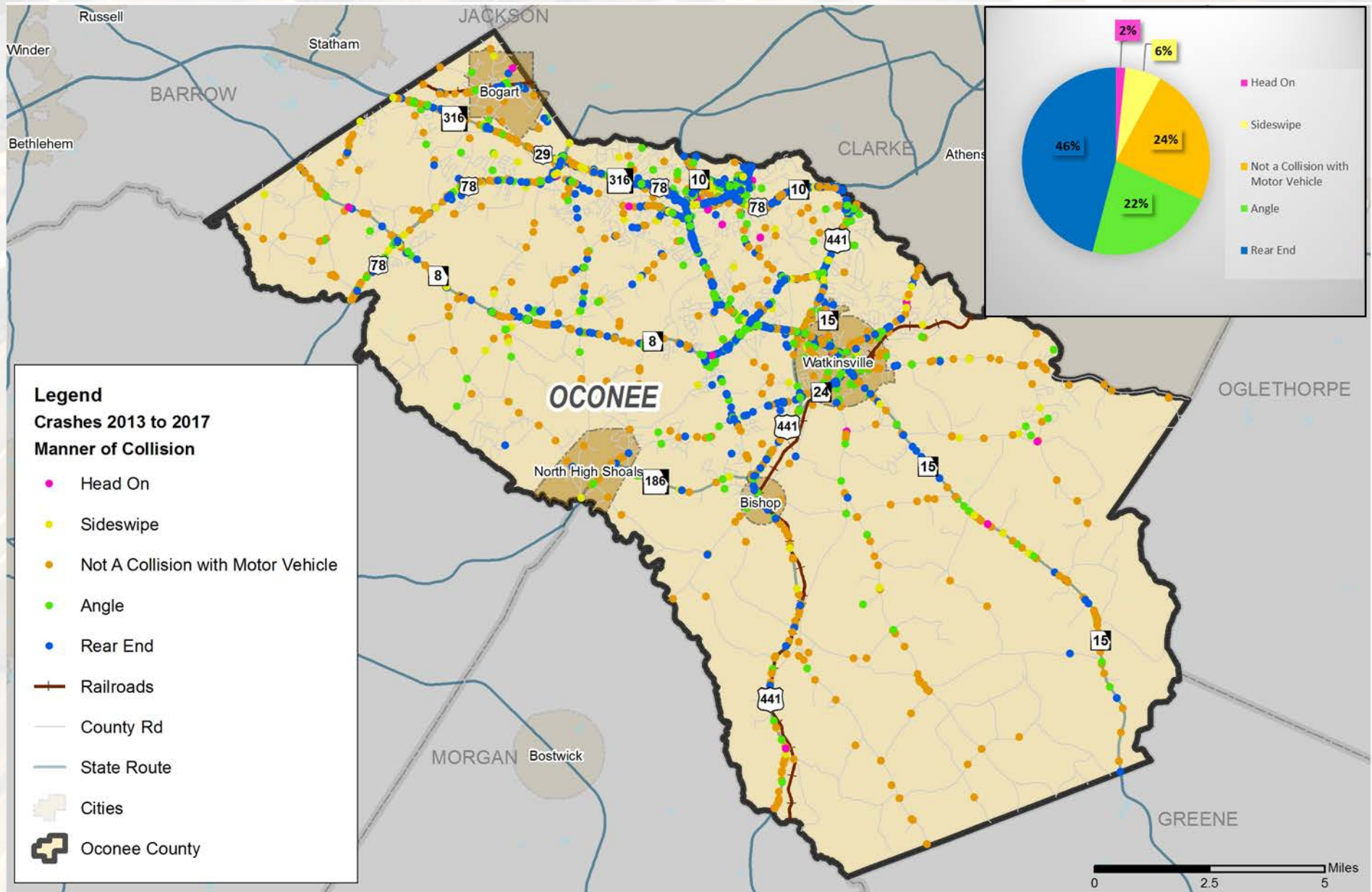
Source: GDOT Annual Count Program

2010 Modeled Daily Level of Service



Source: 2010 Athens MPO Travel Demand Model Outputs

CRASH LOCATIONS 2013-2017



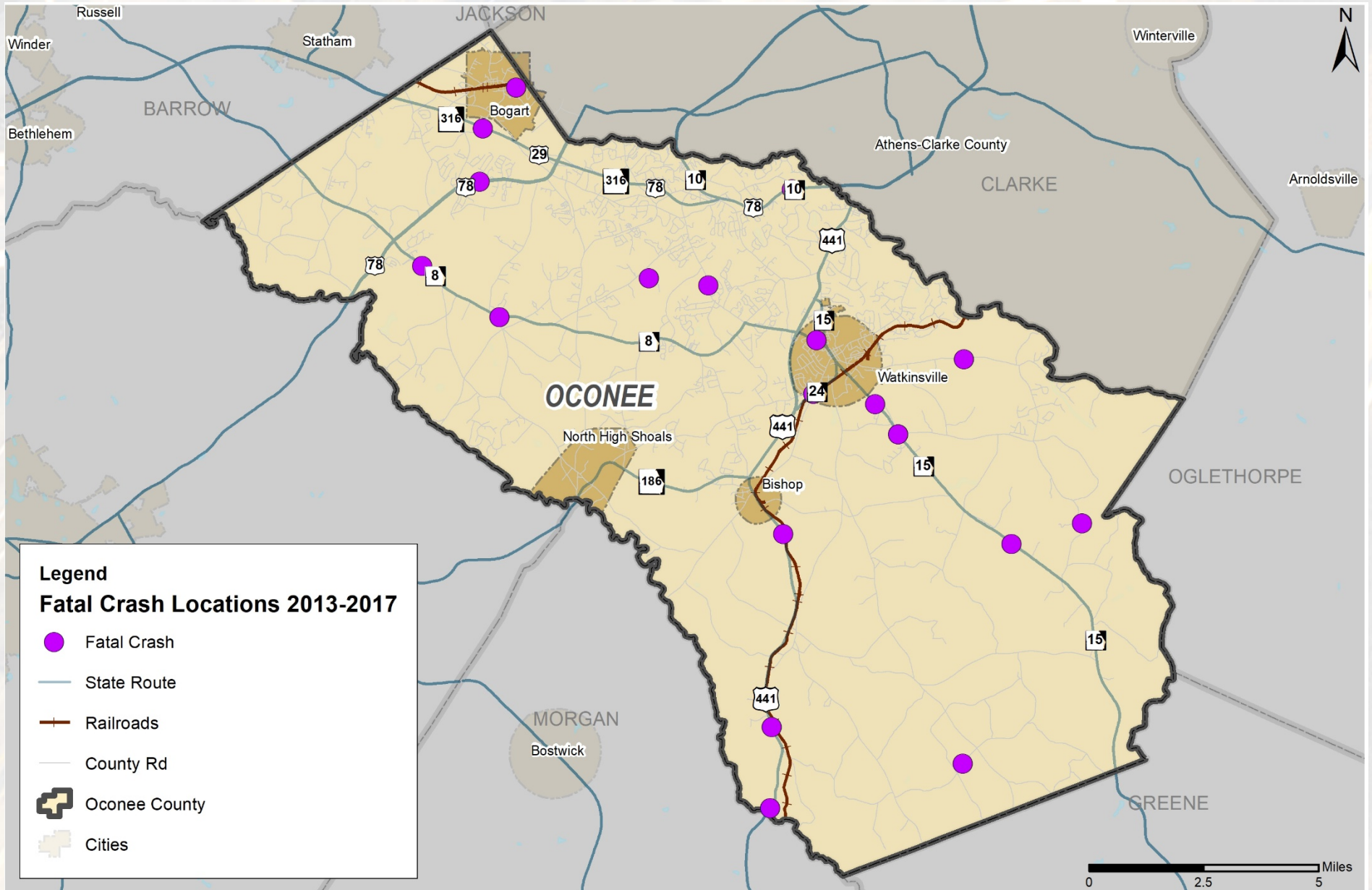
Source: GEARS Database (2013-2017)

CRASH RATES ON MAJOR SEGMENTS

Corridor	From	To	Crash Rate	GDOT Statewide Average Crash Rate (2015)
SR 316	County Boundary West	Oconee Connector	95	109
SR 316	Oconee Connector	County Boundary East	41	109
US 441	SR 186	SR 24	138	109
US 441	SR 24	SR 15	62	109
US 441	SR 15	County Boundary East	69	109
US 441	County Boundary West	SR 186	89	109
SR 15	US 441	SR 24	1002	370
SR 15	SR 24	Astondale Rd	206	194
SR 15	Astondale Rd	County Boundary East	131	194

Source: GEARS Database (2013-2017)

FATAL CRASH LOCATIONS 2013-2017



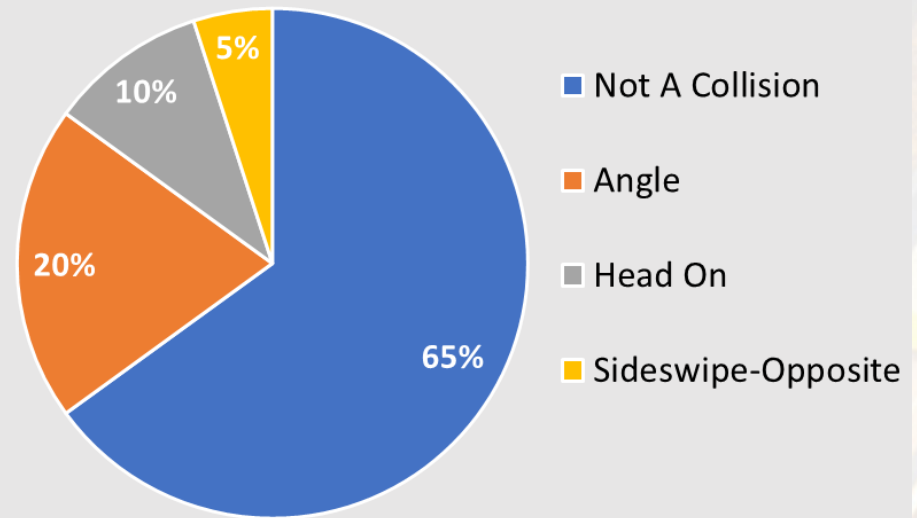
Source: GEARS Database (2013-2017)

FATAL CRASH ANALYSIS 2013-2017

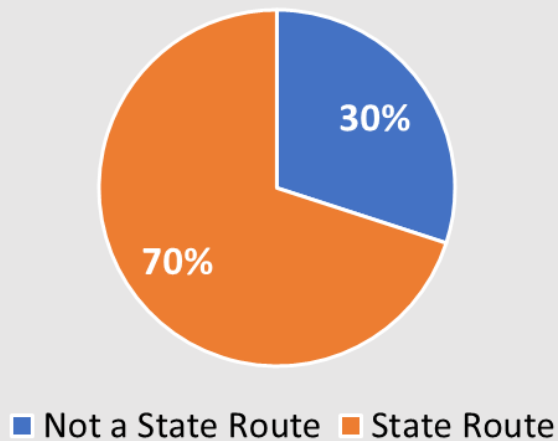
2013-2017 in Oconee County

- Total Fatal Crash: 20
- Total Fatalities: 25

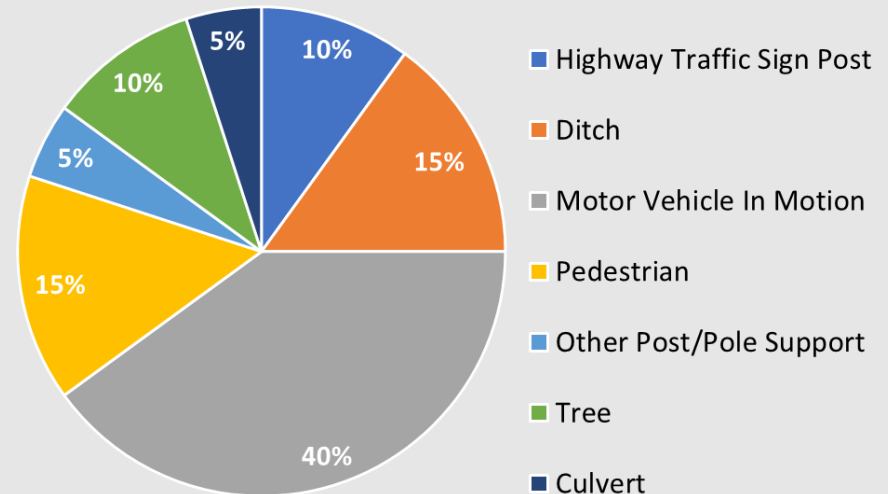
Manner of Collision



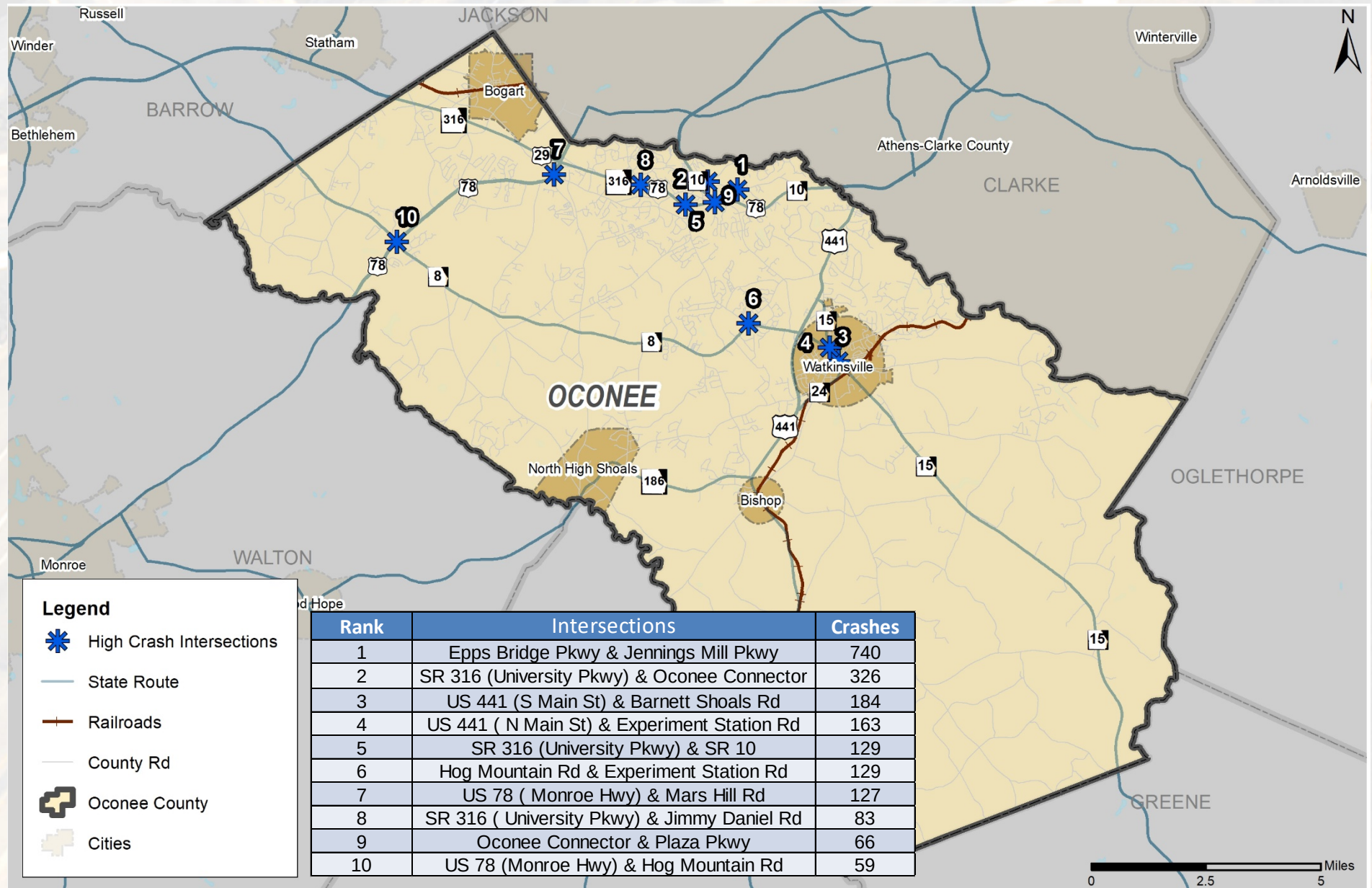
Crash by Route Type



First Harmful Event

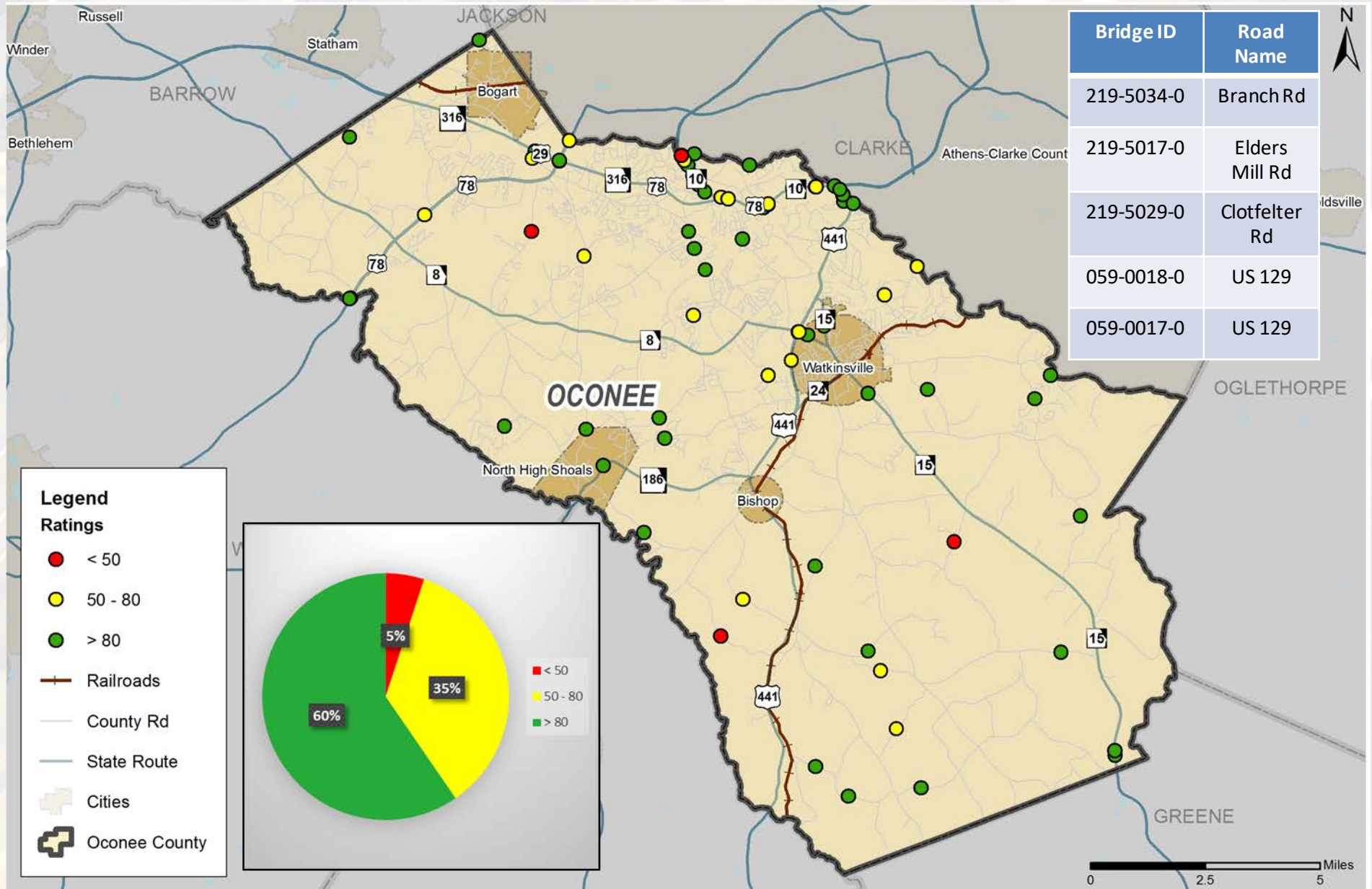


TOP TEN HIGH CRASH INTERSECTIONS



Source: GEARS Database (2013-2017)

BRIDGE SUFFICIENCY RATING



Source: GDOT Bridge Inventory Data

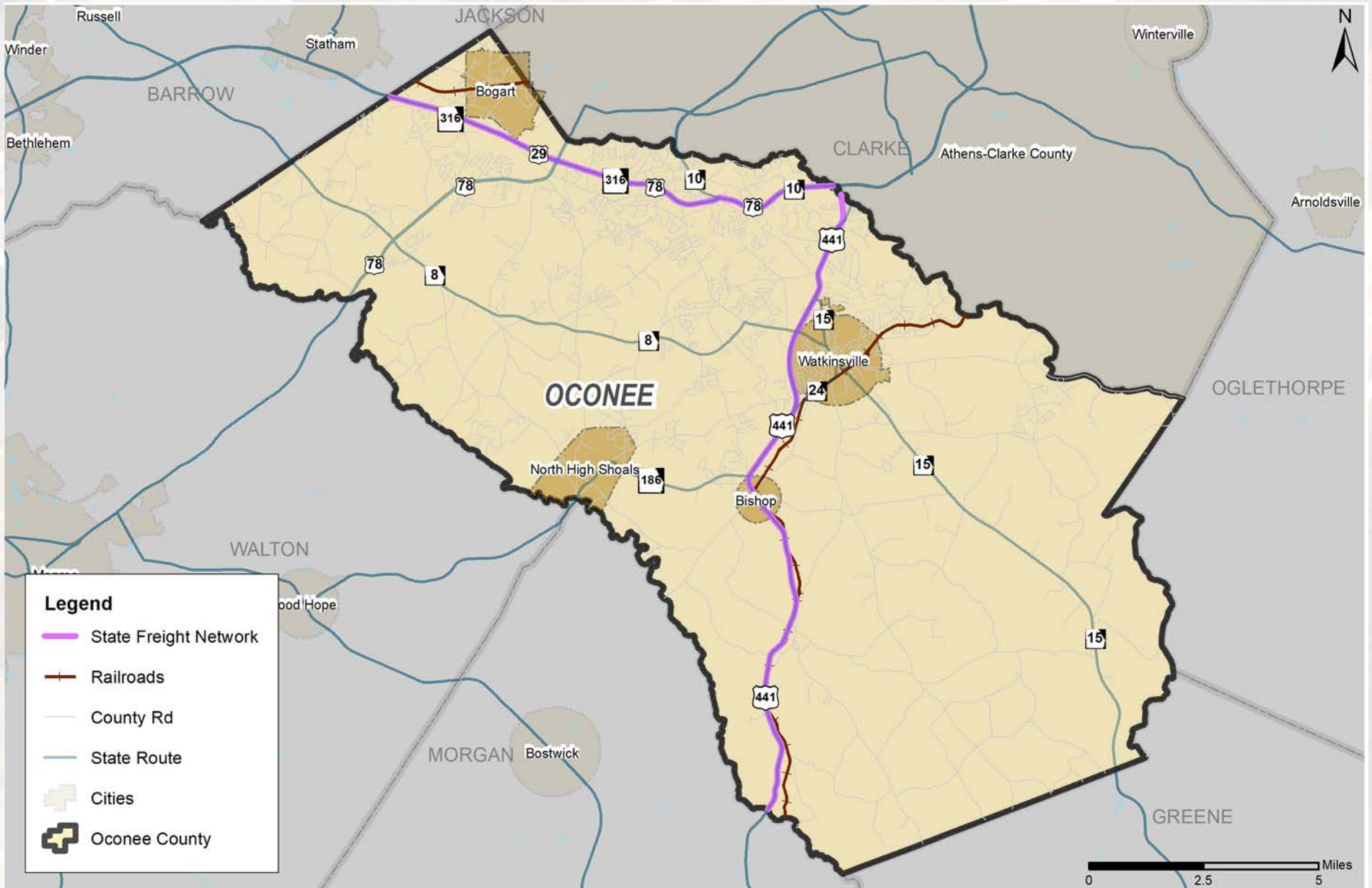
EXISTING TRANSIT CONDITIONS

- Georgia Department of Human Resources (DHR) provides limited transportation services to various qualified residents of Oconee County
 - Division of Aging, Division of Family and Children's Services, Temporary Assistance to Needy Families, Division of Mental Health, Developmental Diabetes and Addictive Services, Dept. of Labor Vocational Rehab
- Current Plans
 - Northeast Georgia Rural and Human Services Transportation Plan (2013)

EXISTING RAIL CONDITIONS

- Two rail lines pass through Oconee County
 - Athens Branch (Bishop to North County Line)
 - 12 roadway crossings
 - Rail line south of Bishop is inactive
 - CSX (through Bogart)
 - 2 roadway crossings
- No incidents between trains and vehicles (2009-present)
- Potential Improvements will focus on upgrade of safety markings and equipment

FREIGHT NETWORK



Source: GDOT Roadway Characteristics 2018



EXISTING BICYCLE & PEDESTRIAN CONDITIONS

- 2013-2017 Crash Data
 - 5 bicycle incidents with 3 injuries
 - 13 pedestrian incidents with 11 injuries and 3 fatalities
- Current Plans
 - Oconee County Comprehensive Plan (2008)
 - Northeast Georgia Plan for Bicycling and Walking (2010)
 - Phase I Rails-To-Trails Plan for the Athens Line Rail Corridor (2010)
 - Statewide and MACORTS Transportation Improvement Program

TYPES OF IMPROVEMENT ALTERNATIVES

What are the right type of improvements in Oconee County?

- Maintain and manage current facilities
- Operational / safety improvements
- Diversify modes
- Expand existing facilities
- New facilities

Stakeholder Input



WE NEED YOUR INPUT

- Transportation Deficiencies
- Transportation Opportunities
- Development Areas
- Economic Opportunity Areas

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Next Steps



NEXT STEPS

- Study Survey Distribution
- Develop Operating Conditions
 - Existing (2018)
 - Future (2020, 2045)
- Develop Preliminary Short- and Long-Term Improvements
- Evaluate Proposed Improvements
- Relate Proposed Improvements to Plan Goals

CONTACT INFORMATION

Matthew Risher

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SIGN-IN SHEET

Please Print

4-17-2018

Oconee County Long Range Transportation Plan

Stakeholder Advisory Group Meeting

Name	Company and/or Address	Phone	E-Mail
Scott Sugar	HNTB	404-946-5723	SSUGAR@HNTB.COM
Tim Kasse	HNTB	(4) 946- 5723 5706	tkasse@hntb.com
Mary Huffstetter	MPH	404 210 6123	maryhuffstetter@bellsouth.net
James Hale	OCSO	(706) 424-5663	jhale@oconeesheriff.org
Sherry McDuffie	Attens MPO	706- 201 613-3515	macorb@accgov.com
Cherie Varnum	Attens MPO	706-613-3515	cherie.varnum@accgov.com
Ted Hicks	GDOT	4 631 1750	ehicks@dot.ga.gov
Matthew Risher	GDOT	404 631 1923	Mrisher@dot.ga.gov
Adam Layfield	OCPW	706-769-2937	alayfield@oconee.ga.us
Dontrey Garnett	GDOT	404 631 1811	dgarnett@dot.ga.gov
John Daniell	OCPW	706 207 2984	jdaniell@oconee.ga.us
Johnny Pritchett	Town of Bishop	706 207 5006	j-pritchett@bellsouth.net
Emil Beshara	OCPW	706-769-2937	ebeshara@oconee.ga.us
Justin Kiwanu	OCPW		
Dave Shearon	Mayor/Wadleyville	706-424-9929	mayor@cityofwadleyville.com
Toby Bradberry	Mayor/North High Shoals	(706) 410-4029	nhs-mayor-bradberry@gmail.com

Oconee County Long Range Transportation Plan

Stakeholder Meeting #2
October 2, 2018



AGENDA

- Study Overview
- LOS
- Next Steps
- Breakout Groups

Study Overview



WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

Oconee County Comprehensive Plan

- Where appropriate , increase capacity of road network in a strategic way that can help guide growth
- Increase bicycle and pedestrian network connectivity
- Prioritize pedestrian infrastructure improvements at key locations i.e. schools, parks, civic facilities, and recreational destinations

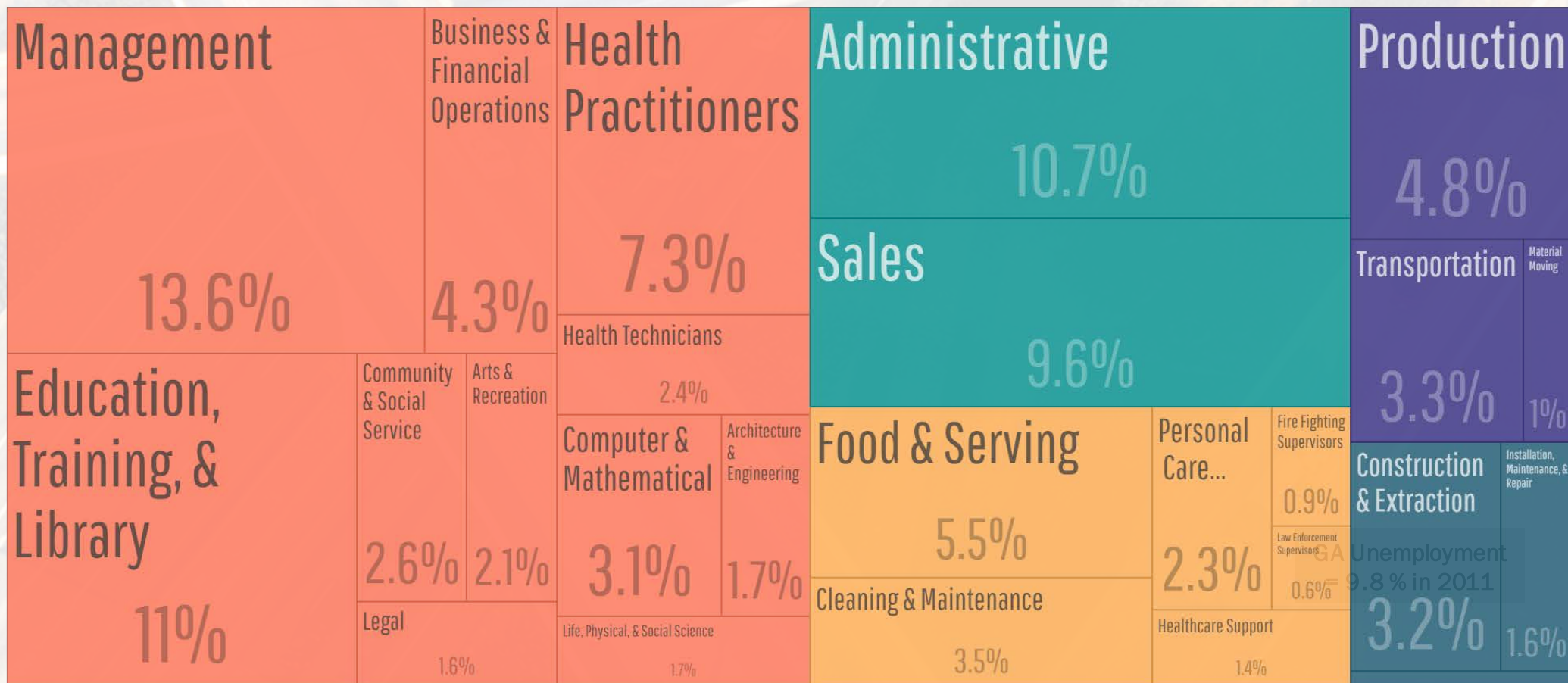
Madison Athens-Clarke Oconee Regional Transportation Study

- Eliminate automobile/railroad at-grade crossings where feasible
- Review accident information to identify safety problems and take corrective measures (reconstruction, redesign, etc.) where necessary

WHAT ARE YOUR TRANSPORTATION PLAN GOALS?

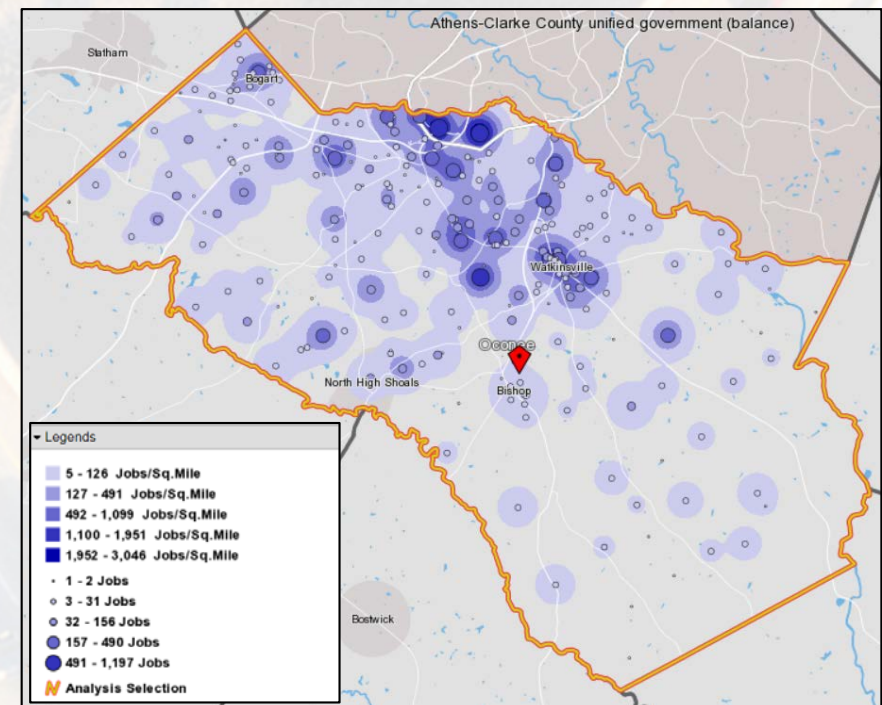
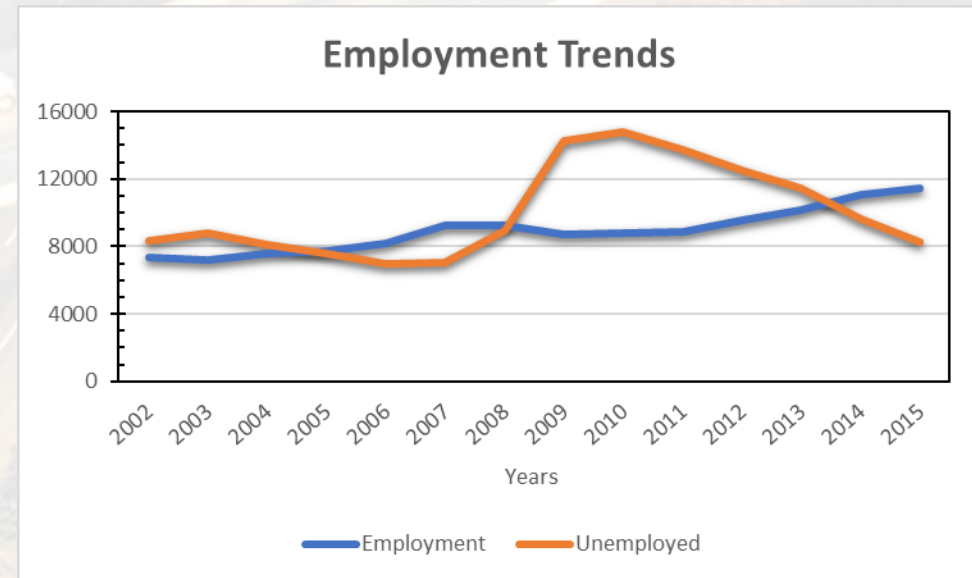
Draft Study Goals	Local	State	National
Improve safety, accessibility and mobility options for people and goods movement	✓	✓	✓
Promote and protect quality of life by integrating local planned growth, land use patterns and economic development patterns with transportation analysis and planning.	✓	✓	
Emphasize the efficient, operation, and preservation of the existing transportation system while promoting environmental sustainability.	✓	✓	✓
Accommodate users without access to automobiles and promote health and quality of life by providing a range of mobility options	✓	✓	

SOCIOECONOMIC CHARACTERISTICS

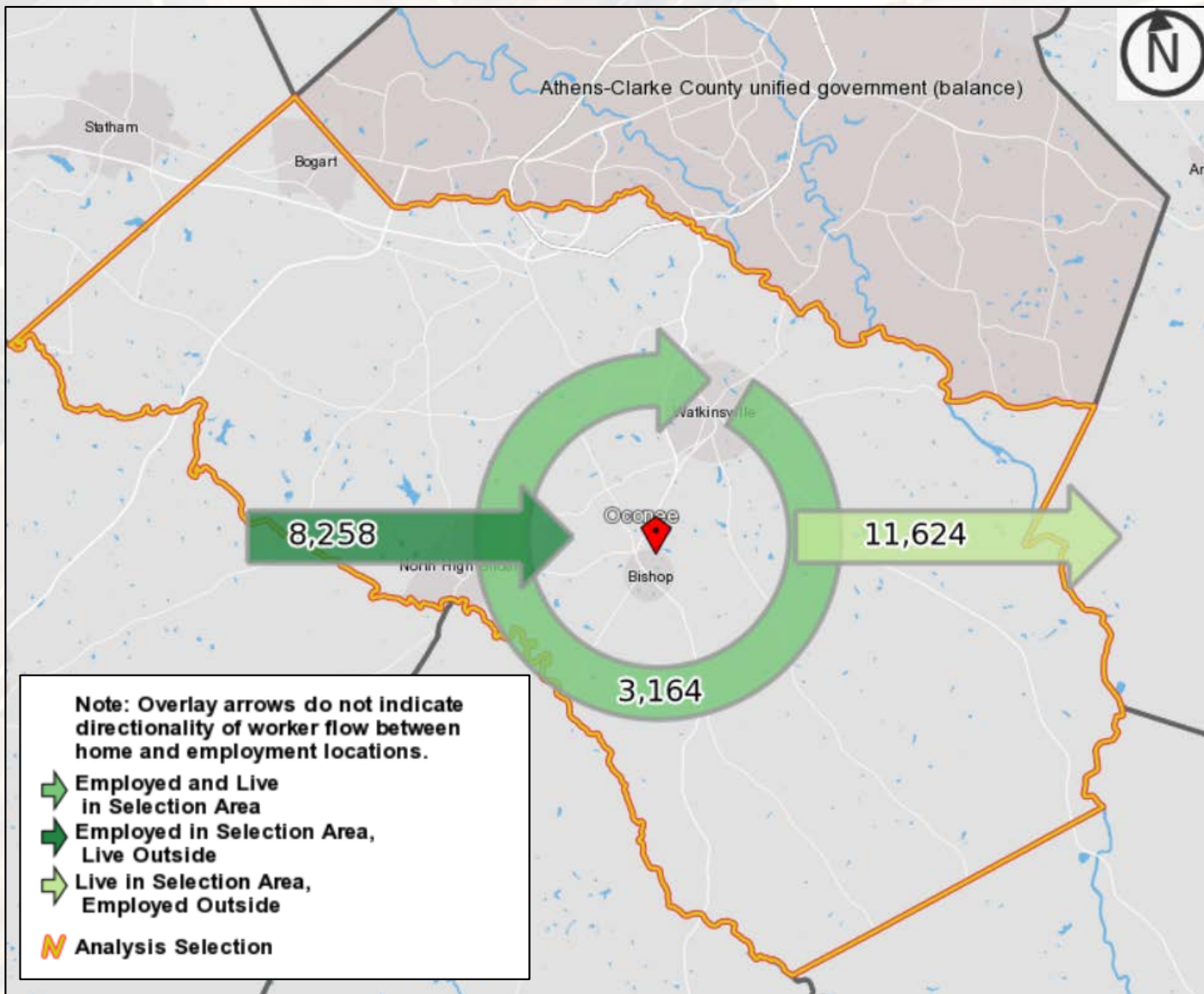


SOCIOECONOMIC CHARACTERISTICS

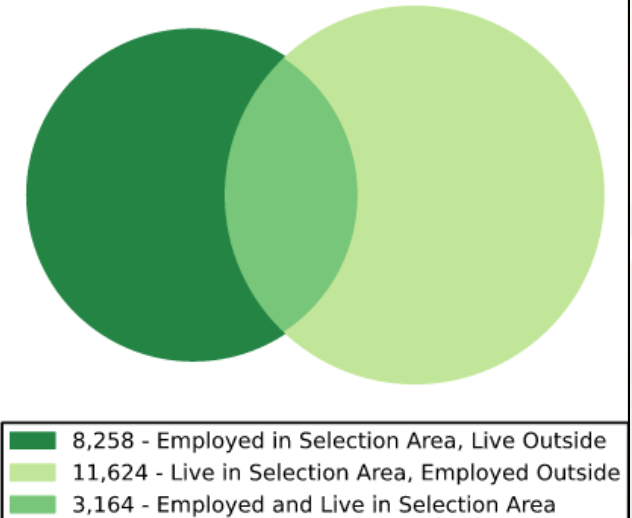
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 - \$76,298 in 2010 (\$46,252 in GA)
 - \$88,570 in 2016 (\$53,648 in GA)
- Employment has averaged a growth of 1.8% over the past decade
- Unemployment levels have shown a drastic decrease since 2010.



INFLOW/OUTFLOW ANALYSIS



Inflow/Outflow Job Counts in 2015



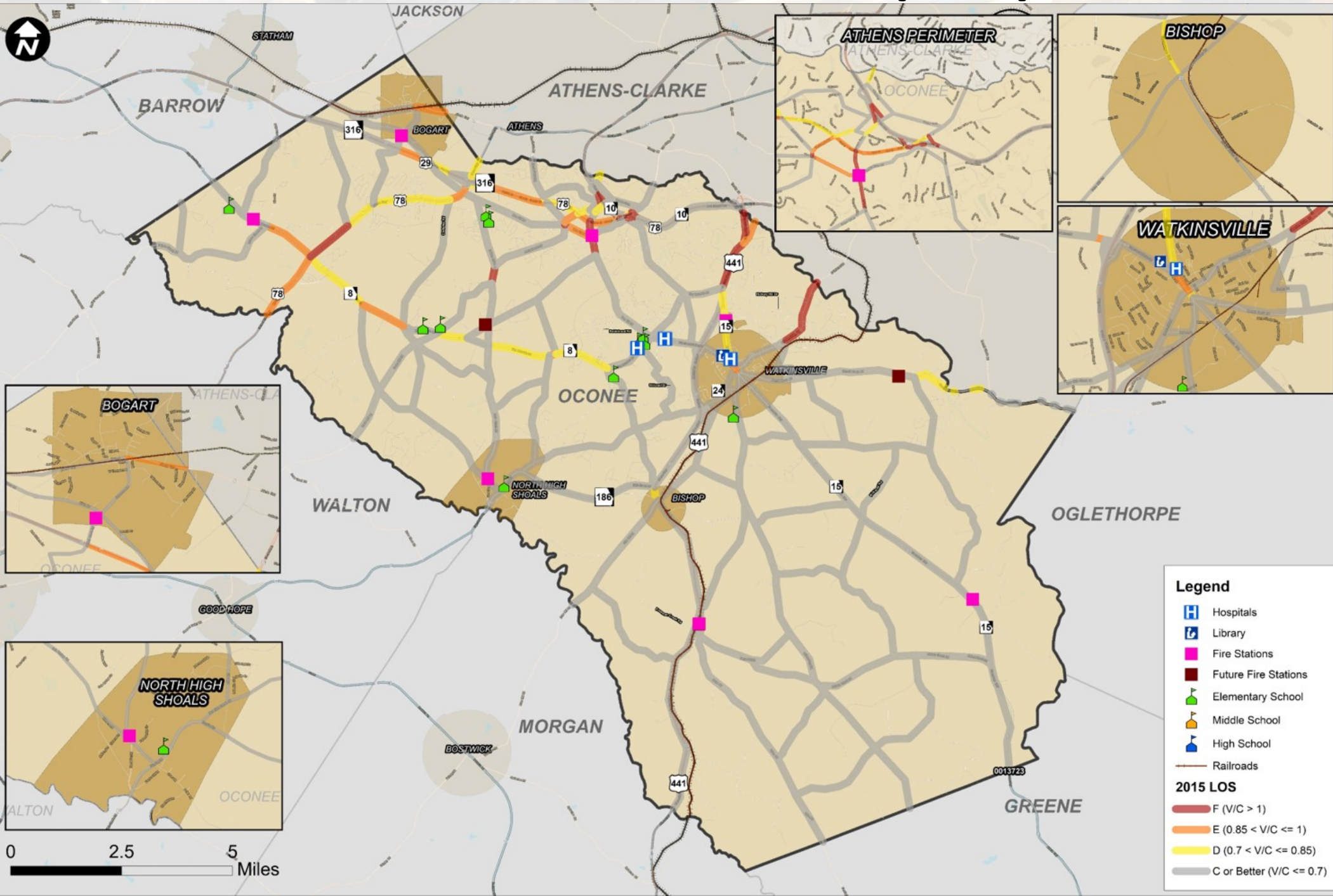
Inflow/Outflow Job Counts (All Jobs)
2015

	Count	Share
Employed in the Selection Area	11,422	100.0%
Employed in the Selection Area but Living Outside	8,258	72.3%
Employed and Living in the Selection Area	3,164	27.7%
Living in the Selection Area	14,788	100.0%
Living in the Selection Area but Employed Outside	11,624	78.6%
Living and Employed in the Selection Area	3,164	21.4%

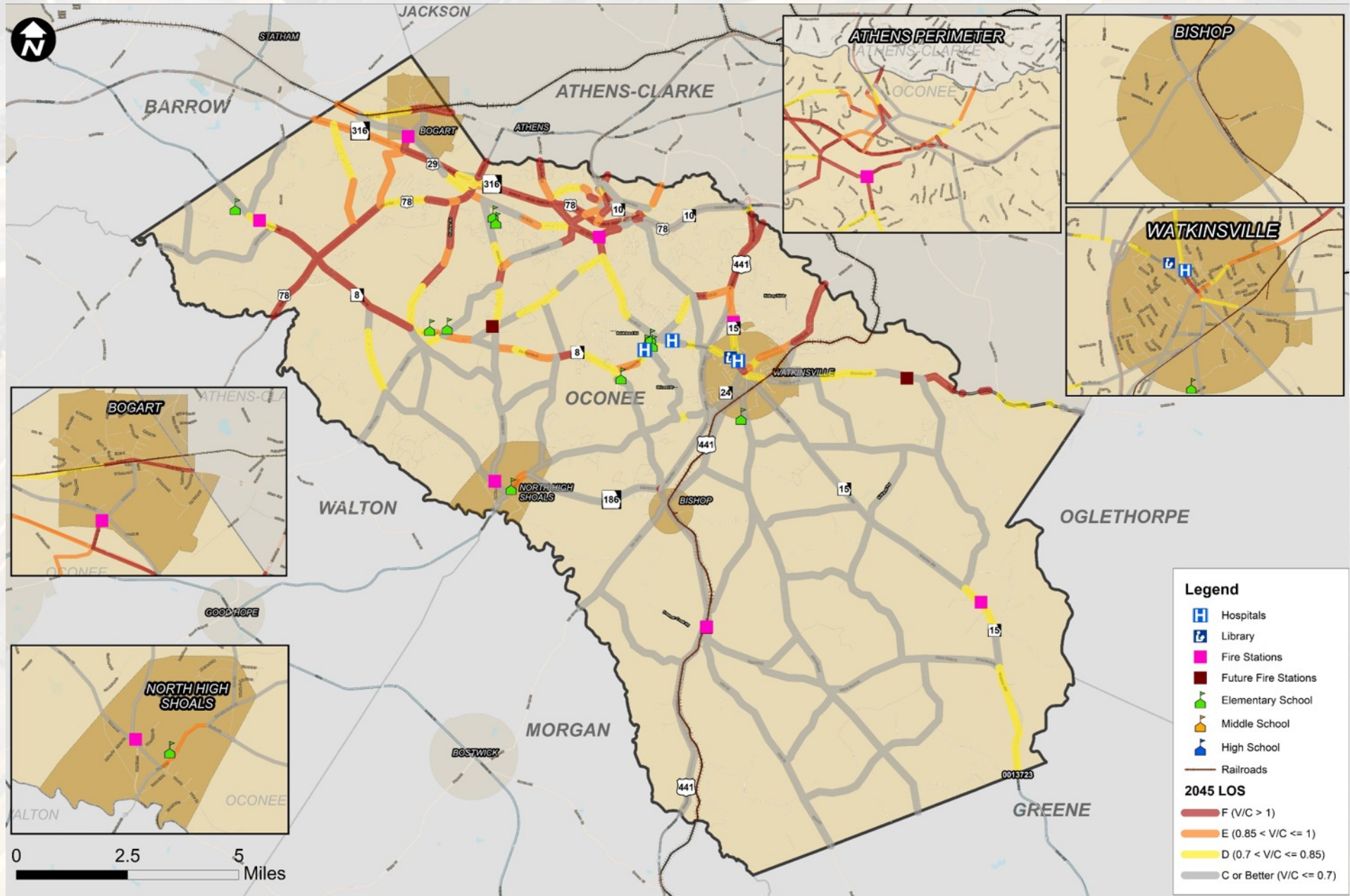
Level of Service



2015 LEVEL OF SERVICE (LOS)

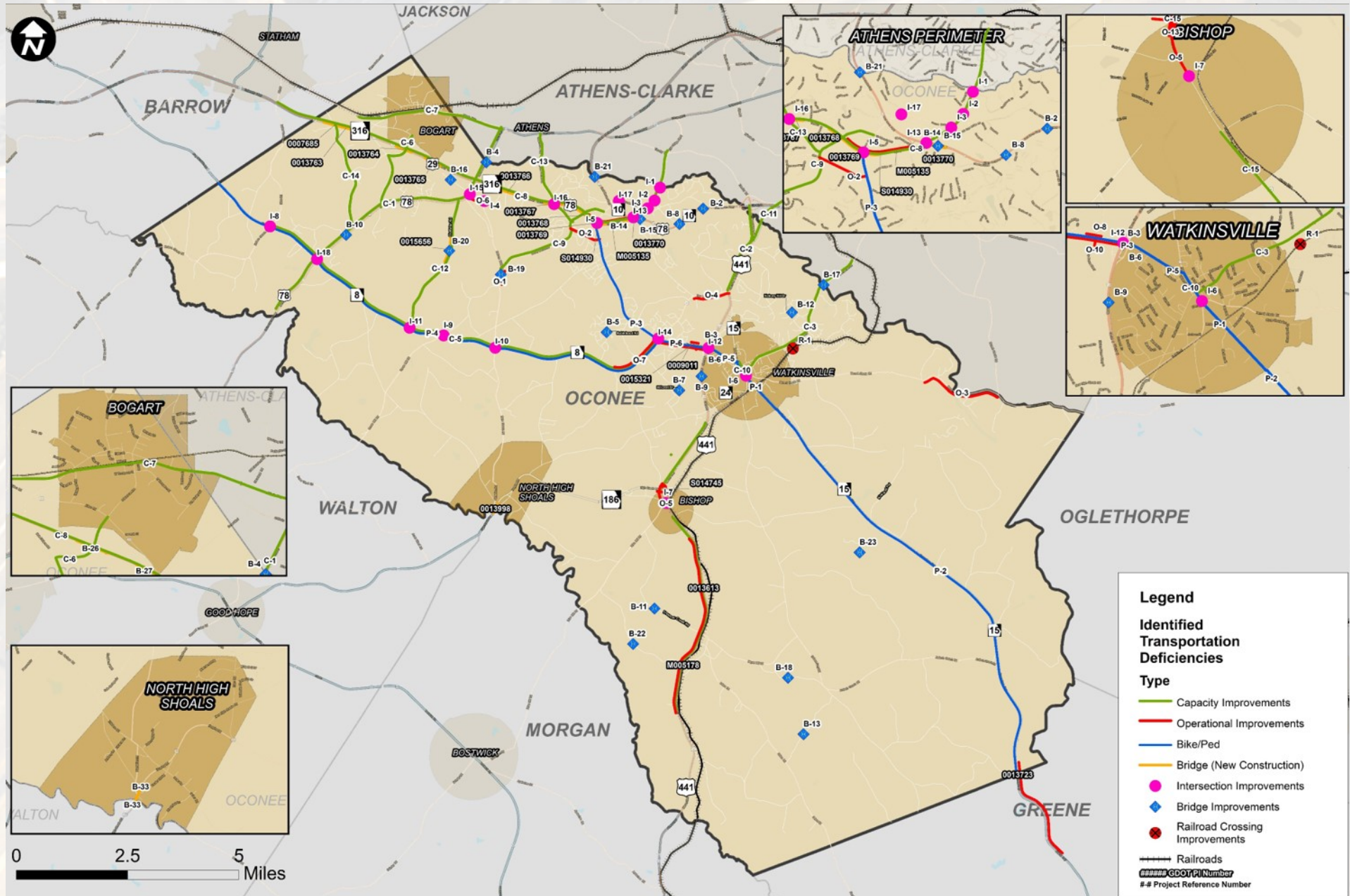


2045 LEVEL OF SERVICE (LOS)



Source: NEGRC

IDENTIFIED TRANSPORTATION DEFICIENCIES



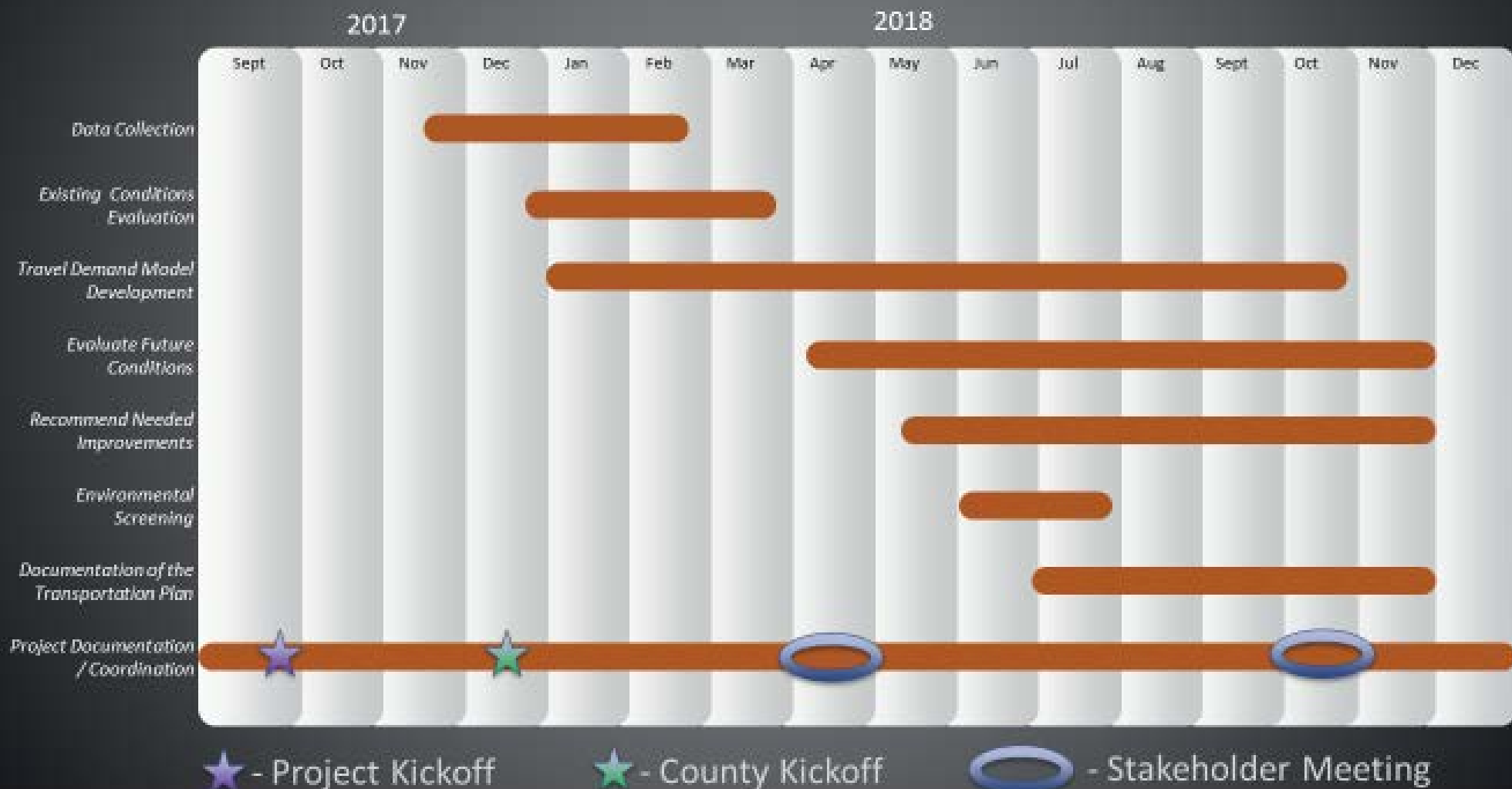
Source: HNTB

NEXT STEPS

- Finalize Project Prioritization List
- Future Conditions Report
- Completion of the LRTP

Oconee County Long-Range Transportation Plan

Study Schedule



Breakout Sessions



CONTACT INFORMATION

Matthew Risher

Project Manager

GDOT Office of Planning

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SIGN-IN SHEET

Please Print

10-2-2018

Oconee County Long Range Transportation Plan

Stakeholder Advisory Group Meeting

Name	Organization	Address	Phone	E-Mail
Scott Sugar	MNTB	100 Peachtree St	404-946-5700	ssugar@MNTB.com
Ted Hicks	GDOT	600 W Peachtree	4 631 1750	chicks@dot.ga.gov
Tom Caiata	GDOT	"	4 631 1749	tcata@dot.ga.gov
Mary Hu Estelle	MPH	Macon, GA	404 210 6123	maryhuestelle@bellsouth.net
Matthew Risher	GDOT	600 W Peachtree / Atlanta	404-631-1923	mrisher@dot.ga.gov
Sherry McDuffie	MACORTS	120 W. Dougherty St	706-613-3515	macorts@accgov.com
John Daniell	Oconee			
Sue Anne Decker	GDOT	1475 Jesse Jewel	770-533-8490	sdecker@dot.ga.gov
Brittany Borzi	GDOT	1475 Jesse Jewel	386-341-9752	
Jessica Suarez	GDOT	1475 Jesse Jewel	770-533-8312	jsuarez@dot.ga.gov
Jonathan Peavy	GDOT	"	770 533-8276	jpeavy@dot.ga.gov
Rachel Simpson	GDOT			
Adam Layfield	OCPW		706-769-2937	alayfield@oconee.ga.us
Emil Beshara	OCPW		"	ebeshara@oconee.ga.us

Appendix C

Public Survey

Oconee LRTP Survey

First Name

*

Last Name

*

Zip Code

*

Please enter your 5-digit Zip code



Please enter a valid Zip code

Please select the category that best describes your daily travel for work.

*

☐

I commute to work within the County

☐

I commute outside of the County to work

☐

I do not commute to work outside of my home.

If you do commute to work, in which City/area do you work?

*

What do you see as the three greatest transportation issues or concerns for the County?

*

☐ Safety☐ Traffic Congestion☐ Need for Transit Options☐ Need for Sidewalk/Pedestrian Options☐ Need for Bicycle options☐ Other

What roads within the County are of most concern to you? Why?

*

Traffic Congestion

Within the County, have you experienced traffic backup on roads or at intersections?

*

☐ Yes☐ No

Roadway Shoulders

Within the County, have you experienced a lack of roadway shoulders?

*

☐ Yes☐ No

Sidewalks

Within the County, have you noticed a lack of sidewalks?

*

☐ Yes☐ No

Bicycle Routes

Within the County, have you noticed a lack of bicycle routes?

*

☐ Yes☐ No

Turn Lanes

Within the County, have you noticed a lack of turn lanes?

*

☐ Yes☐ No**Transportation Safety**

Within the County, have you noticed transportation safety issues?

*

☐ Yes☐ No**Tractor-Trailer**

Within the County, have you experienced any problems with tractor-trailer trucks?

*

☐ Yes☐ No**Roadway Access**

Within the County, have you experienced any difficulty getting on the road?

*

☐ Yes☐ No

Slow Moving Vehicles

Within the County, have you been unable to pass slow moving vehicles?

*

☐ Yes☐ No

Railroad Crossings

Within the County, have you experienced problems at railroad crossings?

*

☐ Yes☐ No

What transportation issue in the County do you feel is most in need of improvement?

☐ Traffic congestion

☐ Transit

☐ Roadway Shoulders

☐ Sidewalks

☐ Bicycle Routes

☐ Turn Lanes

☐ Transportation Safety

☐ Tractor Trailers

☐ Slow Vehicles

☐ Railroad Crossings

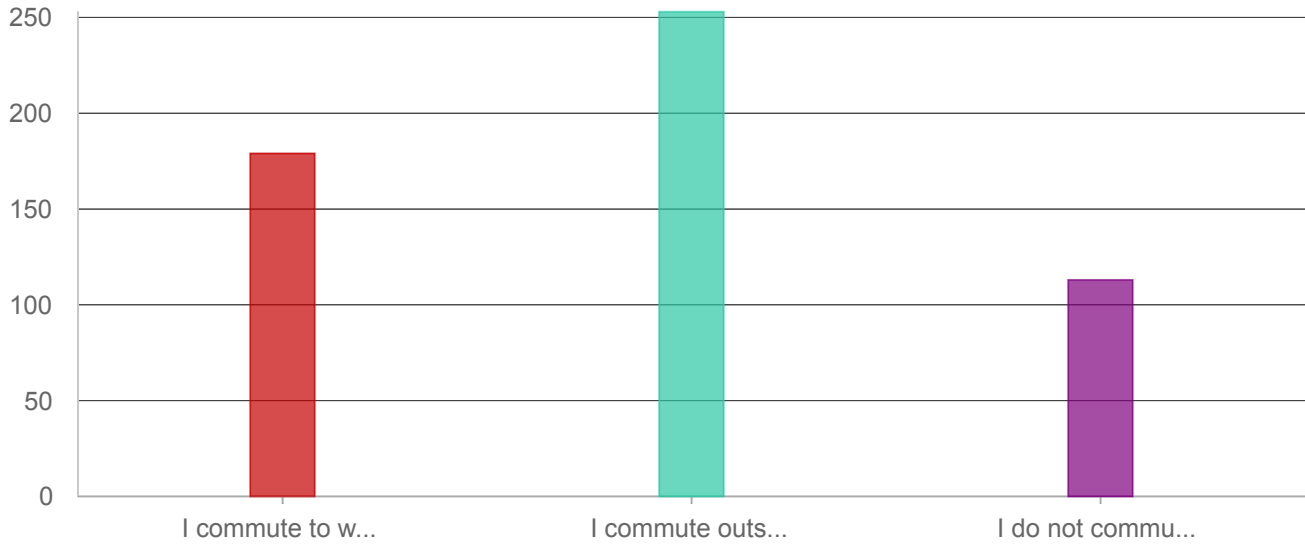
☐ Other

Do you have any additional comments or concerns about the transportation in the County?

Powered by Survey123 for ArcGIS

Oconeec LRTP Survey

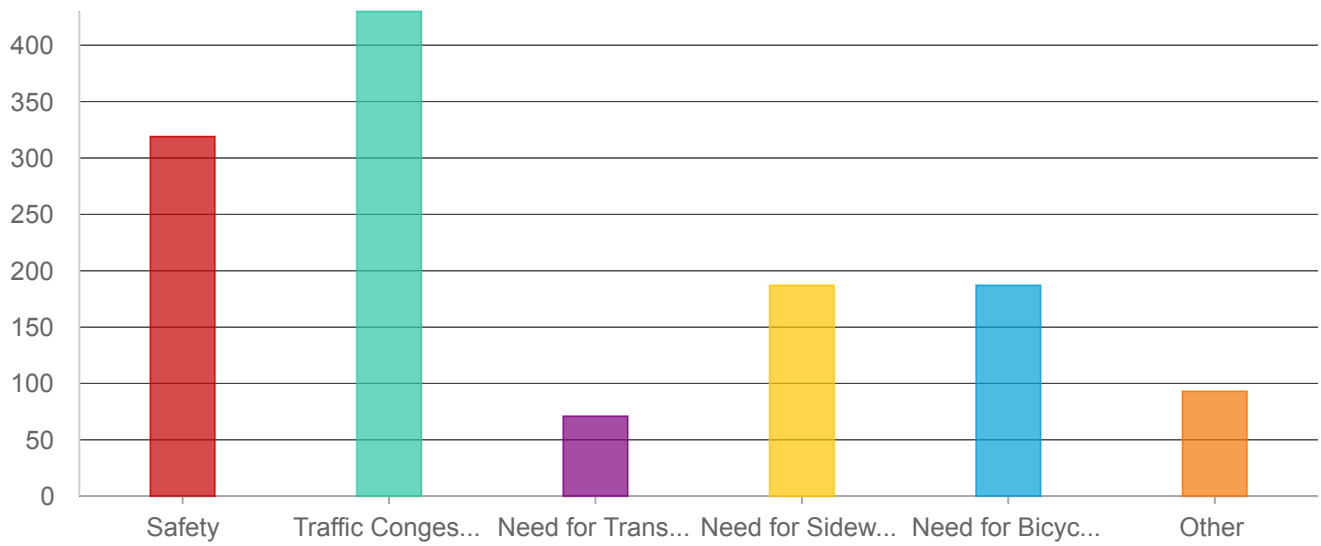
Please select the category that best describes your daily travel for work. *



Answers	Count	Percentage
I commute to work within the County	179	32.84%
I commute outside of the County to work	253	46.42%
I do not commute to work outside of my home.	113	20.73%

Answered: 545 Skipped: 0

What do you see as the three greatest transportation issues or concerns for the County? *

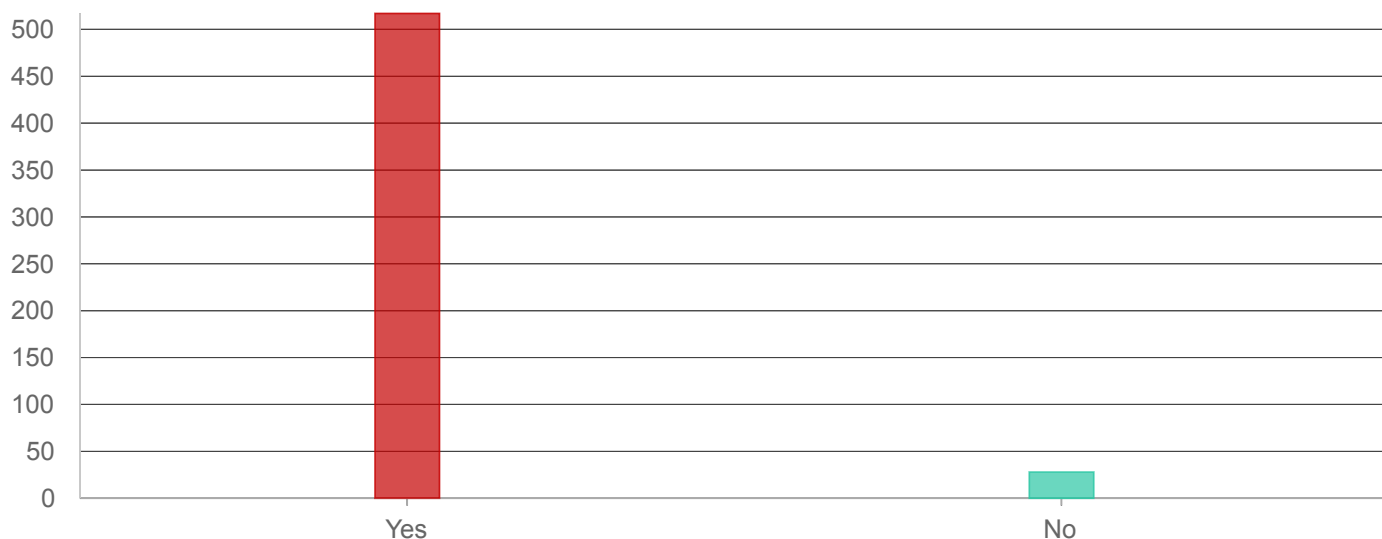


Answers	Count	Percentage
Safety	319	58.53%
Traffic Congestion	430	78.90%
Need for Transit Options	71	13.03%
Need for Sidewalk/Pedestrian Options	187	34.31%
Need for Bicycle options	187	34.31%
Other	93	17.06%

Answered: 545 Skipped: 0

Traffic Congestion

● **Within the County, have you experienced traffic backup on roads or at intersections?** *



Answers	Count	Percentage
Yes	517	94.86%
No	28	5.14%

Answered: 545 Skipped: 0

- **Where have you experienced traffic backup or congestion?**



Answered: 500 Skipped: 45



Answers	Count	Percentage
Yes	182	33.39%
No	363	66.61%

Answered: 545 Skipped: 0

● **Where have you noticed a lack of roadway shoulders?**



Answered: 156 Skipped: 389

Sidewalks

● **Within the County, have you noticed a lack of sidewalks?** *



Answers	Count	Percentage
Yes	280	51.38%
No	265	48.62%

Answered: 545 Skipped: 0

● **Where have you noticed a lack of sidewalks?**



Answered: 249 Skipped: 296



Answers	Count	Percentage
Yes	305	55.96%
No	240	44.04%

Answered: 545 Skipped: 0

● **Where have you noticed a lack of bicycle routes?**



Answered: 268 Skipped: 277

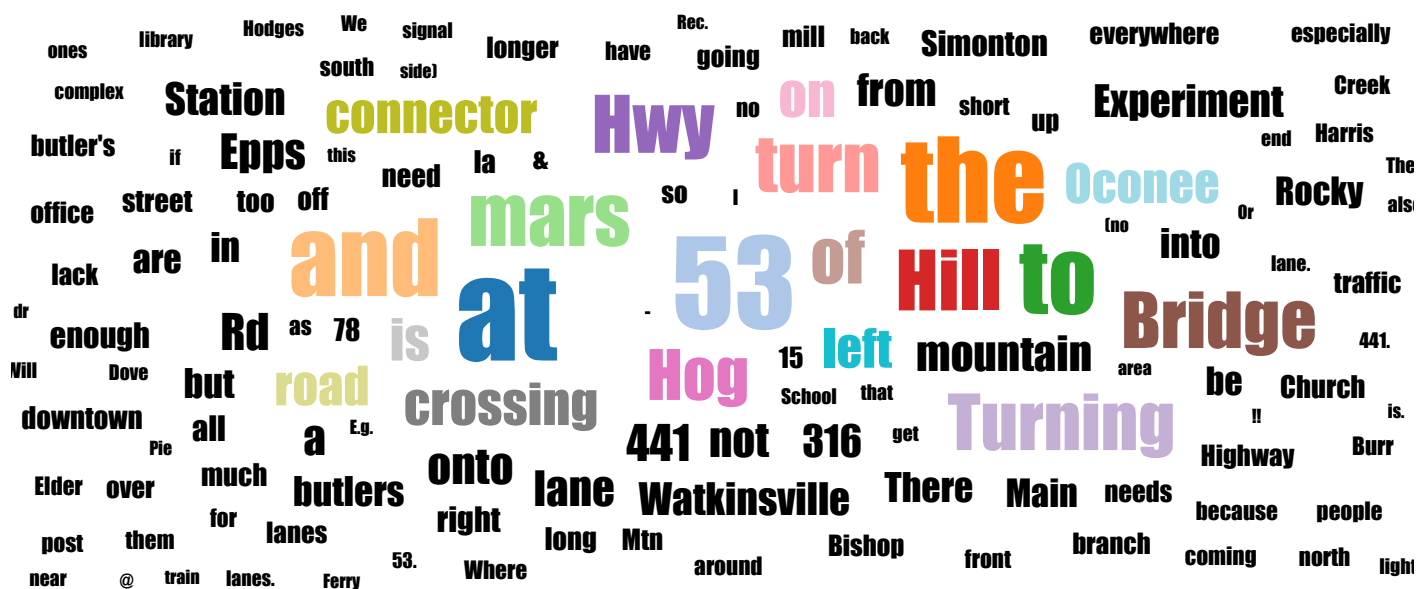
● **Within the County, have you noticed a lack of turn lanes?** *



Answers	Count	Percentage
Yes	191	35.05%
No	354	64.95%

Answered: 545 Skipped: 0

- **Where have you noticed a lack of turn lanes?**



Answered: 157 Skipped: 388

● **Within the County, have you noticed transportation safety issues?** *



Answers	Count	Percentage
Yes	292	53.58%
No	253	46.42%

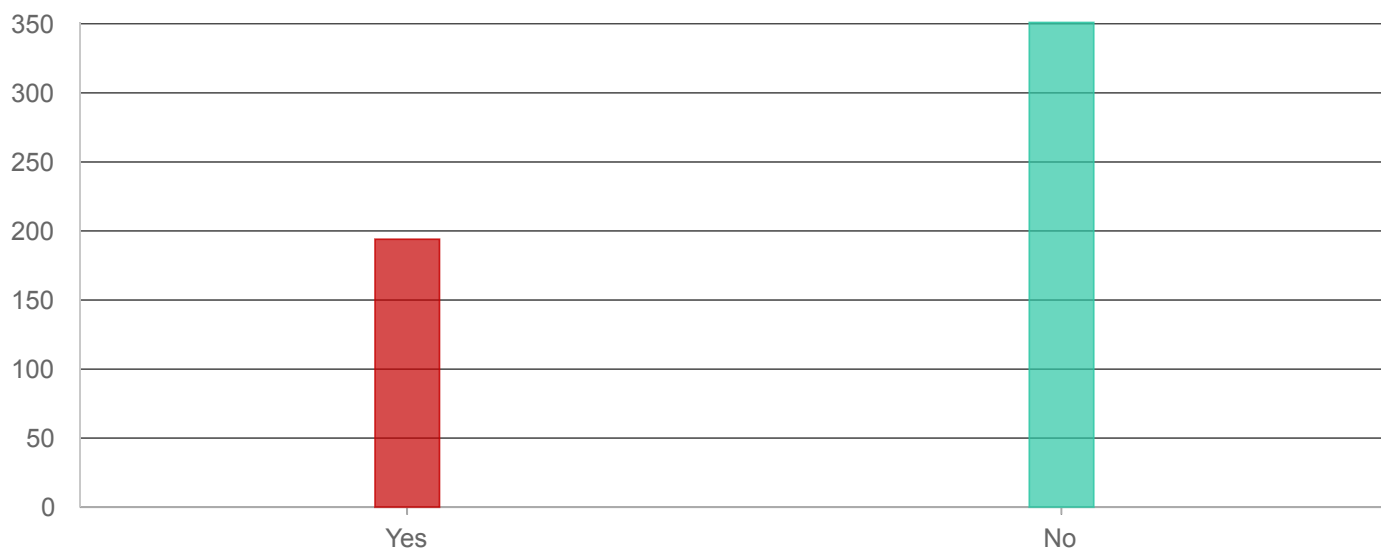
Answered: 545 Skipped: 0

● **Where have you noticed transportation safety issues?**



Answered: 262 Skipped: 283

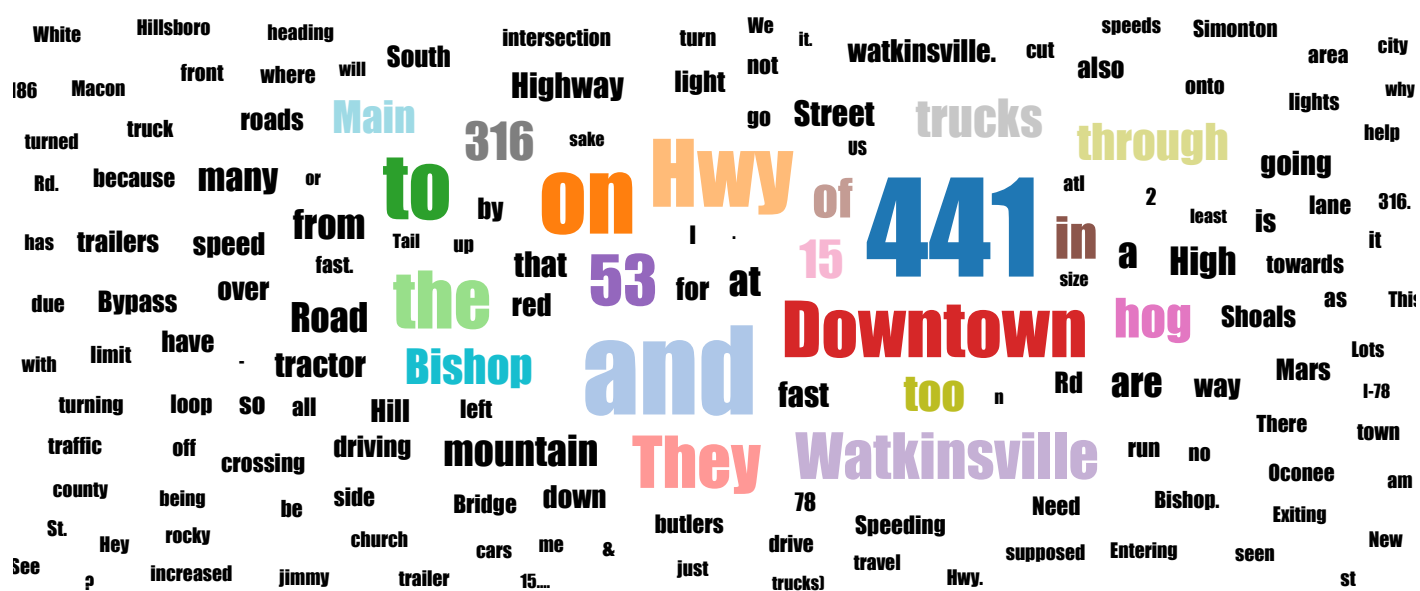
● **Within the County, have you experienced any problems with tractor-trailer trucks?** *



Answers	Count	Percentage
Yes	194	35.60%
No	351	64.40%

Answered: 545 Skipped: 0

● **Where have you noticed these tractor-trailer issues?**



Answered: 187 Skipped: 358

*



Answered: 545 Skipped: 0



Slow Moving Vehicles

● **Within the County, have you been unable to pass slow moving vehicles?** *



Answers	Count	Percentage
Yes	220	40.37%
No	325	59.63%

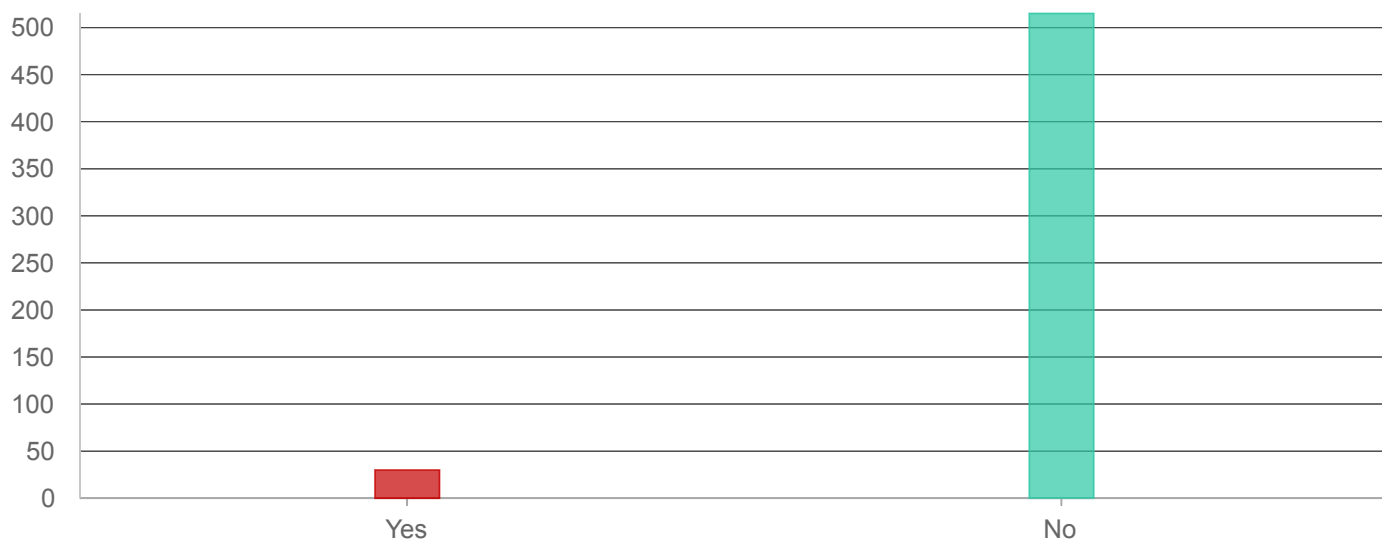
Answered: 545 Skipped: 0

- **Where have you had these issues?**



Answered: 198 Skipped: 347

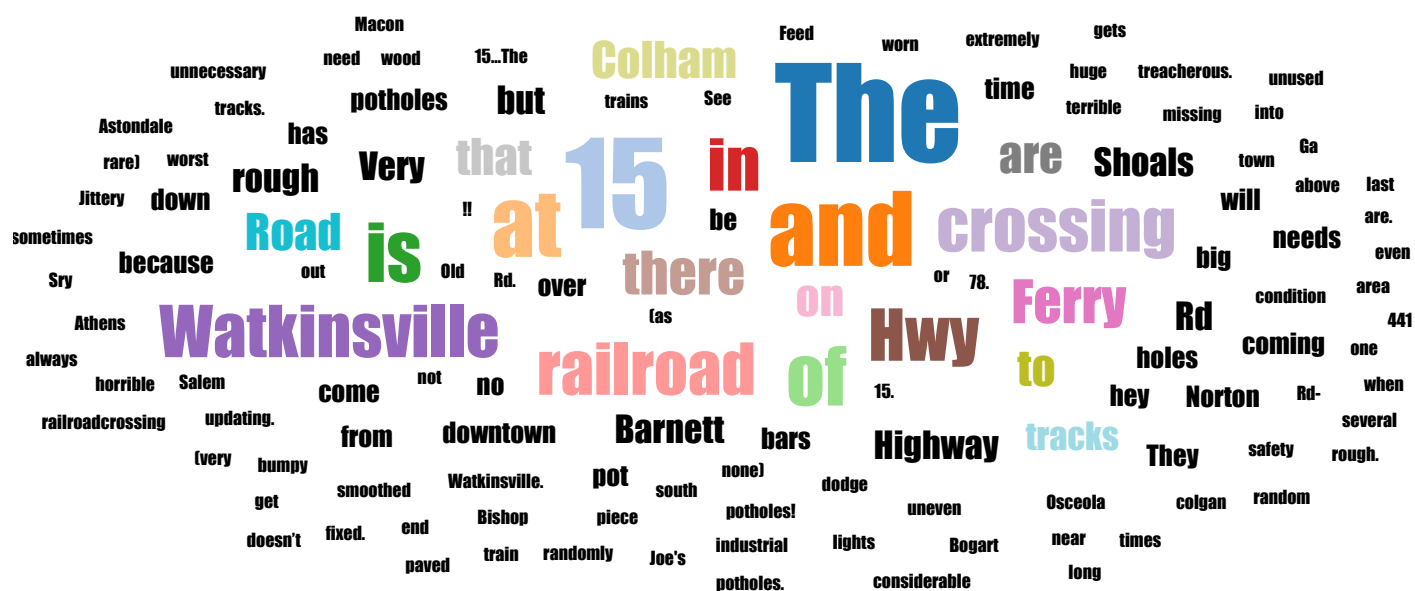
● **Within the County, have you experienced problems at railroad crossings?** *



Answers	Count	Percentage
Yes	30	5.50%
No	515	94.50%

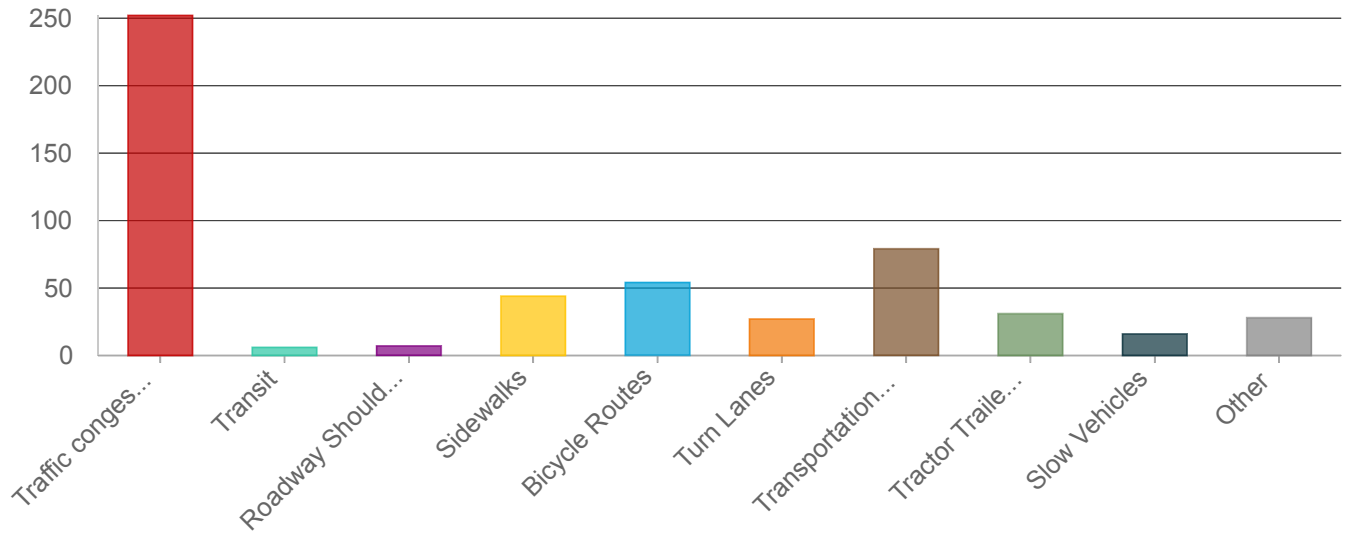
Answered: 545 Skipped: 0

- **Where have you had these issues?**



Answered: 26 Skipped: 519

What transportation issue in the County do you feel is most in need of improvement?



Answered: 544 Skipped: 1

Appendix D Intersection Analysis

Oconee County Long Range Transportation Study

Intersection Assessment and
Potential Improvements

Background



The Georgia Department of Transportation (GDOT) is developing a multimodal Long Range Transportation Plan (LRTP) for Oconee County, Georgia. Much of Oconee County is comprised of land that is characterized as rural, with low population (close to 0.5 people per acre) and employment. Understanding this, the plan focuses on small scale and context sensitive solutions to serve the character of the community while ensuring mobility into the future.

The plan conducts a thorough operational and crash analysis for the top nine (9) intersections based on safety analysis and local stakeholder input. A variety of potential improvements are recommended for each intersection including advanced warning signs, operational improvements and access management strategies.



Contents and Definitions

Each intersection consists of two slides:

The first slide of each intersection assessment includes the following information:

- *Physical Condition* - summarized the intersection type and lane configuration.
- *Traffic Characteristics* – highlighted turning movement counts (TMC) for both AM and PM peak hours which were collected at all intersections on 4/24/2018.
- *Safety Analysis* – summarized the safety analysis results which were based on the crash data from the last five years (2013-2017). Safety analysis was used to assist in identifying safety issues and selecting countermeasures to improve them.
- *Peak Hour Level of Service Analysis* – summarized the operational analysis results for both AM and PM peak hours using Highway Capacity Software (HCS).
- *Stakeholder and Public Input* – recapped the input from stakeholders and summarized the public survey results.
- *Other Observations* – observations from professional engineers based on the existing traffic and crash analysis.

The second slide of each intersection assessment includes the proposed countermeasures to improve the safety and operations for the intersection. For each improvement, the following information is included:

- *Crash Type Addressed* – highlighted the crash type to which the proposed improvement is intended to address.
- *Benefits* – discussed the expected benefits associated with the proposed improvement.
- *Timeline for implementation* – referred to the relative approximate time it can take to implement the proposed intersection improvements. Three categories include:
 - ☐ Short (< 1 year)
 - ☐ Short to Moderate (1 to 3 years)
 - ☐ Moderate (> 3 years)
- *Estimated Cost* – provided categories of planning-level estimated costs of the intersection improvements related to one another. All improvements are considered low cost, low to moderate or moderate cost. Costs could vary considerably due to right-of-way costs.
 - ☐ Low (< \$100,000)
 - ☐ Low to Moderate (\$100,000 to \$500,000)
 - ☐ Moderate (> \$500,000)

1 - Epps Bridge Parkway at Parkway Boulevard

Existing Condition Analysis

Physical Condition

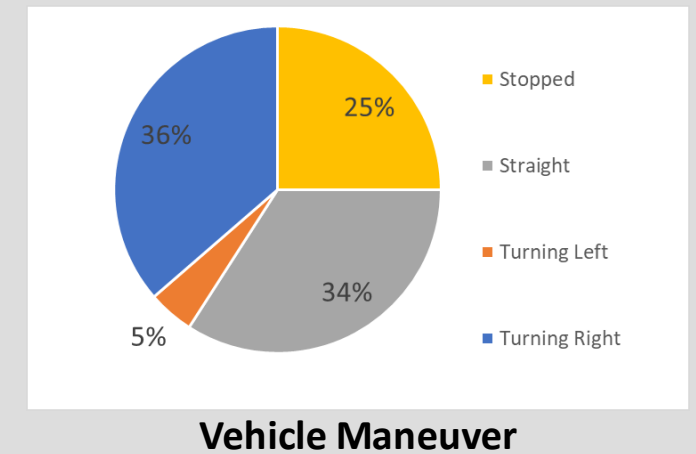
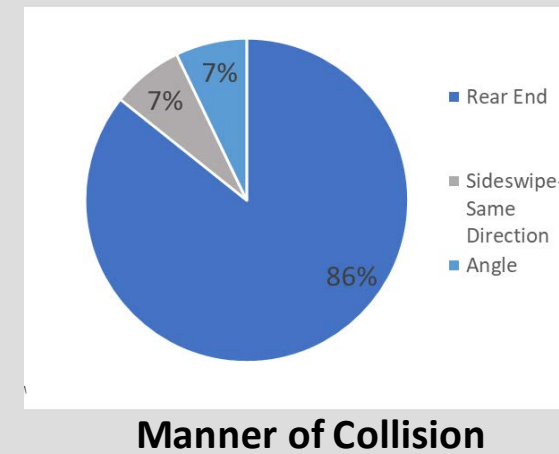
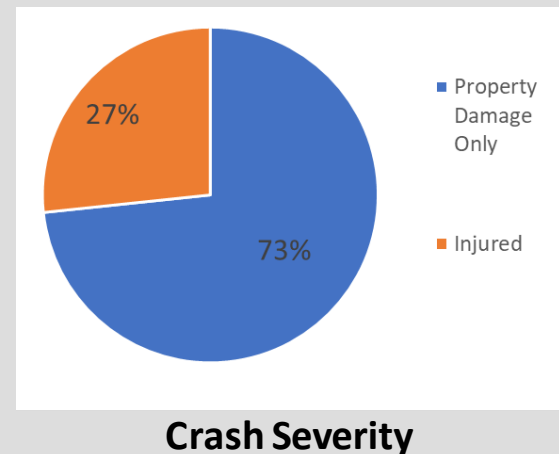
- Signalized intersection of Epps Bridge Pkwy (principal arterial) and Parkway Blvd (local)
- Right and left turn lanes from Epps Bridge approaches



Safety Analysis

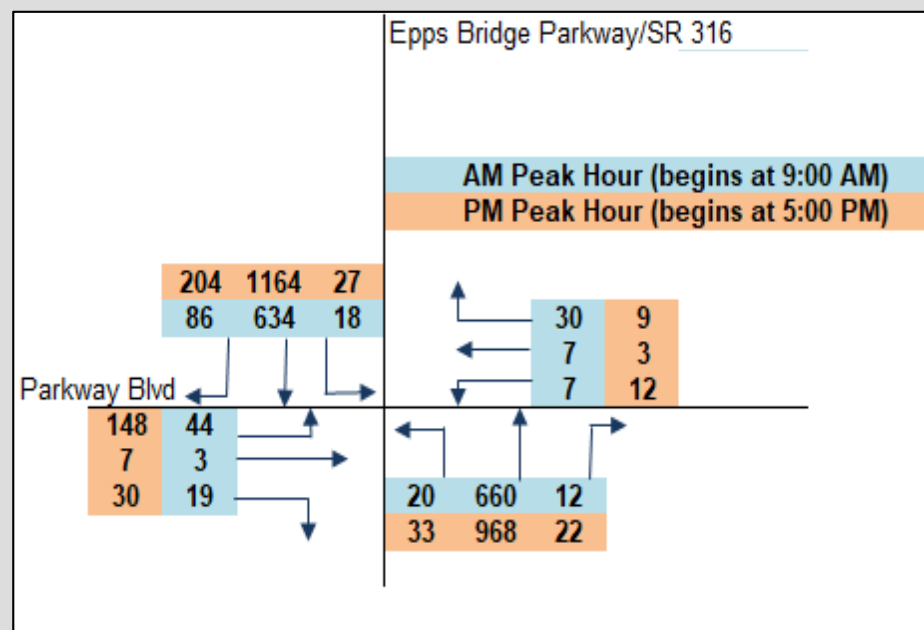
- 15 collisions between 2013 and 2017
- Drivers' unawareness of the intersection or speed could be the main cause for crashes

Percentage of Crashes by Severity and Cause



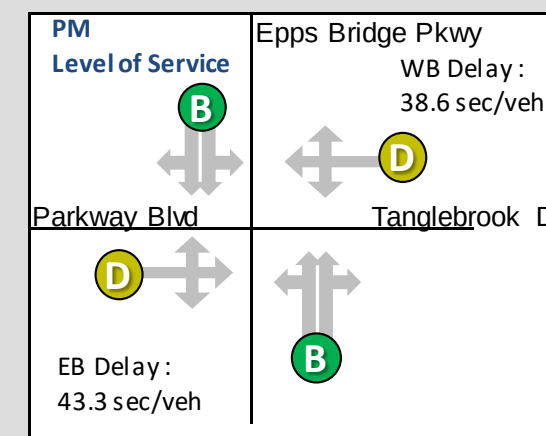
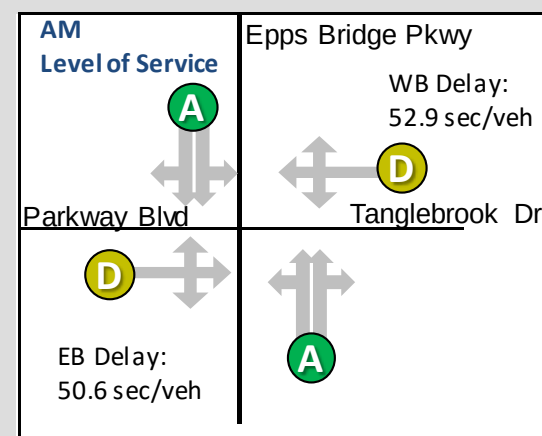
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 9:00 am – 10:00 am
- PM Peak Hour: 5:00 pm – 6:00 pm



Stakeholder and Public Input

- Public expressed concern over the traffic backup at this intersection

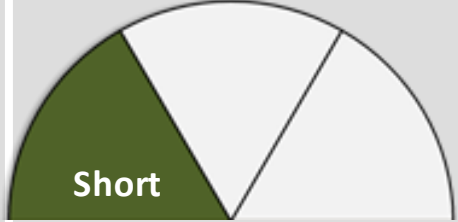
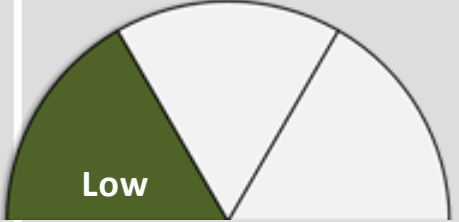
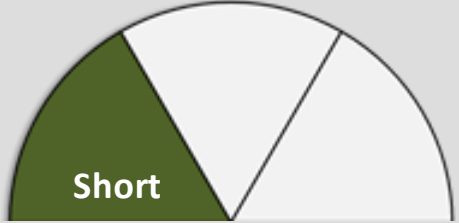
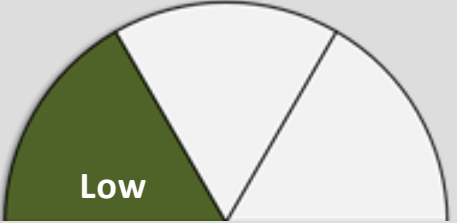
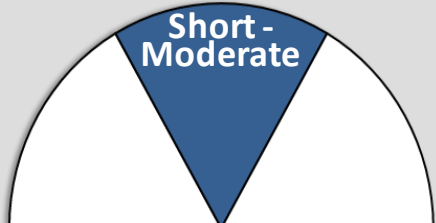
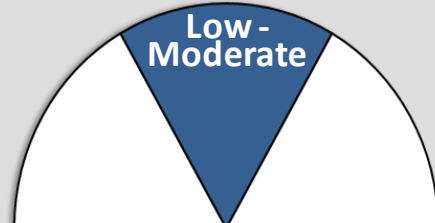
Other Observations

- Northbound rear end crashes are likely attributed to steep downgrades and vehicle following too close
- Southbound congestion could be caused by hill and progression of three closely spaced intersections
- Parkway Blvd traffic volume would likely increase due to future development between Epps Bridge Pkwy and Oconee Connector

1 - Epps Bridge Parkway at Parkway Boulevard

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider extending yellow phase	Rear end collisions attributed to steep downgrades	Could provide extended time for drivers to stop or slow down when approaching the intersection		
No. 2	Consider installing retroreflective tape on signal backplates	Rear end collisions attributed to steep downgrades on Epps Bridge Pkwy or drivers following too close	Could provide approaching motorists with additional information and help them make safer decisions as they approach the intersection		
No. 3	Consider installing flashing yellow arrows (FYAs) 	Rear end collisions attributed to steep downgrades on Epps Bridge Pkwy or drivers following too close	Could improve delay for through and left turn movement		

2 – Epps Bridge Parkway and Dowdy Road

Existing Condition Analysis

Physical Condition

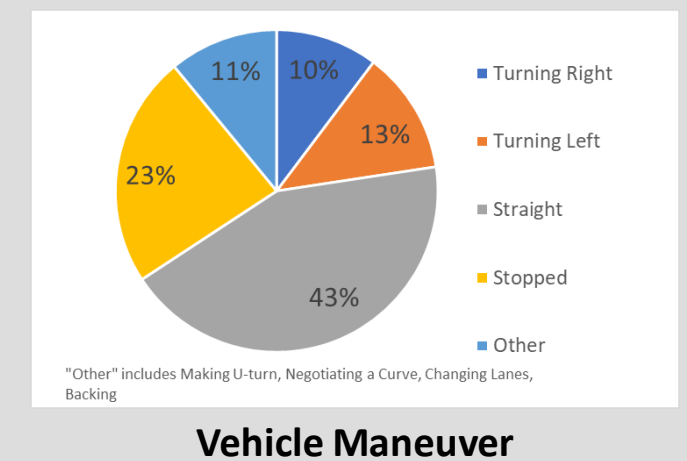
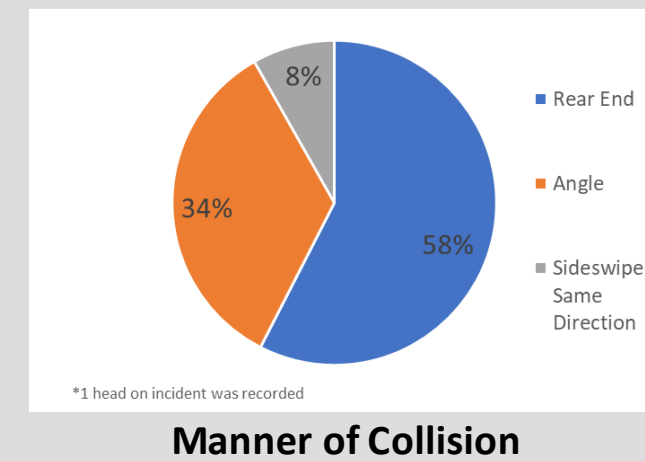
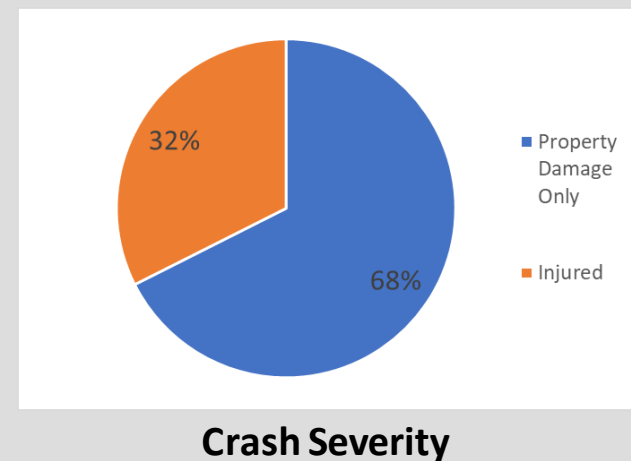
- Signalized intersection of Epps Bridge Pkwy (principal arterial) and Dowdy Rd (local)
- Yield signs for all right turn lanes



Safety Analysis

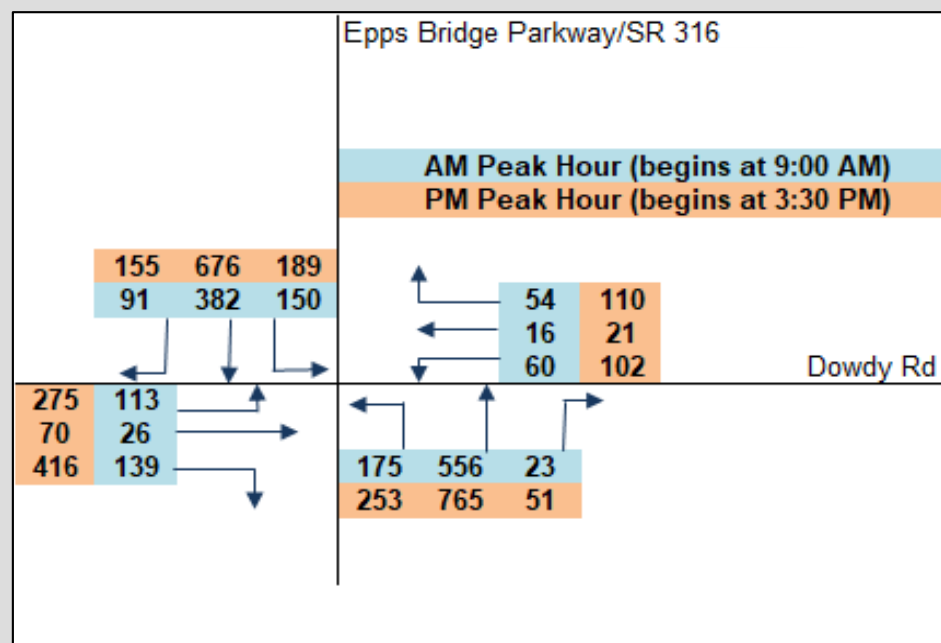
- 74 crashes in total during 2013 to 2017 with majority of them being rear end collisions
- Drivers' failure to yield or stop could be the main causes for crashes

Percentage of Crashes by Severity and Cause



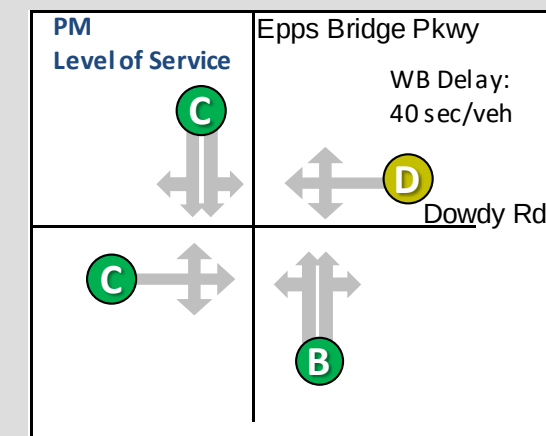
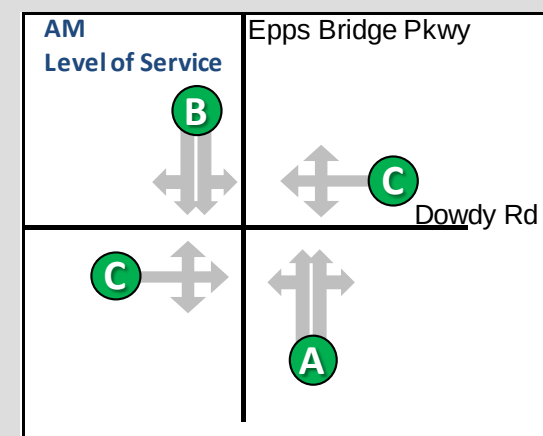
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Corridor Peak Hour: 9:00 am – 10:00 am
- PM Corridor Peak Hour: 5:00 pm – 6:00 pm



Stakeholder and Public Input

- No specific comments are expressed regarding this intersection.

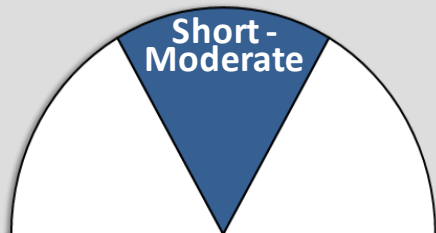
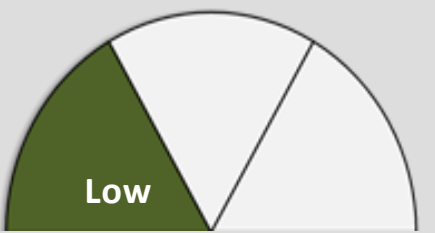
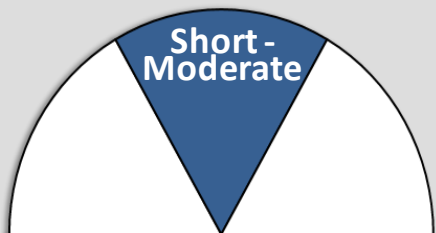
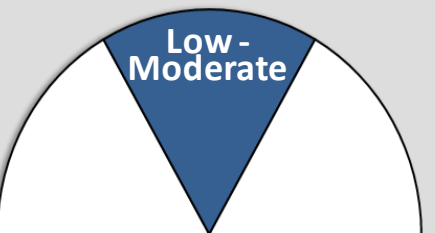
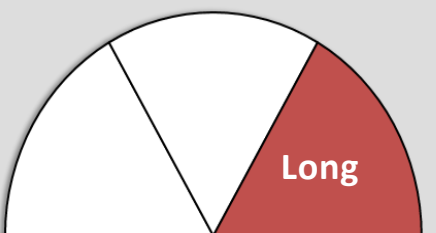
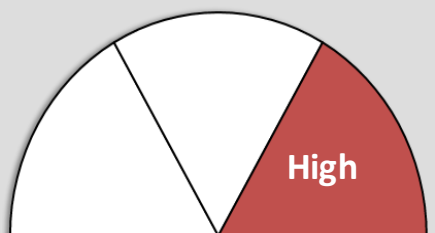
Other Observations

- May need to do further investigation due to the significant number of crashes at this intersection
- Misjudgment of speed, spacing, gaps due to hill likely contribute to crashes

2 – Epps Bridge Parkway and Dowdy Road

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider adding pavement markings showing the left-turn movement to assist drivers turning left towards Dowdy Rd from Epps Bridge Pkwy.	Angle or sideswipe crashes attributed to limited sight distance or misjudging speed of oncoming motorists over the hill	Could help motorists make safer decisions as they approach the intersection		
No. 2	Consider installing flashing yellow arrows (FYAs) 	Rear end collisions attributed to steep downgrades on Epps Bridge Pkwy or drivers following too close	Could improve delay for through and left turn movement		
No.3	Consider alternative intersection design, possibly Median U-turn (MUT) intersection or Restricted Crossing U-turn (RCUT) intersection 	Angle crashes between eastbound and westbound	Could help reduce conflict points and reduce delays		

3 – Epps Bridge Parkway at Oconee Connector

Existing Condition Analysis

Physical Condition

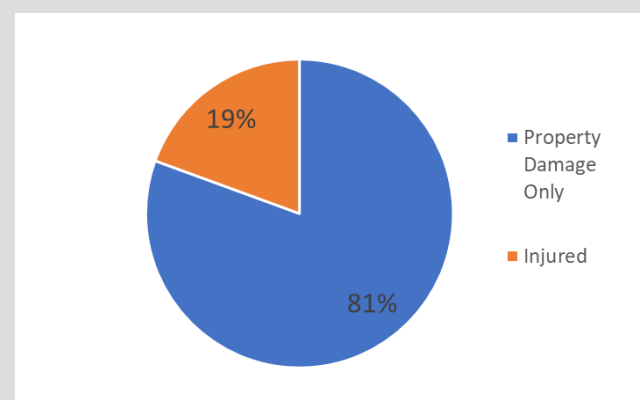
- Signalized intersection of Epps Bridge Pkwy (principal arterial) and Oconee Conn (minor arterial)
- Right and left-hand turn lanes in each direction



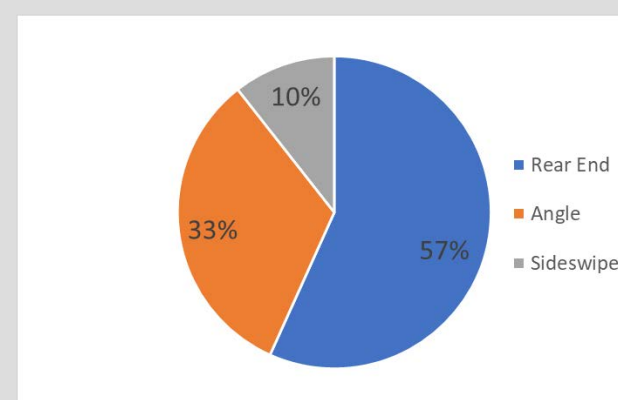
Safety Analysis

- 216 crashes in total during 2013 to 2017 with majority of them being rear end collisions
- Road curvature and/or speeding could be the main causes for crashes

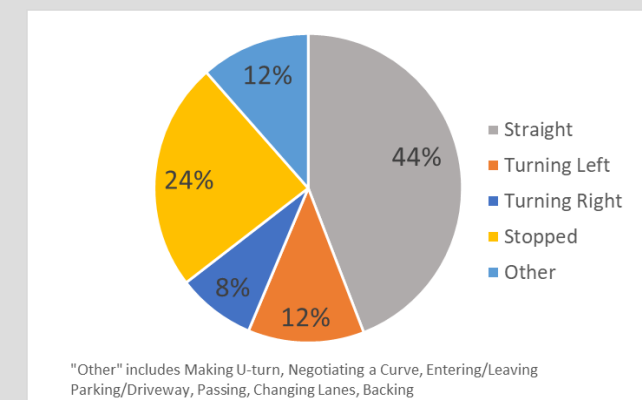
Percentage of Crashes by Severity and Cause



Crash Severity



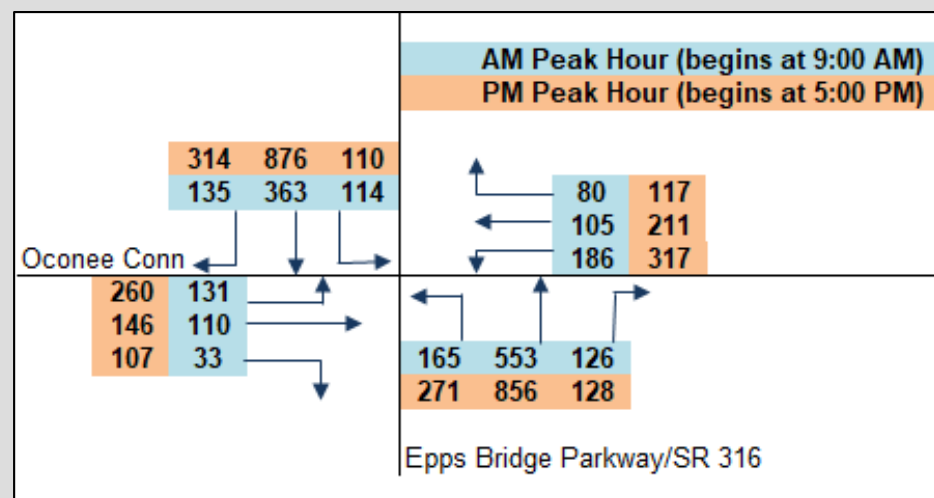
Manner of Collision



Vehicle Maneuver

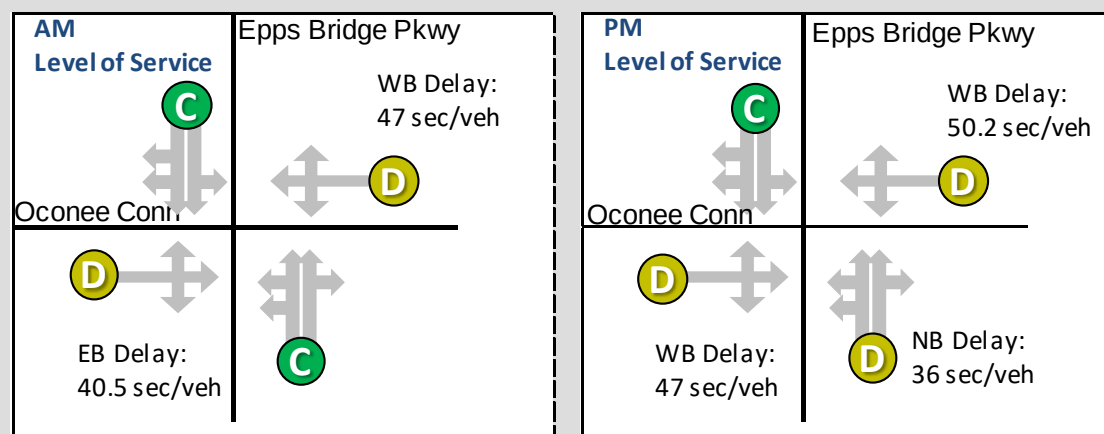
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 9:00 am – 10:00 am
- PM Peak Hour: 5:00 pm – 6:00 pm



Stakeholder and Public Input

- Public expressed concern over traffic congestion at this intersection
- Many people feel unsafe exiting the shopping center in the SE quad of the intersection (Kroger, Chick-fil-A)

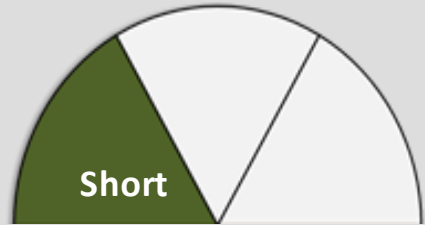
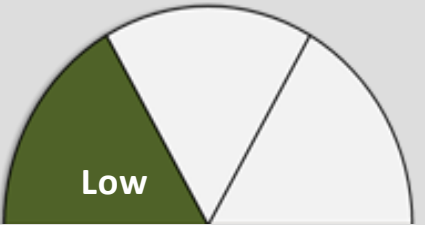
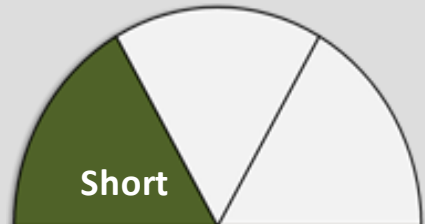
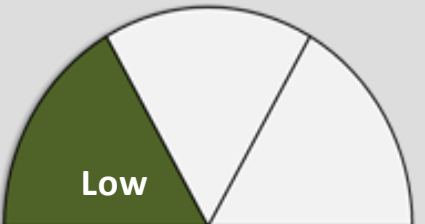
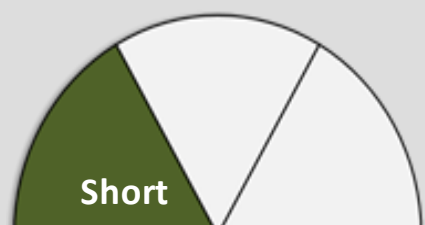
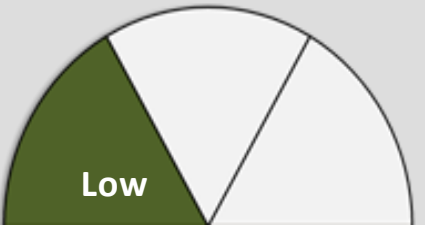
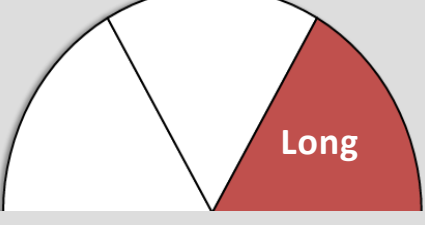
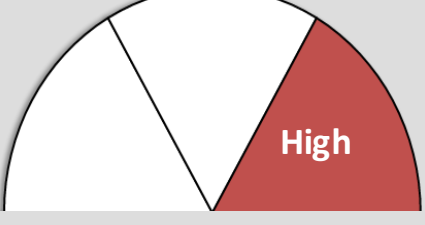
Other Observations

- May need to do further investigation due to the significant number of crashes at this intersection
- Public comment mentioned Chik-fil-A, which appears accessed from Dowdy Pl
- Misjudgment of speed, spacing, gaps due to hill likely contribute to crashes

3 – Epps Bridge Parkway at Oconee Connector

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider evaluating sight distance on eastbound approach and consider providing a signal ahead sign on both Epps Bridge Pkwy approaches.	Rear end collisions attributed to limited sight distance (curve) or speed	Could address problems like vehicle alignment, long exposure in the intersection, improve overall safety		
No. 2	Consider installing a supplemental signal head for EB approach.	Rear end collisions attributed to limited sight distance (uphill) or speed	Could provide approaching motorists with additional information and help them make safer decisions		
No. 3	Consider installing flashing yellow arrows (FYAs).	Rear end collisions attributed to steep downgrades on Epps Bridge Pkwy or drivers following too close	Could improve delay for through and left turn movement		
No. 4	Consider access management for heavy volume driveways.	Rear end attributed to vehicles suddenly entering/exiting highway into driveways	Could address problems like vehicle alignment, long exposure in the intersection, and potential driver confusion		

4 – Mars Hill at Commerce Drive

Existing Condition Analysis

Physical Condition

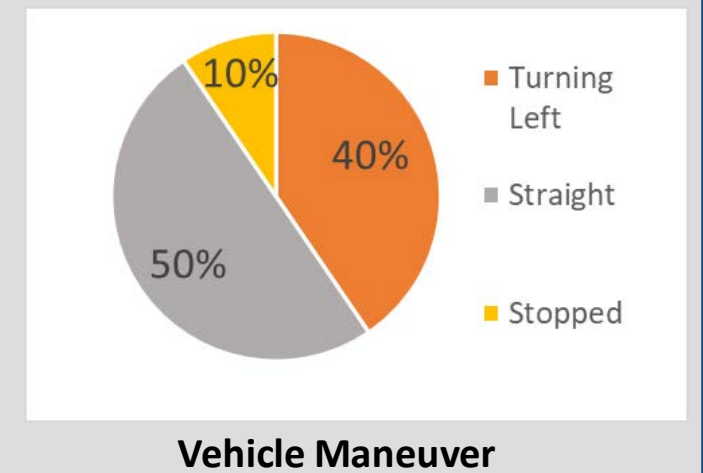
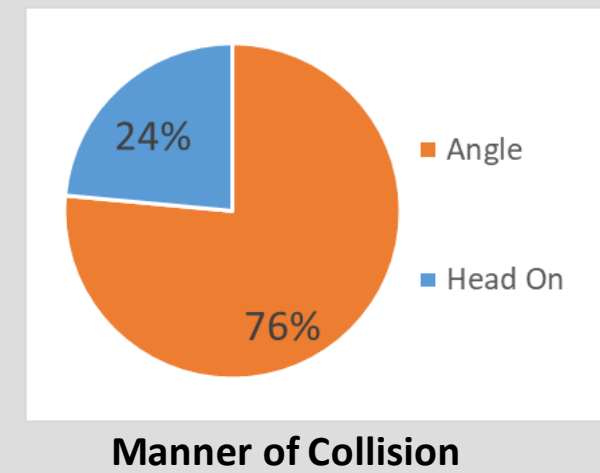
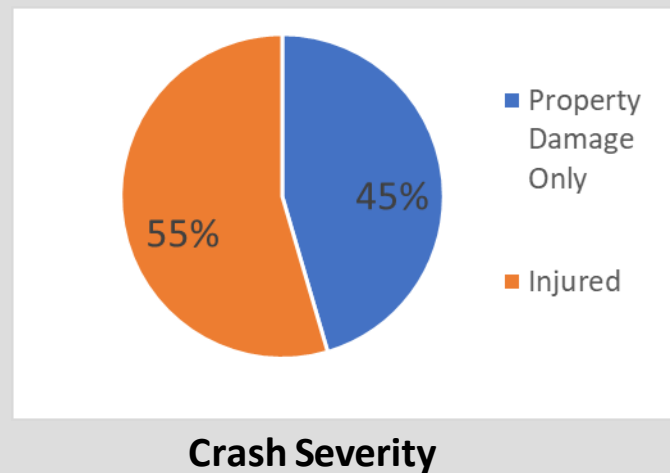
- Two-way stop-controlled intersection of Mars Hill Rd (minor arterial), Malcom Bridge Rd (major collector), and Commerce Dr (local)
- Right-hand turn lanes along Mars Hill Rd in both directions



Safety Analysis

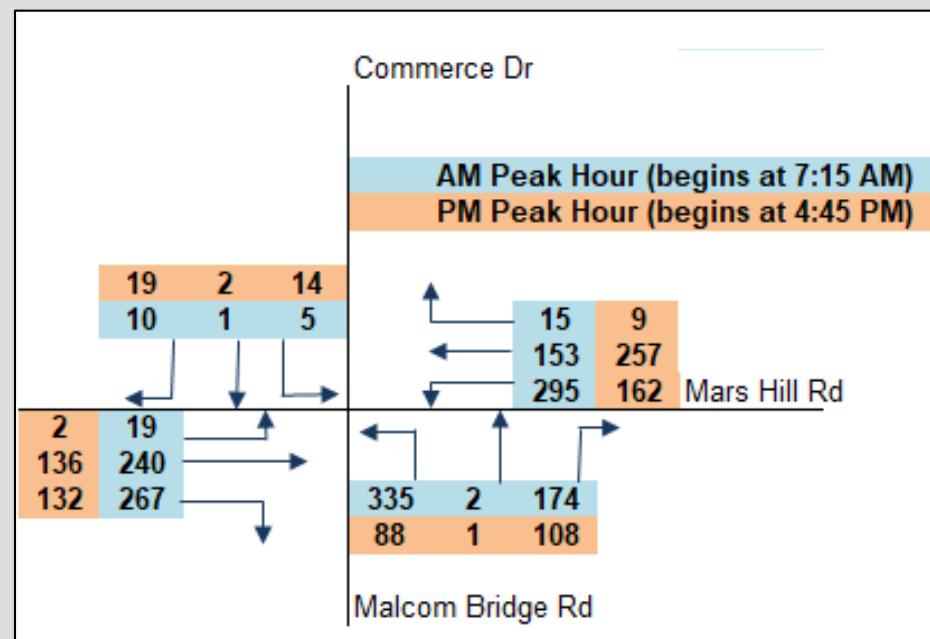
- 22 crashes in total during 2013 to 2017 with majority of them being angle collisions
- Drivers' unawareness of the intersection could be the main causes for angle crashes

Percentage of Crashes by Severity and Cause



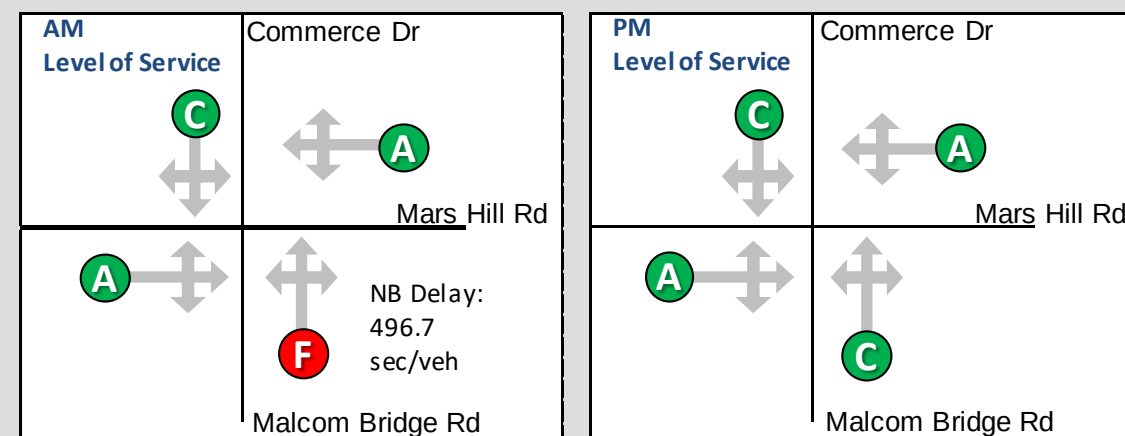
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 7:15 am – 8:15 am
- PM Peak Hour: 4:45 pm – 5:45 pm



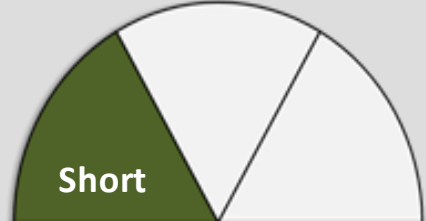
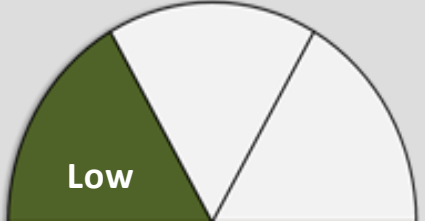
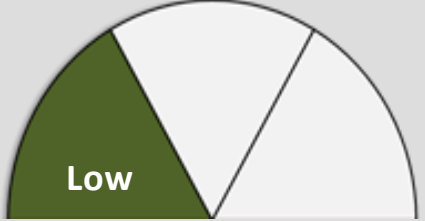
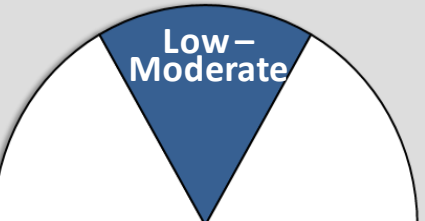
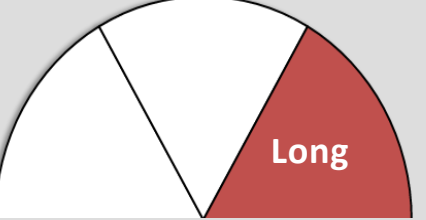
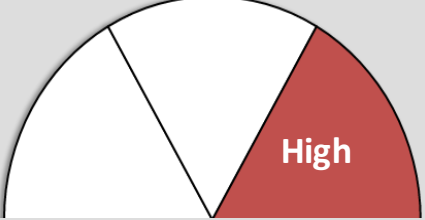
Stakeholder and Public Input

- Traffic congestion coming from Malcom Bridge Rd was noted
- Public expressed concern over lack of sidewalks at this intersection
- Limited visibility at this intersection is a concern
- Traffic in the mornings especially is a concern
- Roadway access issues were noted here

4 – Mars Hill at Commerce Drive

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider installing rumble strips on NB/SB approaches	Rear end collisions attributed to speed	Could reduce intersection speeds and help motorists make safer decisions as they approach the intersection		
No. 2	Consider adding signal ahead flashers to intersection ahead signs	Angle and rear end collisions attributed to speed or drivers unawareness of the intersection	Could reduce intersection speeds and help motorists make safer decisions as they approach the intersection		
No. 3	Consider lengthening the left turn lane from the eastbound approach	Angle crashes attributed to motorists being unaware of stop signs, unaware of conflicting traffic at the access point, or misjudging gaps in the mainline traffic	Could improve delay for through and right turn movements if they do not have to wait behind left-turning vehicles		
No. 4	Consider roundabout as a long-term solution 	Angle and rear end collisions attributed to the complexity of the intersection	Could reduce conflict points and reduce exposure time in the intersection		

5 – SR 316/8, US 29/78 at Oconee Connector

Existing Condition Analysis

Physical Condition

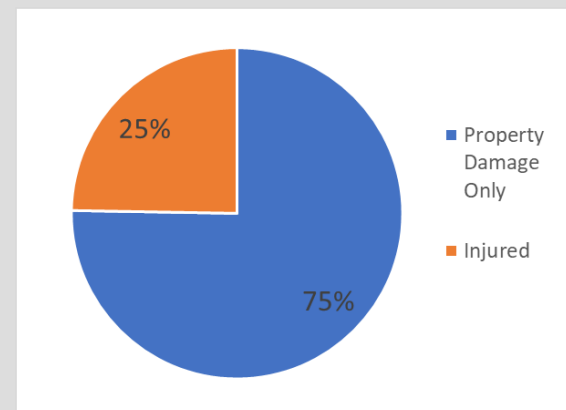
- Signalized intersection of SR 316/8, US 29/78 (principal arterial) and Oconee Conn (minor arterial)



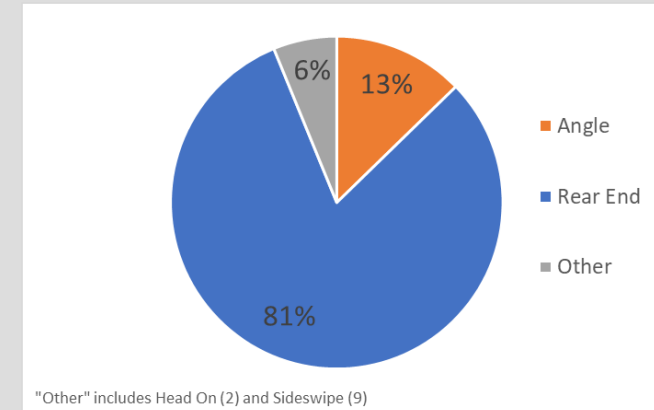
Safety Analysis

- 275 crashes in total during 2013 to 2017 with majority of them being rear end collisions
- Speed and/or failure to yield could be the main causes for crashes

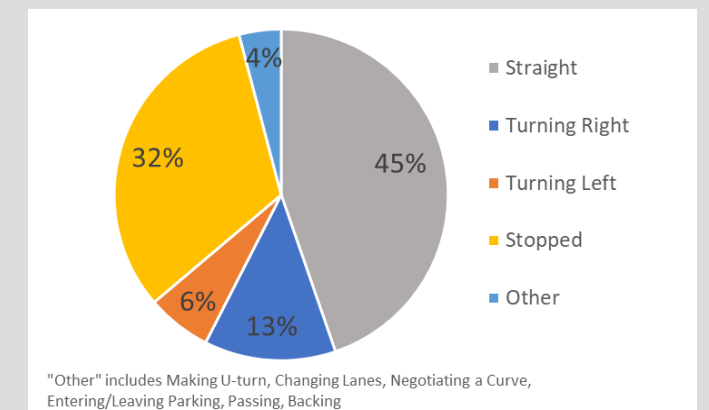
Percentage of Crashes by Severity and Cause



Crash Severity



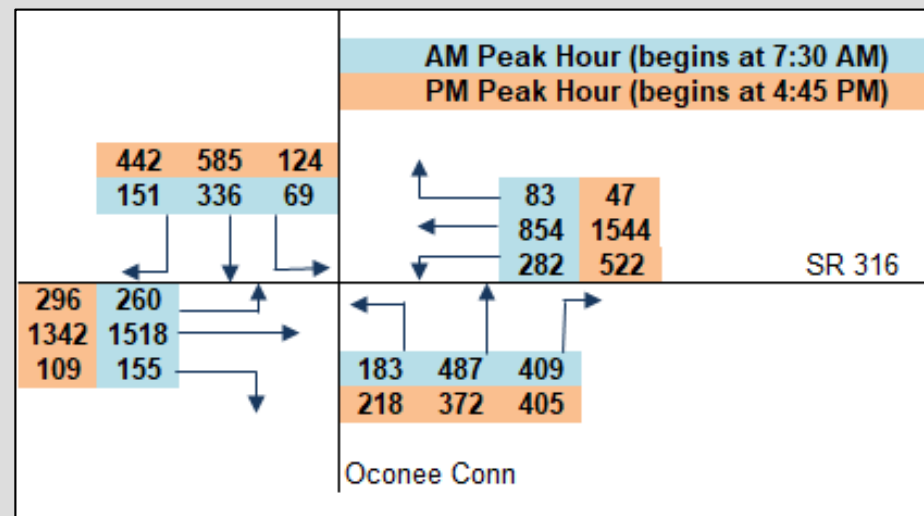
Manner of Collision



Vehicle Maneuver

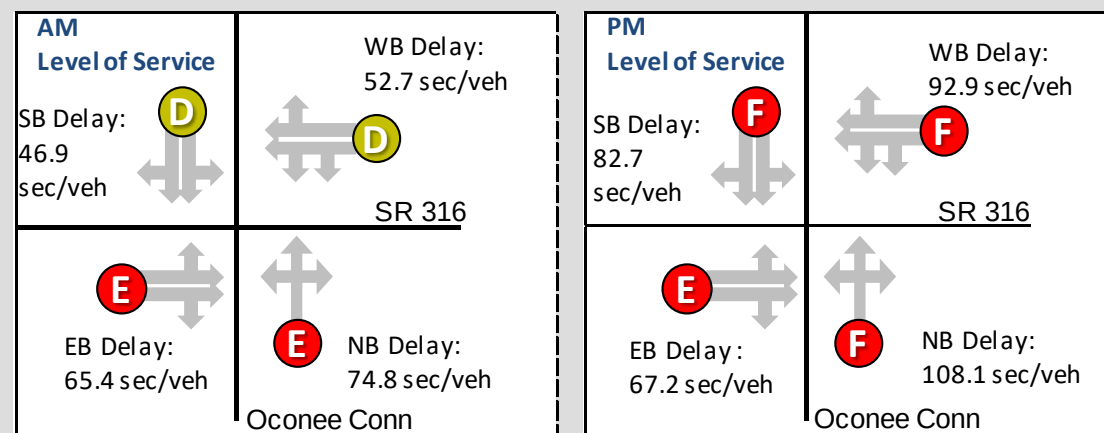
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 7:30 am – 8:30 am
- PM Peak Hour: 4:45 pm – 5:45 pm



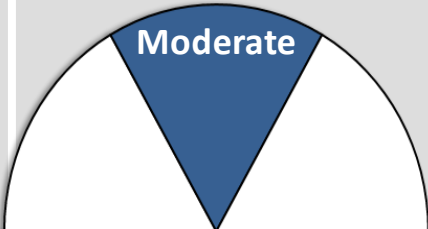
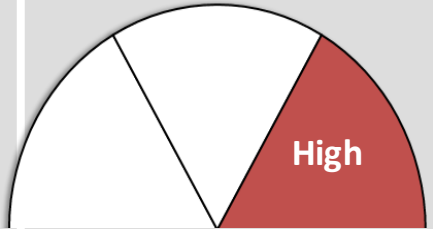
Stakeholder and Public Input

- Many drivers experience severe congestion here
- More shoulder width was requested
- Drivers experience problems with tractor-trailers at this intersection
- Afternoon congestion particularly a problem
- Construction is a concern
- Public recommended adding additional turn lanes

5 – SR 316/8, US 29/78 at Ocone Connector

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Grade Separation This intersection is included in GDOT's Construction Work Program (PI#0013769). It is proposed to convert this intersection into a grade separated interchange to correct the current deficiencies.	Rear end collisions attributed to speed or drivers unawareness where one vehicle is turning left/stopped	Could improve delay for through and left turn movements if they do not have to wait behind left-turning vehicles		

6 – Main Street at Barnett Shoals Rd/Greensboro Highway

Existing Condition Analysis

Physical Condition

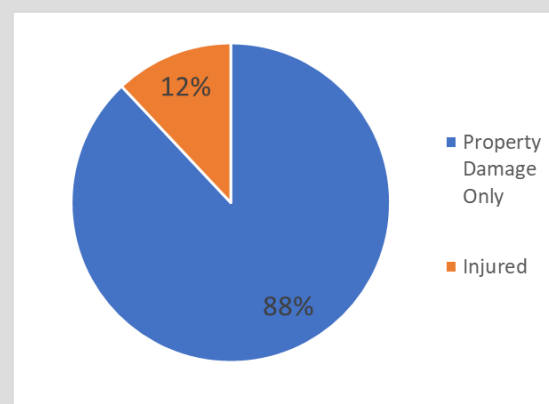
- Signalized intersection of Main St (minor arterial), S Barnett Shoals Rd (major collector), Greensboro Hwy (minor arterial), and Macon Hwy (minor arterial)



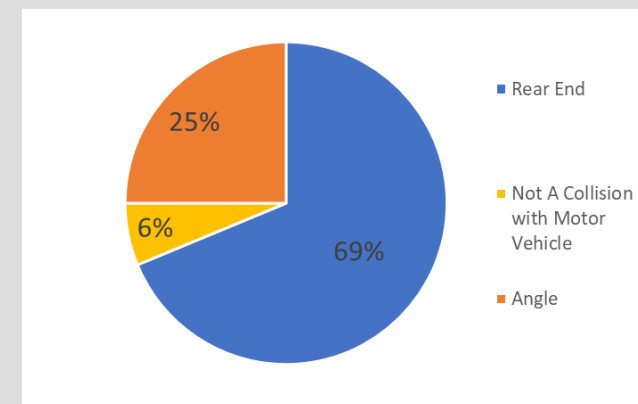
Safety Analysis

- 50 crashes in total during 2013 to 2017 with majority of them being rear end collisions
- Complex configuration and/or failure to yield could be the main causes for crashes

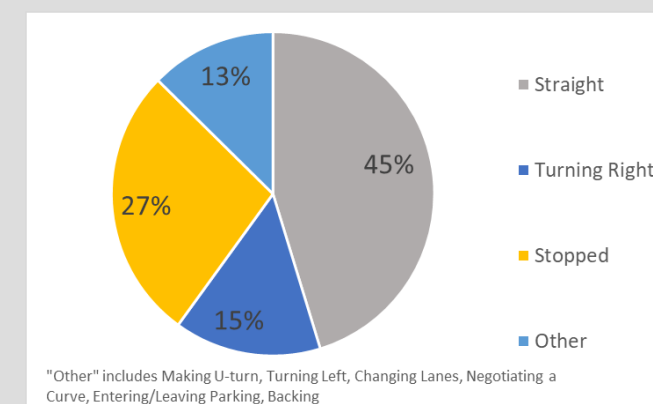
Percentage of Crashes by Severity and Cause



Crash Severity



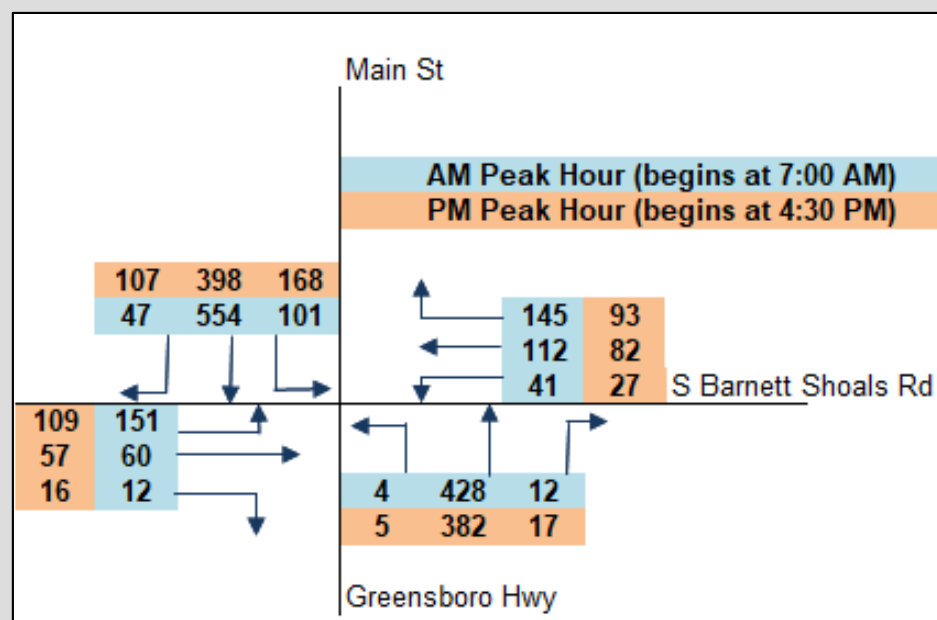
Manner of Collision



Vehicle Maneuver

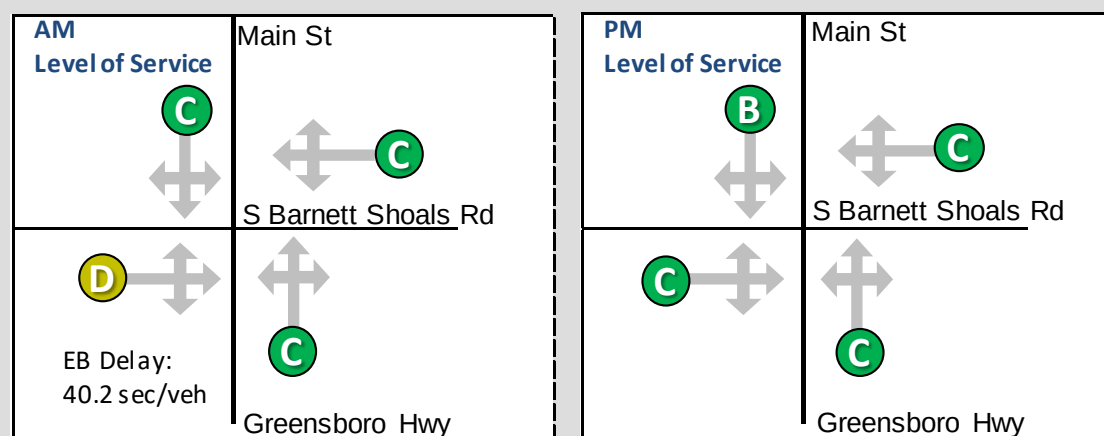
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 7:00 am – 8:00 am
- PM Peak Hour: 4:30 pm – 5:30 pm



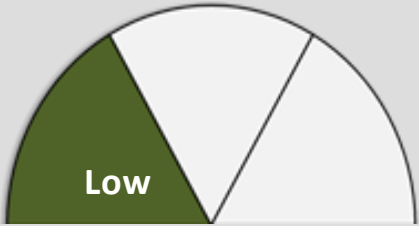
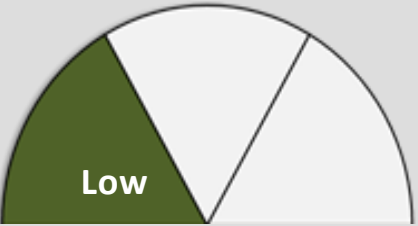
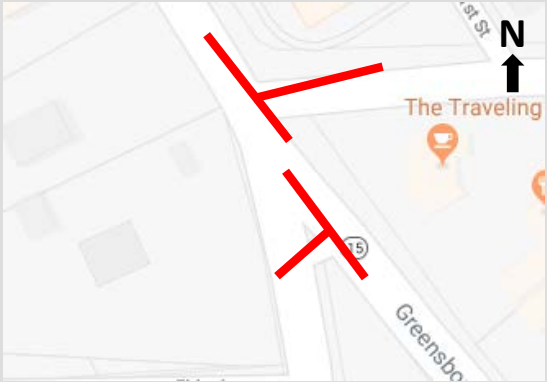
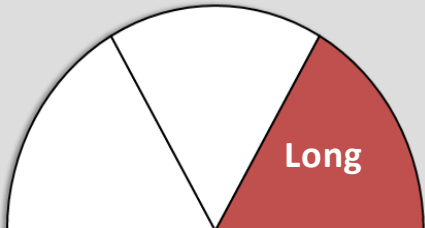
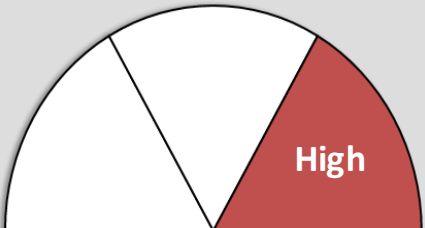
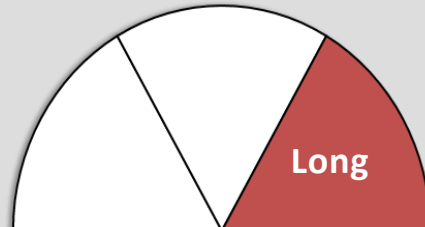
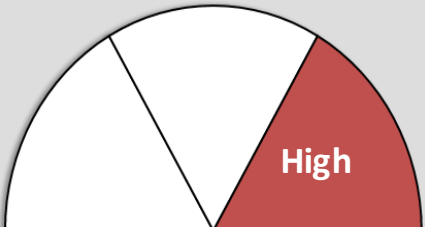
Stakeholder and Public Input

- Public requested bike lanes here, as bike traffic gets heavy around 5pm
- Issues being unable to pass slow moving vehicles on Barnett Shoals Rd
- Traffic backup is an issue here
- Public noticed a lack of roadway shoulders in this area

6 – Main Street at Barnett Shoals Rd/Greensboro Highway

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider access management for heavy volume driveways	Rear end crashes attributed to vehicles suddenly entering/exiting highway into driveways	Could address problems like vehicle alignment, long exposure in the intersection, and potential driver confusion		
No. 2	Consider converting four-legged intersection into two T-intersections 	Angle and rear end collisions attributed to the complexity of the intersection	Could reduce conflict points and reduce exposure time in the intersection		
No. 3	Consider roundabout as a long term solution 	Angle and rear end collisions attributed to the complexity of the intersection	Could reduce conflict points and reduce exposure time in the intersection		

7 – Macon Highway at Price Mill Road

Existing Condition Analysis

Physical Condition

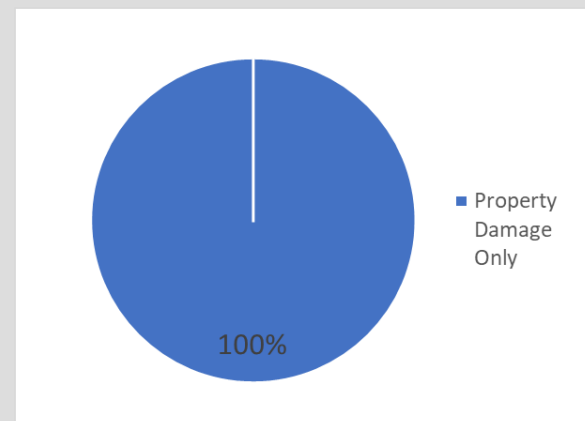
- Two-way stop-controlled intersection of Macon Hwy (principal arterial), Price Mill Rd (major collector), and Old Bishop Rd (local)
- Right turn lane from Old Bishop Rd



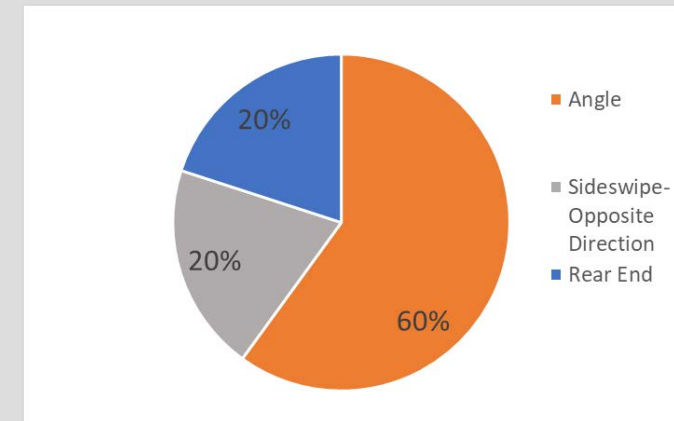
Safety Analysis

- 5 crashes during 2013 to 2017 with majority of them being angle collisions
- Drivers' unawareness of the intersection and/or speeding could be the main causes of the crash

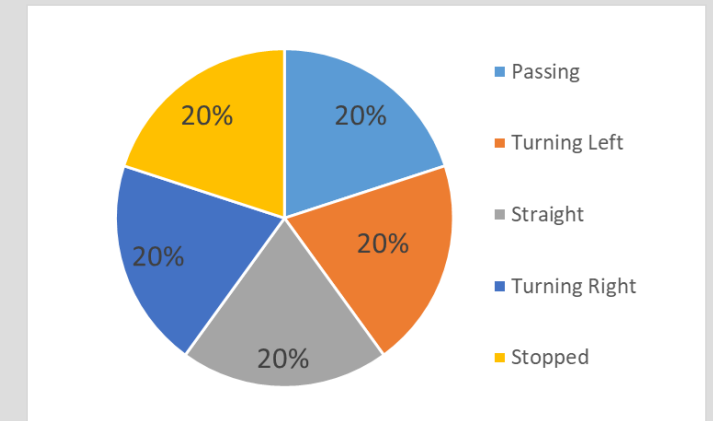
Percentage of Crashes by Severity and Cause



Crash Severity



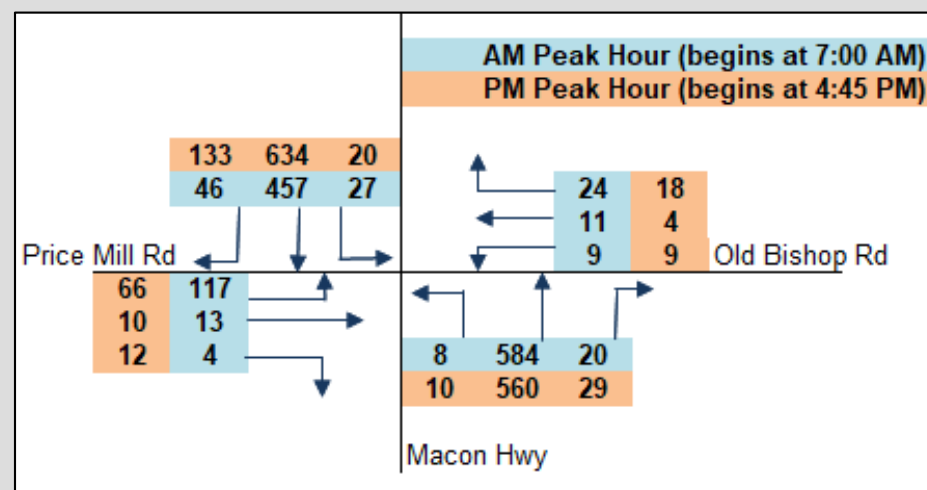
Manner of Collision



Vehicle Maneuver

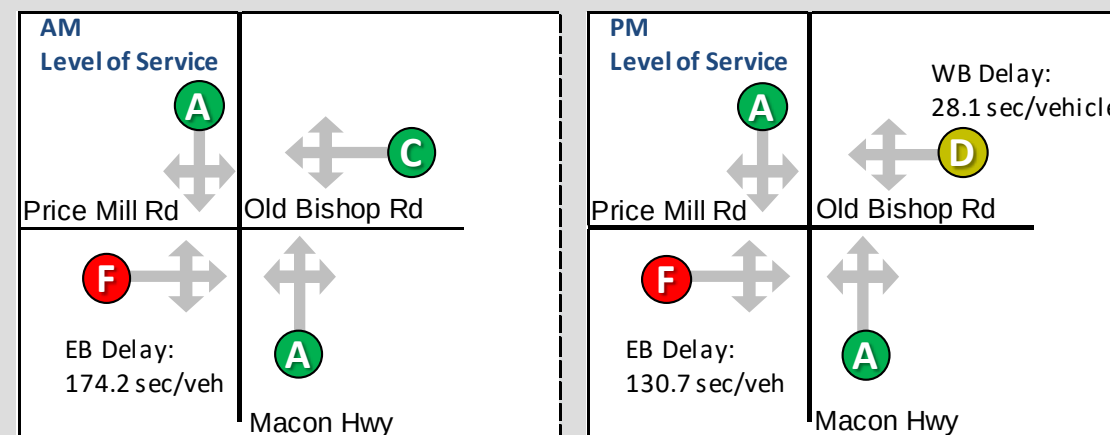
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 7:15 am – 8:15 am
- PM Peak Hour: 4:45 pm – 5:45 pm



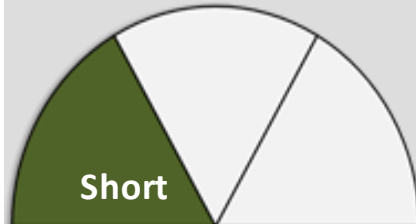
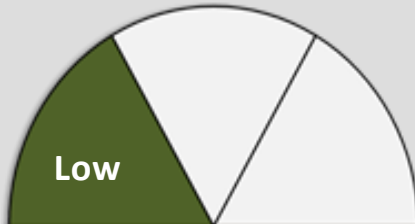
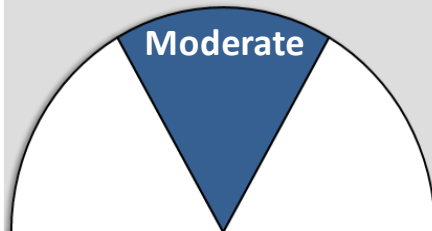
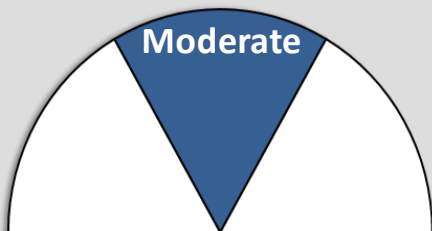
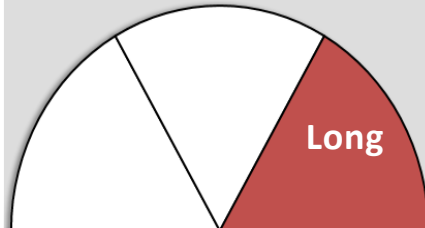
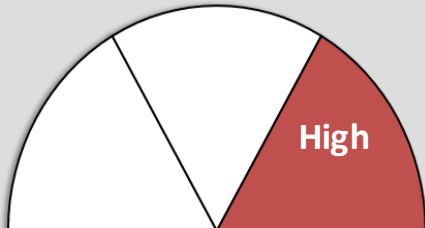
Stakeholder and Public Input

- Traffic congestion/backup is a problem here
- Drivers notice a lack of turn lanes on Price Mill Rd
- Roadway access issues are a concern here
- Public expressed concern about passing bikes along Price Mill Rd

7 – Macon Highway at Price Mill Road

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider adding signal ahead flashers to intersection ahead signs	Angle and rear end collisions attributed to speed or drivers unawareness of the intersection	Could reduce intersection speeds and help motorists make safer decisions as they approach the intersection	 A semi-circular pie chart divided into three equal sectors. The leftmost sector is shaded dark green and labeled "Short".	 A semi-circular pie chart divided into three equal sectors. The leftmost sector is shaded dark green and labeled "Low".
No. 2	Consider providing a short thru/right turn lane on Price Mill Rd	Rear end collisions attributed to speed or drivers unawareness of traffic backup	Could improve delay for through and left turn movements if they do not have to wait behind left-turning vehicles	 A semi-circular pie chart divided into three equal sectors. The bottom sector is shaded blue and labeled "Moderate".	 A semi-circular pie chart divided into three equal sectors. The bottom sector is shaded blue and labeled "Moderate".
No. 3	Consider installing a roundabout as a long term solution 	Angle and rear end collisions attributed to the complexity of the intersection	Could significantly reduce the number of injuries from angle collisions	 A semi-circular pie chart divided into three equal sectors. The rightmost sector is shaded red and labeled "Long".	 A semi-circular pie chart divided into three equal sectors. The rightmost sector is shaded red and labeled "High".

8 – Hog Mountain Road at Sikes Road/Hebron Church Rd

Existing Condition Analysis

Physical Condition

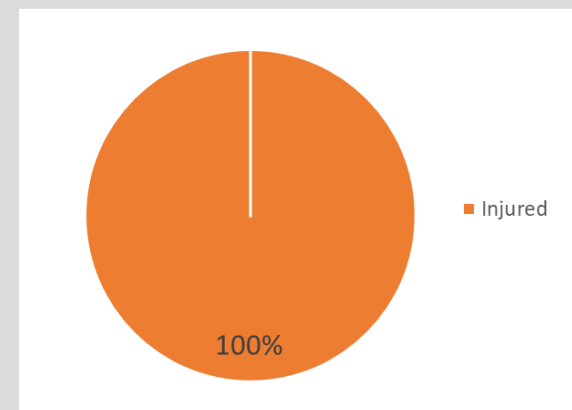
- Two-way stop-controlled intersection of Hog Mountain Rd (major collector), Hebron Church Rd (minor collector), and Sikes Rd (local)



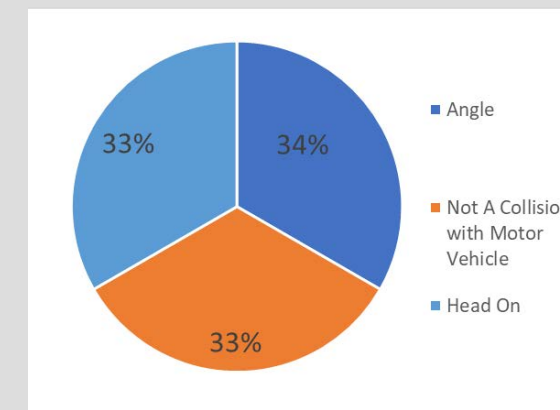
Safety Analysis

- 3 Crashes in total during 2013 to 2017
- Drivers' unawareness of the intersection and/or skewed configuration could be the main causes for crashes

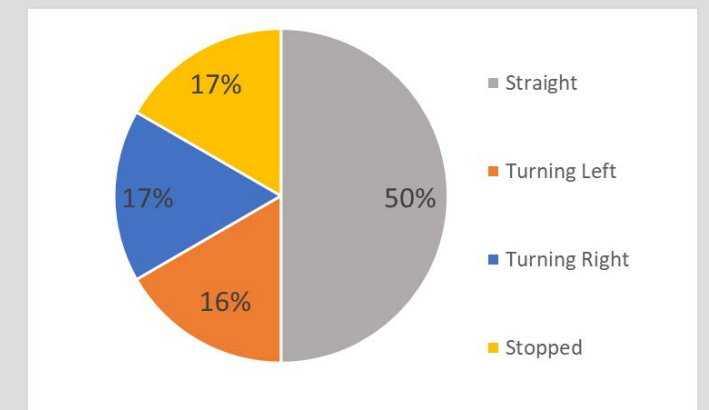
Percentage of Crashes by Severity and Cause



Crash Severity



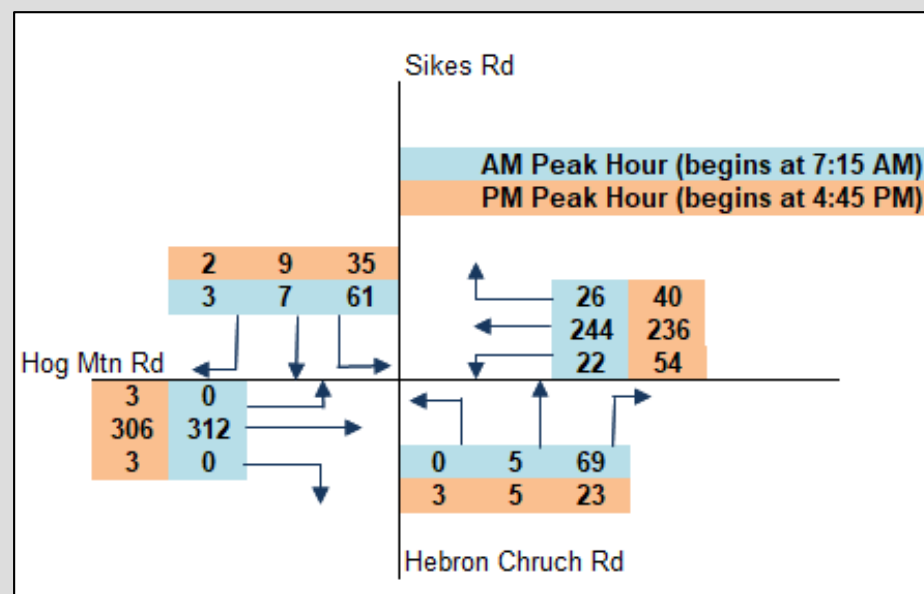
Manner of Collision



Vehicle Maneuver

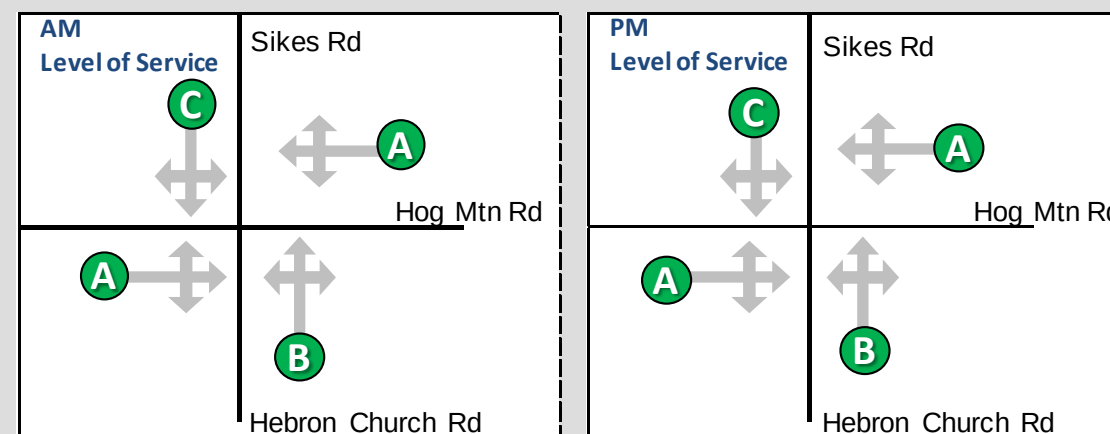
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 7:15 am – 8:15 am
- PM Peak Hour: 4:45 pm – 5:45 pm



*Highway Capacity Software (HCS) was used as the analysis tool.

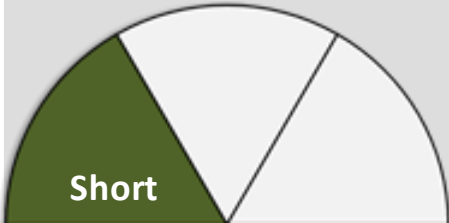
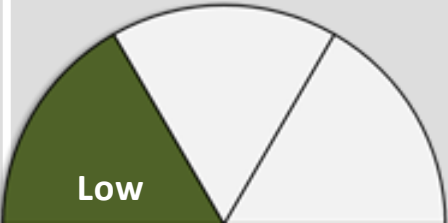
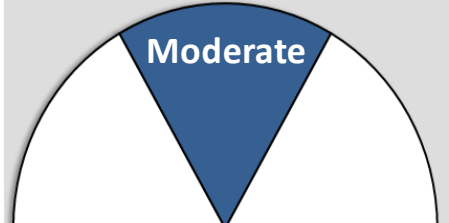
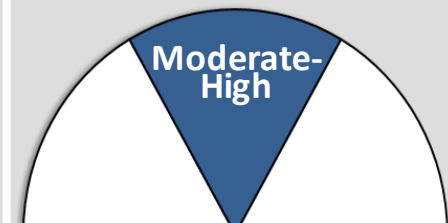
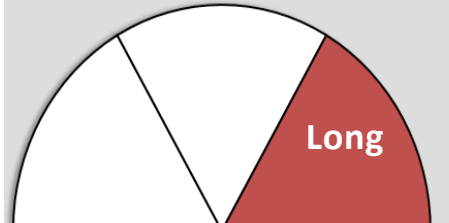
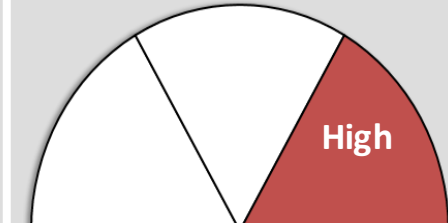
Stakeholder and Public Input

- Public expressed concern over lack of sidewalks along Hebron Church Rd
- Lack of roadway shoulders along Sikes Rd is a concern
- Speed along Hog Mountain Rd is an issue
- Drivers have issues driving alongside tractor-trailers at this intersection

8 – Hog Mountain Road at Sikes Road/Hebron Church Rd

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider providing intersection ahead signs and flashers for all approaches	Eastbound rear end collisions attributed to speed or drivers being unaware of the intersection	Could provide approaching motorists with additional information and help them make safer decisions as they approach the intersection		
No. 2	Consider adding small right turn lanes on northbound Hebron Church Rd	Rear end collisions attributed to speed or drivers unawareness of traffic backup	Could improve delay for through and right turn movements if they do not have to wait behind other vehicles		
No. 3	Consider installing a roundabout as a long term solution 	Angle and rear end collisions attributed to the complexity of the intersection	Could significantly reduce the number of injuries from angle collisions		

9 – Hog Mountain Road at Snows Mill Rd/Rocky Branch Rd

Existing Condition Analysis

Physical Condition

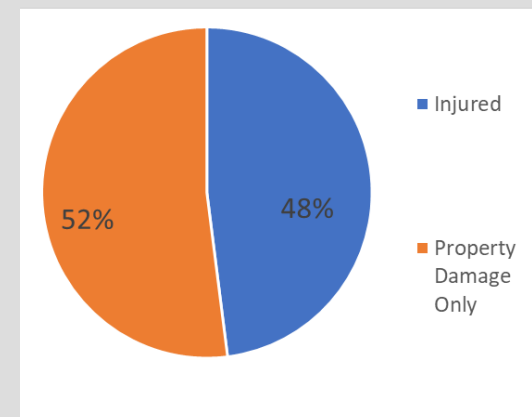
- Two-way stop-controlled intersection of Hog Mountain (major collector), Snows Mill Rd (major collector), and Rocky Branch Rd (local)
- Right turn yield lanes in each direction



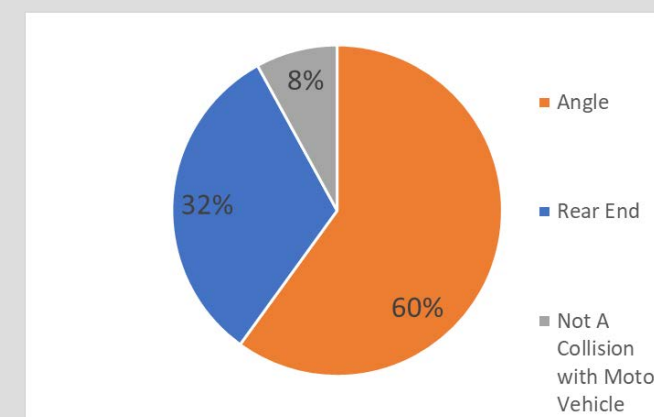
Safety Analysis

- 25 Crashes in total during 2013 to 2017 with majority of them being angle collisions
- Drivers' unawareness of the intersection and/or skewed configuration could be the main causes for crashes

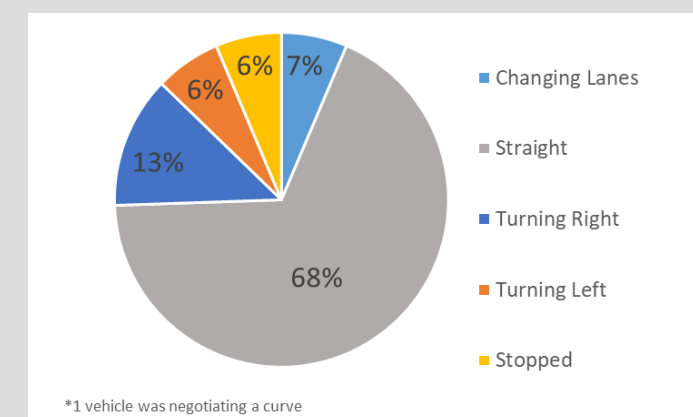
Percentage of Crashes by Severity and Cause



Crash Severity



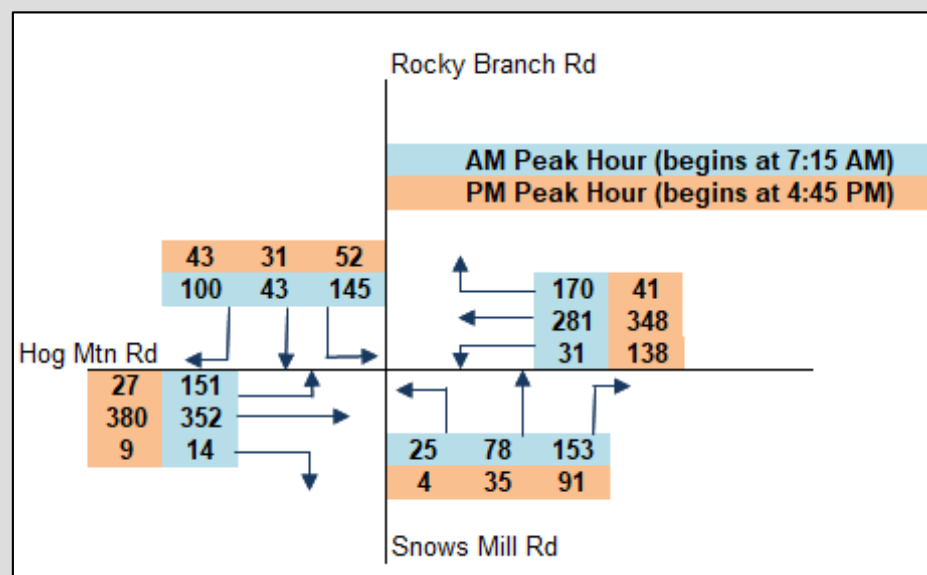
Manner of Collision



Vehicle Maneuver

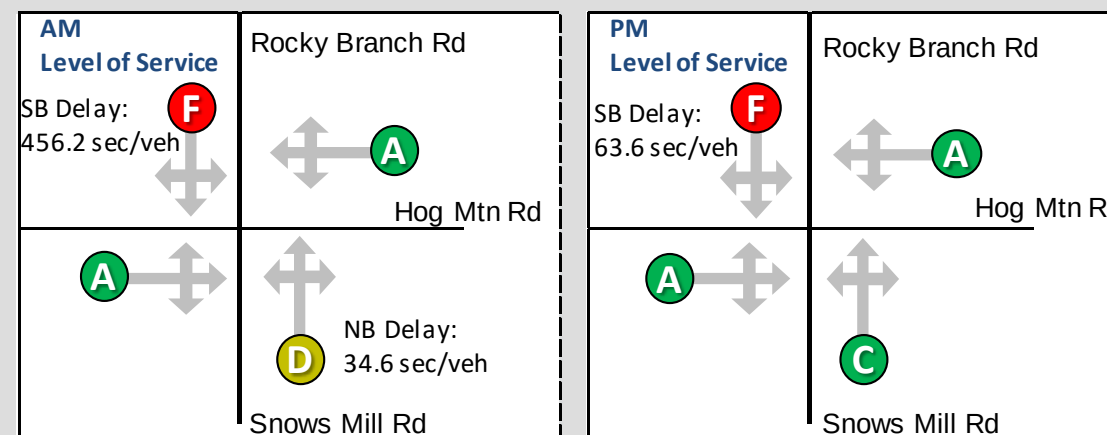
Traffic Characteristics

2018 Existing Peak Hour Turning Movement Counts



Peak Hour Level of Service Analysis

- AM Peak Hour: 7:15 am – 8:15 am
- PM Peak Hour: 4:45 pm – 5:45 pm



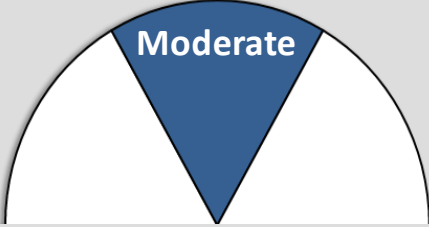
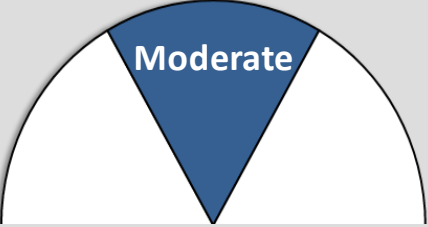
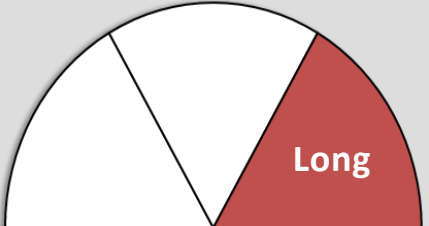
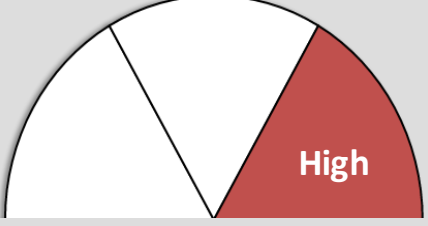
*Highway Capacity Software (HCS) was used as the analysis tool.

Stakeholder and Public Input

- Public requested a traffic light be added to this intersection
- Drivers feel unsafe at this intersection
- Police direct traffic here at peak hours

Potential Countermeasures

Potential Improvements for Further Evaluation

Next Steps and Potential Improvements		Crash Type Addressed	Benefits	Timeline for Implementation	Estimated Cost
No. 1	Consider lengthening west bound right turn lane on Hog Mountain Rd	Angle and rear end collisions attributed to drivers speed and unawareness of the traffic backup going into the high school	Could improve delay for through and left turn movements if they do not have to wait behind right-turning vehicles		
No. 2	Consider installing a roundabout as a long term solution 	Angle and rear end collisions attributed to the complexity of the intersection	Could significantly reduce the number of injuries from angle collisions		

Appendix: Crash Reduction Factors for Countermeasures at Intersections

A crash reduction factor (CRF) is a multiplicative factor used to compute the percentage reduction in crashes after implementing a given countermeasure at a specific site. The following table provides crash reduction factors for each improvements proposed for the identified intersections. The crash reduction factors were obtained from the Crash Modification Factors Clearinghouse. It is important to note that a CRF represents the long-term expected reduction in crashes and this estimate is based on the crash experience at a limited number of study sites; the actual reduction may vary.

Improvements	Crash Reduction Factor	Source or Notes	Intersection
Consider installing a roundabout	35%	Qin et al., "Evaluation of Roundabout Safety." (Jan 2013) http://www.cmfclearinghouse.org/detail.cfm?facid=4931	#4 Mars Hill at Commerce Dr; #6 Main Street at Barnett Shoals Rd/Greensboro Highway; #7 Macon Hwy at Price Mill Rd; #8 Hog Mountain Rd at Sikes Rd/Hebron Church Rd; #9 Hog Mountain Rd at Snows Mill Rd/Rocky Branch Rd
Consider installing retroreflective tape on signal backplates	15%	Sayed et al., "Safety Impact of Increased Traffic Signal Backboards Conspicuity." (2005) http://www.cmfclearinghouse.org/study_detail.cfm?stid=85	#1 Epps Bridge Pkwy at Parkway Blvd
Consider installing flashing yellow arrows (FYAs)	7.8%	Srinivasan, et al., "Evaluation of Safety Strategies at Signalized Intersections." (2011) http://www.cmfclearinghouse.org/detail.cfm?facid=4176	#1 Epps Bridge Pkwy at Parkway Blvd; #2 Epps Bridge Pkwy and Dowdy Rd; #3 Epps Bridge Pkwy at Oconee Connector
Consider alternative intersection design, possibly Median U-turn (MUT) intersection or Restricted Crossing U-turn (RCUT) intersection	34.8%	Edara et al., "Evaluation of J-turn Intersection Design Performance in Missouri." (Dec 2013) http://www.cmfclearinghouse.org/detail.cfm?facid=5555	#2 Epps Bridge Pkwy and Dowdy Rd
Consider installing signal ahead flashers	18.6%	Srinivasan, et al., "Evaluation of Safety Strategies at Signalized Intersections." (2011) http://www.cmfclearinghouse.org/detail.cfm?facid=4198	#4 Mars Hill at Commerce Dr; #7 Macon Hwy at Price Mill Rd; #8 Hog Mountain Rd at Sikes Rd/Hebron Church Rd
Consider installing signal ahead sign after a sight distance evaluation	35%	Polanis, "Low-Cost Safety Improvements Chapter 27, The Traffic Safety Toolbox: a primer on traffic safety." (1999) http://www.cmfclearinghouse.org/detail.cfm?facid=1684	#3 Epps Bridge Pkwy at Oconee Connector
Consider adding length to existing left turn lanes	43%	https://www.fhwa.dot.gov/publications/research/safety/02089/02089.pdf , pg 139	#4 Mars Hill at Commerce Dr; #5 SR 316/8, US 29/78 at Oconee Connector
Consider adding length to existing right turn lanes	15%	https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa08008/ub7_longer_rturn_lanes.pdf	#9 Hog Mountain Rd at Snows Mill Rd/Rocky Branch Rd
Consider adding a flashing beacon	13%	Srinivasan et al., "Safety Evaluation of Flashing Beacons at Stop Controlled Intersections." (2008) http://www.cmfclearinghouse.org/detail.cfm?facid=449	#9 Hog Mountain Rd at Snows Mill Rd/Rocky Branch Rd
Consider adding a right turn lane	14%	Harwood et al., "Safety Effectiveness of Intersection Left- and Right-Turn Lanes" (2002) http://www.cmfclearinghouse.org/detail.cfm?facid=285#commentanchor	#7 Macon Hwy at Price Mill Rd; #8 Hog Mountain Rd at Sikes Rd/Hebron Church Rd
Consider adding a left turn lane	25.2%	Srinivasan et al., "Safety Evaluation of Signal Installation With and Without Left Turn Lanes on Two Lane Roads in Rural and Suburban Areas." (Oct 2014) http://www.cmfclearinghouse.org/detail.cfm?facid=7996	#5 SR 316/8, US 29/78 at Oconee Connector

Appendix: Crash Reduction Factors for Countermeasures at Intersections - continued

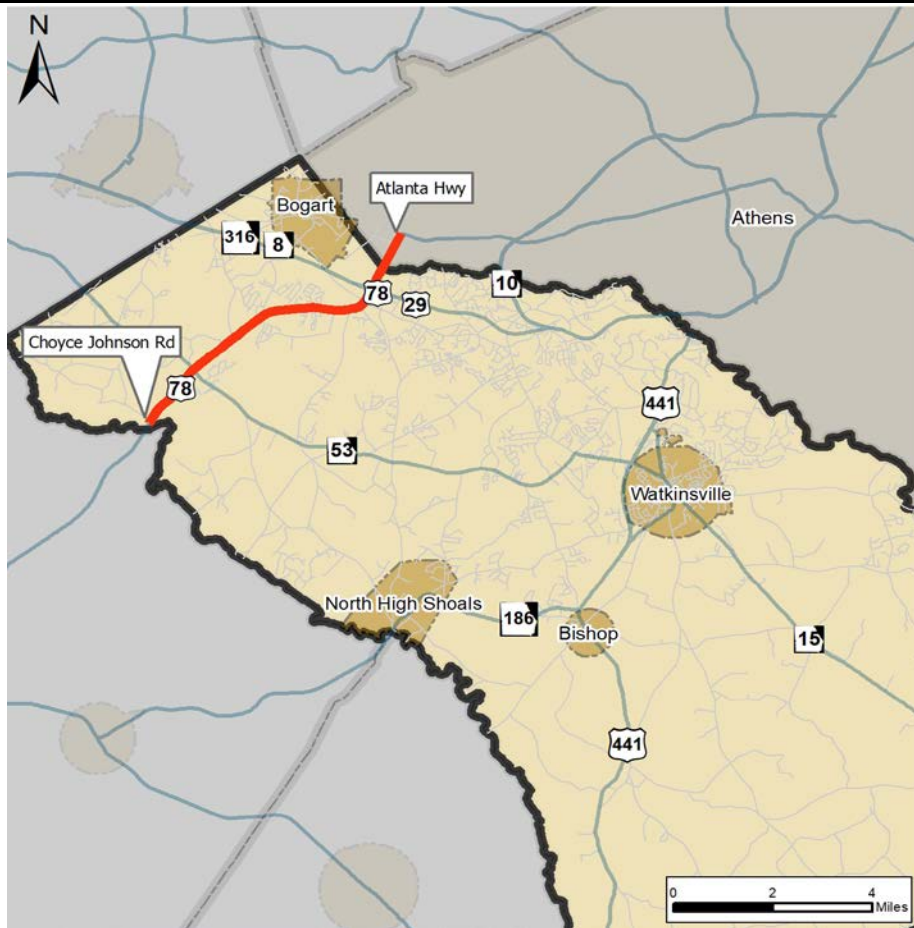
Improvements	Crash Reduction Factor	Source or Notes	Intersection
Consider extending yellow phase	6.6%	Srinivasan, et al., "Evaluation of Safety Strategies at Signalized Intersections." (2011) http://www.cmfclearinghouse.org/detail.cfm?facid=4209	#1 Epps Bridge Pkwy at Parkway Blvd
Consider adding pavement markings showing the left-turn movement	None Identified	None Identified	#2 Epps Bridge Pkwy and Dowdy Rd
Consider installing a supplemental signal head	7%	Sayed et al, "Evaluating the Safety Impacts of Improving Signal Visibility at Urban Signalized Intersections." (2007)	#3 Epps Bridge Pkwy at Oconee Connector
Consider access management for heavy volume driveways	25-31% (injury/fatal crash)	https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/	#3 Epps Bridge Pkwy at Oconee Connector; #6 Main Street at Barnett Shoals Rd/Greensboro Highway
Consider installing rumble strips	34%	Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." (2004) http://www.cmfclearinghouse.org/detail.cfm?facid=138	#4 Mars Hill at Commerce Dr
Consider converting four-legged intersection into two T-intersections	43%	Hanna et al., "Characteristics of Intersection Accidents in Rural Municipalities." (1976) https://www.fhwa.dot.gov/publications/research/safety/04091/10.cfm#c1013	#6 Main Street at Barnett Shoals Rd/Greensboro Highway

Appendix E

Project Sheets

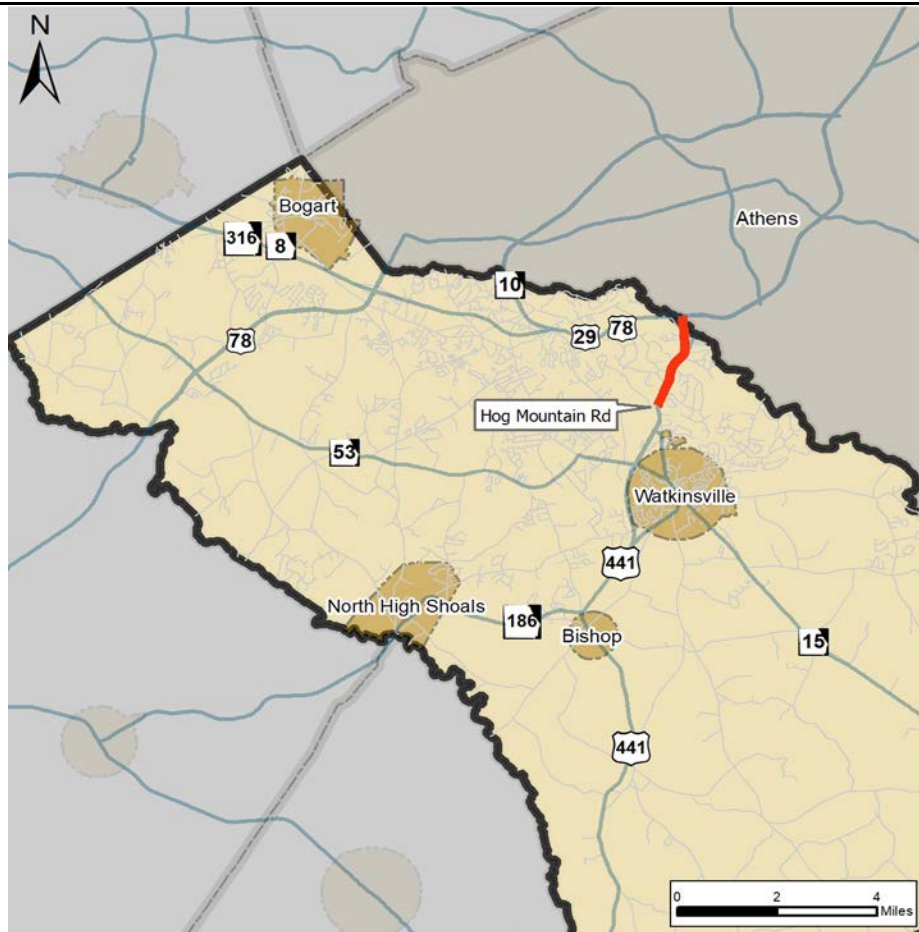
OFFICE OF PLANNING

PROJECT NAME: US 78/ SR 10/ Monroe Hwy		P.I. NOS:	
PROJECT DESCRIPTION: Widening from Choyce Johnson Rd to SR 8/ Atlanta Hwy		ST/US#: US 78	
		COUNTY: Oconee	
		DOT DISTRICT #: 1	
		CONGRESSIONAL DISTRICT: 10	
		RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015: 17,017	2045: 21,745	IMPLEMENTATION: Long
PROJECT COST		COMMENTS	
PRELIMINARY ENGR.	\$2,464,000	This project proposes capacity improvements on US 78/Monroe Hwy from Choyce Johnson Rd to Atlanta Hwy (Clarke County). It is proposed to increase the minor arterial's existing 4-lane configuration to 6 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.	
RIGHT-OF-WAY			
UTILITIES			
CONSTRUCTION	\$24,640,000		
TOTAL COST	\$27,104,000		
PROJECT FUNDING		A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.	
FEDERAL COST	Unfunded		
STATE COST	Unfunded		
LOCAL COST	Unfunded		



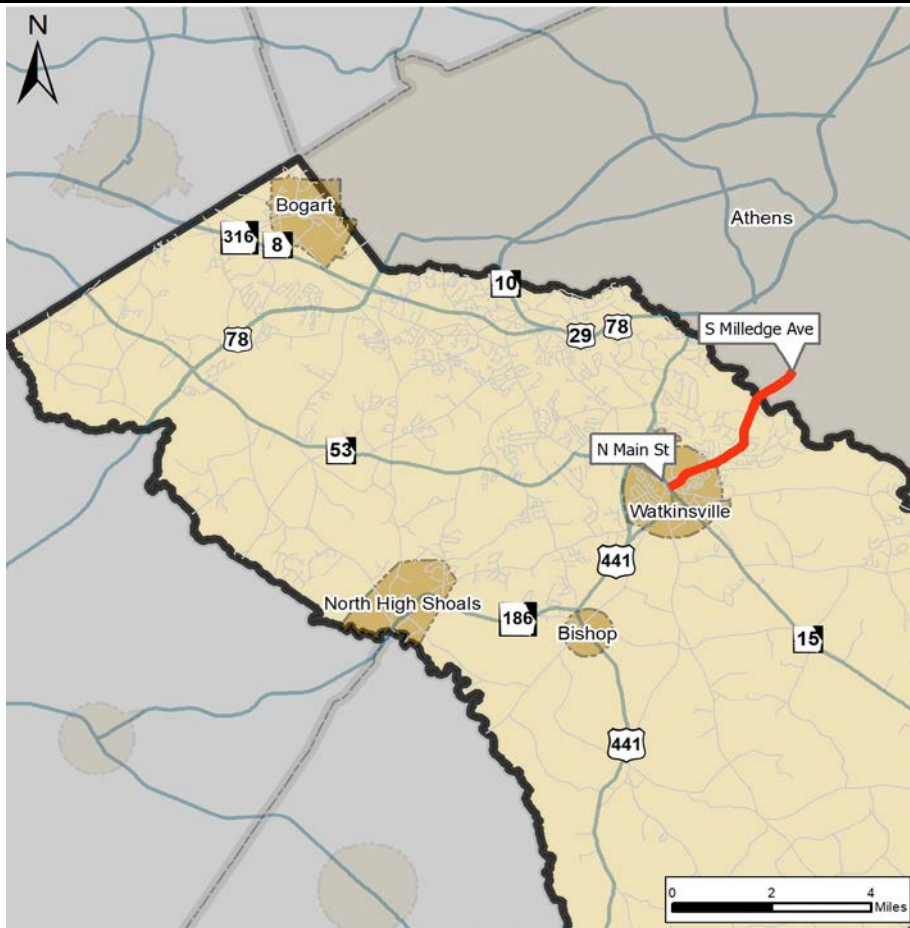
OFFICE OF PLANNING

PROJECT NAME: US 441/SR 15/Macon Hwy				P.I. NOS:	0000843
PROJECT DESCRIPTION: Widening from US 29/78 to SR 53/Hog Mountain Rd				ST/US#:	US 441
				COUNTY:	Oconee
				DOT DISTRICT #:	1
				CONGRESSIONAL DISTRICT:	10
				RC:	NEGR
TRAFFIC VOLUMES (ADT)	2015:	28,844	2045:	40,045	IMPLEMENTATION: Near
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				This project proposes capacity improvements on US 441/SR 15/Macon Hwy from US 29/78 to SR 53/Hog Mountain Rd. It is proposed to increase the principal arterial's existing 4-lane configuration to 6 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION		\$662,467			
TOTAL COST		\$662,467			
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.	
FEDERAL COST		\$662,467			
STATE COST		\$0			
LOCAL COST		\$0			



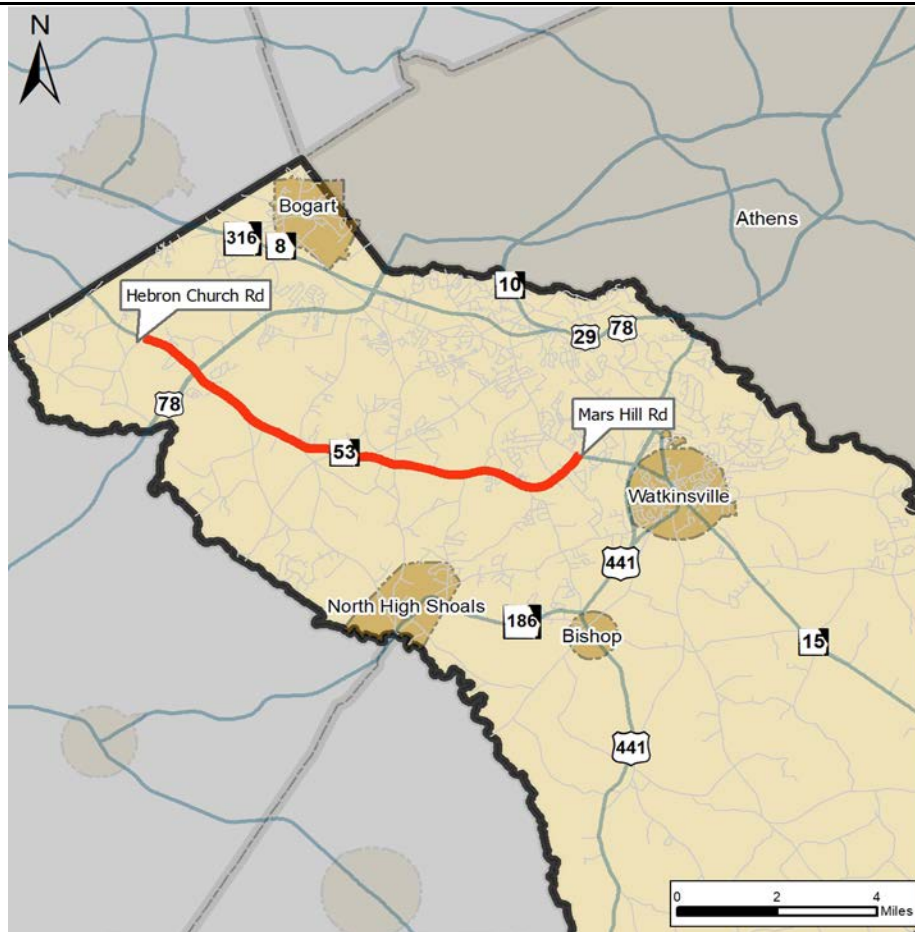
OFFICE OF PLANNING

PROJECT NAME:		Simonton Bridge Rd/Whitehall Rd			P.I. NOS:		141970	
PROJECT DESCRIPTION:		Widening from S Milledge Ave to SR15/ N Main St			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	5,696	2045:	8,140	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$3,102	This project proposes capacity improvements on Simonton Bridge Rd/Whitehall Rd from Milledge Ave to SR 15/ N Main St. This is the second highest scoring capacity improvement for Oconee County. It is proposed to increase the minor arterial's exisiting 2-lane configuration to 4 lanes.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,102						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		\$3,102						
STATE COST		\$0						
LOCAL COST		\$0						



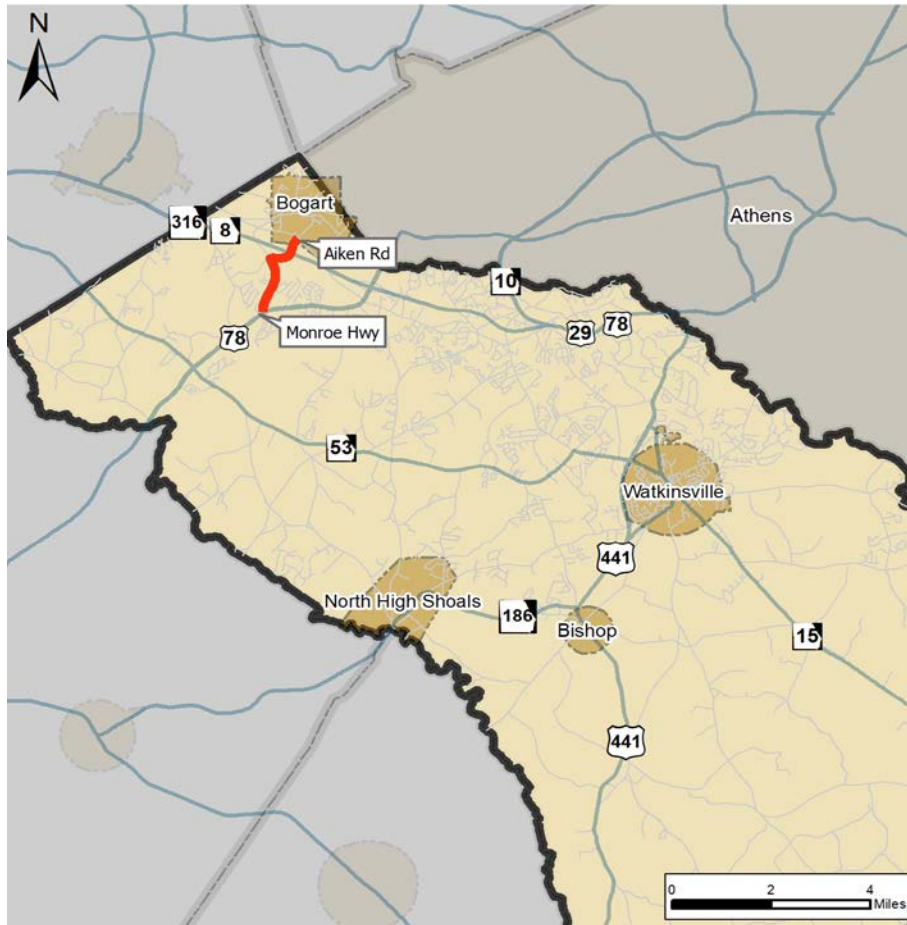
OFFICE OF PLANNING

PROJECT NAME: SR 53/ Hog Mountain Rd				P.I. NOS:	M003299
PROJECT DESCRIPTION: Widening from Hebron Church Rd to Mars Hill Rd				ST/US#:	SR 53
				COUNTY:	Oconee
				DOT DISTRICT #:	1
				CONGRESSIONAL DISTRICT:	10
				RC:	NEGR
TRAFFIC VOLUMES (ADT)	2015:	7,535	2045:	9,274	IMPLEMENTATION: Long
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				This project proposes capacity improvements on SR 53/ Hog Mountain Rd from Hebron Church Rd to Mars Hill Rd. It is proposed to increase the major collector's existing 2-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION		\$80,998			
TOTAL COST		\$80,998			
PROJECT FUNDING					
FEDERAL COST		\$80,998			
STATE COST		\$0			
LOCAL COST		\$0			



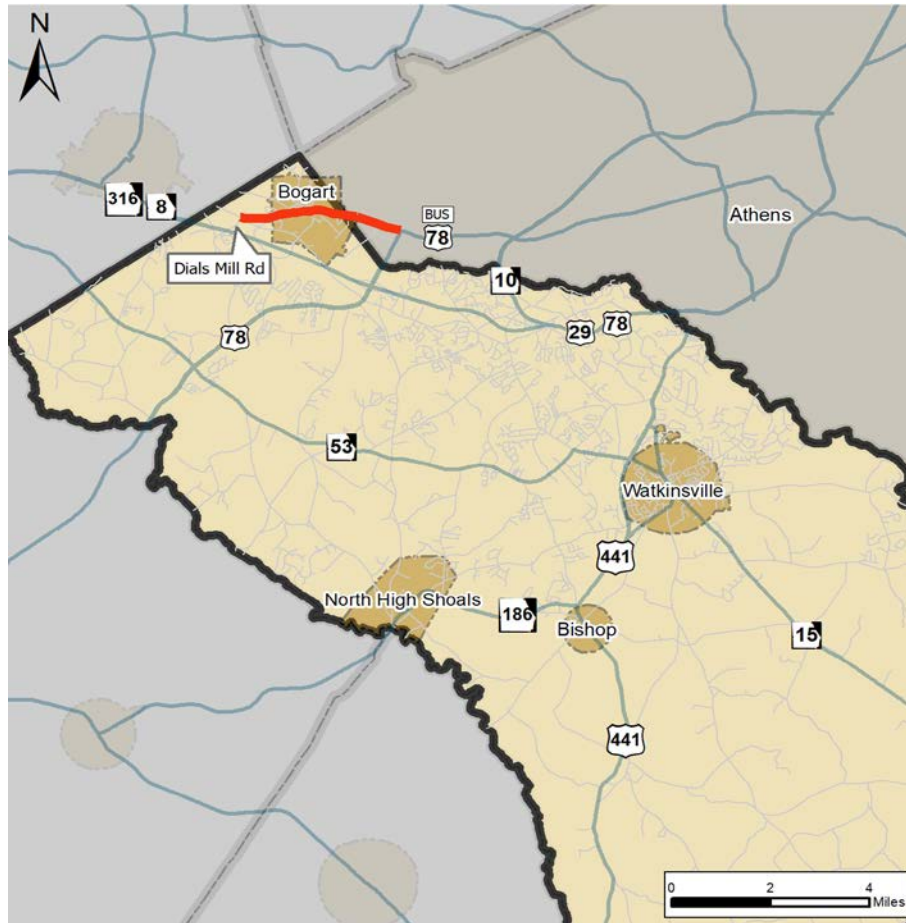
OFFICE OF PLANNING

PROJECT NAME:		McNutt Creek Rd/ Pete Dickens Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Widening from Aiken Rd to US 78/ SR 10/ Monroe Hwy			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	4,048	2045:	6,392	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$739,200		This project proposes capacity improvements on McNutt Creek Rd/Pete Dickens Rd from Aiken Rd in Bogart to US 78/ SR 10/ Monroe Hwy. It is proposed to increase the local road's exisiting 2-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION		\$7,392,000						
TOTAL COST		\$8,131,200						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



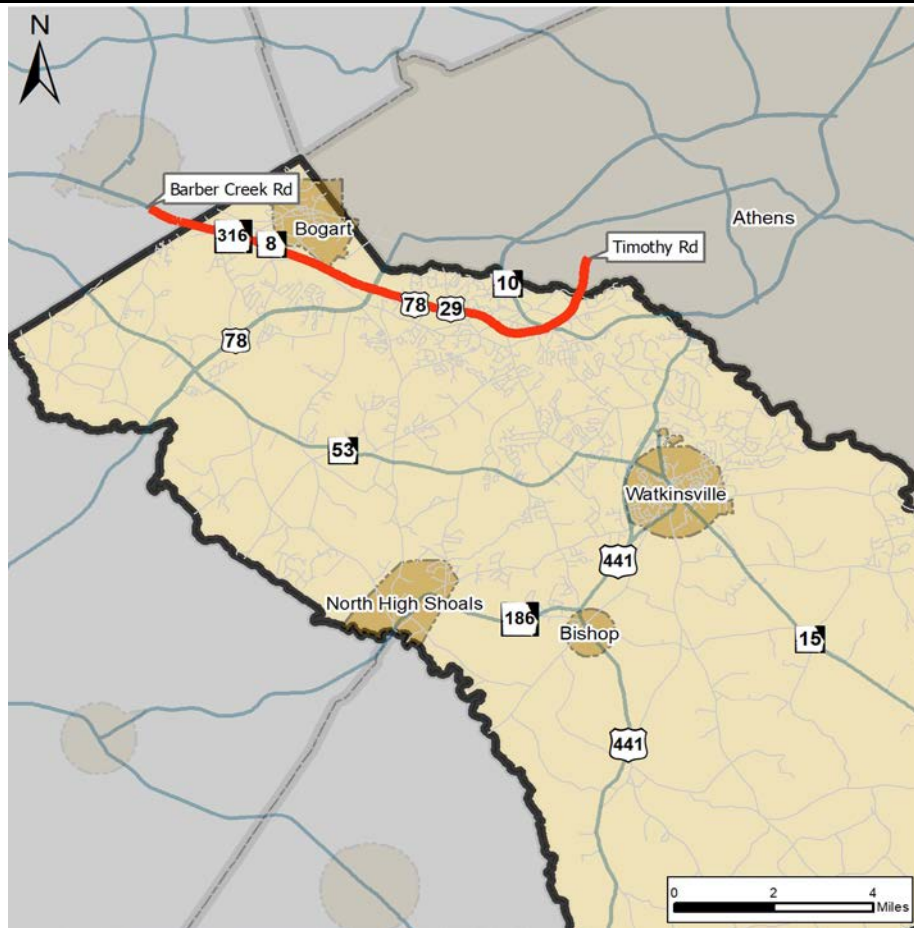
OFFICE OF PLANNING

PROJECT NAME:					SR 8/ 3rd Ave/Atlanta Hwy		P.I. NOS:		
PROJECT DESCRIPTION:					Widening from US 78/ Monroe Hwy to Dials Mill Rd		ST/US#:		
							COUNTY:		Oconee
							DOT DISTRICT #:		1
							CONGRESSIONAL DISTRICT:		10
							RC:		NEGRC
TRAFFIC VOLUMES (ADT)		2015:	9,326	2045:	11,472	IMPLEMENTATION:		Long	
PROJECT COST					COMMENTS				
PRELIMINARY ENGR.		\$1,161,600	This project proposes capacity improvements on SR 8/3rd Ave/Atlanta Hwy from US 78 (Clarke County) to Dials Mill Rd. It is proposed to increase the minor arterial's exisiting 2-lane/3-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.						
RIGHT-OF-WAY									
UTILITIES									
CONSTRUCTION		\$11,616,000							
TOTAL COST		\$12,777,600							
PROJECT FUNDING					A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		Unfunded							
STATE COST		Unfunded							
LOCAL COST		Unfunded							



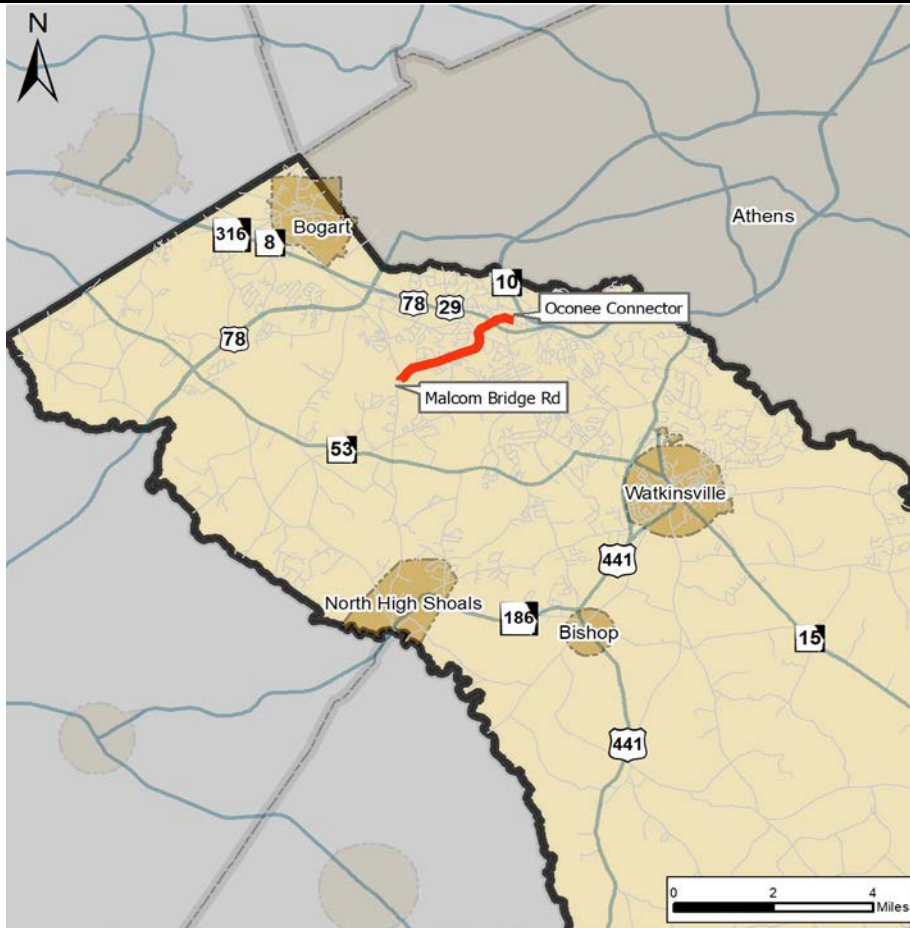
OFFICE OF PLANNING

PROJECT NAME: SU 29/78/ Epps Bridge Pkwy		P.I. NOS:	
PROJECT DESCRIPTION: Widening from Timothy Rd to Barber Creek Rd		ST/US#:	US 78/US 29
		COUNTY:	Oconee
		DOT DISTRICT #:	1
		CONGRESSIONAL DISTRICT:	10
		RC:	NEGR
TRAFFIC VOLUMES (ADT)	2015: 23,373	2045: 31,765	IMPLEMENTATION: Mid
PROJECT COST		COMMENTS	
PRELIMINARY ENGR.	\$3,625,600	This project proposes capacity improvements on US 29/78/ Epps Bridge Pkwy from Timothy Rd to Barber Creek Rd. It is proposed to increase the principal arterial's existing 4-lane configuration to 6 lanes. This route is one of the major thoroughfares through Oconee County. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.	
RIGHT-OF-WAY	\$0		
UTILITIES	\$0		
CONSTRUCTION	\$36,256,000		
TOTAL COST	\$39,881,600		
PROJECT FUNDING			
FEDERAL COST	\$0		
STATE COST	\$39,881,600		
LOCAL COST	\$0		



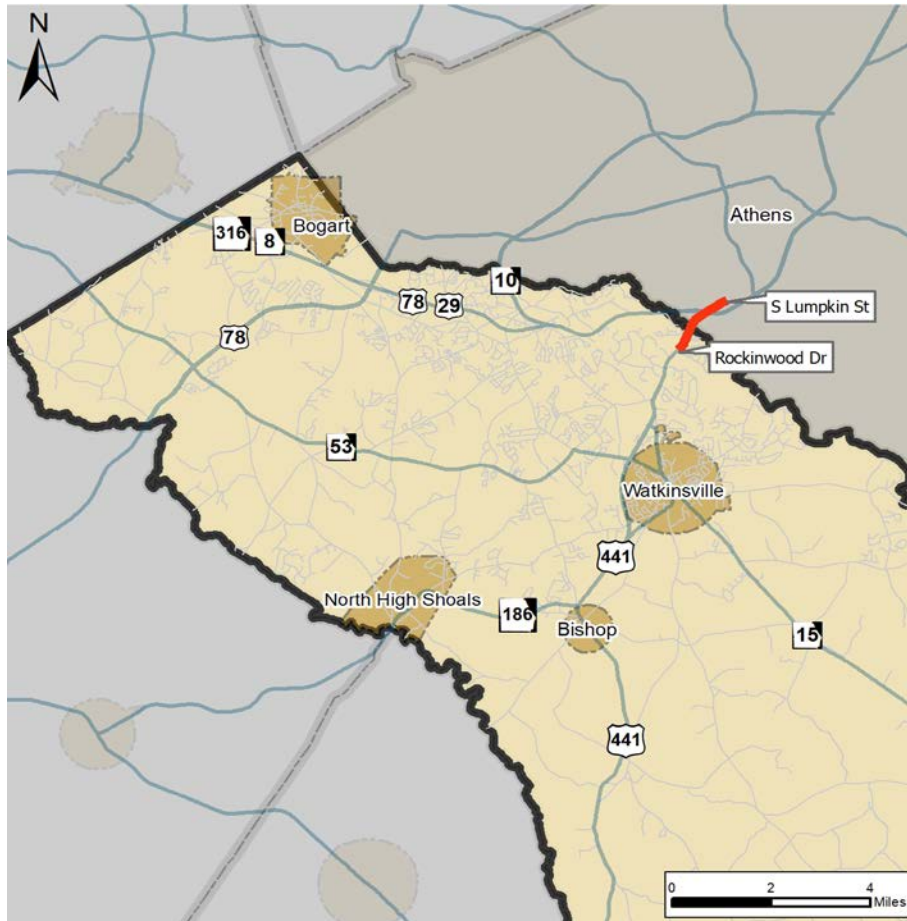
OFFICE OF PLANNING

PROJECT NAME:		Virgil Langford Rd/ Rocky Branch Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Widening from Oconee Connector to Malcom Bridge Rd			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	4,817	2045:	6,716	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$985,600		This project proposes capacity improvements on Virgil Langford Rd/Rocky Branch Rd from Oconee Connector to Malcom Bridge Rd. It is proposed to increase the local road's existing 2-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION		\$9,856,000						
TOTAL COST		\$10,841,600		A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
PROJECT FUNDING								
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



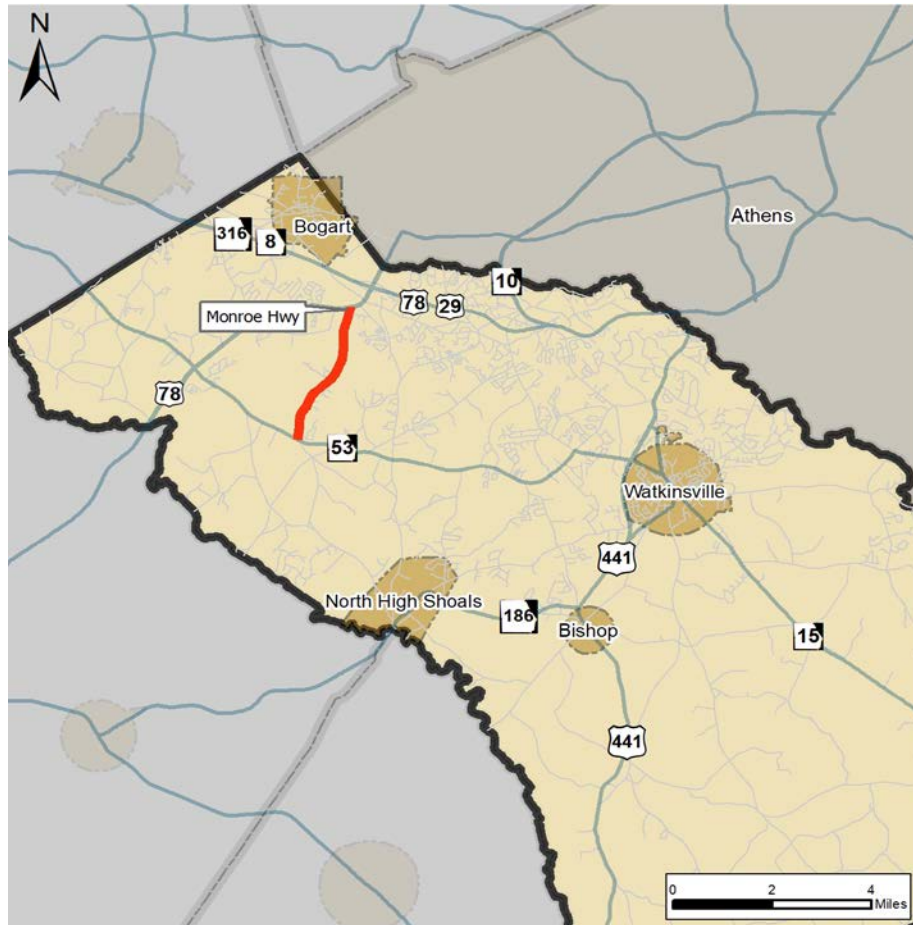
OFFICE OF PLANNING

PROJECT NAME:		Macon Hwy			P.I. NOS:			
PROJECT DESCRIPTION:		Widening from Rockinwood Dr to S Lumpkin St			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	10,976	2045:	15,377	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$528,000		This project proposes capacity improvements on Macon Hwy from Rockinwood Dr to S Lumpkin St (Clarke County). This is the highest scoring capacity improvement for Oconee County. It is proposed to increase the principal arterial's existing 2-lane configuration to 4 lanes.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION		\$5,280,000						
TOTAL COST		\$5,808,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



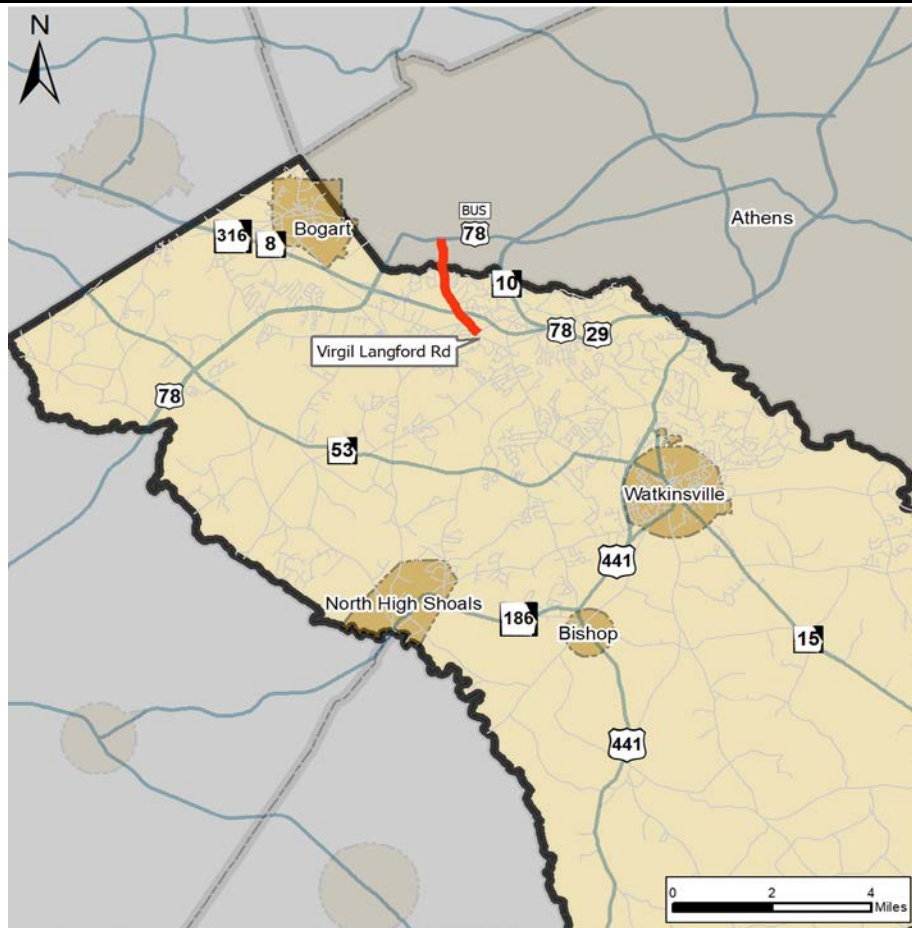
OFFICE OF PLANNING

PROJECT NAME:		Clotfelter Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Widening from US 78/ SR 10/ Monroe Hwy to SR 53/ Hog Mountain Rd			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	1,790	2045:	3,595	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$1,126,400		This project proposes capacity improvements on Clotfelter Rd from US 78/ SR 10/ Monroe Hwy to SR 53/ Hog Mountain Rd. It is proposed to increase the minor collector's exisiting 2-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION		\$11,264,000						
TOTAL COST		\$12,390,400						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



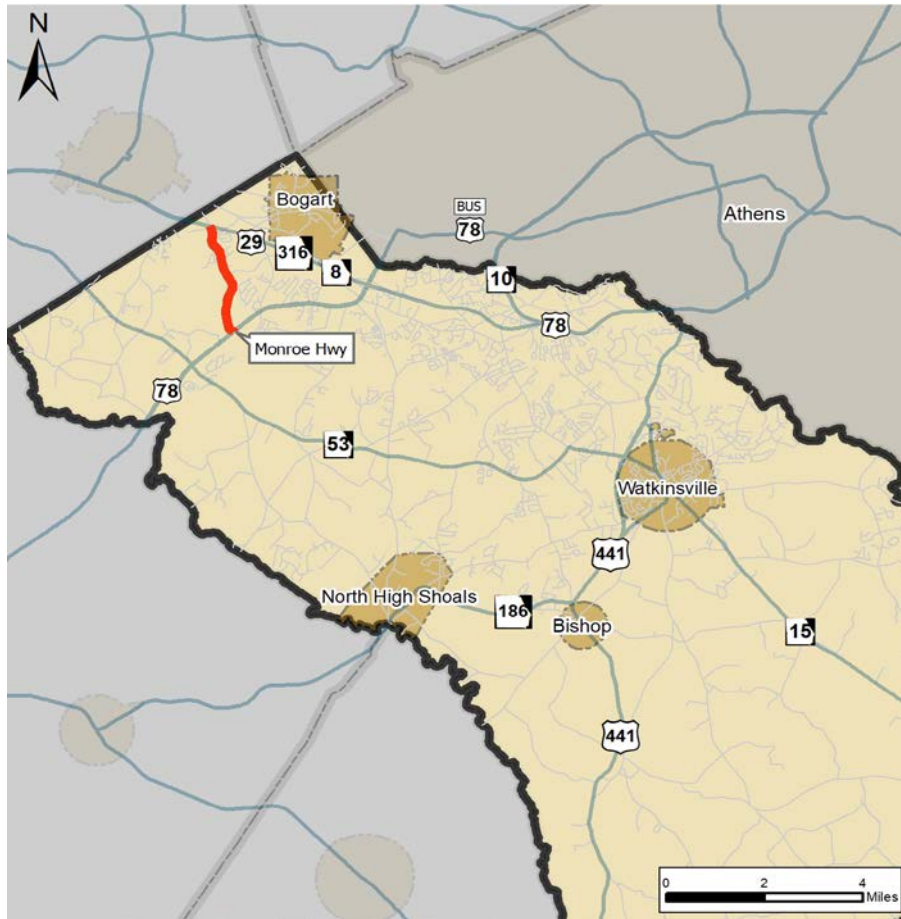
OFFICE OF PLANNING

PROJECT NAME:		Jimmy Daniel Rd			P.I. NOS:		0007939		
PROJECT DESCRIPTION:		Widening from Virgil Langford Rd to US 78/ SR 10/ Atlanta Hwy			ST/US#:				
					COUNTY:		Oconee		
					DOT DISTRICT #:		1		
					CONGRESSIONAL DISTRICT:		10		
					RC:		NEGRC		
TRAFFIC VOLUMES (ADT)		2015:	6,206	2045:	9,853	IMPLEMENTATION:		Long	
PROJECT COST				COMMENTS					
PRELIMINARY ENGR.		\$4,242		This project proposes capacity improvements on Jimmy Daniel Rd from Virgil Langford Rd to US 78/ SR 10/ Atlanta Hwy (Clarke County). It is proposed to increase the minor arterial's existing 2-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.					
RIGHT-OF-WAY									
UTILITIES									
CONSTRUCTION									
TOTAL COST		\$4,242							
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.					
FEDERAL COST		\$4,242							
STATE COST		\$0							
LOCAL COST		\$0							



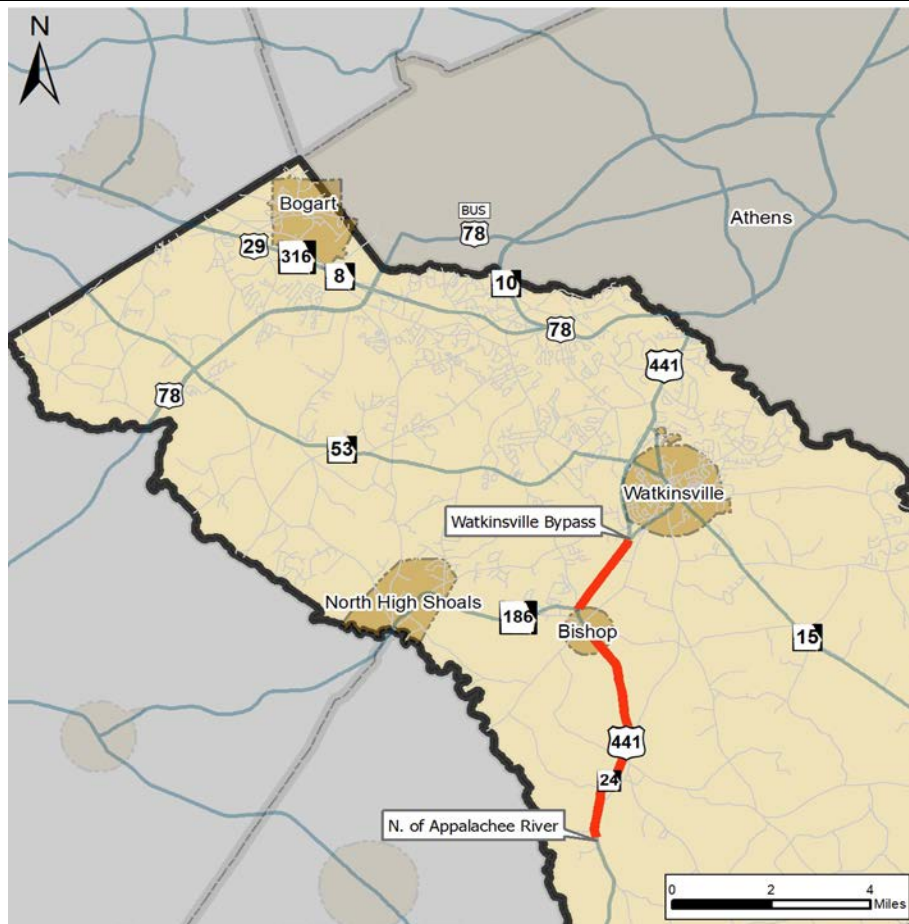
OFFICE OF PLANNING

PROJECT NAME:		Dials Mill Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Widening from US 78/ SR 10/ Monroe Hwy to US 29			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	2,330	2045:	5,109	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$880,000	This project proposes capacity improvements on Dials Mill Rd from US 78/ SR 10/ Monroe Hwy to US 29. It is proposed to increase the minor arterial's existing 2-lane configuration to 4 lanes. Additionally, this corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION		\$8,800,000						
TOTAL COST		\$9,680,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



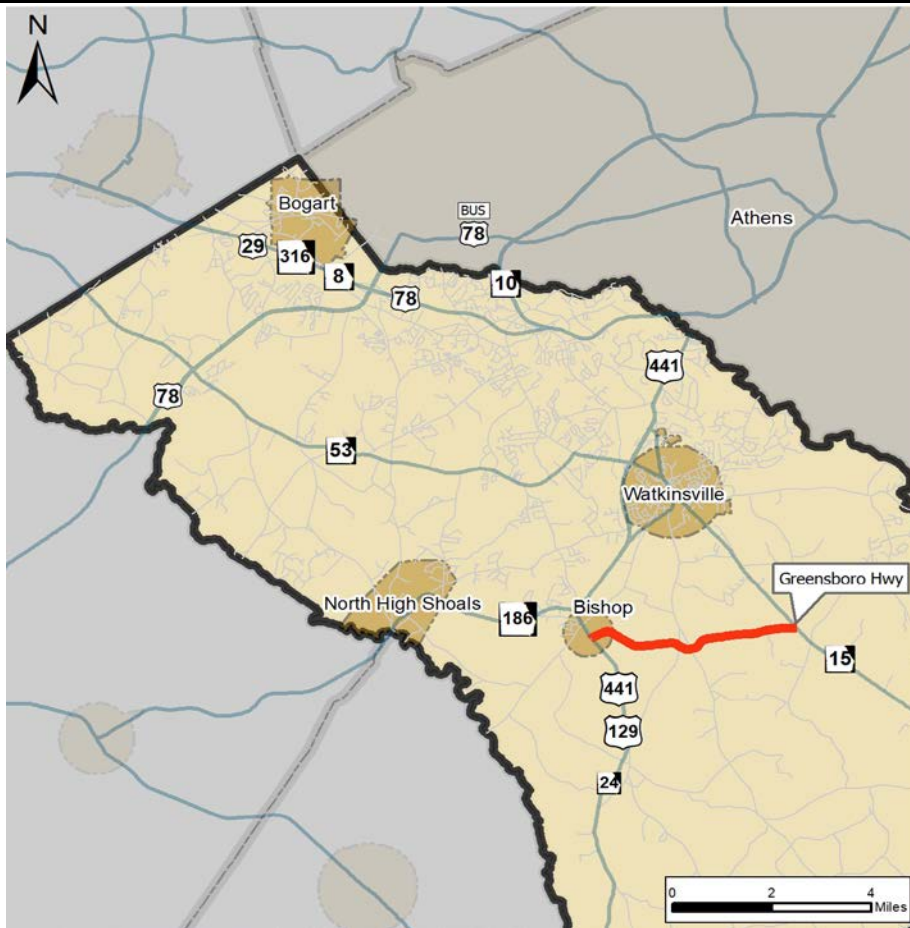
OFFICE OF PLANNING

PROJECT NAME:		US 441/ SR 24			P.I. NOS:		0013613		
PROJECT DESCRIPTION:		N of Appalachian River to US 29/441/ Watkinsville Bypass			ST/US#:		SR 24 / US 441		
					COUNTY:		Oconee		
					DOT DISTRICT #:		1		
					CONGRESSIONAL DISTRICT:		10		
					RC:		NEGRC		
TRAFFIC VOLUMES (ADT)		2015:	8,659	2045:	9,472	IMPLEMENTATION:		Long	
PROJECT COST				COMMENTS					
PRELIMINARY ENGR.		\$3,139,344		This project proposes capacity improvements to US 441/ SR 24 from N of Appalachian River to US 29/441/ Watkinsville Bypass. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.					
RIGHT-OF-WAY		\$25,045,852							
UTILITIES									
CONSTRUCTION		\$27,823,894							
TOTAL COST		\$56,009,090							
PROJECT FUNDING									
FEDERAL COST		\$0							
STATE COST		\$56,009,090							
LOCAL COST		\$0							



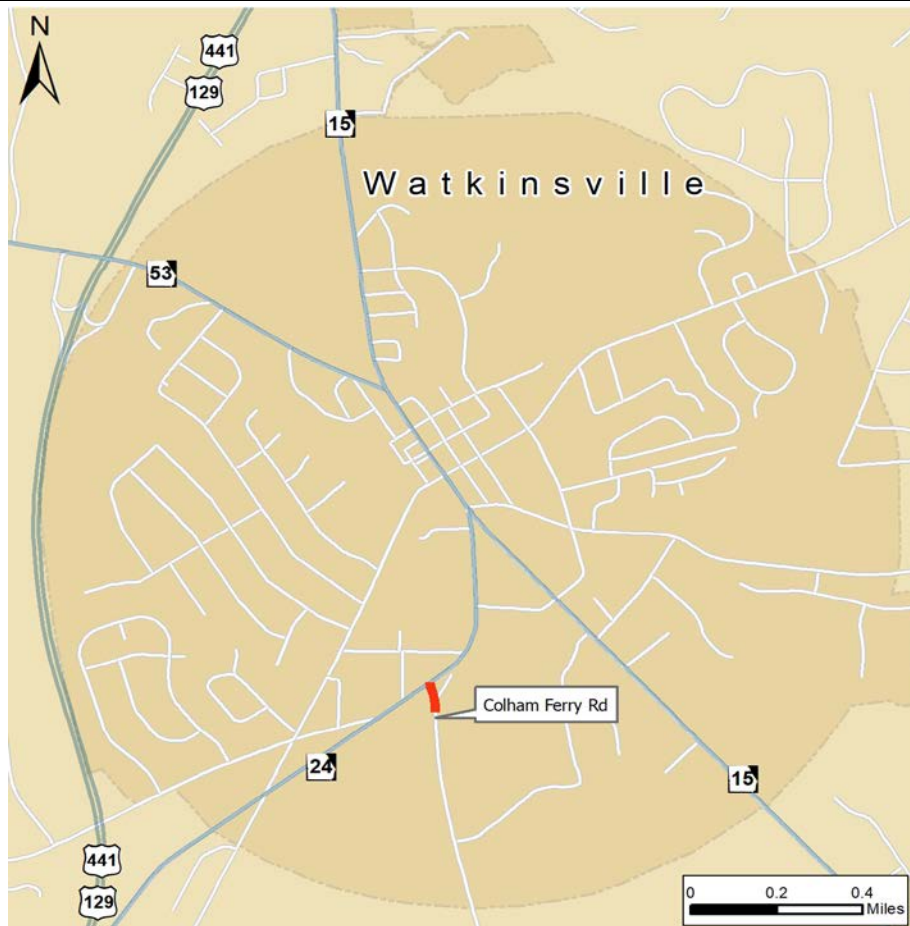
OFFICE OF PLANNING

PROJECT NAME:		Astondale Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Increased capacity between SR 15/ Greensboro Hwy and US 129/441/ SR 24/ Macon Hwy			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	415	2045:	1,079	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$0		This project proposes capacity improvements S of Watkinsville between SR 15/ Greensboro Hwy and US 129/441/ SR 24/ Macon Hwy. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
RIGHT-OF-WAY		\$0						
UTILITIES		\$0						
CONSTRUCTION		\$0						
TOTAL COST		n/a						
PROJECT FUNDING								
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



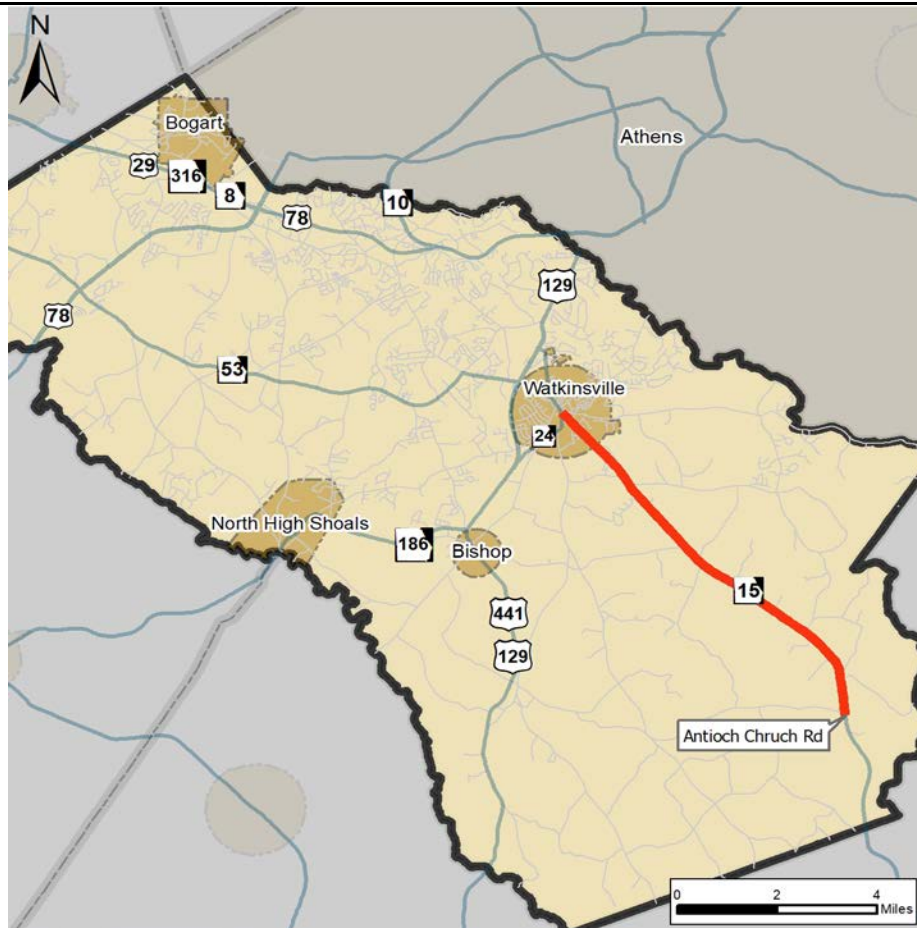
OFFICE OF PLANNING

PROJECT NAME:		US 441/ SR 15 Connector			P.I. NOS:	0007944
PROJECT DESCRIPTION:		Widening from SR 24 to Colham Ferry Rd			ST/US#:	SR 15/US 441
					COUNTY:	Oconee
					DOT DISTRICT #:	1
					CONGRESSIONAL DISTRICT:	10
					RC:	NEGRC
TRAFFIC VOLUMES (ADT)	2015:	1,820	2045:	3,100	IMPLEMENTATION:	Long
PROJECT COST				COMMENTS This project proposes capacity improvements in Watkinsville between SR 24 and CR 258/Colham Ferry Rd. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.		
PRELIMINARY ENGR.	\$639,972					
RIGHT-OF-WAY	\$914,246					
UTILITIES	\$0					
CONSTRUCTION	\$6,399,721					
TOTAL COST	\$7,953,939					
PROJECT FUNDING						
FEDERAL COST	\$6,363,151					
STATE COST	\$1,590,788					
LOCAL COST	\$0					



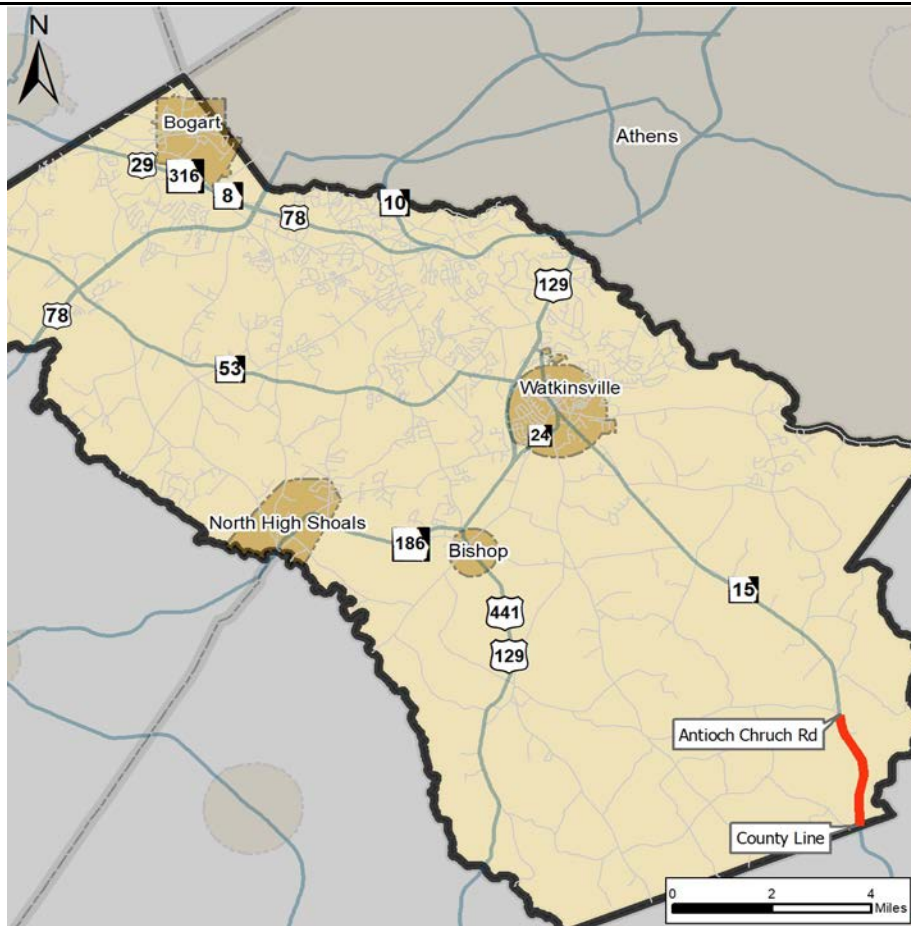
OFFICE OF PLANNING

PROJECT NAME:			SR 15/ Greensboro Hwy			P.I. NOS:		0008006					
PROJECT DESCRIPTION:			Widening from Antioch Church Rd to US 129/ SR 24 BUS/ Macon Hwy			ST/US#:		SR 15					
						COUNTY:		Oconee					
						DOT DISTRICT #:		1					
						CONGRESSIONAL DISTRICT:		10					
						RC:		NEGRC					
TRAFFIC VOLUMES (ADT)		2015:		4,311		2045:		5,062		IMPLEMENTATION:		Mid	
PROJECT COST						COMMENTS							
PRELIMINARY ENGR.		\$6,149,969		This project proposes capacity improvements in Watkinsville between CR 146/Antioch Church Rd to US 129/ SR 24 BUS/ Macon Hwy. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.									
RIGHT-OF-WAY		\$11,104,215											
UTILITIES		\$23,150,779											
CONSTRUCTION		\$76,874,614											
TOTAL COST		\$117,279,577											
PROJECT FUNDING													
FEDERAL COST		\$93,823,662											
STATE COST		\$23,455,915											
LOCAL COST		\$0											



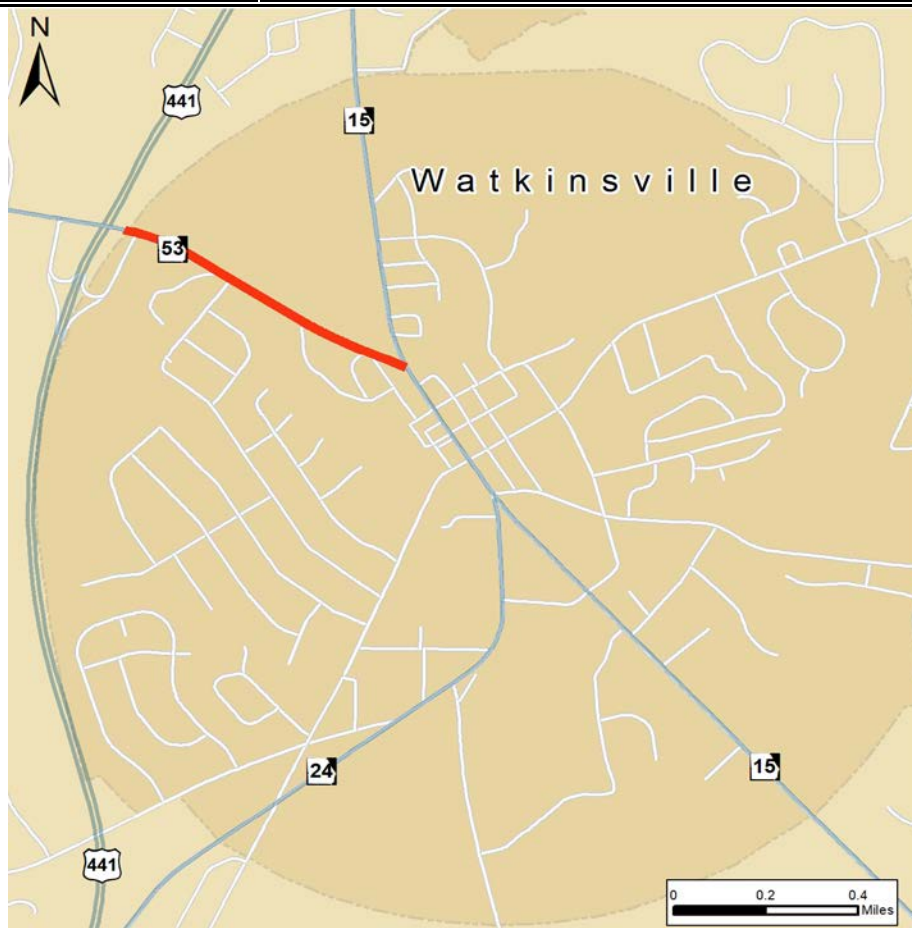
OFFICE OF PLANNING

PROJECT NAME:		SR 15/ Greensboro Hwy			P.I. NOS:		0008007	
PROJECT DESCRIPTION:		Widening from Greensboro Bypass to Antioch Church Rd			ST/US#:		SR 15	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	3,490	2045:	4,540	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$7,839,529	This project proposes capacity improvements beginning in the southern end of Oconee County CR 146/Antioch Church Rd and goes into Greene County at Greensboro Bypass.					
RIGHT-OF-WAY		\$18,837,658						
UTILITIES		\$9,981,552	A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.					
CONSTRUCTION		\$97,994,115						
TOTAL COST		\$134,652,854						
PROJECT FUNDING								
FEDERAL COST		\$107,722,285						
STATE COST		\$26,930,571						
LOCAL COST		\$0						



OFFICE OF PLANNING

PROJECT NAME: SR 53/ Experiment Station Rd					P.I. NOS: 0009012	
PROJECT DESCRIPTION: Widening from SR 15 to US 441/ SR 24/ N Main St					ST/US#: SR 53	
					COUNTY: Oconee	
					DOT DISTRICT #: 1	
					CONGRESSIONAL DISTRICT: 10	
					RC: NEGRC	
TRAFFIC VOLUMES (ADT)		2015: 9,195	2045: 11,541	IMPLEMENTATION: Mid		
PROJECT COST				COMMENTS		
PRELIMINARY ENGR.		\$0		This project proposes capacity improvements in Watkinsville between SR 15 and US 441/ SR 24/ N Main St. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.		
RIGHT-OF-WAY		\$2,301,461				
UTILITIES		\$1,180,084				
CONSTRUCTION		\$7,159,667				
TOTAL COST		\$10,641,212				
PROJECT FUNDING						
FEDERAL COST		\$8,512,970				
STATE COST		\$1,892,226				
LOCAL COST		\$0				



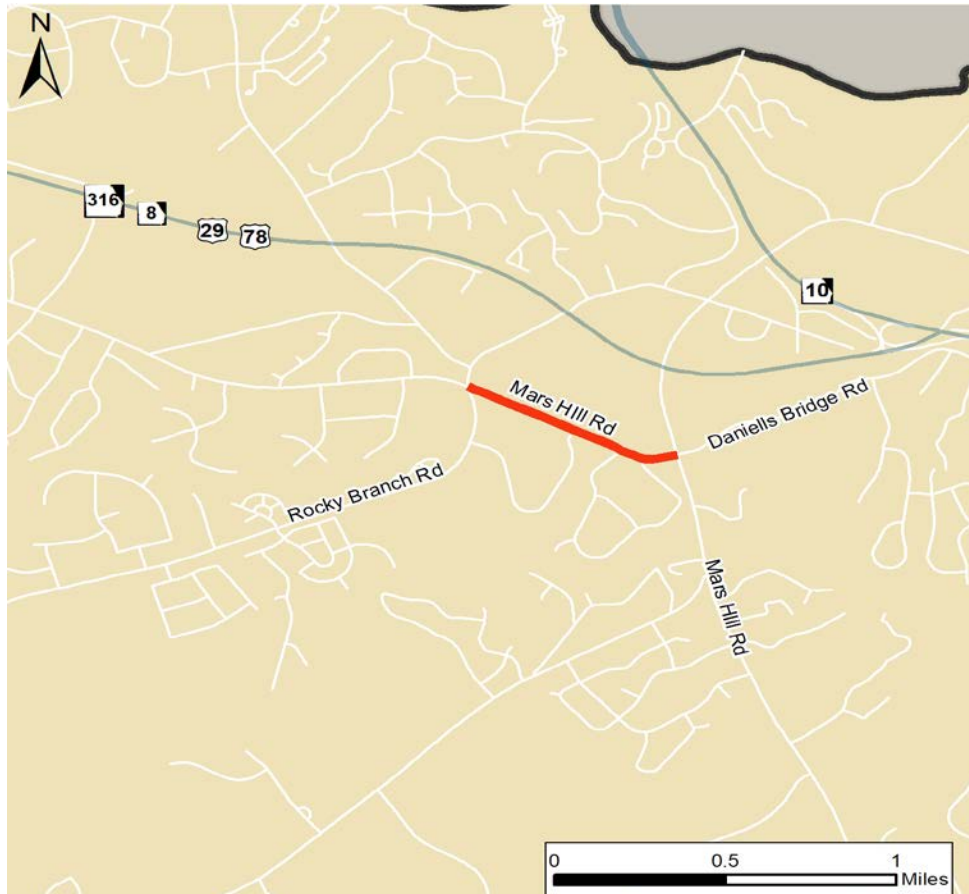
OFFICE OF PLANNING

PROJECT NAME: Malcom Bridge Rd				P.I. NOS:	
PROJECT DESCRIPTION: Operational improvements from Rocky Branch Rd (West) to Rocky Branch Rd (East)				ST/US#:	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	3,650	2045:	5,464	IMPLEMENTATION: Mid
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				This project proposes operational improvements on Malcolm Bridge Rd from Rocky Branch Rd (West) to Rocky Branch Rd (East). Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST	\$435,420				
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.	
FEDERAL COST	Unfunded				
STATE COST	Unfunded				
LOCAL COST	Unfunded				



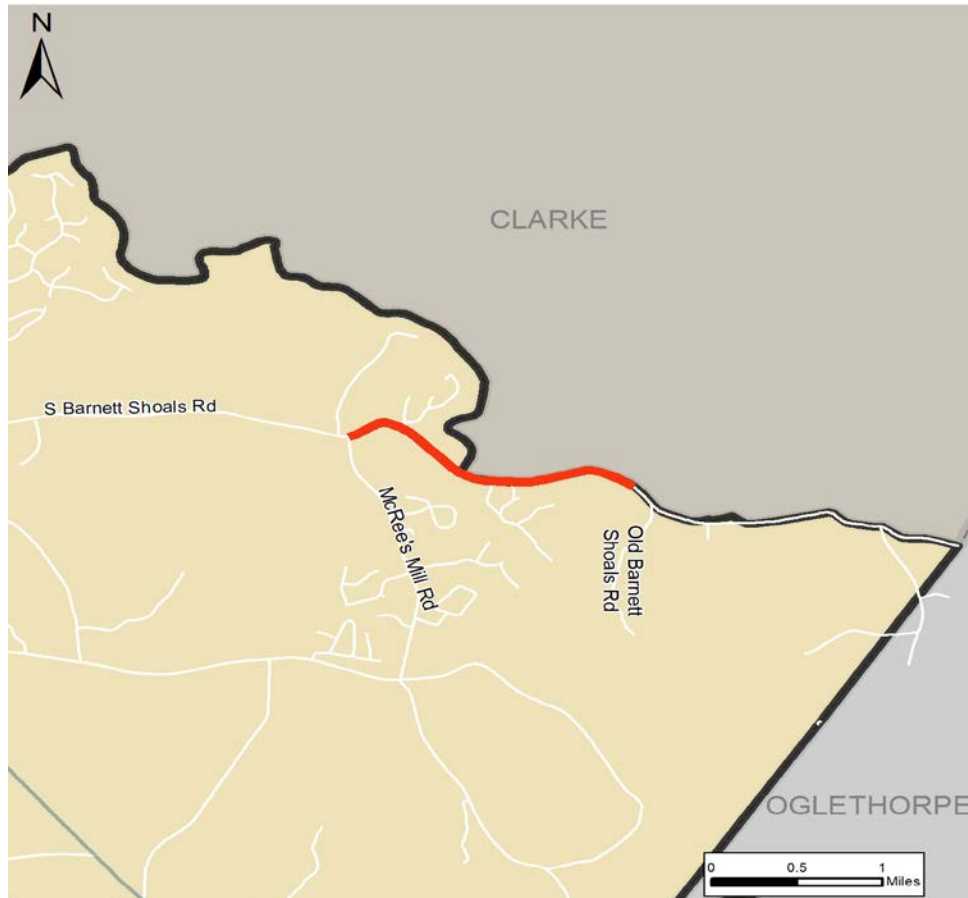
OFFICE OF PLANNING

PROJECT NAME: Mars Hill Rd					P.I. NOS:				
PROJECT DESCRIPTION: Operational improvements from Rocky Branch Rd to Daniels Bridge Rd					ST/US#:				
					COUNTY:		Oconee		
					DOT DISTRICT #:		1		
					CONGRESSIONAL DISTRICT:		10		
					RC:		NEGRC		
TRAFFIC VOLUMES (ADT)		2015:	6,700	2045:	8,877	IMPLEMENTATION:		Near	
PROJECT COST				COMMENTS					
PRELIMINARY ENGR.			This project proposes operational improvements on Mars Hill Rd from Rocky Branch Rd to Daniels Bridge Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.						
RIGHT-OF-WAY									
UTILITIES									
CONSTRUCTION									
TOTAL COST		\$722,875							
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.					
FEDERAL COST		Unfunded							
STATE COST		Unfunded							
LOCAL COST		Unfunded							



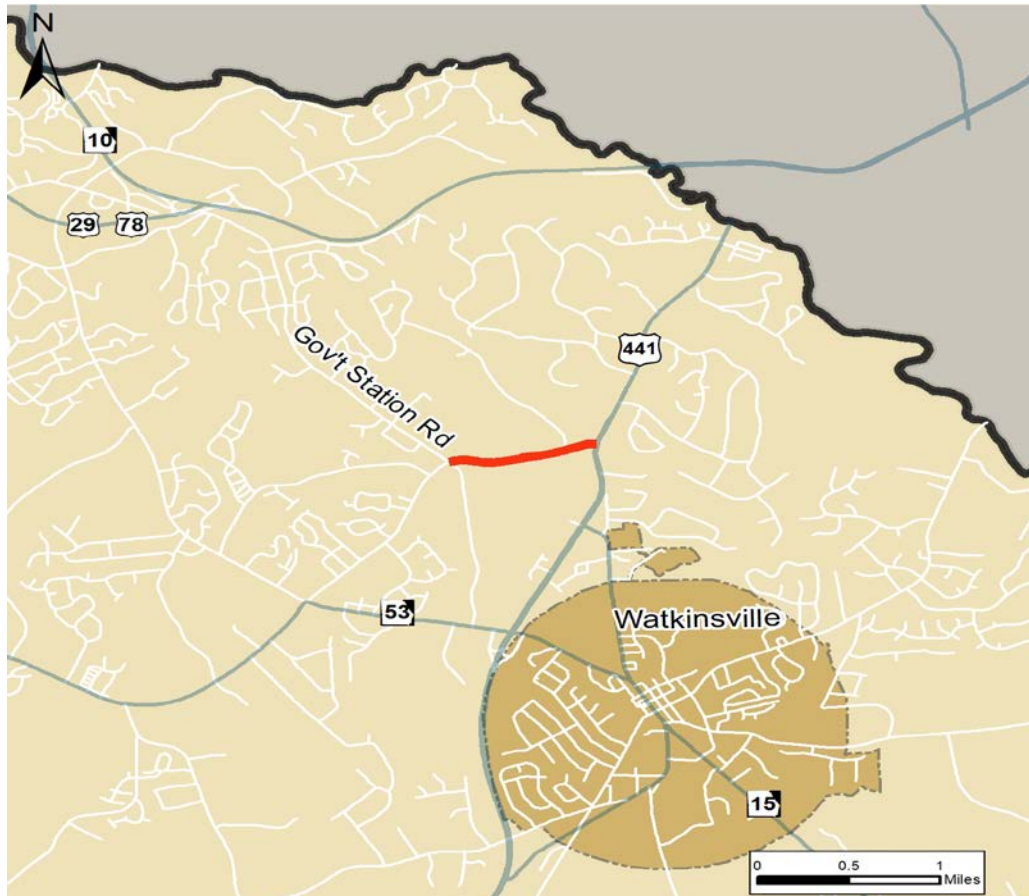
OFFICE OF PLANNING

PROJECT NAME:		S Barnett Shoals Rd			P.I. NOS:				
PROJECT DESCRIPTION:		Operational improvements from McRee's Mill Rd to Old Barnett Shoals Rd			ST/US#:				
					COUNTY:		Oconee		
					DOT DISTRICT #:		1		
					CONGRESSIONAL DISTRICT:		10		
					RC:		NEGRC		
TRAFFIC VOLUMES (ADT)		2015:	2,130	2045:	3,402	IMPLEMENTATION:		Long	
PROJECT COST				COMMENTS					
PRELIMINARY ENGR.			This project proposes operational improvements on S Barnett Shoals Rd from McRee's Mill Rd to Old Barnett Shoals Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced slightly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.						
RIGHT-OF-WAY									
UTILITIES									
CONSTRUCTION									
TOTAL COST		\$1,790,881							
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.					
FEDERAL COST		Unfunded							
STATE COST		Unfunded							
LOCAL COST		Unfunded							



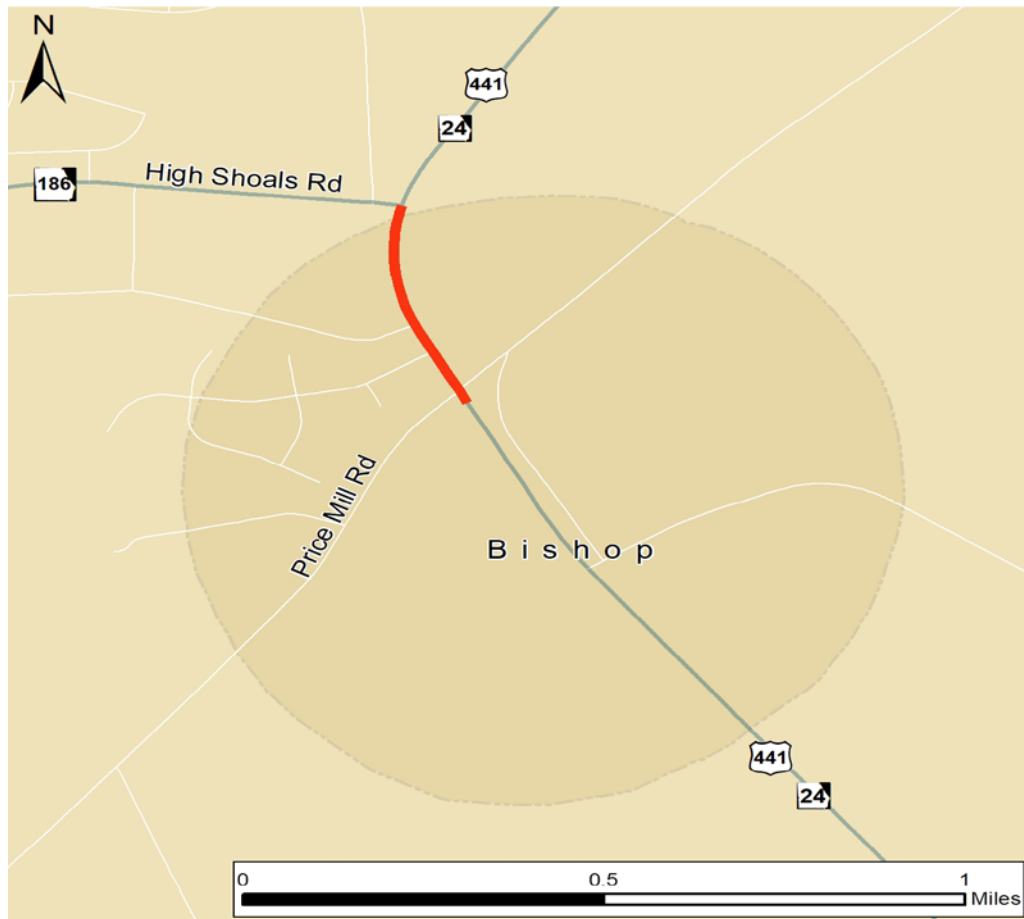
OFFICE OF PLANNING

PROJECT NAME:		SR 53/ Hog Mountain Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Operational improvements from US 129/441/ SR 15/ Macon Hwy to Government Station Rd/ Daniells Bridge Rd			ST/US#:		SR 53	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	8,740	2045:	13,045	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				This project proposes operational improvements on SR 53/ Hog Mountain Rd from US 129/441/ SR 15/ Macon Hwy to Government Station Rd/ Daniells Bridge Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$918,300						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



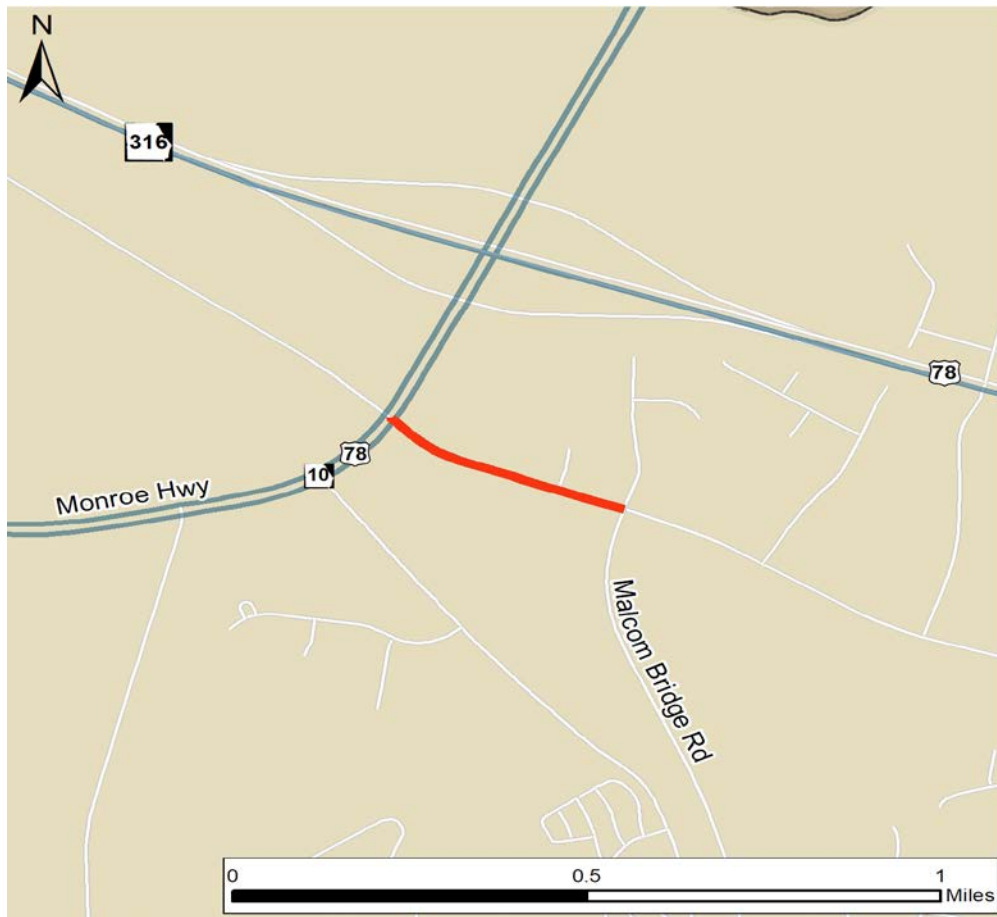
OFFICE OF PLANNING

PROJECT NAME:		US 441/ SR 24/ Macon Hwy			P.I. NOS:			
PROJECT DESCRIPTION:		Operational improvements from SR 186/ High Shoals Rd to Price Mill Rd			ST/US#:		US 441 SR 24	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	3,790	2045:	6,670	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				This project proposes operational improvements on US 441/ SR 24/ Macon Hwy from SR 186/ High Shoals Rd to Price Mill Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$357,769						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



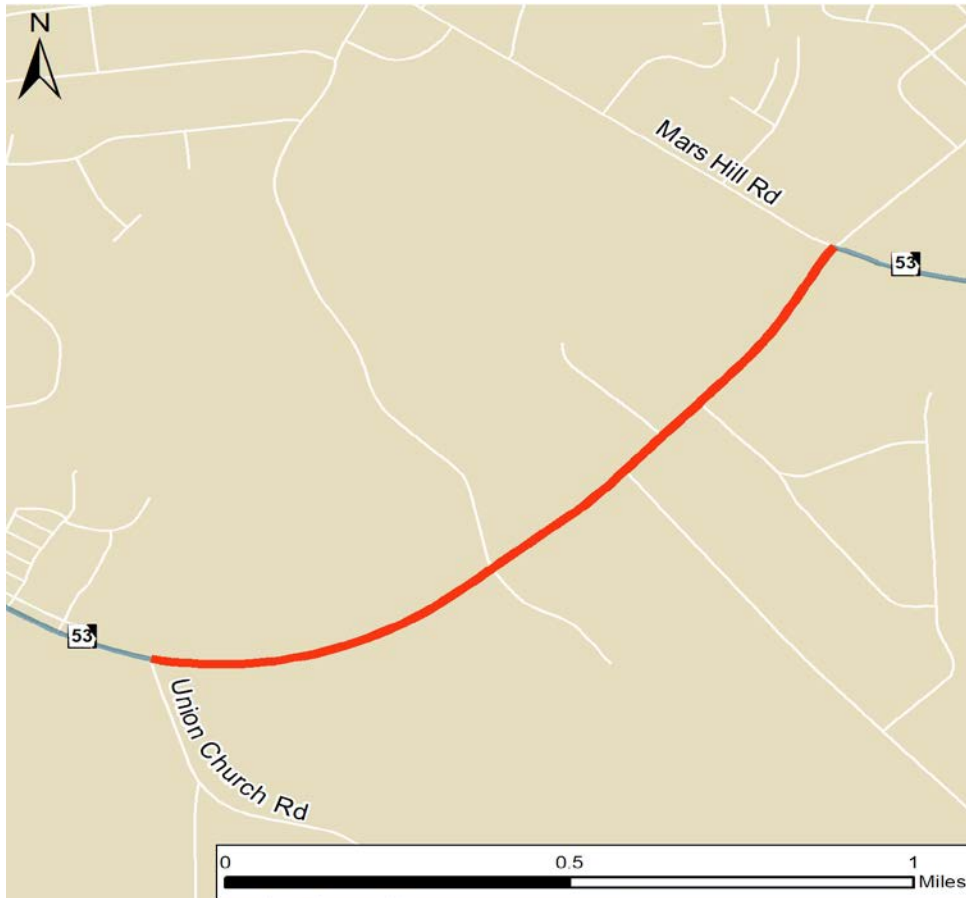
OFFICE OF PLANNING

PROJECT NAME: Mars Hill Rd					P.I. NOS:		
PROJECT DESCRIPTION: Operational improvements from US 78/ SR 10/ Monroe Hwy to Malcom Bridge Rd					ST/US#:		
					COUNTY: Oconee		
					DOT DISTRICT #: 1		
					CONGRESSIONAL DISTRICT: 10		
					RC: NEGRC		
TRAFFIC VOLUMES (ADT)		2015:	3,790	2045:	6,670	IMPLEMENTATION: Long	
PROJECT COST				COMMENTS			
PRELIMINARY ENGR.			This project proposes operational improvements on Mars Hill Rd from US 78/ SR 10/ Monroe Hwy to Malcolm Bridge Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY							
UTILITIES							
CONSTRUCTION							
TOTAL COST		\$377,077					
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.			
FEDERAL COST		Unfunded					
STATE COST		Unfunded					
LOCAL COST		Unfunded					



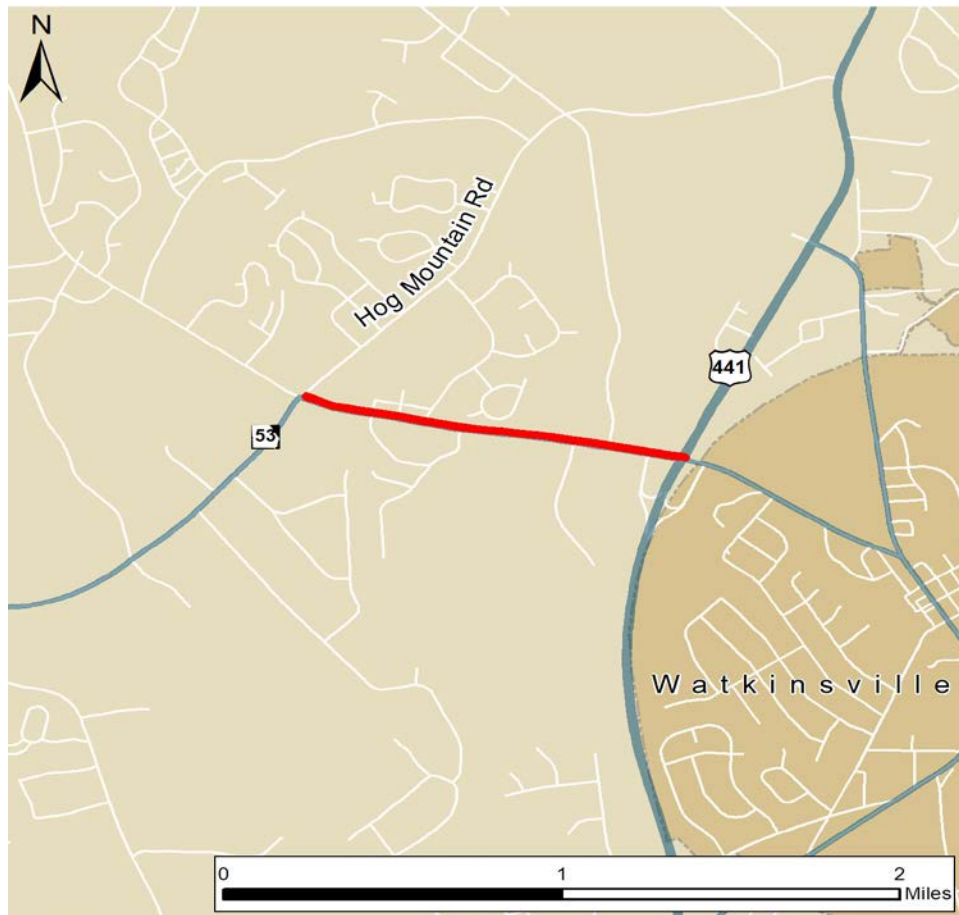
OFFICE OF PLANNING

PROJECT NAME: SR 53/ Hog Mountain Rd				P.I. NOS:	
PROJECT DESCRIPTION: Operational improvements from Union Church Rd to SR 53/ Experiment Station Rd				ST/US#: SR 53	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	11,676	2045:	12,644	IMPLEMENTATION: Long
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				This project proposes operational improvements on SR 53/ Hog Mountain Rd from Union Church Rd to SR 53/ Experiment Station Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$1,415,700			
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.	
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



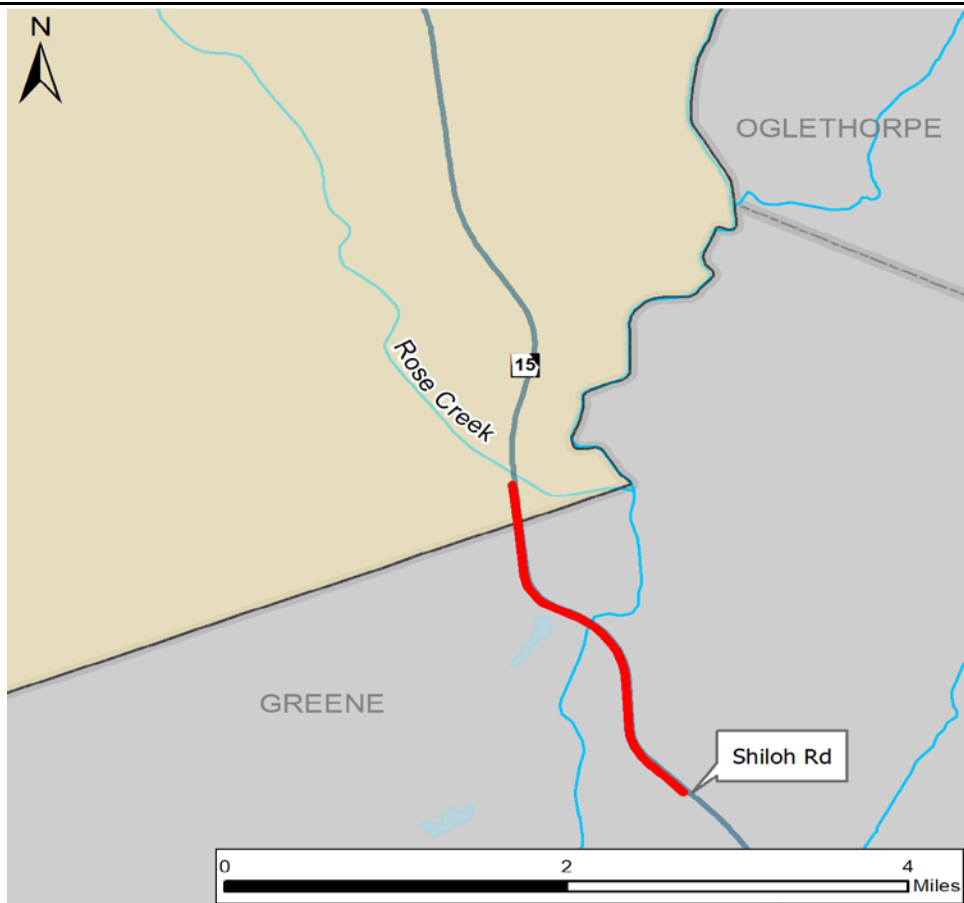
OFFICE OF PLANNING

PROJECT NAME:		SR 53/ Experiment Station Rd			P.I. NOS:		0009011	
PROJECT DESCRIPTION:		Operational improvements from US 441/ SR 24 to SR 53/ Hog Mountain Rd			ST/US#:		SR 53	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	14,598	2045:	18,801	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$50,000		This project proposes operational improvements on SR 53/ Experiment Station Rd from US 441/ SR 24 to SR 53/ Hog Mountain Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY		\$3,870,000						
UTILITIES		\$1,534,733						
CONSTRUCTION		\$15,235,890						
TOTAL COST		\$20,690,623						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		\$3,920,000						
STATE COST		\$16,770,623						
LOCAL COST		\$0						



OFFICE OF PLANNING

PROJECT NAME:		SR 15/ Greensboro Hwy/ Athens Hwy			P.I. NOS:		0013723	
PROJECT DESCRIPTION:		Operational improvements from S of Shiloh Rd to N of Rose Creek			ST/US#:		SR 15	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	3,460	2045:	4,540	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$1,243,638	This project proposes operational improvements on SR 15/ Greensboro Hwy/ Athens Hwy from S of CR 2/Shiloh Rd to N of Rose Creek. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.					
RIGHT-OF-WAY		\$1,367,273						
UTILITIES		\$0						
CONSTRUCTION		\$5,257,443						
TOTAL COST		\$7,868,354						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
FEDERAL COST		\$0						
STATE COST		\$7,868,354						
LOCAL COST		\$0						



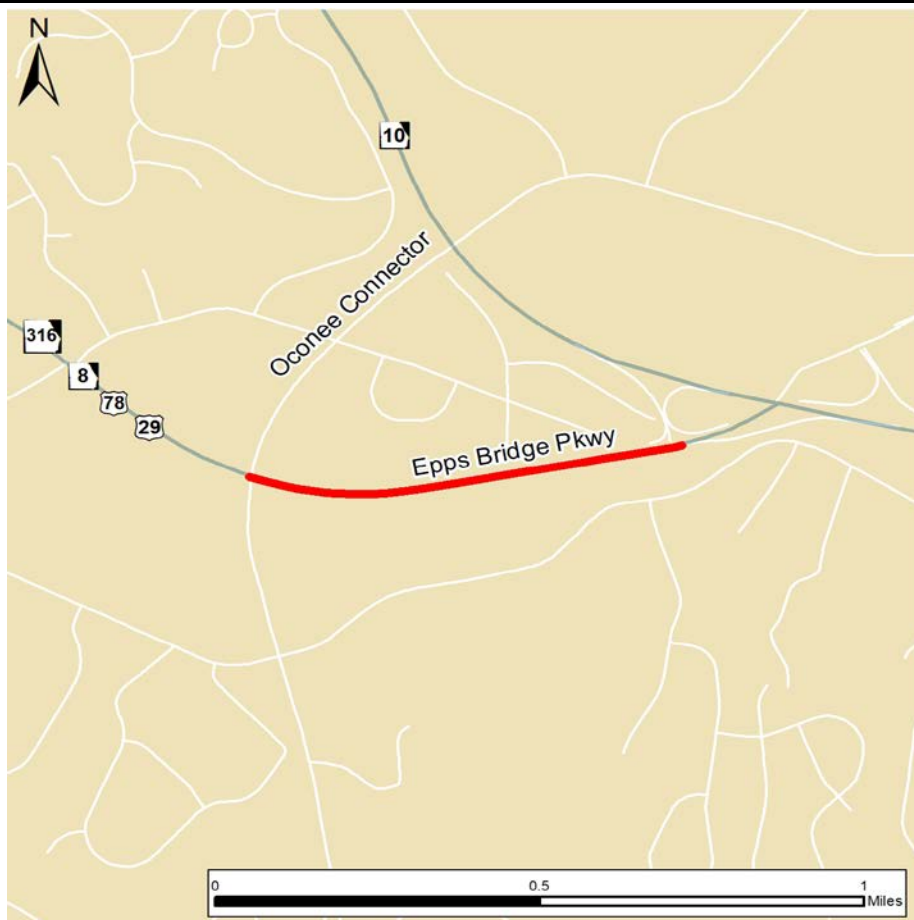
OFFICE OF PLANNING

PROJECT NAME:		SR 53/ Experiment Station Rd			P.I. NOS:		0015321	
PROJECT DESCRIPTION:		Operational improvement from CR 828 to Bishop Farms Pkwy			ST/US#:		SR 53	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	15,700	2045:	20,446	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$600,000		This project proposes operational improvements on SR 53/ Experiment Station Rd from CR 828 to Bishop Farms Pkwy. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY		\$0						
UTILITIES		\$0						
CONSTRUCTION		\$0						
TOTAL COST		\$600,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		\$0						
STATE COST		\$600,000						
LOCAL COST		\$0						



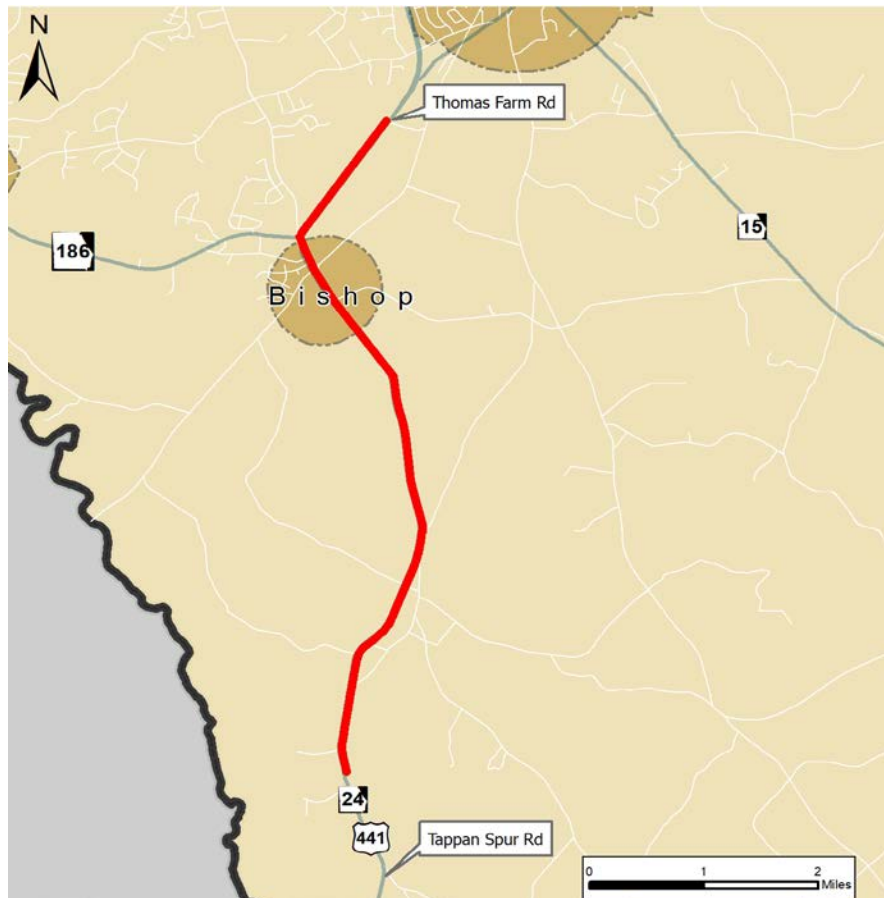
OFFICE OF PLANNING

PROJECT NAME:		US 29/78/ SR 316			P.I. NOS:		M005135	
PROJECT DESCRIPTION:		Operational improvements from Oconee Connector to CR Epps Bridge Pkwy			ST/US#:		US 29/78 SR 316	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	28,880	2045:	36,830	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$0		This project proposes operational improvements on US 29/78/ SR 316 from CR 929/Oconee Connector to CR 344/Epps Bridge Pkwy. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017 and is the highest scoring operational project in Oconee County. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY		\$0						
UTILITIES		\$0						
CONSTRUCTION		\$981,846						
TOTAL COST		\$981,846						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		\$981,846						
STATE COST		\$0						
LOCAL COST		\$0						



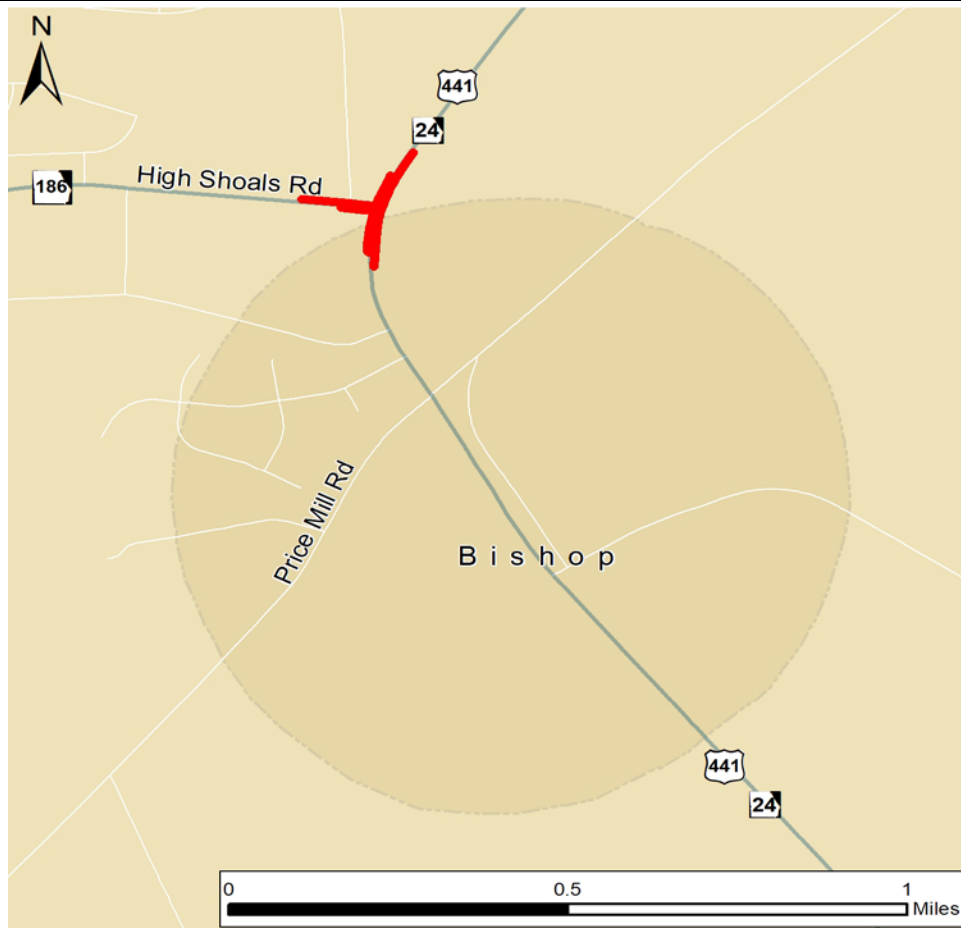
OFFICE OF PLANNING

PROJECT NAME:		US 129/441/ SR 24/ Macon Hwy			P.I. NOS:		M005178	
PROJECT DESCRIPTION:		Operational improvements from Tappan Spur Rd to N of Thomas Farm Rd			ST/US#:		SR 24 US 129/441	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	8,735	2045:	9,599	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$0		This project proposes operational improvements on US 129/441/ SR 24/ Macon Hwy from Tappan Spur Rd to N of CR 107/Thomas Farm Rd. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.				
RIGHT-OF-WAY		\$0						
UTILITIES		\$0						
CONSTRUCTION		\$2,626,016						
TOTAL COST		\$2,626,016						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
FEDERAL COST		\$0						
STATE COST		\$2,626,016						
LOCAL COST		\$0						



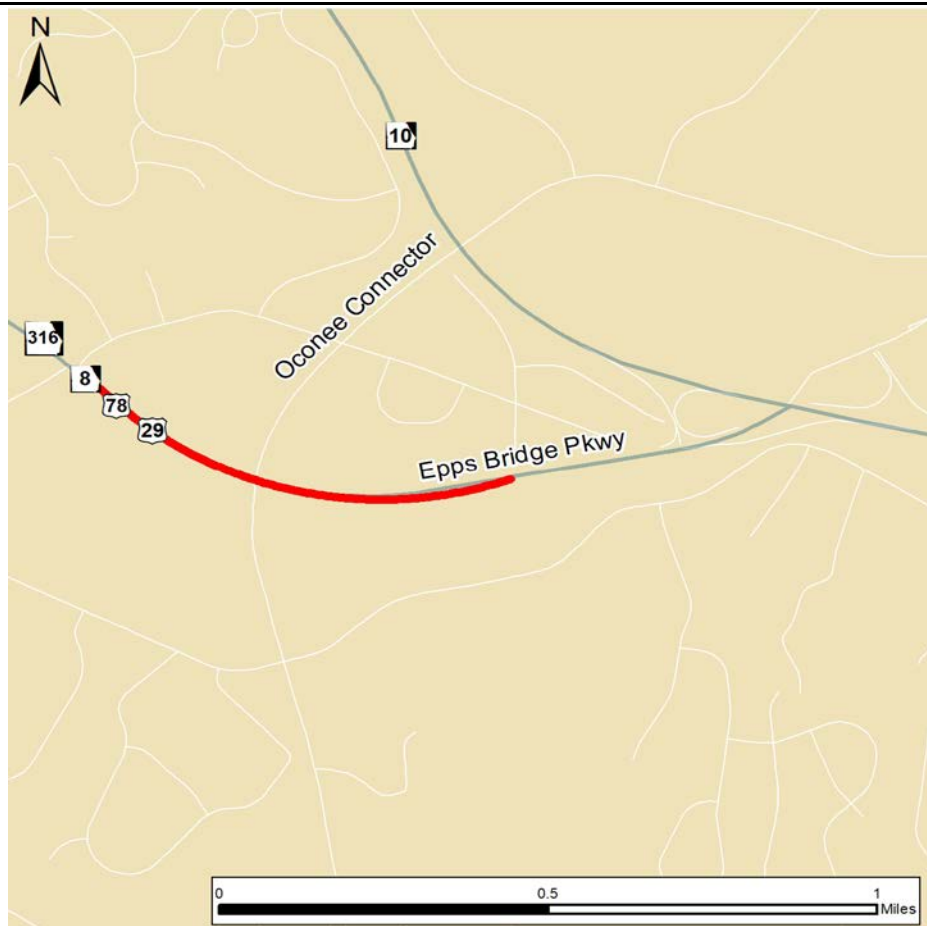
OFFICE OF PLANNING

PROJECT NAME:			Deceleration Lane			P.I. NOS:		S014745	
PROJECT DESCRIPTION:			Operational improvements from SR 186/ High Shoals Rd to US 129/441/ SR 24/ Macon Hwy			ST/US#:		SR 186	
						COUNTY:		Oconee	
						DOT DISTRICT #:		1	
						CONGRESSIONAL DISTRICT:		10	
						RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	6,020	2045:	9,770	IMPLEMENTATION:		Long	
PROJECT COST					COMMENTS				
PRELIMINARY ENGR.		\$98,420	This project proposes operational improvements on Deceleration Lane from SR 186/High Shoals Rd to US 129/441/ SR 24/ Macon Hwy N of Bishop. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.						
RIGHT-OF-WAY		\$0							
UTILITIES		\$0							
CONSTRUCTION		\$0							
TOTAL COST		\$98,420							
PROJECT FUNDING					A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
FEDERAL COST		\$0							
STATE COST		\$98,420							
LOCAL COST		\$0							



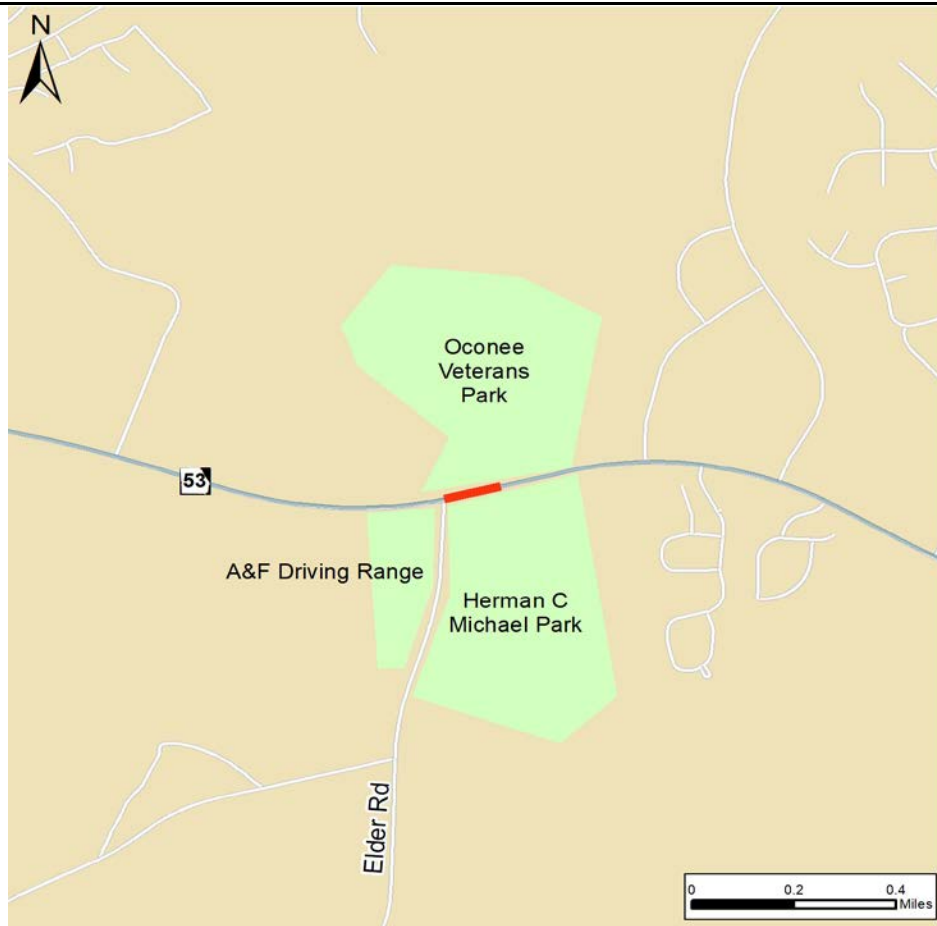
OFFICE OF PLANNING

PROJECT NAME:		Exit EB Lane			P.I. NOS:		S014930						
PROJECT DESCRIPTION:		Operational improvements from US 29/78/ SR 316 to SR 992/Oconee Connector			ST/US#:		US 29/78 SR 316						
					COUNTY:		Oconee						
					DOT DISTRICT #:		1						
					CONGRESSIONAL DISTRICT:		10						
					RC:		NEGRC						
TRAFFIC VOLUMES (ADT)		2015:		28,484		2045:		36,403		IMPLEMENTATION:		Near	
PROJECT COST				COMMENTS									
PRELIMINARY ENGR.		\$161,607		This project proposes operational improvements on Exit EB Lane from US 29/78/ SR 316 to CR 929/SR 992/Oconee Connector. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.									
RIGHT-OF-WAY		\$0											
UTILITIES		\$0											
CONSTRUCTION		\$0											
TOTAL COST		\$161,607											
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.									
FEDERAL COST		\$0											
STATE COST		\$161,607											
LOCAL COST		\$0											



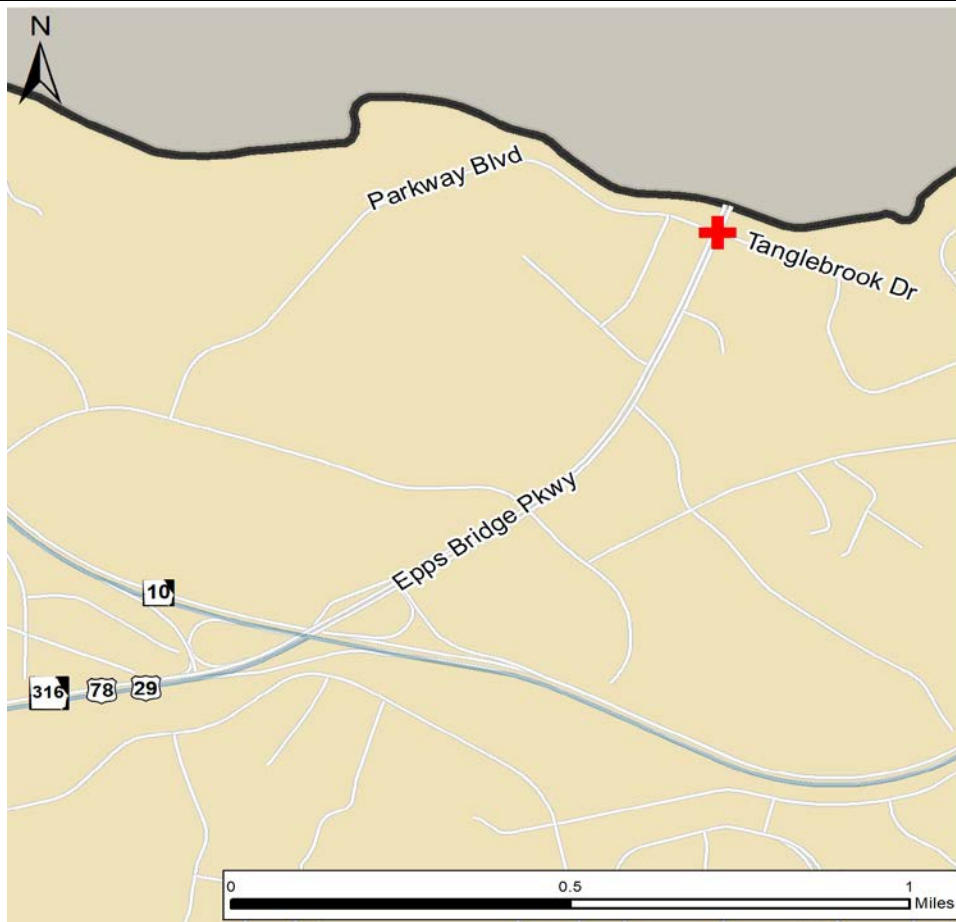
OFFICE OF PLANNING

PROJECT NAME: Oconee Veterans Park Entrance					P.I. NOS:			
PROJECT DESCRIPTION: Operational improvements from Herman C Michael Park Entrance to the Oconee Veterans Park Entrance					ST/US#:		SR 53	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	9,370	2045:	10,720	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$0	This project proposes operational improvements on SR 53/ Hog Mountain Rd from Herman C Michael Park Entrance to the Oconee Veterans Park Entrance. Additionally, access management standards should be maintained particularly as land use and zoning changes occur. This corridor has experienced significantly higher crashes compared to the statewide average between 2013 and 2017. This project will help to increase roadway capacity and improve safety.					
RIGHT-OF-WAY		\$0						
UTILITIES		\$0						
CONSTRUCTION		\$0						
TOTAL COST		n/a						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



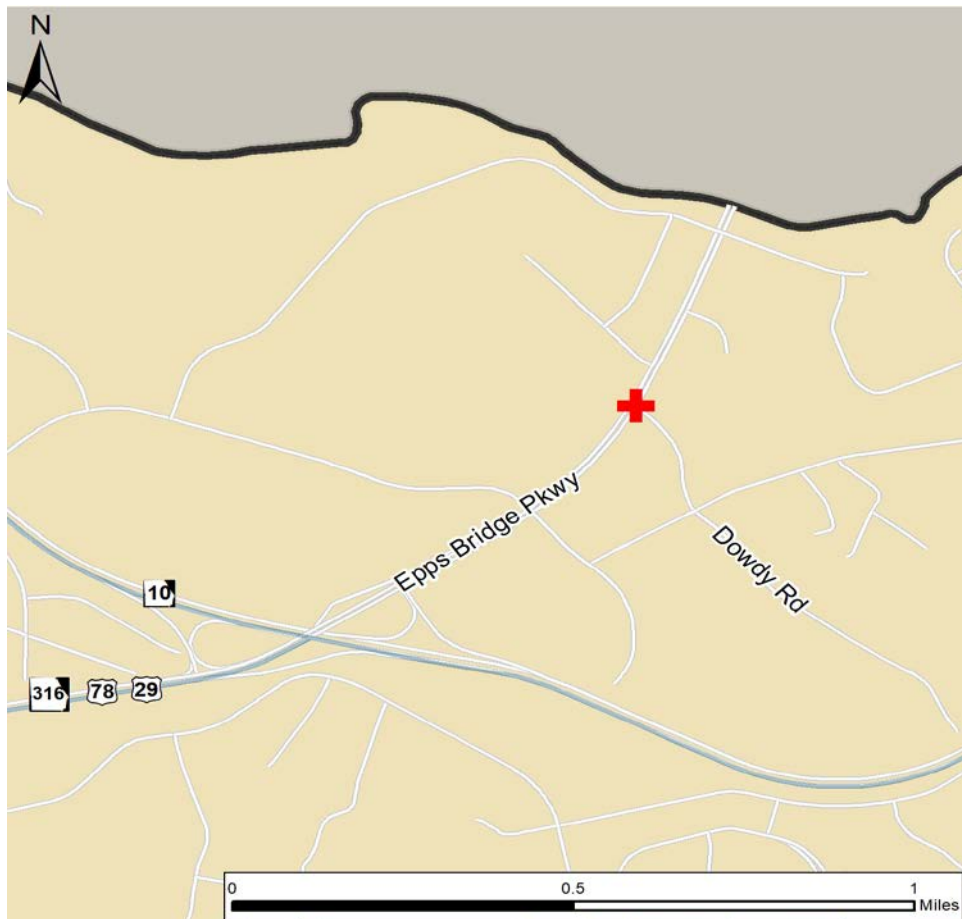
OFFICE OF PLANNING

PROJECT NAME: Parkway Blvd				P.I. NOS:	
PROJECT DESCRIPTION: Intersection improvements at Epps Bridge Pkwy and Parkway Blvd				ST/US#:	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	19,000	2045:	28,710	IMPLEMENTATION: Mid
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				The intersection of Epps Bridge Pkwy and Parkway Blvd may have safety issues. Between 2013 and 2017, 15 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$3,146,000			
PROJECT FUNDING					
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



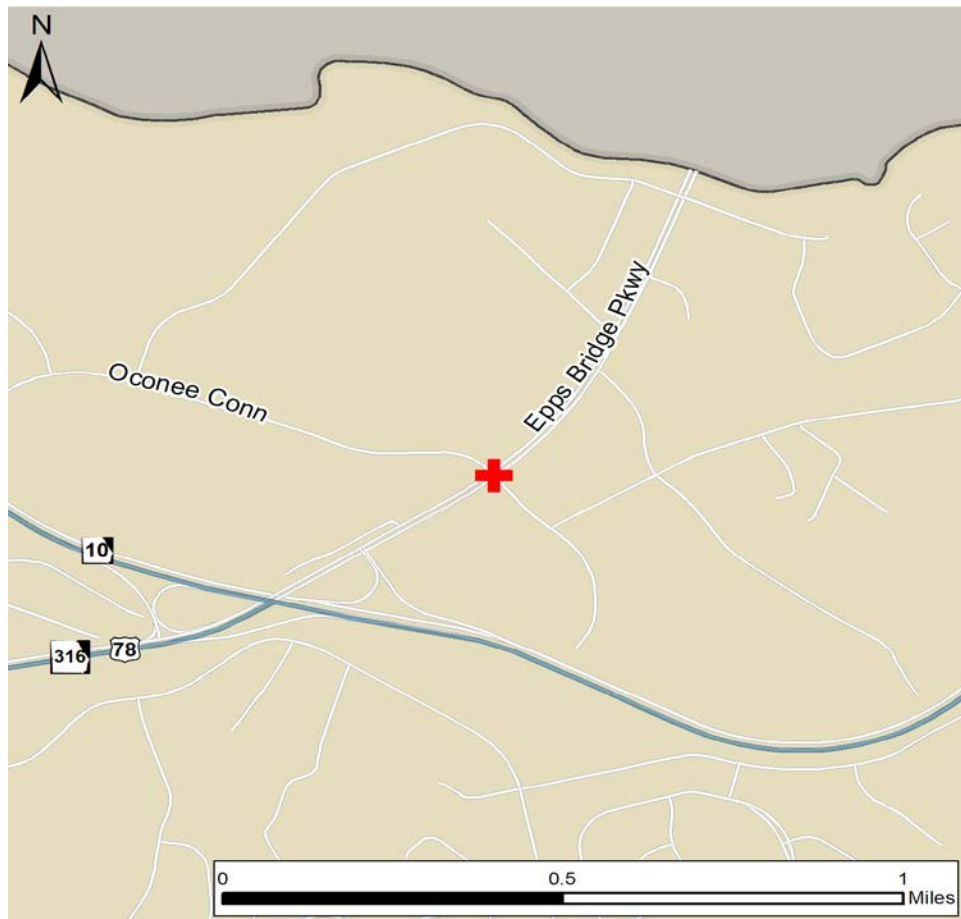
OFFICE OF PLANNING

PROJECT NAME:		Dowdy Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at Epps Bridge Pkwy and Dowdy Rd			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	19,000	2045:	28,710	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of Epps Bridge Pkwy and Dowdy Rd may have safety issues. Between 2013 and 2017, 74 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING								
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



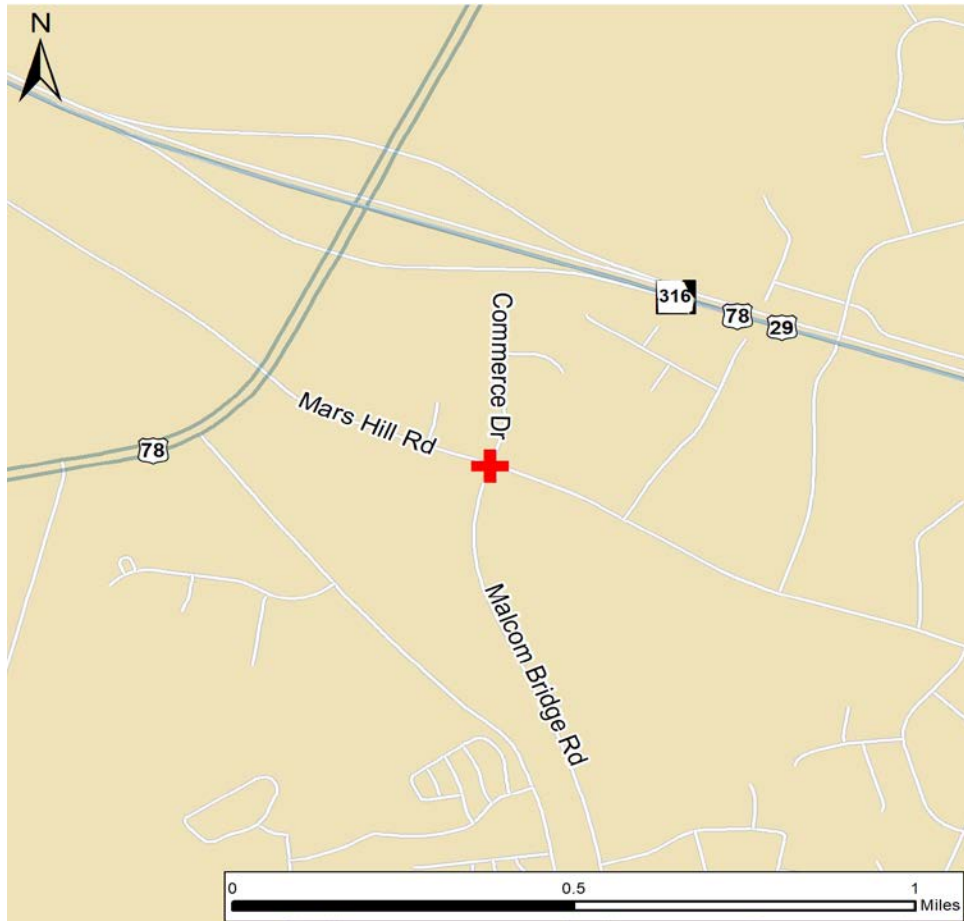
OFFICE OF PLANNING

PROJECT NAME:		Oconee Connector			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at Epps Bridge Pkwy and Oconee Connector			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	17,277	2045:	22,923	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of Epps Bridge Pkwy and Oconee Connector may have safety issues. Between 2013 and 2017, 216 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING								
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



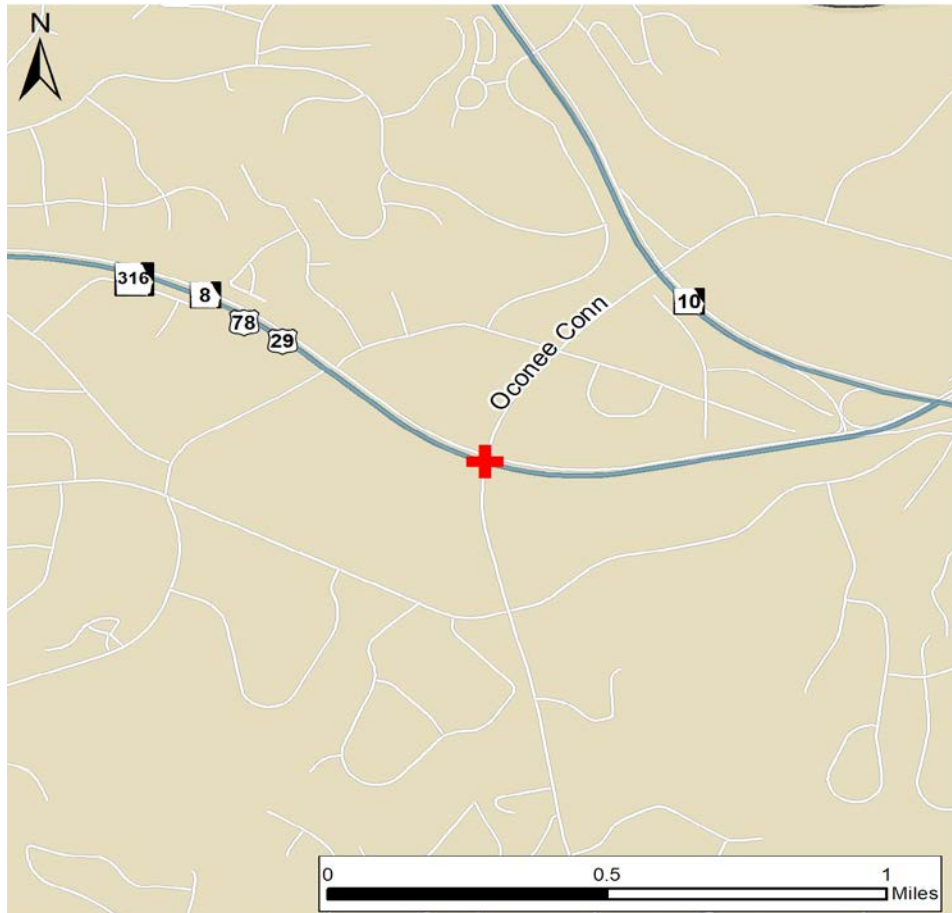
OFFICE OF PLANNING

PROJECT NAME: Mars Hill Rd				P.I. NOS:	
PROJECT DESCRIPTION: Intersection improvements at Mars Hill Rd and Commerce Dr/ Malcom Bridge Rd				ST/US#:	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	3,157	2045:	4,887	IMPLEMENTATION: Long
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				The intersection of Mars Hill Rd and Commerce Dr/ Malcolm Bridge Rd may have safety issues. Between 2013 and 2017, 22 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$3,146,000			
PROJECT FUNDING					
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



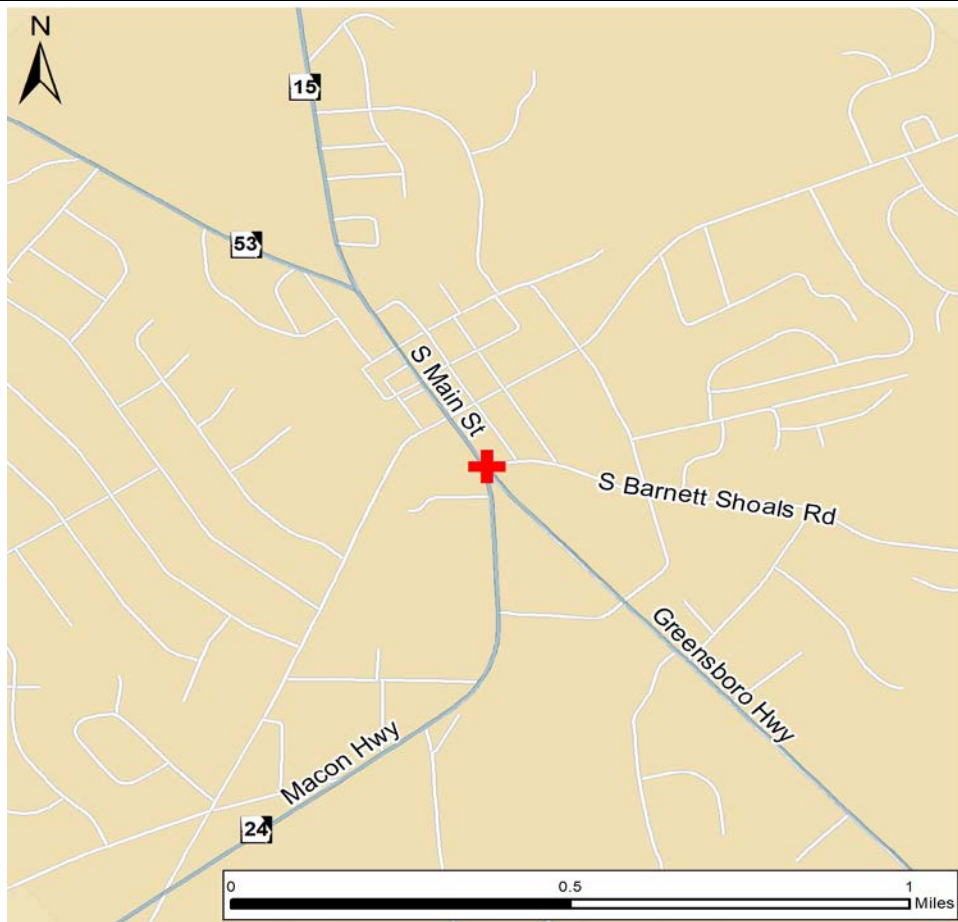
OFFICE OF PLANNING

PROJECT NAME:		US 29/78/ SR 316			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at US 29/78/ SR 316 and Oconee Connector			ST/US#:		SR 8/316, US 29/78	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	18,543	2045:	24,408	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of US 29/78/ SR 316 and Oconee Connector may have safety issues. Between 2013 and 2017, 275 crashes have occurred at this location. This intersection is the highest priority intersection improvement for the county. It is recommended that a licensed professional engineer review this intersection.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



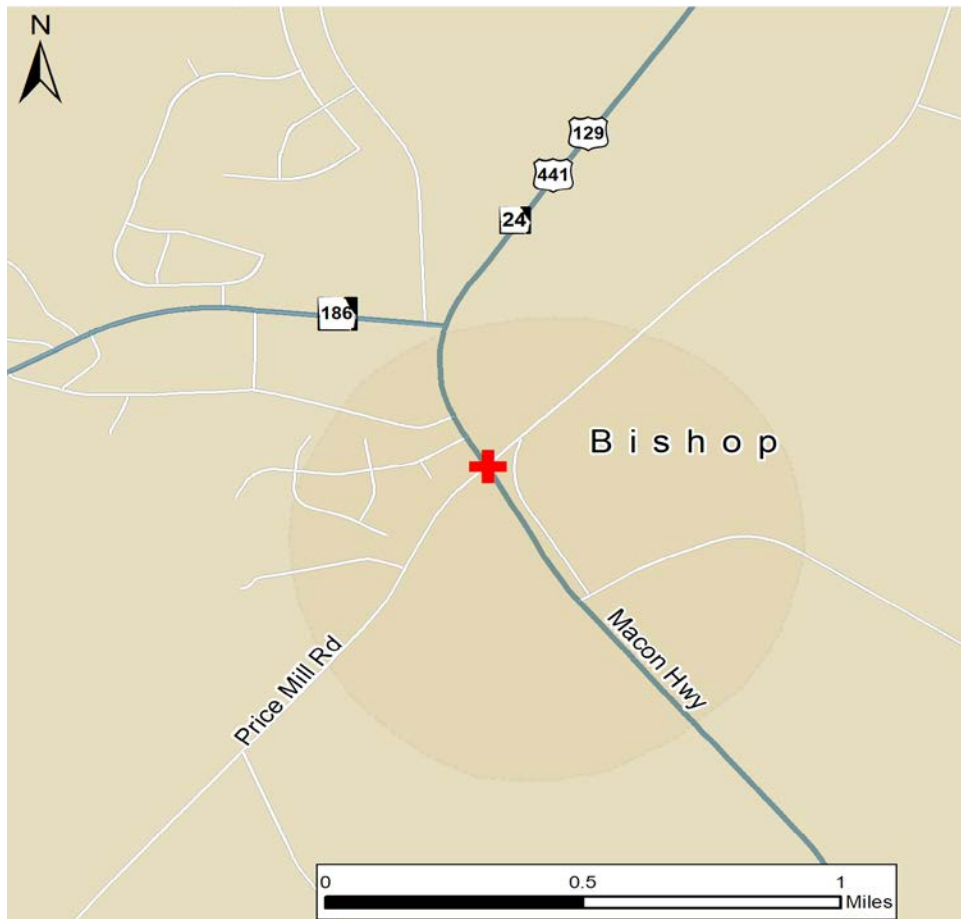
OFFICE OF PLANNING

PROJECT NAME:		S Main St			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at S Main St, Barnett Shoals Rd, and SR 15/ Greensboro Hwy			ST/US#:		SR 15	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	7,130	2045:	8,720	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.			The intersection of S Main St, Barnett Shoals Rd, and SR 15/ Greensboro Hwy may have safety issues. Between 2013 and 2017, 50 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



OFFICE OF PLANNING

PROJECT NAME:		US 129/441/ SR 24/ Macon Hwy			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at US 129/441/ SR 24/ Macon Hwy and Price Mill Rd/ Old Bishop Rd			ST/US#:		SR 24 US 129/441	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	5,258	2045:	6,703	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of US 129/441/ SR 24/ Macon Hwy and Price Mill Rd/ Old Bishop Rd may have safety issues. Between 2013 and 2017, 5 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



OFFICE OF PLANNING

PROJECT NAME:		Sikes Rd/ Hebron Church Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at SR 53/ Hog Mountain Rd and Sikes Rd/ Hebron Church Rd			ST/US#:		SR 53	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	4,913	2045:	6,847	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of SR 53/ Hog Mountain Rd and Sikes Rd/ Hebron Church Rd may have safety issues. Between 2013 and 2017, 3 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



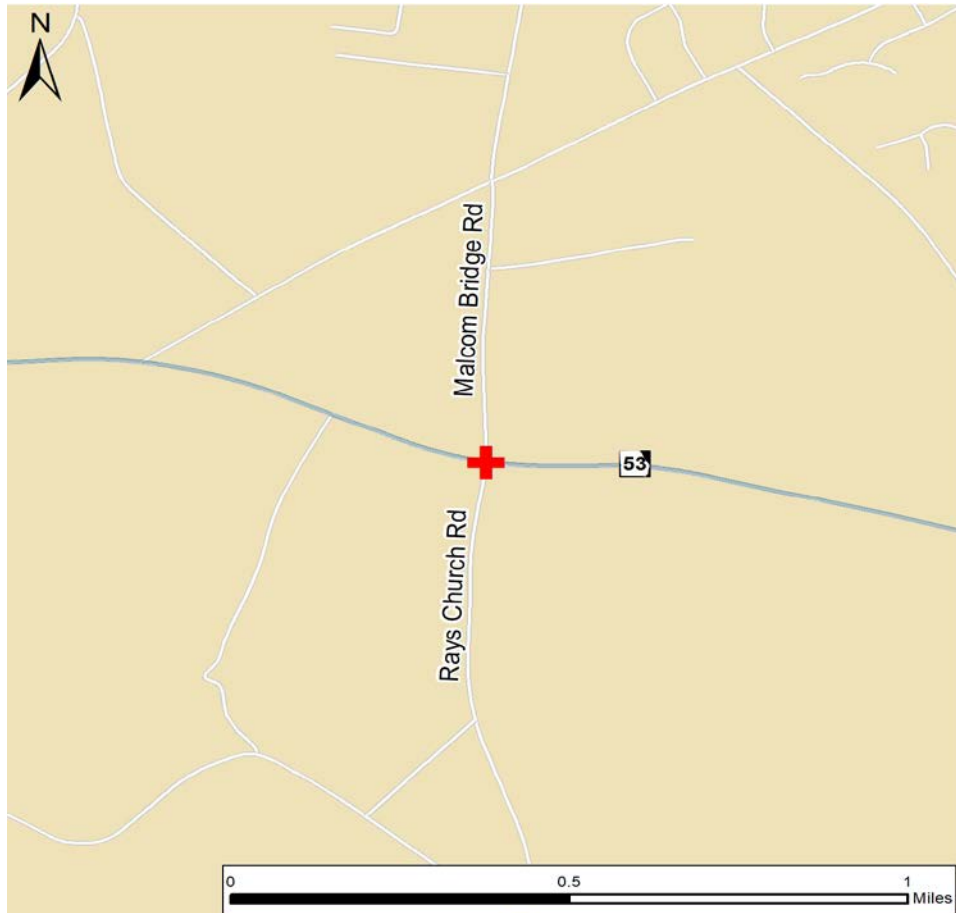
OFFICE OF PLANNING

PROJECT NAME:			SR 53/ Hog Mountain Rd			P.I. NOS:		
PROJECT DESCRIPTION:			Intersection improvements at SR 53/ Hog Mountain Rd and Snows Mill Rd/ Rocky Branch Rd			ST/US#:		SR 53
						COUNTY:		Oconee
						DOT DISTRICT #:		1
						CONGRESSIONAL DISTRICT:		10
						RC:		NEGRC
TRAFFIC VOLUMES (ADT)		2015:	4,465	2045:	6,485	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.			The intersection of SR 53/ Hog Mountain Rd and Snows Mill Rd/ Rocky Branch Rd may have safety issues. Between 2013 and 2017, 25 crashes have occurred at this location. It is recommended that a licensed professional engineer review this intersection. This intersection predominately serves Rocky Branch Elementary Schools and North Oconee High School, both of which are in the NW quadrant of the intersection.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



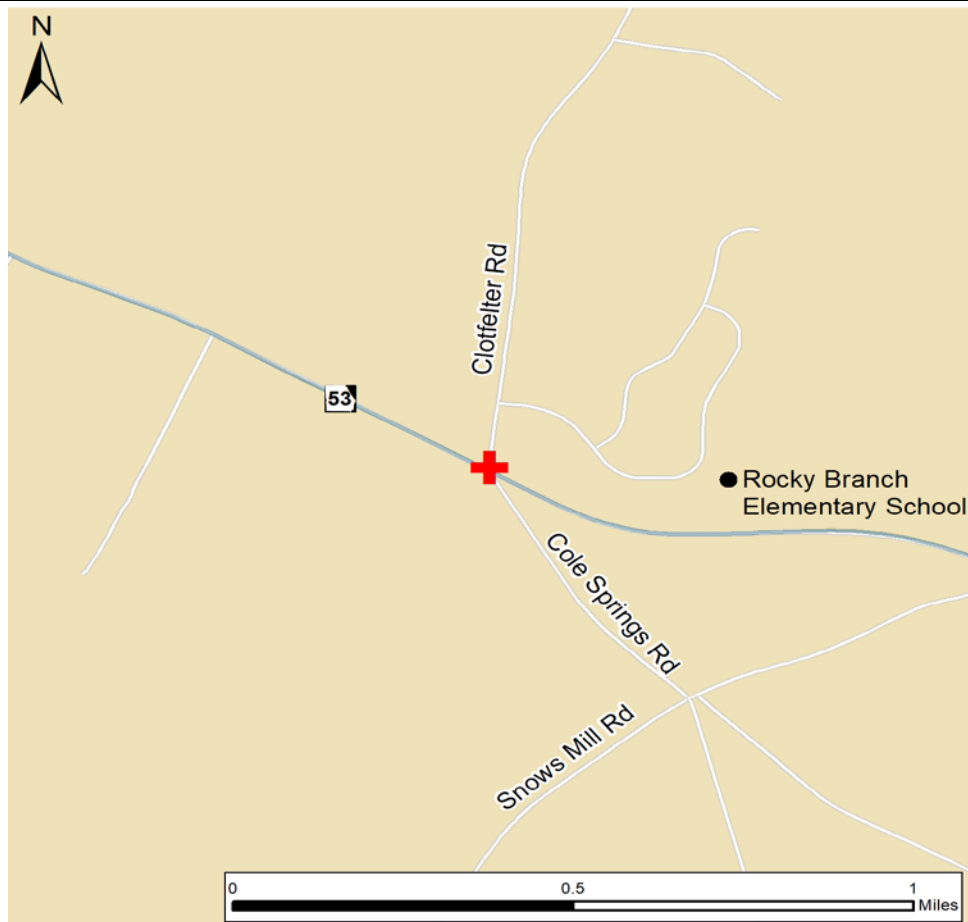
OFFICE OF PLANNING

PROJECT NAME:		SR 53			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at SR 53 and Rays Church/ Malcom Bridge Rd			ST/US#:		SR 53	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	4,700	2045:	5,183	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.			The intersection of SR 53 and Rays Chruch/ Malcom Bridge Rd may have operational issues. This intersection is a concern to the local community. It is recommended that a licensed professional engineer review this intersection.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



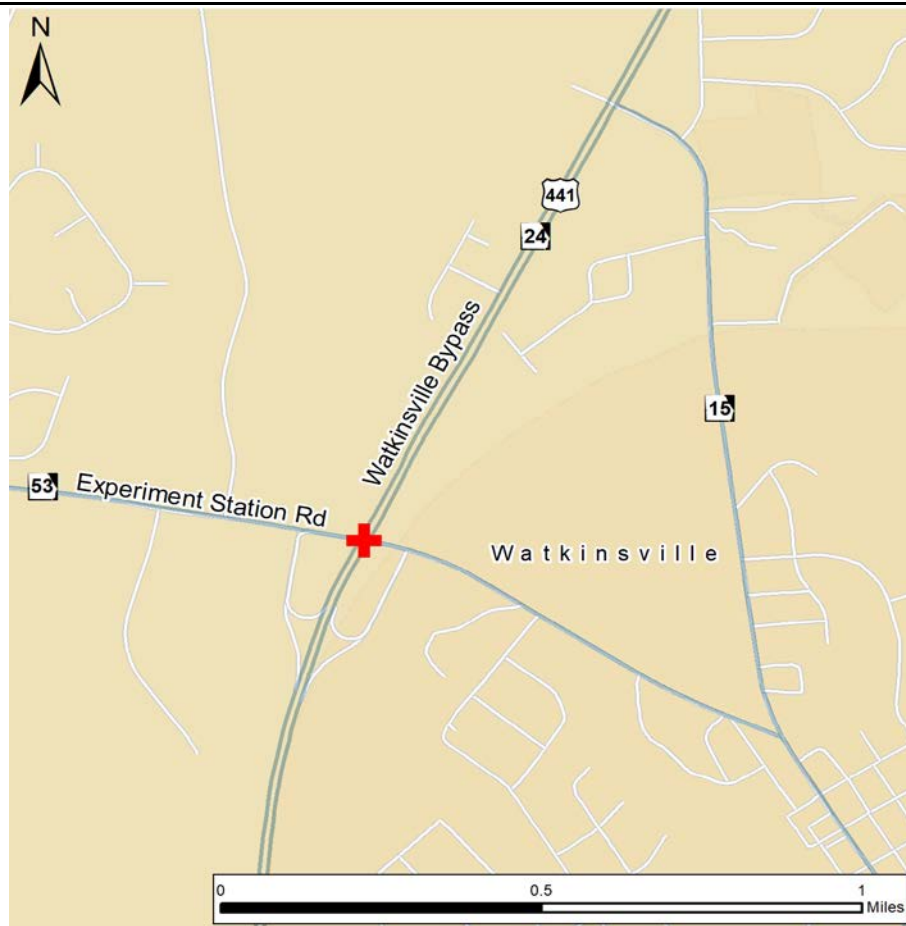
OFFICE OF PLANNING

PROJECT NAME: SR 53				P.I. NOS:	
PROJECT DESCRIPTION: Intersection improvements at SR 53 and Clotfelter Rd/ Cole Springs Rd				ST/US#: SR 53	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	4,105	2045:	6,383	IMPLEMENTATION: Mid
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				The intersection of SR 53 and Clotfelter Rd/ Cole Springs Rd may have operational issues. This intersection is a concern to the local community. It is recommended that a licensed professional engineer review this intersection. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$3,146,000			
PROJECT FUNDING					
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



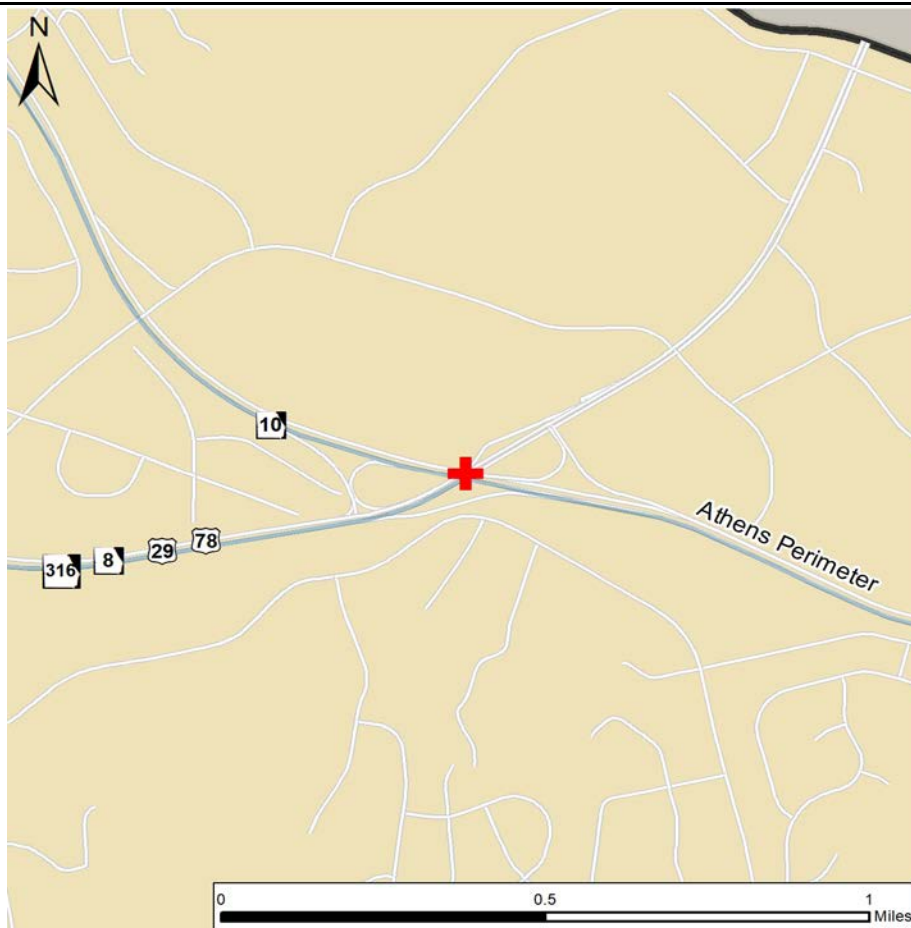
OFFICE OF PLANNING

PROJECT NAME:		US 29/441/ SR 24/ Watkinsville Bypass			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at US 29/441/ SR 24/ Watkinsville Bypass and SR 53/ Experiment Station Rd			ST/US#:		SR 24 US 129/441	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	9,850	2045:	10,940	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of US 29/441/ SR 24/ Watkinsville Bypass and SR 53/ Experiment Station Rd may have safety issues. Between 2013 and 2017, 163 crashes have occurred at this location. This intersection is the 4th highest in the county for 5-year crash rates. This intersection was recently transitioned into a divided hwy with US 441/129 bridge going over Experiment Station Rd.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



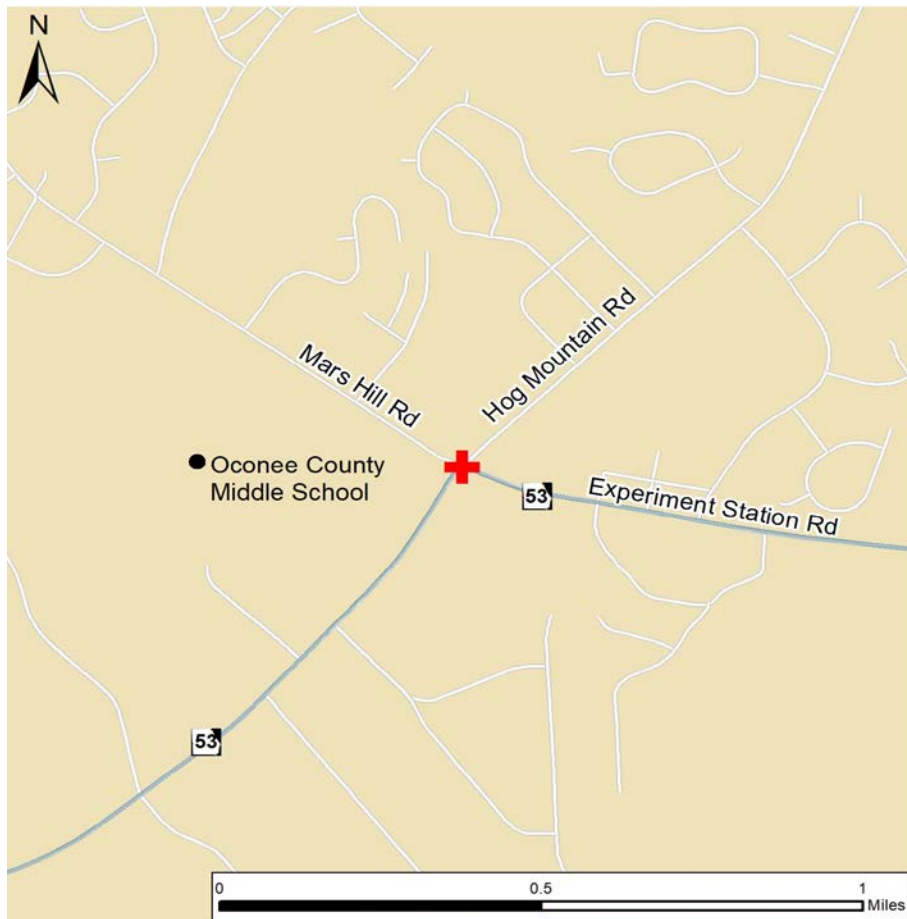
OFFICE OF PLANNING

PROJECT NAME:		US 29/78/ SR 316/ Epps Bridge Pkwy			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at US 29/78/ SR 316/ Epps Bridge Pkwy and US 29/78/ SR 8/SR 10/ Athens Perimeter			ST/US#:		SR 8/316 US 29/78	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	26,820	2045:	35,030	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.			The intersection of US 29/78/ SR 316 and SR 8/10 Athens Perimeter may have safety issues. Between 2013 and 2017, 129 crashes have occurred at this location. This intersection is the 2nd highest priority for intersections in this county. This intersection was recently transitioned into a divided hwy.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING				A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.				
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



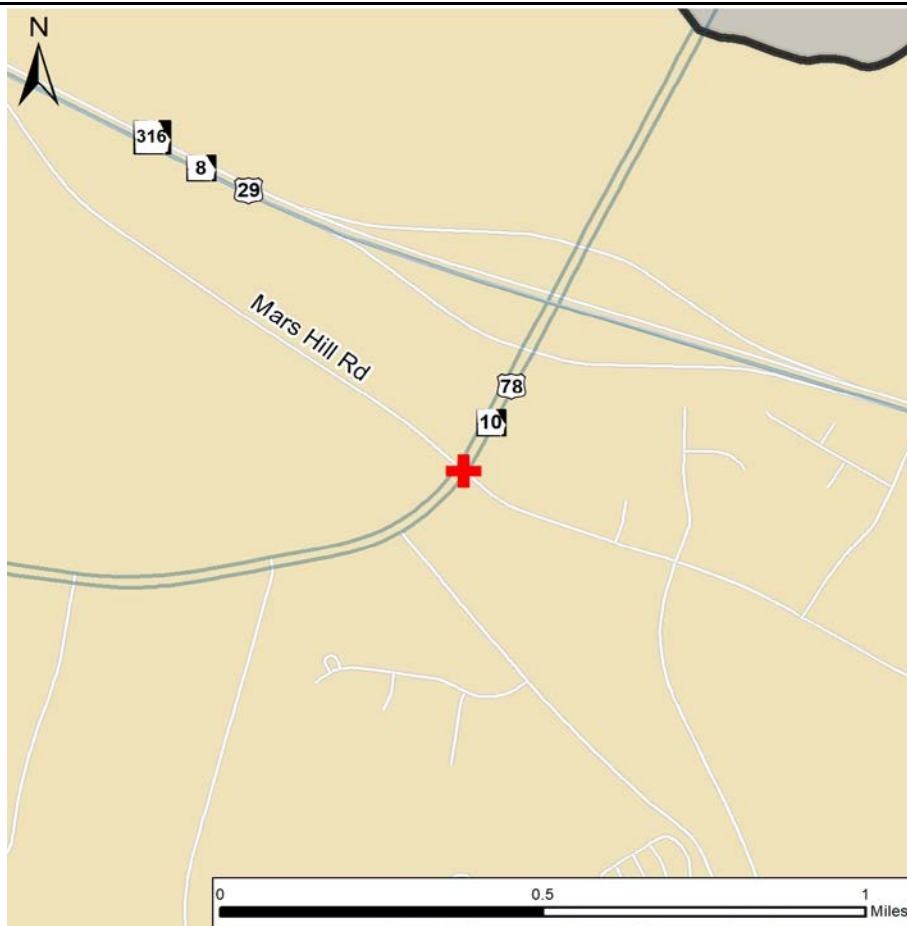
OFFICE OF PLANNING

PROJECT NAME: SR 53/ Experiment Station Rd				P.I. NOS:	
PROJECT DESCRIPTION: Intersection improvements at SR 53/ Hog Mountain Rd and SR 53/ Experiment Station Rd/ Mars Hill Rd				ST/US#: SR 53	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	11,513	2045:	15,846	IMPLEMENTATION: Mid
PROJECT COST			COMMENTS		
PRELIMINARY ENGR.			The intersection of SR 53/ Hog Mountain Rd and SR 53/ Experiment Station Rd/ Mars Hill Rd may have safety issues. Between 2013 and 2017, 87 crashes have occurred at this location. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.		
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$3,146,000			
PROJECT FUNDING					
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



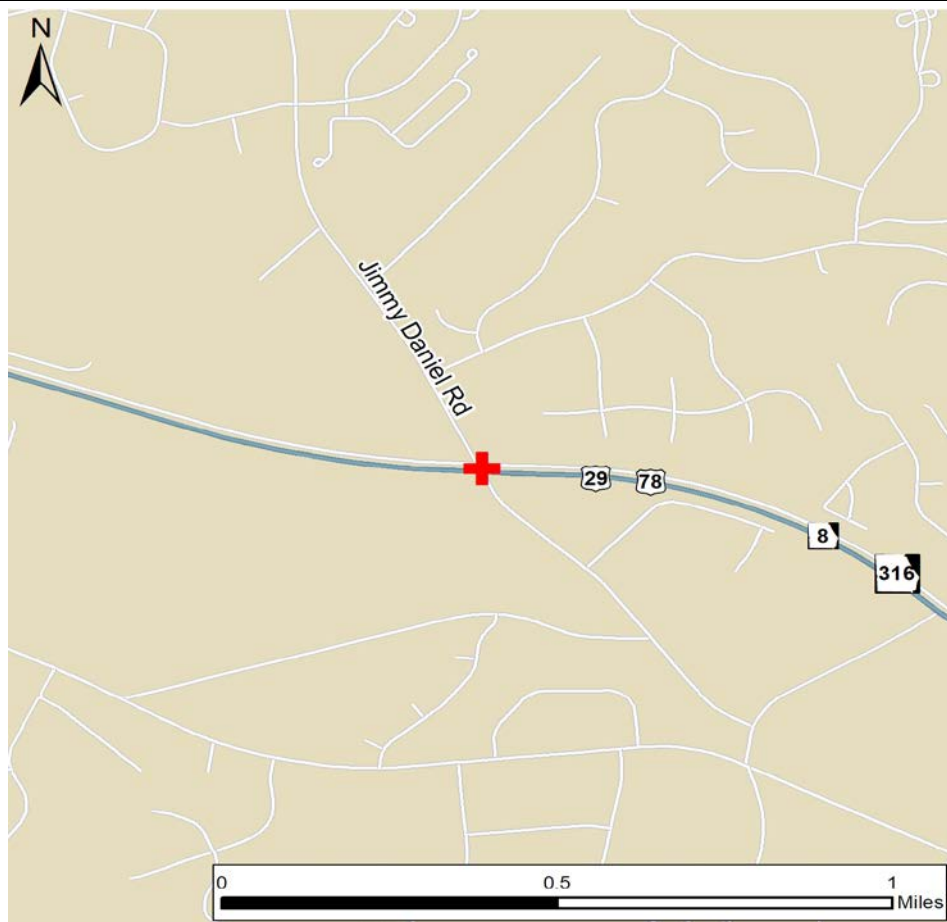
OFFICE OF PLANNING

PROJECT NAME:		Mars Hill Rd			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at Mars Hill Rd and US 78/ SR 10/ Monroe Hwy			ST/US#:		SR 10 US 78	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	10,973	2045:	15,100	IMPLEMENTATION:		Long
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.			The intersection of Mars Hill Rd and US 78/ SR 10/ Monroe Hwy may have safety issues. Between 2013 and 2017, 73 crashes have occurred at this location. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.					
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING								
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



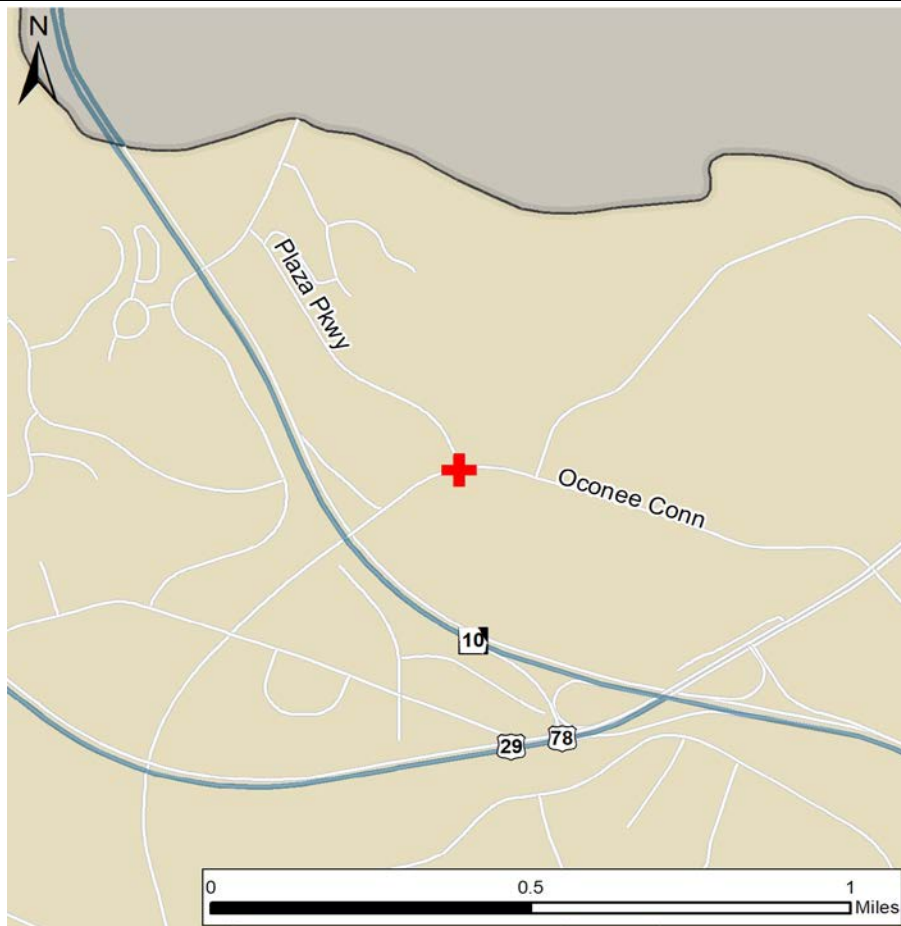
OFFICE OF PLANNING

PROJECT NAME: Jimmy Daniel Rd				P.I. NOS:	
PROJECT DESCRIPTION: Intersection improvements at Jimmy Daniel Rd and US 29/78/ SR 316				ST/US#: SR 8/316 US 29/78	
				COUNTY: Oconee	
				DOT DISTRICT #: 1	
				CONGRESSIONAL DISTRICT: 10	
				RC: NEGRC	
TRAFFIC VOLUMES (ADT)	2015:	15,902	2045:	22,926	IMPLEMENTATION: Mid
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				The intersection of Jimmy Daniel Rd and US 29/78/ SR 316 may have safety issues. Between 2013 and 2017, 59 crashes have occurred at this location. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a high priority through the prioritization process of this study.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$3,146,000			
PROJECT FUNDING					
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



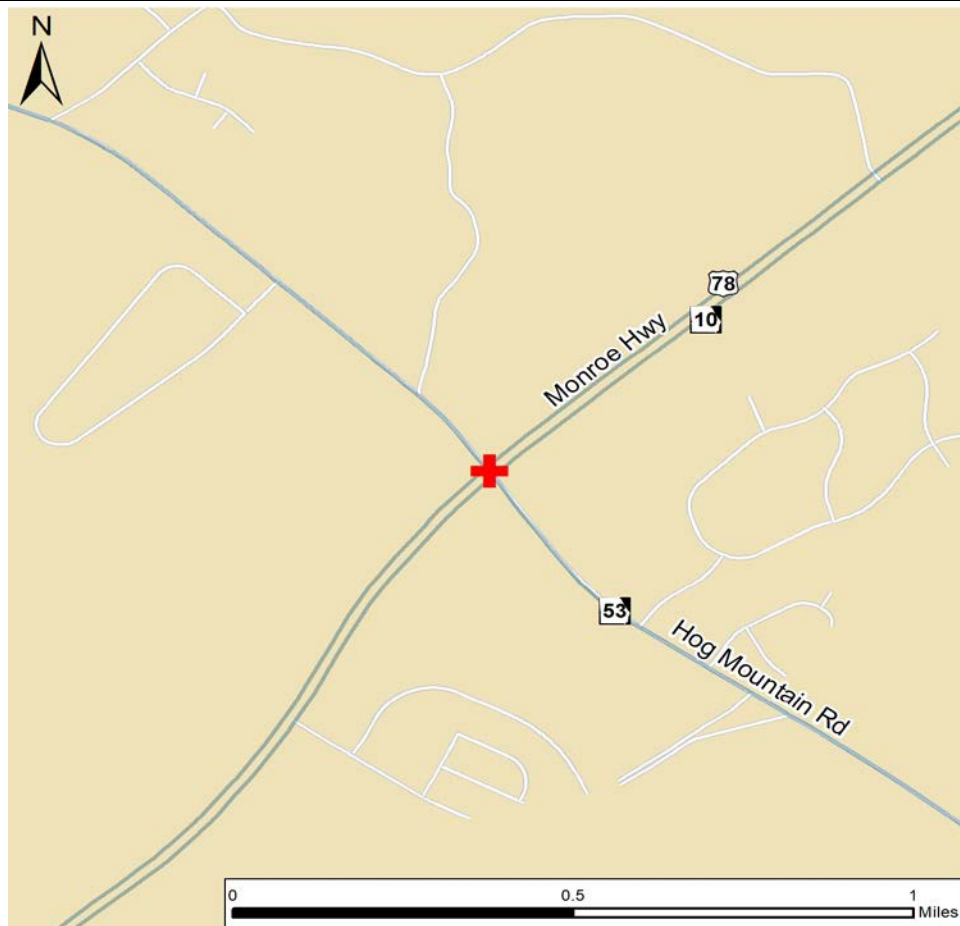
OFFICE OF PLANNING

PROJECT NAME:		Plaza Pkwy			P.I. NOS:			
PROJECT DESCRIPTION:		Intersection improvements at Plaza Pkwy and Oconee Connector			ST/US#:			
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	2,717	2045:	7,953	IMPLEMENTATION:		Mid
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.				The intersection of Plaza Pkwy and Oconee Connector may have safety issues. Between 2013 and 2017, 27 crashes have occurred at this location. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a low priority through the prioritization process of this study.				
RIGHT-OF-WAY								
UTILITIES								
CONSTRUCTION								
TOTAL COST		\$3,146,000						
PROJECT FUNDING								
FEDERAL COST		Unfunded						
STATE COST		Unfunded						
LOCAL COST		Unfunded						



OFFICE OF PLANNING

PROJECT NAME: US 78/ SR 10/ Monroe Hwy				P.I. NOS:	
PROJECT DESCRIPTION: Intersection improvements at US 78/ SR 10/ Monroe Hwy and SR 53/ Hog Mountain Rd				ST/US#:	SR 10 US 78
				COUNTY:	Oconee
				DOT DISTRICT #:	1
				CONGRESSIONAL DISTRICT:	10
				RC:	NEGR
TRAFFIC VOLUMES (ADT)	2015:	12,810	2045:	16,925	IMPLEMENTATION: Mid
PROJECT COST				COMMENTS	
PRELIMINARY ENGR.				The intersection of US 78/ SR 10/ Monroe Hwy and SR 53/ Hog Mountain Rd may have safety issues. Between 2013 and 2017, 51 crashes have occurred at this location. A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.	
RIGHT-OF-WAY					
UTILITIES					
CONSTRUCTION					
TOTAL COST		\$3,146,000			
PROJECT FUNDING					
FEDERAL COST		Unfunded			
STATE COST		Unfunded			
LOCAL COST		Unfunded			



OFFICE OF PLANNING

PROJECT NAME:		SR 15/24 BUS			P.I. NOS:		0007942	
PROJECT DESCRIPTION:		Intersection improvements at SR 15/24 BUS and US 129/441/ SR 15/24/ Watkinsville Bypass			ST/US#:		SR 15/24 US 129/441	
					COUNTY:		Oconee	
					DOT DISTRICT #:		1	
					CONGRESSIONAL DISTRICT:		10	
					RC:		NEGRC	
TRAFFIC VOLUMES (ADT)		2015:	14,550	2045:	19,633	IMPLEMENTATION:		Near
PROJECT COST				COMMENTS				
PRELIMINARY ENGR.		\$112,610	The intersection of SR 15/24 BUS and US 129/441/ SR 15/24/ Watkinsville Bypass may have safety issues. Between 2013 and 2017, 28 crashes have occurred at this location.					
RIGHT-OF-WAY		\$175,739						
UTILITIES		\$0	A multi-modal transportation study for Oconee County was completed in November 2018 to evaluate the need and feasibility for transportation needs across the County. This project is considered a medium priority through the prioritization process of this study.					
CONSTRUCTION		\$914,195						
TOTAL COST		\$1,202,544						
PROJECT FUNDING								
FEDERAL COST		\$962,036						
STATE COST		\$240,509						
LOCAL COST		N/A						

