

Transportation Improvement Program 2008-2013

Adopted: August 14, 2007

Prepared by the
Gainesville-Hall Metropolitan Planning Organization

In cooperation with the
Hall Area Transit
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration



GHMPO

***Gainesville - Hall
Metropolitan Planning Organization***

Flowery Branch - Gainesville - Hall County - Oakwood

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the 2030 Long Range Transportation Plan Update,
associated FY 2008-2013 Transportation Improvement Program,
and Related Conformity Determination Report**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County; and

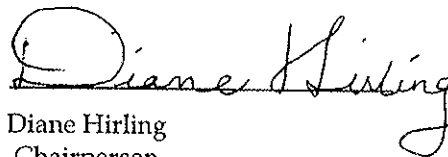
WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a Long Range Transportation Plan (LRTP) and a short range Transportation Improvement Program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality and metropolitan planning requirements; and

WHEREAS, the 2030 LRTP Update and the FY 2008-2013 TIP have been developed in conformance with GHMPO's Participation Plan and through appropriate technical and review process; and

WHEREAS, a new Conformity Determination Report was developed by the Atlanta Regional Commission (ARC) in conjunction with the GHMPO with a public comment and review period; and

WHEREAS, the Conformity Determination Report demonstrates that the 2030 LRTP Update and the FY 2008-2013 TIP conform to the requirements for the 20 county Atlanta ozone nonattainment area under the 8 hour standard and the 20 plus county Atlanta particulate matter (PM 2.5) nonattainment area using a methodology that meets all transportation conformity requirements as developed through the Interagency Consultation process.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the 2030 LRTP Update, FY 2008-2013 TIP and Conformity Determination Report.



Diane Hirling
Chairperson
GHMPO Policy Committee

8/14/2007

Date



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GHMPO Committees

Policy Committee

Voting

Diane Hirling, Mayor, City of Flowery Branch, Chairperson
Tom Oliver, Chairman, Hall County Board of Commissioners, Vice-Chairperson
Lamar Scroggs, Mayor, City of Oakwood
Bob Hamrick, Mayor, City of Gainesville
Cindy Van Dyke, GDOT, representing GDOT Commissioner Harold Linnenkohl

Non-voting

Myra Immings, Federal Transit Administration
Andrew Edwards, Federal Highway Administration
Steve Kish, GDOT Planning and Intermodal Development
Russell McMurry, GDOT District 1
Phillippa Lewis Moss, Gainesville-Hall Community Service Center
Larry Sparks, Technical Coordinating Committee Chairperson
Hugh Tyner, Citizens Advisory Committee Chairperson
Randy Knighton, GHMPO

Citizen Advisory Committee

Hugh Tyner, City of Oakwood, Chairperson
Ken Cochran, Hall County, Vice Chairperson
Charles Mensinger, City of Oakwood
Alan Wayne, City of Flowery Branch
Ron Petrie, City of Flowery Branch
Ed Myers, City of Gainesville
Amos Goudelock, City of Gainesville
Berlinda Lipscomb, City of Gainesville
Frank Simpson, City of Gainesville
Connie Davis, City of Gainesville
Doris Evans, Hall County
Harold Goss, Hall County
Brent Hoffman, Hall County
Larry Poole, Hall County
Blair Hutson, Hall County
David Lee, Hall County
Jim Syfan, Hall County



Technical Coordinating Committee

Voting

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Rusty Ligon, Interim Planning Director, City of Gainesville
Adrian Niles, Public Works Director, City of Gainesville
Jason Crane, Transportation Planner, GDOT
Robert Mahoney, District 1 Pre-Construction Engineer, GDOT
Carolynn Segers, Transportation Planner, Georgia Mountains RDC
Randy Knighton, Planning Director, Hall County
Doug Derrer, Public Works Director, Hall County
Kevin McInturff, County Engineer, Hall County
Janice Crow, Manager, Hall Area Transit
Srikanth Yamala, Senior Transportation Planner, GHMPO

Non-Voting

Steven Ballowe, Superintendent, Gainesville City Schools
Tony Sack, Intermodal Planner, GDOT
Joe Burnett, Main Street Gainesville
Ken Cochran, Vice Chairperson, Citizens Advisory Committee
Steve Cronic, Sheriff, Hall County
Myra Immings, Transportation Program Specialist, Federal Transit Authority
Kit Dunlap, President, Greater Hall Chamber of Commerce
Will Schofield, Superintendent, Hall County Schools
Frank Hooper, Police Chief, City of Gainesville
Randall Moon, Police Chief, City of Oakwood
Chad Bolton, Northeast Georgia Medical Center
Andrew Edwards, Metropolitan Planning Specialist, Federal Highway Administration
Gerald Lanich, Police Chief, City of Flowery Branch

GHMPO Staff

Randy Knighton, Director
Srikanth Yamala, Senior Transportation Planner
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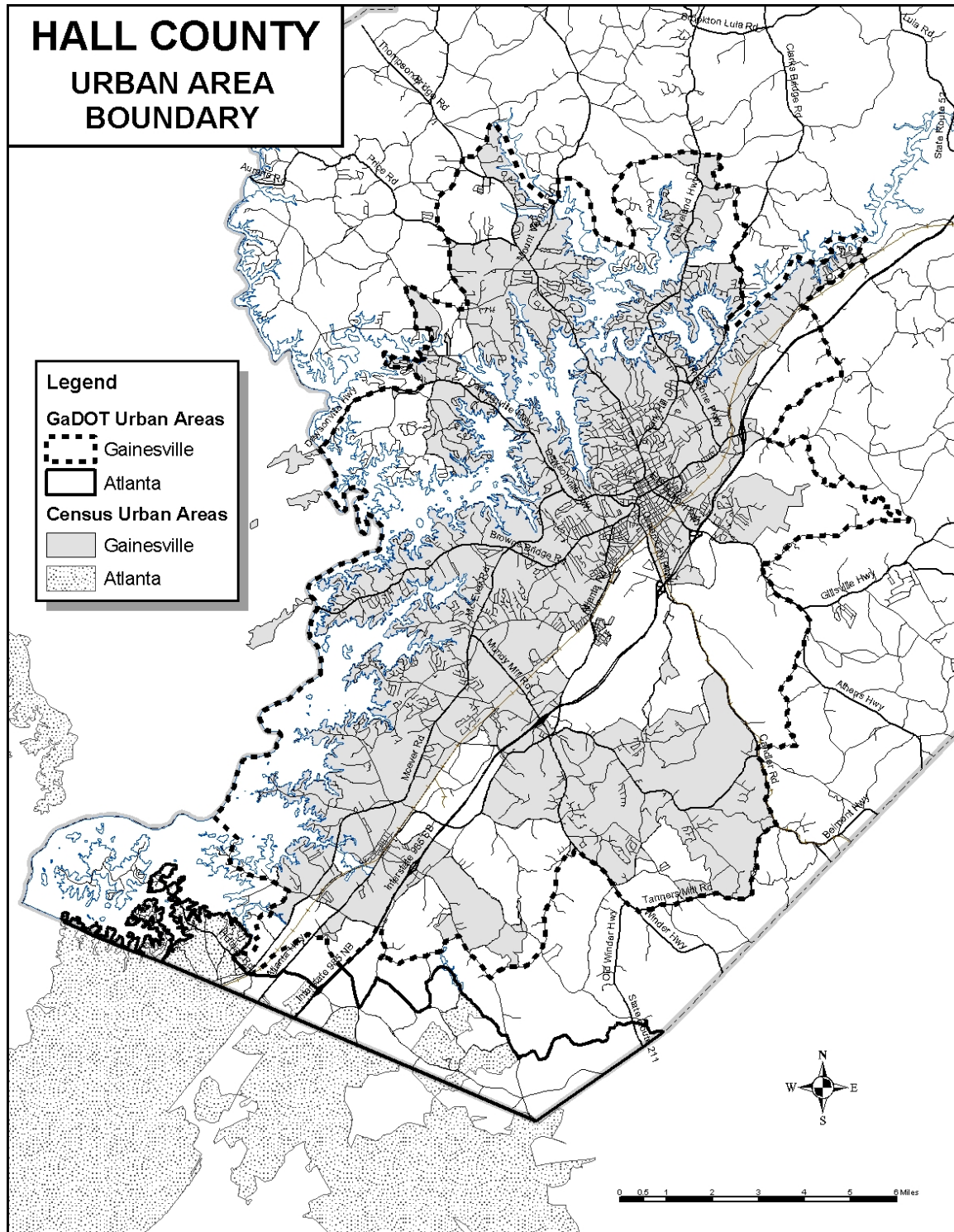
Introduction

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) was designated in early 2003, in order to ensure the federally required continuing, cooperative and comprehensive (3-C) transportation planning process for the Gainesville Metropolitan Area. The GHMPO is responsible for conducting and maintaining the Gainesville-Hall Transportation Study (GHTS), which covers the entire County. Figure 1 illustrates the boundary of the Gainesville Urbanized Area and its relation to the Atlanta Urban Area boundary.

The Planning Process

There are three documents that form the foundation for the ongoing work of the GHMPO. The Unified Planning Work Program (UPWP) is the annual program outlining the planning tasks to be completed in the updating and maintenance of the GHTS. The Long Range Transportation Plan (LRTP) is the heart of the process, and this document is currently required to be updated at least every three years for air quality nonattainment areas such as Hall County. The Transportation Improvement Program (TIP) is the short-range program of transportation projects identified in the LRTP that are scheduled for implementation over the next four years, known as Tier I projects. The TIP also includes what are known as Tier II projects, which are those tentatively scheduled for years five and six.

**Figure 1 –
Gainesville and Atlanta Urban Area Boundaries within Hall County**





Transportation Improvement Program

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, akin to the State Transportation Improvement Program but exclusively for projects within the GHMPO planning area. This TIP will cover a four-year period from FY 2008 (beginning July 1, 2007) to FY 2011 (ending June 30, 2010). The TIP will also include information on a second tier of projects from FY 2012 and FY 2013. While the GHMPO TIP represents a four-year period, it will be modified on an annual basis due to availability of funds, construction progress and mandated air quality conformity requirements. The GHMPO Technical Coordinating Committee is responsible for reviewing the TIP and recommending it for adoption to the GHMPO board, or the Policy Committee. The other committee, the Citizens Advisory Committee as well as the general public are also invited to review and comment on the proposed TIP.

In addition, the new federal legislation, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), requires that in the TIP development process the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area, and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GHMPO satisfies this new requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. Through adoption by the Policy Committee, the proposed document becomes the official TIP for the Gainesville-Hall area. Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the Policy Committee if priorities, area goals or funding levels change.

Air Quality Requirements

The GHMPO planning process is complex due to the study area's proximity to the Atlanta metropolitan area, as well as Hall County's non-attainment status for two air quality standards. The County-wide study area includes the Gainesville urbanized area as well as a small portion of the metropolitan Atlanta urbanized area along its southern edge (approximately 2.7 percent of the County land area). Hall County has been designated as part of a 20-County, 8-hour ozone non-attainment area as well as part of the 22 County Particulate Matter 2.5 nonattainment area. This requires conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding. The GHMPO actively coordinates with the Atlanta Regional Commission, which provides air quality modeling for the region and develops the conformity determination report for the nonattainment areas, to ensure that there is not a lapse in meeting these requirements. Staff attends monthly interagency meeting with the local, state and federal partners and has coordinated on project status for air quality modeling purposes with the Atlanta Regional Commission staff. Therefore, the area's transportation challenges must be met not only in the context of local constraints, such as funding, growth of congestion, but also within the constraints of regional air quality planning.



The 2008-2013 TIP is a logical progression of the project and planning process from the previously adopted TIP and Long Range Transportation Plan. Minor revisions were necessitated by project implementation delays and costing updates that need to be reflected in the TIP and LRTP. There was the addition of some new projects, specifically a traffic operational improvement project and some intersection improvements, which do not impact air quality or fiscal constraint. The need to be in compliance with SAFETEA-LU by July 1, 2007 is the driving factor for the development of the FY 2008-2013 TIP in the summer of 2007.

Fiscal Constraint

There is a decrease in both the total number of projects in this program as well as the overall total dollar amount (\$294 to \$220 million) compared to the previous TIP that we adopted in March of 2006. This is due to a number of factors; 1) a large dollar project - the Exit 16 interchange is scheduled was let in 2006, and 2) the construction costs have dramatically increased and limited federal dollars are available for transportation projects, which resulted in fewer number of projects.

Public Involvement

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. GHMPO conducted three public meetings and two outreach meetings in the process as well as ran a 45-day public comment period for review of the document. GHMPO provides notice of all TIP activities as outlined in the Participation Plan. Further discussion of the public outreach efforts is discussed in Appendix D along with a summary of the comments.

Metropolitan Planning Factors

Federal highway and transit planning standards include eight factors that must be considered as part of the metropolitan planning standards, as identified in the recently adopted federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users):

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



Format

The TIP document contains the following five spreadsheets showing a list of projects and the funding dollars:

1. FY 2008-2011 Projects
This spreadsheet contains a list of projects along with the dollar amounts scheduled for the fiscal years 2008-2011.
2. FY 2012-2013 Tier II Projects
This spreadsheet contains a second tier list of projects along with the dollar amounts scheduled for the fiscal years 2012 and 2013.
3. FY 2008-2011 Lump Sum Funding Categories
This spreadsheet reflects available funding dollars for the Hall area in lump sum categories for the fiscal years 2008-2011.
4. FY 2008-2013 Hall Area Transit Funding
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2008-2011.
5. FY 2012-2013 Hall Area Transit Funding
This spreadsheet contains the Hall Area Transit funding categories along with the dollar amounts for the fiscal years 2012-2013.

This is followed by project worksheets in Appendix A that supply more detail on these projects that are funded from 2008-2013. Prefacing these worksheets, here is a project definitions page to explain various items that are not self-explanatory. Appendix B includes a table showing a list of lump sum projects scheduled for the fiscal years 2008-2011. It also includes project worksheets that supply more detail on these projects. Appendix C provides a detail breakdown of the various transit funding categories. A summary of the public comments is listed in Appendix D.



FY 2008-2011 TRANSPORTATION IMPROVEMENT PROJECTS

GHMPO No.	GDOT No.	Segment Location	\$ Thousands											
			FY 2008			FY 2009			FY 2010			FY 2011		
			PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
GH-002	1097	Thurmon Tanner Parkway Phase III- Plainview Rd to SR 53/mundy Mill Road		\$2,500	\$8,955									
GH-007	162430	SR 347/Friendship Road From I-985 to SR 211		\$32,770							\$34,865			
GH-008	122150	US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson		\$15,212							\$25,738			
GH-009	7389	McEver Rd intersections - Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Rd	\$920											
GH-014	170735	SR 347/Friendship Road from I-985 to McEver Rd Phase I		\$6,696							\$9,972			
GH-015	425	I-985- New Interchange North of SR 13 near Martin Rd & I-985								\$6,000				
GH-016	3626	Sardis Rd Connector- SR 60/Thompson Bridge Rd to Sardis/Chestatee Rd	\$25	\$3,000										
GH-018	122010	SR 369/Brown's Bridge Rd-Forsyth Co. Line to SR 53/McEver Rd					\$12,853							
GH-021	132950	SR 13/Atlanta Hwy - Thompson Mill Rd to relocation of SR 347/Friendship Rd							\$450					
GH-024	TBD	Martin Rd - New I-985 interchange to SR 53/Winder Hwy										\$2,053		
GH-025	7233	SR 211/Old Winder Hwy-SR 53/Winder Hwy to SR 347 on new alignment	\$1,165											
GH-026	132995	SR 52 at Candler Creek-Bridge		\$59							\$1,792			
GH-031	TBD	Midtown Greenway on CSX Right-of-Way				\$100				\$300				
GH-050	142291	SR 284/Clarks Bridge Rd at Chatahoochee River-Bridge		\$633							\$9,326			
GH-051	7639	Central Hall Recreation and Multi-Use Trail	\$1,143		\$2,787									
GH-059	TBD	Rock Creek Greenway Connector			\$375									
GH-060	TBD	Gillsville Trail and Downtown Streetscape			\$113									
GH-073	TBD	Oakwood Diesel Retrofit Project			\$14									
GH-074	TBD	Hall County Diesel Retrofit Project			\$235									
GH-075	TBD	Intersection improvement at Old Cornelia and Joe Chandler	\$100	\$80	\$500									
GH-076	TBD	Sidewalk on SR 60/Thompson Bridge Rd			\$68									
GH-077	TBD	Traffic signal retiming- SR11/11 Business/60 and SR 369			\$126									
TOTAL			\$3,353	\$60,950	\$13,173	\$100	\$12,853	\$0	\$450	\$6,300	\$81,693	\$2,053	\$0	\$0

FY 08-11	\$ Thousands
PE	\$5,956
ROW	\$80,103
CST	\$94,866
TOTAL	\$180,925

Note: Details of the projects can be found in Appendix A



FY 2012-2013 TIER II PROJECTS

GHMPO No.	GDOT No.	Segment Location	\$ Thousands					
			FY 2012			FY 2013		
			PE	ROW	CST	PE	ROW	CST
GH-016	3626	Sardis Rd Connector- SR 60/Thompson Bridge Rd to Sardis/Chestatee Rd			\$20,496			
GH-021	132950	SR 13/Atlanta Hwy - Thompson Mill Rd to Relocation of SR 347/Friendship Rd		\$1,000				\$1,651
GH-024	TBD	Martin Rd - New I-985 interchange to SR 53/Winder Hwy		\$18,504				
GH-031	TBD	Midtown Greenway on CSX Right-of-Way		\$600				
GH-063	7021	SR 53 at Chestatee River - Bridge		\$237				
TOTAL			\$0	\$20,341	\$20,496	\$0	\$0	\$1,651

FY 12-13	\$ Thousands
PE	\$0
ROW	\$20,341
CST	\$22,147
TOTAL	\$42,488

Note: Details of the projects can be found in Appendix A



FY 2008-2011 LUMP SUM FUNDING CATEGORIES

FY 2008-2011 Lump Sum Funding						
Funding Source	Funding Code	Lump Description	2008	2009	2010	2011
IM	L010	Lump sum for interstate maintenance	\$108,000	\$108,000	\$108,000	\$108,000
IM	L010	Lump sum interstate bridge painting/maintenance	\$54,000	\$54,000	\$108,000	\$108,000
NHS	L050	Lump sum interchange/roadway lighting	\$54,000	\$54,000	\$432,000	\$432,000
NHS	L050	Lump sum maintenance on national highway system	\$11,000	\$11,000	\$11,000	\$11,000
SRS	LU10	Safe route to school program	\$3,000	\$3,000	\$3,000	\$3,000
SRS	LU20	Safe route to school infrastructure	\$20,000	\$25,000	\$25,000	\$25,000
SFT	LS30	Lump sum roadway safety funds	\$648,000	\$324,000	\$324,000	\$324,000
STP	L220	Lump sum for transportation enhancement projects	\$281,000	\$281,000	\$281,000	\$281,000
STP	L240	Lump sum operations for any area	\$54,000	\$54,000	\$54,000	\$54,000
STP	L240	Lump sum maintenance for any area	\$864,000	\$864,000	\$1,080,000	\$1,080,000
STP	L240	Lump sum bridge maintenance/painting	\$54,000	\$54,000	\$54,000	\$54,000
STP	L240	Lump sum signal install; upgrades & maintenance any area	\$108,000	\$108,000	\$162,000	\$162,000
STP	L240	Lump sum transportation planning & management systems	\$32,000	\$32,000	\$11,000	\$11,000
STP	L240	Force account maintenance activities	\$162,000	\$162,000	\$162,000	\$162,000
STP	L240	Lump sum wetland mitigation site purchase/restoration	\$22,000	\$22,000	\$22,000	\$22,000
STP	L240	Lump sum rights of way protective buying	\$162,000	\$27,000	\$27,000	\$27,000
STP	LS40	Lump sum railroad crossing hazard elimination	\$43,000	\$43,000	\$43,000	\$43,000
STP	LS50	Lump sum railroad protection device	\$43,000	\$43,000	\$43,000	\$43,000
STP	LZ20	Task order contract - construction management federal & bond	\$259,000	\$167,000	\$329,000	\$313,000
DNR	L940	DNR recreational trails program	\$14,000	\$14,000	\$14,000	\$14,000
Total			\$2,996,000	\$2,450,000	\$3,293,000	\$3,277,000



FY 2008-2011 HALL AREA TRANSIT FUNDING

FY 2008-2011 Hall Area Transit Funding					
Description	*18 months 2008	2009	2010	2011	Total
Section 5307					
Urban Operating Expenses	\$808,870	\$880,000	\$906,400	\$933,592	\$3,528,862
Urban Capital Expenses	\$556,000	\$579,000	\$485,644	\$382,314	\$2,002,958
Section 5309					
Discretionary Capital	\$396,305	\$408,194	\$420,440	\$443,053	\$1,667,992
Section 5310					
Elderly and Disable Program	\$86,903	\$88,641	\$90,414	\$92,222	\$358,180
Section 5311					
Rural Operating Expenses	\$732,114	\$490,723	\$515,259	\$541,022	\$2,279,118
Rural Capital Expenses	\$350,100	\$110,000	\$275,000	\$225,000	\$960,100
Section 5316					
Access to Jobs	\$182,484	\$192,428	\$198,201	\$204,147	\$777,260

*Rural program will run January 1, 2007 through June 30, 2008

Note: Breakdown of transit funding categories can be found in Appendix C

FY 2012-13 TIER II HALL AREA TRANSIT FUNDING

FY 2012-13 Hall Area Transit Funding			
Description	2012	2013	Total
Section 5307			
Urban Operating Expenses	\$980,272	\$1,009,680	\$1,989,951
Urban Capital Expenses	\$579,000	\$497,144	\$1,076,144
Section 5309			
Discretionary Capital	\$396,305	\$408,194	\$804,499
Section 5310			
Elderly and Disable Program	\$96,833	\$98,770	\$195,603
Section 5311			
Rural Operating Expenses	\$568,073	\$596,477	\$1,164,550
Rural Capital Expenses	\$26,500	\$225,000	\$251,500
Section 5316			
Access to Jobs	\$214,354	\$225,072	\$439,426

Note: Breakdown of transit funding categories can be found in Appendix C

***Transportation Improvement Program
2008-2013***

***Appendix A
Project Worksheets***



PROJECT PAGE TERM DEFINITIONS

Project Name

This refers to the project such as road or bridge project.

GHMPO No.

This is the number used by the GHMPO staff to track a project from concept stage to completion.

GDOT No.

This refers to the Georgia Department of Transportation's internal # for tracking a project from scope to completion. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

Project Description

This describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (widening, bridge replacement, intersection improvements).

Regionally Significant

This describes a capacity-adding transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Capacity Adding

This refers to whether a structure will increase a roadway's capacity for additional traffic.

Bike/Ped

This details if there is a bicycle or pedestrian component that will be completed along with this project. There are recommended improvements included from the draft GHMPO bicycle and pedestrian plan.

Connectivity

This describes how these upcoming projects coordinate with other projects in the Transportation Improvement Program and Long Range Transportation Plan.

Length

This refers to the length of a project in miles and tenths of miles.

Number of Lanes – Existing, Future

This section identifies the number of lanes on the roadway presently; lanes planned indicate number of lanes upon completion of project.



Existing and Future Volume (ADT)

This details the average annual daily traffic volume on the roadway segment for 2003 and 2030 respectively.

Status

This demonstrates the year in which this work will take place. Auth. (authorized) denotes funding already spent and LR (long range) for projects post 2011.

Phase

This section is broken down by fiscal year, showing the year in which work will begin. These phases include preliminary engineering (all work done in development of plans for a particular project), right-of-way and construction.



2008-2013 Transportation Improvement Program

Project Name Thurmon Tanner Parkway (Ph. 3) – Plainview Rd to SR 53/Mundy Mill Road	GHMPO No. GH-002	GDOT No. 1097
	County Hall	City Oakwood
Local Rd. Name Thurmon Tanner Parkway	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 2	RDC GMRDC

Project Description The next phase of extending the Thurmon Tanner Parkway from Plainview Road north to Mundy Mill Road.			
Improvement Type New Road	Regionally Significant Yes	Capacity Adding Yes	Funding Source Split
Project Intent To relieve congestion and increase mobility as an alternate north/south route in the growing Oakwood area.			

Project Termini From Plainview Road To Mundy Mill Road	Length (miles) 1.20	
	Exist. Lanes None	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol. n/a	Design Vol. n/a
Connectivity Chamblee Road, Radford Road		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2010

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$25,000	\$0	\$0	\$0	\$25,000
2008	Right-of-Way	LOCAL	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2008	Construction	L200	\$666,800	\$1,657,600	\$6,630,400	\$0	\$8,954,800
		TOTAL	\$3,191,800	\$1,657,600	\$6,630,400	\$0	\$11,479,800





2008-2013 Transportation Improvement Program

Project Name SR 347/Friendship Road From I-985 to SR 211	GHMPO No. GH-007	GDOT No. 162430
	County Hall	City Buford
Local Rd. Name Friendship Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 347	Map ID 7	RDC GMRDC

Project Description

Widening of Friendship Road and Thompson Mill Road from I-985 east to SR 211/Old Winder Highway. Predominantly new alignment from just west of Spout Springs to Old Winder Highway.

Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

The widening and new roadway will improve the east/west movement and mobility in the rapidly growing southern section of Hall County.

Project Termini From I-985 To SR 211/Old Winder Highway	Length (miles) 8.40	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks & Bike lanes recommended	Exist. Vol.	Design Vol. 22,377 (2030)
Connectivity Holiday Road, Winder Highway		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2011

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$399,260	\$1,597,040	\$0	\$1,996,300
2008	Right-of-Way	L200	\$0	\$5,183,400	\$20,733,600	\$0	\$25,917,000
2008	Right-of-Way	LY10	\$0	\$1,370,600	\$5,482,400	\$0	\$6,853,000
2010	Construction	LY10	\$0	\$629,400	\$2,517,600	\$0	\$3,147,000
2010	Construction	L200	\$0	\$7,948,400	\$31,793,600	\$0	\$39,742,000
		TOTAL	\$0	\$15,531,060	\$62,124,240	\$0	\$77,655,300





2008-2013 Transportation Improvement Program

Project Name US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	GHMPO No. GH-008	GDOT No. 122150
	County Hall/Jackson	City
Local Rd. Name Athens Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 11/US Route 129	Map ID 8	RDC GMRDC

Project Description Widening of SR 11/US 129/Athens Hwy from SR 332 @ Talmo/Jackson Co. to SR 323/Gillsville Hwy in Hall Co. The project cost for the portion (69%) that lies in the MPO boundary is \$16,755,960, as shown in the project spreadsheet.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent To improve mobility and decrease congestion on this important link in between the City of Gainesville and I-85 and Athens.			

Project Termini From SR 323/Gillsville Highway To Extends into Jackson Co.	Length (miles) 4.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lanes recommended	Exist. Vol. 10,230 (2003)	Design Vol. 32,770 (2030)
Connectivity Gillsville Highway, Blackstock Road		
Network Year 2010	Proposed Let Date FY 2009	Open to Traffic Date 2011

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$437,676	\$1,750,705	\$0	\$2,188,381
2008	Right-of-Way	L050	\$0	\$3,042,348	\$12,169,392	\$0	\$15,211,740
2010	Construction	L050	\$0	\$5,147,676	\$20,590,704	\$0	\$25,738,380
Auth.	Right-of-Way	L050	\$0	\$100,483	\$401,932	\$0	\$502,415
	TOTAL		\$0	\$8,728,183	\$34,912,733	\$0	\$43,640,916





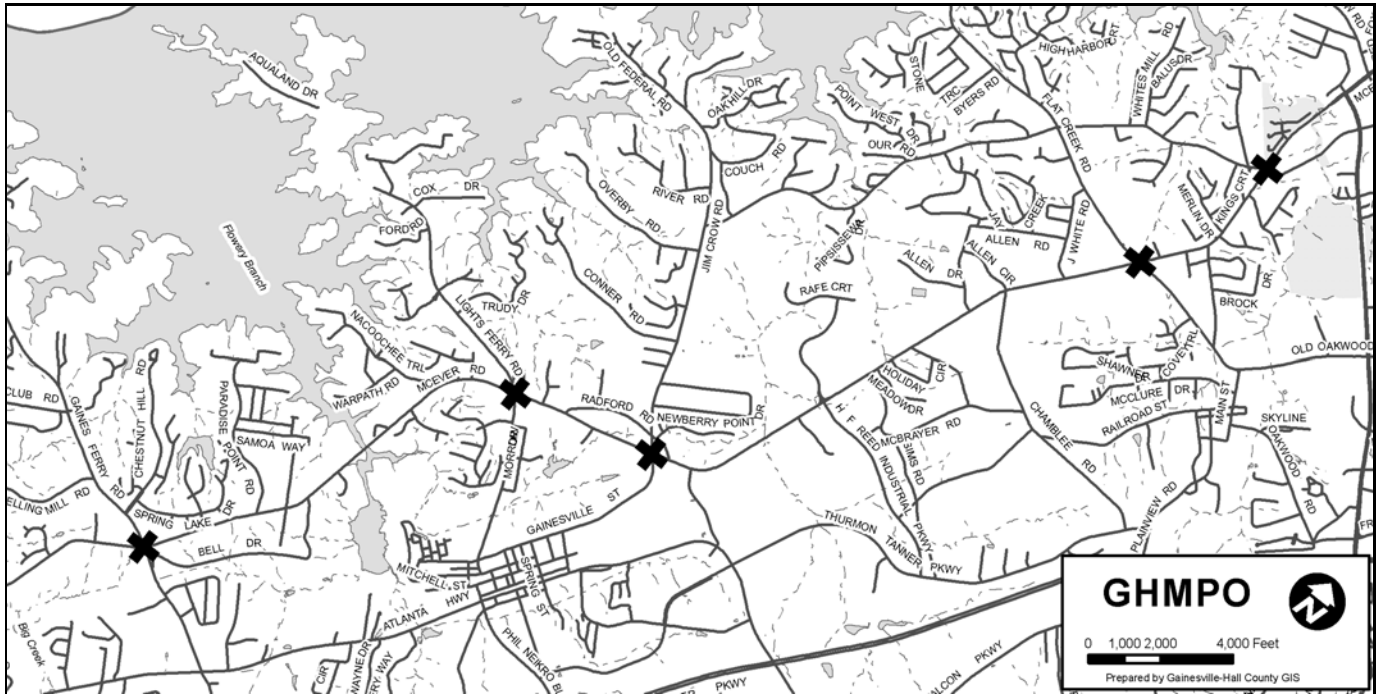
2008-2013 Transportation Improvement Program

Project Name McEver Road Intersections – Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Road	GHMPO No. GH-009	GDOT No. 7389
	County Hall	City Buford, Oakwood
Local Rd. Name McEver Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 9	RDC GMRDC

Project Description Intersection improvements and signalization upgrades to 6 major intersections at Stephens Road, Flat Creek Road, Jim Crow Road, Lights Ferry Road, Chamblee Road, and Gaines Ferry Road.			
Improvement Type Intersection	Regionally Significant No	Capacity Adding No	Funding Source Split
Project Intent This project intended to handle traffic growth in near term until widening of McEver Road takes place in long term program.			

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. Sidewalks	Exist. Vol. 7,583 (2003)	Design Vol. 22,880 (2030)
Connectivity Atlanta Highway, I-985		
Network Year 2015	Proposed Let Date	Open to Traffic Date 2012

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Pre-Engineering	LOCAL	\$919,275	\$1,000	\$0	\$0	\$920,275
LR	Construction	LOCAL	\$687,075	\$0	\$0	\$0	\$687,075
LR	Right-of-Way	L200	\$0	\$577,200	\$2,308,800	\$0	\$2,886,000
LR	Pre-Engineering	L200	\$0	\$10,000	\$40,000	\$0	\$50,000
LR	Construction	L200	\$0	\$1,178,800	\$4,715,200	\$0	\$5,894,000
		TOTAL	\$1,606,350	\$1,767,000	\$7,064,000	\$0	\$10,437,350





2008-2013 Transportation Improvement Program

Project Name SR 347/Friendship Road – I-985 to McEver Road Phase I	GHMPO No. GH-014	GDOT No. 170735
	County Hall	City Buford
Local Rd. Name Friendship Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 347	Map ID 14	RDC GMRDC

Project Description Widening of Friendship Road from I-985 to McEver Road.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Improve access to rapidly growing area of Hall County.			

Project Termini From McEver Road To I-985	Length (miles) 1.70	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 18,977 (2003)	Design Vol. 26,954 (2030)
Connectivity McEver Road Widening, Buford Highway Widening		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2010

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$314,160	\$1,256,640	\$0	\$1,570,800
2008	Right-of-Way	L200	\$0	\$1,339,200	\$5,356,800	\$0	\$6,696,000
2010	Construction	L200	\$0	\$1,994,400	\$7,977,600	\$0	\$9,972,000
		TOTAL	\$0	\$3,647,760	\$14,591,040	\$0	\$18,238,800





2008-2013 Transportation Improvement Program

Project Name I-985 – New Interchange North of SR 13 Near Martin Road	GHMPO No. GH-015	GDOT No. 425
	County Hall	City Oakwood, Flowery Br
Local Rd. Name Martin Road & I-985	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 419/ US Route 23	Map ID 15	RDC GMRDC

Project Description

Construction of a new interchange, Exit 14, on I-985 connecting to Martin Road on the east and H.F. Reed Industrial Blvd. on the west. Project includes roadway between Thurmon Tanner Pkwy and Sr 13/Falcon Pkwy.

Improvement Type Interchange **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To allow for greater access to I-985 south of the City of Oakwood.

Project Termini	From Martin Road	Length (miles) 1.00	
	To H.F. Reed	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. Future Linkage to Bikepath on Martin Road		Exist. Vol. 41,107 (2003)	Design Vol. 92,030 (2030)
Connectivity Atlanta Highway Widening, Martin Road Widening			
Network Year 2015	Proposed Let Date		Open to Traffic Date 2015

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2010	Right-of-Way	LY10	\$0	\$1,200,000	\$4,800,000	\$0	\$6,000,000
Auth.	Pre-Engineering	L050	\$0	\$410,538	\$1,642,155	\$0	\$2,052,693
LR	Right-of-Way	L050	\$0	\$2,500,800	\$10,003,200	\$0	\$12,504,000
LR	Construction	L050	\$0	\$3,620,200	\$14,480,800	\$0	\$18,101,000
		TOTAL	\$0	\$7,731,538	\$30,926,155	\$0	\$38,657,693





2008-2013 Transportation Improvement Program

Project Name Sardis Road Connector – SR 60/Thompson Bridge to Sardis/Chestatee Road	GHMPO No. GH-016	GDOT No. 3626
	County Hall	City Gainesville
Local Rd. Name Ledan Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 16	RDC GMRDC

Project Description Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.			
Improvement Type Widening	Regionally Significant No	Capacity Adding Yes	Funding Source Split
Project Intent To allow for an improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.			

Project Termini From SR 60/Thompson Bridge Road To Sardis Road/Chestatee Road	Length (miles) 2.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 7,386 (2003)	Design Vol. 31,450 (2030)
Connectivity Dawsonville Highway/Sardis Road		
Network Year 2008-2013	Proposed Let Date	Open to Traffic Date 2013

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	LOCAL	\$875,000	\$0	\$0	\$0	\$875,000
2008	Right-of-Way	LOCAL	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2008	Pre-Engineering	L200	\$0	\$5,000	\$20,000	\$0	\$25,000
2012	Construction	L200	\$0	\$4,099,200	\$16,396,800	\$0	\$20,496,000
		TOTAL	\$3,875,000	\$4,104,200	\$16,416,800	\$0	\$24,396,000





2008-2013 Transportation Improvement Program

Project Name SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road	GHMPO No. GH-018	GDOT No. 122010
	County Hall	City Gainesville
Local Rd. Name Browns Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 369	Map ID 18	RDC GMRDC

Project Description Widening of Browns Bridge Road from SR 53/McEver Road to Forsyth County Line (Lake Lanier). Bridge widening from 2 to 4 lanes is part of Forsyth County project.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Allow for improved access on the west side of Hall County to Forsyth County.			

Project Termini From SR 53/McEver Road To Forsyth Co. Line	Length (miles) 4.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 15,734 (2003)	Design Vol. 44,200 (2030)
Connectivity Forsyth Co. Line to State Route 53		
Network Year 2015	Proposed Let Date	Open to Traffic Date 2015

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$3,095,528	\$2,476,422	\$0	\$5,571,950
2009	Right-of-Way	L200	\$0	\$2,570,600	\$10,282,400	\$0	\$12,853,000
LR	Construction	L200	\$0	\$3,700,400	\$14,801,600	\$0	\$18,502,000
		TOTAL	\$0	\$9,366,528	\$27,560,422	\$0	\$36,926,950





2008-2013 Transportation Improvement Program

Project Name SR 13-Buford/Atlanta Hwy – Thompson Mill Road to Relocation of SR 347/Friendship Road	GHMPO No. GH-021	GDOT No. 132950
	County Hall/Gwinnett	City Buford, Gainesville
Local Rd. Name Atlanta Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 13	Map ID 21	RDC GMRDC

Project Description

Widening of Atlanta Highway from Thompson Mill Rd. up to SR 347 Friendship Road. Funding under the "Other" category includes the City of Buford's portion.

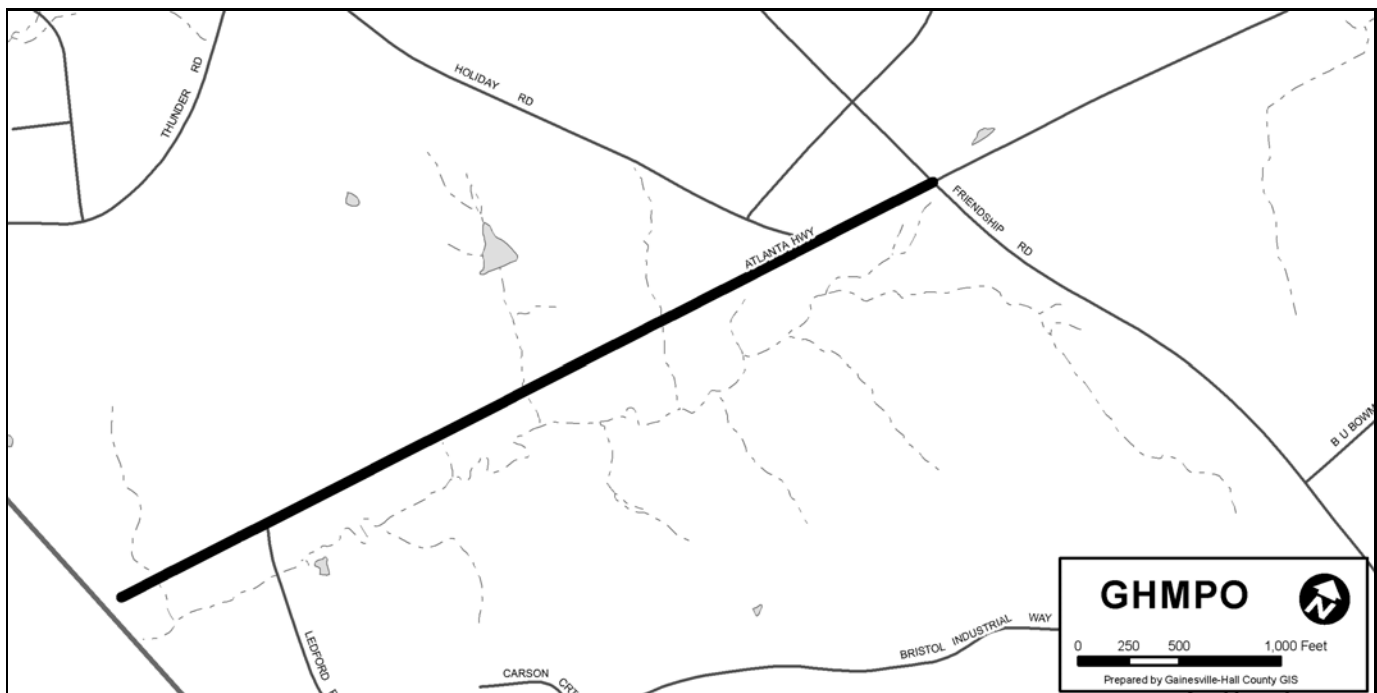
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** Buford

Project Intent

Improve access and decrease congestion on this important north/south link in the southern section of the county.

Project Termini From Thompson Mill Road (Gwinnette Co.) To SR 347/Friendship Road	Length (miles) 0.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lane recommended	Exist. Vol. 11,840 (2003)	Design Vol. 37,060 (2030)
Connectivity Friendship Road		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2012

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2010	Pre-Engineering	LOCAL	\$0	\$0	\$0	\$450,000	\$450,000
2012	Right-of-Way	LOCAL	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2014	Construction	L240	\$0	\$0	\$1,321,280	\$330,320	\$1,651,600
		TOTAL	\$0	\$0	\$1,321,280	\$1,780,320	\$3,101,600





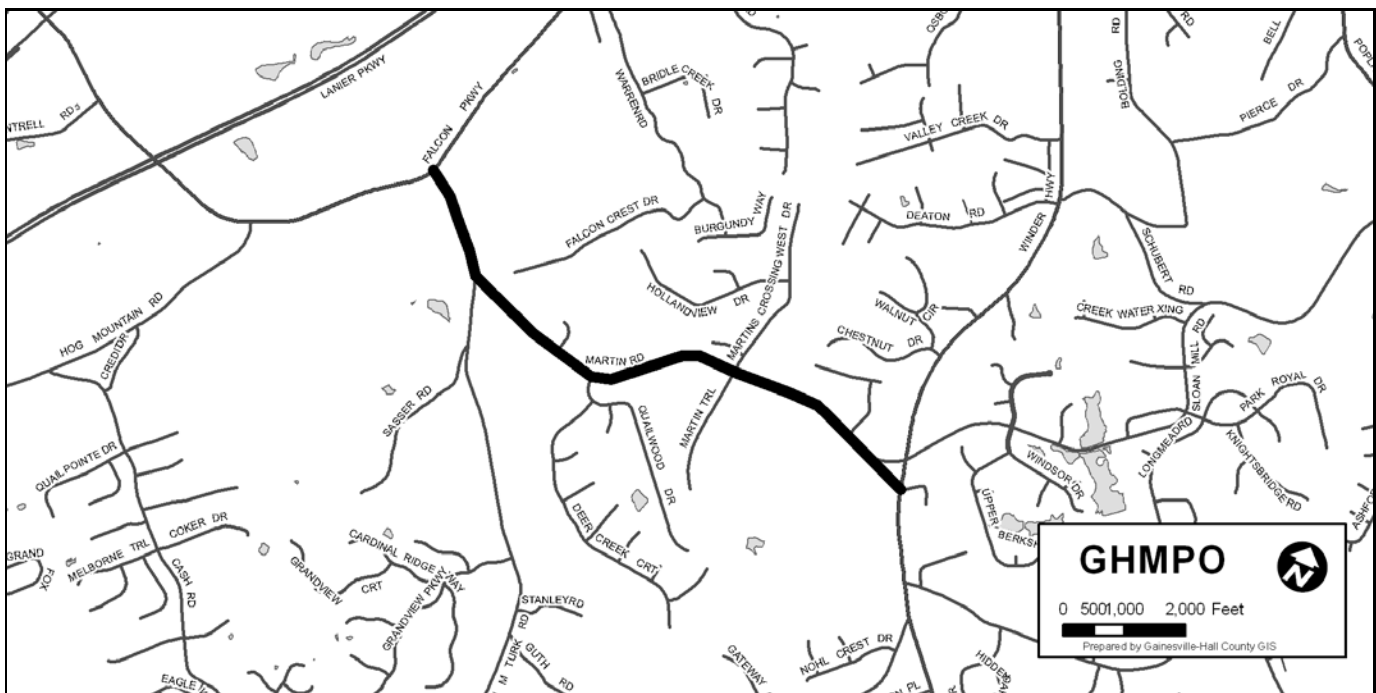
2008-2013 Transportation Improvement Program

Project Name Martin Road – New I-985 Interchange to SR 53/Winder Hwy	GHMPO No. GH-024	GDOT No.
	County Hall	City Ft Br/Oakwd
Local Rd. Name Martin Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 24	RDC GMRDC

Project Description The widening from two to four lanes of Martin Road from Sr 13/Falcon Pkwy to SR 53/Winder Highway.			
Improvement Type Widening	Regionally Significant No	Capacity Adding Yes	Funding Source
Project Intent The extension will allow for a connection between I-985, SR 13/Atlanta Hwy and Sr 53/Winder Hwy.			

Project Termini From New Exit 13 To Sr 53/Winder Highway	Length (miles) 3.60	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. n/a	Exist. Vol. n/a	Design Vol. 16,076 (2030)
Connectivity Martin Rd Interchange, Atlanta Hwy		
Network Year 2015	Proposed Let Date FY 2012	Open to Traffic Date 2014

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2011	Pre-Engineering		\$0	\$410,538	\$1,642,155	\$0	\$2,052,693
2012	Right-of-Way		\$0	\$3,700,800	\$14,803,200	\$0	\$18,504,000
2015	Construction		\$0	\$3,620,200	\$14,480,800	\$0	\$18,101,000
		TOTAL	\$0	\$7,731,538	\$30,926,155	\$0	\$38,657,693





2008-2013 Transportation Improvement Program

Project Name SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	GHMPO No. GH-025	GDOT No. 7233
	County Hall	City
Local Rd. Name Old Winder Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 211	Map ID 25	RDC GMRDC

Project Description

The widening from two to four lanes of SR 211/Old Winder Highway from SR 53/Winder Highway to the Gwinnett County line.

Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

With Winder Highway and Friendship Road.

Project Termini From SR 53/Winder Highway To Gwinnett County Line	Length (miles) 4.00	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lane recommended	Exist. Vol. 4,869 (2003)	Design Vol. 23,560 (2030)
Connectivity Winder Highway Widening, Friendship Road Widening		
Network Year 2015	Proposed Let Date FY 2017	Open to Traffic Date 2020

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Pre-Engineering	L200	\$0	\$233,000	\$932,000	\$0	\$1,165,000
LR	Construction	L200	\$0	\$1,398,800	\$5,595,200	\$0	\$6,994,000
LR	Right-of-Way	L200	\$0	\$699,400	\$2,797,600	\$0	\$3,497,000
		TOTAL	\$0	\$2,331,200	\$9,324,800	\$0	\$11,656,000





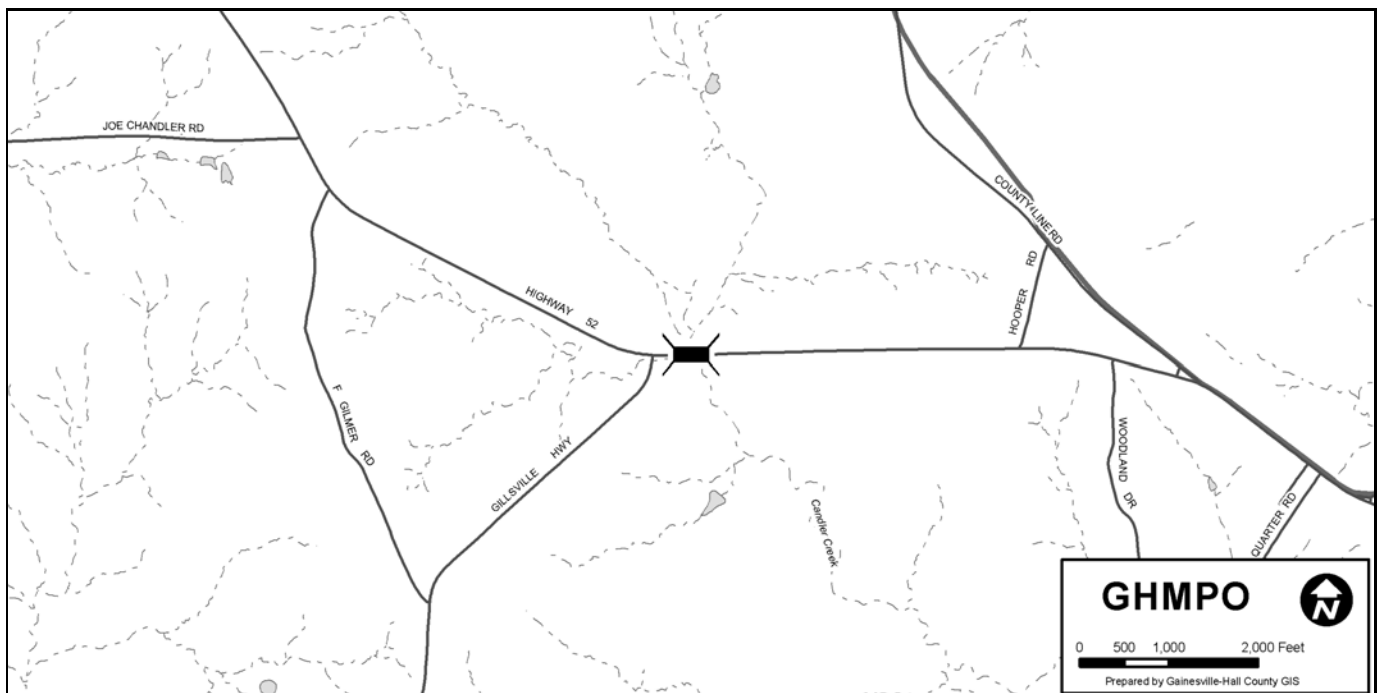
2008-2013 Transportation Improvement Program

Project Name SR 52 at Candler Creek – Bridge	GHMPO No. GH-026	GDOT No. 132995
	County Hall	City Gainesville
Local Rd. Name Highway 52	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 52	Map ID 26	RDC GMRDC

Project Description Replace bridge on SR 52 over Candler Creek.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From SR 52 To SR 52	Length (miles) 0.22	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 4,510 (2003)	Design Vol. 9,352 (2030)
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2013

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$74,000	\$296,000	\$0	\$370,000
2008	Right-of-Way	L1C0	\$0	\$11,800	\$47,200	\$0	\$59,000
2010	Construction	L1C0	\$0	\$358,400	\$1,433,600	\$0	\$1,792,000
		TOTAL	\$0	\$444,200	\$1,776,800	\$0	\$2,221,000





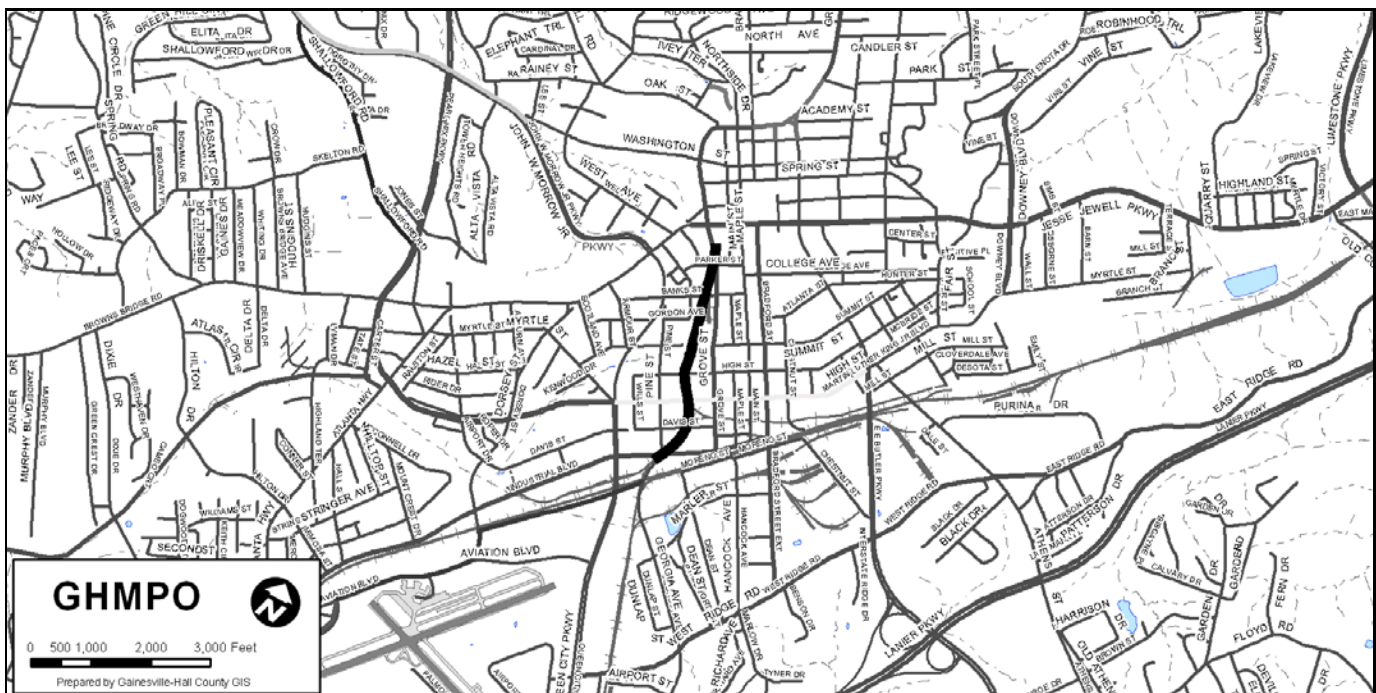
2008-2013 Transportation Improvement Program

Project Name Midtown Greenway on CSX Right-of-Way	GHMPO No. GH-031	GDOT No.
	County Hall	City Gainesville
Local Rd. Name n/a	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 31	RDC GMRDC

Project Description The building of a multi-use bicycle and pedestrain trail along the CSX right-of-way in midtown Gainesville.			
Improvement Type Multi-use Tr	Regionally Significant No	Capacity Adding No	Funding Source
Project Intent The greenway will facilitate pedestrian movement and connect with the existing pedetrian network in Gainesville.			

Project Termini From Jesse Jewel Parkway To MLK Boulevard	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped. An in town bike.hike trial	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2009	Pre-Engineering		\$0	\$20,000	\$80,000	\$0	\$100,000
2010	Right-of-Way		\$0	\$60,000	\$240,000	\$0	\$300,000
2012	Construction		\$0	\$120,000	\$480,000	\$0	\$600,000
		TOTAL	\$0	\$200,000	\$800,000	\$0	\$1,000,000





2008-2013 Transportation Improvement Program

Project Name SR 284/Clarks Bridge Road at Chattahoochee River – Bridge	GHMPO No. GH-050	GDOT No. 142291
	County Hall	City
Local Rd. Name Clarks Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 284	Map ID 50	RDC GMRDC

Project Description

Replace bridge on SR 284/Clarks Bridge Road over the Chattahoochee River.

Improvement Type Bridge **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To update bridge infrastructure.

Project Termini From SR 284 To SR 284	Length (miles) 0.55	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. This section includes State Bike Route 55	Exist. Vol. 8,153 (2003)	Design Vol. 19,651 (2030)
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$16,000	\$64,000	\$0	\$80,000
2008	Right-of-Way	L1C0	\$0	\$126,600	\$506,400	\$0	\$633,000
2010	Construction	L1C0	\$0	\$1,865,200	\$7,460,800	\$0	\$9,326,000
		TOTAL	\$0	\$2,007,800	\$8,031,200	\$0	\$10,039,000





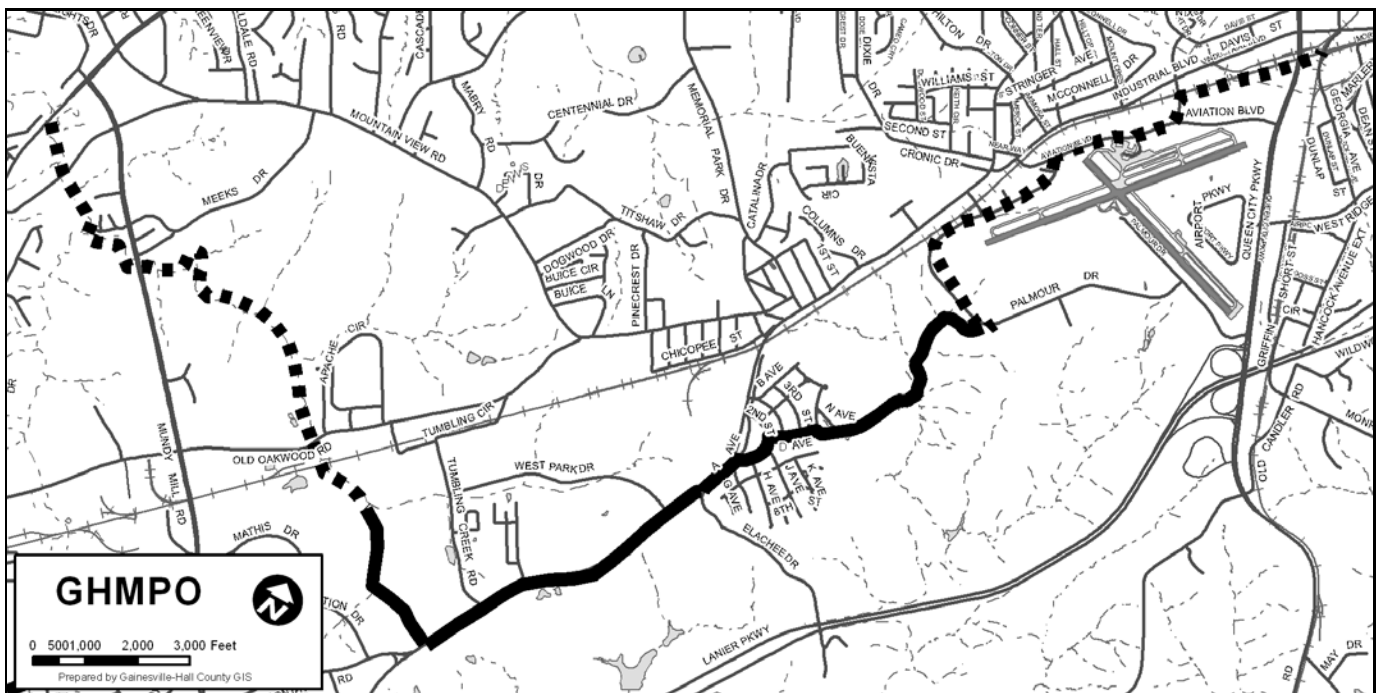
2008-2013 Transportation Improvement Program

Project Name Central Hall Recreation and Multi-Use Trail	GHMPO No. GH-051	GDOT No. 7639
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 51	RDC GMRDC

Project Description Central Hall Recreation and Multi-Use Trail includes first section of the trail from Palmer Dr to Gainesville College and a tunnel underneath Atlanta Hwy. This project also includes a tunnel project through the TE program.			
Improvement Type Trail	Regionally Significant No	Capacity Adding No	Funding Source Split
Project Intent To provide a path for walking and bicycling in central Hall that connects downtown Gainesville with Gainesville College and Chiopee Woods. As a High Priority Project total funding amount will not be reimbursed until 2009.			

Project Termini From Palmour Dr. To Gainesville College	Length (miles) 2.8	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. Multi-use path	Exist. Vol. n/a	Design Vol. n/a
Connectivity Atlanta Highway, Mundy Mill Road, McEver Road, Wilshire Greenway		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	TE	\$157,427	\$0	\$629,709	\$0	\$787,136
2008	Construction	LY10	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2008	Pre-Engineering	LOCAL	\$1,142,573	\$0	\$0	\$0	\$1,142,573
		TOTAL	\$1,700,000	\$0	\$2,229,709	\$0	\$3,929,709





2008-2013 Transportation Improvement Program

Project Name Rock Creek Greenway Connector	GHMPO No. GH-059	GDOT No. 0008153
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 59	RDC GMRDC

Project Description

Construction of a multi-use trail from Ivey Terrace park to Downtown Gainesville.

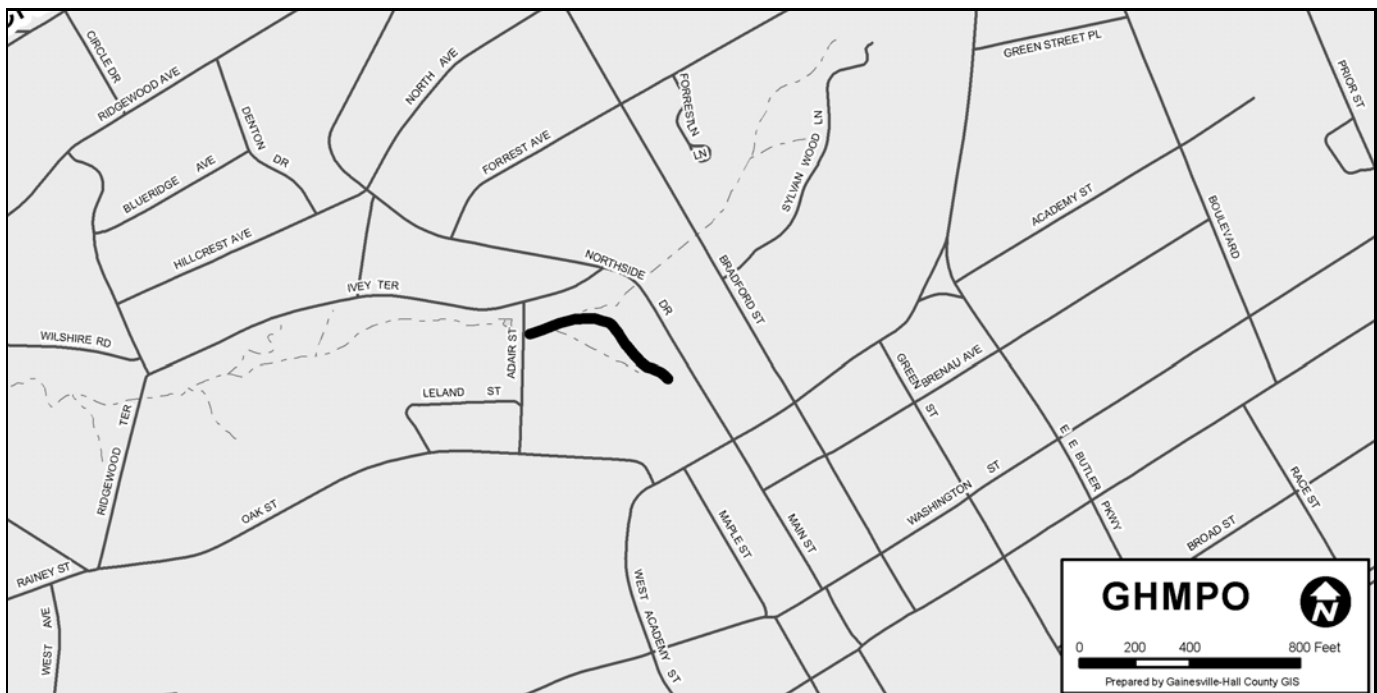
Improvement Type Trail **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To provide bicycle and pedestrian facilities.

Project Termini	From Ivey Terrace	Length (miles)	
	To Downtown Gainesville	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. Multi-use trail		Exist. Vol. n/a	Design Vol. n/a
Connectivity			
Network Year 2010	Proposed Let Date	Open to Traffic Date	2008

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	TE	\$75,000	\$0	\$300,000	\$0	\$375,000
		TOTAL	\$75,000	\$0	\$300,000	\$0	\$375,000





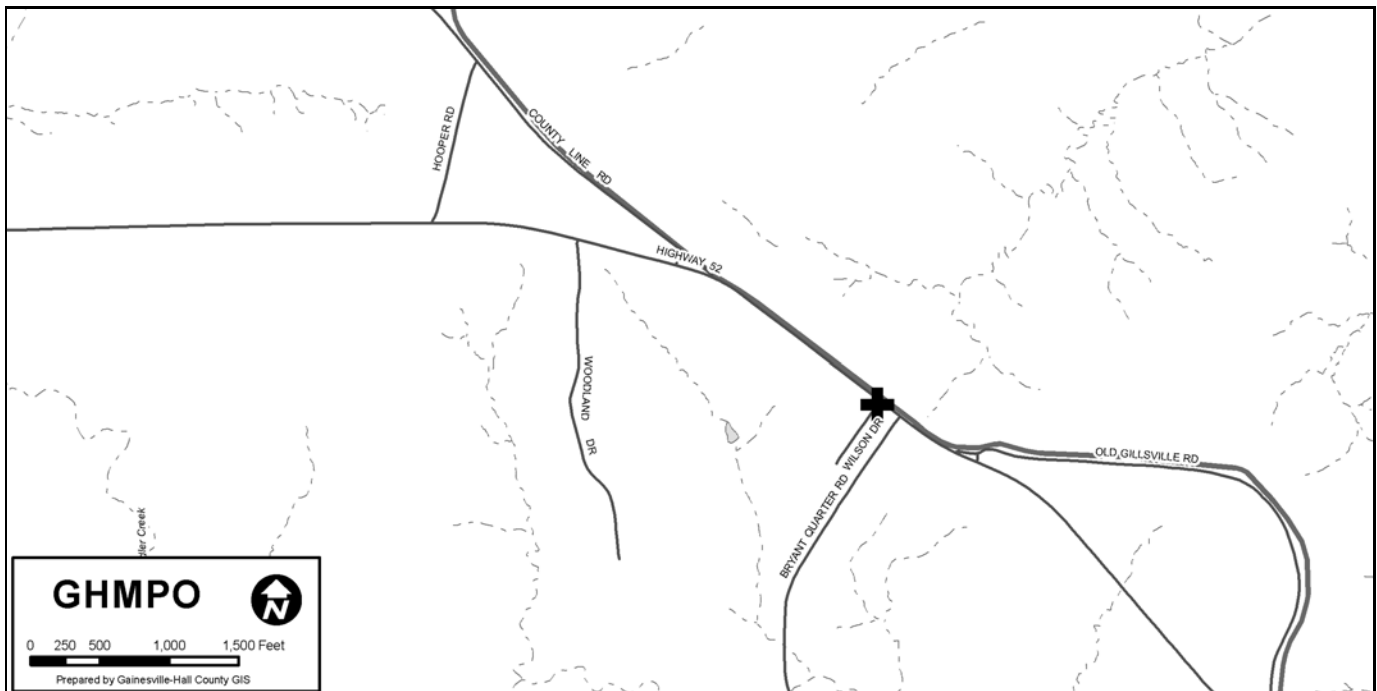
2008-2013 Transportation Improvement Program

Project Name Gillsville Trail and Downtown Streetscape	GHMPO No. GH-060	GDOT No. 0008154
	County Hall	City Gillsville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 60	RDC GMRDC

Project Description A safety and pedestrian improvement to relocate parking closer to retail establishments.		
Improvement Type	Regionally Significant No	Capacity Adding No
Funding Source GDOT		
Project Intent To provide trail facilities		

Project Termini From To	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped.	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	TE	\$12,500	\$0	\$100,000	\$0	\$112,500
		TOTAL	\$12,500	\$0	\$100,000	\$0	\$112,500





2008-2013 Transportation Improvement Program

Project Name SR 53 at Chestatee River – Bridge	GHMPO No. GH-063	GDOT No. 0007021
	County Hall	City
Local Rd. Name Dawsonville Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 53	Map ID 63	RDC GMRDC

Project Description New parallel bridge over Chestatee River for SR 53/Dawsonville Highway. The project cost for the portion (50%) that lies in Hall County is \$4,327,359.			
Improvement Type Bridge	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Tp update existing infrastructure			

Project Termini From To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2013

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2012	Right-of-Way	L1C0	\$0	\$47,400	\$189,600	\$0	\$237,000
LR	Construction	L1C0	\$0	\$1,683,543	\$6,734,174	\$0	\$8,417,717
		TOTAL	\$0	\$1,730,943	\$6,923,774	\$0	\$8,654,717





2008-2013 Transportation Improvement Program

Project Name Oakwood Diesel Retrofit Project	GHMPO No. GH-073	GDOT No.
	County Hall	City Oakwood
Local Rd. Name n/a	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 73	RDC GMRDC

Project Description Installing Diesel Oxidation Catalysts (DOCs) on seven City of Oakwood Public Works Fleet.			
Improvement Type Air Quality	Regionally Significant Yes	Capacity Adding No	Funding Source Split
Project Intent This diesel retrofitting project will improve air quality to some extent by reducing emissions.			

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. n/a	Exist. Vol. n/a	Design Vol. n/a
Connectivity n/a		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2008

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$2,800	\$0	\$11,200	\$0	\$14,000
		TOTAL	\$2,800	\$0	\$11,200	\$0	\$14,000



2008-2013 Transportation Improvement Program

Project Name Hall County Diesel Retrofit Project	GHMPO No. GH-074	GDOT No.
	County Hall	City
Local Rd. Name n/a	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 74	RDC GMRDC

Project Description Installing Diesel Oxidation Catalysts (DOCs) on 90 Hall County Public Works Fleet.			
Improvement Type Air Quality	Regionally Significant Yes	Capacity Adding No	Funding Source Split
Project Intent This diesel retrofitting project will improve air quality to some extent by reducing emissions.			

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. n/a	Exist. Vol. n/a	Design Vol. n/a
Connectivity n/a		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$51,336	\$0	\$184,000	\$0	\$235,336
		TOTAL	\$51,336	\$0	\$184,000	\$0	\$235,336



2008-2013 Transportation Improvement Program

Project Name Intersection Improvement at Old Cornelia and Joe Chandler	GHMPO No. GH-075	GDOT No.
	County Hall	City
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 75	RDC GMRDC

Project Description

Adding turn lanes to the existing three-legged intersection.

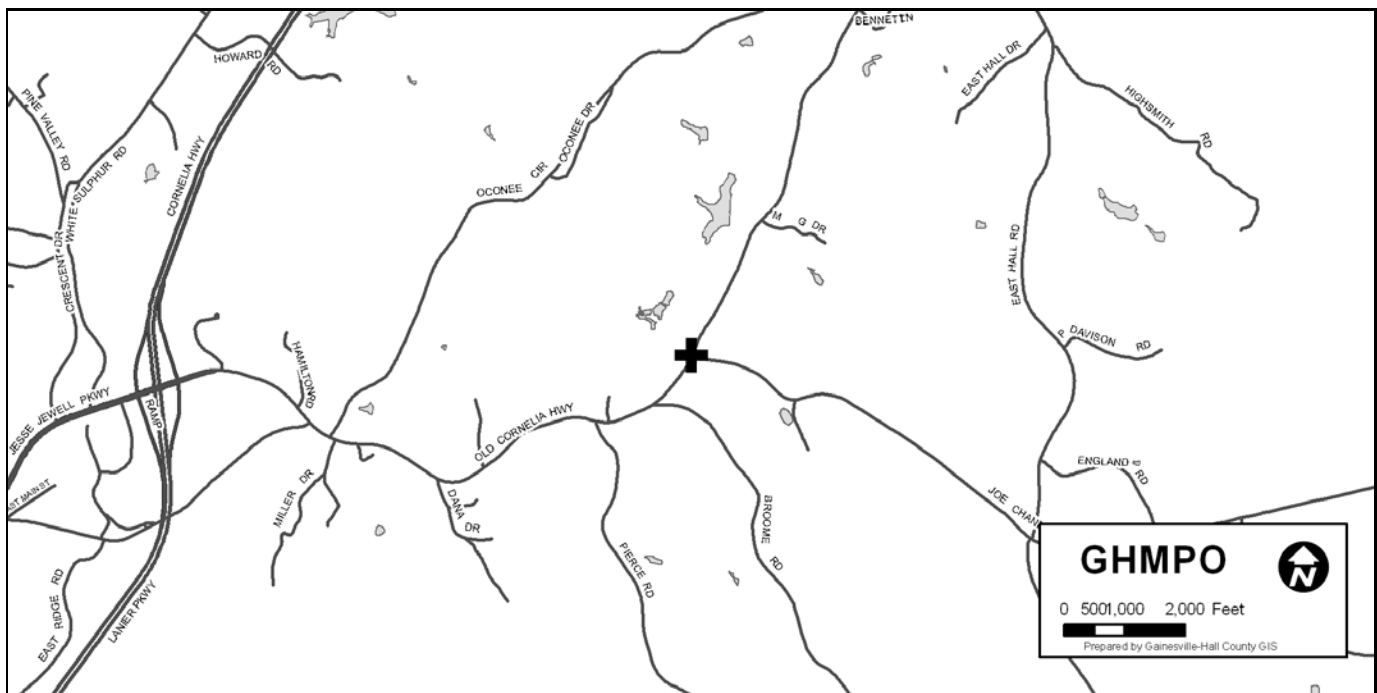
Improvement Type Intersection **Regionally Significant** No **Capacity Adding** No **Funding Source** Split

Project Intent

This intersection improvement project will help traffic-flow to a great extent.

Project Termini	From n/a	Length (miles) n/a	
	To n/a	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. n/a		Exist. Vol.	Design Vol.
Connectivity n/a			
Network Year 2010	Proposed Let Date		Open to Traffic Date 2010

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Right-of-Way	LOCAL	\$80,000	\$0	\$0	\$0	\$80,000
2008	Pre-Engineering	LOCAL	\$100,000	\$0	\$0	\$0	\$100,000
2009	Construction	CMAQ	\$100,000	\$0	\$400,000	\$0	\$500,000
		TOTAL	\$280,000	\$0	\$400,000	\$0	\$680,000





2008-2013 Transportation Improvement Program

Project Name Sidewalk on SR 60/Thompson Bridge Road	GHMPO No. GH-076	GDOT No.
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name SR 60	Map ID 76	RDC GMRDC

Project Description Adding sidewalks on SR 60/Thompson Bridge Rd from Civic Center to Old Thompson Bridge Rd.			
Improvement Type Sidewalks	Regionally Significant No	Capacity Adding No	Funding Source Split
Project Intent			

Project Termini From Civic Center To Old Thompson Bridge Road	Length (miles) 1.1	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$13,547	\$0	\$54,191	\$0	\$67,738
		TOTAL	\$13,547	\$0	\$54,191	\$0	\$67,738





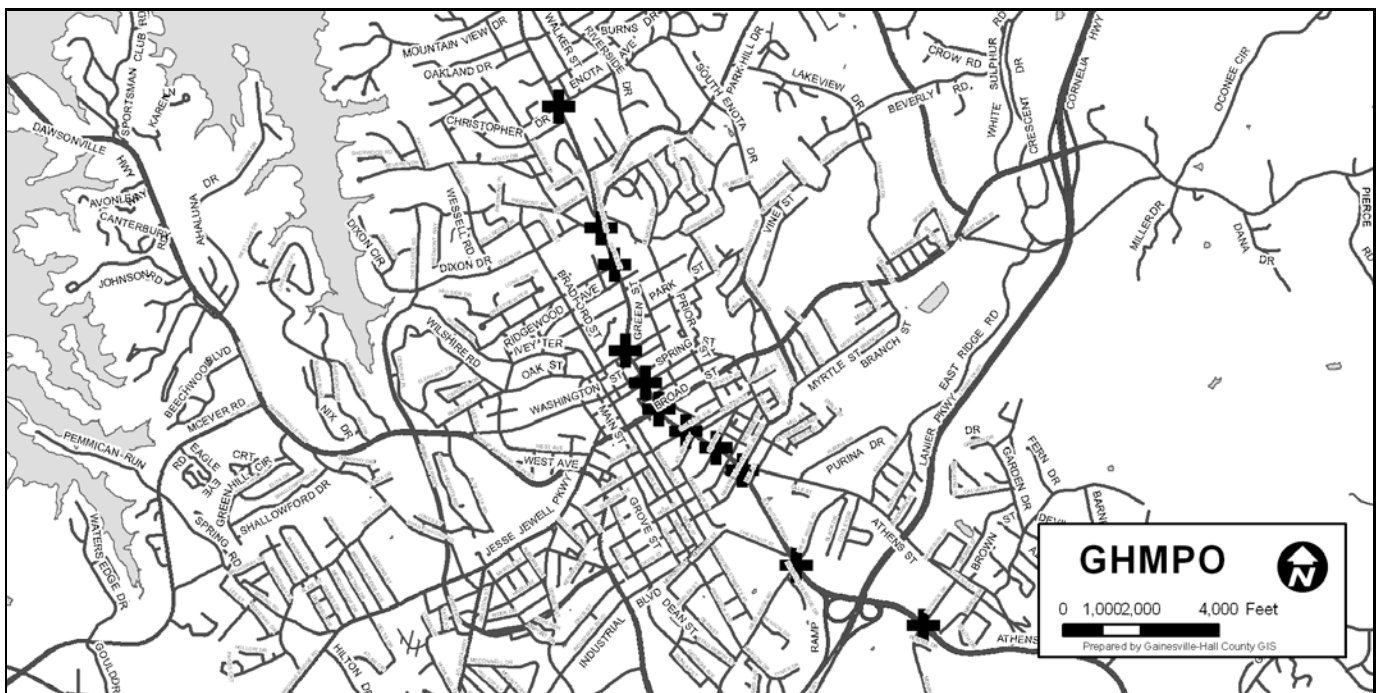
2008-2013 Transportation Improvement Program

Project Name Traffic Signal Retiming - SR 11/11 Bussiness/60 and SR 369	GHMPO No. GH-077	GDOT No.
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 77	RDC GMRDC

Project Description Retiming 21 signalized intersections on SR 11/11 Business/60 and SR 369.			
Improvement Type Signals	Regionally Significant Yes	Capacity Adding No	Funding Source Split
Project Intent Need to improve traffic movement along these heavily traveled corridors through Gainesville.			

Project Termini From To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$25,200	\$0	\$100,800	\$0	\$126,000
		TOTAL	\$25,200	\$0	\$100,800	\$0	\$126,000



***Transportation Improvement Program
2008-2013***

***Appendix B
Lump Sum Projects***



LUMP SUM PROJECTS

Projects that utilize lump sum funding originate with exclusive State funding and are administered by the Georgia Department of Transportation (GDOT). A portion of the Statewide Transportation Improvement Program (STIP) funding is set aside for non-capacity adding projects in the following categories.

1. Maintenance
2. Safety
3. Preliminary Engineering
4. Wetland Mitigation
5. Roadway/Interchange Lighting
6. Right of Way
7. Transportation Enhancement
8. Appalachia Local Access Road Program

FY 2008-2011 LUMP SUM PROJECTS

Lump Projects FY 2008-11			
GHMPO No.	GDOT No.	Segment Location	\$ Thousands
GH-011	6448	Upgrade Traffic Signals - Jesse Jewel Parkway	\$1,760
GH-012	7240	I-985 at SR 11/US 129 NB Exit Loop & SB Exit	\$4,558
GH-054	7353	Traffic Signal Upgrades - SR 11, SR 13, SR 53, SR 60	\$1,600
GH-062	7467	Cable Barriers on I-985	\$2,690
TOTAL			\$10,608



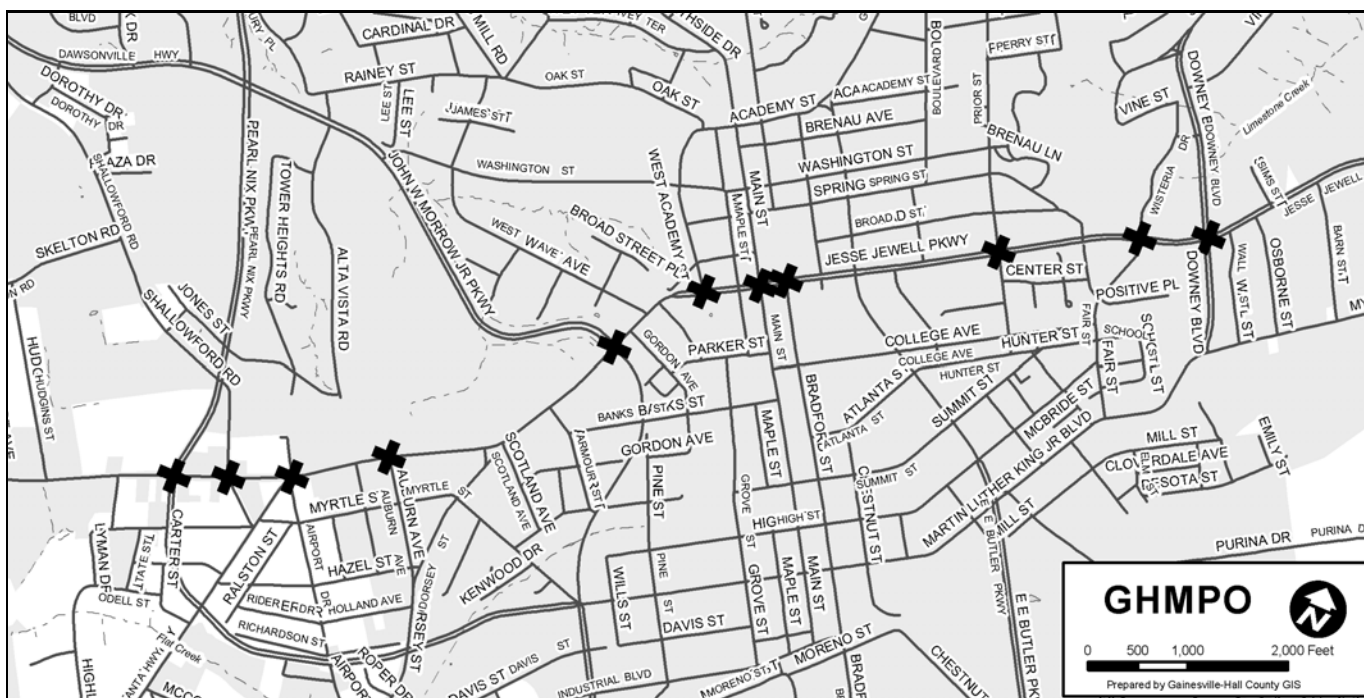
2008-2013 Transportation Improvement Program

Project Name Upgrade Traffic Signals along Jesse Jewell – Pearl Nix to Downey, 11 signals	GHMPO No. GH-011	GDOT No. 6448
	County Hall	City Gainesville
Local Rd. Name Jesse Jewell Parkway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 60/ US 129 Business	Map ID 11	RDC GMRDC

Project Description Upgrade and traffic signals on Jesse Jewl Parkway from Pearl Nix Parkway to Downey Boulevard.			
Improvement Type Signals	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent Need to improve traffic movement along this heavily traveled corridors which bisect the center of Gainesville.			

Project Termini From Pearl Nix Parkway To Downey Boulevard	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped.	Exist. Vol. 33,714 (2003)	Design Vol. 37,061 (2030)
Connectivity n/a		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2009

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$0	\$211,200	\$0	\$211,200
Lump	Construction	L200	\$0	\$0	\$1,760,000	\$0	\$1,760,000
		TOTAL	\$0	\$0	\$1,971,200	\$0	\$1,971,200





2008-2013 Transportation Improvement Program

Project Name I-985 – Exit 22 Ramp Improvements at US 129/E.E. Butler	GHMPO No. GH-012	GDOT No. 7240
	County Hall	City Gainesville
Local Rd. Name E.E. Butler Parkway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 11/ US 129	Map ID 12	RDC GMRDC

Project Description

Operational improvements at interchange of US 129/SR 11/E.E. Butler Parkway and I-985. This is a safety and operational improvement project to add left turn lane storage capacity on US 129, provide better channelization and add a signal to one of the intersections.

Improvement Type Interchange **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Need to improve traffic movement at this heavily used interchange to eliminate dangerous queuing onto Interstate.

Project Termini	From West Ramp Terminal	Length (miles) n/a	
	To East Ramp Terminal	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped.		Exist. Vol. 37,115 (2003)	Design Vol. 45,235 (2030)
Connectivity n/a			
Network Year 2010	Proposed Let Date	Open to Traffic Date	2010

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Construction	L200	\$0	\$111,600	\$4,446,400	\$0	\$4,558,000
Auth.	Pre-Engineering		\$0	\$18,060	\$72,239	\$0	\$90,299
		TOTAL	\$0	\$129,660	\$4,518,639	\$0	\$4,648,299

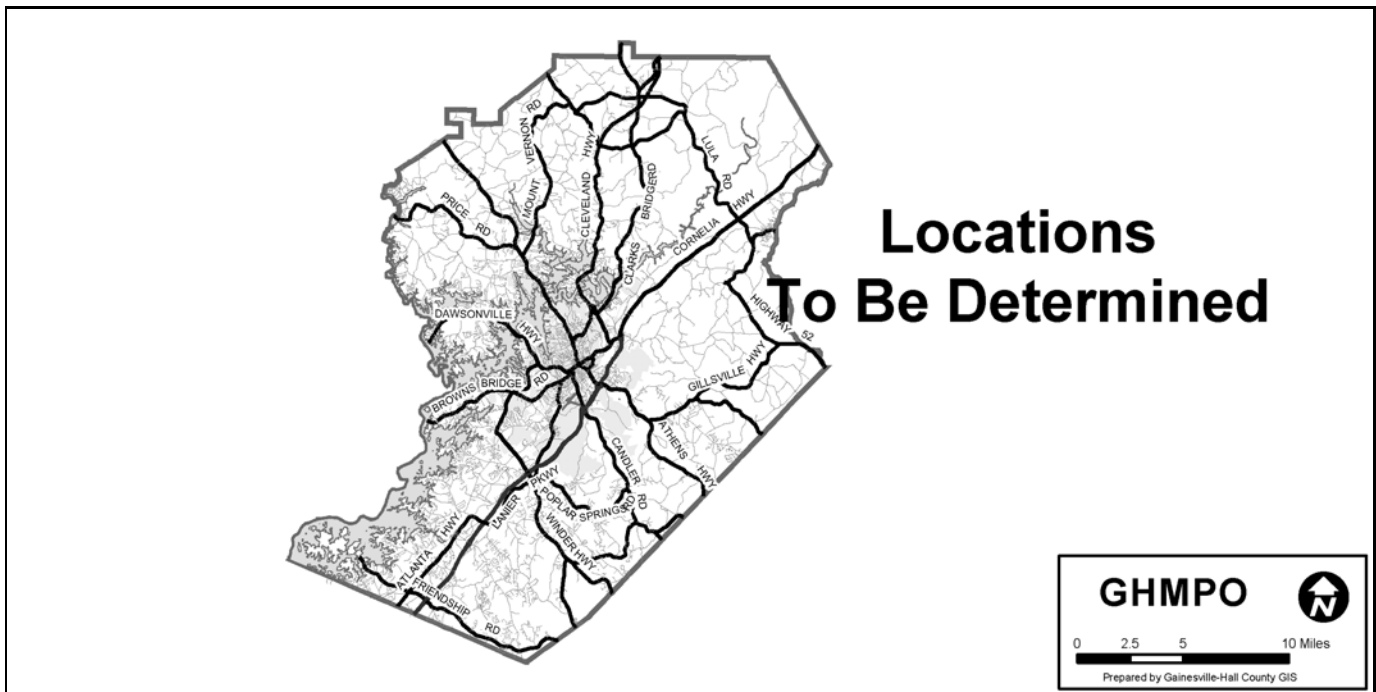


Project Name Traffic Signal Upgrades - SR 11, SR13, SR 53, SR 60	GHMPO No. GH-054	GDOT No. 7353
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name SR 11, SR 13, SR 53, SR 60	Map ID 54	RDC GMRDC

Project Description Equipment upgrade on existing signalized intersections at 13 various locations along SR 11, SR 13, SR 53 and SR 60 in Hall Co.			
Improvement Type Signals	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To improve traffic circulation.			

Project Termini From To	Length (miles) 0.00	
	Exist. Lanes Varies	Future Lanes Varies
Bike / Ped.	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Proposed Let Date	Open to Traffic Date 2008

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$34,000	\$136,000	\$0	\$170,000
Lump	Construction	L200	\$0	\$320,000	\$1,280,000	\$0	\$1,600,000
		TOTAL	\$0	\$354,000	\$1,416,000	\$0	\$1,770,000





2008-2013 Transportation Improvement Program

Project Name Cable Barriers along Interstate 985 from Hall County Line to Jesse Jewel Parkway	GHMPO No. GH-062	GDOT No. 0007467
	County Hall	City
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 62	RDC GMRDC

Project Description

This project will include installing cable barriers in the medians and replacing existing outside shoulder guardrail with a new guardrail along Interstate 985 from Hall County Line to Jesse Jewel Parkway.

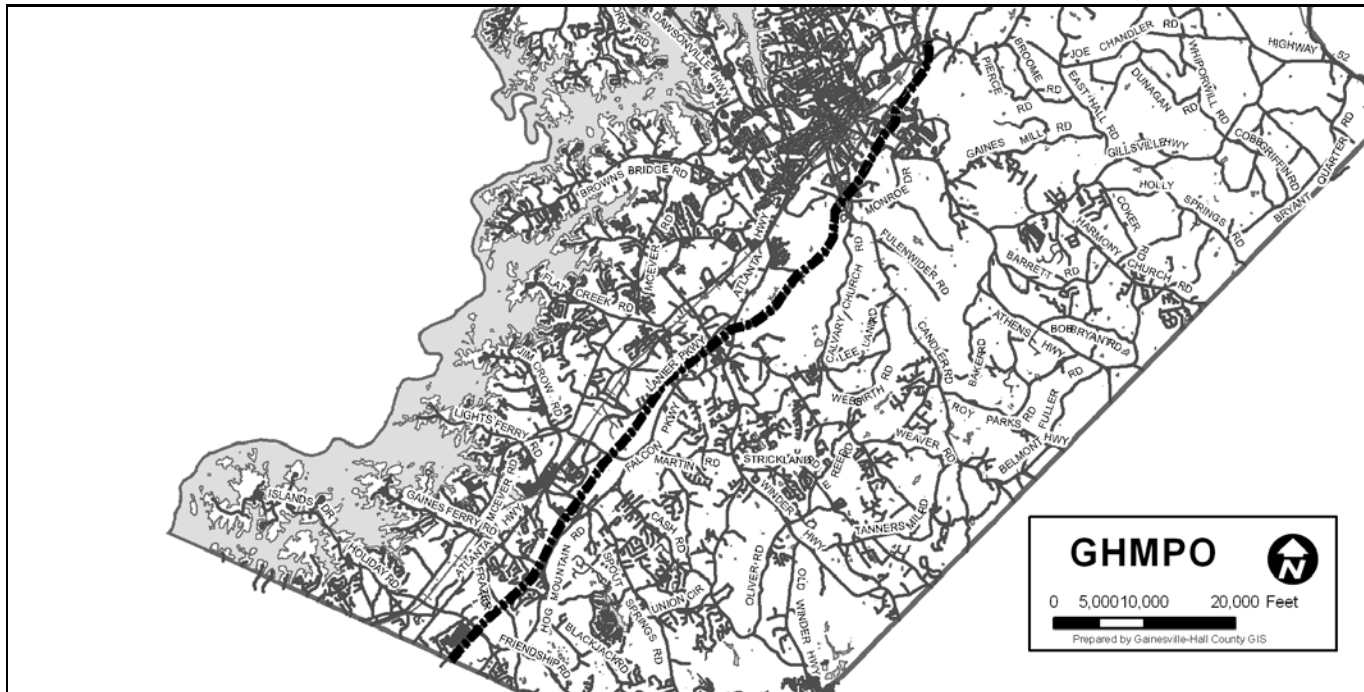
Improvement Type Safety Improve **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Improve Safety

Project Termini	From Hall County Line	Length (miles) 16.53	
	To Jesse Jewel Parkway	Exist. Lanes	Future Lanes
Bike / Ped.		Exist. Vol.	Design Vol.
Connectivity			
Network Year 2010	Proposed Let Date	Open to Traffic Date	2012

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$2,400	\$9,600	\$0	\$12,000
Lump	Construction	LUMP	\$0	\$269,000	\$2,421,000	\$0	\$2,690,000
		TOTAL	\$0	\$271,400	\$2,430,600	\$0	\$2,702,000



***Transportation Improvement Program
2008-2013***

***Appendix C
Transit Funding***



HALL AREA TRANSIT FUNDING CATEGORIES

FY 2008-11 SECTION 5307 (Urban Operating)

Section 5307 (Urban Operating Expenses)					
Description	2008	2009	2010	2011	Total
FY Operations	\$808,870	\$880,000	\$906,400	\$933,592	\$2,595,270
PROJECT COST	\$808,870	\$880,000	\$906,400	\$933,592	\$2,595,270
FEDERAL	\$404,435	\$440,000	\$453,200	\$466,796	\$1,297,635
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$404,435	\$440,000	\$453,200	\$466,796	\$1,297,635

FY 2008-11 SECTION 5307 (Urban Capital)

Section 5307 (Urban Capital Expenses)					
Description	2008	2009	2010	2011	Total
Replacement Vehicles (3)	\$0	\$80,000	\$0	\$0	\$80,000
Expansion Vehicle (2)	\$280,000	\$134,000	\$0	\$134,000	\$414,000
Fareboxes	\$0	\$0	\$100,000	\$0	\$100,000
Passenger Shelters (4)	\$100,000	\$0	\$10,000	\$10,000	\$110,000
Passenger Benches	\$0	\$10,000	\$12,000	\$12,600	\$22,000
Parking Lot & Bldg. Improvements	\$50,000	\$90,000	\$173,644	\$182,326	\$313,644
Bldg Security	\$100,000	\$100,000	\$0	\$0	\$200,000
Misc. Equipment	\$16,000	\$0	\$50,000	\$3,000	\$66,000
Bike Racks & Lockers (5)	\$0	\$100,000	\$50,000	\$0	\$150,000
Park&Ride Lot-Facility	\$0	\$15,000	\$10,000	\$10,000	\$25,000
Computers& presentation equip	\$10,000	\$0	\$50,000	\$0	\$60,000
IT Equipment	\$0	\$50,000	\$30,000	\$30,388	\$80,000
PROJECT COST	\$556,000	\$579,000	\$485,644	\$382,314	\$1,620,644
FEDERAL	\$444,800	\$463,200	\$388,515	\$305,851	\$1,296,515
STATE	\$55,600	\$57,900	\$48,564	\$38,231	\$162,064
LOCAL	\$55,600	\$57,900	\$48,564	\$38,231	\$162,064



FY 2011-13 SECTION 5307 (Urban Operating)

Section 5307 (Urban Operating Expenses)			
Description	2012	2013	Total
FY Operations	\$980,272	\$1,009,680	\$1,989,951
PROJECT COST	\$980,272	\$1,009,680	\$1,989,951
FEDERAL	\$490,136	\$504,840	\$994,976
STATE	\$0	\$0	\$0
LOCAL	\$490,136	\$504,840	\$994,976

FY 2011-13 SECTION 5307 (Urban Capital)

Section 5307 (Urban Capital Expenses)			
Description	2012	2013	Total
Replacement Vehicles (3)	\$80,000	\$0	\$80,000
Expansion Vehicle (2)	\$134,000	\$0	\$134,000
Fareboxes	\$0	\$100,000	\$100,000
Passenger Shelters (4)	\$0	\$50,000	\$50,000
Passenger Benches	\$10,000	\$12,000	\$22,000
Parking Lot & Bldg. Improvements	\$90,000	\$173,644	\$263,644
Bldg Security	\$25,000	\$0	\$25,000
Misc. Equipment	\$0	\$50,000	\$50,000
Bike Racks & Lockers (5)	\$175,000	\$21,500	\$196,500
Park & Ride Lot-Facility	\$15,000	\$10,000	\$25,000
Computers& presentation equip	\$0	\$50,000	\$50,000
IT Equipment	\$50,000	\$30,000	\$80,000
PROJECT COST	\$579,000	\$497,144	\$1,076,144
FEDERAL	\$463,200	\$397,715	\$860,915
STATE	\$57,900	\$49,714	\$107,614
LOCAL	\$57,900	\$49,714	\$107,614

FTA FUNDED 5307 FLEET REPLACEMENT SCHEDULE

FTA Funded 5307 (Fleet Replacement Schedule)						
Description	ID Number	Acquisition Date	Years (or) Miles	Accessible	Disposition Action	Vested Title
Fixed Route						
GOSHEN 30' shuttle bus	4UZAABFAD2YCH50477	2000	5 or 100000	Yes	2006	Hall County
GOSHEN 30' shuttle bus	4UZAABFAD9YCH50475	2000	5 or 100000	Yes	2006	Hall County
GOSHEN 30' shuttle bus	4UZAABBWO1CJ70658	2002	5 or 100000	Yes	2007	Hall County
GOSHEN 30' shuttle bus	4UZAABBWO1CJ70661	2002	5 or 100000	Yes	2007	Hall County
GOSHEN 30' shuttle bus	4UZAABBWO1CJ70659	2002	5 or 100000	Yes	2007	Hall County
ADA						
FORD E350 Hightop	1FTSS34L45HA84406	2005	4 or 100000	Yes	2009	Hall County
FORD E350 Hightop	1FTSS34L75HB27992	2005	4 or 100000	Yes	2009	Hall County



FY 2008-11 SECTION 5309 (Discretionary Funding)

Section 5309 Discretionary Funding						
Description	2007	2008	2009	2010	2011	Total
Bus Replacements/Exp	\$396,305	\$0	\$0	\$443,053	\$456,345	\$1,295,703
Administrative Bldg Rehab	\$0	\$408,194	\$420,440	\$0	\$0	\$828,634
FEDERAL	\$317,044	\$326,555	\$336,352	\$354,442	\$365,076	\$1,699,469
STATE	\$59,446	\$61,229	\$63,066	\$66,458	\$68,452	\$318,651
LOCAL	\$19,815	\$20,410	\$21,022	\$22,153	\$22,817	\$106,217
TOTAL	\$396,305	\$408,194	\$420,440	\$443,053	\$456,345	\$2,124,337

FY 2011-13 SECTION 5309 (Discretionary Funding)

Section 5309 Discretionary Funding			
Description	2012	2013	Total
Bus Replacements/Exp	\$396,305	\$0	\$396,305
Administrative Bldg Rehab	\$0	\$408,194	\$408,194
FEDERAL	\$317,044	\$326,555	\$643,599
STATE	\$59,446	\$61,229	\$120,675
LOCAL	\$19,815	\$20,410	\$40,225
TOTAL	\$396,305	\$408,194	\$804,499



FY 2008-11 SECTION 5310 (Elderly and Disable Program)

Section 5310 (Elderly and Disable Program)					
Description	2008	2009	2010	2011	Total
Elderly and Disable Program	\$86,903	\$88,641	\$90,414	\$92,222	\$271,277
PROJECT COST	\$86,903	\$88,641	\$90,414	\$92,222	\$271,277
FEDERAL	\$43,451	\$70,913	\$72,331	\$73,778	\$217,022
STATE	\$17,381	\$17,728	\$18,083	\$18,444	\$54,255
LOCAL	\$0	\$0	\$0	\$0	\$0

FY 2012-13 SECTION 5310 (Elderly and Disable Program)

Section 5310 (Elderly and Disable Program)			
Description	2012	2013	Total
Elderly and Disable Program	\$96,833	\$98,770	\$195,603
PROJECT COST	\$96,833	\$98,770	\$195,603
FEDERAL	\$77,466	\$49,385	\$126,851
STATE	\$9,683	\$9,877	\$19,560
LOCAL	\$9,683	\$9,877	\$19,560



FY 2008-11 SECTION 5311 (Rural Operating)

Section 5311 (Rural Operating Expenses)					
Description	18 months 2008	2009	2010	2011	Total
FY Operations	\$732,114	\$490,723	\$515,259	\$541,022	\$1,547,004
PROJECT COST	\$732,114	\$490,723	\$515,259	\$541,022	\$1,547,004
FEDERAL	\$366,057	\$245,362	\$257,630	\$270,511	\$773,502
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$366,057	\$245,362	\$257,630	\$270,511	\$773,502

FY 2012-13 SECTION 5311 (Rural Capital)

Section 5311 (Rural Capital Expenses)					
Description	18 months 2008	2009	2010	2011	Total
Replacement Vehicles (4)	\$113,400	\$40,000	\$180,000	\$180,000	\$400,000
Expansion Vehicle	\$113,400	\$0	\$45,000	\$45,000	\$90,000
Fare boxes	\$40,000	\$0	\$50,000	\$0	\$50,000
Software Upgrade	\$20,300	\$0	\$0	\$0	\$0
Phone Recording Equipment	\$10,000	\$0	\$0	\$0	\$0
Computers	\$53,000	\$0	\$0	\$0	\$0
Misc. Operator Equipment	\$0	\$70,000	\$0	\$0	\$70,000
PROJECT COST	\$350,100	\$110,000	\$275,000	\$225,000	\$610,000
FEDERAL	\$280,080	\$88,000	\$220,000	\$180,000	\$488,000
STATE	\$35,010	\$11,000	\$27,500	\$22,500	\$61,000
LOCAL	\$35,010	\$11,000	\$27,500	\$22,500	\$61,000

FY 2008-11 SECTION 5311 (Rural Operating)

Section 5311 (Rural Operating Expenses)			
Description	2012	2013	Total
FY Operations	\$568,073	\$596,477	\$1,164,550
PROJECT COST	\$568,073	\$596,477	\$1,164,550
FEDERAL	\$284,037	\$298,238	\$582,275
STATE	\$0	\$0	\$0
LOCAL	\$284,037	\$298,238	\$582,275

FY 2012-13 SECTION 5311 (Rural Capital)

Section 5311 (Rural Capital Expenses)			
Description	2012	2013	Total
Replacement Vehicles (4)	\$0	\$180,000	\$180,000
Expansion Vehicle	\$0	\$45,000	\$45,000
Fare boxes	\$0	\$0	\$0
Software Upgrade	\$0	\$0	\$0
Phone Recording Equipment	\$0	\$0	\$0
Computers	\$1,500	\$0	\$1,500
Misc. Operator Equipment	\$25,000	\$0	\$25,000
PROJECT COST	\$26,500	\$225,000	\$251,500
FEDERAL	\$21,200	\$180,000	\$201,200
STATE	\$2,650	\$33,750	\$25,150
LOCAL	\$2,650	\$11,250	\$25,150



FY 2008-11 SECTION 5316

Section 5316 (Access to Jobs for Gainesville)					
Description	2008	2009	2010	2011	Total
Access to Jobs / Reverse Commute Program	\$182,484	\$192,428	\$198,201	\$204,147	\$594,776
PROJECT COST	\$182,484	\$192,428	\$198,201	\$204,147	\$594,776
FEDERAL	\$91,242	\$96,214	\$99,101	\$102,074	\$297,388
STATE	\$0	\$0	\$0	\$0	\$0
LOCAL	\$91,242	\$96,214	\$99,101	\$102,074	\$297,388

FY 2012-13 SECTION 5316

Section 5316 (Access to Jobs for Gainesville)			
Description	2012	2013	Total
Access to Jobs / Reverse Commute Program	\$214,354	\$225,072	\$594,776
PROJECT COST	\$214,354	\$225,072	\$439,426
FEDERAL	\$107,177	\$112,536	\$219,713
STATE	\$0	\$0	\$0
LOCAL	\$107,177	\$112,536	\$219,713

FY 2006-2011 Transit Funds for the Atlanta Urbanized Area in Hall County

Transit Funds for the Atlanta Urbanized area in Hall County					
Description	Funding	2008	2009	2010	2011
Hall County	FEDERAL	\$21,033	\$22,373	\$23,268	\$24,199
AR-HA-5307A	STATE	\$0	\$0	\$0	\$0
Equipment / Education & Training	LOCAL	\$5,258	\$5,593	\$5,817	\$6,050
Hall Area Transit Program	TOTAL	\$26,291	\$27,966	\$29,085	\$30,249

Transit Funds for the Atlanta Urbanized area in Hall County			
Description	Funding	2012	2013
Hall County	FEDERAL	\$24,925	\$25,673
AR-HA-5307A	STATE	\$0	\$0
Equipment / Education & Training	LOCAL	\$4,985	\$5,135
Hall Area Transit Program	TOTAL	\$29,910	\$30,807

***Transportation Improvement Program
2008-2013***

***Appendix D
Public Comments***



2030 LRTP Update/2008-2013 TIP

The public involvement effort for 2030 LRTP Update was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, the GHMPO developed a process consistent with the adopted Participation Plan to:

- **Involve** the stakeholders with early opportunities for participating in the decision-making process, particularly minority and low-income persons.
- **Listen** to the concerns and issues of the stakeholders living in the community;
- **Inform** the stakeholders in a timely manner of progress and recommendations;
- **Learn** from the stakeholders ideas for solutions to transportation problems;
- **Consult** with stakeholders and provide reasonable opportunity to comment; and
- **Develop** an effective outreach process that includes an integrated feedback process for evaluation and improvement.

Throughout the LRTP Update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. A project newsletter was developed and distributed to stakeholders and the general public. The newsletter included announcements of upcoming meetings and events, project status reports, informative articles about the study process, public involvement opportunities and study team contacts. The newsletter served as an effective means of notifying citizens of upcoming meetings.

Evaluation of Public Participation Efforts

Periodic review of the participation activities to evaluate program effectiveness is beneficial for maintaining a good participation program. Overall evaluation of participation efforts on a regular basis helps answer whether the program is meeting the key Participation Plan objectives. Specific evaluation measures can be used to quantify the level of participation. This can help to determine under what circumstances participation tools are effective or not. Through the evaluation process, the participation strategies can be refined and improved.

The evaluation of the GHMPO participation process will focus on an assessment of each program's overall success and effectiveness in achieving its participation goals. Strong participation numbers and inclusion of a broad range of interests is of particular concern to the GHMPO staff. As additional participation techniques are developed, each new strategy will be evaluated for effectiveness. Table B-1 outlines the evaluation criteria, both qualitative and quantitative, of GHMPO's past and current participation techniques.



Table D-1 - Evaluation Criteria

Participation Tool	Evaluation Criteria	
	Quantitative	Qualitative
Outreach Meetings	Attendance Diversity of Representation Quantity of Feedback Received	Was Input Used in Planning Process? Meeting Convenience: Time, Place, and Accessibility Effectiveness of Meeting Format
Media Relations	Extent and Quantity of Media Coverage Number of Avenues Used to Reach Non-English Speaking Communities	Timing of Notification Effectiveness of Notification and Communication Tools How Often Contact is Made
Mailing List	Number of Additions to a Mailing List Diversity of Representation	Concise and Clear Information Portrayed Effectiveness of Notification Format
Public Information Meetings	Number of Meetings/Opportunities for Public Involvement Number of Comments Received Number of Participants Number of Avenues Used to Reach Minorities and Non-English Speaking Communities Diversity of Attendees	Effectiveness of Meeting Format Public Understanding of Process Quality of Feedback Obtained Timing of Public Participation Meeting Convenience: Time, Place, and Accessibility Was Public's Input Used in Developing the Plan?
Consultation Process	Number of Agencies Invited Number of Agencies Attended Number of Specific Small Group Meetings Number of One-on-One Meetings	Effectiveness of Communication Format Coordination Between the Agencies Agencies Understanding of Process

Source: GHMPO Participation Plan, Adopted May 2007



GHMPO Public Involvement Activities

In May 2006, the GHMPO initiated an update of the currently adopted 2030 Long Range Transportation Plan (LRTP) that was adopted in December 2004. The existing LRTP base year was 2000 with a future year of 2030. The 2030 LRTP update revised socioeconomic data and land use assumptions to reflect a base year of 2005 and a future year of 2030. This update provided new information to identify transportation needs, re-evaluate project cost estimates, reprioritize existing projects in the LRTP and it allowed for an opportunity to evaluate new projects. The GHMPO conducted three rounds of public meetings; as well as, an outreach meeting. An outreach meeting took place on June 15, 2006 and three meetings were held for the general public on June 29 and December 7 in 2006; as well as, a final meeting on June 12, 2007.

GHMPO staff initially developed a list of areas to examine in the 2030 LRTP throughout the study area (intersection, corridors, new location roadways) and presented each area to the Technical Coordinating Committee (TCC) for review and additional input. After the review, 15 Focus Areas were developed throughout the study area. Based on this input, 10 Focus Areas moved forward. In August 2006, MPO, GDOT, County and City staff along with transportation planners, traffic engineers and designers from the consultant team met together to discuss potential Focus Area improvements. Potential alignments were identified by using aerial photography, as well as fieldwork. These projects were included in the travel demand model to evaluate the impacts on the Gainesville-Hall transportation system and if and when the improvement was needed.

Outreach meeting held on June 15, 2006

The meeting was held on at the Hall County Planning Department's Development Service Center in Gainesville, Georgia.

Objectives of Meeting

The purpose of the first targeted stakeholder meeting is to inform and get input from the local Hispanic community on issues affecting the update of LRTP. The main objectives of the meeting were to find out:

- How would they like to see travel in Hall County improved?
- Are there specific locations that need improvements?
- How can the Gainesville-Hall MPO best get input from all the residents?

Public Meeting Format

The meeting format consisted of a "roundtable discussion" that fostered an open dialogue from the attendees while the meeting facilitators posed questions to the attendees to incite responses.

Comments Received

General questions posed to the attendees included:

- What are your transportation issues/concerns?
- What about transit? Bike/Ped issues?



- Where would you like to see improvements?

The following summarized comments are categorized for each of the general questions posed and answers are italicized.

What are your transportation issues/concerns?

- There are several negative effects of congestion and sprawl in this county. One solution is to maximize the business community to help in addressing some of the issues. There are dual markets in Hall County and transportation can play a role in bridging the gap between those markets.
- Atlanta Highway has several issues that need to be addressed such as parking concern, safety and traffic congestion.
- There is too much freight traffic in the downtown area...adds to congestion
- Another issue is the lack of connectivity to other regional areas
- We have too many Spanish enclaves...particularly in rural areas. It doesn't make sense to have them grouped together like that because it contributes to traffic issues.

What about transit? Bike/Ped issues?

- Transit needs to have better information promoted to potential users.
Hall Area Transit has a "Travel Training Program" that will help in promoting the use of transit in the area.
- The Red Rabbit is not convenient in all areas for users especially for parents with kids in school (single mothers) because the taxis are too expensive for them and the current bus system isn't convenient. Hall Area Transit is also working on a survey to get feedback from riders.
- Although transit works in some areas, it will conflict with our local taxi service, which is a major source of entrepreneurship for some. The buses will contribute to congestion and it should only be looked at from a cost-benefit approach.
- We need to be mindful of "gradually introducing" any changes to the transit system.
- Although sidewalks are an issue in some areas, they aren't being used in others. People don't utilize them and we need to not put them everywhere
- If bike lanes or sidewalks need to be included, they should be viewed from a health standpoint (exercise) since most people don't use existing sidewalks for transportation.
- There are no sidewalks along Enota, Harmony Church Road or Atlanta Highway

Where would you like to see improvements?

- We should look at the possibility of a bypass to redirect some of the traffic from downtown.
- We should look at the expansion of certain routes and later times, for some of the high school students who need more flexibility to participate in extracurricular activities and weekend service for families shopping.
- There is good potential for the HAT to expand in order to connect to park & ride lots for Gwinnett Transit.
- A good way to promote transit service (routes, time) is in the schools and churches.



- Sidewalks are indeed being used. We need more of them, particularly along Athens Highway (US 129).
- We need pedestrian signals on Shallowford Road.

Comments/concerns were provided from citizens in advance who could not attend the meeting. Those comments included:

- Gillsville Highway needs widening and we hope to see that project happen soon
- Atlanta Highway needs to be widened between Memorial Park Drive and Industrial Boulevard. Traffic is very bad, there are many accidents and more development is making it worse
- Hall county residents need a larger network of public transportation, especially around the Johnson HS school zone as well as some limited public transportation from the Gillsville area. Currently, there are hundreds, if not thousands of families who take taxis to work from these areas

The issues of how to best reach the Hispanic Community and what methods of outreach should be used to include them in the rest of the planning process was also discussed. Overall, the intent was to find out the best ways to ensure Hispanics to attend future meetings. Several suggestions are summarized with more frequently heard comments appearing higher on the list below:

- Solicit the views of the population either through the school PTSA's or the local churches. Let school children take information home to parents.
- Trust will be hard to gain...new residents are fearful and unfamiliar with the area and local government.
- Sundays are good meeting days but weeknights are not due to work conflicts.
- Meeting places are unfamiliar and meetings must be packaged properly.
- Advertise to more Hispanic businesses... Use the tax assessor's office to find Hispanic businesses and send them direct mailings.
- There are too many cultural issues/differences between the Hispanic community and the at-large community.
- Develop a survey that reaches the Hispanic community.
- Go to the employment centers/jobs where the Hispanics are and promote meetings.
- Allow Latinos to be involved on the "front end" of the planning process (proactive), particularly the local leaders. They need to be involved before the meeting dates/times are set.

First public meeting held on June 28, 2006

The public meeting was held at the Georgia Mountains Center. The GHMPO staff and members of the Wilbur Smith Associates consultant team helped to facilitate the meeting.

Objectives of Meeting

The purpose of the public meeting was to provide citizens an opportunity to educate the public on the 2030 LRTP planning process and to identify focus areas that will be studied further. The meeting was the first opportunity in LRTP development process for local citizens to provide their transportation needs to GHMPO staff. The overall objective of the meeting was to provide the community an opportunity to share their ideas, recommendations and thoughts about issues such as:



- Identifying focused transportation improvements in the area
- Providing transportation options
- Mitigating environmental impacts
- Coordinating land use and transportation
- Relieving congestion

Public Notices and Informational Materials

The GHMPO was responsible for the comprehensive mailing list of attendees in the County as well as distribution of the public meeting notices. The WSA Project Team assisted in the creation of informational material for public notice that announced the public meeting date. The GHMPO then mailed the notices to several hundred residents in the weeks leading up to the meeting. Notices were also sent to elected officials and professional staff from other city/county offices (in both English and Spanish) in addition to the local newspapers. Additionally, the GHMPO provided data on the existing LRTP and more information on their website, www.ghmpo.org.

Public Meeting Format

The meeting was designed as an “open house” format, with boards and maps placed all around the room. The room was divided into two sides, one for the Focus Area Exercise and one for the Overall Transportation Issues Exercise. A PowerPoint presentation was given by the WSA Project Manager and GHMPO staff provided the attendees with a summary of ideas that were written down by on the boards and maps.

Focus Areas Exercise

Citizens were given four dots to rank their preferred focus areas. They could use all dots on one project or spread them out between the 15 projects. They could also use their dots to put THEIR focus area ideas on the blank map of the County or they could write their issues on the blank map.

The results of the exercise were:

Intersection Improvements	Dots/Comments
1. Jesse Jewel Parkway and John Morrow Parkway	3
2. MLK, Jr. Blvd. and E.E. Butler Parkway	7
3. Queen City Parkway with Palmour Drive/I-985 ramps	2 (problem with turns by trucks)
4. Limestone Parkway and Jesse Jewel Parkway	4 (need more left-turn lanes and need to finish sidewalk leading from Jesse Jewel to J&J Foods and Dollar General)
5. McEver Extension and Dawsonville Highway	1
6. Palmour Drive Corridor and Atlanta Highway	4 (need good quality streetlights for crime prevention deterrent, need wider streets & sidewalks and bike/ped routes)



Interchange/Ramp Improvements	
7. I-985 Ramps at Parmour Drive	1
8. Spout Springs Interchange Improvements	0

Corridor Improvements	
9. Mundy Mill Road Corridor from I-985 to McEver Road	6 (because of recent developments, need to address traffic; need sidewalks from Gainesville State College to Wal-Mart; need sidewalks from assisted living area to Wal-Mart)
10. E.E. Butler and Jesse Jewell Corridors through heart of Downtown	12

Accessibility Issues	
11. More accessibility across I-985, particularly in Gainesville area	8
12. North-South Access Through/Around Downtown Flowery Branch	0

Connectivity Issues	
13. "Outer Loop" north of Gainesville including potential crossing of Chattahoochee	28 (Good concept, not enough traffic; high priority)
14. East-West Connectivity in South Hall	6
15. South east perimeter in the vicinity of Turk Road and Union Church Road	3

In the focus area exercise, there were also a few comments written directly on the blank Hall County base maps by the attendees. These few comments were:

- Connection needed from Limestone Parkway to I-985
- Need to deal with truck traffic
- MLK at McDonald Street – Intersection Improvements needed
- Signal timing upgrades needed for Athens Highways (SR 129) at MLK and at College St. intersections.

Issues Exercise

Citizens had 3 orange dots to put on one or more boards of their issue choice (they could use all on one board, if they wanted). Citizens then were able to write issues, recommendations, or general comments on the attached post-it note sheet to support the particular board topic. More frequency mentioned written comments are listed first along with the number of times cited.

Coordinating land use and transportation (18 dots)



- Build so people can go from neighborhoods, homes, to work at industrial sites by bus, bicycles or walk safely (3)
- Connectivity in downtown

Providing transportation options (17 dots)

- More bike paths and sidewalks in Gainesville (3)
- Link bicycle/pedestrian routes to (various destinations): bus stops, future mass transit, parks, shopping centers & recreation (i.e., Elachee Nature Center), downtown and trails (3)
- Designated crosswalks (especially at signals)
- Incorporate existing bicycle routes used on evening & weekend rides
- Commuter rail from Athens to Atlanta
- Atlanta-Athens-Gainesville Rail Triangle (Golden Triangle)
- Trolleys connecting commercial areas
- Controlled access on SR 365

Relieving congestion (17 dots)

- Need for an outer loop connection all the way around Gainesville, 53 Dawsonville Highway to SR 365 (2)
- Move Post Office (2)
- Gaines Mill Rd at US 129 intersection traffic signal (2)
- Double-Deck Jesse Jewell
- Widen MLK
- Improve Ridge Road as better through route
- Traffic signal timing & possible computer/camera coordination

Mitigating environmental impacts (12 dots)

- Protect neighborhoods, wetlands, lake from “superhighways” (loop)
- No truck routes through neighborhoods
- Hope the loop is finally dead
- Foster alt-fuel vehicle; use electric charge station; lane preference for alt-fuel vehicles
- No trucks on Ledan Road (put on Sardis Connector)

Other transportation concerns/issues (9 dots)

- RR crossing on Old Athens Highway between MLK & Ridge Road needs to be repaired or upgraded
- Need traffic signal at SR 129 South at Lenox Park Dr., before folks die
- Need lighting at night in areas where people walk; winter a.m. hours & winter p.m. hours

Presentation

The WSA staff delivered a formal presentation that described an overview of the 2030 Planning Process. The presentation provided information on the following:

- Purpose of the meeting
- Background/history and purpose of the planning process
- The citizen's input
- Next steps in the process



Following the presentation, there was a brief question & answer period for the attendees. The questions included:

- There was a traffic accident on Ledan Road that resulted in a fatality, what is being done about it? Parsons Brinkerhoff is the consultant for Sardis Road Connector project.....
- There is too much traffic on Jesse Jewell Parkway; will the inner loop project help that issue?
- The traffic signal timing is off on Jesse Jewell Parkway and causes severe time constraints and congestion
- The left turns should be prohibited at Ridgewood Drive on Green Street (the light before split at Thompson Bridge).

Priority Survey Results/Comments

Each participant was asked to complete the priority survey and questionnaire they received as handouts. There were 21 respondents who participated in the priority survey given to the meeting attendees. The citizens were asked to circle the number (1-4) that best represented the level of priority and how desirable the option is for their area. The rating system is as follows:

- 1 = First Level Priority/Highly Desirable
2 = Second Level Priority/Desirable
3 = Third Level Priority/Somewhat Desirable
4 = Not a Priority/Not Desirable

The results of the survey are shown below:

Improvement Option	Results
New Roads/Road Widening	(1) 43% (2) 14% (3) 19% (4) 24%
Traffic Signal Improvements – (Intersection Improvements, Signal Timing)	(1) 62% (2) 19% (3) 14% (4) .05%
Pedestrian Improvements - (Increased Sidewalks, Pedestrian Signals at Crosswalks, Mid-Block Crossings, Crosswalk Improvements)	(1) 52% (2) 19% (3) 29% (4) 0%
Transit Improvements – (Route Expansion, More Frequent Service, Bus Shelters)	(1) 24% (2) 19% (3) 24% (4) 33%
Bicycle, Multi-Use Trail projects	(1) 33% (2) 19% (3) 24% (4) 24%
Access Control Improvements (Raised Medians, Curb-cut consolidation, Cross-Access Improvements)	(1) 33% (2) 29% (3) 33% (4) .05%



In addition to the priority survey, meeting participants were also provided a “general questionnaire” in which they were to address three general questions regarding the meeting and the overall plan.

Twenty-one participants responded to the questionnaire and the four questions and related answers are as follows and similar comments are grouped by number of responses:

1. Describe any improvements or projects that you would like to see in the upcoming Gainesville-Hall Long Range Transportation Plan.

- An outer loop of some kind around the City of Gainesville (7)
- Bicycle/pedestrian routes between neighborhoods and local supermarkets, pharmacies, post offices, physician offices, ecotourism to parks; link to bus stops; reduce low income resident dependency on taxi service (2)
- Gainesville – Athens – Atlanta – Gainesville commuter rail triangle
- More forms of transportation; better streets

2. What do you think are the most important transportation needs for this community?

- Need more sidewalks; need more traffic signals (3)
- Northern loop/arc AKA Sardis Connector (3)
- Transit connecting major areas (2)
- Relieve congestion by promoting alternative transportation, alternative fuels, etc. (2)
- Bicycle & pedestrian routes tied or linked to bus transportation to combat childhood obesity
- Intersection improvements
- Relieve congestion
- Dangerous roads such as Ledan Road need immediate relief (i.e., via Sardis Connector) 2 deaths this year
- Wide bike paths on every major road; mixed use land planning; keep lake clean
- There is a lot of family foot traffic along the edge of the road between neighborhoods & Wal-Mart Shopping Centers. Unsafe for adults and especially dangerous for young children walking with parents who are carrying bags of groceries

3. How did you learn about the meeting?

- E-mail (4)
- Notification by mail (4)
- Newspaper (3)
- On a committee (2)
- Word-of-mouth (2)
- Radio
- Hall County
- Myrtle Figueras

Findings

The individual comments generally ranged from pedestrian improvements to roadway upgrades to traffic signals, but the most popular and overall themes from the first round are as follows:

- The need for an outer loop or bypass around the City of Gainesville.



- Specific new roadway projects and widening projects throughout the County, some of these projects not in the current long-range plan.
- The need for sidewalks and connectivity issues throughout the City of Gainesville and some support for sidewalks throughout the county.
- A more coordinated approach of linking transportation decision-making and land-use decision-making within the county.
- Coordinating traffic signals along arterial corridors, especially along Jesse Jewell Parkway.
- Numerous suggestions of specific traffic congestion reducing projects and improvements at specific hot-spot congestion intersections throughout the county.
- The need for expansion and/or improved quality of the local transit service (routes, days, hours, etc.)
- Provide some alternative mode of transportation throughout the county including more bicycle paths and commuter rail to Atlanta.

Second public meeting held on December 7, 2006

Summary

The GHMPO held its second public meeting at the Georgia Mountains Center in Gainesville. The purpose of the meeting was to hear from the public about transportation priorities and to update them on the development of potential projects for the plan.

The open-house format meeting had five stations set up around the room where the public could review information and provide comments: 1) Potential Focus Areas, 2) Upcoming Projects, 3) Traffic Analysis, 4) Bicycle and Pedestrian Issues, and 5) Transit Service. After initial public input at the stations, the GHMPO staff gave a presentation, and then each station facilitator provided a summary of ideas that were shared by the public.

Below is a synopsis of the principal themes heard at the meeting.

- While one citizen did express concern that an outer (northern) loop would negatively affect the rural way of life in northern Hall County, most of the comments heard at the meeting were in favor of an outer loop around the City of Gainesville.
- The Ridge Road widening project received positive and negative comments. Some of the feedback was related to environmental concerns and negative effects to the community.
- At the upcoming projects station, several projects that are already slated for construction in the near term were chosen as priority projects—widening of Friendship Road, Flowery Branch historic streetscape, Sardis Road Connector, and widening of Cleveland Highway/US 129.
- There is interest in commuter service to Atlanta and the airport (bus or rail). The majority of comments indicated a more desirable location for a park-n-ride lot would be in or north of the City of Gainesville.
- The need for improved east-west connectivity and access to Forsyth County.
- Lula, Gillsville, and Clermont need direct representation in the MPO.
- One citizen commented that bicycle and pedestrian projects are a “waste of money.” However, some projects were selected as priorities for advancement.
- The need to address the rapid growth within Hall County with transportation improvements.
- The widening of I-985 was well received.



Plan Development

In May 2006, the Gainesville-Hall MPO initiated an update of the currently adopted 2030 Long Range Plan (December 2004). The existing plan will be revised with newer land use assumptions and transportation needs, re-evaluate project cost estimates, reprioritizing existing projects in the plan and with the potential addition of other projects. The GHMPO intends for the 2035 LRTP process to build consensus on transportation and related improvement strategies in the community, and in an effort to develop that consensus, the GHMPO is conducting three rounds of public meetings.

Fifteen focus areas were initially developed throughout the study area to examine potential new projects. At the first public meeting in June, citizens were asked to identify focus areas that would be studied in detail in development of the 2030 Long Range Transportation Plan, as a way to address current and long-range transportation needs in Hall County. Based on this input and later input by the GHMPO committee members, 6 focus areas emerged for further study.

Meeting Format

The public meeting was held the Georgia Mountains Center. The GHMPO staff and members of the Wilbur Smith Associates consultant team helped to facilitate the meeting. The meeting was designed as an open house format, with boards and maps placed at five stations around the room: 1) Potential Focus Areas, 2) Upcoming Projects, 3) Traffic Analysis, 4) Bicycle and Pedestrian Issues, and 5) Transit Service. After initial public input at the stations, the GHMPO staff gave a PowerPoint presentation, and then each station facilitator provided a summary of ideas that were shared by the public. A copy of the presentation and a comment form were provided as handouts.

Stations

Focus Areas Station

The goal of this station was to hear which focus area projects are most wanted in the community in light of high cost and shrinking available funding. A map of the focus area projects was provided. The results of the dot exercise were:

Focus Area Projects	Dots	Comments
1. Connection between SR 53/Dawsonville Hwy and SR 365 (Outer Loop)	1	Outer Loop – most important project (2 comments)
2. Widening of Ridge Rd from Queen City Pkwy to Jesse Jewel Pkwy		Do not widen Ridge Rd b/c of environmental concerns; Ridge Rd widening bad for community
3. East-West Connection between I-985 and I-85		
4. Jesse Jewel Pkwy and John Morrow Pkwy Intersection		
5. Extension of Spout Springs Rd to McEver Rd		
6. Six-Laning of I-985 from Hall County Line to Exit 24		Do widen I-985



General comments included:

- Better East-West connections needed between Cherokee/Forsyth/Hall, i.e., SR 53 and SR 369
- Better transportation system needed as northern Atlanta counties are becoming a city in their own right

Upcoming Projects Station

The goal of this station was to hear which current LRTP projects are most wanted in the community and to impress that there is an increasingly limited amount of funding. Some of the projects in the draft plan are already moving forward; reprioritization of the projects is important so that we can best match projects with dollars. The existing LRTP map and two boards listing the LRTP project names with space for placing dots were provided at this station. Several projects that are already slated for construction in the near term were chosen as priority projects—widening of Friendship Road, Flowery Branch historic streetscape, Sardis Road Connector, and widening of Cleveland Highway/US 129. All of the projects that were ranked (each with one dot) are listed below:

- SR 347/Friendship Rd from I-985 to SR 211
- Upgrade traffic signals along Jesse Jewel – Pearl Nix to Downey
- Flowery Branch historic streetscape
- Sardis Rd Connector – SR 60/ Thompson Bridge to Sardis/Chestatee Rd
- SR 52/Lula Rd – 1 mile north of SR 365 to south of Julian Wiley Rd
- SR 52/Lula Rd at Chattahoochee River – Bridge
- US 129/Cleveland Hwy – Limestone Rd to Nopone Rd
- US 129/Cleveland Hwy – north of Nopone Rd to SR 284/Clarks Bridge Rd
- US 129 – SR 284/Clarks Bridge Rd to White County Line
- SR 11 Bus/Park Hill Drive – South Enota Dr to Limestone Rd
- SR 60/Thompson Bridge Rd – SR 136/Price Rd to Yellow Creek Rd
- Limestone Pkwy Extension – Limestone Pkwy to new Interchange at I-985

General comments recorded on the flip chart included:

- Concern that the northern loop will be an engine for high density development affecting the rural quality of life (people have moved to north Hall County to get away from high density development)

Traffic Analysis Station

The goal of this station was to demonstrate the technical tool used for analyzing the projects' ability to relieve congestion and hear the public's input on potential traffic improvements versus cost and impact of project. Boards that were provided at this station included the 2005 Base Year Model Results, the 2030 Build-Out Map with Existing plus Committed Projects Model Results, Scenario 1 Model Results, Scenario 2 Model Results, and Scenario 3 Model Results.

Comments heard at this station included:

- Northern Loop is a “must” (4)
- Widening I-985
- Need “Inner Loop”
- Widening of Ridge Rd – “great idea”
- Double-decking of congested roadways; underground tunnels



Bicycle and Pedestrian Issues Station

The goal of this station was to hear from the public which bike and pedestrian projects are most wanted in the community. Maps provided included 1) Potential Hall County Bicycle Projects, 2) Potential Gainesville Sidewalk Projects, and 3) Potential Sidewalk Projects in Other Jurisdictions. Dots were placed on the following projects:

Proposed Bicycle Network

- Bicycle lane project on Ledan Rd (short term)
- Wide curb lane project on Mount Vernon Rd (long term)
- Bicycle lane project on Thompson Bridge Rd (long term)
- Signage only project in downtown Gainesville (short term)

Proposed Pedestrian Network – Gainesville

- Sidewalk projects at intersection of Martin Luther King Jr Blvd (short term) and EE Butler Pkwy (midterm), near Mill St
- Sidewalk project on Martin Luther King Jr Blvd (short term) at Chestnut Street
- Sidewalk project on Martin Luther King Jr Blvd (short term) at Grove Street
- Multi use path project beginning south of Davis Street (short term)

Proposed Pedestrian Network – Other Jurisdictions

- Lula: Sidewalk project on Athens St at Chattahoochee St (long term)
- Gillsville: Sidewalk project on Bryant Quarter Rd at Hwy 52 (long term)
- Oakwood: Sidewalk project on Mundy Mill Rd at Mathis Dr (long term)
- Clermont: Spring Street at Main St (long term)
- General comments provided at the bike/pedestrian station included:
 - Spending money on bike/pedestrian projects is a waste of money. "If we can't get money to spend on projects, we shouldn't do projects that only 2 people walk on."
- Lula, Gillsville, and Clermont are not directly represented in the MPO.

Transit Services Station

The goal of this station was to hear where the public wants to see transit service in Hall County, including mode choices, as well as what regional connections the public is interested in. A regional map showing existing Fixed Hall Area Transit Routes, and a potential park-n-ride location for service between Hall County and Atlanta, was provided. The following is a summary of the feedback provided by the public:

In general, transit service between Hall County and Atlanta is a good idea. However, park-n-ride lots farther north are preferred to a lot at Exit 16. Alternative locations include Queen City Pkwy; north of Gainesville where Jesse Jewel Pkwy ends – for Habersham County and Cornelia commuters; north of Gainesville along US 129.

- Bus or rail service to the Airport is desirable (multiple comments).
- Transit stops should be located in areas where ridership is most likely, such as apartment complexes (northwest of Gainesville, off of Thompson Bridge Rd).
- East-West connectivity is a major problem; we should look at additional mode choices for addressing travel needs related to growth in Cherokee, Forsyth, Hall, Jackson, and Clarke Counties.
- Safety concerns related to bringing rail service into Hall County were raised.



- Maintenance and reliability are major factors influencing whether or not one would choose to use transit service.
- In the interim, people could be bused from Hall County to Exit 4, and they can catch the Express Bus in Buford to Atlanta and the airport.

Following the presentation there was a brief question and answer period. The questions and comments are listed below.

- Please expand on the comment related to environmental concerns associated with the Ridge Rd widening project. A citizen explained that the area is already highly developed and that there is concern that additional lanes will result in more traffic and thus, increased ozone and other air quality concerns. Staff mentioned that the project received positive feedback when presented to the Chamber of Commerce, who felt it would alleviate some of the traffic in the city of Gainesville. Staff also pointed out, however, that all of the focus area projects are conceptual at this point.
- Is a new proposed southbound exit ramp off of I-985 at US 129 still being considered, so that when exiting, both lanes of traffic wouldn't have to be crossed? GDOT representatives commented that reconstruction of the interchange is currently in the concept design phase; right-of-way has not been purchased. There is currently an interim project for signalization of the Exit 22 ramp.
- It was recommended that proposed HOV lanes on I-985 be extended from Exit 24. Staff commented that the proposed widening is currently for general-purpose lanes.
- One citizen commented that there is currently a statewide bike plan initiative.

Third public meeting held on June 12, 2007

Summary

The Gainesville-Hall MPO (GHMPO) held its third public meeting at the Georgia Mountains Center in Gainesville. The purpose of the meeting was to receive feedback from the public about the draft 2030 LRTP. There were 43 attendees at the meeting, consisting of citizens, local officials, and media.

The GHMPO staff and members of the WSA consultant team facilitated the meeting. The meeting was designed with the same open house format, boards and maps as the second public meeting.

Stations

Draft Project List/Priorities Station

The goal of this station was to present the draft priorities of the LRTP projects that were determined based on the modeling efforts, MPO Committee comments, and comments from previous public meetings. Some of the projects in the draft plan are already moving forward. Reprioritization of the projects on important projects, such that the projects can be matched with available funding sources. The Draft 2030 LRTP Update map was presented with the projects divided by the following four tiers:

- Tier 1 – TIP Projects 2008-2013
- Tier 2 – 2014-2020 Projects
- Tier 3 – 2021-2030 Projects
- Tier 4 – Beyond 2030 Projects



Several projects that are already programmed for construction in the near term as priority projects, such as the widening of Friendship Road, Flowery Branch historic streetscape, Sardis Road Connector, and the widening of Cleveland Highway/US 129. All of these projects are contained in Tier 1.

General comments recorded at this station included:

- Northern Connector is an excellent project. (5)
- Get more traffic off of Green Street

Focus Areas Station

A map of the focus area projects was provided, as well as recommended tiers for each of the projects.

Focus Area Projects	Tier
Connection between SR 53/Dawsonville Hwy and SR 365 (Northern Connector)	GHMPO will conduct an initial planning feasibility study in 2007
Widening of Ridge Rd from Queen City Pkwy to Jesse Jewel Pkwy	Tier 2
Jesse Jewel Pkwy and John Morrow Pkwy Intersection	Tier 2
Extension of Spout Springs Rd to McEver Rd	Tier 2
Six-Laning of I-985 from Hall County Line to Exit 24	Tier 3 for Preliminary Engineering/Tier 4 for Construction

General comments included:

Four lane Spout Springs Road is needed

Modeling Results Station

This station presented the level-of-service (LOS) results from the travel demand model. The following maps were provided at this station:

- (2005) Existing Conditions Level of Service (LOS)
- 2030 Existing plus Committed (E+C)
- 2030 Build Conditions.

Bicycle and Pedestrian Issues Station

This station provided the public with information on bicycle and pedestrian facilities planned in the study area based on comments from the MPO Committees and previous public meetings. This station included maps of the planned bicycle and pedestrian facilities and the time frame in which they are planned.

General comments provided at the bicycle and pedestrian station included:

- No bicycles on the roads; they should stay on dedicated paths.
- More bicycle projects should be in the short-term rather than the long-term list.
- Plan for a bicycle lane when planning a new road or changing an existing road.



- Bike lanes should be located:
 - Coming in and out of N. Hall Middle and High Schools.
 - Down Lake View Drive
 - Going to Chestatee High School and on the new Sardis Connector.

Transit Services Station

This station provided a map of the existing transit services in the study area and also announced the Transit Development Plan (TDP), which will begin this summer. No comments were provided on the flip chart for this station.

Following the presentation there was a brief question and answer period. The questions and comments are listed below:

- Is there any way to make a left-hand turn lane on Green St, to create room to help alleviate evening congestion? Green Street is in a historic district and right-of-way issues would need to be examined closely; the City of Gainesville needs to be consulted, since Green Street is a city street.
- Would like to have Gainesville remain a city that people would like to live in but would not like to see the city move congestion from one area to another.
- Sprout Springs Road is a traffic disaster. About 500 square feet of new retail is going in and we don't have the roads to handle this traffic. Staff commented that it is a city road and they are working with the developers to ensure proper improvements are made for access to these new retail developments. At this time, GDOT cannot add additional projects to their constrained plan due to funding constraints. Local jurisdictions are trying to address this problem. The City responded that there is no funding outside of the 6-year window from the State at this time.
- One citizen commented that in 4 months a Home Depot is going to be built on Sprouts Springs Road and that not having funds until 2014 is not going to work, it is not good planning.
- One citizen commented that the significantly more traffic on Sprouts Springs Road than Friendship Road should be addressed.
- A citizen commented that they did not understand why Hall County planners would approve the 500 square foot development without planning the roads.
- One citizen commented that he would like to see two projects moved forward:
 - Friendship Road – This project has been in planning for over 10 years, it should not stop at 211, and the original concept was to get from I-985 to the islands from 347. This plan would keep people from having to go into Atlanta first.
 - Sardis Road – delighted to see this underway and opening up sections of Hall County that are new.
- One citizen commented that when he built his home 8 years ago there were final plans for US 29 Cleveland Highway widening and the right-of-way was established. Now he is hearing that there are plans to redesign the highway – Why are we spending money on redesigning something that is already designed?
- How often are the 6-year and 20-year plan updated? The 20-year is updated every 3-4 years and has to be coordinated with the Atlanta Regional Commission (ARC) for Air Quality Analysis purposes. The 6-year is reviewed on a quarterly basis and a major update is completed annually.
- One citizen commented that they would not have bought their property if they had known how the 4-lane up Cleveland Highway was going to be redesigned.

