# Metropolitan Transportation Plan 2050 Update

## Final Draft

METROANALYTICS

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GTS


DARTS

SERVING THE CITY OF ALBANY, CITY OF LEESBURG, DOUGHERTY COUNTY AND LEE COUNTY

CITY OF Albany GEORGIA

LEE COUNTY

DOUGHERTY COUNTY Georgia

DARTS

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# 2050 Metropolitan Transportation Plan Update

## August 2024

### Prepared For

City of Albany

Dougherty Area Regional Transportation System

### Prepared By

METRO ANALYTICS

### In Association With

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# Acronyms

**ABY** - Southwest Georgia Regional Airport
**ACS** - American Community Survey
**ADA** - Americans with Disabilities Act
**AoPP** - Area of Persistent Poverty
**ASU** - Albany State University
**ATIIP** - Active Transportation Infrastructure Investment Program
**ATTAIN** - Advanced Transportation Technology and Innovation Program
**ATS** - Albany Transit System
**BIL** - Bipartisan Infrastructure Law
**CMAQ** - Congestion Mitigation and Air Quality
**CMV** - Commercial Motor Vehicle
**CRFC** - Critical Rural Freight Corridors
**CRISI** - Consolidated Rail Infrastructure and Safety Improvement Grants
**CUFC** - Critical Urban Freight Corridors
**CFI** - Charging and Fuel Infrastructure Grant Program
**CVSP** - Commercial Vehicle Safety Plan
**DARTS** - Dougherty Area Regional Transport Study
**EJ** - Environmental Justice
**EPA** - Environmental Protection Agency
**FAC** - Freight Advisory Commission
**FAST** - Fixing America's Surface Transportation Act
**FHWA** - Federal Highway Administration
**FRA** - Federal Railway Administration
**FTA** - Federal Transit Administration
**GDOT** - Georgia Department of Transportation
**GFRR** - Georgia & Florida Railway
**GTIB** - Georgia Transportation Infrastructure Bank
**HDC** - Historically Disadvantaged Community
**HP-CMV** - High Priority Commercial Motor Vehicle Grants
**HSIP** - Highway Safety Improvement Program
**HUB** - Historically Underutilized Business
**IIJA** - Infrastructure Investment and Jobs Act
**IRI** - International Roughness Index
**ITS** - Intelligent Technology System
**LEHD** - Longitudinal Employer-Household Dynamics
**LMIG** - Local Maintenance & Improvement Grant
**LOTTR** - Level of Travel Time Reliability
**MPA** - Metropolitan Planning Area
**MPO** - Metropolitan Planning Organization
**MPP** - Metropolitan Planning Program
**MSA** - Metropolitan Statistical Area
**MTP** - Metropolitan Transport Plan
**NBI** - National Bridge Inventory
**NEVI** - National Electric Vehicle Infrastructure Program
**NHS** - National Highway System
**NHFN** - National Highway Freight Network
**NHPP** - National Highway Performance Program
**NOx** - Nitrous Oxides
**NMFN** - National Multimodal Freight Network
**PEHD** - Peak Hour Excessive Delay
**PHFS** - Primary Highway Freight System
**PM** - Performance Metric
**PMI** - Project Management Institute
**PMBOK** - Project Management Body of Knowledge
**POP** - Operations Plan
**PPP** - Public Participation Process
**PROTECT** - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program

**RCE** - Railway Crossing Elimination Grant

**RCP** - Reconnecting Communities Pilot Grant Program

**SHSP** - Strategic Highway Safety Plan

**SMART** - Strengthening Mobility and Revolutionizing Transportation Program

**SOGR** - State of Good Repair

**SOV** - Single occupancy vehicle

**SPLOST** - Special Purpose Local Option Sales Tax

**SS4A** - Safe Streets and Roads for All

**SSTP** - Statewide Strategic Transportation Plan

**STBG** - Surface Transportation Block Grant Program

**STRACNET** - Strategic Rail Corridor Network

**STRAHNET** - Strategic Highway Network

**STP** - Surface Transportation Program

**SWTP** - Statewide Transportation Plan

**SWOT** - Strengths, Weaknesses, Opportunities, Threats Analysis

**TA** - Transportation Alternatives

**TADA** - Traffic Analysis and Data Application

**TAMP** - Transportation Asset Management Plan

**TA** - Transportation Alternatives

**TAZ** - Traffic Analysis Zone

**TDP** - Transit Development Plan

**TDM** - Travel demand model

**TIA** - Transportation Investment Act of 2010

**TIP** - Transportation Improvement Plan

**TMA** - Transportation management area

**T-SPLOST** - Transportation Special Purpose Local Option Sales Tax

**TSM** - Transportation System Management

**TTTR** - Truck Travel Time Reliability

**URP** - Urban Redevelopment Plan

**USDOT** - United States Department of Transportation**V2I** - Vehicle-to-Infrastructure

**V2V** - Vehicle-to-Vehicle

**VMT** - Vehicle Miles Traveled

**VOC** - Volatile Organic Compounds

**VRU** - Vulnerable Roadway User

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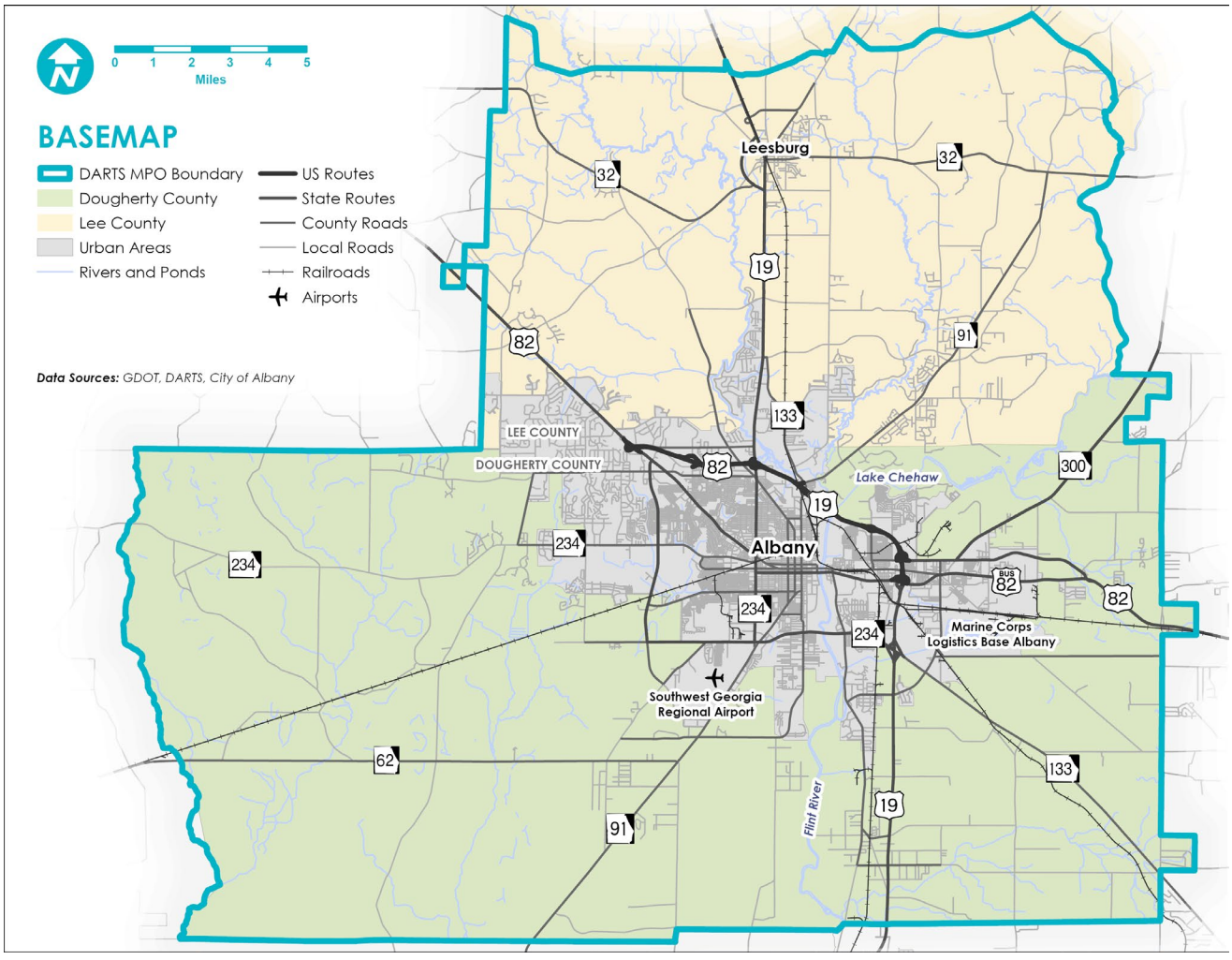
# 1 Introduction

## 1.1 Overview of DARTS

The Dougherty Area Regional Transportation Study (DARTS) is a comprehensive initiative to develop an integrated and efficient transportation system in the Dougherty area and serves as the federally designated metropolitan planning organization (MPO) for Albany in southwestern Georgia. The purpose of this study is to establish a detailed understanding of the current transportation landscape, which is essential for informed planning and effective decision-making. This assessment will serve as a foundation for shaping the future of transportation in the region, ensuring that it meets evolving demands and contributes to the overall growth and development of the area. Additionally, it aims to comprehensively address transportation needs and challenges faced by residents, commuters, and businesses alike with a focus on enhancing mobility, accessibility, and sustainability as well as facilitating transportation connectivity across the region while promoting economic growth and environmental stewardship.

**Figure 1-1: DARTS Planning Area**



The area that DARTS encompasses is a diverse and dynamic region located in the heart of a bustling metropolitan area, covering several cities and suburban areas within Dougherty County and southern Lee County as seen in ***Figure 1-1***. Spanning approximately 520 square miles, this planning area includes the City of Albany, the primary urban center, as well as the City of Leesburg and multiple suburban neighborhoods and rural communities, forming a complex network of interconnected transportation corridors.

## 1.2 MTP Purpose

A crucial core purpose and responsibility of DARTS involves preparing and routinely updating the Metropolitan Transportation Plan (MTP) for the Albany region. This document serves as an update to the MTP with a planning horizon year of 2050, and is thus called the 2050 MTP Update. This initiative is critical for planning and improving the regional transportation system as well as ensuring eligibility for federal transportation funds which can benefit transportation infrastructure and investments within the Albany region. The MTP focuses on integrating modern, smart transportation solutions and emphasizes equity in transportation to ensure all community members benefit from planned and programmed transportation improvements. The MTP aligns with regional and national transportation goals, including compliance with the Bipartisan Infrastructure Law (BIL). It brings together various stakeholders to collaboratively shape a transportation network that meets the current and future needs of the region.

**Key goals of the MTP include improving transportation safety, reducing congestion, enhancing multimodal connectivity, and promoting sustainable transportation solutions.**

The DARTS MTP builds upon the goals and achievements of previous planning efforts by incorporating updates and enhancements to address evolving transportation needs and priorities. Key goals of the MTP include improving transportation safety, reducing congestion, enhancing multimodal connectivity, and promoting sustainable transportation solutions. Building upon the foundation laid by previous plans, the DARTS 2050 MTP Update integrates emerging technologies and innovative strategies to optimize transportation efficiency and effectiveness. It reflects advancements in transportation planning practices and incorporates feedback from stakeholders and the community to ensure alignment with current needs and aspirations. By leveraging lessons learned from past experiences and embracing new opportunities, the DARTS 2050 MTP Update positions DARTS to effectively address the complex transportation challenges and opportunities facing the Albany region, ultimately fostering a more resilient, inclusive, and sustainable transportation system for all communities.

## 1.3 Federal Policy

### 1.3.1 BIL Overview

The Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law" (BIL), was passed in 2021 and is a critical source of ongoing funding and authorization for transportation and infrastructure projects in the United States. This significant legislative initiative aims to improve various components of the nation's transportation and infrastructure, including highways, bridges, public transit systems, and other essential transportation assets. The implementation of BIL represents a major expansion and overhaul of federal funding to address the country's infrastructure and transportation challenges while also promoting job creation through strategic investments. Critical elements of the BIL include a heightened focus on projects that prioritize social justice, equity, and environmental sustainability.

The law has four key priorities – safety, modernization, climate, and equity – and supports various types of mobility projects, including those focused on public transportation, passenger rail, roads, bridges, EV infrastructure, and bus fleet electrification. The goal of BIL is to provide communities with high-quality infrastructure and easy access to transportation facilities while addressing the current and future impacts of climate change, especially for historically underserved and minority communities who are often disproportionately affected by the climate change crisis due to insufficient support and who have historically been deprioritized and displaced to make room for car-centric developments.

### 1.3.2 MTP Requirements

The DARTS MTP planning process and policy document are federally mandated and serve as a prerequisite for receiving federal transportation funding. MTPs must have a planning horizon of at least 20 years and are required to be reviewed and updated once every five years in attainment areas or once every four years in non-attainment areas. Attainment areas are defined as areas with air quality that meets or exceeds national ambient air quality standards set by the EPA and non-attainment areas are defined as areas that do not meet these standards. The DARTS Planning area is an attainment area; therefore, this document represents the federally required five-year update.

The DARTS 2050 MTP Update will incorporate both long-range and short-range strategies that lead to the development of a multi-modal transportation system. The goal of the system is to move people and goods safely and efficiently while also considering both current and future transportation needs. At a minimum, the DARTS 2050 MTP Update will include:

1) The projected transportation demand of people and goods in the metropolitan planning area over the period covered by the transportation plan.
2) An inventory of existing and proposed transportation facilities, emphasizing those with regional and national importance.
3) Strategies to improve the performance of existing transportation facilities with the goal of relieving congestion and maximizing the safety and mobility of people and goods.

4) An evaluation of the results of congestion management in TMAs (transportation management areas) and identification of SOV (single-occupancy vehicle) projects in TMAs that are in non-attainment for ozone or carbon monoxide.
5) An assessment of capital investment and other strategies to preserve existing and projected future transportation infrastructure as well as a plan for multi-modal capacity increases based on regional needs.
6) Detailed design concept and design scope descriptions of all existing and proposed transportation facilities.
7) A discussion about potential activities to reduce environmental damage and the areas where these efforts can be implemented, especially focusing on restoring and maintaining environmental functions in areas impacted by the MTP. These discussions may focus on policies, programs, strategies, or projects.
8) An inventory of pedestrian walkways and bicycle transportation facilities.
9) Activities that improve the overall transportation system and public transit services.
10) A financial plan that details how the transportation plan can be implemented.

During the development of this MTP, the MPO and planning team members engaged in key discussions with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation to ensure the MTP is thorough and is aligned with eligibility requirements. In addition, all individuals, groups, agencies, and organizations affected by or interested in the transportation plan were provided reasonable opportunities to comment on the MTP using mechanisms outlined in the MPO's adopted participation plan.

## 1.4 MTP Process

This section provides an overview of the tasks and methodologies which were conducted as part of the 2050 DARTS MTP Update planning process.

### Task 2: Public Participation Process

Task 2 focused on developing the Public Participation Process (PPP), which aims to ensure equity in transportation decision-making and investments by providing fair access to affordable and reliable transportation options, particularly for traditionally underserved populations. Instead of relying on these communities to attend public workshops, the MTP team engaged these groups through existing meetings and events using tailored outreach strategies and materials in English and Spanish to ensure a diverse representation of the DARTS Planning Area population. To maximize participation, the 2050 MTP Update team refined the PPP framework with input from DARTS staff, community leaders, and Environmental Justice (EJ) communities.

The outreach program was structured around three milestones: reviewing draft goals and needs assessments, inputting into project identification, and refining the draft work program. A detailed PPP that emphasized Title VI and EJ outreach principles was created with input from the MPO Citizen's Transportation Committee and EJ community leaders. The plan outlined activities, outreach strategies, involved groups, and roles and responsibilities, including a task schedule and evaluation methodology. Key participating groups included a Stakeholder Advisory Group, the general public, and traditionally underserved communities. Outreach activities included public workshops, meetings, document review locations, and various communication methods such as a study website, online surveys, press releases, and newsletter articles.

### Task 3: Review Goals, Objectives, and Measures of Effectiveness

Task 3 focused on reviewing and updating the goals, objectives, and performance measures from the 2045 MTP to ensure they aligned with federal and state policies and emphasized key factors like congestion relief, safety, economic vitality, accessibility, connectivity, environmental considerations, resilience, preservation, and system reliability. This MTP Update took care in considering and assessing impacts on Areas of Persistent Poverty (AoPP) and Historically Disadvantaged Communities (HDC) within the Albany region. The review process involved three steps: 1) assessing the existing framework for consistency with the BIL and GDOT performance measures and suggesting revisions based on best practices, 2) reviewing draft recommendations with the Stakeholder Advisory Committee, and 3) revising the framework based on feedback. The updated framework informed the project prioritization tool used in Task 6.

### Task 5: Financial Feasibility Assistance

As part of this task, the project team developed cost estimates for new projects contained within the 2050 MTP Update and escalated previously recommended projects to 2024 dollars in accordance with GDOT policy and practice. Costs were developed for multiple project phases including preliminary engineering, right-of-way acquisition, utilities, and construction. All cost estimates also consider contingency to account for the potential for unforeseen future costs related to project implementation.

Additionally, the project team coordinated with GDOT and DARTS staff to develop a revenue schedule through 2050 for DARTS projects. This schedule was compared to project cost estimates and then inflated by Year of Expenditure based on the project prioritization process (see the next section for discussion on this section). The Financial Plan also includes potential BIL discretionary grants for projects identified in Task 6, with the planning-level cost estimates for various transportation projects in the MTP's fiscally constrained and aspirational plans.

### Task 6: Plan Development and Documentation

Task 6 involved the following five key subtasks:

**Socioeconomic Data Update -** Developed base and future year demographic data using sources like Census 2020, LEHD, and Woods & Poole, employing a bottom-up approach for base year conditions and a top-down approach for future projections.

**Baseline Conditions and Needs Assessment -** Inventoried the existing multi-modal transportation network, detailed network performance, and identified needs based on congestion, crashes, and stakeholder input. Network characteristics were updated using data from sources like Albany Transit System and GDOT, and the ITS infrastructure was assessed for potential expansion of technology deployment in the DARTS region.

**Project Identification and Refinement** - Reviewed the 2045 MTP project list, identified rightsized projects to address unmet needs, and developed a draft universe of improvements for stakeholder review.

**Work Program Development** - Prioritized projects by using a tool that assigned weights to criteria based on regional priorities and developing a community-driven cost-feasible work program in coordination with planning partners like GDOT and the City of Albany.

**Plan Documentation -** Outlined how the final deliverable would be made available to assist with effective implementation of the MTP update. The project team placed emphasis on a visually rich and easily accessible final product that highlights important elements and reinforces key findings and takeaways.

## 1.5 Report Organization

The DARTS 2050 MTP update is organized into the following seventeen chapters.

**1 Introduction**
Chapter 1 describes the DARTS study area, explains the purpose of the MTP, outlines the process for developing the MTP, and clarifies content requirements for the MTP as laid out by federal policy.

**2 Review of Relevant Studies**
Chapter 2 highlights previous federal, state, and local programs and plans that are relevant to the 2050 MTP Update to assist in understanding regional transportation needs and guide recommendations.

**3 Public and Stakeholder Engagement**
Chapter 3 presents the findings from the online public survey on transportation and infrastructure in the DARTS Planning Area in addition to compiling the feedback gathered from public and stakeholder engagement meetings concerning the MTP update.

**4 Performance Based Planning**
Chapter 4 defines the goals and performance measures for the 2050 MTP Update.

**5 Socioeconomic Data**
Chapter 5 presents and analyzes the base year and future socioeconomic data for the DARTS area.

**6 Justice40 Analysis**
Chapter 6 describes the significance of transportation equity and analyzes U.S. Census data to identify potentially underserved communities in the DARTS area.

**7 Land Use and Development**
Chapter 7 depicts current land use and zoning for Dougherty and Lee County and maps out future land use and planned major developments.

**8 Roadways**
Chapter 8 describes the characteristics of the roadways in the DARTS area, analyzes the existing network performance and travel patterns, presents forecasted travel patterns, and highlights roadway needs.

**9 Safety Analysis**
Chapter 9 presents an overview of the traffic crashes within the DARTS area and examines fatal and serious injury crashes to identify patterns.

**10 Transit**
Chapter 10 presents an overview of public transportation services and ridership data within the DARTS area, identifies high transit propensity areas, and establishes transit needs.

**11 Active Transportation**
Chapter 11 compiles existing active transportation facilities, maps current bicycle and pedestrian land uses, identifies corridors for complete streets, and determines bicycle and pedestrian needs.

**12 Freight and Goods Movement**
Chapter 12 details the DARTS area freight and aviation facilities, analyzes freight network performance, identifies major freight generators and attractors, and analyzes the implications for proposed improvements.

**13 Resilience**
Chapter 13 inventories and analyzes flood zones, evacuation routes, and bridge conditions and identifies resilience needs in the DARTS Planning Area.

**14 Revenues and Potential Funding Sources**
Chapter 14 identifies federal, state, and local fundings sources and presents revenue projections for the next 25 years.

**15 Project Identification and Prioritization**
Chapter 15 outlines potential projects (Universe of Projects), establishes a framework for project prioritization, provides prioritized project lists, and examines the alignment of these projects with defined performance measures.

**16 MTP Work Program**
Chapter 16 presents two recommended project priority lists that balance funding constraints, completion timelines, and expected benefits. One list consists of short-term, cost-feasible projects that will enhance the transportation system in the near future, while the other includes long-term aspirational projects that should be evaluated alongside available funding.

**17 Appendices**
The appendices include complete documentation of the 2050 DARTS MTP Update development process, including all Technical Memos developed as part of the process. The appendices included are:

- Appendix A – FHWA Requirement Matrix
- Appendix B – DARTS MPO System Performance Report
- Appendix C – Baseline Conditions and Needs Assessment Tech Memo
- Appendix D – Financial Feasibility Tech Memo
- Appendix E – DARTS 2050 MTP Work Program
- Appendix F – Public Engagement Survey
- Appendix G – Project Prioritization Framework

# 2 Review of Relevant Studies

A critical element of the 2050 MTP Update is evaluating previous plans and programs developed by local, state, and federal agencies to understand the current and future transportation needs of the Albany region. These studies can inform transportation project recommendations, provide helpful data regarding existing conditions, or direct alignment of the MTP update with federal and state programs and policies.

## 2.1 Statewide Recommendations: Georgia

This section evaluates programs and plans developed by the Georgia Department of Transportation (GDOT) to advance transportation options across the state, including within the Albany region. It also provides insights on how the referenced plans and studies are relevant to the DARTS Planning Area.

### 2.1.1 2021 Statewide Strategic Transportation Plan (SSTP) / 2050 Statewide Transportation Plan (SWTP)

The statewide plan is a policy framework which establishes performance-driven and fiscally constrained priorities and investment opportunities through the year 2050. Its stated priorities include investing in statewide freight and logistics, enhancing mobility of people in Metro Atlanta, and enhancing the mobility of people in emerging metros and rural Georgia. For each of these goals, the document proposes multiple investment strategies and advanced planning strategies (include, programs, partnerships, and performance measures), and justifies the investment scenario with projections of how these investments and strategies will improve safety, improve bridge and pavement quality, improve operations/roadway service, and increase capacity. Investment strategies for freight and logistics involve improving safety measures, optimizing operations, and enhancing capacity in key transportation corridors as well as emphasizing better connectivity, aligning with existing plans, and leveraging advanced technologies for improved efficiency and coordination.

### 2.1.2 Georgia Statewide Freight and Logistics Plan

This report uses a multistep process to make recommendations for freight improvement projects across Georgia. The steps used in this report are as follows: identifying potential freight improvement projects, project evaluation, grouping priority freight projects into packages (including description of selection process), estimating economic benefits of previously identified freight packages (in terms of economic output and/or increased jobs and returns on investment are generated), and discussion of funding options for the freight program operational programs that support the effectiveness of existing transportation infrastructure in increasing the safety and efficiency of goods movement in Georgia. The plan provided data and information for the freight analysis within the DARTS region.

### 2.1.3 GDOT Transportation Asset Management Plan

The Transportation Asset Management Plan (TAMP) describes Georgia's current bridge and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS) for the fiscal years 2022 through 2031 and improve the performance of the NHS in accordance with federal requirements. A TAMP has the following federally required elements: asset management objectives and measures, inventory and condition, lifecycle planning, risk management analysis, financial plan and investment strategies, and performance gap analysis. The plan was a critical part of the framework for the MTP update.

### 2.1.4 Georgia State Rail Plan 2021

The Georgia State Rail Plan articulates the state's vision for freight and passenger rail services. It includes a comprehensive inventory of Georgia's rail network, its related transportation and economic impacts, and a proposed program of investments. The plan aligns with the goals set by the SWTP/SSTP, which are in turn aligned with the FAST Act. These goals include improved freight and economic development, improved reliability, reliving congestion, and improving the environment. Its content encompasses analysis of the current conditions of Georgia's rail system, including past and future economic and environmental impacts, and proposes improvements and investments for both passenger and freight rail. The plan also details the projects and strategies aligned with GDOT's vision for railroad transportation, complete with impact analysis and financing scenarios. The plan provided information for the modal analysis of the MTP.

### 2.1.5 2022-2024 Georgia Strategic Highway Safety Plan

A data-driven, comprehensive, multidisciplinary plan developed by GDOT in cooperation with the Governor's Office of Highway Safety. It establishes safety performance measures and goals, with results for reducing fatalities and injuries across various causes. It develops a "Safe System" approach and defines emphasis areas to address goals. These emphasis areas include pedestrian safety, motorcycle safety, impaired driving, protecting older drivers, distracted driving, and others. The plan defines specific countermeasures and strategies to address these. The plan played a key role in the framework for the MTP update.

## 2.2 Regional Recommendations: DARTS

The following recommendations were created specifically to guide policies and projects within the DARTS MPO.

### 2.2.1 DARTS 2045 MTP

In accordance with federal regulations, the DARTS 2045 Metropolitan Transportation Plan (MTP) updates the previous plan from 2014 to address changing conditions within the study area and changes in projected future conditions. The document establishes existing conditions in the region based on resources from various agencies and organizations, and from this baseline develops and assesses current and future transportation needs. A key element of this is the review of previous plans and program completed for the DARTS region (15 in total), including the 2040 GDOT

Statewide Strategic Transportation Plan (SSTP)/Statewide Transportation Plan (SWTP), the Albany and Dougherty County Comprehensive Plan 2026, and the Georgia Statewide Freight and Logistics Plan.

The MTP incorporates 2015 Census data and projected future socioeconomic data into a Travel Demand Model to understand the region's travel patterns, and plan for future transportation in the region. A modal analysis that includes traffic volumes and level of roadway service (LOS) is also used for the Travel Demand Model. To accompany this, this plan incorporates existing and projected future land use data, identification of vulnerable and marginalized communities (and an impact assessment of DARTS projects on these communities), criteria for prioritizing projects that address known safety issues, and assessment of existing and future freight conditions in accordance with the Statewide Freight Plan.

### 2.2.2 DARTS Regional Freight Profile

This document uses a locally driven planning process focused on gaining consensus on freight priorities in the DARTS area to promote regional economic competitiveness. The study team was guided by a Freight Advisory Commission (FAC), which helped them collect quantitative data related to current and projected freight movement and qualitative input from local government and private system users. Major findings from study data collection efforts include demographic data, major employers, key transportation facilities, truck traffic estimates, truck and auto crashes, truck origins and destinations, and freight commodities. Input from the FAC and DARTS stakeholders allowed the study team to make various recommendations for freight needs and policy recommendations.

Additionally, this study's findings have the following implications for the DARTS 2050 MTP update:

1) A focus on capacity improvements to help freight flow, considering both capital costs as well as indefinite maintenance costs;
2) Need for coordination with local governments and GDOT to facilitate conversion to alternative and clean energy fuel in accordance with the BIL;
3) Opportunity to develop underutilized land ready for redevelopment to accommodate additional truck parking;
4) Potential to further develop East Albany into a freight and logistics hub, requiring additional investment in this area for operational improvements and access management strategies to facilitate efficient truck movement and greater maintenance needs;
5) Emphasizing intermodal connectivity through connections to the Southwest Georgia Regional Airport and the rail system, and maintaining freight mobility intermodal connectors;
6) Increasing coordination cooperation with GDOT (to access BIL funds through a State Plan, implement freight related ITS strategies more effectively, etc.). The study also creates guidelines for project prioritization and lists potential funding sources for these.

## 2.2.3 DARTS Transportation Improvement Plan (TIP)

This is a prioritized list of funded transportation projects for the DARTS planning area for fiscal years 2024 through 2027. The TIP is used as an implementation guide by the federal, state, and local agencies. The Federal Highway Administration and the Federal Transit Administration require that the TIP be financially constrained by year and the Georgia Department of Transportation provided the federal and state project status, cost estimates, and available funds for the various projects. A summary of the budgeting process is shown by *Error! Reference source not found.*. The TIP is made up of projects listed in the current 2045 MTP and was reviewed and used in the development of the project list for the MTP update.

**Figure 2-1: Total Expected Highway & Transit STIP Funds**

6/6/2023

ALBANY
TOTAL EXPECTED HIGHWAY & TRANSIT
STIP FUNDS (MATCHED)
FY 2024 - FY 2027

| FUND | CODE | LUMP DESCRIPTION | 2024 | 2025 | 2026 | 2027 | TOTAL |
|---|---|---|---|---|---|---|---|
| STBG | Y236 | | $ - | $ - | $ - | $ 17,750,340 | $ 17,750,340 |
| Carbon | Y606 | | $ 332,104 | $ 551,336 | $ 551,336 | $ 551,336 | $ 1,986,111 |
| Other | L490 | | $ 45,000 | $ 45,000 | $ 45,000 | $ 45,000 | $ 180,000 |
| Transit | 5303 | | $ 100,202 | $ 100,202 | $ 100,202 | $ 100,202 | $ 400,808 |
| Transit | 5307 | | $ 2,660,252 | $ 3,965,872 | $ 3,965,872 | $ 3,965,872 | $ 14,557,868 |
| Transit | 5311 | | $ 1,887,079 | $ - | $ - | $ - | $ 1,887,079 |
| NHPP | Y001 | LIGHTING | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 | $ 40,000 |
| NHPP/STBG | Various | BRIDGE MAINTENANCE | $ 445,000 | $ 445,000 | $ 445,000 | $ 445,000 | $ 1,780,000 |
| NHPP/STBG | Various | ROAD MAINTENANCE | $ 2,768,000 | $ 2,472,000 | $ 2,472,000 | $ 2,472,000 | $ 10,184,000 |
| STBG | Y240 | LOW IMPACT BRIDGES | $ 208,000 | $ 208,000 | $ 208,000 | $ 208,000 | $ 832,000 |
| STBG | Y240 | OPERATIONS | $ 119,000 | $ 119,000 | $ 119,000 | $ 119,000 | $ 476,000 |
| STBG | Y240 | TRAF CONTROL DEVICES | $ 297,000 | $ 297,000 | $ 297,000 | $ 297,000 | $ 1,188,000 |
| STBG | Y240 | RW PROTECTIVE BUY | $ 15,000 | $ 15,000 | $ 15,000 | $ 15,000 | $ 60,000 |
| HSIP | YS30 | SAFETY | $ 989,000 | $ 989,000 | $ 989,000 | $ 989,000 | $ 3,956,000 |
| RRX | YS40 | RAILROAD CROSSINGS | $ 114,000 | $ 114,000 | $ 114,000 | $ 114,000 | $ 456,000 |
| **TOTAL** | | | **$ 9,989,637** | **$ 9,331,410** | **$ 9,331,410** | **$ 27,081,750** | **$ 55,734,206** |

*Source: DARTS Transportation Improvement Program (2023)*

## 2.2.4 DARTS Bicycle and Pedestrian Plan

Adopted in 2023, this plan is a comprehensive review and update of the 2011 Bike and Pedestrian Plan. It builds on data collected in 2011 by examining DARTS MPO's policies, projects, high-traffic areas, and community input to establish strategies and performance measures. The plan develops a project prioritization model for identifying infrastructure projects that will have the greatest benefit and alignment with community goals and expectations. Some of the criteria in the model include connections to historical underserved communities, connections to transit, connections to activity centers and major employers, low-cost solutions, and placement within the primary trail network. The prioritization model generates a list of bicycle and pedestrian improvements listed in tiers based on priority. This plan was used to inform the multi-modal elements of the 2050 MTP Update.

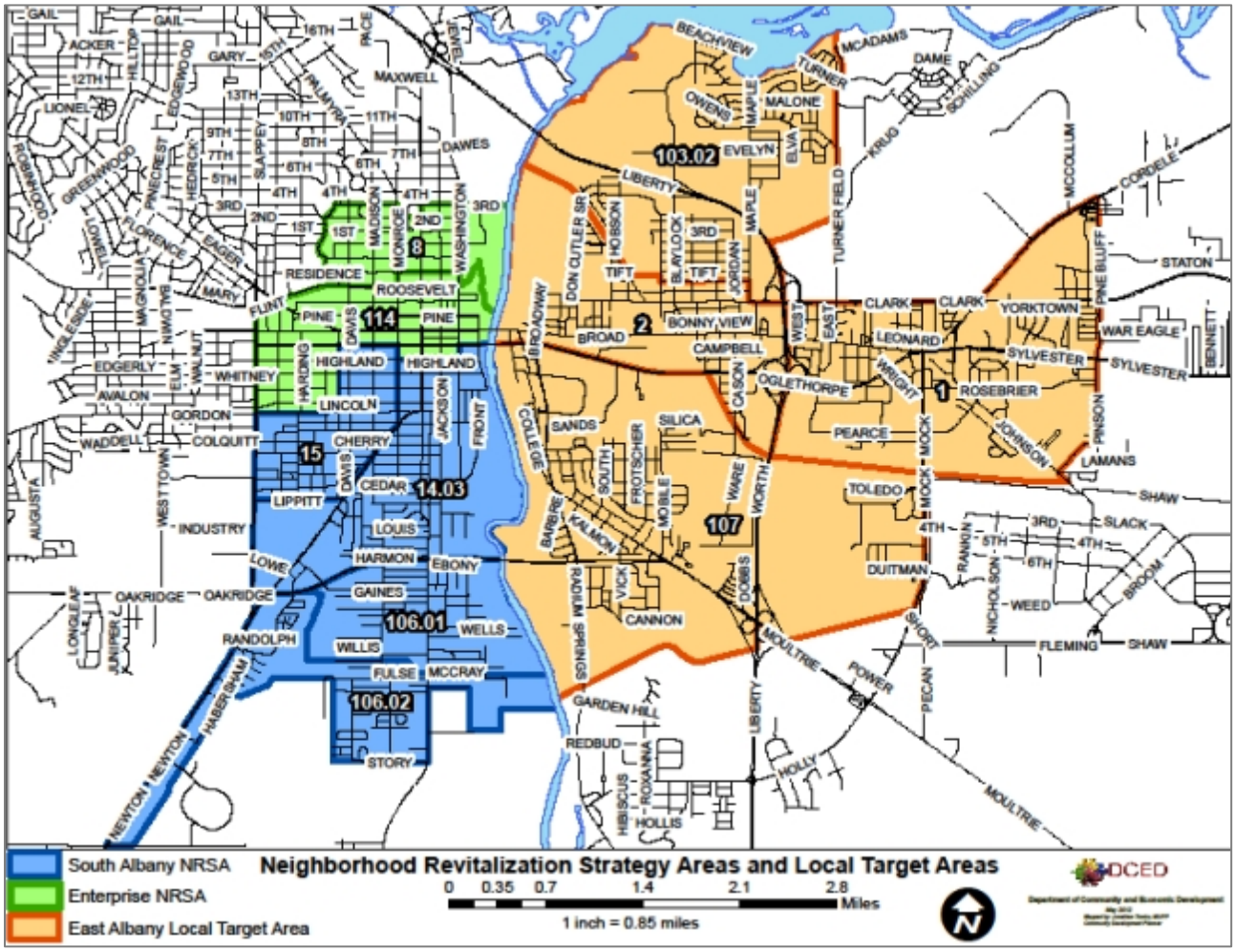
## 2.3 Local Recommendations: Cities and Counties

The following plans and studies address the needs of Dougherty and Lee County, and municipalities located within them.

### 2.3.1 Albany & Dougherty County Comprehensive Plan 2026

This plan was adopted in June 2016 and addressed all required planning elements for Dougherty County and the City of Albany; these elements include economic development, natural and cultural resources, community facilities and services, economic development, housing, transportation and land use. To address these elements, a corresponding list of needs and opportunities was crafted based on the results of a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis. It used a community outreach and public participation process that consisted of public hearings, community surveys, and focus groups. The plan was used to inform the land use assessment and to provide additional insights through the transportation element. ***Figure 2-2*** depicts the areas targeted for revitalization within this plan.

**Figure 2-2: Neighborhood Revitalization Strategy Areas and Local Target Areas**




*Source: Albany & Dougherty County Comprehensive Plan 2026 (2016)*

### 2.3.2 Lee County-Leesburg-Smithville Comprehensive Plan 2024

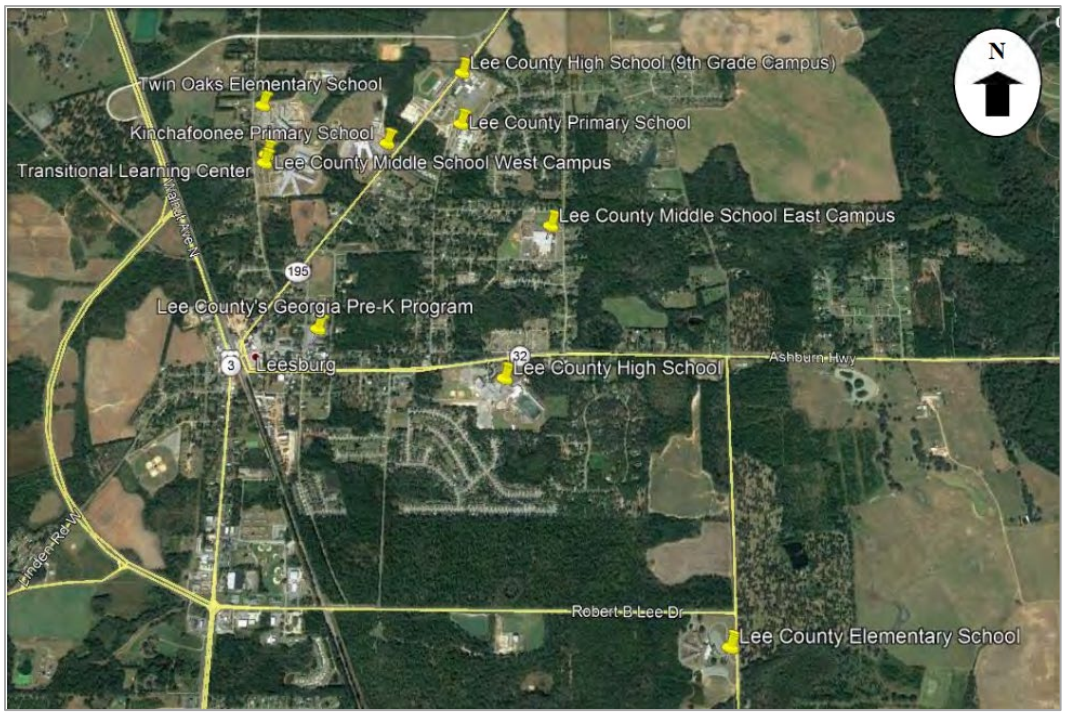
Completed in 2023 in collaboration with the Southwest Georgia Regional Commission, this comprehensive plan is intended to serve as a guide for local governments in assessing development proposals, including rezoning applications and redevelopment plans. The public involvement process included raising public awareness through newspaper advertisements, social media platforms, public surveys, and local information notice boards, with the involved local governments facilitating the process in their respective jurisdictions. These municipalities held SWOT review meetings while also reviewing community work programs, land use maps, transportation and demographic data. The plan also contains a joint economic development plan for Lee County and the Cities of Leesburg and Smithfield. This plan was used to inform the land use assessment in Lee County and Leesburg and provide information related to mobility through the plan's transportation element.

### 2.3.3 Leesburg School Connectivity Study

Completed in Octobre 2019 by GCA, the study was commissioned by the City of Leesburg in response to severe traffic congestion related to the beginning and end of school days. It evaluated traffic operations, analyzed the relocation of the SR 32 corridor, investigated railroad crossings, and examined intersections near schools to develop recommendations that consider all users including pedestrian, bicycle and vehicular traffic, and improve connectivity between the schools in the City of Leesburg and improve safety for all users.

***Figure 2-3***, which was taken from the study, depicts the area of interest and schools in that area.

**Figure 2-3: Leesburg School Connectivity Study Area**




*Source: GCA Leesburg School Connectivity Study (2019)*

## 2.4 Area-Specific Recommendations: Corridors and Districts

The following are area-specific recommendations which address unique infrastructure needs in defined study areas or corridors within the Albany region.

### 2.4.1 2021 East Albany Revitalization Plan

This is an implementation plan created by the City of Albany that is intended to guide effective community investment decisions and launch a planning process with diverse community-based stakeholders and partnering agencies to strategically plan and concentrate resources and efforts in East Albany. The document includes strategic goals for a Neighborhood Revitalization Plan; these goals are:

- Address crime in neighborhoods
- Direct attention to Infrastructure repair and maintenance
- Address housing and property issues
- Encourage economic development reduce poverty

The document identifies projects which support these strategic goals. These projects were reviewed for relevant transportation projects to inform the 2050 MTP Update project list.

### 2.4.2 Flint River Trails Master Plan

This plan, jointly developed by the City of Albany and Dougherty County, was completed in 2016 and identified the master plan and implementation strategy for a network of over 21 miles of

greenway trails, 11 water trail access points, and over 600 acres of available land for additional mountain biking and equestrian trail opportunities along the banks of the Flint River within Dougherty County. The goal of the plan is to connect existing parks, recreation areas and greenspaces through a trail system, building on existing greenway and multi-use trails. This plan was used to inform the bicycle and pedestrian analysis as part of the 2050 MTP Update.

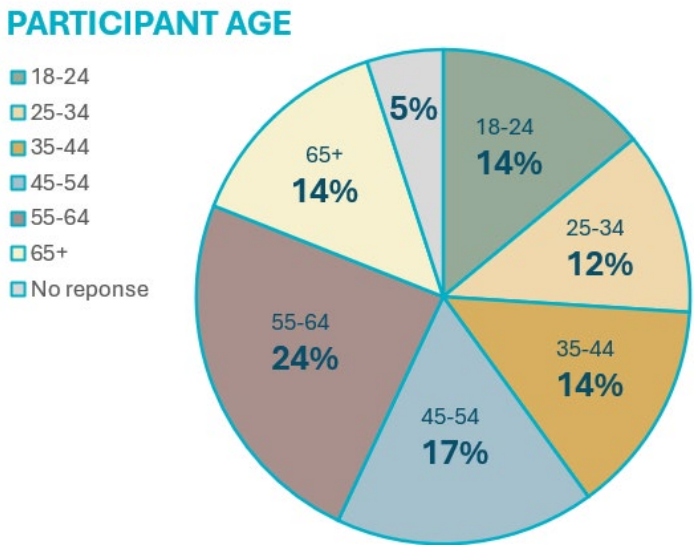
# 3 Public and Stakeholder Engagement

## 3.1 Survey

The DARTS MPO conducted an online survey to gather insights on transportation needs and opportunities within the DARTS Planning area through 2050. Full survey results are included in Appendix G.

A total of 96 participants responded to the survey. Of these, 63% reported residing in the City of Albany, 19% in Lee County, 9% in Dougherty County, and 3% indicated they live outside of the DARTS study area. The remaining 6% did not answer the question. The age breakdown is in Figure X. Of note is that over half of the participants were over the age of 45.

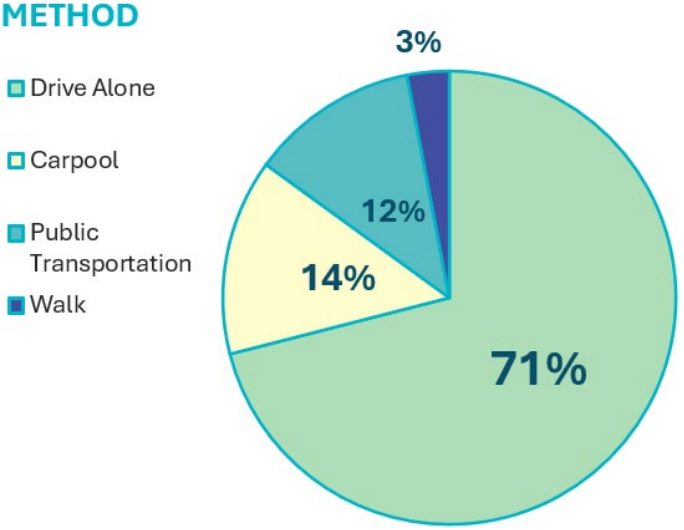
**Figure 3-1**




### Commuting

When asked about their ***primary mode of transportation***, 69 percent of respondents said they commute to work within the DARTS area while nine percent commute to work outside the DARTS area. 24 percent of participants work from home and do not commute and of those who do commute to work, 71 percent drive alone, 14 percent carpool with one or more people, 12 percent use public transportation, and three percent walk to work. For general transportation needs beyond commuting to work, 77 percent of respondents reported that driving alone is their most frequently used mode of transportation while 14 percent use public transportation, seven percent carpool, and one percent walk.

**Figure 3-2**



## Congestion

When asked, "***Within the DARTS Area, have you experienced traffic congestion on roads or at intersections?***", almost 70% of the 36 participants who responded indicated they have experienced traffic congestion. There are numerous locations within Albany, including U.S. Highway 82 and U.S. 19 between Albany and Leesburg, that people report as being problematic for congestion. Almost all of the main streets in Leesburg are felt to have congestion issues as well. The following specific locations were reported as congested:

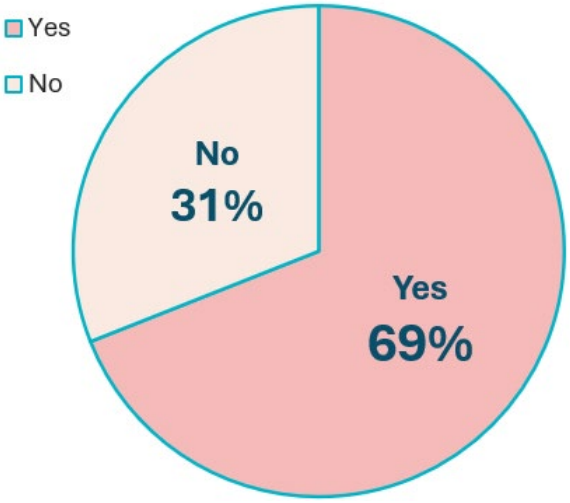
**Leesburg**

- US 19 / Walnut intersection
- Lovers Lane Road / Old Leesburg Road
- US 19 and 82, 32, Fussell Road, James Pond Road

**Albany**

- Old Dawson / Westover
- Slappey / Oglethorpe, Broad, Gillionville, Palmyra,
- Slappey Boulevard / Gillionville Road
- Slappey Boulevard, Dawson Road, Broad Avenue, Westover Boulevard, Ledo Road
- North Slappey Boulevard / Liberty Expressway
- Clark Avenue / Turner Field Jefferson
- Pointe North Boulevard, Westover, Dawson Road, and Highway 19 (from Ledo intersection to Cedric intersection in particular). It was also mentioned that during peak traffic hours, it was often difficult or impossible to enter or exit Pointe North Apartments from either entrance due to severe congestion.
- Pointe North and Dawson Road: Heading north at the light on Pointe North, it is impossible to make a left turn onto Old Dawson Road. Similarly, turning left from Dawson Road onto Old Dawson Road is challenging. This issue also affects any left turn at a light downtown.
- 3rd Avenue / North Harding Street
- 3rd Avenue / North Slappey Boulevard
- 3rd / Dawson
- US 82 / Old Dawson Road
- Old Dawson Road / North Westover Boulevard
- Stuart Avenue / Nottingham Way
- Smithville Road / Highway 195
- US 19 Between Albany and Leesburg is bad at times. Traffic in Leesburg can be bad during school traffic. Especially if there is a train.
- Dawson Road / Ledo Road
- Dawson Road at Whispering Pines & Westover
- Nottingham / Westover
- Intersection at Oglethorpe / Radium Springs

**Figure 3-3**
**EXPERIENCED CONGESTION**



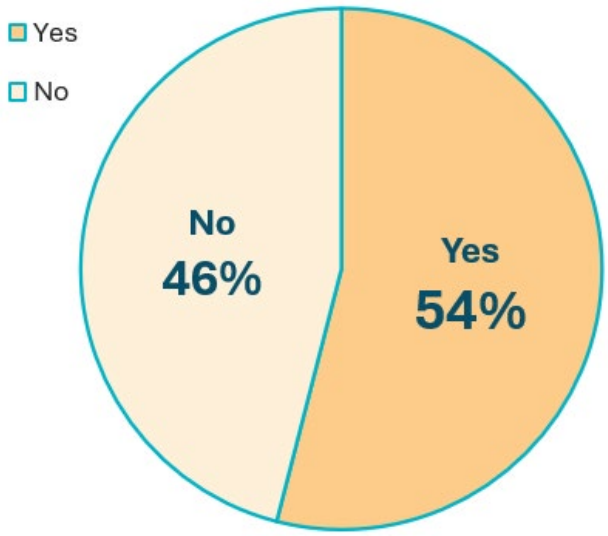
## Safety

When asked, "***Considering all modes of transportation (cars, trucks, cyclists, pedestrians), have you experienced any transportation safety issues in the DARTS Area?***", over half of the 35 respondents indicated they have experienced safety. Generally, people feel that the streets and roads within the DARTS area are unsafe for pedestrians and cyclists due to a lack of supportive infrastructure and dangerous driving behavior such as speeding. People believe walkers and bikers are at the most risk alongside anyone on a scooter or motorcycle, and respondents reported several instances of near misses on both town and county roads.

It was felt that more sidewalks and crosswalks are needed within the city limits of Leesburg, particularly on Starksville and Peach Street. For example, at Dawson Road, in front of popular retail destinations Publix and Target, it was reported that apartment residents and hotel guests often walk across Dawson Road to get to Publix or Target, but the nearest crosswalks are a significant distance away for people carrying groceries, so they will run across the street in the middle of busy traffic. The median between Publix, Target, and Pointe North Apartments are also considered dangerous. Apartment residents coming from Westover often cannot turn safely into the Dawson Road entrance to the complex because of drivers trying to get into the median very quickly due to congestion from the stores.

**Figure 3-4**

**EXPERIENCED TRANSPORTATION SAFETY ISSUES**




The following specific locations were reported as having safety issues:

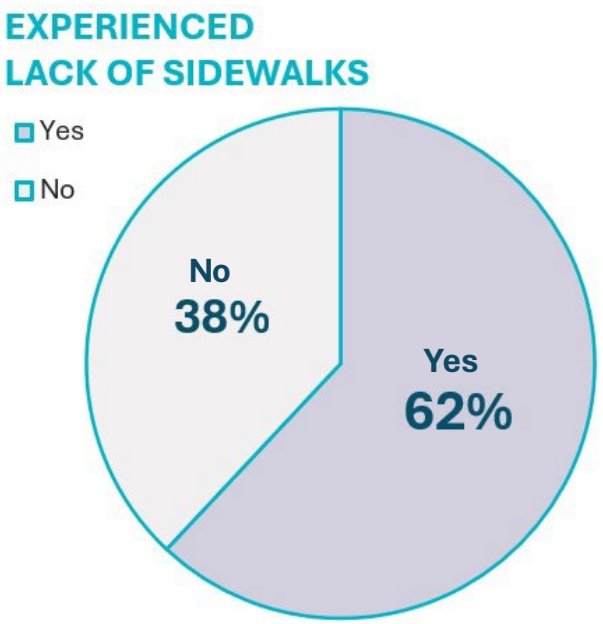
- Lovers Lane Road where it ends at Old Leesburg Road
- Congestion and wrecks morning and evening en-route to and from work in Lee County Main Street
- Radium Springs and Holly Pearce Road in front of Dougherty High have no sidewalks
- Clark Ave
- Dawson Road in front of Publix and Target (specific comment detailed above)
- Excessive speeding was reported to occur on Slappey Boulevard and Dawson Road
- Dawson / Old Dawson intersection
- US 19
- US 82
- Traffic light at the Slappey and Palmyra Road intersection near 2741 Palmyra Road

## Sidewalks

When asked, "***Within the DARTS Area, have you experienced a lack of sidewalks or connections between sidewalk segments?***", 62% of the 34 respondents indicated they have experienced a lack of sidewalks. It was felt strongly by multiple people that there is a lack of sidewalks everywhere but downtown, and frustration was expressed that there are no sidewalks in front of new houses. A lack of sidewalks was reported to be a problem around many public schools, People also feel that sidewalks are needed along the Canal. The following specific locations were reported as having a lack of sidewalks:

- Dougherty High School
- Clark Ave Turner Field Oglethorpe Blvd East Dougherty
- Pointe North Blvd: Residents and hotel guests often walk to access local businesses, leading to many people walking along lanes of traffic due to the lack of sidewalks.
- Westover / Dawson Rd
- Dawson Rd near Firestone Complete Auto Care
- Smithville Rd and Hwy 195
- Hwy 32 in Leesburg

**Figure 3-5**

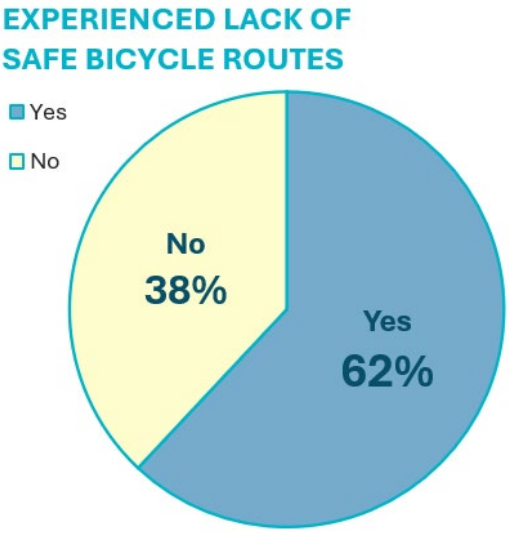



## Bicycle Routes

When asked, "***Within the DARTS area, have you experienced a lack of safe bicycle routes or connections between bikeable areas?***", the same number of respondents who indicated experiencing safety issues with sidewalks also experienced safety issues with bicycle routes. Both East and South Albany, as well as the East side of Dougherty County, in general were considered problematic and some felt that bicycles must be used on roadways with speed limits of less than 40 MPH for safety. The following specific locations were reported as having a lack of safe bicycle routes:

- Slappey Blvd
- West Oglethorpe
- Newton Rd
- Bike lane on Robert B Lee, where trees and shrubs are overgrown.
- Dawson Rd
- Smithville Rd and Hwy 195
- Walnut Dr. in Leesburg.
- Gillionville Rd.

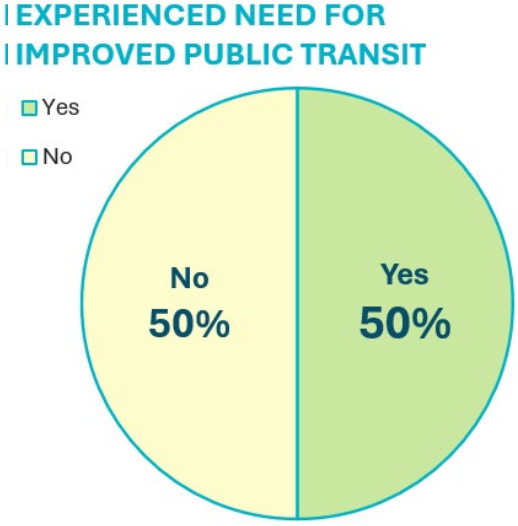
**Figure 3-6**



## Public Transportation

When asked, ***"Within the DARTS Area, have you experienced a need for improved public transit services (additional routes, service frequency, etc.)?"***, half of the 34 respondents indicated a need for improved transit services. The most common complaint is that buses are often late and services do not run early enough or late enough for workers, especially those with odd hours who feel their only choice is to pay for an Uber to get to work.

**Figure 3-7**




It is also felt that routes do not extend to all the communities it should, with a noticeable lack of service to Lee County. Because of these issues, many see the buses as an unreliable mode of transportation which negatively impacts not only the viability and credibility of the transit agency but residents who feel forgotten because they cannot reach economic and social opportunities. The following specific comments were provided regarding public transit needs:

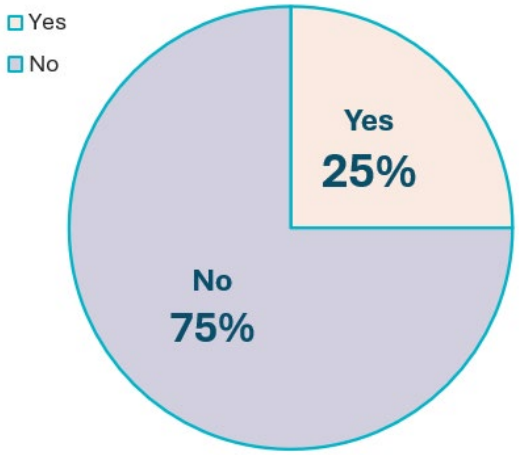
- Transit needs to come down to Beattie Road and Gillionville Road
- "Pay the bus drivers more"
- Buses run late between campuses of ASU
- Early morning service is needed
- "The entire public transit system is fractured. You never know when the bus is coming. There is only one bus riding a line at a time. which makes no sense. There should always be two buses per line. One inbound and one outbound."
- "Watching how many people use Uber to travel- it is plain that public transportation is lacking."
- Buses should run in Leesburg on 19 South
- "Most of area needs improved transit"
- "There is not a public transportation option for those people living in the Putney area who do not have transportation or reliable transportation"
- There is no service to Lee County
- "Transit employment is down which has caused a delay in routes"

## Railroad Crossings

When asked, "***Within the DARTS Area, have you experienced problems at railroad crossings?"***, 36 participants responded. A quarter of participants (25 percent) indicated they have experienced problems at railroad crossings while 75 percent have not.
The following comments were provided regarding issues at railroad crossings:

- Asphalt deterioration on Broadway Avenue, Westover Road, and two on Mock Road
- Slappey Boulevard and Gillionville Road
- Jefferson Street, Washington Street
- Downtown Leesburg stops traffic when a train is there, and the tracks need repairing
- Only at grade crossings throughout the city

**Figure 3-8**
**EXPERIENCED PROBLEMS AT RAILROAD CROSSINGS**




## Transportation Issues

When asked***, "What transportation issue do you feel is most important to address in the DARTS Area?"***, the following direct responses were received, which have been organized here into general categories.

**Traffic / Safety**

- Traffic (generally)
- Where the lane ends after going through Philema Road intersection, people speed up to pass on right. They don't know that the right lane is supposed to yield for through traffic. There needs to be a sign that displays that.
- Traffic congestion, specifically in Lee County
- Congestion on exits
- Speeding issues require more speed tables or monitoring.
- Need to close intersections on US 82 in Lee County. Semis run traffic lights. Road needs to be limited access. No median cuts.
- Speed limits need to be lowered in rapidly growing areas, re, US 82 in Lee County
- Traffic signal upgrades and traffic calming devices are needed.

**Road Conditions**

- Road surface on 32W and drainage issues in Leesburg
- Roads need to be reconditioned all over the city
- Improve existing road conditions and perhaps widen existing roads.

**Infrastructure**

- Lack of federal interstate highway
- Road and building planning need to be addressed. There are many places in the DARTS area with confusing, offset streets that are difficult to locate or navigate, as well as busy main roads with many high-traffic buildings but little means for them to be safely accessed during busy times of day.
- Highway 82
- Widen Old Dawson, Roundabout at Old Dawson / East Doublegate intersection, roundabout or improved intersection at Dawson Road / Old Dawson intersection
- Consider replacing signalized intersections with roundabouts.

**Public Transportation**

- Bus arrival times
- More bus routes are needed for longer time frames
- City bus / public transport
- Not enough buses on the streets to provide more frequency of service. The buses don't run late enough and neither do they run through all parts of the city like they should. This city is small but it is large enough to have a better public transit system.
- Concerning public transportation, the drivers are working 12-hour shifts. The locations for pickup points are saturating neighborhoods, and the working hours are expanded to include Saturday.
- Fixed route buses and routes to move people between Lee County and Dougherty County.
- Probably need more public transportation

**Sidewalks / Bicycle Routes**

- Lack of sidewalks
- My top issue would be pedestrian / bike / car safety on US 82
- More sidewalks and bike trails
- East Albany is a community where people walk to destinations. I would consider more sidewalks and road repairs to roads (but not limited to others). Example: Thornton Drive and East Broad Avenue need a full sidewalk up and down the streets. This will make it safer. Also, road expansion is needed on Clark Avenue where it is turning into a commercial road area.

**Other**

- Uniform policy concerning Taxi and Uber vehicle identification information and standards.

## Transportation Funding

When asked, "***How should transportation funding be prioritized? Please indicate level of priority for each category below.***", the following priorities were indicated:

**Table 3-1: Public Survey - Transportation Funding Priorities**

| FUNDING CATEGORY | HIGH PRIORITY | MEDIUM PRIORITY | LOW PRIORITY | TOTAL RESPONSES |
|---|---|---|---|---|
| Build new roads to add capacity to transportation system | 35.90%<br>14 | 46.15%<br>18 | 17.95%<br>7 | 39 |
| Widen existing roads to add capacity to transportation system | 60.98%<br>25 | 21.95%<br>9 | 17.07%<br>7 | 41 |
| Repair /maintain existing roadways | 68.29%<br>28 | 26.83%<br>11 | 4.88%<br>2 | 41 |
| Increase/ improve public transportation (bus) service | 39.02%<br>16 | 36.59%<br>15 | 24.39%<br>10 | 41 |
| Safety improvements (lighting, signage, intersection treatments) | 73.17%<br>30 | 21.95%<br>9 | 4.88%<br>2 | 41 |
| Bicycle Facilities | 36.59%<br>15 | 41.46%<br>17 | 21.95%<br>9 | 41 |
| Pedestrian Facilities | 51.22%<br>21 | 43.90%<br>18 | 4.88%<br>2 | 41 |

## Additional Transportation Comments

Participants were asked to share any ***additional transportation needs not covered in previous survey questions***. The following specific comments were provided:

- "Drivers turning from Lovers Lane Road onto Old Leesburg Road do not practice safety. They pull out in front of you displaying no regard for safety. I have had several close calls. VERY DANGEROUS INTERSECTION!! Needs a traffic light there to control these reckless drivers."
- Drainage issues along the side of roadway, mostly in Leesburg
- "Roads near the mall need a lot of work"
- US 82 &19 Clark Avenue Turner Field
- "Intersection of Pointe North Boulevard and Old Dawson Road: The timing of the traffic lights at this intersection greatly increases congestion. The lights facing Old Dawson Road change very slowly, and the lights facing Pointe North Boulevard change very quickly. This leads to congestion as Pointe North Boulevard often has just as much (or more) traffic than Old Dawson Road."
- "Traffic on 82 coming into Albany from Dawson are absolutely not safe due to high speeds and vehicles coming on and off the road for neighborhoods, businesses, etc. Reduced speeds and lights needed."
- "In neighborhoods, why not add permanent speed tables where so many use the neighborhoods to "cut through" - like West Doublegate, Martindale, Lullwater, etc."
- "At any traffic light look at the car next to you. They will be on their phone."
- "Red lights don't mean anything in Albany. Constantly being run on Slappey. No one is worried about obeying laws."

## 3.2 Public Workshops

On Tuesday March 19, 2024, Thursday June 20, 2024, and Monday June 24, 2024, public meetings were held at the East Albany Police Department, Albany Government Center, and Oakland Library respectively to discuss the DARTS 2050 MTP Update. At the beginning of each meeting, attendees signed in and received a fact sheet, comment card, and pen. Display boards were used for discussion, with staff facilitating and recording comments. Attendance at the public meetings was low, with only four non-stakeholders attending on March 19th (eleven total with stakeholders), one on June 20th (five total), and two on June 24th (three total). As a result, feedback was limited. It is possible that a lack of bus service during the meeting hours contributed to low attendance by concerned individuals since most buses stop around 5pm on weekdays. Stop times were noted by participants in the public survey as an issue.

Comments were provided by attendees that the public transportation system in the DARTS Planning Area needs improvement to serve all land uses, including access to educational institutions and the airport, and that better connectivity between Dougherty County and Lee County is needed. It was also noted that there is a need for a safe bicycle network in Albany, particularly on Dawson Road and Gillionville Road, along with secure bike locking locations and that inexpensive commuting options to Atlanta are desired.

## 3.3 Stakeholders Committee

On March 19, 2024, and June 20, 2024, the 2050 MTP Update project team held stakeholder committee and TCC subcommittee meetings at the Albany Government Center.

### March 19, 2024

**Attendees**

Tanner Anderson, DARTS MPO
Paul Forgey, Albany Planning and Development Services
Denise Clark, Albany Planning and Development Services
Marina Rosen, Albany Planning and Development Services
Jason Tolbert, Albany Transit
Charles Ochie, Albany-Dougherty Planning Commission
Ken Breedlove, City of Albany
Billy Breeden, Leesburg Mayor
Christi Dockery, County Manager, Lee County
Amanda Nava, Lee County Planning, Zoning, and Engineering
Wade Carroll, Metro Analytics
Vince Matheny, Metro Analytics
Rob Schiffer, Metro Analytics
Gabrielle Westcott, Metro Analytics
Mary Huffstetler, MPH and Associates
Jacqueline Williams, GDOT
Joseph Longo, FHWA

**Meeting Agenda**

1. Metropolitan Transportation Plan Overview
2. Project Status and Schedule
3. Outreach Activities
4. Baseline Condition and Needs Assessment
5. Major Findings
6. Stakeholder Input Session
7. Next Steps.

During this meeting, the project team presented on the purpose of the MTP and that it will analyze accident causes to propose solutions and examine crash data to identify high injury areas for general recommendations. Attendees brought up that Slappey Boulevard, Dawson Road, Westover Boulevard, Jefferson Street, Clark Avenue, and other key corridors and intersections along them require attention and future investment due to congestion, traffic flow, and pedestrian safety concerns. Additionally, pedestrian accommodations near Albany State University and improvements on roads like Old Georgia Highway 3 are needed. Specific improvements such as additional lanes, roundabouts, and traffic signals were suggested and there were calls for a comprehensive streets policy, expanded multi-modal transportation, business access management, more sidewalks, and further implementation of the Flint River Master Plan.

Stakeholder members also agreed that the Airport Master Plan, which is projected to be finished at the end of the year, and the Freight Profile should be included, with Albany seeking to expand airport services and its role as a freight hub. It was clarified that the plan will primarily focus on short-term and operational needs achievable within the next 5-10 years and recommendations may include extending the limits of existing projects even though some are considered marginal needs.

## June 20, 2024

**Attendees**

Tanner Anderson, DARTS MPO
Paul Forgey, Albany Planning and Development Services
Jason Tolbert, Albany Transit
Ken Breedlove, City of Albany
Shawnasi Barron, Albany Transit
Jacqueline Williams, GDOT
Jason Willingham, GDOT District
Vince Matheny, Metro Analytics
Rob Schiffer, Metro Analytics
Mary Huffstetler, MPH and Associates

**Meeting Agenda**

1. Metropolitan Transportation Plan Overview
2. Project Status and Schedule
3. Outreach Activities and Inputs
4. Universe of Projects Development
5. Project Evaluation Criteria and Measures
6. Stakeholder Input Session
7. Next Steps

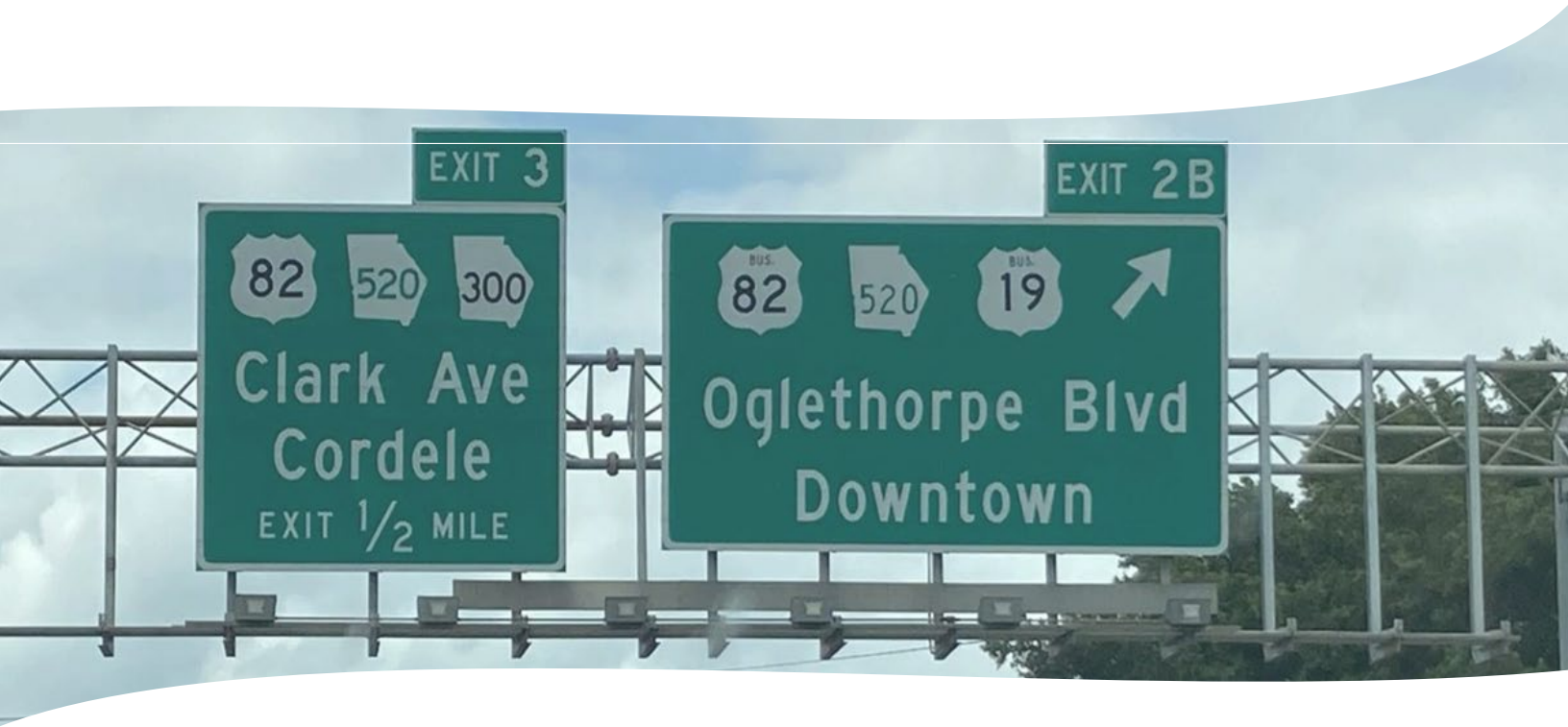
Vince Matheny of Metro Analytics explained that the project team developed the Universe of Projects using current planned and programmed projects, TIP, travel demand model, data analysis, and stakeholder and public input. Stakeholders brought up the following concerns and projects when asked if the Universe of Projects may have overlooked any immediate project needs or problems in the transportation network.

- The bypass south of the Flint River - previously discussed but was never advanced.
- Clark Avenue Bridge - considered to transport traffic directly to the hospital, but there are issues with ending the bridge on the west due to one-way streets and railroad overpass constraints.
- Liberty Expressway - needs to be widened to six lanes by 2050 to help Oglethorpe congestion, but the deadline is tight. The design of Liberty Expressway merging into Dawson

Road and vehicles getting off at Ledo Road has caused accidents. Improving this interchange with widening Liberty Expressway to six lanes and widening ramps to Dawson should address this issue. Improvements at Liberty Expressway and Jefferson Avenue interchange are proposed, with a recommendation to widen Jefferson from the hospital to the expressway due to traffic on the south ramp approaching the traffic signal creating a backup of traffic onto the Liberty Expressway.

- Commercial Hotspot areas - Ledo Road and Dawson Road are seeing many new developments and need attention. A Ledo Road extension is proposed which will potentially increase traffic there. Two new developments near Albany Mall will increase congestion on Dawson Road and Stewart Avenue area.
- North Westover Boulevard roundabout – there is interest in seeing the effectiveness of pulling traffic off Nottingham due to development and apartment complexes south of Liberty Expressway. Commuters from this area going to Miller and businesses in the southeast part of the city are likely to increase traffic on Liberty Expressway from Nottingham to the south.
- New three-story building across from the hospital on Jefferson Avenue - One story is for a school and two stories are for apartments. This will increase traffic on Jefferson Street.

The project team also discussed transit needs with stakeholders, providing clarification that a transit ridership analysis was underway to identify them. In addition, the 2050 MTP Update team relayed that a meeting with the Airport Master Plan consultant team was being scheduled to develop and coordinate recommendations for incorporation into the MTP.



# 4 Performance Based Planning

## 4.1 Goals, Objectives, and Performance Measures

The 2050 DARTS MTP Update includes the following nine goals which were carried over and adopted from the 2045 DARTS MTP:

- **Goal 1 - Safety/Security:** Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists.
- **Goal 2 - Economic Vitality:** Ensure a financially balanced plan and the cost of transportation facilities and services are borne by those who benefit from them.
- **Goal 3 - Accessibility and Mobility:** Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
- **Goal 4 - Enhanced System Integration and Connectivity:** Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.
- **Goal 5 - Environment and Quality of Life:** Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.
- **Goal 6 - System Preservation and Maintenance:** Maintain and efficient transportation system within Dougherty and South Lee Counties for residents and businesses.
- **Goal 7 - System Management and Operation:** Encourage the implementation of TSM and TDM to reduce traffic congestion and promote low-cost solutions of road capacity.
- **Goal 8 - Reliability and Resiliency:** Improve livability and the quality of the transportation system.
- **Goal 9 - Travel and Tourism:** Provide a transportation network that enhances regional accessibility for travel and tourism.

Each of these goals has a series of objectives, performance measures and targets. While these goals, measures, and targets are still relevant, new Federal and State guidance must be incorporated, along with stakeholder comments. The *Goals, Objectives, and Measures of Effectiveness Technical Memorandum* document describes a systematic approach to updating the DARTS performance framework with respect to the 2050 goals and requirements of the Infrastructure Investment and Jobs Act (IIJA) and recent guidance from GDOT. ***Table 4-1*** on the following page summarizes the alignment of 2050 DARTS MTP goals and objectives, with the Bipartisan Infrastructure Law (BIL) national goals, GDOT's' statewide goals, and performance metrics.

## Table 4-1: DARTS 2050 MTP Goals, Objectives and Performance Metrics Comparison to IIJA Emphasis Areas

| Infrastructure Investment and Jobs Act (IIJA) Factors | IIJA National Goals | GA 2050 SWTP/2015 SSTP State Goals | DARTS 2050 Goals | DARTS 2050 Objectives | DARTS Performance Measures | Data Source for Performance Measure |
|---|---|---|---|---|---|---|
| **Protect and Enhance the Environment** | Enhance the performance of the transportation system while protecting and enhancing the natural environment. | Protecting the environment and improving safety across all transportation modes. | Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management. | • Minimize adverse impacts to environmental, historic, cultural, and community resources.<br>• Minimize environmental asset destruction through facility design. | • Impacts to natural environment from transportation projects.<br>• Impacts to cultural, historic, and community resources.<br>• Reduction in vehicle miles of travel.<br>• Implementation of green infrastructure in projects.<br>• Community satisfaction ratings. | • Project Review.<br>• GIS assessment.<br>• GDOT Traffic Analysis and Data Application.<br>• Environmental impact studies. |
| **Increase the Safety and Security of the Transportation System** | Achieve a significant reduction in traffic fatalities and serious injuries on all public roads. | | Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists. | • Minimize the frequency and severity of crashes.<br>• Reduce modal conflicts.<br>• Prioritize improvements that reduce fatalities and serious injuries.<br>• Utilize design strategies to mitigate crash potential. | • Number of crashes in the Calendar Year (CY).<br>• Crash rate per 100 million VMT.<br>• Number of fatalities (CY).<br>• Fatality rate per 100 million VMT.<br>• Number of serious injuries (CY).<br>• Serious injury rate per 100 million VMT.<br>• Combined non-motorized fatalities and serious injuries.<br>• Number of bicycle/pedestrian fatalities (CY).<br>• Number of bicycle/pedestrian injuries (CY).<br>• Rate of crash-related road closures or disruptions.<br>• Average response time to accidents.<br>• Community awareness and engagement in safety programs. | • GDOT.<br>• Georgia Electronic Accident Reporting System (GEARS) and Numetric.<br>• GDOT Traffic Analysis and Data Application.<br>• Local law enforcement and emergency response data.<br>• Public safety campaign reports.<br>• Community feedback surveys. |

| Infrastructure Investment and Jobs Act (IIJA) Factors | IIJA National Goals | GA 2050 SWTP/2015 SSTP State Goals | DARTS 2050 Goals | DARTS 2050 Objectives | DARTS Performance Measures | Data Source for Performance Measure |
|---|---|---|---|---|---|---|
| | | | | | • Effectiveness of safety campaigns. | |
| **Increase Accessibility and Mobility of People and Freight** | Achieve a reduction in congestion on the National Highway System and improve the efficiency of the surface transportation system. | Enhancing access to transportation services and improving connectivity | Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses. | • Maximize efficient mobility.<br>• Ensure accessibility to employment and services for the region's population.<br>• Minimize delays due to congestion. | • Annual Average Daily Traffic (AADT).<br>• Level of Service.<br>• Vehicle to Capacity Ratio.<br>• Access to employment and activity centers.<br>• Transit ridership trends.<br>• Average travel times to key destinations. | • GDOT Traffic Analysis and Data Application.<br>• Travel Demand Model.<br>• GIS assessment.<br>• Public transportation usage data. |
| **Enhance the Integration and Connectivity** | Improve the efficiency of the surface transportation system and enhance connectivity across modes. | | Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities. | • Maximize efficient mobility for freight movement.<br>• Encourage and provide facilities for transit and non-motorized modes.<br>• Maximize efficient transit service.<br>• Provide a safe, interconnected, multi-modal network. | • AADT and Truck percentage.<br>• Access to freight generators and attractors.<br>• Reduction in gaps within modal networks.<br>• Increase connectivity between modes and residential areas.<br>• Multi-modal network gap reduction.<br>• Implementation of modal plan recommendations.<br>• Public transportation network efficiency. | • Local public works/engineering.<br>• Project review.<br>• GIS assessment.<br>• Modal transportation studies. |

| Infrastructure Investment and Jobs Act (IIJA) Factors | IIJA National Goals | GA 2050 SWTP/2015 SSTP State Goals | DARTS 2050 Goals | DARTS 2050 Objectives | DARTS Performance Measures | Data Source for Performance Measure |
|---|---|---|---|---|---|---|
| **Emphasize the Preservation of the Existing Transportation System** | Maintain the highway infrastructure asset system in a state of good repair. | Emphasize enhancing the efficiency and effectiveness of the transportation system. | Maintain an efficient transportation system within Dougherty and South Lee Counties for residents and businesses. | • Maintain acceptable bridge ratings.<br>• Maintain acceptable levels of roadway maintenance.<br>• Keep multi-modal facilities at an acceptable standard. | • The number and percentage of NHS Bridges in poor to good condition.<br>• Percentage of roadways meeting GDOT maintenance standards.<br>• Pavement Condition Index (PCI) for roadways.<br>• Response times for maintenance and repair requests. | • GDOT.<br>• Public Works/Engineering Departments.<br>• National Bridge Inventory.<br>• GDOT's pavement management system. |
| **Promote Efficient System Management and Operation** | Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by improving project delivery processes. | | Encourage the implementation of TSM and TDM to reduce traffic congestion and promote low-cost solutions of road capacity. | • Optimize network efficiency through signalization.<br>• Reduce vehicular congestion delays.<br>• Utilize technology to enhance network efficiency. | • Annual Average Daily Traffic (AADT).<br>• Level of Service (LOS).<br>• Volume to Capacity ratio.<br>• Signalization optimization.<br>• Peak hour traffic congestion reports. | • GDOT Traffic Analysis and Data<br>• Application/Travel Demand Model.<br>• Public Works/Engineering/Traffic Departments' traffic studies. |
| **Improve the Resiliency and Reliability** | Enhance the performance of the transportation system while protecting the environment and improving resilience to climate change | Emphasis on using innovative solutions and making the transportation system more resilient. | Improve livability and the quality of the transportation system. | • Enhance transportation facilities for tourist access.<br>• Encourage use of multi-modal facilities by visitors. | • Connections to regional tourist attractions.<br>• Programming of eco-tourism supportive facilities.<br>• Multi-modal service availability for visitors.<br>• Resilience project investment levels.<br>• Disruption recovery times. | • GDOT and Public Works/Engineering Departments.<br>• Project funding records.<br>• Emergency response reports.<br>• Local Convention and Visitors Bureau. |

| Infrastructure Investment and Jobs Act (IIJA) Factors | IIJA National Goals | GA 2050 SWTP/2015 SSTP State Goals | DARTS 2050 Goals | DARTS 2050 Objectives | DARTS Performance Measures | Data Source for Performance Measure |
|---|---|---|---|---|---|---|
| | and natural disasters. | | | • Improve accessibility to public airports. | | |
| **Enhance Travel and Tourism** | Improve the national freight network, support rural communities' access to trade markets, and promote regional economic development. | Focus on strategic investments in transportation to support economic growth and competitiveness. | Provide a transportation network that enhances regional accessibility for travel and tourism. | • Facilitate access to tourist attractions through transportation.<br>• Boost visitors' use of multi-modal facilities.<br>• Enhance airport accessibility. | • Tourist attraction connectivity.<br>• Eco-tourism facility programming.<br>• Visitor-targeted multi-modal service availability.<br>• Visitor numbers increase linked to transportation.<br>• Tourist facility usage statistics. | • GDOT and Public Works/Engineering Departments.<br>• Local Convention and Visitors Bureau.<br>• Tourism boards' visitor data. |
| **Support Economic Vitality** | Strengthen the global competitiveness and productivity of metropolitan areas and enhance the efficiency of the transportation system. | | Ensure a financially balanced plan and the cost of transportation facilities and services are borne by those who benefit from them. | • Balance costs with revenues.<br>• Coordinate transportation investments with regional transportation systems.<br>• Align transportation investments with land use and development.<br>• Maximize project benefits relative to cost. | • Financial assessment to constrain the project list.<br>• Number of regional connections.<br>• Projects addressing existing and future development.<br>• Benefit-Cost assessment.<br>• Economic impact analysis of transportation projects.<br>• Ratio of transportation investment to regional economic growth.<br>• Public-private partnership opportunities.<br>• Efficiency of fund allocation and utilization. | • GDOT; local governments.<br>• Project review for identifying connections.<br>• GIS analysis/Travel Demand Model.<br>• Benefit-cost analysis tool.<br>• Regional economic studies.<br>• Public and private sector investment reports.<br>• Efficiency audits of transportation spending.<br>• Stakeholder feedback from businesses and community groups. |

## 4.2 National Transportation Performance Measures & GDOT Targets

### 4.2.1 Overview

In compliance with BIL, state and local transportation plans must align with national performance management goals. This encompasses enhancing safety, maintaining pavement and bridge conditions on the Interstate and National Highway System (NHS), ensuring reliable travel for both passengers and freight, reducing peak-hour delays, and lowering transportation-related pollutant emissions. Additionally, BIL broadens the scope of inclusive planning requirements, necessitating careful updates to the DARTS MTP and related performance metrics and indicators.

For the DARTS Planning Area, the NHS includes US 82 (*Dawson Road-Liberty Expressway-N Slappey Boulevard-W Oglethorpe Boulevard-E Oglethorpe Boulevard-Clark Avenue*) and US 19 (*Walnut Street-Liberty Expressway*). NHS performance measures are categorized into three groups, with updates scheduled as follows:

- **PM1 - Safety Performance Measures:** Updated annually under BIL, these measures aim to improve road safety and decrease traffic fatalities. The 2050 DARTS MTP will identify safety priorities within the Metropolitan Planning Area (MPA) and allocate funds for specific safety enhancements.
- **PM2 - Pavement and Bridge Condition on Interstate and Non-Interstate NHS Roads:** Updated every four years, focusing on keeping infrastructure in good condition. This MTP will address infrastructure maintenance, identify pavement and bridge needs within the MPA, and allocate funds for targeted improvements.
- **PM3 - Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and Non-Interstate NHS Roads:** Updated every four years, with an emphasis on improving system efficiency and reliability while reducing emissions. The MTP will address travel reliability, freight movement, and congestion, identifying and funding necessary improvements within the MPA.

GDOT recently updated its System Performance Report to comply with the BIL's requirements. Recognizing the significant impact of US 82 and US 19 on the DARTS regional transportation network, it is crucial for MPOs across the state, including DARTS, to integrate GDOT's performance measures.

## 4.2.2 Development of 2050 GDOT Performance Measure

### *4.2.2.1 PM1: Highway Safety*

Under BIL, MPOs are required to support or develop specific safety performance targets. DARTS aligns with GDOT's Safety Performance Measures, which are now updated annually and based on a rolling five-year average under BIL guidelines. BIL's emphasis on safety enhancement necessitates a rigorous approach to target setting and evaluation, ensuring continued focus on reducing traffic fatalities and serious injuries. These targets, detailed in ***Table 4-2***, form the basis of a performance-based planning process, encompassing ongoing performance management and monitoring.

As a result, the **PM1** performance measures include:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

**Table 4-2: PM1 - Safety Performance Measures**

| Performance Measures | GDOT Statewide Performance | | | | |
|---|---|---|---|---|---|
| | Crash Totals and Rates | | | 5 Yr. Target Average | |
| | 2019 | 2020 | 2021 | 2022 | 2023 |
| Number of Fatalities | 1,492 | 1,658 | 1,797 | 1,671 | 1,680 |
| Rate of Fatalities per 100 million VMT | 1.12 | 1.43 | 1.49 | 1.210 | 1.360 |
| Number of Serious Injuries | 7,308 | 7,625 | 8,654 | 8,443 | 8,966 |
| Rate of Serious Injuries per 100 million VMT | 5.49 | 6.58 | 7.17 | 4.61 | 7.679 |
| Total Number of Nonmotorized Fatalities and Non-Motorized Serious Injuries | 701 | 792 | 828 | 793 | 802 |

### *4.2.2.2 PM2: Pavement and Bridge Conditions*

Under BIL, **PM2** targets are dedicated to monitoring and improving pavement and bridge conditions on both interstate and non-interstate NHS roads. MPOs like DARTS have the option to either develop their own specific performance measures or support those established by GDOT. These targets are updated every four years, with a possibility of an interim revision at the two-year mark. DARTS has chosen to align with GDOT's performance targets, detailed in ***Table 4-3***. These targets are integral to the performance-based planning process, ensuring sustained focus on infrastructure maintenance and improvements

The PM2 performance measures are detailed below:

- Percentage of Interstate Pavement in Good vs. Poor Condition
- Percentage of non-Interstate NHS Pavement in Good vs. Poor Condition
- Percentage of NHS Bridges Classified as in Good vs. Poor Condition

**Table 4-3: PM2 - Safety and Bridge Condition on Interstate and Non-Interstate NHS Road**

| Performance Measures | GDOT Statewide Performance by Year | | | | |
|---|---|---|---|---|---|
| | Annual Conditions | | | Targets | |
| | 2018/2019 | 2020 | 2021 (Baseline) | 2023 (2 Year) | 2025 (4 Year) |
| Percentage of Interstate Pavement in Good Condition | 57% | 57% | 67.4% | 50.0% | 50.0% |
| Percentage of Interstate Pavement in Poor Condition | 0.3% | 0.3% | 0.1% | 5.0% | 5.0% |
| Percentage of non-Interstate NHS Pavement in Good Condition | 49.2% | 46.5% | 49.2% | 40.0% | 40.0% |
| Percentage of non-Interstate NHS Pavement in Poor Condition | 0.6% | 0.8% | 0.6% | 12.0% | 12.0% |
| Percentage of NHS Bridges Classified as in Good Condition | 52% | 67.5% | 79.1% | 50.0% | 60.0% |
| Percentage of NHS Bridges Classified as in Poor Condition | 1.1% | 0.8% | 0.6% | 10.0% | 10.0% |

The percentage of lane-miles on the Interstate or non-Interstate NHS in good or poor condition is determined using metrics like the International Roughness Index (IRI), cracking percent, rutting, and faulting, with defined thresholds for each, indicating whether major investment is needed based on ride quality or structural deficiency. Meanwhile, the percentage of bridges on the NHS classified as good, fair, or poor condition is determined by assessing deck, superstructure, and substructure components, with specific metric rating thresholds. The overall bridge condition is based on the lowest component rating, and the classification indicates the need for major investment, substantial reconstruction, or replacement based on safety considerations.

### *4.2.2.3 PM3: System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program*

The **PM3** set of performance measures, mandated under BIL focuses on assessing travel time reliability, managing peak hour delays, and ensuring freight mobility reliability on both Interstate and Non-Interstate NHS facilities. DARTS, like PM1 and PM2, had the choice to develop unique measures and targets or to support those set by GDOT. Opting for alignment with GDOT, DARTS supports these identified targets, which are revised every four years with potential interim revisions at the two-year mark.

- Percentage of Person-Miles Traveled on the Interstate System that are Reliable
- Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay per Capita (PEHD)
- Percent Non-Single Occupancy Vehicle Travel
- Congestion Mitigation and Air Quality (CMAQ) Nitrous Oxides (NOx) and Volatile Organic Compounds (VOC) Cumulative Emission Reductions

**Table 4-4: PM3 - Travel Time Reliability, Peak Hour Excessive Delay a Delay and Freight Reliability on Interstate and Non-Interstate NHS Roads**

| Performance Measures | GDOT Statewide Performance by Year | | |
|---|---|---|---|
| | Annual Conditions | Targets | |
| | 2021 (Baseline) | 2023 (Year) | 2025 (4 Year) |
| Percentage of Person-Miles Traveled on the Interstate System that are Reliable | 80.2% | 80.8% | 82.8% |
| Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable | 84.9% | 86.5% | 91.9% |
| Truck Travel Time Reliability Index | 1.44 | 1.44 | 1.47 |
| Annual Hours of Peak Hour Excessive Delay per Capita (PEHD) | 20.4 hours | 22.2 hours | 24.6 hours |
| Percent Non-SOV Travel | 22.1% | 22.1% | 22.1% |

Two performance metrics evaluate travel time reliability across the Interstate and non-Interstate NHS by using the Level of Travel Time Reliability (LOTTR). This metric measures the ratio of longer travel times to normal travel times during specific periods, with reliable segments achieving a LOTTR of less than 1.5. This reliability is expressed as the percentage of person-miles traveled that remains dependable. For truck travel reliability on the Interstate system, the Truck Travel Time Reliability (TTTR) ratio assesses the 95th percentile truck travel time against normal travel time for each segment. A lower TTTR Index value indicates better performance, calculated as the sum of length-weighted segments divided by the total Interstate length.

Regarding the Congestion Mitigation and Air Quality (CMAQ), the Peak Hour Excessive Delay (PHED) measure quantifies congestion-related delay hours during weekday peak periods. Concurrently, the non-Single Occupancy Vehicle travel metric assesses the percentage of urban area travel via modes other than solo driving, based on specific criteria. Furthermore, the CMAQ emission reduction measure evaluates the program's impact by totaling reductions in on-road mobile source emissions, spanning two- and four-year periods. This considers relevant pollutants and project-funded reductions, necessitating unified target setting within designated urban zones.

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The DARTS MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

In summary, the nine objectives outlined in the prior DARTS 2045 Metropolitan Transportation Plan (MTP) continue to hold significance for the DARTS 2050 MTP Update, following a thorough examination of current Federal and State metropolitan planning mandates. Although the core goals are slated to persist in the 2050 MTP, adjustments to their wording were made to reflect input from community members and stakeholders. ***Table 4-5*** outlines the nine goals of the DARTS 2050 MTP, accompanied by their corresponding objectives, performance metrics, and data origins:

**Table 4-5: Goals, Objectives and Performance Measures**

| Goals | Objectives | Performance Measures | Data Sources/Assessment |
|---|---|---|---|
| **Safety/Security:**<br>Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists. | • Minimize the frequency and severity of crashes.<br>• Reduce modal conflicts.<br>• Prioritize improvements that reduce fatalities and serious injuries.<br>• Utilize design strategies to mitigate crash potential. | • Number of crashes in the Calendar Year (CY).<br>• Crash rate per 100 million VMT.<br>• Number of fatalities (CY).<br>• Fatality rate per 100 million VMT.<br>• Number of serious injuries (CY).<br>• Serious injury rate per 100 million VMT.<br>• Combined non-motorized fatalities and serious injuries.<br>• Number of bicycle/pedestrian fatalities (CY).<br>• Number of bicycle/pedestrian injuries (CY).<br>• Rate of crash-related road closures or disruptions.<br>• Average response time to accidents.<br>• Community awareness and engagement in safety programs.<br>• Effectiveness of safety campaigns. | • GDOT.<br>• Georgia Electronic Accident Reporting System (GEARS).<br>• GDOT Traffic Analysis and Data Application.<br>• Local law enforcement and emergency response data.<br>• Public safety campaign reports.<br>• Community feedback surveys. |

| Goals | Objectives | Performance Measures | Data Sources/Assessment |
|---|---|---|---|
| **Economic Vitality:** Ensure a financially balanced plan and the cost of transportation facilities and services are borne by those who benefit from them. | • Balance costs with revenues.<br>• Coordinate transportation investments with regional transportation systems.<br>• Align transportation investments with land use and development.<br>• Maximize project benefits relative to cost. | • Financial assessment to constrain the project list.<br>• Number of regional connections.<br>• Projects addressing existing and future development.<br>• Benefit-Cost assessment.<br>• Economic impact analysis of transportation projects.<br>• Ratio of transportation investment to regional economic growth.<br>• Public-private partnership opportunities.<br>• Efficiency of fund allocation and utilization. | • GDOT; local governments.<br>• Project review for identifying connections.<br>• GIS analysis/Travel Demand Model.<br>• Benefit-cost analysis tool.<br>• Regional economic studies.<br>• Public and private sector investment reports.<br>• Efficiency audits of transportation spending.<br>• Stakeholder feedback from businesses and community groups. |
| **Accessibility and Mobility:** Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses. | • Maximize efficient mobility.<br>• Ensure accessibility to employment and services for the region's population.<br>• Minimize delays due to congestion. | • Annual Average Daily Traffic (AADT).<br>• Level of Service.<br>• Vehicle to Capacity Ratio.<br>• Access to employment and activity centers.<br>• Transit ridership trends.<br>• Average travel times to key destinations. | • GDOT Traffic Analysis and Data Application.<br>• Travel Demand Model.<br>• GIS assessment.<br>• Public transportation usage data. |
| **Enhanced System Integration and Connectivity:** Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities. | • Maximize efficient mobility for freight movement.<br>• Encourage and provide facilities for transit and non-motorized modes.<br>• Maximize efficient transit service.<br>• Provide a safe, interconnected, multi-modal network. | • AADT and Truck percentage.<br>• Access to freight generators and attractors.<br>• Reduction in gaps within modal networks.<br>• Increase connectivity between modes and residential areas.<br>• Multi-modal network gap reduction.<br>• Implementation of modal plan recommendations.<br>• Public transportation network efficiency. | • Local public works/engineering.<br>• Project review.<br>• GIS assessment.<br>• Modal transportation studies. |
| **Environment and Quality of Life:** Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management. | • Minimize adverse impacts to environmental, historic, cultural, and community resources.<br>• Minimize environmental asset destruction through facility design. | • Impacts to natural environment from transportation projects.<br>• Impacts to cultural, historic, and community resources.<br>• Reduction in vehicle miles of travel.<br>• Implementation of green infrastructure in projects.<br>• Community satisfaction ratings. | • Project Review.<br>• GIS assessment.<br>• GDOT Traffic Analysis and Data Application.<br>• Environmental impact studies. |

| Goals | Objectives | Performance Measures | Data Sources/Assessment |
|---|---|---|---|
| **System** Preservation and Maintenance:<br>Maintain and efficient transportation system within Dougherty and South Lee Counties for residents and businesses. | • Maintain acceptable bridge ratings.<br>• Maintain acceptable levels of roadway maintenance.<br>• Keep multi-modal facilities at an acceptable standard. | • The number and percentage of NHS Bridges in poor to good condition.<br>• Percentage of roadways meeting GDOT maintenance standards.<br>• Pavement Condition Index (PCI) for roadways.<br>• Response times for maintenance and repair requests. | • GDOT.<br>• Public Works/Engineering Departments.<br>• National Bridge Inventory.<br>• GDOT's pavement management system. |
| **System Management and Operation:**<br>Encourage the implementation of TSM and TDM to reduce traffic congestion and promote low-cost solutions of road capacity. | • Optimize network efficiency through signalization.<br>• Reduce vehicular congestion delays.<br>• Utilize technology to enhance network efficiency. | • Annual Average Daily Traffic (AADT).<br>• Level of Service (LOS).<br>• Volume to Capacity ratio.<br>• Signalization optimization.<br>• Peak hour traffic congestion reports. | • GDOT Traffic Analysis and Data Application/Travel Demand Model.<br>• Public Works/Engineering/Traffic Departments' traffic studies. |
| **Reliability and Resiliency:**<br>Improve livability and the quality of the transportation system. | • Enhance transportation facilities for tourist access.<br>• Encourage use of multi-modal facilities by visitors.<br>• Improve accessibility to public airports. | • Connections to regional tourist attractions.<br>• Programming of eco-tourism supportive facilities.<br>• Multi-modal service availability for visitors.<br>• Resilience project investment levels.<br>• Disruption recovery times. | • GDOT and Public Works/Engineering Departments.<br>• Project funding records.<br>• Emergency response reports.<br>• Local Convention and Visitors Bureau. |
| **Travel and Tourism:**<br>Provide a transportation network that enhances regional accessibility for travel and tourism. | • Facilitate access to tourist attractions through transportation.<br>• Boost visitors' use of multi-modal facilities.<br>• Enhance airport accessibility. | • Tourist attraction connectivity.<br>• Eco-tourism facility programming.<br>• Visitor-targeted multi-modal service availability.<br>• Visitor numbers increase linked to transportation.<br>• Tourist facility usage statistics. | • GDOT and Public Works/Engineering Departments.<br>• Local Convention and Visitors Bureau.<br>• Tourism boards' visitor data. |

## 4.3 Updated System Performance Report

The updated system performance report for the 2050 MTP Update was developed in collaboration with GDOT and the DARTS MPO to ensure alignment with federal, state, and regional transportation goals. The DARTS 2050 MTP Update established comprehensive goals and objectives aimed at enhancing regional mobility, safety, sustainability, and economic vitality, ensuring the transportation system meets current demands while anticipating future needs for balanced regional development.

Section 15.4 of this report examines the alignment of the recommended projects in the DARTS 2050 MTP Work Program with the System Performance Measures established for the 2050 MTP Update. The full updated DARTS 2050 MTP System Performance Report is available in ***Appendix B***.

# 5 Socioeconomic Data

The population in the Albany Metropolitan Statistical Area (MSA) has remained stagnant over the 40-year period from 1980 through 2020, only increasing from approximately 142,900 to 146,600 residents. MSA employment has increased at a more significant rate over this same period, from 64,900 to 80,000 jobs. Much of the region is characterized by low median household incomes, low-wage jobs, and above-average unemployment. All Census Tracts within Dougherty County have been defined by the US DOT as either an area of persistent poverty (AoPP) or a historically disadvantaged community (HDC). **Figure 5-1** depicts AoPP and HDC areas within the two-county region.

**Figure 5-1: Disadvantaged Communities**


*Source: Climate and Economic Justice Screening Tool, White House Council on Environmental Quality*

All MPOs use travel demand models to forecast traffic growth. Traffic projections also require demographic forecasts and a validation process to ensure that models accurately estimate current traffic volumes. Most models use the most recent Census year for the base year validation process. Thus, the latest base year model was developed and validated to reflect year 2020 conditions.

## 5.1 Base Year Socioeconomic Data

DARTS MPO staff prepared an initial set of socioeconomic data by traffic analysis zone (TAZ) for use in the model validation process. Base year 2020 socioeconomic estimates used data from the U.S. Census, Longitudinal Employer Household Dynamics (LEHD), area Chambers of Commerce, local school boards, Albany State University (ASU), and public agency contacts.

Draft base year 2020 socioeconomic estimates prepared by DARTS MPO staff were submitted to GDOT for review and comment. GDOT comments were subsequently provided to DARTS staff and the consultant team was tasked with refining the 2020 socioeconomic estimates in response to the GDOT comments.

Refined TAZ data were validated to GDOT standards provided in the report *Georgia MPO Travel Demand Models Socioeconomic Data Development Guide*, prepared in August 2023. Iterative TAZ level adjustments were made to ensure the logic of household size and vacancy estimates. Summed county level data were also compared against other data sources such as Woods & Poole, the Governor's Office of Planning and Budgeting, County Business Patterns, Georgia Department of Labor, Workforce Statistics & Economic Research, and the Georgia Department of Education.

***Table 5-1*** depicts a favorable comparison of validated 2020 population and households for the DARTS regional model against other sources used to refine initial estimates. Approximately 72 percent of the 2020 regional population resides in Dougherty County while 75 percent of the region's households are located in Dougherty County.

**Table 5-1: Base Year 2020 Population and Household Summary**

| Sources | Population | Households |
|---|---|---|
| 2019 Totals (DARTS TAZs) | 119,293 | 54,146 |
| 2020 Woods & Poole | 117,885 | 49,298 |
| Difference (DARTS vs. W&P) | 1,408 | 4,848 |
| Census 2020 Totals | 118,953 | 53,269 |
| Numeric Difference (DARTS vs. Census) | 340 | 877 |
| Percent Difference (DARTS vs. Census) | 0.3% | 1.6% |
| GA Office of Planning & Budget 2022 | 118,754 | n/a |
| 2022 County Business Patterns | 116,608 | 53,719 |
| 2020 County Business Patterns | 118,952 | n/a |
| 2020 Lee County SE Totals | 32,193 | 13,168 |
| 2020 Dougherty County SE Totals | 87,101 | 40,978 |
| Lee County Census | 33,162 | 13,059 |
| Dougherty County Census | 85,790 | 40,660 |
| Census 2020 Totals (Recheck) | 118,952 | 53,719 |

*Note: Census Co. HHs are for 2022 (not 2020)*

Existing and future year employment estimates are divided into the following four categories:

- Agriculture, Mining and Construction (AMC)
- Manufacturing & Transportation, Communication, Utilities, and Warehousing (MTCUW)
- Retail
- Service

Due to the COVID-19 pandemic in 2020 and its impacts on employment, GDOT requested that 2019 LEHD data be used to estimate base year employment, rather than 2020 data. ***Table 5-2*** similarly depicts a favorable comparison of validated 2019 employment for the DARTS regional model against other sources used to refine initial estimates. Approximately 89 percent of regional employment is found in Dougherty County, showing a strong need for work trips from or into Lee County.

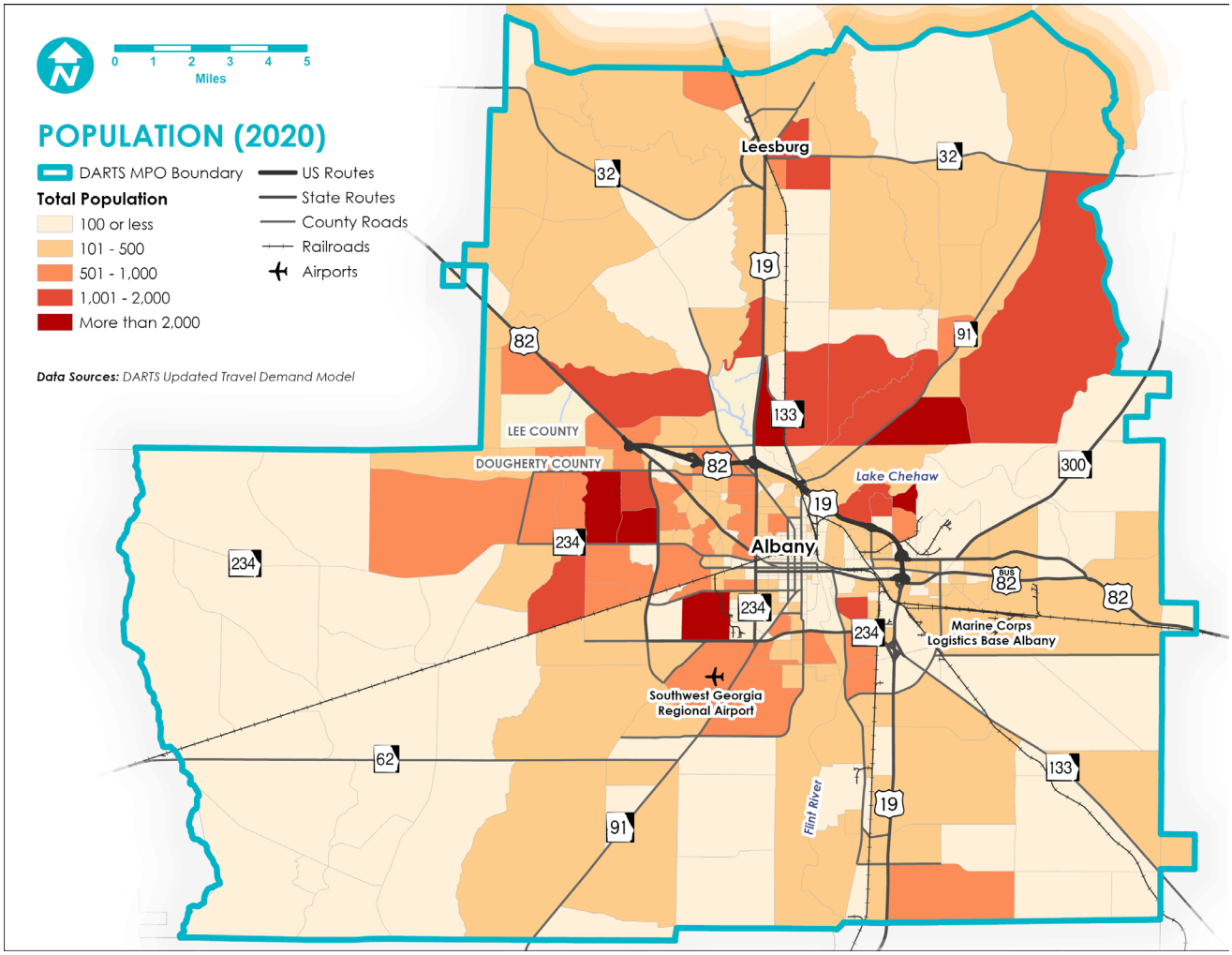
**Table 5-2: Base Year 2019 Employment Summary**

| Sources | Employment |
|---|---|
| 2019 Totals (DARTS TAZs) | 54,480 |
| 2020 Woods & Poole | 70,459 |
| Difference (DARTS vs. W&P) | (15,979) |
| GA Dept of Labor, Workforce Statistics & Economic Research (Employment) | 48,550 |
| GA Dept of Labor, Workforce Statistics & Economic Research (Labor Force) | 52,475 |
| U.S. Census Bureau Quick Facts: 2021 Employment | 34,689 |
| U.S. Census Bureau Quick Facts: 2021 Employment | 4,711 |
| U.S. Census Bureau Quick Facts: 2021 Employment | 39,400 |
| 2020 County Business Patterns (Dougherty Co.) | 36,907 |
| 2020 County Business Patterns (Lee Co.) | 4,599 |
| 2020 County Business Patterns (both counties) | 41,506 |
| Census vs SE data (Lee Co.) | -3% |
| Census vs SE data (Dougherty Co.) | 2% |
| U.S. Census Bureau of Labor Statistics Employment, 2020 Q4 | 53,195 |
| GA Dept of Labor, Workforce Statistics & Economic Research (Unemployed) | 3,925 |

Thematic mapping of key demographic attributes was also used as a logic check on TAZ estimates. ***Figure 5-2***, ***Figure 5-3***, and ***Figure 5-4*** present 2020 TAZ estimates of population, households, and employment, respectively. The distribution of land use intensity by TAZ is greatest in TAZs in and around Albany and southern portions of Lee County. While Dougherty County contains most of the region's population, households, and employment, TAZs with the greatest population levels are mainly in southern Lee County and west of Albany. This finding results from a combination of total population and zone size. As expected, household distribution by TAZ largely mimics that of

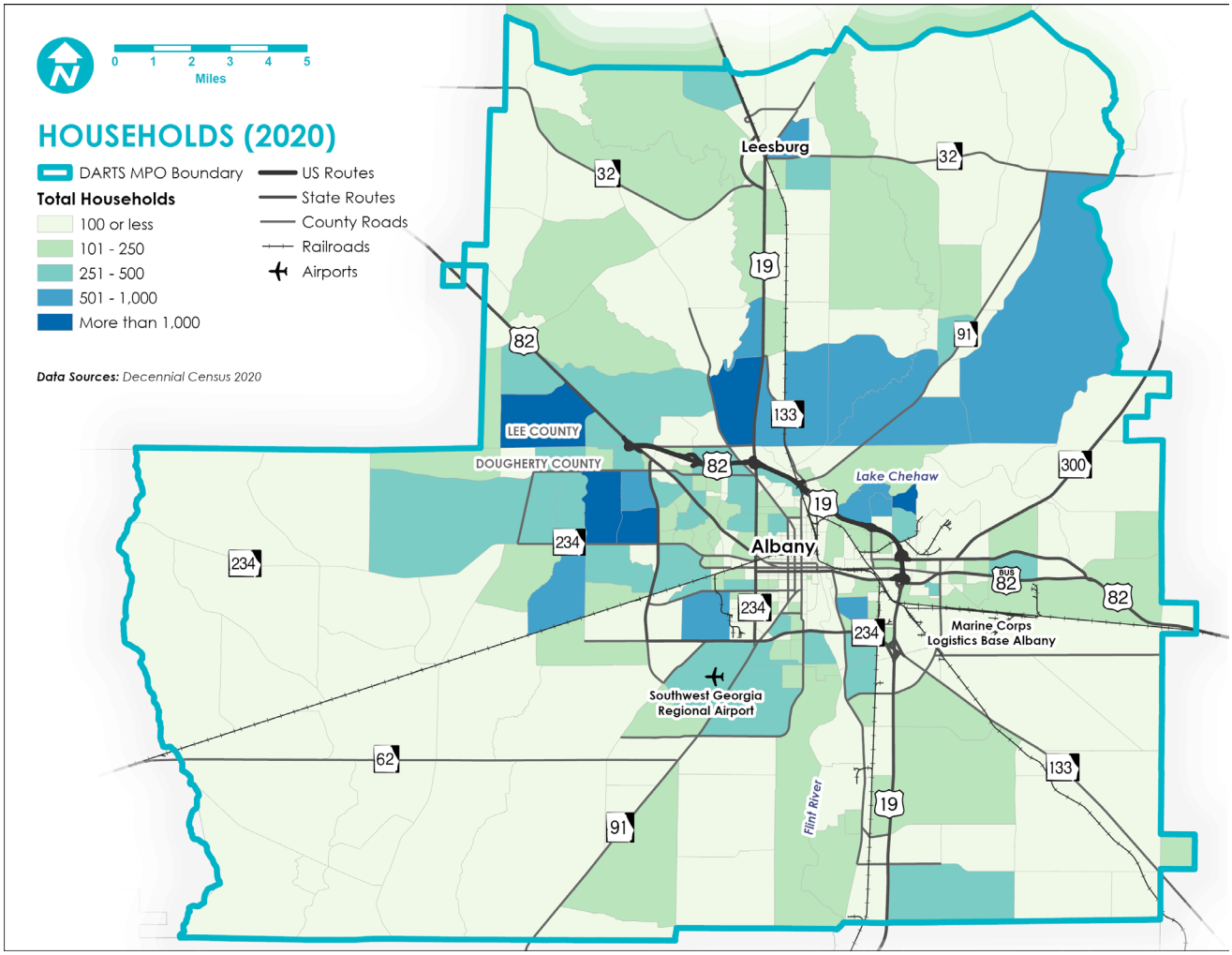
population. Employment concentrations are largely along major highway and rail corridors within the region.

**Figure 5-2: Base Year 2020 Population Distribution by TAZ**



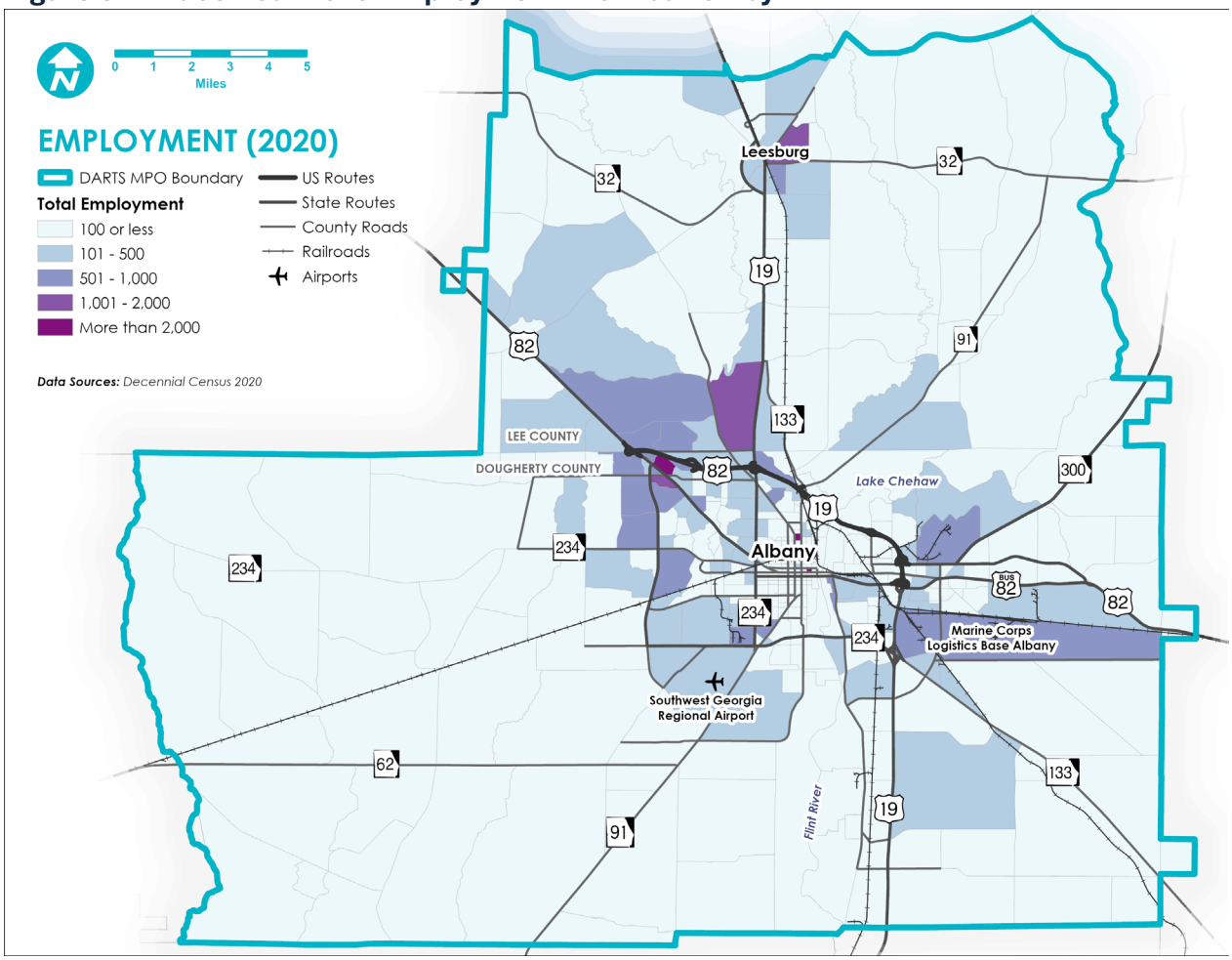

*Source: US Census, MPO data, Governor's Office of Planning and Budgeting*

**Figure 5-3: Base Year 2020 Household Distribution by TAZ**




*Source: US Census, MPO data, Governor's Office of Planning and Budgeting, Google Satellite Imagery*

**Figure 5-4: Base Year 2019 Employment Distribution by TAZ**




*Source: Longitudinal Employer-Household Dynamics, County Business Patterns, MPO data*

## 5.2 Future Socioeconomic Data

As with the 2020 socioeconomic estimates, DARTS MPO staff prepared an initial set of 2050 socioeconomic data by TAZ for use in the model forecasting process (***Figure 5-5***, ***Figure 5-6***, and ***Figure 5-7)***. Like 2020, GDOT comments were provided to DARTS staff and the consultant team refined the 2050 socioeconomic estimates in response to the GDOT comments. Many of the GDOT comments on the 2020 estimates likewise applied to the 2050 forecasts. Thus, work did not proceed on the 2050 forecasts until GDOT approved final 2020 estimates.

A key focus in refining 2050 TAZ level demographic forecasts was maintaining consistency with available county level control totals. While population control totals are available for the horizon year 2050 from the Governor's Office of Planning and Budgeting (OPB) and Woods & Poole (W&P) at the county level, only W&P provides county level control totals for households and employment. OPB population control totals served as the primary target for 2050 demographic forecasting. W&P provided a comparative reference on 2050 households and the resulting ratio of persons per household was comparable to both OPB and W&P. ***Table 5-3*** provides a summary of the year 2050

population and household totals from multiple sources at different levels of geographic detail. Regional population growth is expected to be minimal, according to OPB and W&P, and thus also reflected in the socioeconomic forecasts.

**Table 5-3: Horizon Year 2050 Population and Household Summary**

| Sources | Population | Households |
|---|---|---|
| 2050 Totals (DARTS TAZs) | 122,236 | 53,504 |
| GA Office of Planning & Budget 2050 | 121,134 | n/a |
| 2050 Woods & Poole | 119,243 | 49,205 |
| Difference (DARTS vs. OPB) | 1,102 | n/a |
| Difference (DARTS vs. W&P) | 2,993 | 4,299 |
| 2050 Lee County TAZ Totals | 32,193 | 13,168 |
| 2050 Dougherty County TAZ Totals | 87,101 | 40,978 |
| Lee County 2050 OPB | 43,541 | n/a |
| Dougherty County 2050 OPB | 77,593 | n/a |
| Lee County 2050 W&P | 38,835 | 14,709 |
| Dougherty County 2050 W&P | 80,408 | 34,496 |

On the 2050 employment side of the ledger, comparative sources are more limited. As noted previously, OPB does not provide county employment estimates and labor departments do not forecast employment. While W&P provides employment forecasts by county, year 2020 W&P employment estimates were higher than all other sources and assume a 2050 employment level that does not relate well with official 2050 population estimates. It was felt that a better target estimate for 2050 employment would be to maintain the number of workers per household from 2020 into the future. ***Table 5-4*** provides a summary of the year 2050 regional and county employment totals along with comparisons of workers per household for both base and future year conditions. As indicated, employment was estimated to increase at a similar rate to population over the period 2020-2050. However, employment growth is expected to occur in Lee County, while Dougherty County could potentially experience a decrease in employment, in part due to some recent commercial facility closures in Albany.

**Table 5-4: Horizon Year 2050 Employment Summary**

| | Employment | |
|---|---|---|
| Sources | 2050 | 2020 |
| 2050 Totals (DARTS TAZs) | 55,652 | 54,480 |
| 2050 Lee County TAZ Totals | 10,351 | 7,416 |
| 2050 Dougherty County TAZ Totals | 45,301 | 47,064 |
| DARTS Workers per Household | 1.04 | 1.01 |

**Figure 5-5: Horizon Year 2050 Population Distribution by TAZ**

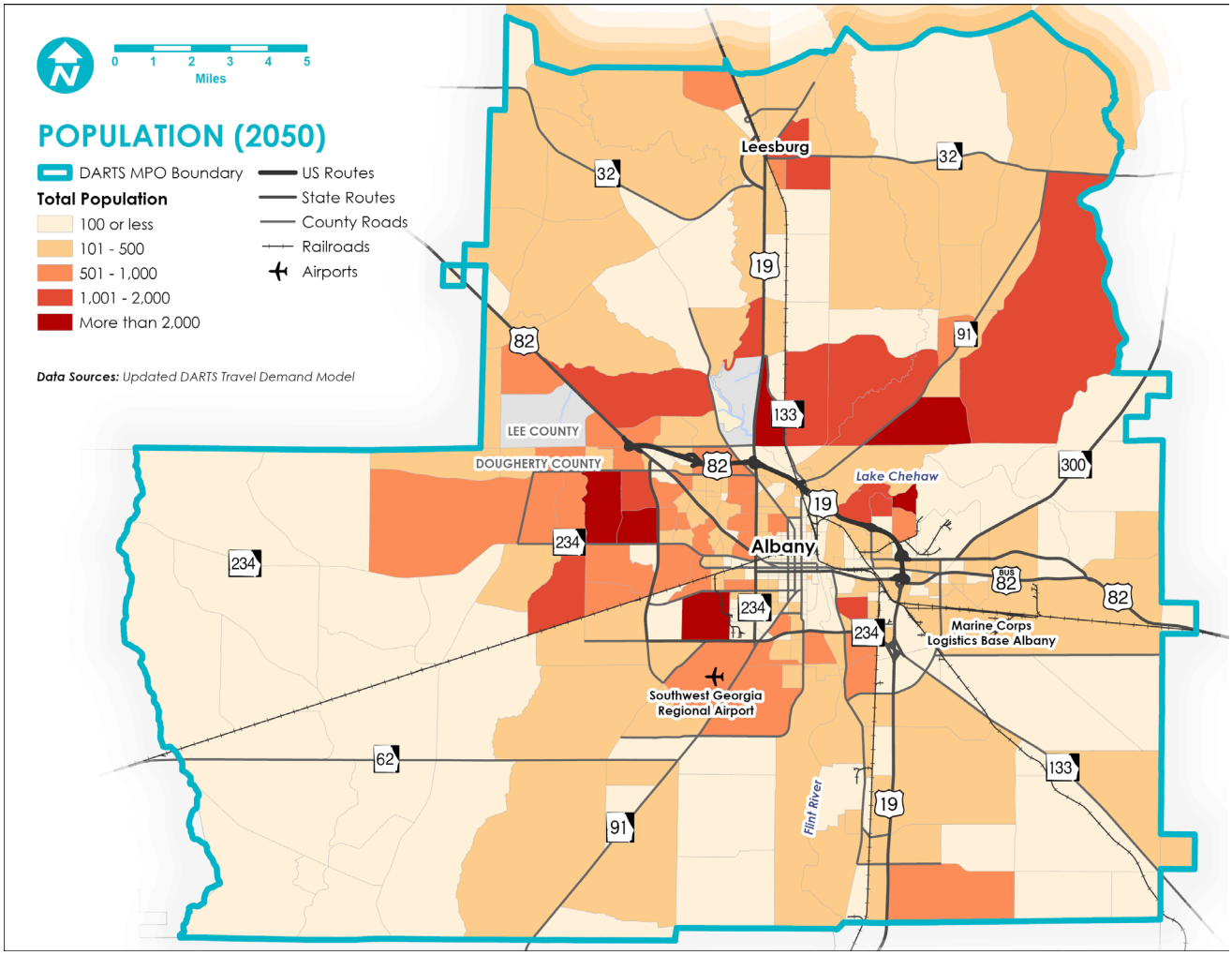
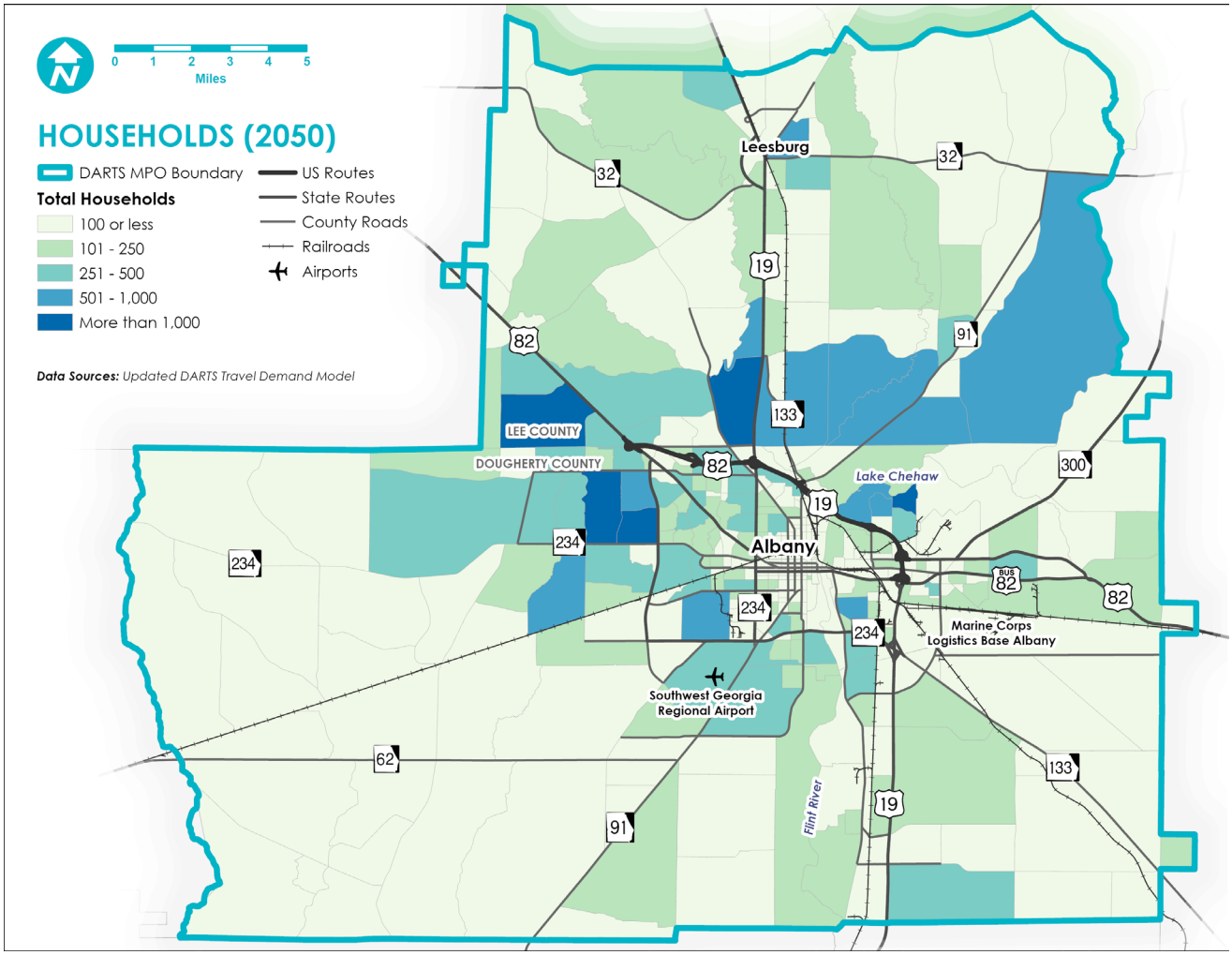
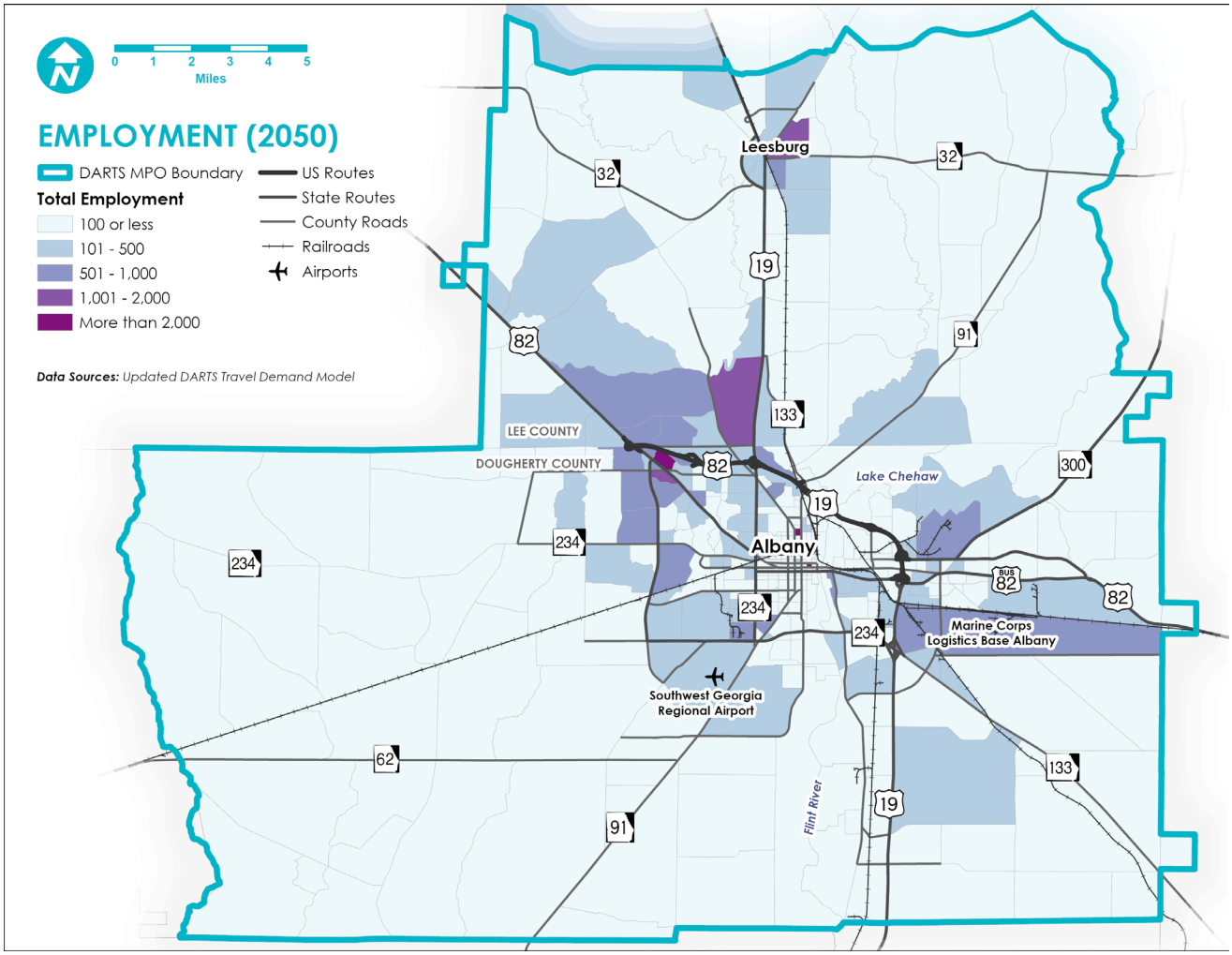


**Figure 5-6: Horizon Year 2050 Household Distribution by TAZ**



## Figure 5-7: Horizon Year 2050 Employment Distribution by TAZ



# 6 Equity Analysis

Transportation is fundamental for accessing employment, education, healthcare, and other critical services, facilitating not only individual and community activities but the economic development of cities and towns. In other words, whether by foot, bike, car, or bus, transportation is vital for continued growth. The goal of transportation equity is to provide everyone with easy, affordable, and reliable access to transportation that meets community needs. Transportation inequity often disproportionately impacts marginalized and low-income communities, making it crucial to understand these disparities to promote social justice and ensure equal access to transportation for all individuals. When striving to improve transportation, or our cities in general, one of the most important questions to ask is, "who have we forgotten?"

## 6.1 Overview of Justice40

The Justice40 Initiative is part of a broader federal commitment to address systemic inequalities and promote environmental justice by ensuring historically disadvantaged communities, which are defined as communities that have been "marginalized by underinvestment and overburdened by pollution", receive at least 40 percent of the benefits from federal investments in areas like clean energy and climate change solutions. These communities often face disproportionately high levels of pollution and other environmental hazards due to underinvestment, meaning that the impacts of climate change are felt more acutely by the people living in these areas as opposed to communities with more funding and easier access to aiding resources. The goal of Justice40 is to improve the quality of life for people in these communities by connecting them with the resources they need to confront climate change as well as to identify and fulfill unmet needs such as public transportation, affordable housing, clean water, and access to well-paying jobs.

## 6.2 Equitable Transportation Community Analysis

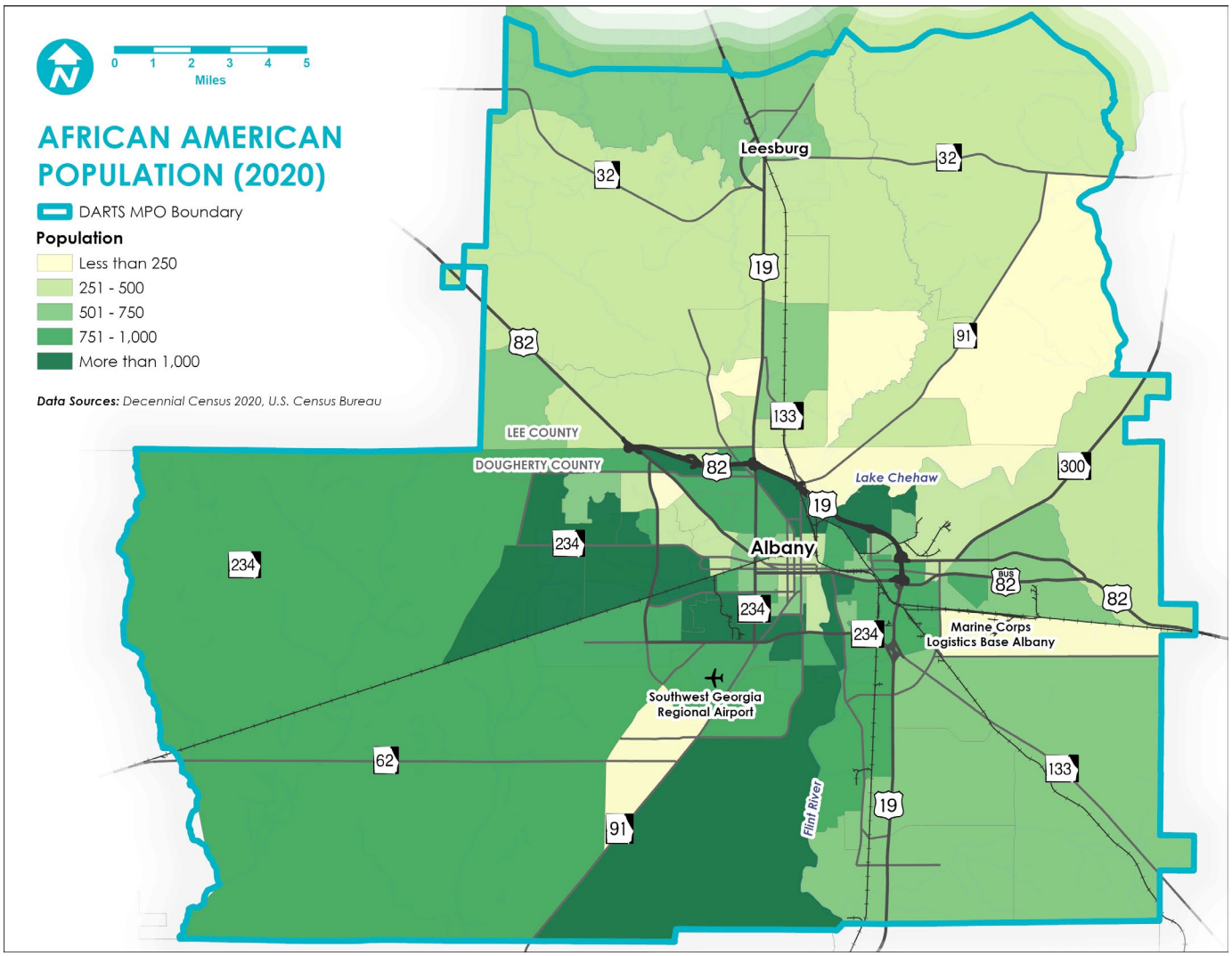
To determine which communities are experiencing hardships as a result of underinvestment in transportation and to help evaluate the effectiveness of transportation investments, the U.S. Department of Transportation (USDOT) developed the Equitable Transportation Community Explorer, or ETC Explorer. It is an online tool that allows users to examine the degree that communities are experiencing transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability based on U.S. Census data. It will be used in this chapter to help analyze transportation insecurity in the DARTS area by looking at communities which are likely to be most affected by underinvestment.

## 6.3 U.S. Census

### 6.3.1 African American & Non-White Communities

In Dougherty County, around 69.5% of the population is African American while in Lee County, it is around 23.5%. ***Figure 6-1*** reveals that much of the Aftican American population within the DARTS region lives in Dougherty County, particularly in the agricultural area east of SR 91 south of the airport and north of the railroad tracks between 8 Mile Road and South Westover Boulevard. Other significant pockets are West Town, which is south of the tracks by SR 234, and areas along US Highway 19 near Lake Chehaw. For the most part, African American households tend to be located within agricultural areas in Dougherty County (see ***Figure 7-1*** for an existing land use map).

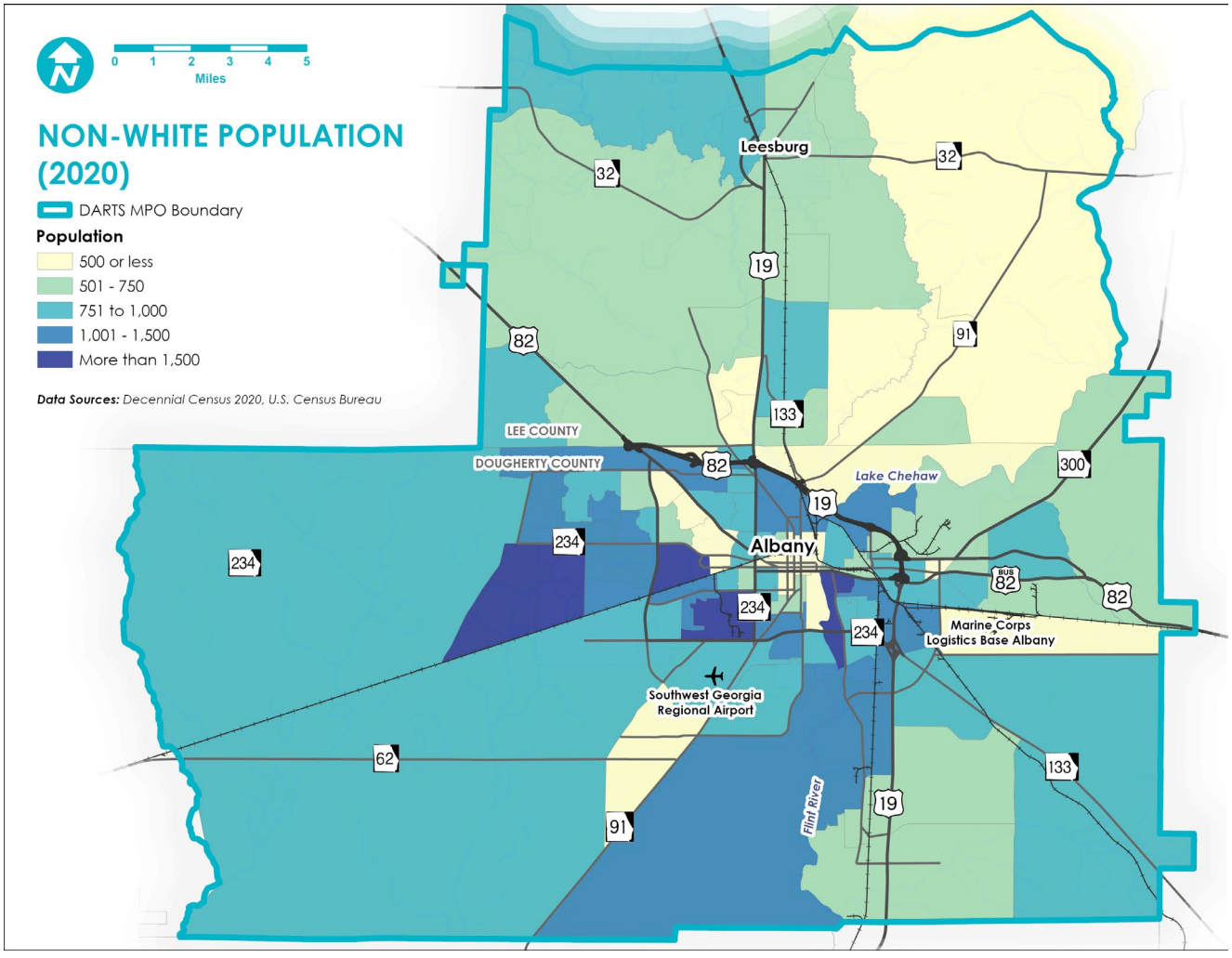
**Figure 6-1: DARTS Area African American Population (2020)**



Notably, there is significant overlap between higher concentrations of African American households and low income households (see ***Figure 6-4***). When the maps of African American populations and low income households are overlaid, the areas noted above align almost perfectly, indicating a need to identify potential equity issues. It is likely that there are many underserved African American communities, particularly in Dougherty County outside of Albany, considering a large portion of the population lives in agricultural areas away from urban amenities.

This is supported by the survey findings discussed in ***Section 3.1*** in the public transportation section with multiple participants reporting a lack of services in much of the DARTS area. In particular, it was brought up that there was no service between Dougherty County and Lee County or in the Putney area and that many feel forced to rely on rideshare services such as Uber to get to work due to percieved unrealibility of available transit or complete lack of it. This lack of transportation affects not only African American communities, but non-white communities in general. As observed in ***Figure 6-2***, much of the DARTS Planning Area is home to a large number of non-white households.

**Figure 6-2: DARTS Area Non-White Population (2020)**

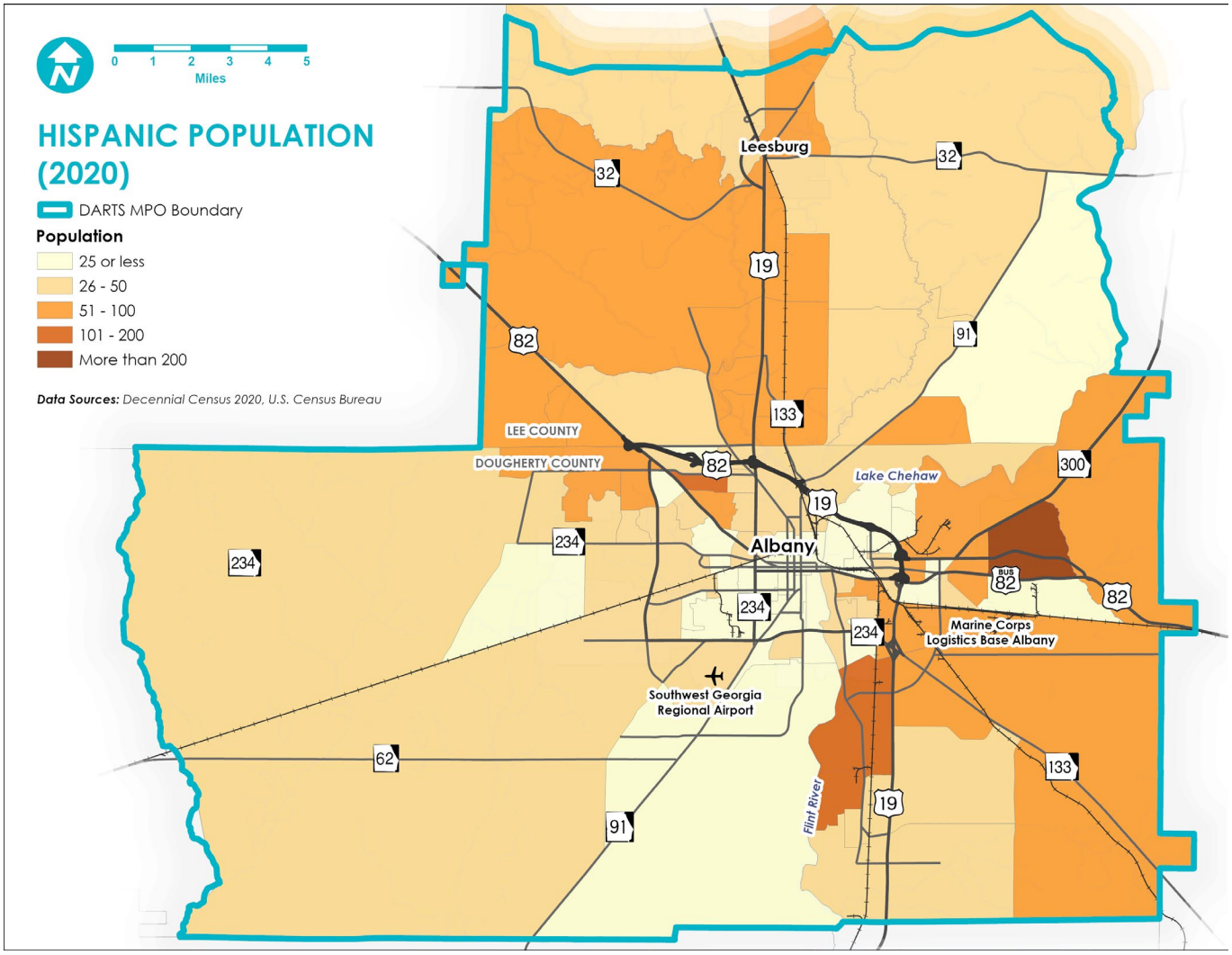


## 6.3.2 Hispanic Communities

Based on

***Figure*** 6-3, there are two large high concentraion pockets of hispanic households within the Albany region. One is between SR 300 and US Highway 82 in east Dougherty County west of Piney Woods Creek and the other is in south Dougherty County west of US Highway 19 east of the Flint River. There is another small high concentration pocket in north Dougherty County south of US Highway 82 on along the east side of Dawson Road.

**Figure 6-3: DARTS Area Hispanic Population (2020)**




*While there is some overlap between Hispanic households and low income households (see **Figure 6-4**) there isn't as much as between African American households and low income households and generally there are fewer Hispanic households in agricultural areas. It also appears that Hispanic households are less likely to be zero vehicle households (see **Figure 6-5***

) when compared to African American hosueholds.

### 6.3.3 Low-Income & Zero Vehicle Households

Low-income and zero vehicle households are often disproportionately affected by gaps in transportation services, making it difficult for residents without reliable transportation in bypassed neighborhoods to reach jobs and services. It is important to identify and fill these gaps to provide underserved communities with access to opportunities they may otherwise not have. Households which are both low income and without access to a car are frequently dependent on public transportation to reach opportunities, so are vulnerable to any changes in the transit system and significantly affected by a lack of it.

For low-income households, unreliable public transportation, which can be a combination of unequal area coverage, impractical timetable, infrequent service, insufficient number of stops, and undependable arrival times, can be detrimental. One of the most frequent complaints is that buses are often behind schedule, causing riders to be late for work. Not making it to work on time can translate into lost wages for the day or even total job loss. For those living paycheck to paycheck, these losses mean riding the line between having shelter or living on the streets or choosing between utilities and sufficient food. ***Figure 6-4*** indicates households in the DARTS area by Census block group that are classified as low income and ***Figure 6-5*** depicts households without any cars.

**Figure 6-4: DARTS Area Low Income Households (2020)**

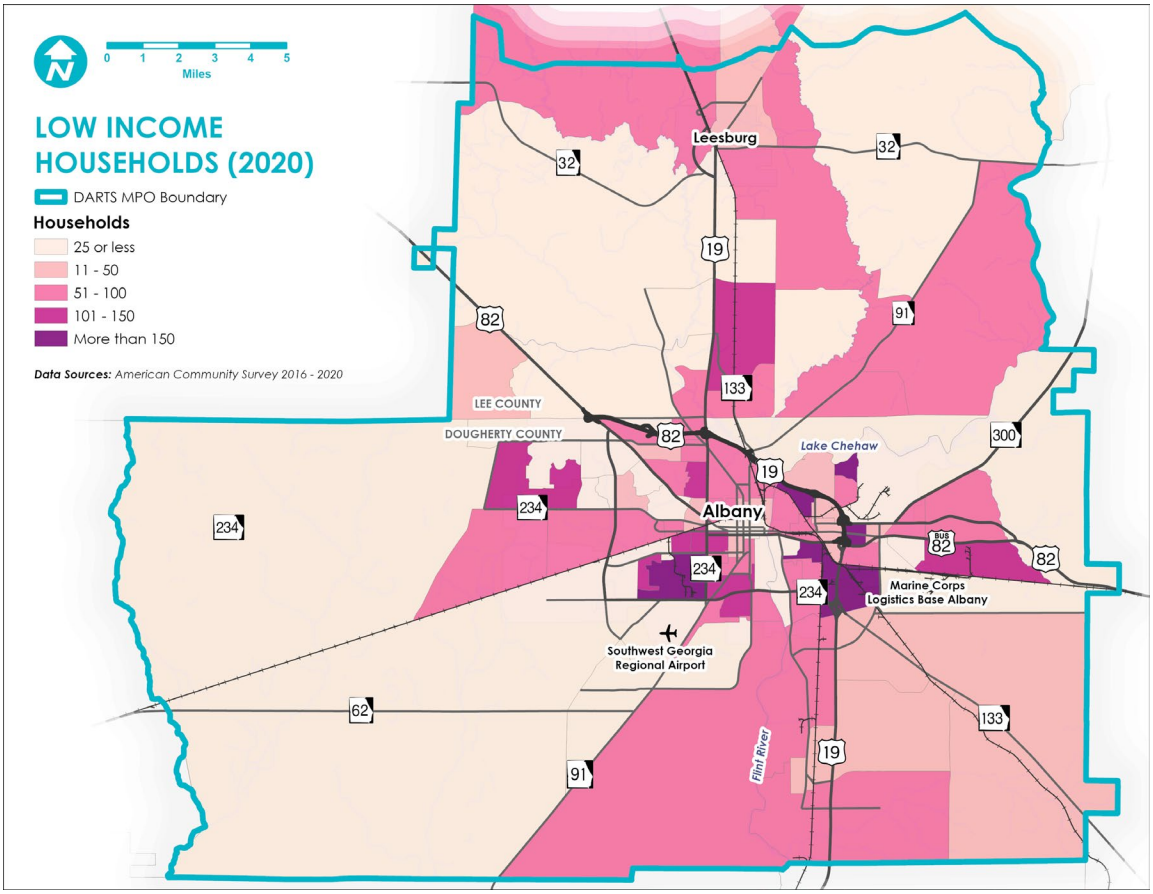
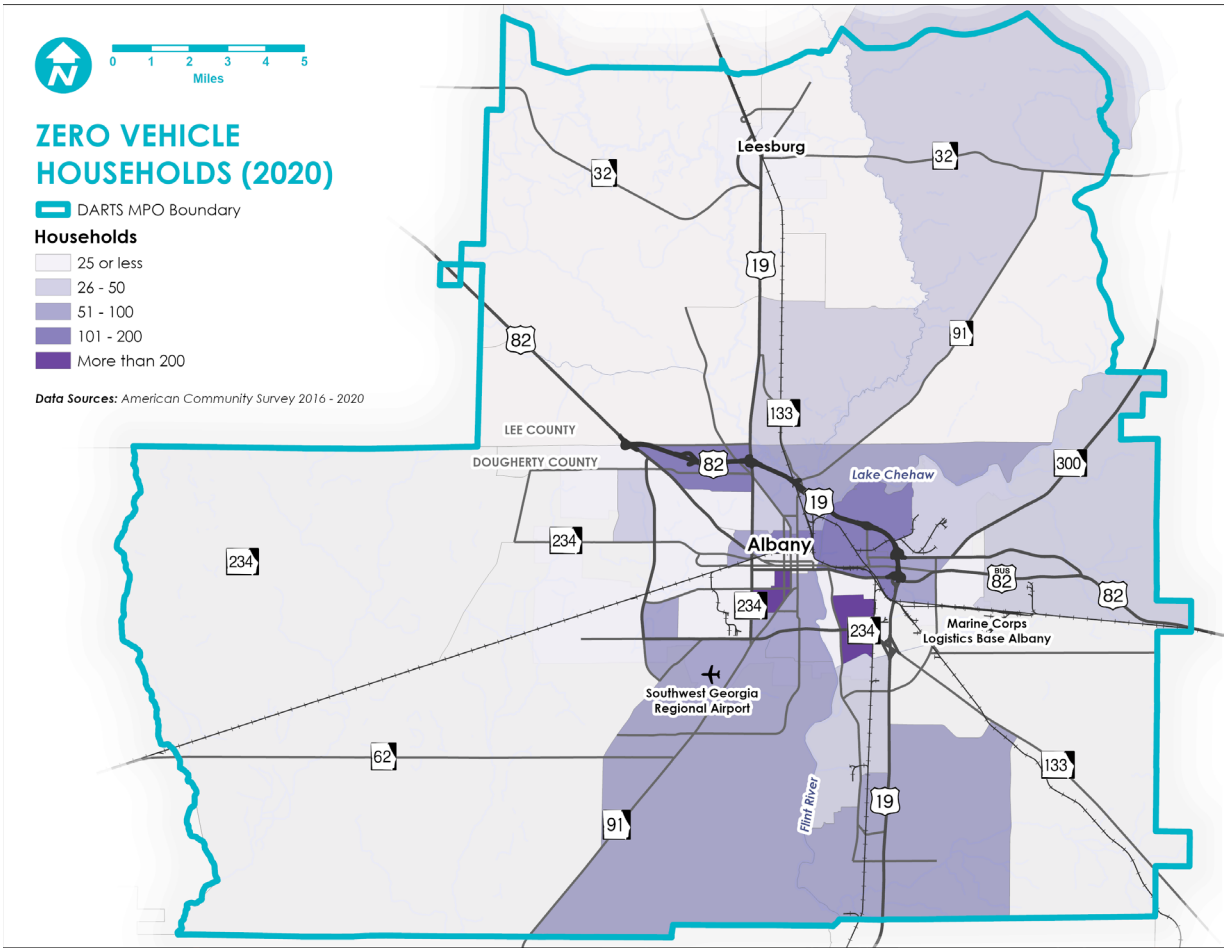


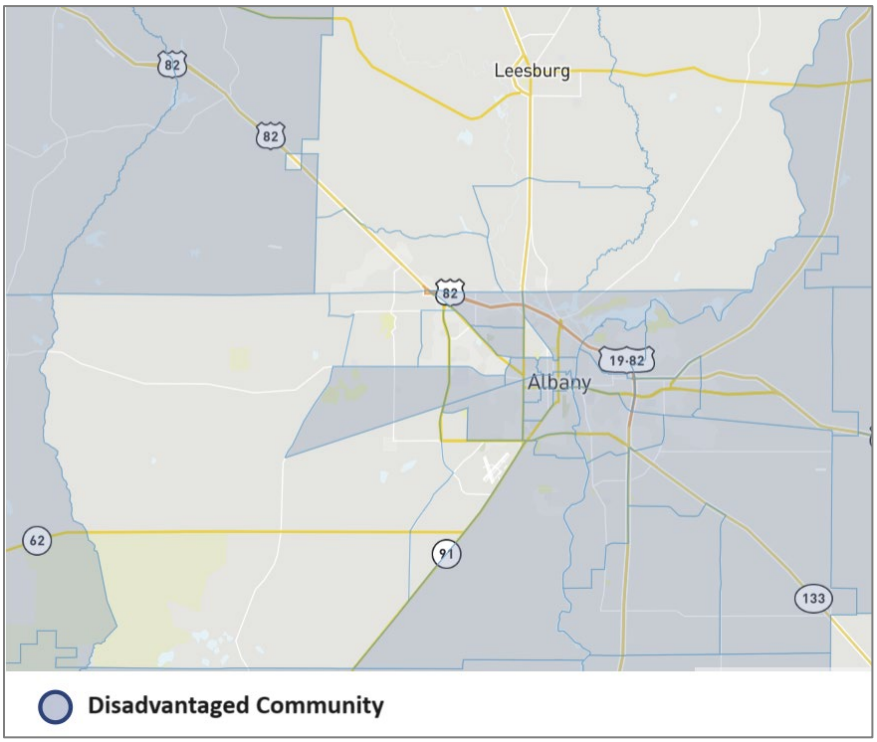

**Figure 6-5: DARTS Area Zero Vehicle Households (2020)**




The areas around the Marine Corps Logistics Base and Albany State University, as well as West Town and the area just south of the Dougherty/Lee County line, have higher concentrations of low-income households along with small low-income pockets south of Lake Chehaw and along US Highway 19 north of the railroad tracks. While zero vehicle households are not always low income and vice versa, there is large overlap between the two groups. This can be observed by comparing the maps above.

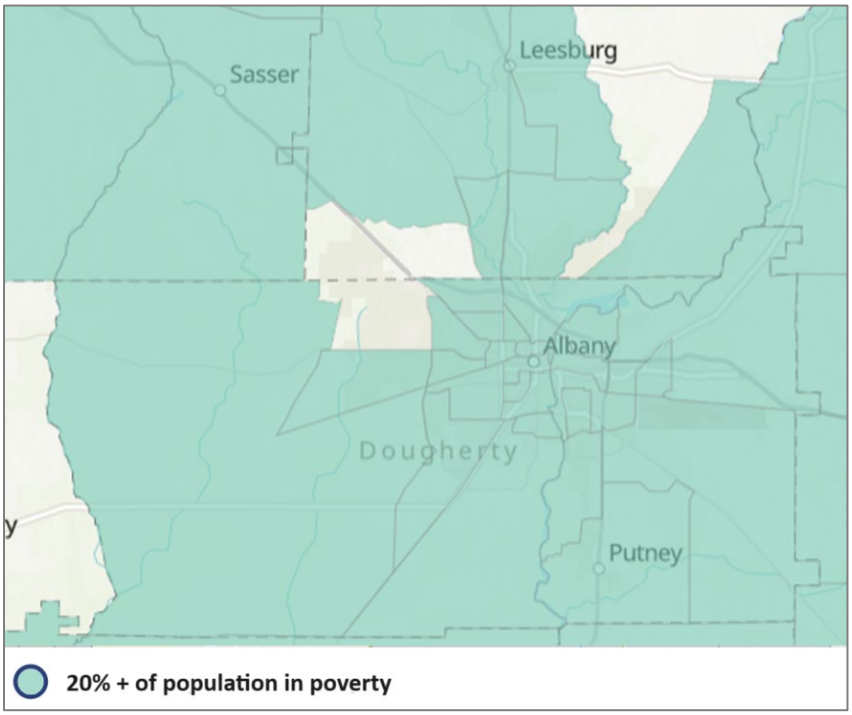
As seen in ***Figure 6-6***, which was obtained by using the Climate and Economic Justice Screening Tool created by the White House Council on Environmental Quality (CEQ), most of the communities in the eastern half of Dougherty County have been identified as disadvantaged communities. Additionally, as shown in ***Figure 6-7***, most of Dougherty County and Lee County consist of areas where at least 20 percent of the population is at or below 200 percent of the Federal Poverty Line.

**Figure 6-6: Disadvantaged Communities**




*Source: Climate and Economic Justice Screening Tool, White House Council on Environmental Quality*

**Figure 6-7: 20% + of Population at or Below 200% Federal Poverty Line**

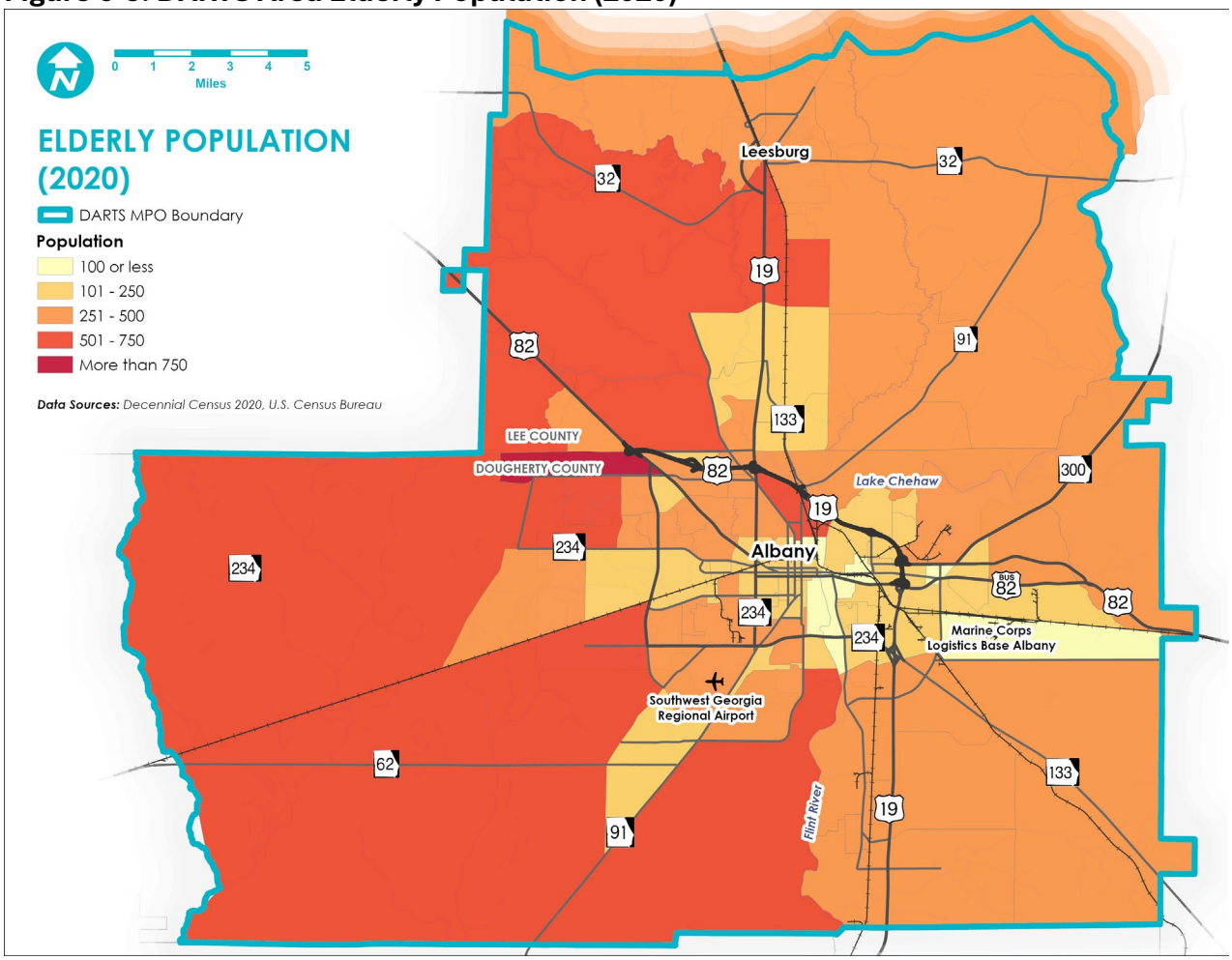



*Source: USDOT Equitable Transportation Community (ETC) Explorer, U.S. Department of Transportation*

## 6.3.4 Elderly Population & People Living with Disabilities

The elderly population and those living with disabilities are often forgotten in transit planning since much of the infrastructure in the United States is centered around cars as the primary mode of transportation and based on the abilities of an able-bodied adult. In reality however, these groups of people have no access to a car or are unable to operate one, which restricts their freedom to get where they need to go. What might be an easy ten minute walk to a bus stop or fifteen minute drive to the grocery store for the average person could be difficult or impossible to those in other demographcs. However, deteriorating or absent infrastrucuture often goes unnoticed if it has no impact on drivers, further disinhibiting investment in areas for those who need it the most. For the elderly and mobility impaired who live in an area without bus service and have no access to a car, many jobs are completely inaccessible. For them. there are fewer opportunities to achieve financial security and fewer avenues of relief from isolation.

**Figure 6-8: DARTS Area Elderly Population (2020)**

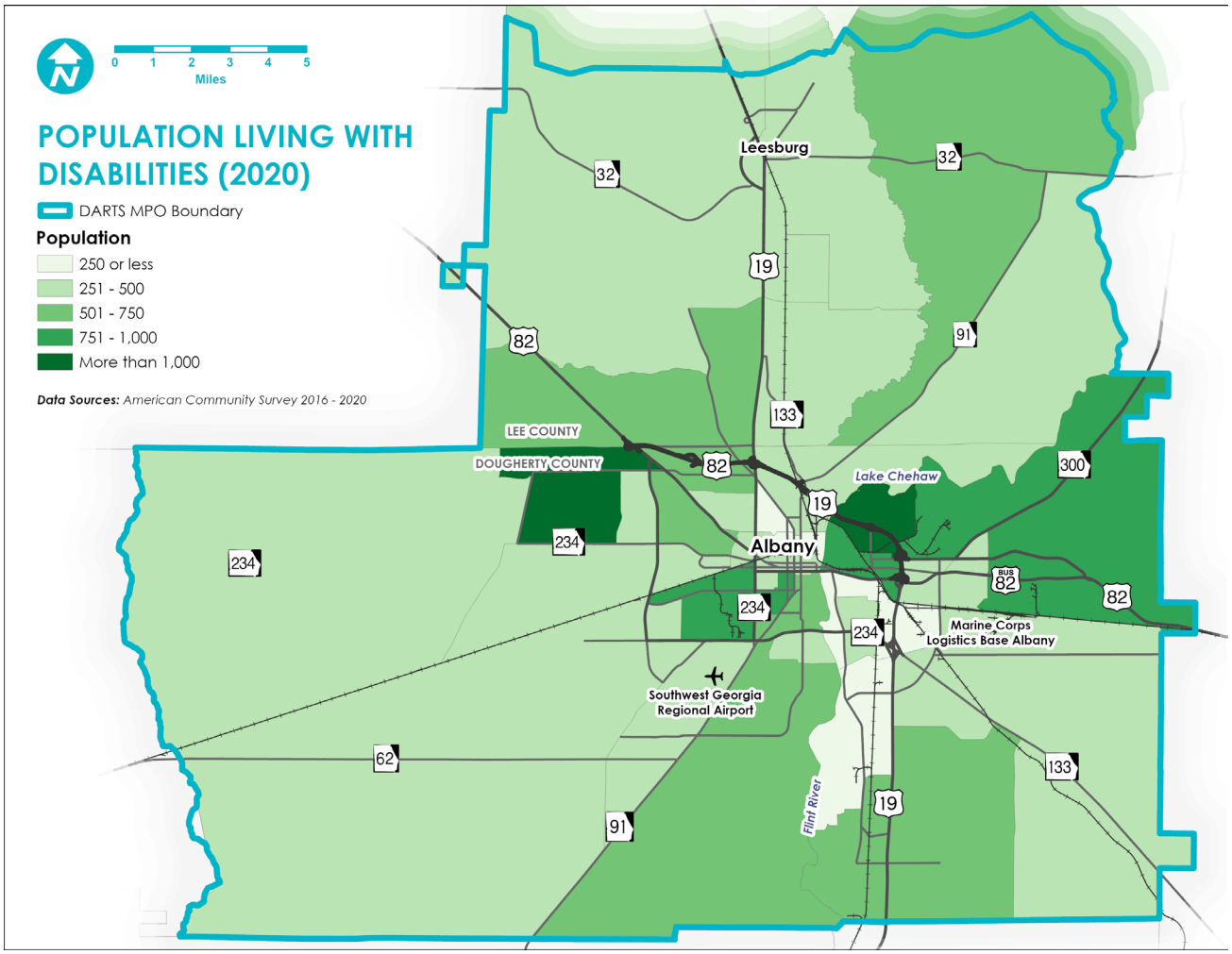



A significant number of people in Dougherty County are living with disabilities. According to the most recent U.S. Census, in Dougherty County around 16.4% of the poulation, or around 14,000 people, are living with a disability, a figure that's higher than the 13.3% for the state of Georgia. Of

this group, 9.1% have an ambulatory difficulty, which means it is difficult for them to walk or climb stairs. In Lee County, these figures are 11.9% and 5.5% respectively. Albany is home to almost this entire demographic, accounting for 15.2% of the 16.4% and 8.5% of the 9.1%. This means that safe, abundant, and reliable transportation that can accommodate these groups is essential to invest in.

***Figure 6-8*** above shows that elderly individuals are overwhelmingly located in agricultural areas in both Dougherty County and Lee County with the exception of a small strip of low density single-family residential area between Old Dawson Road and the Dougherty-Lee County line and a pocket in north Albany south of Liberty Expressway east of Palmyra Road. There is less overlap between elderly populations and low income households or zero vehicle households than other demographics, but in Census Tract 106.02 which is south of the airport and east of SR 91, there is significant overlap between the elderly population, people living with disabilities (***Figure 6-9***), low-income households (***Figure 6-4***), and zero vehicle households (***Figure 6-5***), making it a particularly vulnerable area to transportation inequity.

**Figure 6-9: DARTS Area Population Living with Disabilities (2020)**



From

***Figure*** 6-9, it can be observed that there are greater numbers of people living with disabilities east and south of Albany in Dougherty county and in much of the eastern half of Lee County west and north of SR 91. There are also more people in this demographic near the Dougherty / Lee County line west of US 19. In particular, there is a greater concentration of people with disabilities near Lake Chehaw and at the county line north of SR 234.

There are five census tracts that are of particular concern. **Census Tract 11**, which is just north of the airport and south of the railroad tracks, **Tract 112**, specifically the strip north of the Marine Corps Logistics Base and south of U.S. 82, **Tract 106.04**, which is south of the airport east of SR 91 and west of U.S. 19, **Tract 110**, which is south of the logistics base east of U.S. 19 and west of Gravel Hill Rd, and **Tract 104.01**. In these tracts, there is more overlap between low-income households (***Figure 6-4***) and people living with disabilities, so extra care should be given to ensure equitable transportation access.

## 6.4 Implications for MTP Projects

This section provides project recommendations that align with state and federal goals for transit-oriented projects that were assessed and prioritized using performance measures that reflect the following DARTS 2050 goals and objectives:

- ***Goal***: Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
    - ***Objective***: Maximize efficient mobility.
    - ***Objective***: Ensure accessibility to employment and services for the region's population.
- ***Goal:*** Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists.
    - ***Objective***: Minimize the frequency and severity of crashes.
    - ***Objective***: Reduce modal conflicts.
    - ***Objective:*** Utilize design strategies to mitigate crash potential
- ***Goal***: Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.
    - ***Objective***: Encourage and provide facilities for transit and non-motorized modes.
    - ***Objective***: Maximize efficient transit service.

Because equity is a key goal of the DARTS 2050 MTP as identified in ***Section 4.1***, this plan completed a thorough review of equity-based performance measures in this section. These goals and objectives are aligned with the State of Georgia's goals established by the GA 2050 SWTP/2015 SSTP and federal goals and requirements established by the Infrastructure Investment and Jobs Act (IIJA). This chapter has detailed the need for equitable transportation, especially in underserved areas, and identified where particularly vulnerable groups are within the DARTS area. The following are the key analyses made in this chapter:

- A significant portion of Dougherty and Lee counties has at least 20 percent of the population living at or below 200 percent of the Federal Poverty Line.
- Existing bus routes do not adequately serve many major employment hubs, creating significant challenges for workers without cars.
- Incomplete schedules and lack of information on Google Maps further complicate the use of the transit system, creating additional barriers for riders.

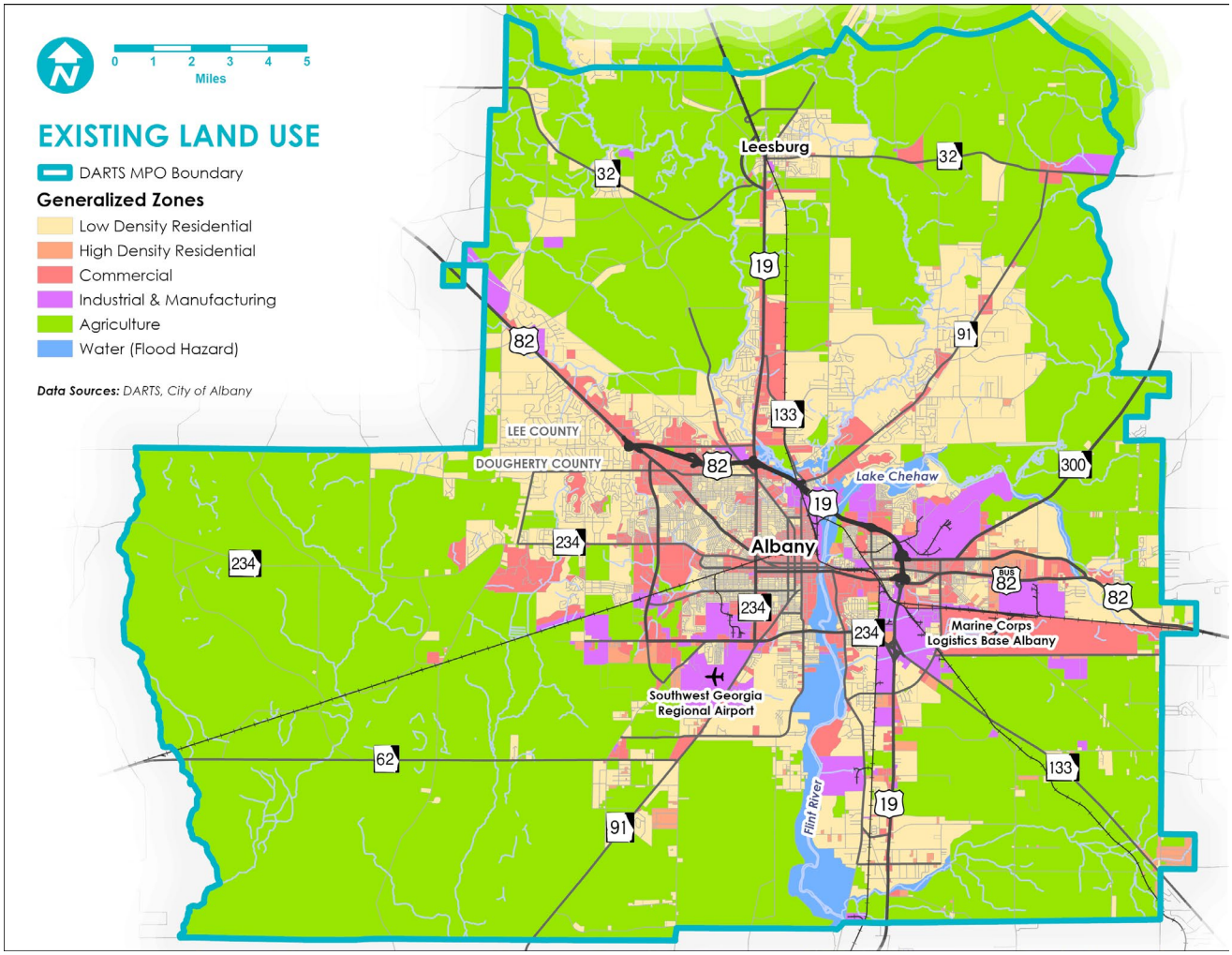
The development of the recommendations for the 2050DARTS MTP Update takes a wholistic approach and includes projects that provide a more equitable transportation system. The key equity aspects mentioned above were carefully taken into consideration during the selection, prioritization, and evaluation of the projects recommended later in this document. Of the 60 projects being proposed for the MTP Work Program, 42 of them are located in Areas of Persistent Poverty (AOPP). Every Census tract in Dougherty County is an AOPP or Historically Disadvantaged Community (HDC). As such, nearly all of the projects in AOPPs are in Dougherty County, with no projects exclusive to Lee County residing in AOPPs.

# 7 Land Use and Development

Zoning is a tool that local government officials can use to manage future land uses in a community so that developments in the neighborhoods reflect the values and preferences of their residents. Zoning decisions reflect the economic, environmental, and policy goals of the local government. Land development significantly influences local and interregional travel behavior, as new developments often attract visitors to the region and influence travel decision-making by generating new trip destinations. The destination hotspots in Albany generally reflect the commercial centers of the city. Northwest Albany is home to the Albany Mall and an extremely high concentration of the city's restaurants, retail stores, grocers, and wholesale stores.

***Figure 7-1*** provides an overview of current zoning designations within the DARTS region. These are based on each County's individual adopted zoning maps and may not correspond exactly to their actual use or be fully inclusive of the types of land use that can be found in the region.

**Figure 7-1: Land Use Zoning in the DARTS Region**



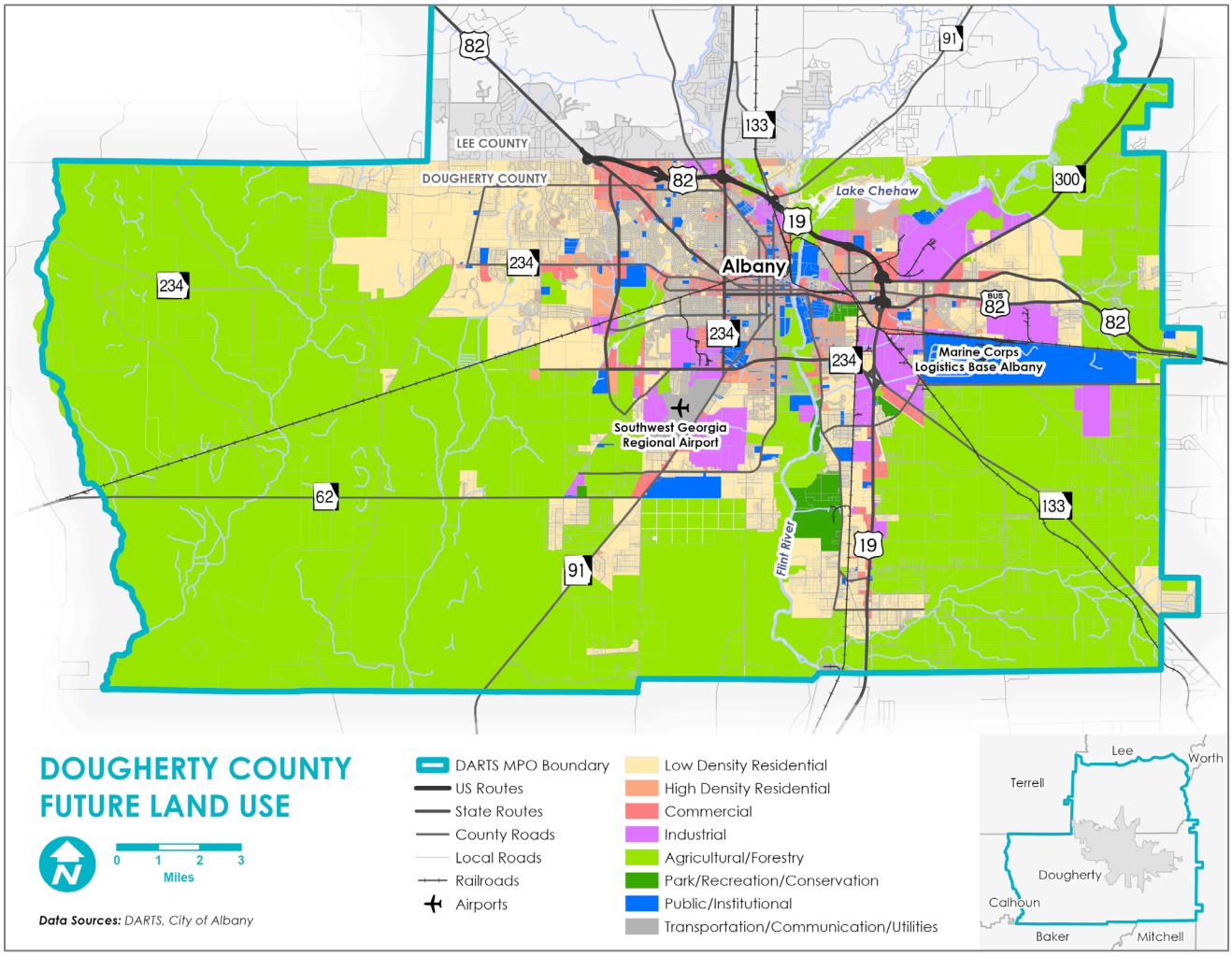
## 7.1 Dougherty County

Dougherty County houses the City of Albany, which is the urban core of the DARTS region. As such, future development reflects the need for economic and population growth. However, the County still intends to capitalize on its historically used agricultural lands.

### 7.1.1 Future Land Uses

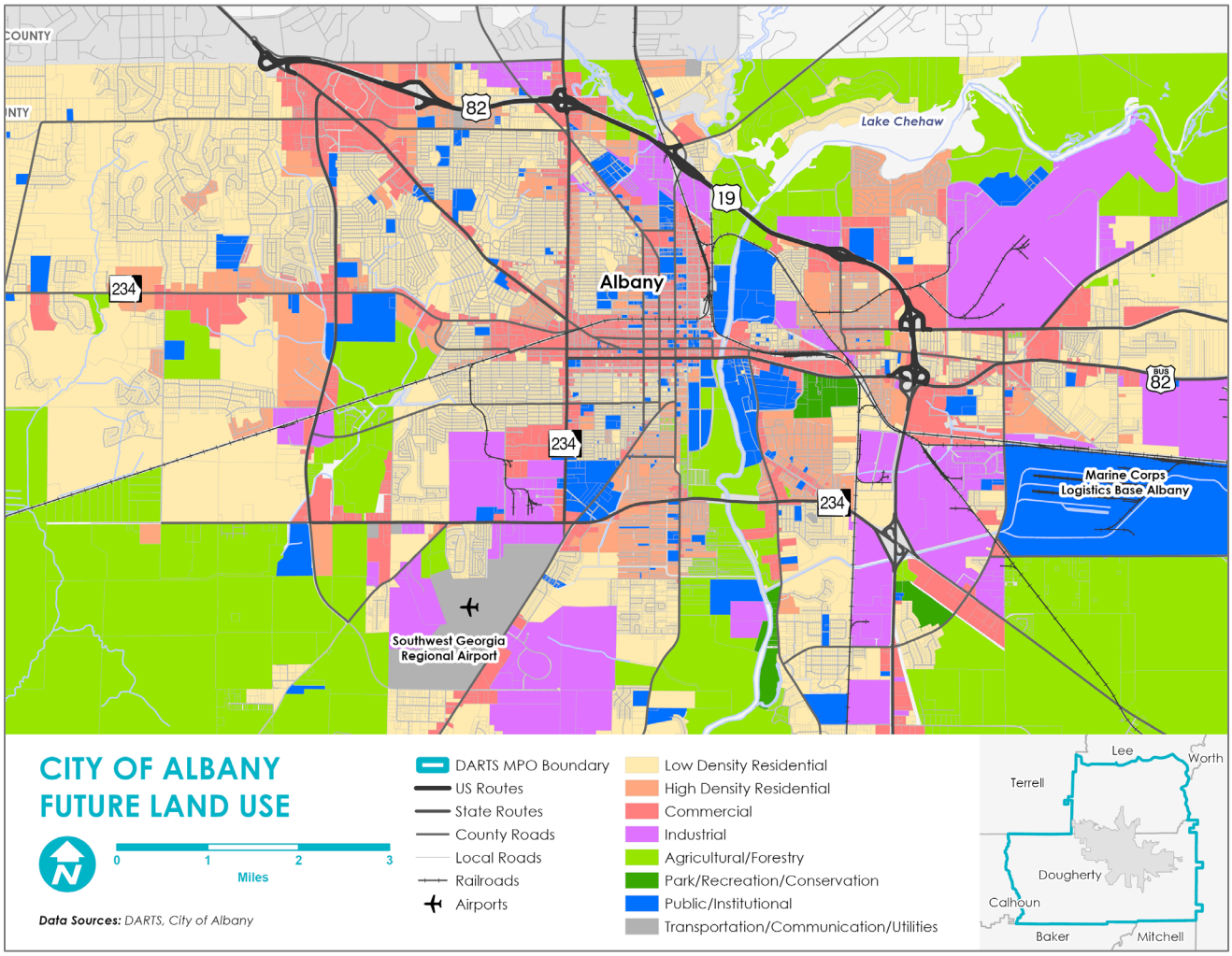
***Figure 7-2*** depicts future land use in Dougherty County based on planned zoning types designated by local government. As per the Albany & Dougherty County Comprehensive Plan 2026, Dougherty County envisions an expansion of its forest industry, as Albany already has the infrastructure and labor force suited to the production of agricultural and forest products. There are intentions to increase the maintenance and usage of parks and recreational facilities, including Chehaw Park, Riverfront Trail, and Radium Springs Gardens. Additionally, Dougherty County envisions the conversion of agricultural land to higher-intensity land uses.

**Figure 7-2: Dougherty County Future Land Use Map**



In Albany, an expansion of the Pheobe Health System has created an increased need for offices and medical supply activity in the downtown area, and this trend is expected to increase as Pheobe campuses increase. This is anticipated as part of a wider increase in major institutional usage (such as universities and hospitals) as shown in ***Figure 7-3*** below.

**Figure 7-3: Albany Future Land Use Map**




## 7.1.2 Planned Major Developments

As of July 2024, the City of Albany is subsidizing a 29-home residential development in West Albany along Gillionville Road. This is part of the Rural Workforce Housing Initiative, which is a statewide initiative introduced in 2023.[1] Parts of downtown Albany are being revitalized as of January 2024, such as the Water Light & Gas Commission building being renovated into a hotel, the Albany Museum of Arts being moved to downtown, and the Davis-Exchange Bank building being replaced

[1] New Albany housing development area unveiled

with a $40M housing project.[2] As of March 2024, Pheobe Putney Memorial Hospital has achieved Level II Trauma Center status coinciding with the construction of the Trauma & Critical Care Tower, the first floor of which will house the new Emergency and Trauma Center. It is anticipated that this will open in October 2024.[3] Additionally, Pheobe Putney Health Systems and Albany Technical College have collaborated to build the Living and Learning Community, which will teach nursing and other healthcare training courses and is intended to increase healthcare labor resources in Dougherty County.[4]

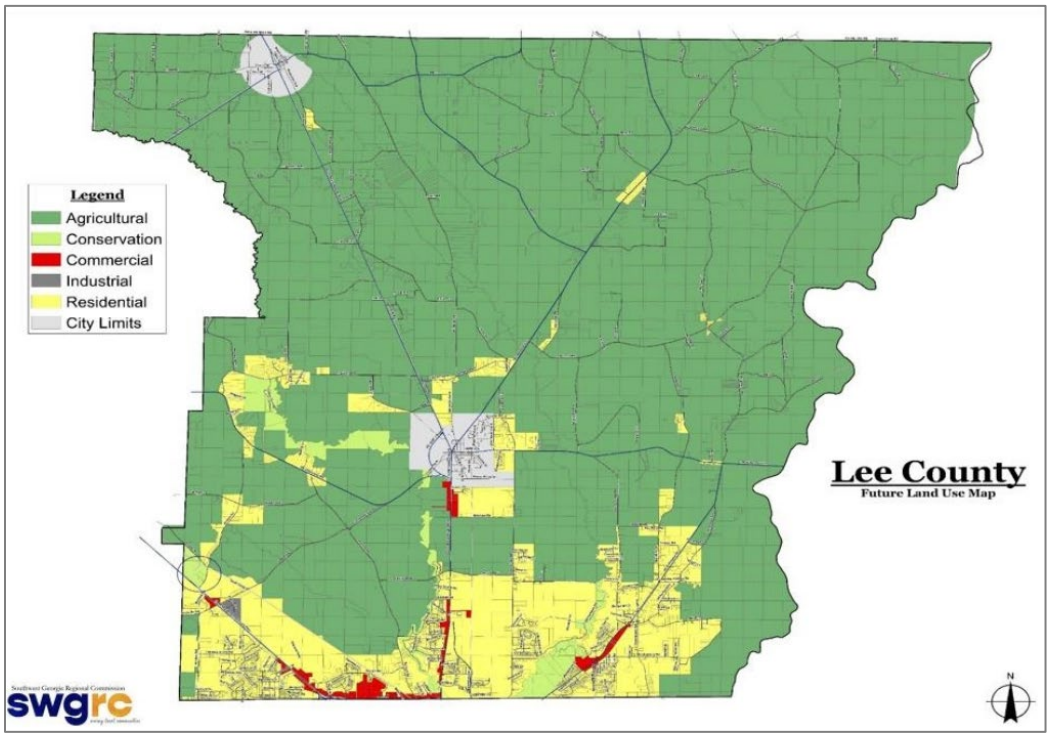
## 7.2 Lee County

As a County with an extremely high growth rate of 34 percent, future land use in Lee County reflects a necessary expansion of its residential areas, though the County is still dominated by its agricultural sector.

### 7.2.1 Future Land Uses

Lee County envisions rapid growth of its residential areas, shown in ***Figure 7-4***. The County also intends to build and strengthen collaborative economic networks around its existing agriculture, with the stated policy of redirecting development pressure away from agricultural areas.

**Figure 7-4: Lee County Future Land Use Map**

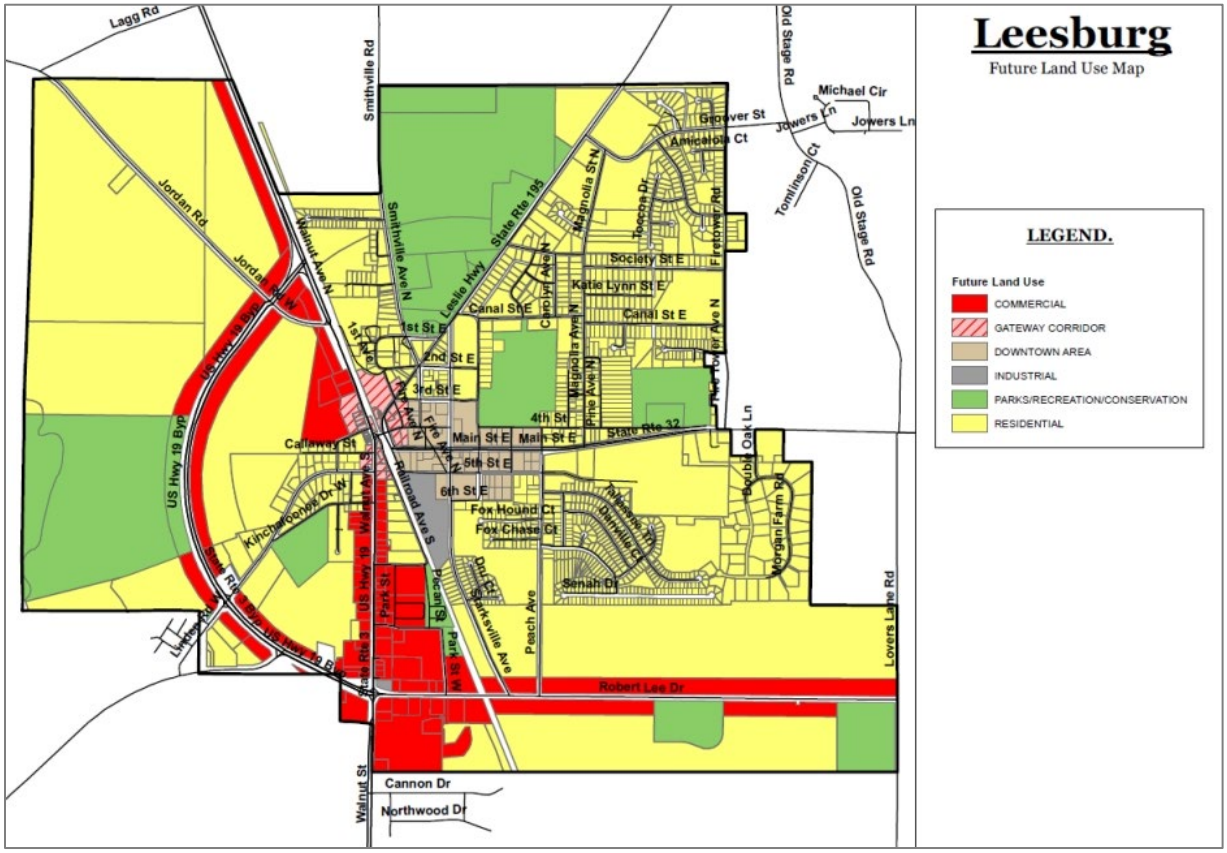



*Source: Lee County-Leesburg-Smithville Comprehensive Plan 2024 (2023)*

[2] New year, same problems in Albany; several city projects underway (walb.com)
[3] Phoebe elevates healthcare with Level II Trauma Center status (walb.com)
[4] State board members tour future Albany medical and living facility (walb.com)

Leesburg, the largest municipality in Lee County, anticipates a continuation of its steady population growth rate, and therefore an expansion of its residential zoning and a corresponding economic growth in Downtown Leesburg (see ***Figure 7-5***). There is also a planned Gateway Corridor, which will mainly be a thoroughfare into Leesburg connecting Georgia to Florida, with a direct route from Atlanta to Tallahassee.

**Figure 7-5: Leesburg Future Land Use Map**




*Source: Lee County-Leesburg-Smithville Comprehensive Plan 2024 (2023)*

## 7.2.2 Planned Major Developments

As of June 2024, parts of downtown Leesburg are being revitalized with new commercial development.[5] As of May 2024, county officials claim there are four different commercial developments being built along US 82 and US 19. These are estimated to be completed by the end of the year.[6] As of February 2024, Lee County was awarded $12M to help build a fiber broadband network that will serve 4000 residents. It is anticipated that this will be completed by the end of the year.[7]

[5] New developments are coming to downtown Leesburg (walb.com)
[6] Community development underway along US-82, US-19 in Lee County (walb.com)
[7] Officials invest $21M bringing fiber broadband to Lee County (walb.com)

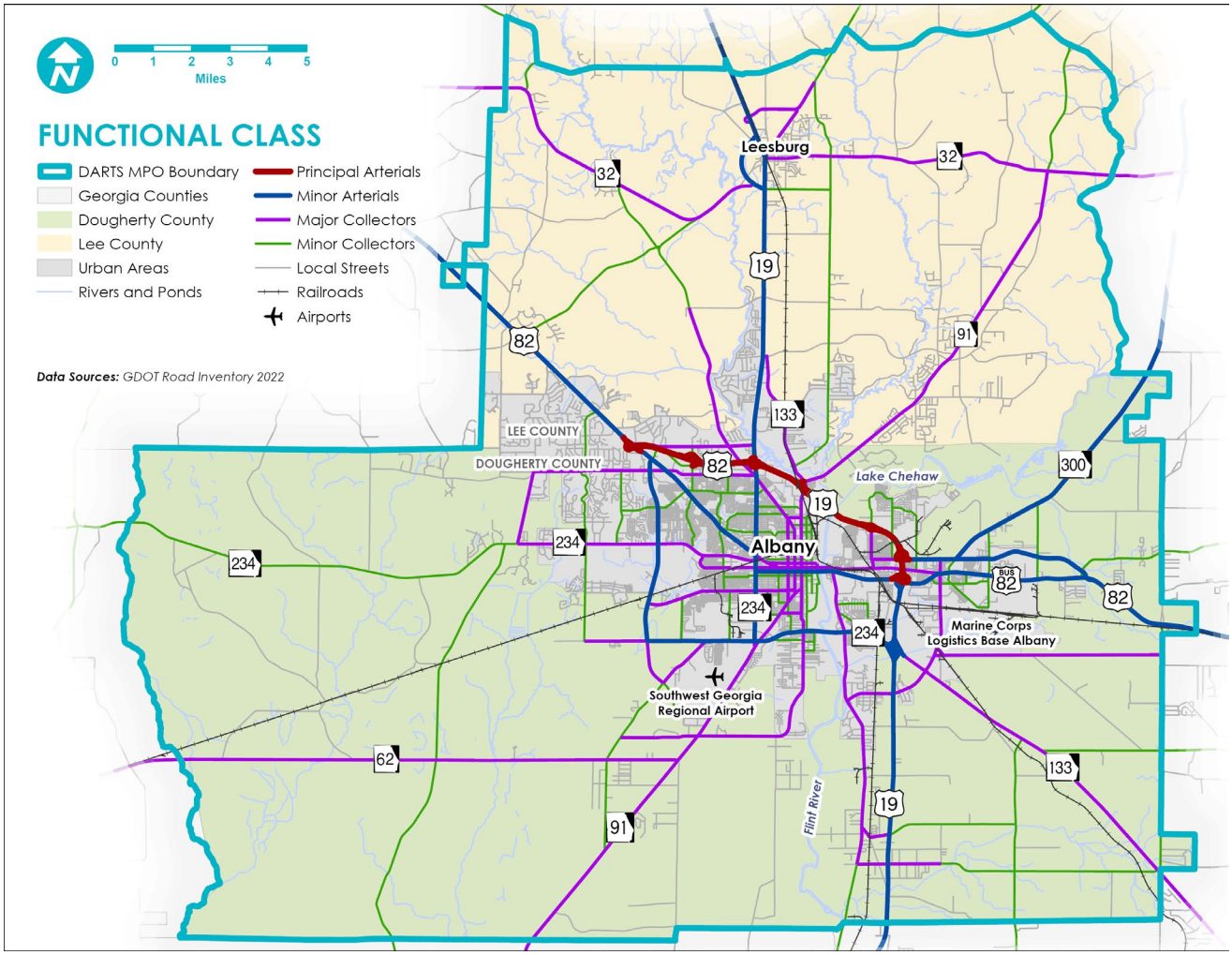
# 8 Roadways

## 8.1 Roadway Characteristics

### 8.1.1 Functional Classification

The DARTS Region has a diverse network of roads that facilitate transportation and connectivity within the area. The functional classification of roadways defines the role each element of the roadway network plays in serving travel needs. It ensures that non-transportation factors, such as land use and development, are considered when planning and designing streets and highways, including their widths, speed limits, and intersection controls. This categorization allows transportation agencies to effectively plan, design, and maintain road networks. The functional classifications of the roadway network within the DARTS MPO planning area are illustrated in ***Figure 8-1*** below.

**Figure 8-1: Roadway Functional Classification**

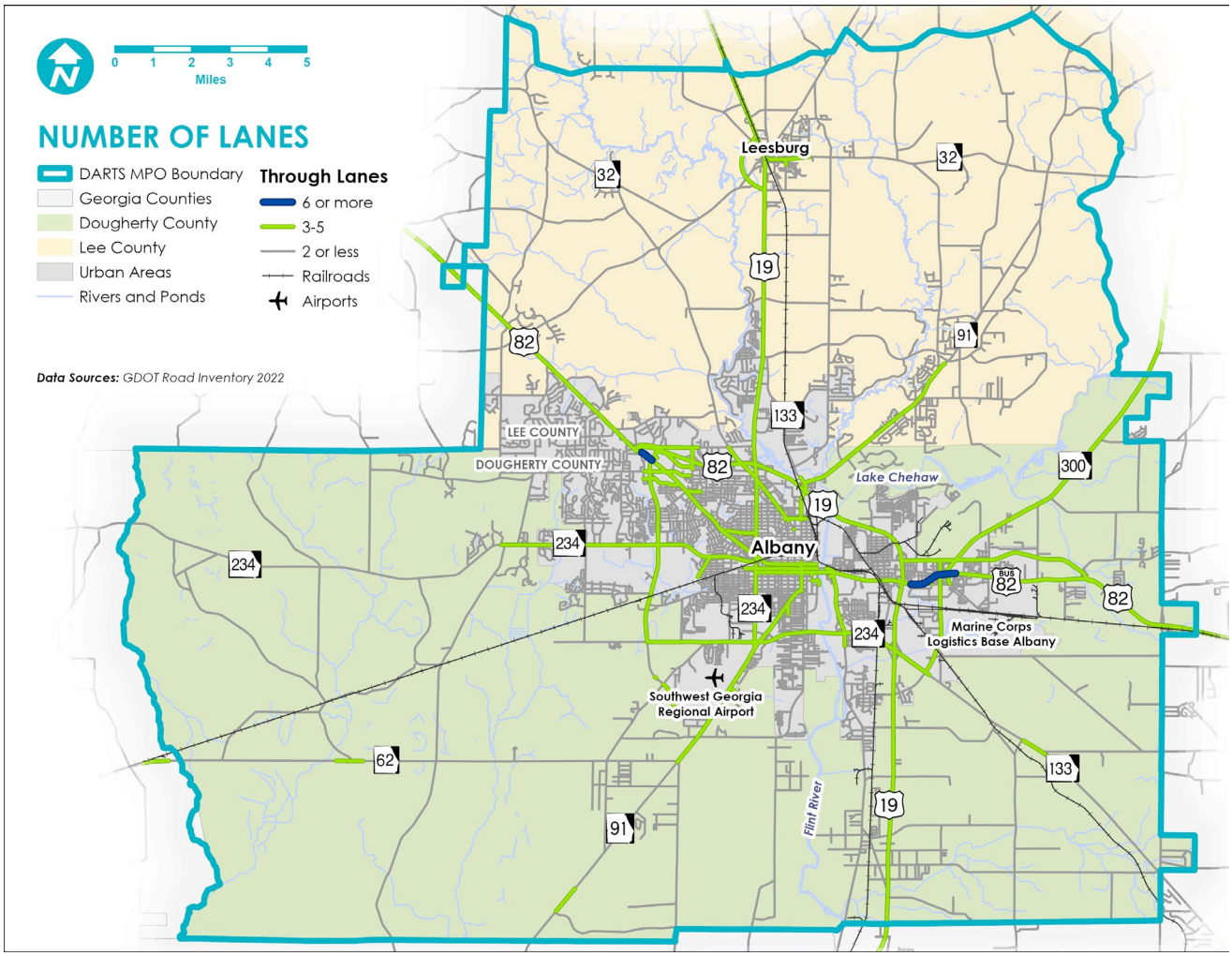


No Interstate passes through the DARTS MPO planning area. US 82 and US 19 are the major highway corridors within the area. The section of US 82 between Dawson Road and East Oglethorpe Boulevard is classified as a Principal Arterial. Other sections of US 82 and US 19, along with SR 234 and SR 300, are classified as Minor Arterials.

## 8.1.2 Number of Lanes

Most major roadways within the DARTS planning area have three to five lanes in each direction, except for two segments: one along Dawson Road between US 82 and North Westover Boulevard, and another along Oglethorpe Boulevard between US 19 and Cordele Road, which have six or more lanes in both directions. Minor roadways generally have two or fewer lanes. ***Figure 8-2*** identifies the roadway network within DARTS by the number of through lanes.

**Figure 8-2: Number of Through Lanes**



## 8.1.3 ITS and Signalized Intersections

### *8.1.3.1 ITS*

The primary purpose of Intelligent Transportation Systems is to improve safety, efficiency, convenience, and mobility for all users and all modes in the transportation network. Regional aspirations for ITS and smart transportation in the DARTS region focus on enhancing safety, mobility, and efficiency for all transportation modes, improving public transit, air-to-rail freight connectivity, and supporting economic development and tourism.

A review of the existing ITS assets in the DARTS region found that the only ITS infrastructure currently in use are 17 speed cameras in school zones that are operated by the City of Albany. ***Table 8-1*** shows ITS applications that have been selected as being most relevant for the DARTS region. These applications are not currently deployed in the region but have been selected for their potential to resolve existing issues, increase efficiency, and leverage technology for a safer and more convenient multimodal transportation system.

**Table 8-1: Recommended ITS Applications**

| Regional Freight Profile | Other Suggested Applications |
|---|---|
| Adaptive traffic control systems/Traffic Signal Synchronization | Advance warning / traffic rerouting for at-grade railroad crossings |
| Truck signal priority | Dynamic message signs for certain locations coupled with camera surveillance |
| Connected and autonomous vehicles | Unified micromobility/transit platform |
| Electric vehicles | Groundwork for connected and autonomous vehicles, including supporting curbside environment to support autonomous vehicle operations |
| | Real-time transit info (bus arrival, location) on screens at bus stops and via apps |
| | Coordination of early warning system with road closure advisory systems |

To provide better and more accurate insights into developing trends, the DARTS region can acquire traffic data from third-party traffic data providers. Data from third-party traffic data providers can provide a comprehensive understanding of both historical and present-day conditions on a variety of traffic-related dataset such as speeds, travel times, travel patterns, which can be helpful for TSMO planning efforts.

It is recommended that the DARTS region build its capabilities in ITS and TSMO through incremental improvements that begin with a baseline foundation towards more complex and future-looking technologies. Foundational technologies such as a fiber optic network, centralized traffic signal control, and traffic camera system will provide new capabilities for DARTS to manage traffic more efficiently while supporting future-looking technologies such as ITS safety systems,

connected vehicles and variable speed limit systems, which all rely on a networked environment which fiber optic can provide. ***Table 8-2*** below shows ITS-related action items that are recommended based on the existing conditions, adopted plans, available data and studies, stakeholder input, regional aspirations, system needs, and emerging technologies.

**Table 8-2: Recommended ITS Action Items**

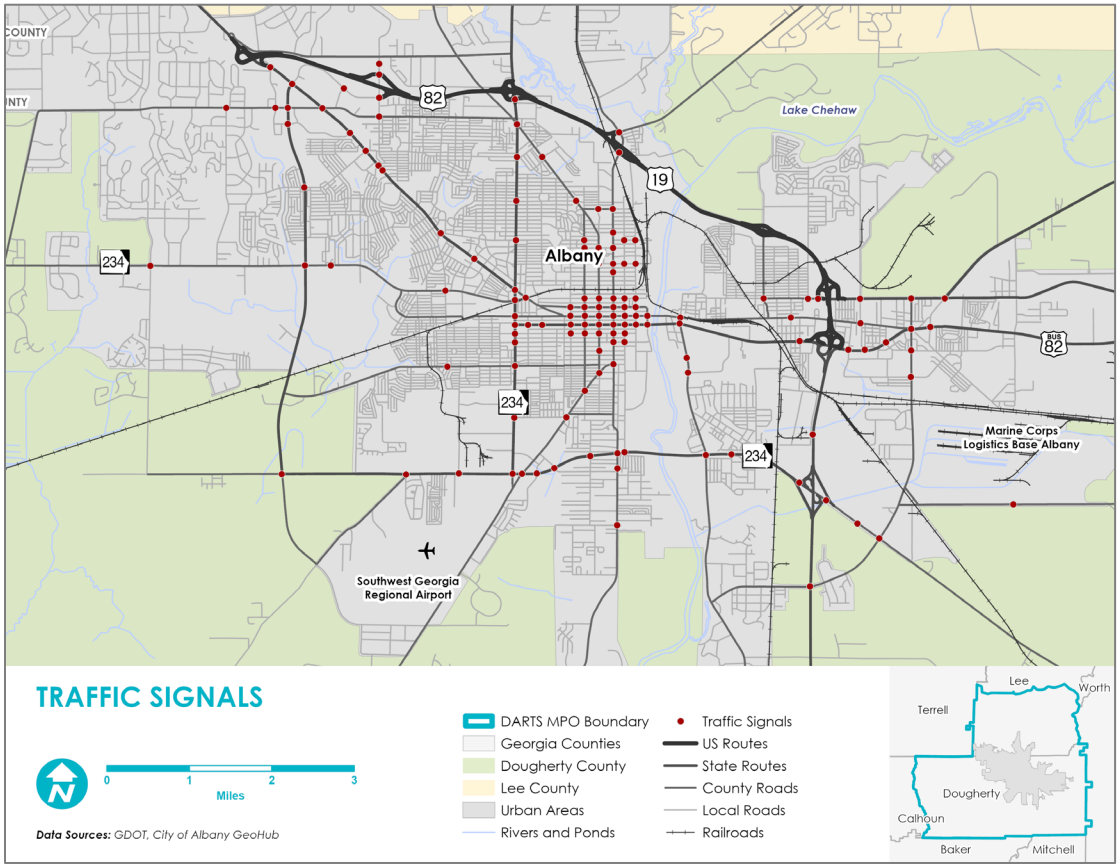
| Action Item | Responsible Parties | Funding Sources | Timeframe |
|---|---|---|---|
| **Develop and deploy an improved app for Albany Transit which integrates fare payment, trip planning, and real-time transit information.** | Albany Transit | Grants, public-private partnerships | Short-term (1-2 years) |
| **Expand EV charging stations and infrastructure to proactively meet the expected demand associated with an anticipated 32% EV market share by 2030.** | All DARTS jurisdictions | Grants, public-private partnerships | Medium-term (3-5 years) |
| **Deploy solutions, such as dynamic message signs, to advise/reroute traffic in response to congestion at key locations such as the Liberty Expressway/Jefferson interchange, key railroad crossings (mainly the Roosevelt corridor), and potentially for special-event congestion.** | City of Albany in cooperation with GDOT and Dougherty County | State/local funds, grants | Medium-term (3-5 years) |
| **Continue to expand the reach and capacity of the existing fiber optic network, designing for redundancy, resiliency, and further expandability.** | City of Albany, Dougherty County | Public-private partnerships | Medium-term (3-5 years) |
| **Expand the synchronized traffic signal system to keep pace with urban growth and changing traffic patterns.** | City of Albany in cooperation with GDOT and Dougherty County | Grants, local funds | Medium-term (3-5 years) |
| **Implement ITS-related projects from the DARTS MTP, Comprehensive Plans, A New Day In Albany Strategic Plan, and Downtown Albany Master Plan.** | All DARTS jurisdictions | Various | Timeframe consistent with adopted plans |

### *8.1.3.2 Signalized Intersections*

As a part on the Baseline Conditions and Needs Assessment, a thorough review of existing traffic signals was conducted. ***Figure 8-3*** shows the distribution of traffic signals in Dougherty County according to data obtained from the City of Albany's GeoHub. There are 137 traffic signals in Albany, with a significant number of these located in the downtown area, especially on or within a block of Broad Avenue and Oglethorpe Boulevard. Though there are substantially less traffic signals in other parts of Albany and Dougherty County, major roadways such as SR 234/West Oakridge Drive (near ABY airport), Dawson Road in the northwest corner of Albany, US 82/East Oglethorpe Boulevard and Clark Avenue in East Albany, and Slappey Boulevard are also characterized by a distribution of traffic signals.

No official traffic signal data was identified for Lee County; however, a review of Google Maps shows that there are very few traffic signals outside the City of Leesburg and US 82 northwest of Albany.

**Figure 8-3: Albany Traffic Signals**



# 8.2 Existing Network Performance and Travel Patterns

## 8.2.1 Existing Traffic and LOS

Existing daily traffic volumes are displayed in ***Figure 8-4*** below and are generally at manageable levels in the greater Albany region. According to GDOT records, the highest estimate of 2022 average annual daily traffic (AADT) in the Albany area is 45,700 on the Liberty Expressway, just east of Slappy Boulevard. As a limited access highway, this roadway segment still operates at an acceptable level-of-service (LOS) C or better. Other segments of the Liberty Expressway experience AADTs in the range of 22-44,800. Slappey Boulevard exhibits volumes as high as 31,300 south of Gillionville Road with volumes in the 20-25,000 range northward to the Lee County line. Other roadways in the 20-25,000 volume range include segments of Clark Avenue, Dawson Road, and Oglethorpe Boulevard.

**Figure 8-4: Existing Daily Traffic Volumes**

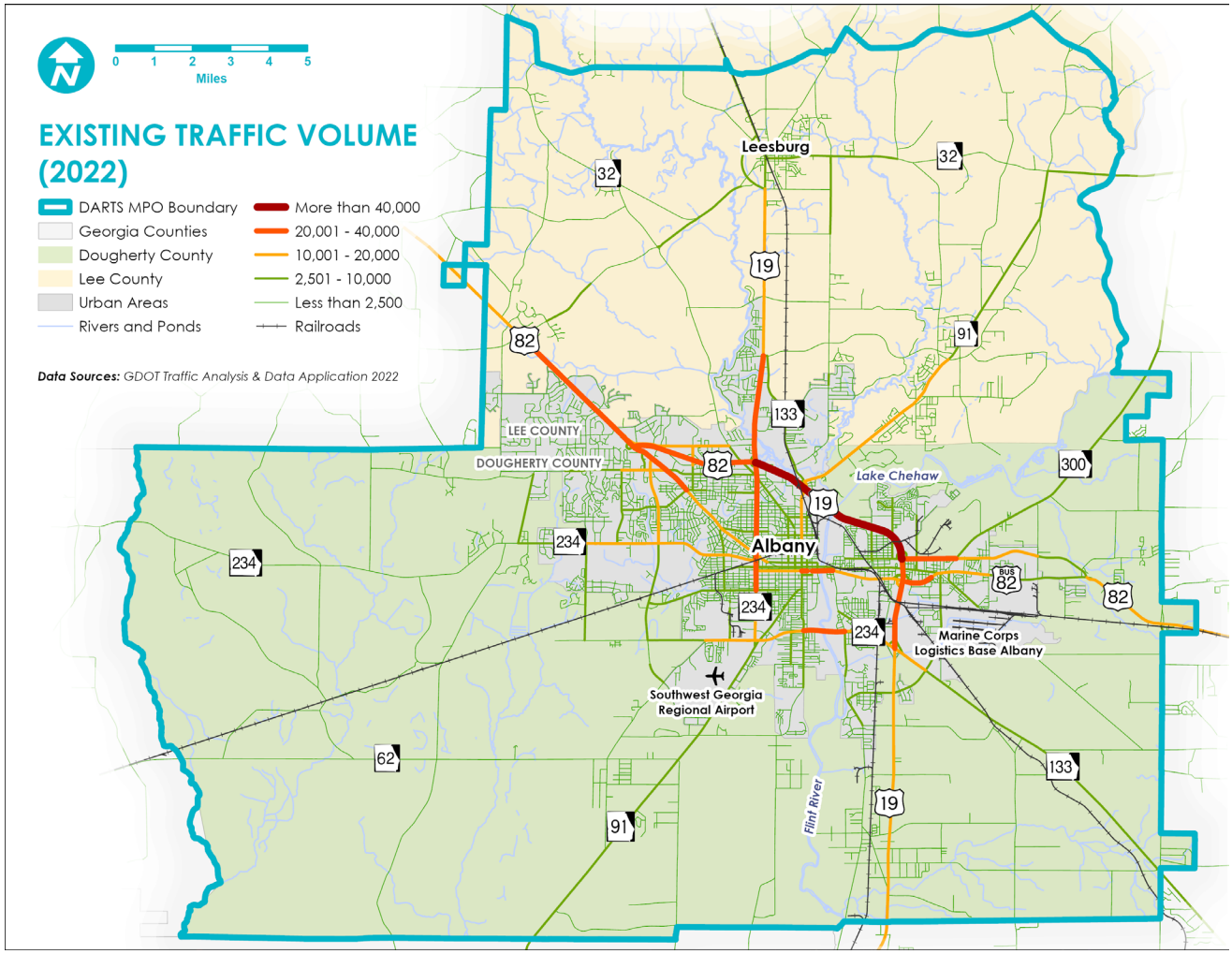
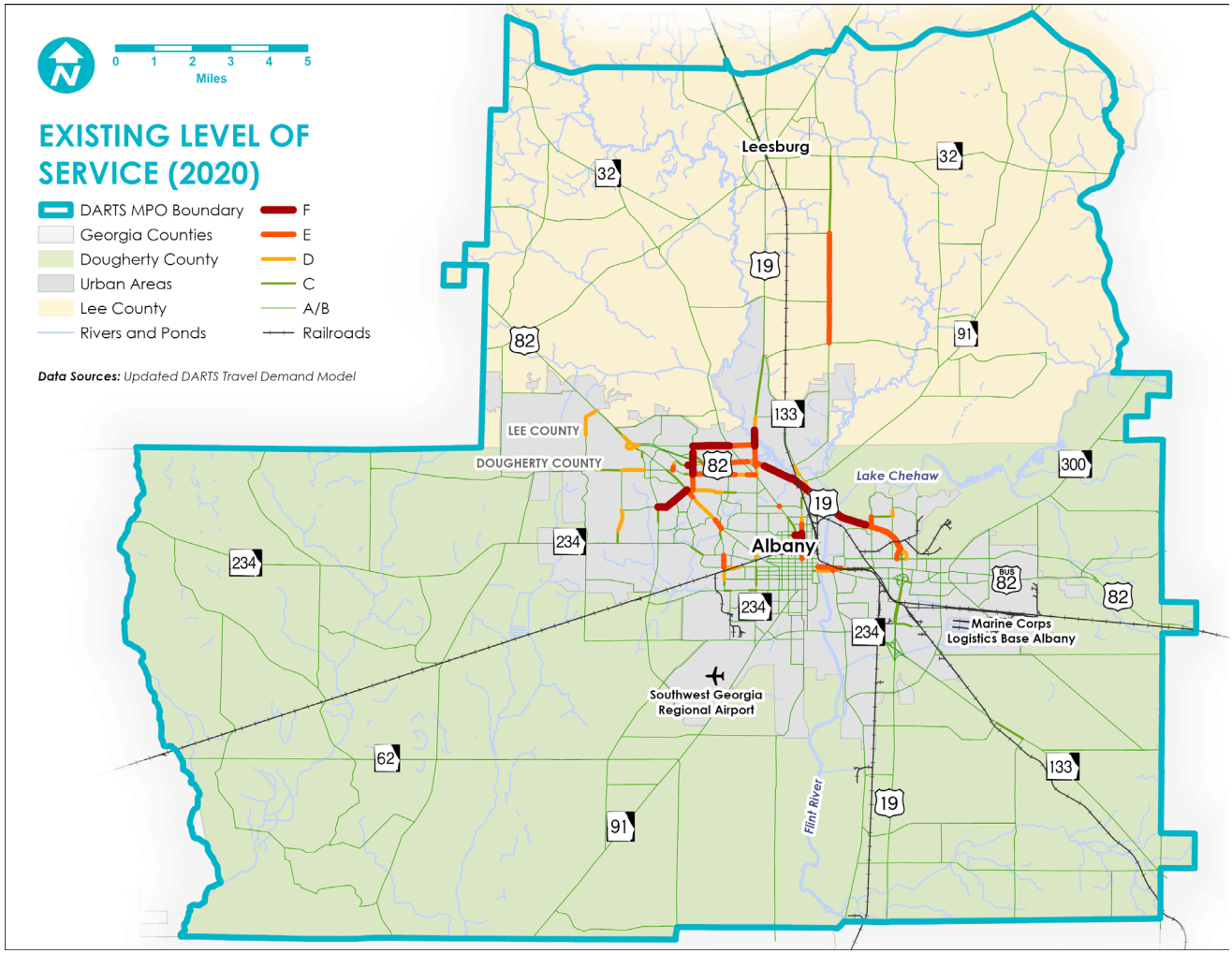


***Figure 8-5*** visualizes existing roadway level-of-service . Current daily LOS deficiencies and bottlenecks are limited to arterial and collector roadway segments directly adjacent to Liberty Expressway interchanges and in central Albany near the confluence of Dawson Road, Gillionville.

**Figure 8-5: Existing Roadway Level-of-Service**

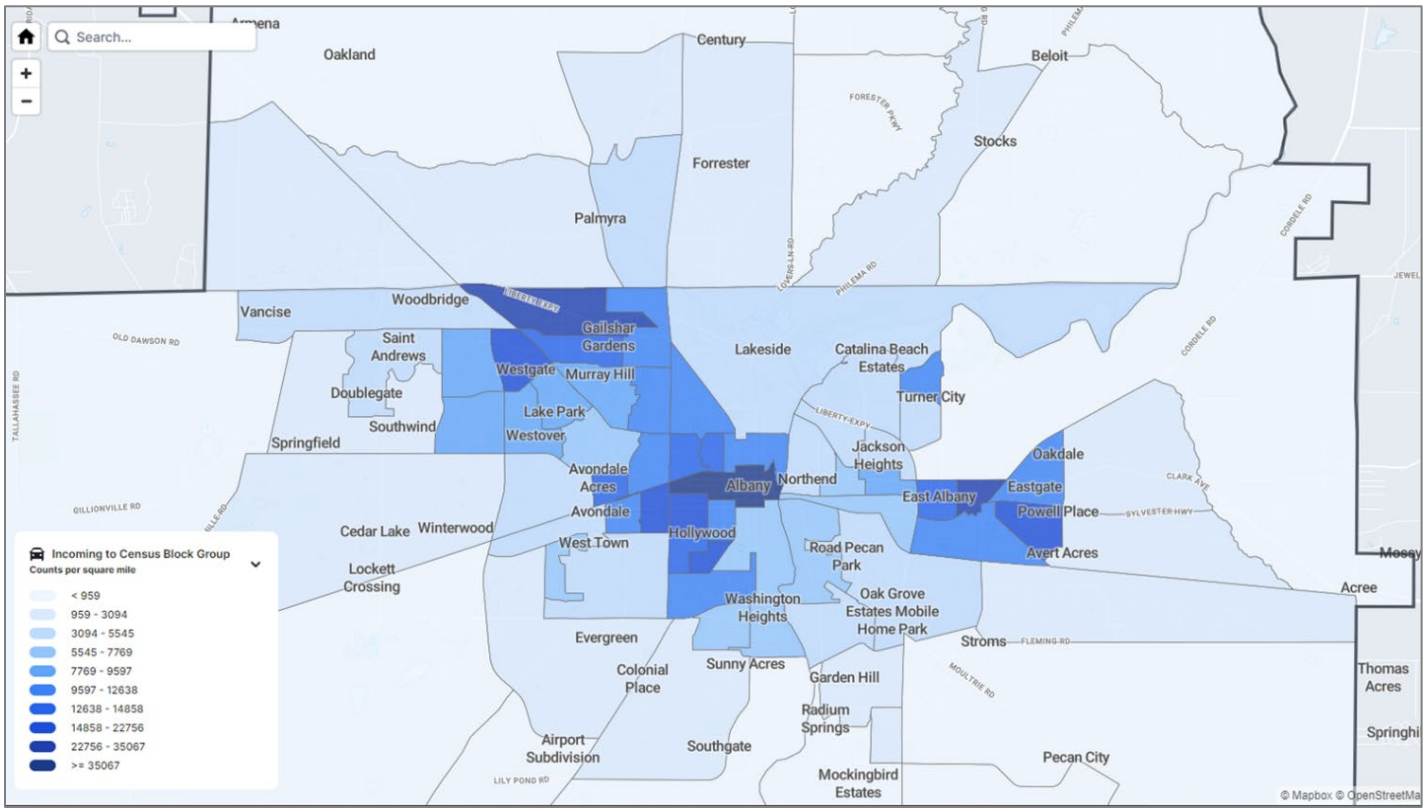


## 8.2.2 Origins and Destinations

The project team utilized origin and destination data from Teralytics to evaluate existing origin-destination patterns in the greater Albany area. As depicted in ***Figure 8-6***, according to Teralytics data, Census block groups with the greatest concentration of 2019 daily trips are those located in northwest Albany, downtown Albany, and East Albany. While the image depicts incoming trips, the outgoing trips are a balanced mirror image.

Downtown Albany, in addition to housing many government buildings, services, restaurants, and other commercial builds such as banks, also has recreational attractions that may drive outgoing trips, such as the Flint RiverQuarium, Turtle Grove Park, Albany Civic Center, and the Albany Municipal Auditorium. The area of East Albany with the highest trip attraction is likely drawing trips via its Walmart Supercenter, Junction Shopping Center, and Urgent Care Center at Pheobe East. Closer to the Census block group corresponding to Avert Acres, trip attraction is likely driven by the Cooper Tire Warehouse and the various other wholesale, auto repair, and mobile home dealerships nearby, as well as local churches.

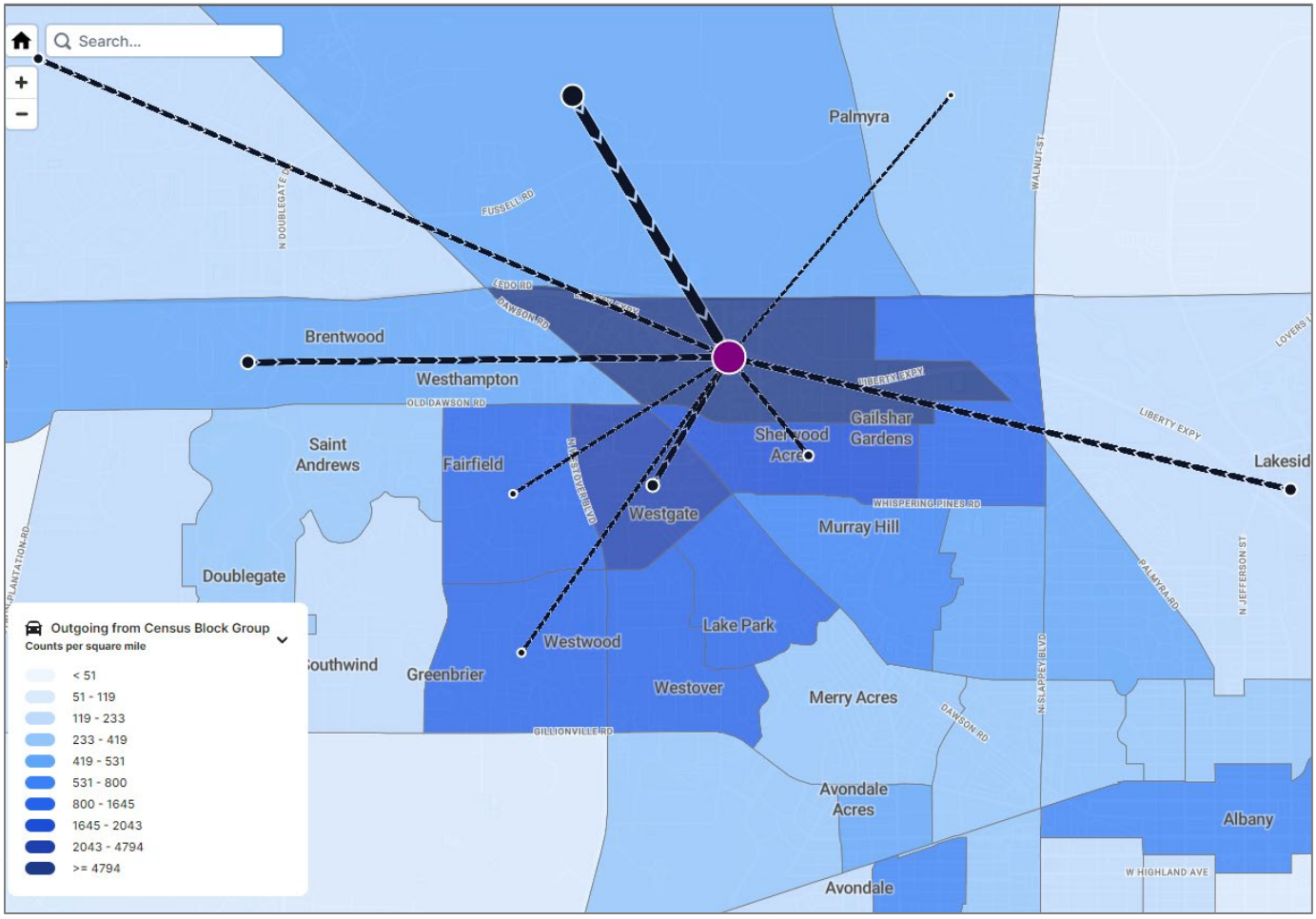
**Figure 8-6: 2019 Trip Estimate by Block Group**




*Source: Teralytics Studio*

***Figure 8-7*** displays the top origin-destination flows interacting with northwest Albany. As indicated, the greatest flows to and from northwest Albany are between neighboring Census block groups in southern Lee County and northern Dougherty County.

**Figure 8-7: 2019 Trip Origin-Destination Flows in Northwest Albany**




*Source: Teralytics Studio*

## 8.3 Forecasted Travel Patterns and Trends

### 8.3.1 2050 Traffic and LOS Forecasts

Regional daily traffic volumes are forecasted to increase over the next 25 years in response to the socioeconomic projections described earlier in ***Section 8.2***. In addition to the aforementioned forecasting of population, households, and employment, projections were prepared for grade school enrollment, university enrollment, group quarters, and external trips. Group quarters represent college dormitories, assisted living facilities, and military barracks. External trips are those entering and exiting the DARTS region from/to locations outside the region. External trips are further divided into external-external (through trips) and internal-external purposes (one trip-end inside the DARTS region) and then onto passenger and truck components.

Travel demand models were developed by GDOT, with input from the DARTS consultant team, for several 2050 existing-plus-committed (E+C) and MTP scenarios. The E+C scenario includes 2050 vehicle trips with a roadway network comprised of capacity projects completed since the 2020 base year and those with funding commitments in the MPO Transportation Improvement Program (TIP). The MTP scenario includes all roadway capacity projects proposed for the 2050 DARTS MTP Update, regardless of funding potential.

***Table 8-3*** depicts several traffic related metrics for the base year 2020, 2050 E+C, and 2050 MTP scenarios. With only small increases in population, households, and employment, it is not surprising that there was minimal change in regionwide travel metrics across these scenarios. Key observations include the following:

- VMT increases in moving from 2020 to 2050 but decreases with MTP projects included
- VHT also increases from 2020 to 2050, but the MTP decreases VHT below 2020 levels
- VHD also increases from 2020 to 2050 with MTP decreasing VHT below 2020 levels
- Travel speed decreases from 2020 to 2050 but increases beyond 2020 with the MTP

**Table 8-3: DARTS Vehicle Trip Summary**

| Metric | 2020 Base | 2050 E+C | 2050 MTP |
|---|---|---|---|
| Vehicle Miles Traveled (VMT) | 3,206,684 | 3,345,784 | 3,306,317 |
| Vehicle Hours Traveled (VHT) | 109,367 | 122,443 | 99,967 |
| Vehicle Hours of Delay (VHD) | 23,523 | 32,402 | 11,097 |
| Travel Speed | 29.32 | 27.33 | 33.07 |

A visual representation of 2050 trips on the DARTS E+C roadway network can be found in ***Figure 8-8*** while ***Figure 8-9*** depicts forecasted LOS for the same scenario. When compared to 2022 traffic volumes presented earlier, traffic increases are primarily in corridors in the southern portions of Lee County and western areas of Albany. These roadway locations are consistent with where population and employment are expected to increase through the year 2050. Changes in LOS from 2020 to 2050 are limited to Lovers Lane Road in Lee County.

**Figure 8-8: 2050 E+C Traffic Forecasts**

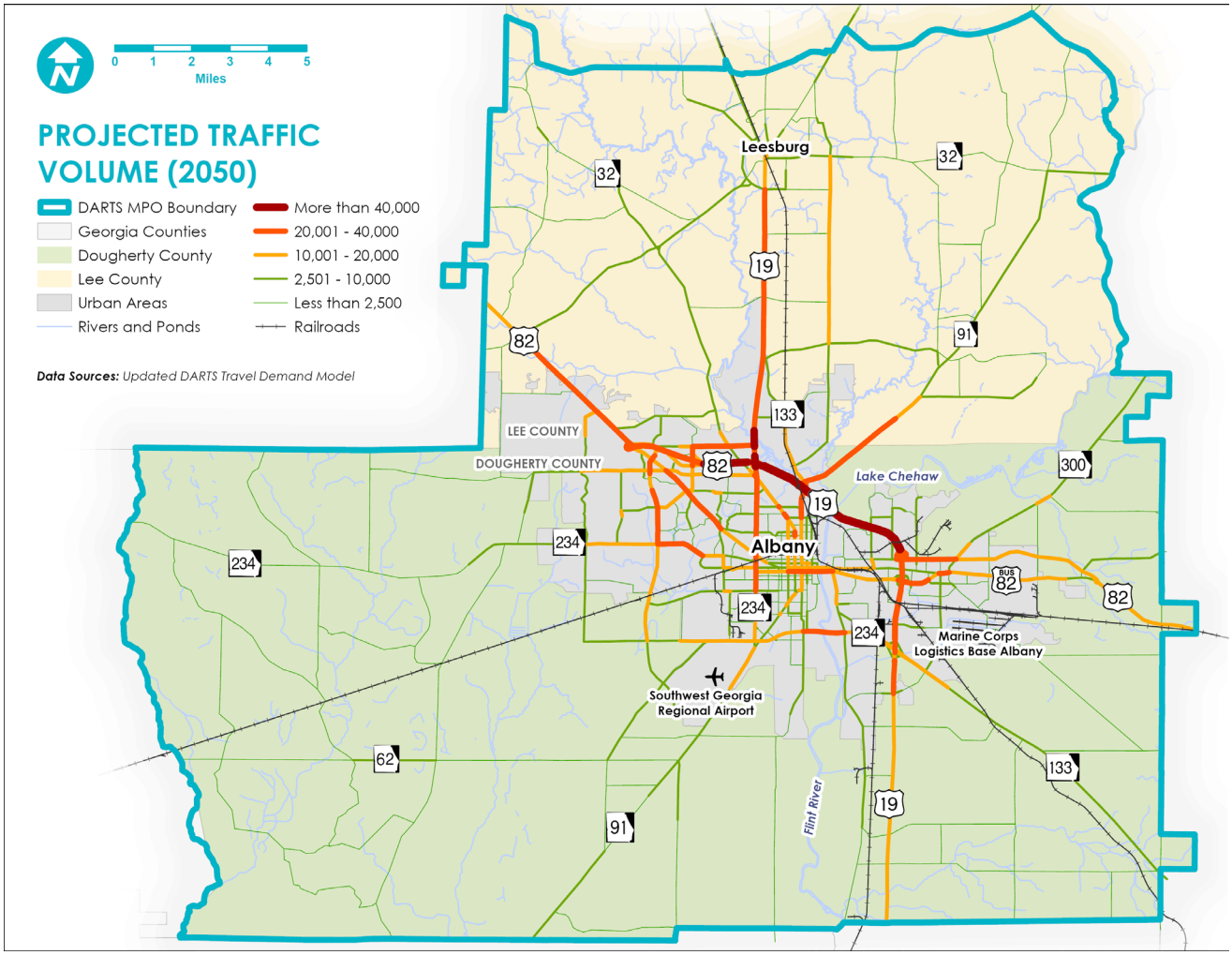
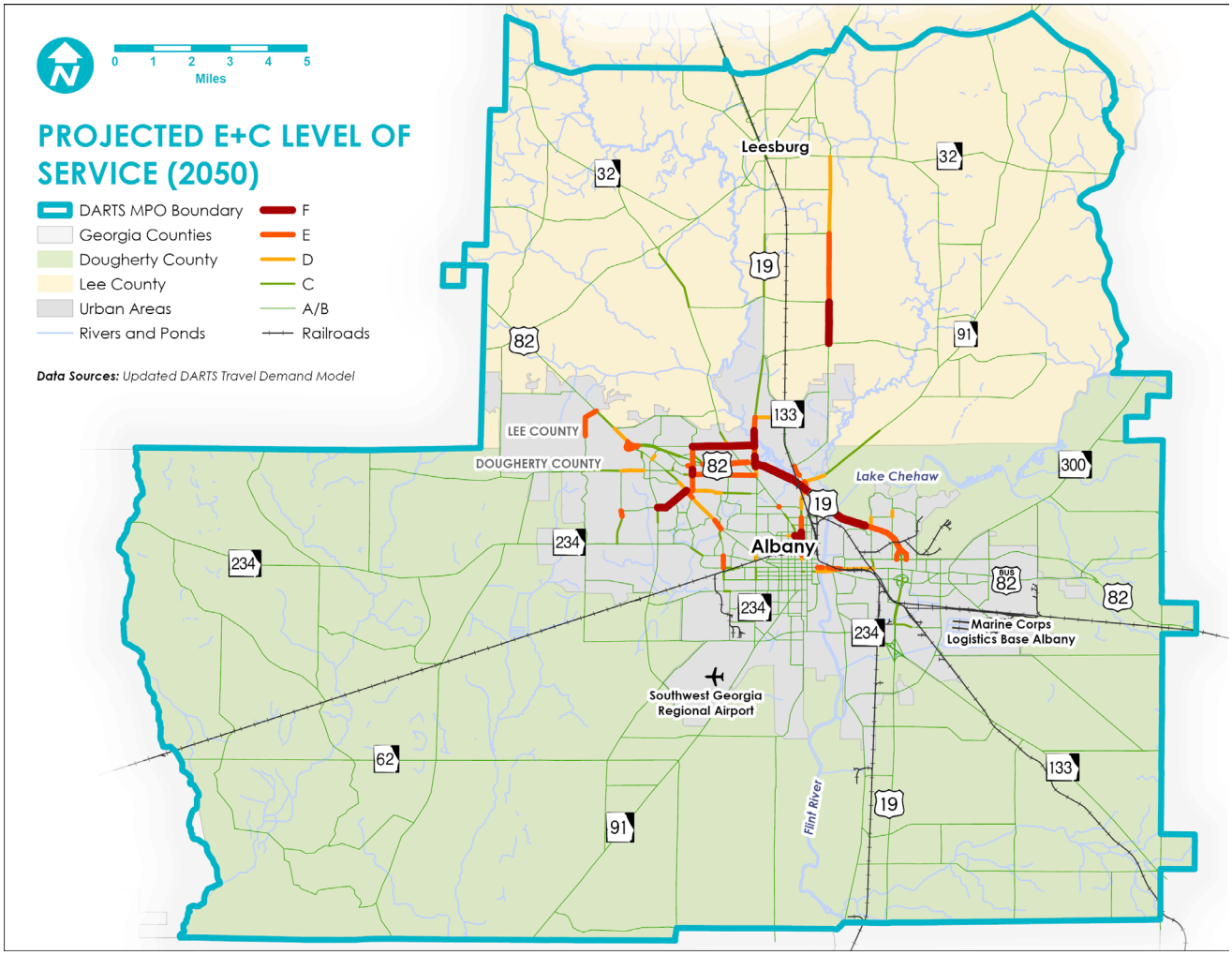


**Figure 8-9: 2050 E+C Level-of-Service (LOS)**



## 8.4 Roadway Needs

Several steps were taken to identify 2050 future roadway needs for the MTP Update and are documented in ***Baseline Conditions*** and Needs Assessment Tech Memo. Each roadway capacity project in the 2045 MTP was evaluated for inclusion in the 2050 MTP based on traffic forecasts using the 2050 E+C network. A total of six projects from the 2045 MTP were dropped from consideration in the 2050 MTP based on 2050 E+C model forecasts:

- Widen Pointe North Boulevard from two to four lanes between Dawson Road and Old Dawson Road
- Widen Philema Road/SR 91 from two to four lanes between Graves Springs Road and SR 32
- Widen North Westover Boulevard from four to six Lanes from Dawson Road to Gillionville Road
- Widen Old Dawson Road from two to three Lanes between Pointe North Boulevard and Byron Plantation Road
- Clark Avenue Widening and Extension from Jefferson Street @ West Society Avenue to Clark Avenue @ Maple Street
- Liberty Expressway from Clark Avenue to Moultrie Road

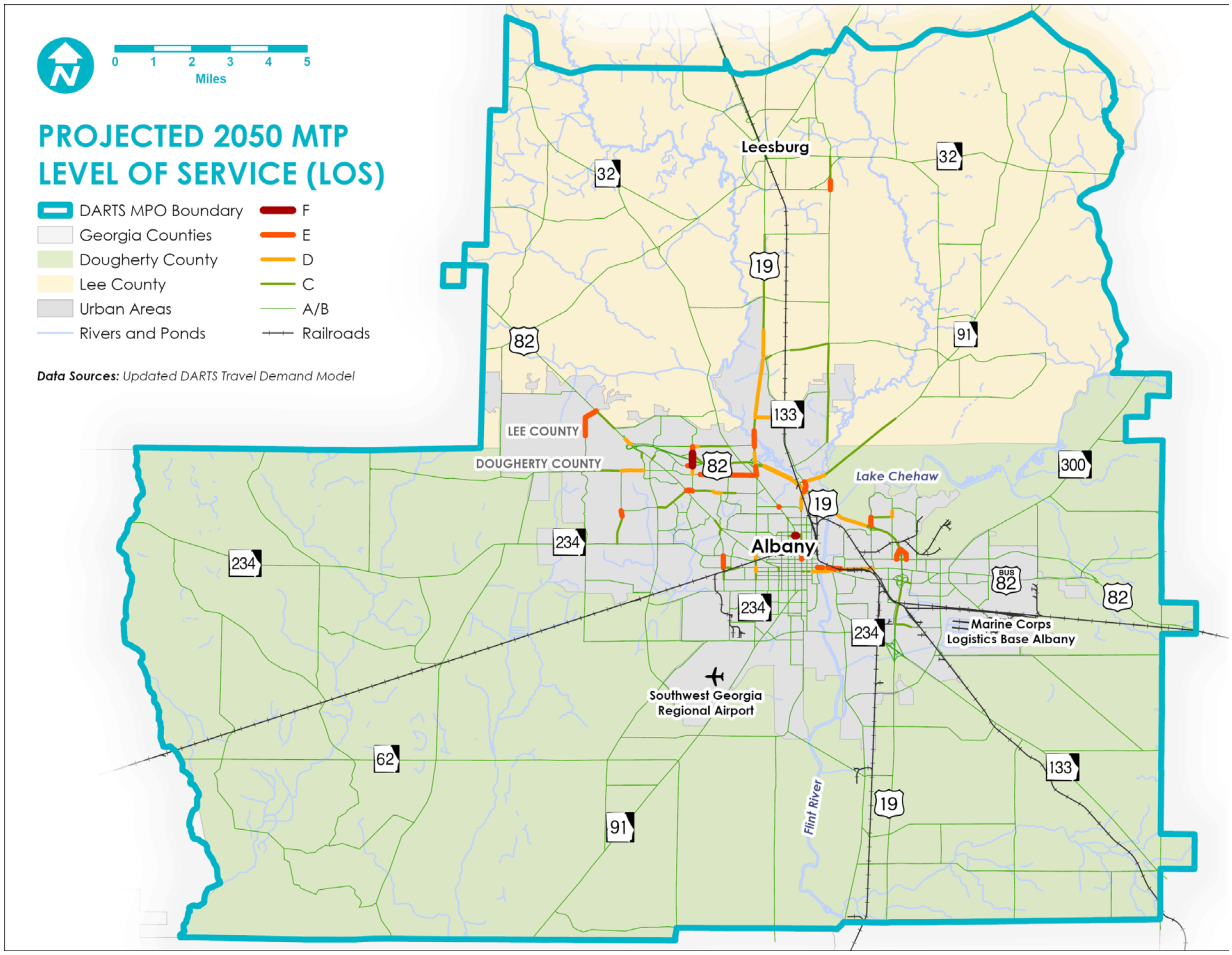
Additional congested corridors, not addressed in the 2045 MTP, were identified based on forecasted roadway LOS on the 2050 E+C network. Other recent DARTS studies were reviewed to identify other potential roadway projects for the 2050 MTP. This analysis resulted in 12 new roadway capacity projects being added for the 2050 MTP. These are listed below:

- Widen Liberty Expressway from Dawson Road to Slappey Boulevard; widen/reconfigure Dawson Road at Liberty Expressway ramps
- Widen US 19 from four to six lanes, from Liberty Expressway southside ramps to Cedric Street, potential access management
- Widen Westgate Drive from two to four lanes from Westover Boulevard to Dawson Road
- Widen Lovers Lane Rd from two to four lanes from Forrester Parkway to Robert B. Lee Drive
- Widen Doublegate Dr from two to three lanes between Martindale Drive and Dawson Road.
- Widen Dawson Road from four to six lanes between Liberty Expressway and Fussell Road, potential access management
- Widen Dawson Road from four to six lanes between West 3rd Avenue and Stuart Avenue, potential access management
- Widen Whispering Pines Road from two to three lanes between Nottingham Way and Slappey Boulevard.
- Widen Broad Ave from two to three lanes between Magnolia Street and Walnut Street
- Add grade separation and ramps on US 19 at Holly Drive
- Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Drive to SR 32 east of Lovers Lane Road
- Leesburg SR 32 Realignment: Realign SR 32 south of 4th Street to connect to SR 3 opposite Callaway Street across the railroad tracks

The two Leesburg projects were recommendations from the Leesburg Connectivity Study, which also included several operational and active transportation projects not covered in this section of the report. Addition of a grade separated interchange at US 19 and Holly Drive would extend the Liberty Expressway southward and eliminate the traffic signal at Holly Drive that serves as an impediment to truck flow into and out of the Albany region. The proposed Southern Bypass could potentially connect to Holly Drive instead of Williamsburg Road.

***Figure 8-10*** depicts roadway LOS based on the 2050 MTP highway network. As indicated, there are only two roadway segments operating at LOS F. One segment is Nottingham Way through the Liberty Expressway, where several intersection and ramp improvements are included in the 2050 MTP but cannot be simulated in the travel demand model. The other LOS F location is a very short segment of West 4th Avenue near the Phoebe Putney Memorial Hospital, where operational improvements could be warranted in the future. The only LOS E segments are along Stuart Avenue, where parallel roadway improvements were recommended on Ledo and Whispering Pines Roads instead. It is unlikely that all three roadways will need four-laning in the future, but a detailed subarea/corridor study could sort out the pros and cons of widening any of these three parallel streets. The multi-modal 2050 "Universe of Projects" is presented later in ***15.1***.

**Figure 8-10: Projected 2050 Level-of-Service (LOS) with MTP Projects**



# 9 Safety Analysis

Utilizing crash data from GDOT'S Numetric platform dated from January 1, 2018, through December 31, 2022, the safety analysis provides an overview of the traffic crashes within the DARTS MPO, with respect to the crash characteristics such as type, lighting condition, road surface condition, involvement of vulnerable roadway users, and severity. The chapter also examines fatal and serious injury crashes to identify patterns and compare them to overall crashes. An intersection crash analysis, based on 300-foot geospatial buffers around all public street intersections in the DARTS MPO, includes rankings by total crashes, fatal crashes, and serious injury crashes. Lastly, the analysis examines specific corridors with higher crash densities, comparing their crash rates to statewide averages based on functional classification.

## 9.1 Auto Crashes

### 9.1.1 Total Crashes

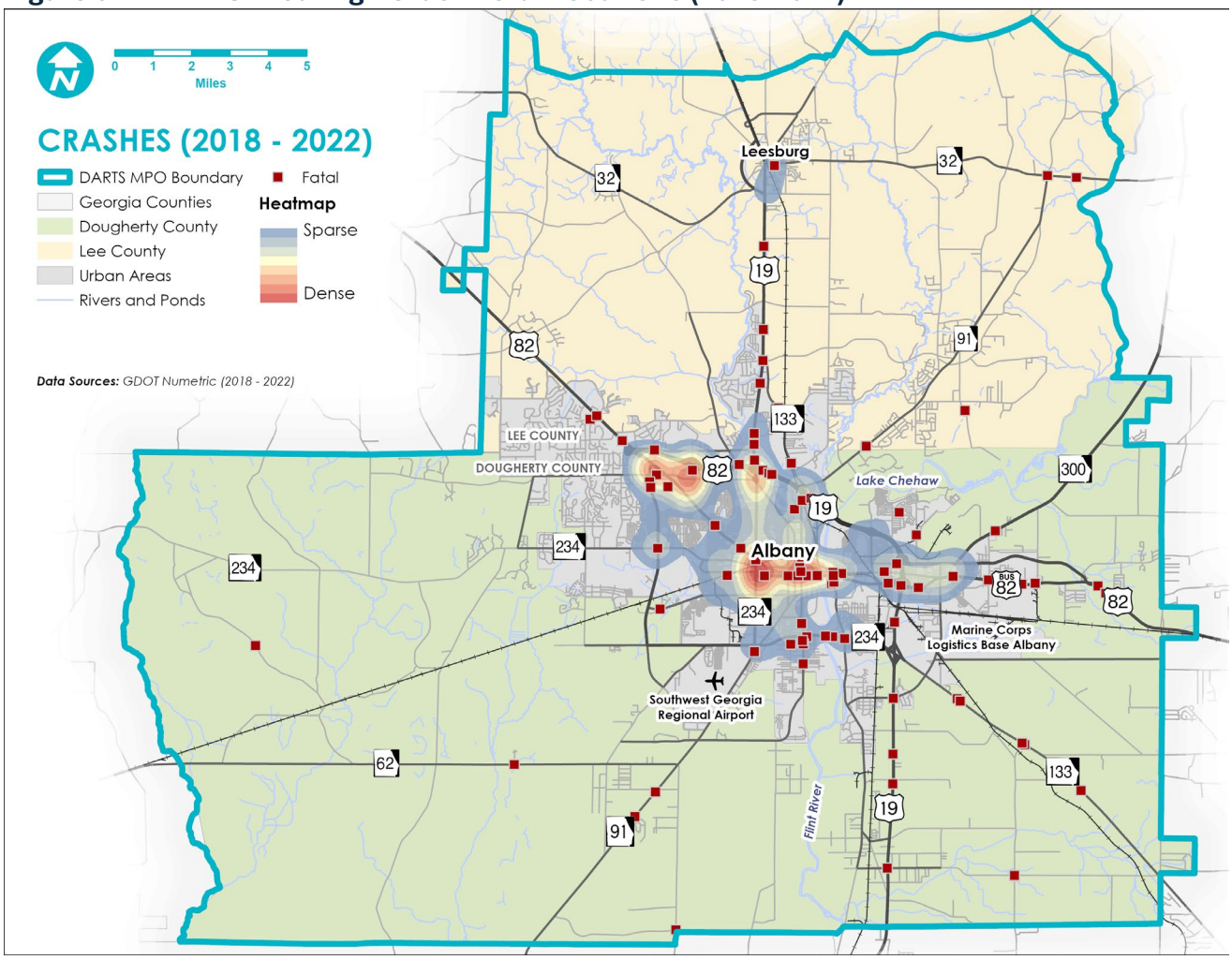
Within the DARTS MPO boundaries, there were 19,979 reported crashes resulting in 103 fatalities, 579 serious injuries, and 1,859 visible injuries (***Table 9-1***). A heatmap (***Figure 9-1***) highlights areas with the highest crash occurrences, mainly within the City of Albany, especially the commercial area near Albany Mall and major state routes like Slappey Boulevard and Oglethorpe Boulevard. Other hotspots include Cordele Road near Walmart and corridors like Clark Avenue and Sylvester Road in eastern Albany. Outside Albany, intersections such as US 82/SR 520 at North Doublegate Drive and corridors like the Liberty Expressway in Lee County show significant crash concentrations.

**Table 9-1: DARTS MPO Crashes by Severity**

| Year | Crashes by Severity | | | | | | Total Crashes |
|---|---|---|---|---|---|---|---|
| | Fatal | Injury | | | PDO | Unknown | |
| | K | A | B | C | O | | |
| 2018 | 9 | 87 | 222 | 820 | 2,930 | 2 | 4,070 |
| 2019 | 13 | 106 | 292 | 868 | 2,827 | 25 | 4,131 |
| 2020 | 18 | 92 | 277 | 709 | 2,453 | 57 | 3,606 |
| 2021 | 26 | 106 | 297 | 831 | 3,019 | 45 | 4,324 |
| 2022 | 31 | 74 | 235 | 708 | 2,769 | 31 | 3,848 |
| Total | 97 | 465 | 1,323 | 3,936 | 13,998 | 160 | 19,979 |
| % of Crashes | <1% | 2% | 7% | 20% | 70% | 1% | 100% |

*Source: GDOT Numetric*

**Figure 9-1: DARTS Area High Crash Total Locations (2018-2022)**

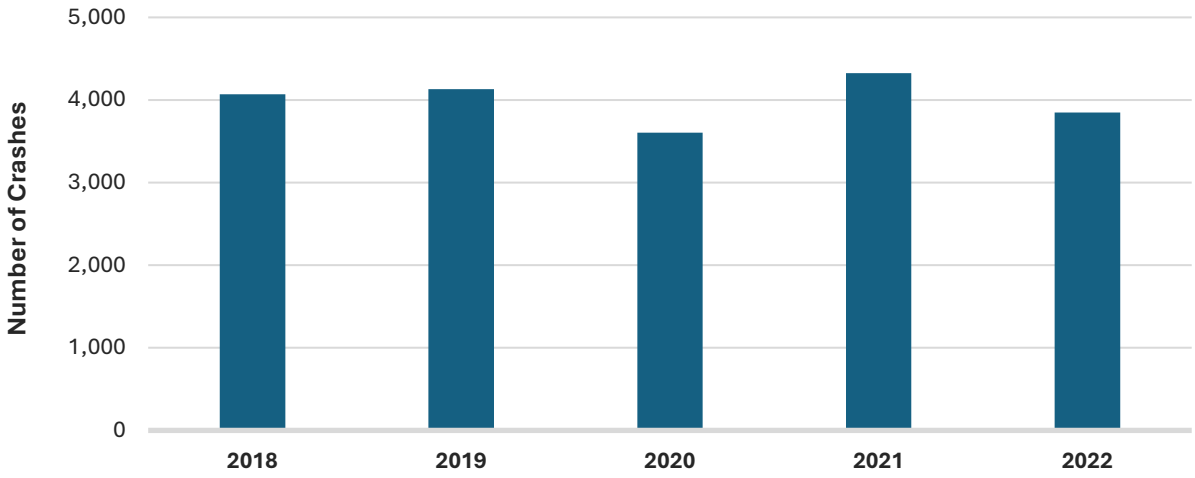



Analysis of crash trends and characteristics reveals the following key takeaways:

- Crashes increased between 2018 and 2019, decreased in 2020 likely due to the COVID-19 pandemic, rose again in 2021, and decreased to 3,848 in 2022 (

- ***Figure*** 9-2).
- Over 63 percent of crashes were angle (34 percent) or rear-end (29 percent) crashes. Sideswipe crashes accounted for 13 percent, single-vehicle crashes 22 percent, and head-on crashes comprised two percent.
- About 72 percent of crashes occurred in daylight, 17 percent in dark-lighted conditions, nine percent in dark-unlit conditions, and the rest consisted of two percent at dawn or dusk.
- Around 86 percent of crashes happened on dry surfaces, 13 percent on wet surfaces, and less than one percent on snow, ice, or other surfaces.

**Figure 9-2: Number of Crashes in DARTS MPO (2018-2022)**




Analyzing major corridors in the DARTS MPO area (

Figure 9-3), including urban freeways, principal arterials, and major collectors, revealed significant variations in crash rates compared to statewide averages. The analysis is based on FHWA Highway Safety Manual (HSM), which defines crash rates as the number of crashes at a site relative to vehicle miles traveled (MVM), allowing for comparisons across different roadways based on traffic volume and corridor length.

For urban freeways, Liberty Expressway's segments between Blaylock Street and Jefferson Street, and between Jefferson Street and Slappey Boulevard, were assessed (***Table 9-2***). The former showed a total crash rate comparable to the statewide average but higher injury and fatal crash rates, while the latter had slightly lower total crash rates but notably higher injury and fatal crash rates, particularly for fatalities, which exceeded the statewide average by a substantial margin. Among urban principal arterials, nine segments were evaluated, with several surpassing the statewide averages for total, injury, and fatal crashes. Particularly high crash rates were observed on Oglethorpe Boulevard, US 19 in Lee County, and various sections of Slappey Boulevard, with some segments showing rates more than double the statewide average. Additionally, Nottingham Way, an urban major collector, exhibited significantly higher crash rates than the statewide average for urban major collectors, indicating critical areas for safety improvements.

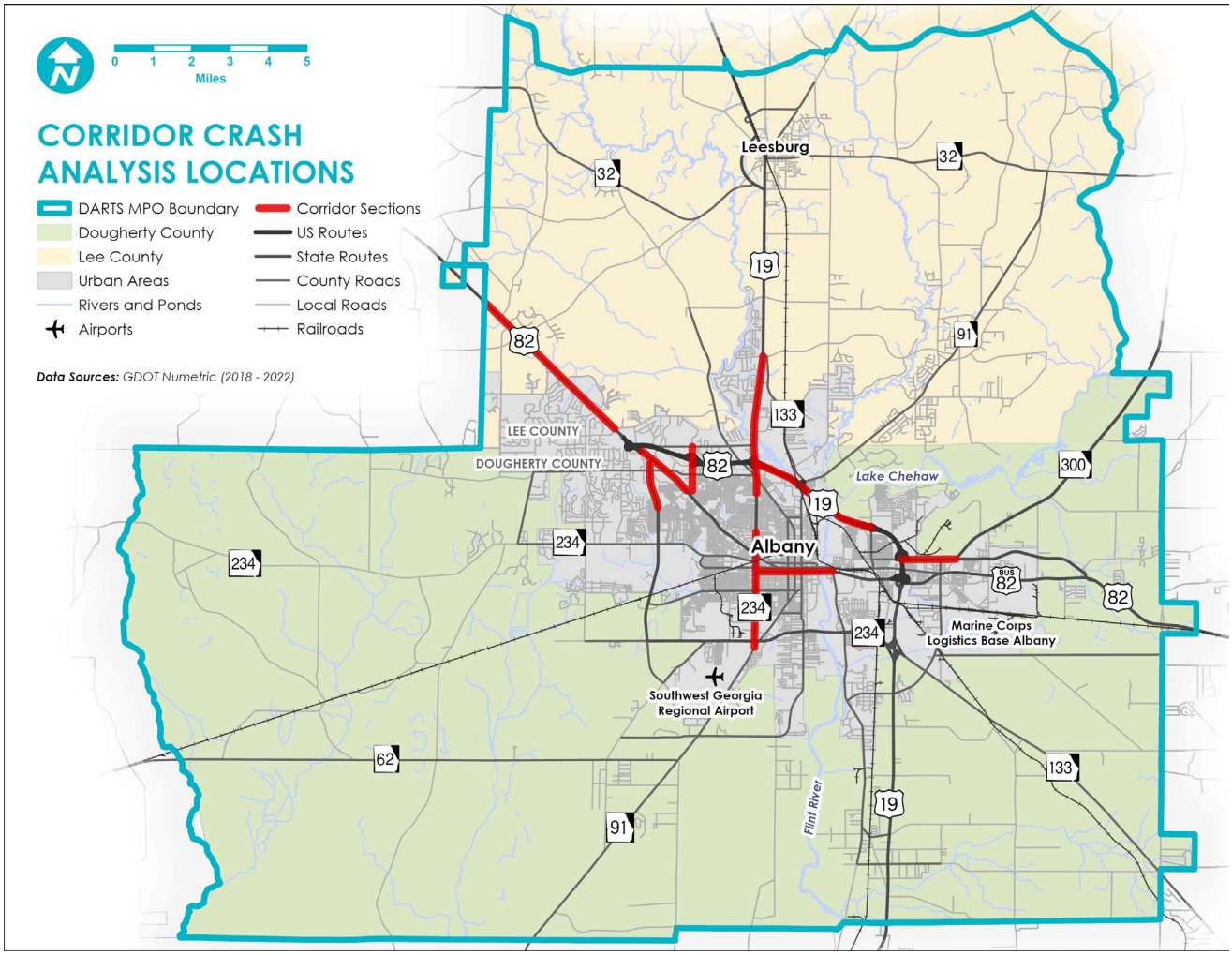
**Table 9-2: Urban Freeway Corridor Average Annual Crashes and Crash Rates (2018-2022)**

| Corridor | Average Annual Crashes | | | Crashes Per 100 million Vehicle Miles[1] | | |
|---|---|---|---|---|---|---|
| | Total | Injury | Fatal | Total | Injury | Fatal |
| Liberty Expwy (Blaylock St to Jefferson St) | 55 | 18 | 1 | 170 (172) | 55 (44) | 3.08 (0.55) |
| Liberty Expwy (Jefferson St to Slappey Blvd) | 35 | 12 | 1 | 142 (172) | 49 (44) | 4.05 (0.55) |

[1]*The number in parentheses is the statewide average for urban freeways.*

*Data Source: GDOT Numetric*

**Figure 9-3: Corridor Crash Analysis Locations**




High-crash intersections were identified using a 300-foot radius around each roadway intersection in the DARTS MPO area, analyzing the number of crashes within each radius through geospatial analysis. ***Table 9-3*** ranks the top 20 intersections by the number of crashes, with the highest being Nottingham Way at North Westover Boulevard/Liberty Expressway (US 82/SR 520) Eastbound Ramp, east of Albany Mall, with 298 crashes. These top 20 locations are primarily within the City of Albany, mapped and labeled by rank in

***Figure*** 9-4.

**Table 9-3: Top 20 Intersections by Overall Crashes Within DARTS MPO (2018-2022)**

| Rank | Location (locations outside City of Albany) | # of Crashes | Fatal Crashes | Serious Injury Crashes |
|---|---|---|---|---|
| 1 | Nottingham Way @ N Westover Blvd/Liberty Expwy (US 82/SR 520) EB Ramp | 298 | 1 | 4 |
| 2 | Dawson Rd @ N Westover Blvd | 242 | 0 | 4 |
| 3 | Dawson Rd @ Westgate Rd/Whispering Pines Rd | 224 | 0 | 2 |
| 4 | N Slappey Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Palmyra Rd | 200 | 0 | 1 |
| 5 | Slappey Blvd (US 19/US 82/SR 520 Bus/SR 234) @ E Oglethorpe Blvd (US 19/US 82/SR 520 Bus) | 195 | 0 | 1 |
| 6 | N Slappey Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Dawson Rd/Pine Ave | 186 | 1 | 2 |
| 7 | S Westover Blvd @ Gillionville Rd (SR 234) | 164 | 1 | 1 |
| 8 | E Oglethorpe Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Radium Springs Rd/N Broadway St | 158 | 2 | 4 |
| 9 | N Slappey Blvd (US 19 Bus/US 82 Bus/SR 520 Bus/SR 234) @ W Broad Ave | 148 | 0 | 2 |
| 10 | W Oglethorpe Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ S Jefferson St (SR 91) | 144 | 0 | 3 |
| T11 | Dawson Rd @ Old Dawson Rd/Stuart Ave | 142 | 0 | 2 |
| T11 | N Slappey Blvd (US 19 Bus/US 82 Bus/SR 520 Bus/SR 234) @ Gillionville Rd (SR 234) | 142 | 0 | 0 |
| 13 | Clark Ave (US 82/SR 520) @ Cordele Rd (SR 300) | 133 | 0 | 2 |
| 14 | S Slappey Blvd (SR 234) @ W Gordon Ave | 131 | 0 | 0 |
| 15 | N Jefferson St (SR 91) @ Philema Rd (SR 91)/Liberty Expwy (US 82/SR 520/US 19/SR 3) | 123 | 0 | 1 |
| 16 | E Oakridge Dr (SR 234) @ Radium Springs Rd | 115 | 1 | 4 |
| 17 | N Slappey Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Whispering Pines Rd | 110 | 0 | 2 |
| 18 | N Westover Blvd @ Old Dawson Rd | 103 | 0 | 3 |
| 19 | Nottingham Way @ Stuart Ave | 100 | 0 | 1 |
| 20 | Dawson Rd @ Meredyth Dr | 99 | 0 | 3 |

*Source: GDOT Numetric*

## Figure 9-4: Top 20 Intersections Crash Locations in DARTS Area

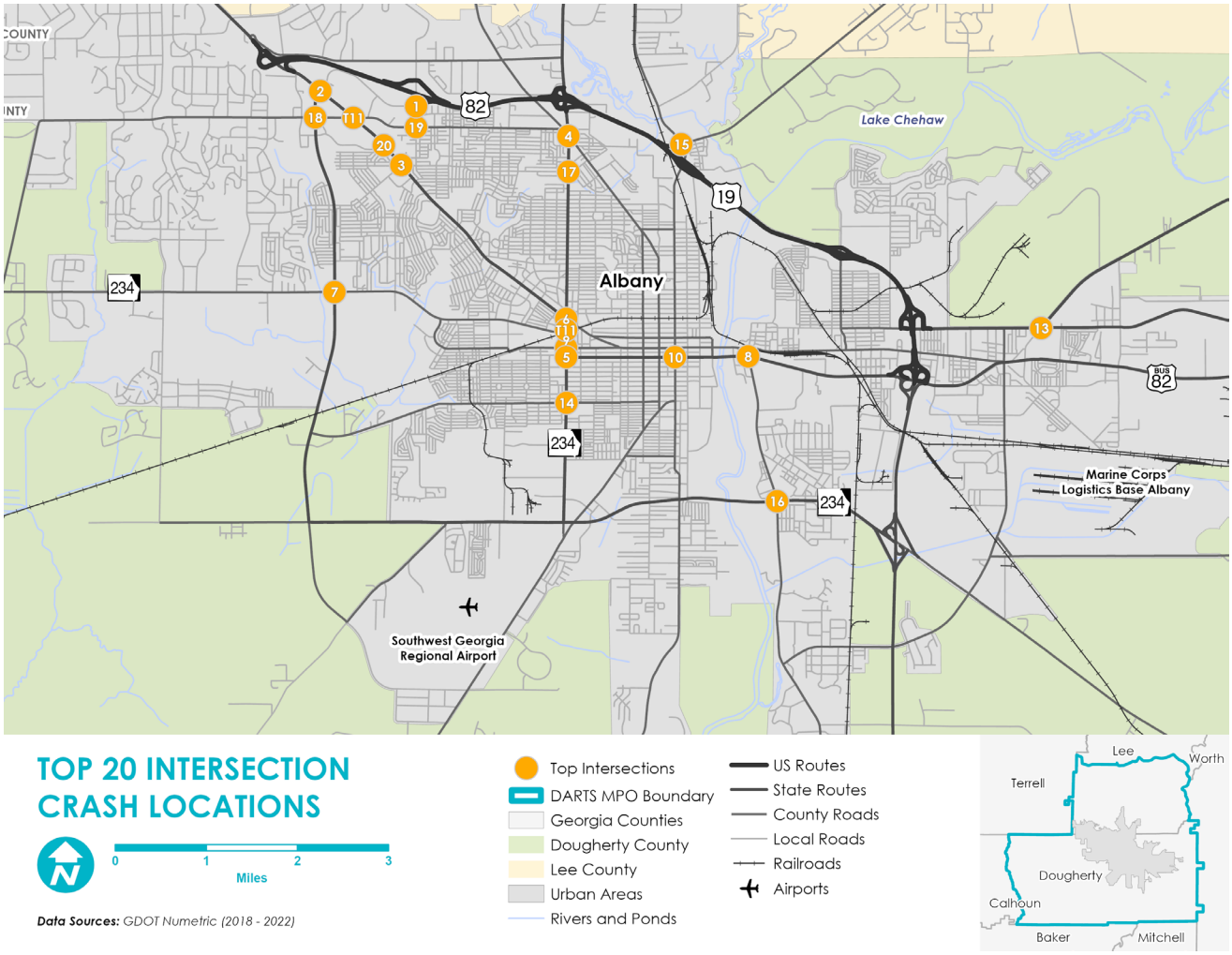
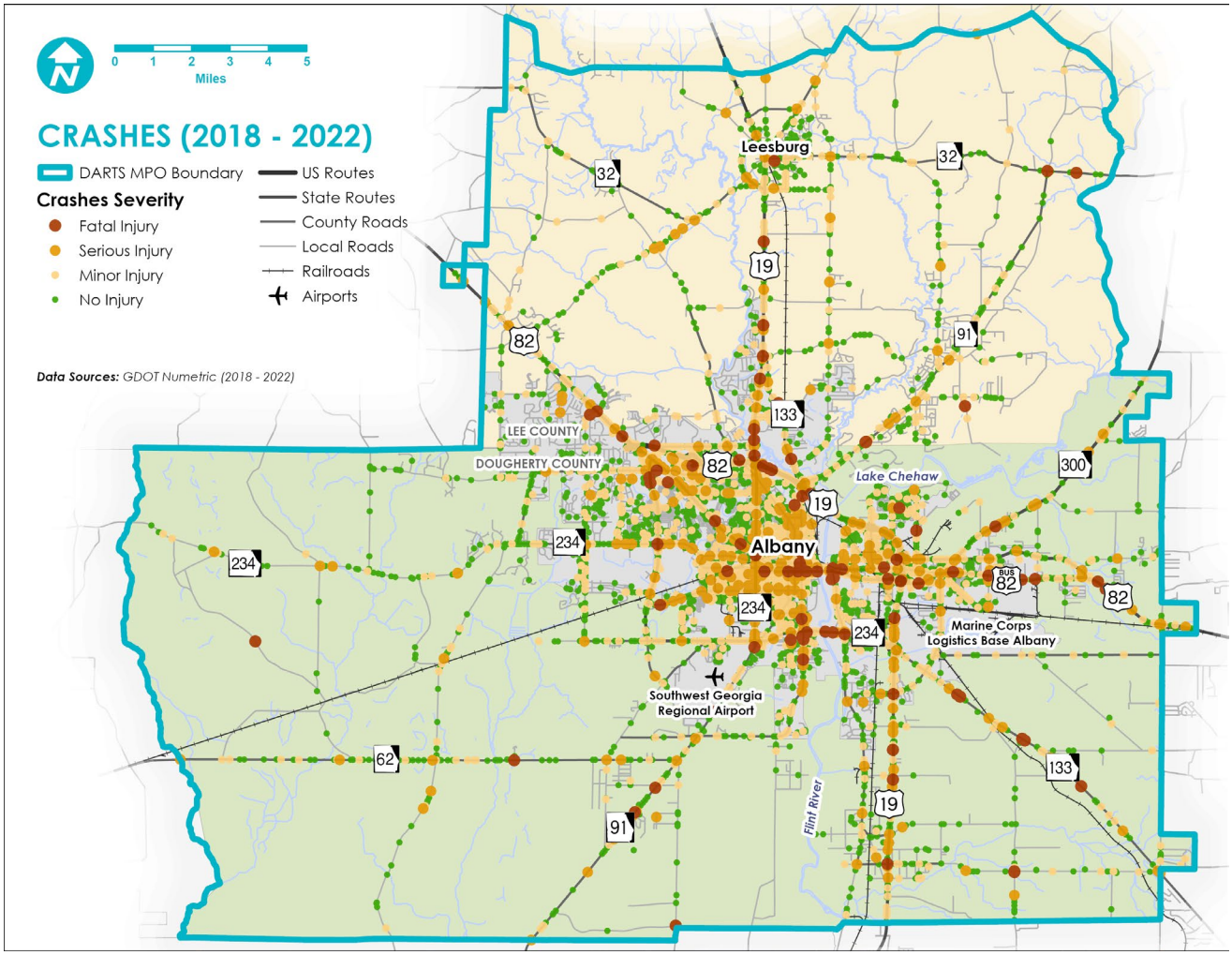


***Figure*** 9-5 displays all the traffic crashes between 2018 and 2022 within the DARTS MPO region by severity. A detailed description of the fatal and injury crashes is included in the following sections.

**Figure 9-5: DARTS Area Total Crashes by Severity (2018-2022)**




## 9.1.2 Fatal Crashes

Between 2018 and 2022, the DARTS MPO experienced a gradual increase in fatal crashes, with a total of 97 reported fatalities over the five-year period (***Table 9-1***). This rise in fatal incidents contrasts with the relatively stable rates of serious injury crashes, which remained consistent throughout the same timeframe. The data reveals that fatal crashes are not just increasing in number but also show significant patterns in terms of crash types, lighting conditions, and road surface conditions.

- 53 percent of fatal crashes were single-vehicle incidents or involved no other motor vehicles; angle crashes accounted for 21 percent and rear-end crashes for ten percent. Head-on collisions, though relatively rare, contributed to eight percent of fatal crashes, while sideswipe crashes were less common, at seven percent.
- 45 percent of fatal crashes occurred in daylight, suggesting significant risk even during optimal visibility. Fatal crashes in dark-not lighted conditions were 31 percent, highlighting increased danger due to poor lighting, while 23 percent occurred in dark-lighted conditions.

- 77 percent of fatal crashes happened on dry road surfaces, consistent with overall crash trends. Wet surfaces were involved in 20 percent of fatal crashes, indicating higher risk in adverse weather, and three percent occurred under other conditions like snow or ice.

From 2018 to 2022, the following two intersections experienced more than one fatal crash:

- Gravel Hill Road at Nelms Road
- East Oglethorpe Boulevard (US 82 Bus/SR 520 Bus/US 19 Bus) at Radium Springs Road/Broadway Street

The latter is the eighth most frequent intersection for reported crashes overall. Besides these, 58 other intersections in the MPO, mainly within the City of Albany, each had one reported fatal crash.

### 9.1.3 Injury Crashes

Between 2018 and 2022, there were 465 reported serious injury crashes within the DARTS MPO area, resulting in 554 serious injuries, 124 minor injuries, and 830 other injury complaints (***Table 9-1***). Further analysis of injury crash trends and characteristics reveals the following key takeaways:

- A significant portion of these crashes were angle crashes (37 percent) and single-vehicle or non-motor vehicle collisions (34 percent), while rear-end crashes accounted for 15 percent, sideswipes for five percent, and head-on collisions for seven percent.
- Analysis of lighting conditions revealed that 64% of serious injury crashes occurred in daylight, 22 percent in dark but lighted conditions, and 12 percent in dark and unlit conditions.
- When considering road surface conditions, 88 percent of serious injury crashes happened on dry roads, while 12 percent occurred on wet surfaces. This distribution is consistent with overall crash trends in the area.

***Figure 9-6*** shows that these high-injury intersections are dispersed across the region, including the City of Albany, Leesburg, and areas in Dougherty and Lee counties. The intersection of Liberty Expressway (US 19/SR 3/SR 300) at Nelms Road recorded the highest number of serious injury crashes (7), followed by Moultrie Road (SR 133) at County Line Road with 5 serious injuries. Among these intersections, six had four serious injury crashes each, while thirteen had three serious injury crashes each.

**Figure 9-6: DARTS Area Top Serious Injury Crash Locations**

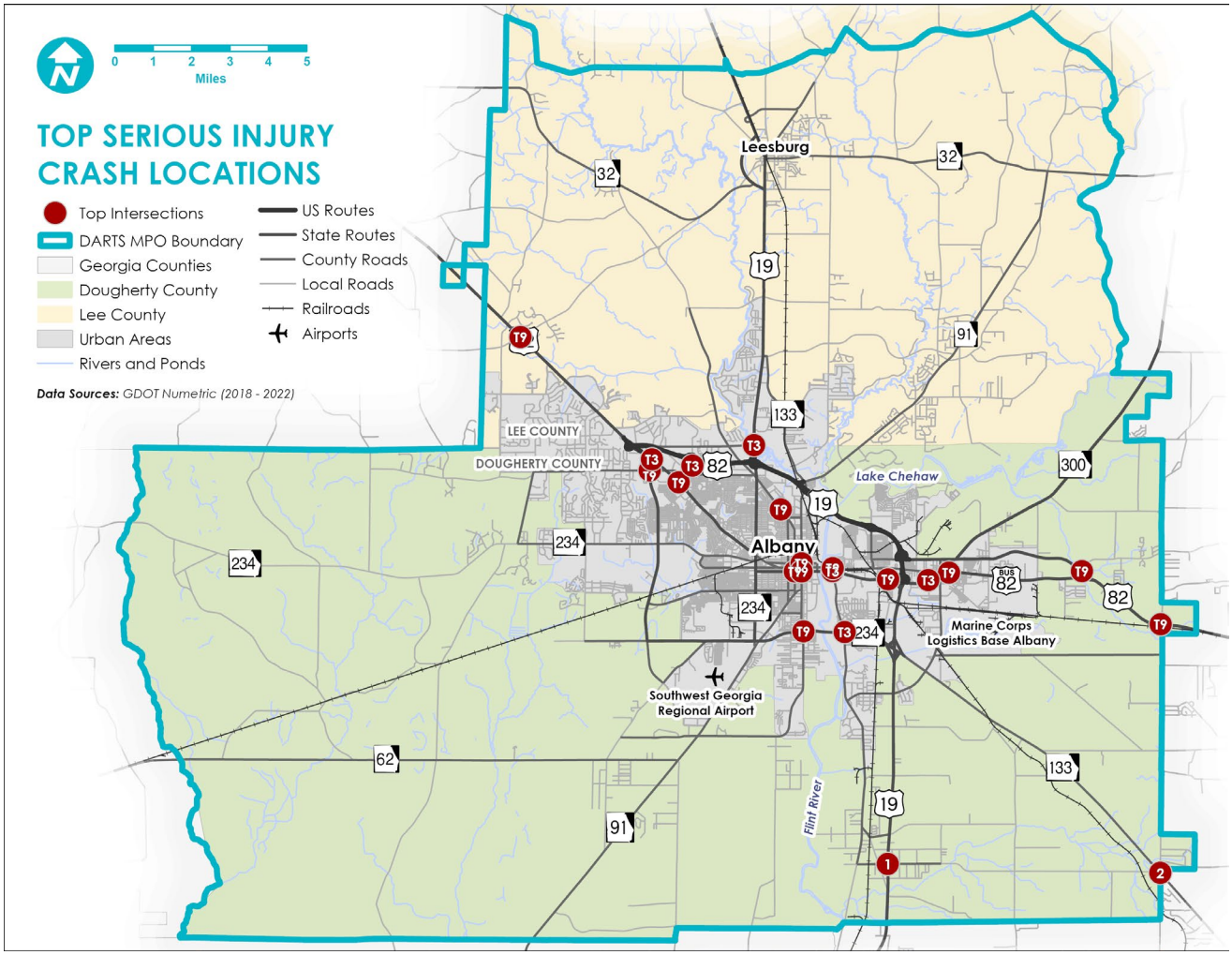



**Table 9-4: Intersections With at Least Three Serious Injury Crashes (2018-2022)**

| Rank | Location (locations outside City of Albany) | # of Crashes | Fatal Crashes | Serious Injury Crashes |
|---|---|---|---|---|
| 1 | Liberty Expwy (US 19/SR 3/SR 300) @ Nelms Rd | 35 | 1 | 7 |
| 2 | Moultrie Rd (SR 133) @ County Line Rd | 24 | 0 | 5 |
| T3 | Nottingham Way @ N Westover Blvd/Liberty Expwy (US 82/SR 520) EB Ramp | 298 | 1 | 4 |
| T3 | Dawson Rd @ N Westover Blvd | 242 | 0 | 4 |
| T3 | E Oglethorpe Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Radium Springs Rd/N Broadway St | 158 | 2 | 4 |
| T3 | E Oakridge Dr (SR 234) @ Radium Springs Rd | 115 | 1 | 4 |
| T3 | N Slappey Blvd (US 19/SR 3) @ Ledo Rd | 96 | 0 | 4 |

| Rank | Location (locations outside City of Albany) | # of Crashes | Fatal Crashes | Serious Injury Crashes |
|---|---|---|---|---|
| T3 | E Oglethorpe Blvd (US 82 Bus/SR 520 Bus) @ Loftus Dr/Rosebrier Ave | 58 | 0 | 4 |
| T9 | W Oglethorpe Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ S Jefferson St (SR 91) | 144 | 0 | 3 |
| T9 | N Westover Blvd @ Old Dawson Rd | 103 | 0 | 3 |
| T9 | Dawson Rd @ Meredyth Dr | 99 | 0 | 3 |
| T9 | W Oakridge Dr @ Martin Luther King Jr Dr | 91 | 0 | 3 |
| T9 | E Oglethorpe Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Cason St | 72 | 1 | 3 |
| T9 | N Jefferson St (SR 91) @ W Pine Ave | 65 | 1 | 3 |
| T9 | E Broad Ave @ N Broadway St | 61 | 1 | 3 |
| T9 | Sylvester Rd (US 82 Bus/SR 520 Bus/SR 300) @ Cordele Rd (SR 300) | 48 | 0 | 3 |
| T9 | Sylvester Rd (US 82/SR 520) @ County Line Rd | 39 | 0 | 3 |
| T9 | W Oglethorpe Blvd (US 19 Bus/US 82 Bus/SR 520 Bus) @ Monroe St | 38 | 0 | 3 |
| T9 | Clark Ave (US 82/SR 520) @ Hill Rd | 28 | 0 | 3 |
| T9 | US 82/SR 520 @ Oakland Rd | 23 | 0 | 3 |
| T9 | Palmyra Rd @ 9th Ave/10th Ave | 12 | 0 | 3 |

*Source: GDOT Numetric)*

## 9.2 Bicycle and Pedestrian Crashes

Between 2018 and 2022, the DARTS MPO observed a significant number of crashes involving vulnerable roadway users (VRUs)—pedestrians, bicyclists, motorcyclists, and scooter riders. Throughout this period, pedestrian crashes were the most frequent, totaling 184, followed by motorcycle crashes at 130, bicycle crashes at 75, and scooter crashes at 28. The frequency of bicycle crashes remained relatively stable with 15 to 20 incidents annually. Pedestrian crashes initially increased from 2018 to 2019, dropped in 2020, and then almost returned to 2019 levels by 2022. Motorcycle crashes, however, saw a decline starting in 2020, reflecting a broader trend associated with reduced travel during the pandemic. Conversely, scooter crashes exhibited an upward trend from 2018 to 2021, before experiencing a decrease in 2022.

**Table 9-5: DARTS MPO Crashes Involving Vulnerable Roadway Users**

| Year | Crashes Involving Vulnerable Roadway Users | | | | | Total Crashes |
|---|---|---|---|---|---|---|
| | Bicycle | Pedestrian | Motorcycle | Scooter | Other | |
| 2018 | 14 | 29 | 24 | 1 | 4,002 | 4,070 |
| 2019 | 20 | 46 | 32 | 4 | 4,029 | 4,131 |
| 2020 | 16 | 37 | 27 | 8 | 3,518 | 3,606 |
| 2021 | 10 | 31 | 24 | 10 | 4,249 | 4,324 |
| 2022 | 15 | 41 | 23 | 5 | 3,764 | 3,848 |
| Total | 75 | 184 | 130 | 28 | 19,562 | 19,979 |
| % of Crashes | <1% | 1% | <1% | <1% | 98% | 100% |

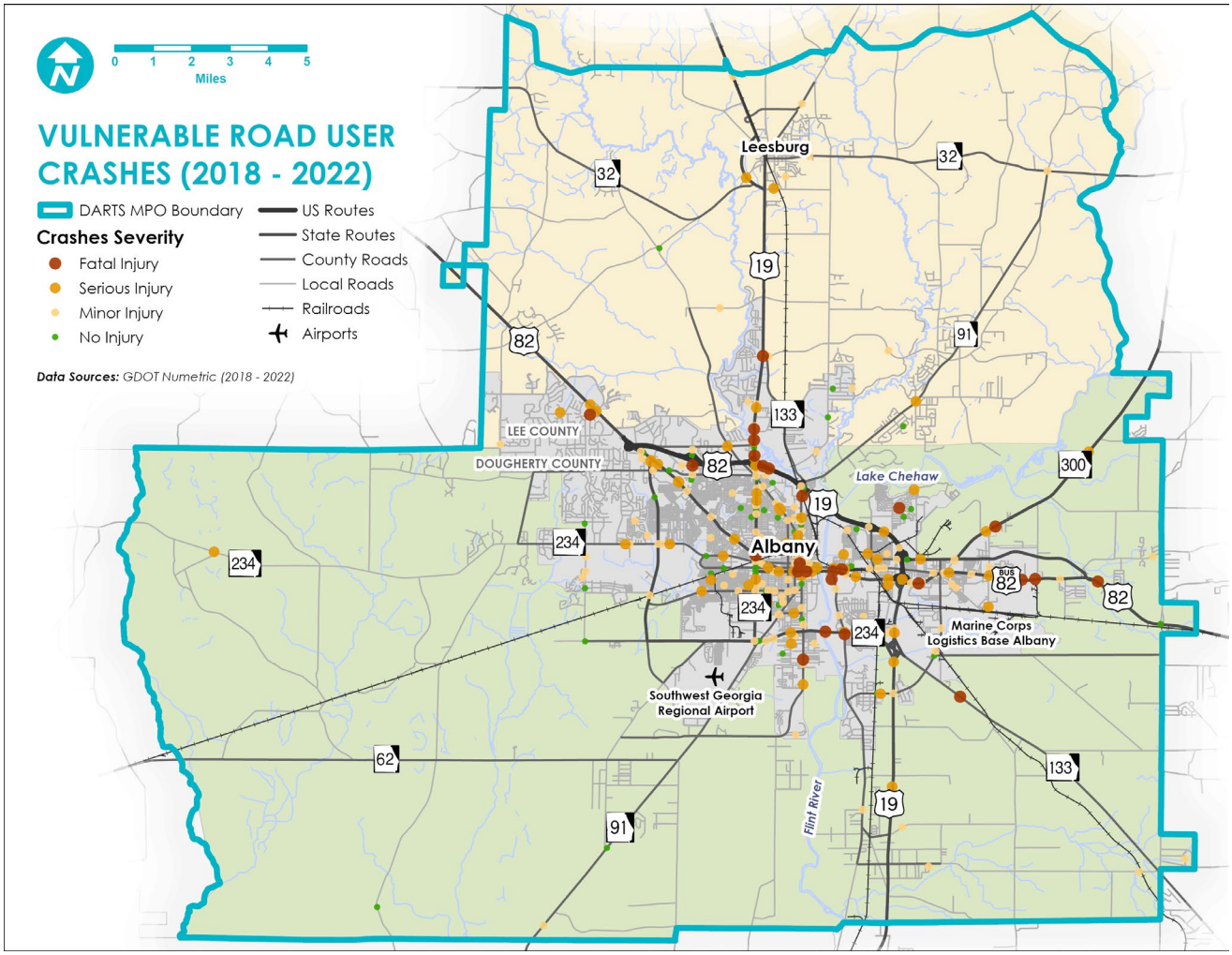
*Source: GDOT Numetric*

Fatal and serious injury crashes among these vulnerable users reveal a concerning trend. Pedestrian crashes accounted for 19 fatalities, making up ten percent of all pedestrian crashes, while motorcycle crashes resulted in six fatalities, representing five percent of motorcycle-related crashes. Scooter crashes led to three fatalities, which is 21 percent of all scooter crashes, and there was only one fatal bicycle crash. Serious injury crashes were also particularly severe for pedestrians, with 43 incidents, constituting 23 percent of all pedestrian crashes. Motorcycle crashes resulted in 28 serious injuries, 22 percent of all motorcycle crashes, and scooter crashes had six serious injuries, 21 percent of all scooter incidents. Bicycle crashes had the fewest serious injuries, with three cases.

The spatial distribution of the crashes involving vulnerable roadway users (

Figure 9-7) indicates that most incidents involving vulnerable roadway users occurred within the City of Albany. Fatal and serious injury crashes were concentrated in Albany's urban core and along major roadways such as US 19 and US 82. While there were some incidents in less densely populated areas and Leesburg, the urban center remained the primary hotspot for these severe crashes. Figures illustrating the locations of these crashes highlight that the highest frequency and severity are associated with urban settings, emphasizing the need for targeted safety measures in these high-risk areas.

**Figure 9-7: DARTS Crashes Involving Vulnerable Road Users by Severity (2018-2022)**




## 9.3 Commercial Vehicle Crashes

Within the DARTS MPO boundaries, there were a total of 5,331 reported Commercial Motor Vehicle (CMV) crashes over the five-year period from 2018 to 2022. These crashes resulted in 121 fatalities, 377 suspected serious injuries, and 1,065 suspected minor/visible injuries (*Error! Reference source not found.*). The trend in CMV crashes showed a peak in 2018 with 1,212 incidents, followed by a decrease to 965 incidents in 2022. Fatalities were highest in 2019 at 29 and lowest in 2021 and 2022 at 21 each year. Suspected serious injuries were most frequent in 2019, reaching 77, and fell to 66 in 2022. The number of crashes with no reported injuries decreased from 881 in 2018 to 684 in 2022, indicating a decline in less severe incidents over time.

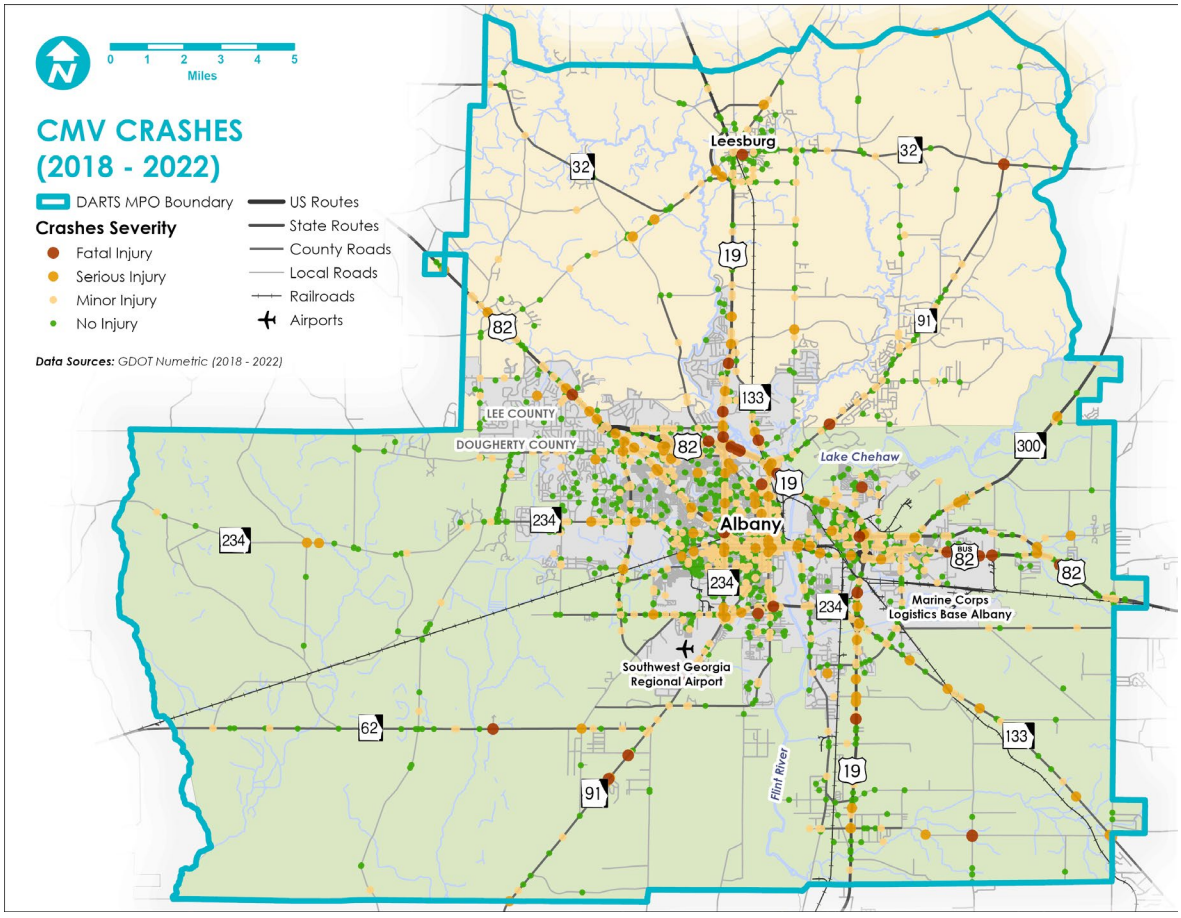
**Table 9-6: DARTS MPO CMV Crashes by Severity**

| Year | Crashes by Severity | | | | | | Total CMV Crashes |
|---|---|---|---|---|---|---|---|
| | Fatal | Injury | | | PDO | Unknown | |
| | K | A | B | C | O | | |
| 2018 | 25 | 77 | 227 | 2 | 881 | 0 | 1,212 |
| 2019 | 29 | 77 | 224 | 4 | 731 | 3 | 1,068 |
| 2020 | 25 | 83 | 198 | 9 | 662 | 3 | 980 |
| 2021 | 21 | 74 | 234 | 9 | 764 | 4 | 1,106 |
| 2022 | 21 | 66 | 182 | 8 | 684 | 4 | 965 |
| Total | 121 | 377 | 1,065 | 32 | 3,722 | 14 | 5,331 |
| | 2.0% | 7.0% | 20.0% | <1% | 70.0% | <1% | 100% |

*Source: GDOT Numetric*

***Figure 9-8*** shows the spatial distribution of the CMV crashes that occurred between 2018 and 2022 within the DARTS MPO boundary by severity.

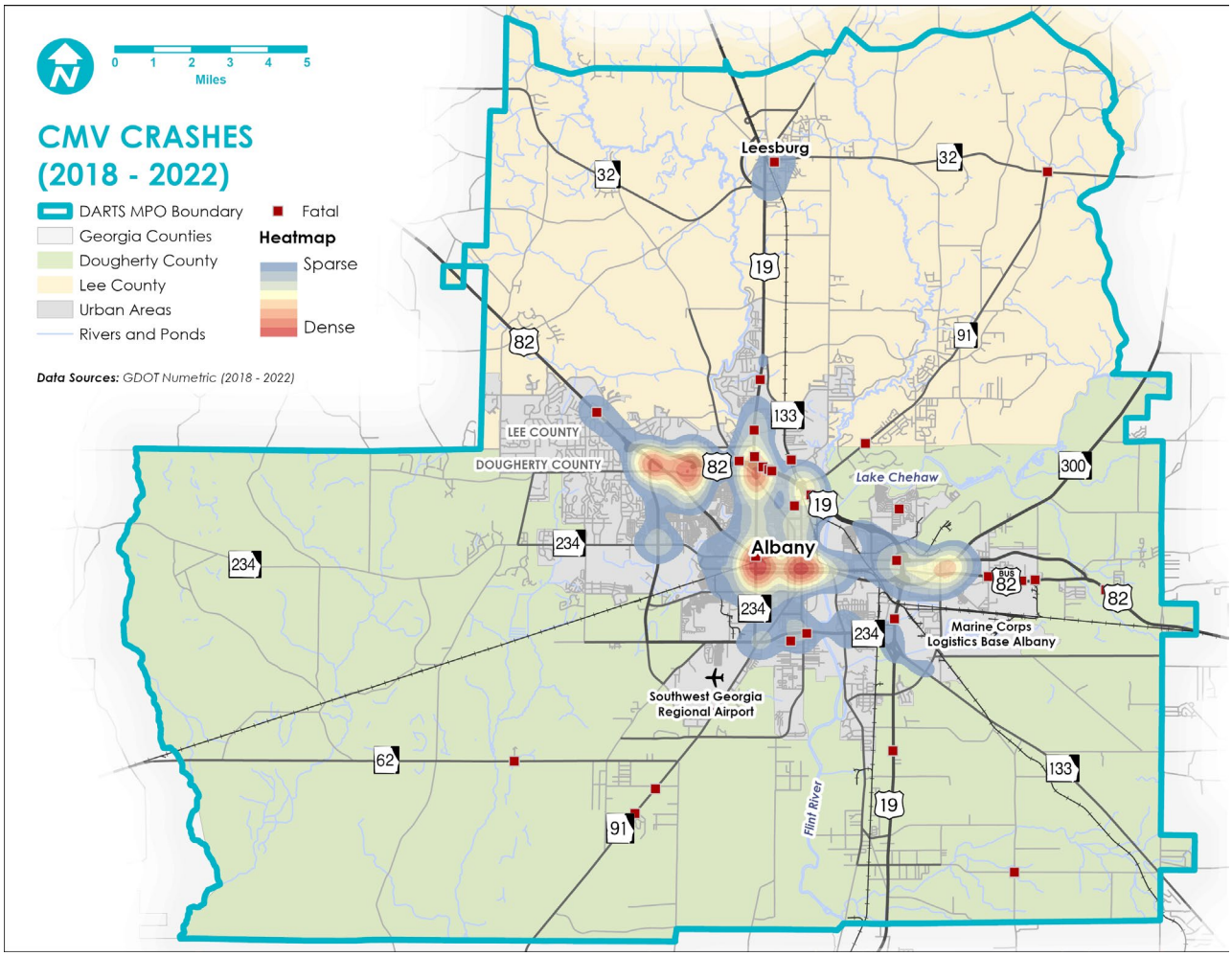
**Figure 9-8: DARTS Area CMV Crash Locations by Severity (2018-2022)**



A heatmap (***Figure 9-9***) reveals hotspots with high CMV crash occurrences, notably around major commercial areas and major state routes similar to those identified for general crashes. Further analysis of trends and characteristics of CMV crashes reveals the following key takeaways:

- Rear-end collisions were the most prevalent, representing about 33 percent of all CMV crashes annually. Angle crashes (23 percent) were also significant, while sideswipe collisions (12 percent) contributed notably to the overall crash profile.
- Approximately 86 percent of CMV crashes occurred on dry surfaces, indicating that most incidents happened under normal road conditions. In contrast, crashes on wet surfaces made up around 13 percent of the total, highlighting a smaller but still relevant factor.
- The majority of crashes, roughly 79 percent, occurred in daylight, reflecting the higher visibility during these times. Crashes occurring in dark-lighted conditions and dark-unlighted conditions accounted for about 12 percent and seven percent of incidents respectively, underscoring the importance of road lighting and visibility.

**Figure 9-9: DARTS Area High CMV Crash Total Locations (2018-2022)**



## 9.4 Safety Needs

The DARTS 2050 MTP Update emphasizes safety as a core objective, aligning with its overarching goals of maintaining and improving transportation system safety and enhancing system reliability and resiliency. The safety goals outlined in ***Section 4.1*** of the MTP—Goal 1: Safety/Security and Goal 8: Reliability and Resiliency—highlight a commitment to safeguarding all roadway users, including motorists, pedestrians, and bicyclists, while ensuring the transportation system's resilience against disruptions. The City of Albany and DARTS is currently preparing to conduct an Safe Streets and Roads for All (SS4A) safety action plan to identify and address safety concerns. SS4A is a newly created discretionary program funding regional and local initiatives through grants to prevent roadway deaths and serious injuries. There are two SS4A grants: Action Plan Grants and Implementation Grants. Implementation Grants activities can include infrastructure, behavioral, and operational safety identified in an Action Plan.

The safety analysis of the DARTS MPO region reveals several critical insights:

- **Crash Trends:** Traffic crash data shows fluctuations from 2018 to 2022, with an initial increase followed by a pandemic-related decrease in 2020, a subsequent rise in 2021, and a decline to 3,848 crashes in 2022. This pattern indicates that external factors such as the COVID-19 pandemic significantly influenced traffic volumes and crash rates.
- **High-Risk Areas:** High-crash hotspots are notably concentrated within the City of Albany, particularly around major commercial areas like Albany Mall and along significant state routes including Slappey Boulevard and Oglethorpe Boulevard. Key high-crash intersections include Nottingham Way at North Westover Boulevard and Dawson Road at various key points.
- **Crash Types:** Angle and rear-end collisions are the most prevalent, comprising over 63 percent of all crashes. This suggests that enhancing intersection designs and rear-end collision mitigation measures could substantially improve safety outcomes.
- **Surface Conditions:** The majority of crashes (86 percent) occurred on dry surfaces, indicating that adverse weather conditions are less of a factor compared to other risks such as driver behavior and road design.
- **Lighting Conditions:** While 72 percent of crashes occurred during daylight, a significant proportion (26 percent) happened in dark or poorly lit conditions. This underscores the need for better road lighting and visibility improvements.
- **Vulnerable Roadway Users:** Pedestrian crashes were the most frequent among vulnerable users, with 184 incidents reported between 2018 and 2022. This highlights a critical need for improved safety measures for pedestrians, especially in urban areas.

The DARTS 2050 MTP addresses the region's safety needs through a comprehensive approach that combines infrastructure improvements, targeted safety measures, and enhanced connectivity. To align with the goals of improving safety and enhancing system reliability, the DARTS 2050 MTP includes several strategic projects aimed at addressing the identified safety needs. Through these efforts, the MTP aims to reduce crash rates, protect vulnerable users, and improve the overall reliability and resilience of the transportation network in the DARTS MPO region. For a detailed

discussion on specific measures and their anticipated impacts on roadway safety, refer to ***Section 15.4.1*** and ***Appendix B***.

- **High-Risk Intersection Improvements:** Projects such as safety enhancements at intersections like North Slappey Boulevard and Gillionville Road, and the North Westover Boulevard and Nottingham Way intersection, are prioritized to address high-crash areas and improve overall traffic safety.
- **Grade Separation and Railroad Crossing Upgrades:** Initiatives like the NS Railroad Grade Separation and the installation of railroad crossing warning devices at five locations in Albany are planned to reduce conflicts between trains and vehicles, enhancing safety at critical points.
- **Intersection Realignments and Safety Improvements:** Several projects focus on realigning and widening intersections to improve safety and traffic flow, such as the realignment of SR 32 south of 4th Street and the addition of turn lanes at critical intersections like West Gordon Avenue and South Slappey Boulevard.
- **Operational and Connectivity Enhancements:** Signal upgrades, operational improvements, and the incorporation of all bicycle and pedestrian projects from the DARTS Bicycle and Pedestrian Plan are included to enhance overall system performance and safety.
- **Vulnerable Roadway User (VRU) Safety:** The plan includes dedicated projects to improve safety for pedestrians and cyclists, such as the Albany to Sasser Multi-Use Trail and specific VRU safety enhancements on SR 234 and SR 3. These projects are designed to provide safer infrastructure for non-motorized users.
- **Lighting and Surface Enhancements:** To address crash trends related to lighting, projects such as improved lighting at SR 91 and SR 133 ramps and surface improvements on major routes are included. These measures aim to increase visibility and reduce incidents in low-light conditions.

# 10Transit

Reliable and efficient transit services are essential for sustaining local economies to ensure that residents of a region can access employment centers, commercial and recreational destinations, and educational opportunities. This need is especially salient in areas with a high concentration of low-income households, as well as households that do not own a vehicle or have difficulty using cars or active transportation due to a disability-related impairment. This chapter provides an overview of transit services in the DARTS region, with particular focus on providing recommendations for improving transit services in communities with greater need for transportation options. In addition to the analysis developed in this study, the 2020 Albany Transit Development Plan (TDP), was used to provide relevant information. It should be noted that Albany Transit recently started the process of developing an updated TDP.

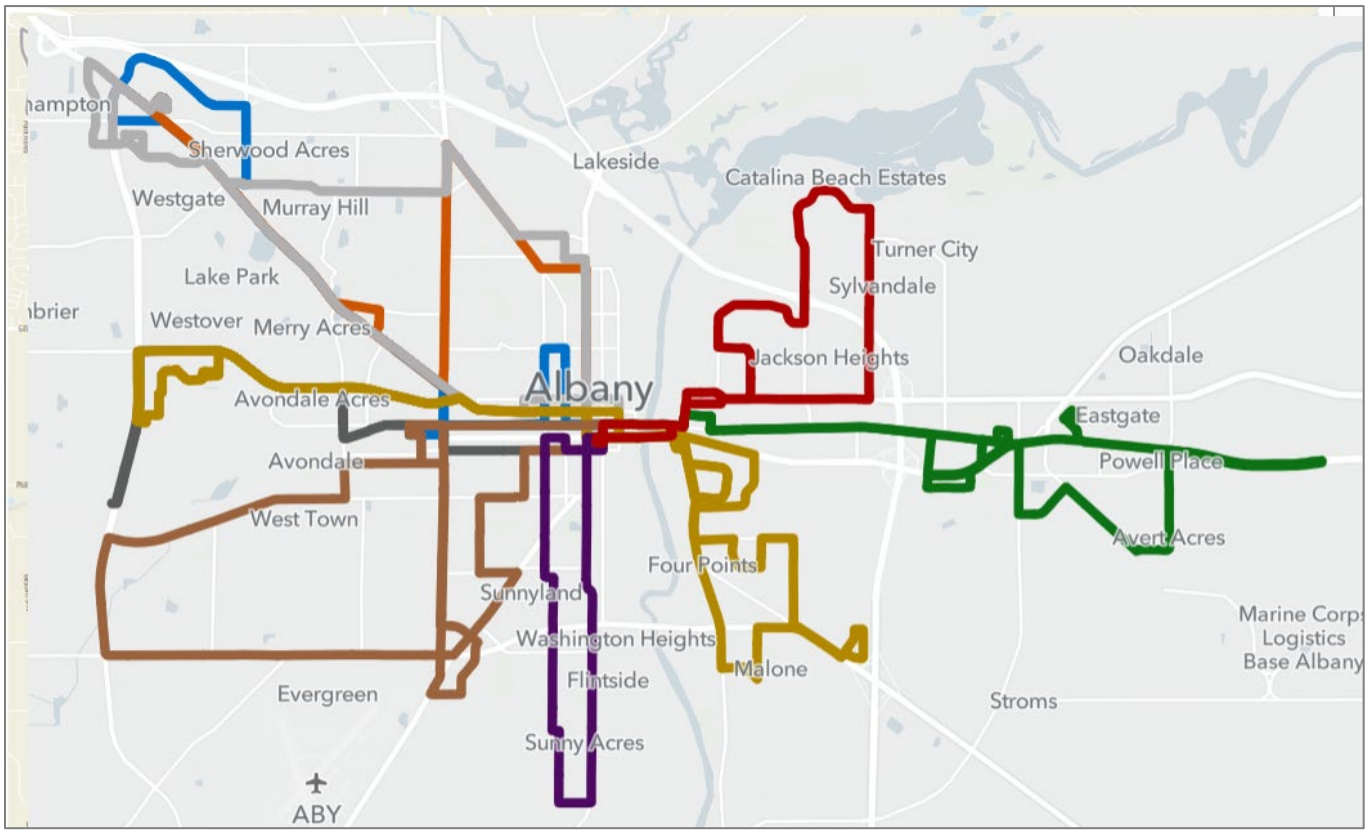
## 10.1 Overview of Services

The Albany Transit System (ATS) manages the public transportation of fixed route bus services and paratransit services for American with Disabilities Act (ADA) eligible riders for the City of Albany. The fleet managed by ATS consists of 18 fixed route guideway vehicles, six ADA paratransit vehicles, and two ADA electric vans. Both the fixed route and paratransit services are wheelchair accessible, equipped with bicycle racks, and allow service animals in compliance with the Americans with Disabilities Act (ADA) of 1990. They offer a “Passenger of the Quarter” program which allows patrons to become eligible for a monthly transit pass.

Fixed route services offer free tickets for children under five and discounted tickets for seniors, people with disabilities, and children aged six through 12. Discounted monthly passes are offered for seniors, people with disabilities, and students. ATS services are generally offered from 6:15 AM – 5:15 PM Monday-Friday and 6:15 AM – 2:15 PM on Saturday. Tickets and passes are sold at the Transfer Station on West Oglethorpe Avenue in downtown Albany and the Transit Office. Paratransit services can also be arranged over the phone, with customers being able to schedule up to three roundtrips with one phone call. There does not appear to be any online or app-based access to the ATS system.

As shown in ***Figure 10-1*** below, there are 12 fixed routes anchored by the Albany Transit Station in downtown Albany, which was completed in June 2022.

**Figure 10-1: Albany Transit System**



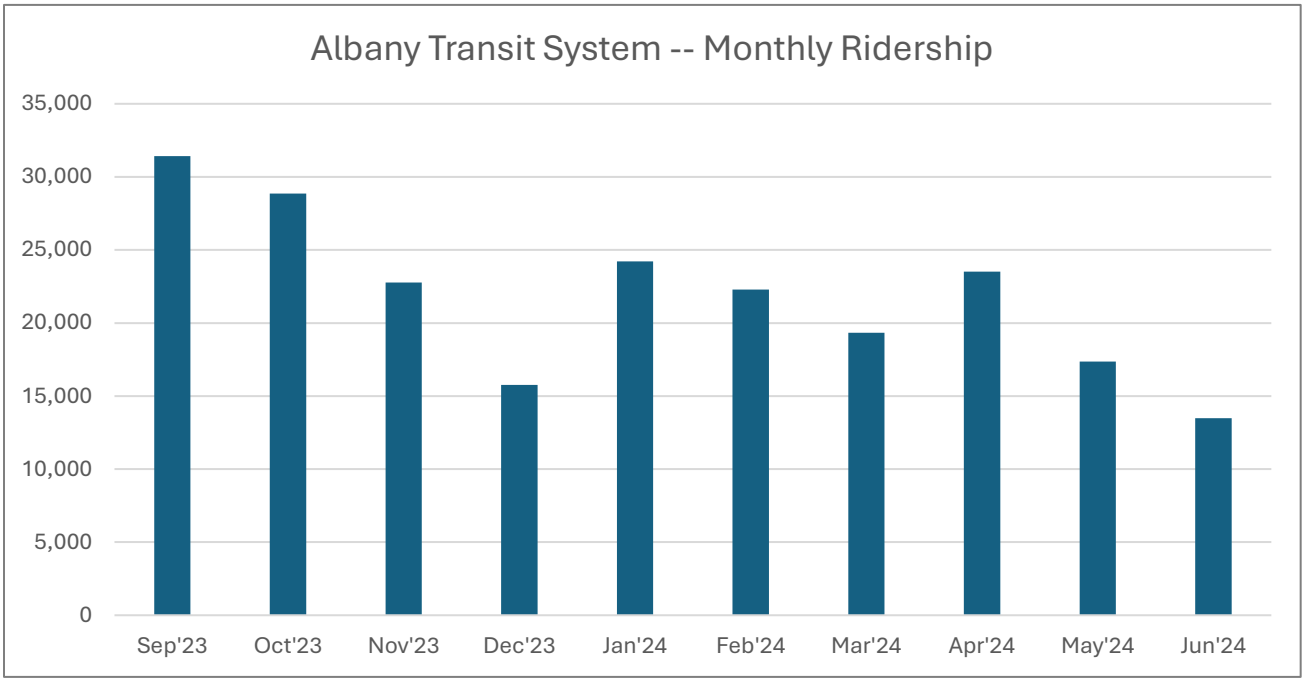

*Source: City of Albany Georgia, Transit System Map (2024)*

As mentioned, ATS offers ADA On-Demand paratransit services for patrons unable to use the fixed route bus system due to a disability-related impairment. ADA On-Demand is only required to be provided within ¾ of a mile from the farthest point of each fixed route, though ATS states that the service area extends through the jurisdictional limits of Albany. For disabled patrons, On-Demand goes beyond the ADA-required curb-to-curb service to ensure these patrons reach their destinations. Unlike with ATS fixed route services, paratransit tickets and monthly passes are only sold at the Transit Office. Additionally, the DARTS region is served by Greyhound Lines, the largest intercity bus provider in North America. There is one Greyhound bus stop in the region, located on Clark Avenue in eastern Albany. The nearest stop to this is in Moultrie, GA, about 33 miles away.

## 10.2 Transit Ridership Data

Transit ridership can be highly variable across months of the year, due to factors such as seasonal travel behavior, school and university calendars, and weather conditions. ***Figure 10-2*** shows the monthly ridership numbers reported by the Albany Transit System (ATS) for the months September 2023 through June 2024.

**Figure 10-2: Albany Transit Monthly Ridership (FY23-24)**




Most transit systems in the United States have the highest ridership in March, September, and October. The above ATS data shows a similar trend, with September and October having the highest ridership by a considerable margin at over 31,000 and 28,000 riders, respectively. This is possibly due to a surge in transit usage for students at Albany State University and Albany Technical College who are starting the Fall semester (the consulting team has not received data for the month of August). Ridership is notably low in May, June, and December, possibly due to these being months where most students are not enrolled in classes, and months where some permanent Albany residents are out on vacation. Furthermore, the months of January and April both yielded nearly 25,000 riders, which could be attributed to those months generally representing the beginning and end of the Spring semester and having more tolerable weather conditions compared to the hotter months.

## 10.3 Identification of High Transit Propensity Areas

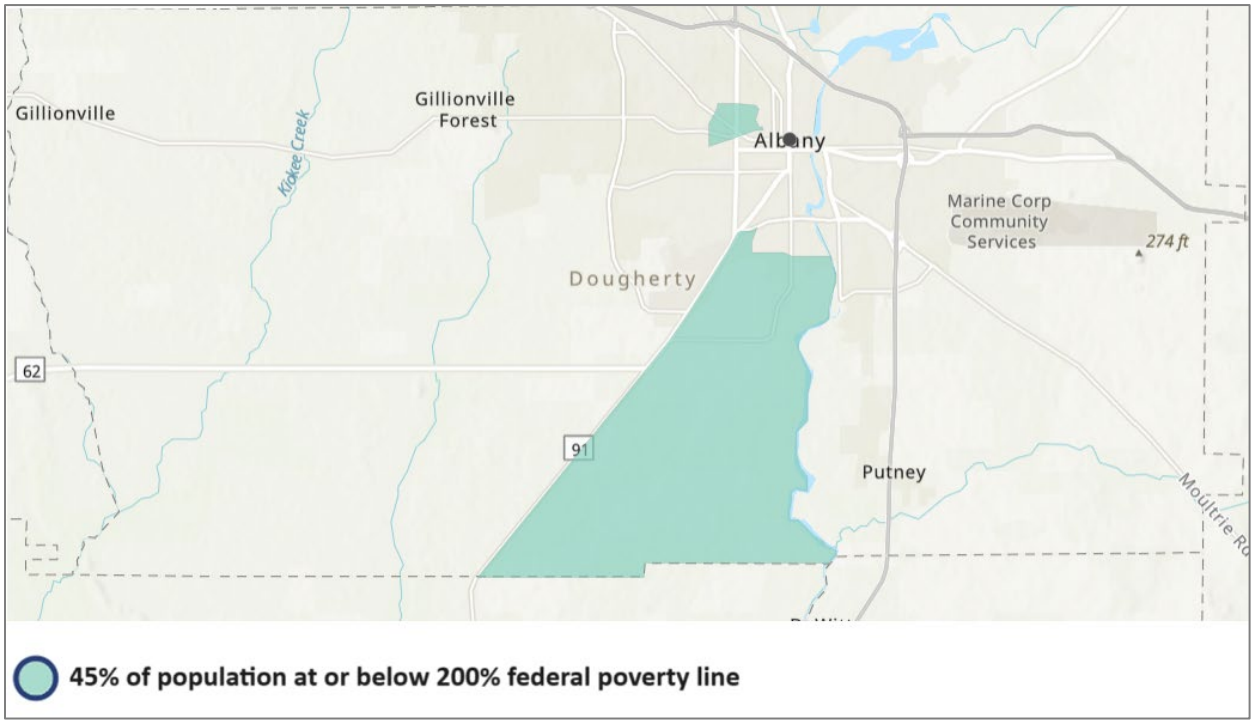
This section aims to identify areas in the DARTS region with high transit propensity by American Community Survey (ACS) Census tract and block group. Transit propensity is understood as a population's likelihood to use transit services, which is largely based on their need for transportation. The populations with the greatest need for transit are typically either low-income, do not have access to a vehicle at home, or include people with disabilities. These demographics generally lack access to other transportation options and therefore are more likely to use available transit services, but other variables such distance to transit, employment density, regional destinations, and land use also influence transit propensity in a particular area.

To determine if Albany's public transportation is reaching the people who need it most, it is necessary to analyze the current routes and compare it with maps showing low income households (***Figure 10-7***), zero car households (***Figure 10-8***), and people living with disabilities (***Figure 10-9***) in the area and identify potential gaps.

At first glance, it might seem that the buses reach many of the low-income areas, but in reality, there are large gaps in service, particularly in agricultural and industrial areas. One of the more concerning transportation gaps would be the area south of the airport since there are a greater number of low-income and zero-vehicle households when compared to the tracts east and west of it as can be seen in ***Figure 10-3***. In this area, around 45% of the population is at or below 200% of the federal poverty line. Using the ETC Explorer tool, it was also found that the median household income in this area is between $41,000 and $42,000 with the estimated cost of transportation around $10,700 and housing cost burden, the percentage of income a household spends on housing, around 21% or approximately $8,610. This means that many households in the area are estimated to be spending more money on transportation than they are on housing and possibly not by choice but out of necessity.

When combined with a lack of transit services to better employment and social opportunities, and around 23% of households not having access to broadband internet, people in this area are likely experiencing additional hardships improving their quality of life.

**Figure 10-3: 45% of Population at or Below 200% Federal Poverty Line**

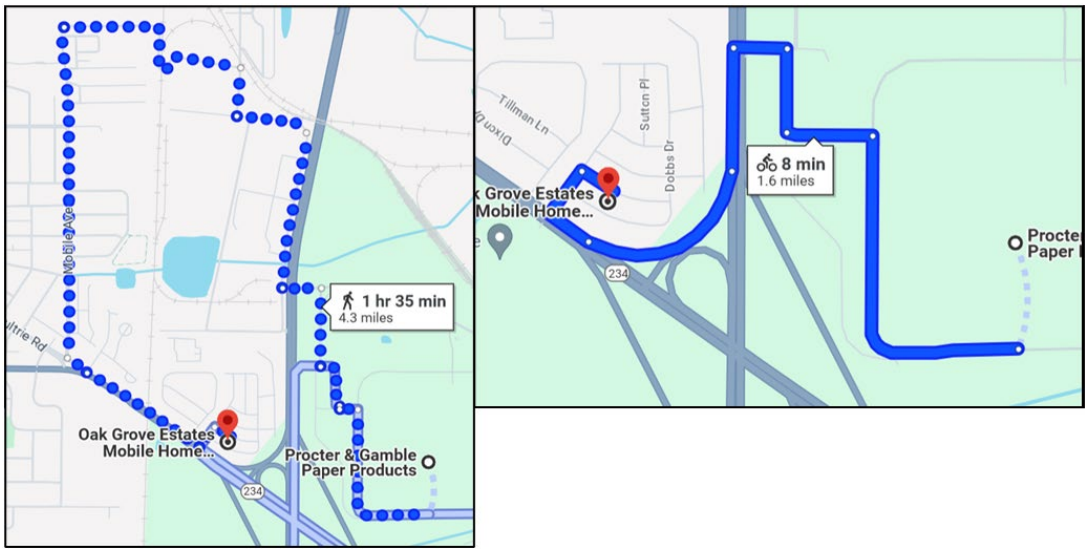



*Source: USDOT Equitable Transportation Community (ETC) Explorer, U.S. Department of Transportation*

It is also notable that within Albany, there are large gaps in service around major employers like Proctor & Gamble, Schneider National, Georgia Pacific Lumber, Mars Wrigley, and Molson Coors. Of these, only Mars Wrigley is directly accessible by bus, meaning that people who do not have a car face significant difficulty reaching key employment opportunities. Technically, Green Line runs directly in front of Georgia Pacific, but upon examination of where the bus stops are in the vicinity, the closest one on the Georgia Pacific side of the road is a 12-minute walk away on the corner of Powell and Pinson east of Georgia Pacific and requires riders to walk along high speed Sylvester Hwy where there are no sidewalks. There is a closer bus stop, but it's on the other side of the highway at Sylvester and East Park Mobile, so riders would need to cross four lanes of traffic without a crosswalk which is extremely dangerous.

As an example, if someone who works at Proctor and Gamble Paper Products, which is west of the MCLB, did not live nearby and had no access to a car or sufficient income for a twice daily rideshare, the nearest bus stop would be for the Gold Line in Oak Grove Estates Mobile Home Communities on the west side of Highway 19.

**Figure 10-4: Proctor & Gamble to Gold Line Bus Stop Biking & Walking Routes**




*Source: Google Maps*

As seen in ***Figure 10-4***, by foot, Google Maps suggests a 4.3 mile route that would take around an hour and half for a healthy individual. On this route, there are no sidewalks, and the first half mile goes along Highway 19 with much of the remainder on dirt backroads. By bike it is a 1.1 mile route but has the rider travel on Highway 19 itself with high speed traffic. The suggested bike route could in theory be walked, and in reality probably is, but is not only unsafe for pedestrians and drivers alike, but stressful. If someone needs to get on the Green Line, the nearest bus stop is 2.1 miles north of the company just south of the post office in front of Childcare Network on Brierwood Drive. As seen in ***Figure 10-5***, this would be about a 45-minute walk, or 10 minute bike ride, for a healthy individual and again there are no sidewalks with surrounding car speeds averaging around 45 miles per hour.

**Figure 10-5: Proctor & Gamble to Green Line Bus Stop Walking Route**

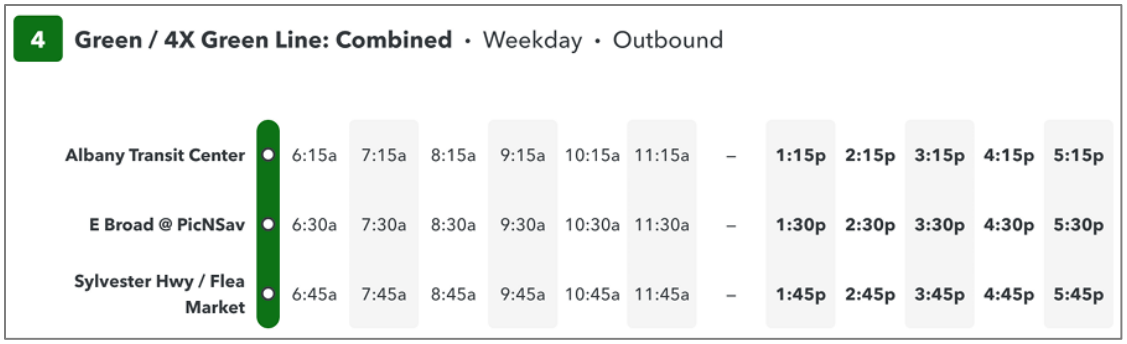

*Source: Google Maps*

Even under favorable conditions these routes are unsuitable, but if there is inclement weather or the person has any kind of mobility issue, the hardship is compounded. All of these scenarios are incredibly dangerous and reflect a need for better infrastructure that serves people outside of a car.

Another obstacle presents itself when looking at the timetable for the Albany Transit system. All buses only run once an hour, with the exception of the Gold Line, which runs every 45 minutes. This is extremely prohibitive for those who rely on buses to reach their jobs. Getting back home could prove problematic as well since many of the routes stop before 6pm, meaning that those who work past that time lack the accessibility to return home and must turn to other potentially expensive or dangerous options.

In addition, there does not appear to be a complete schedule available for bus routes. Most only have one to three bus stops and times listed, leaving riders to guess when the bus should arrive at most stops. For example, even though there are thirty five stops, Green Line / 4X Green Line only lists East Broad at PicNSav, Sylvester Hwy / Flea Market, and the Albany Transit Center on the available outbound timetable as seen below in ***Figure 10-6***.

**Figure 10-6: Green Line / 4X Green Line Bus Schedule**



4 **Green / 4X Green Line: Combined** • Weekday • Outbound

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Albany Transit Center | 6:15a | 7:15a | 8:15a | 9:15a | 10:15a | 11:15a | – | 1:15p | 2:15p | 3:15p | 4:15p | 5:15p |
| E Broad @ PicNSav | 6:30a | 7:30a | 8:30a | 9:30a | 10:30a | 11:30a | – | 1:30p | 2:30p | 3:30p | 4:30p | 5:30p |
| Sylvester Hwy / Flea Market | 6:45a | 7:45a | 8:45a | 9:45a | 10:45a | 11:45a | – | 1:45p | 2:45p | 3:45p | 4:45p | 5:45p |

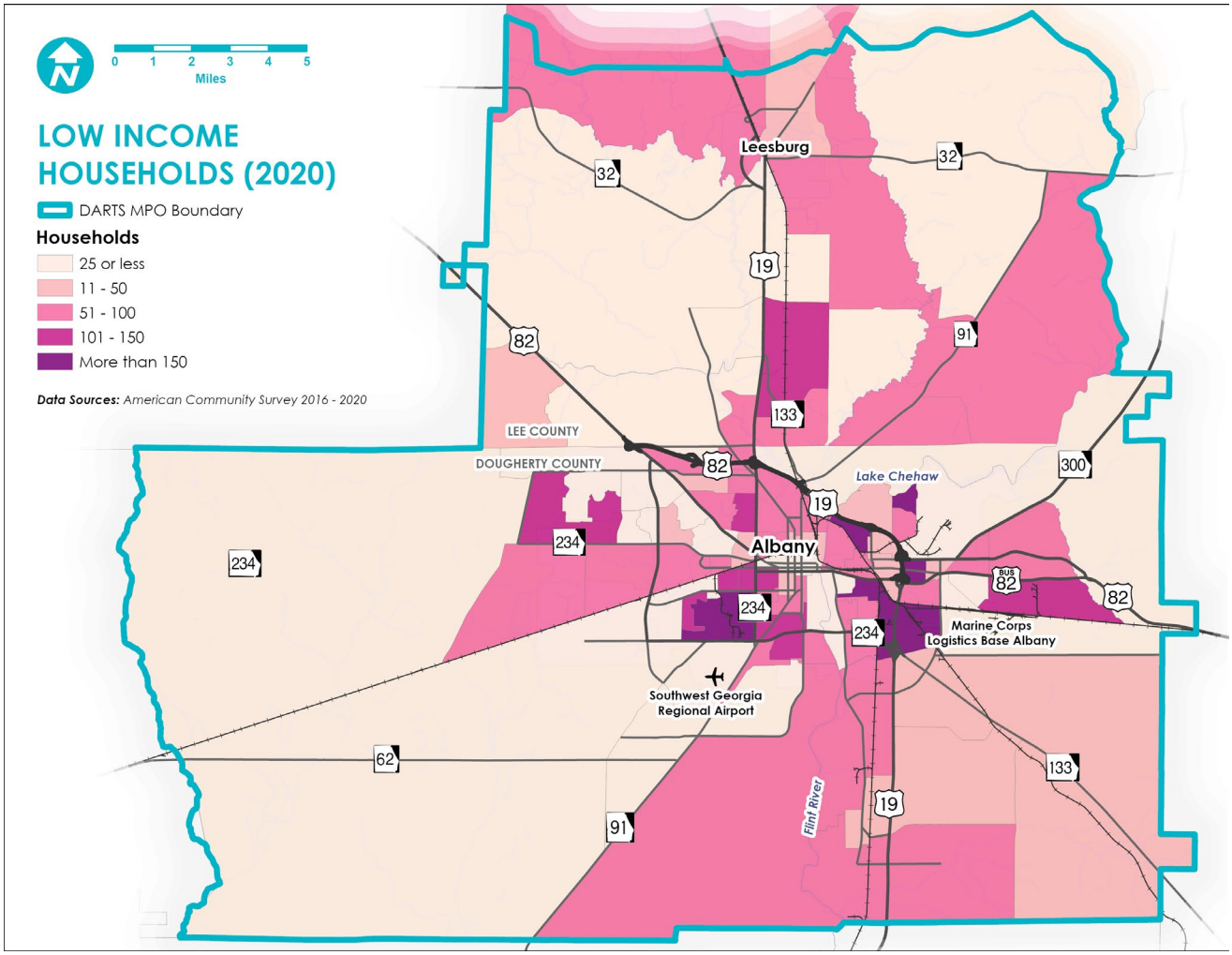
*Source: City of Albany Georgia, Routes and Maps*

Many people also rely on Google Maps when using public transit, counting on it to tell them what line to take, where the bus stops are, and when buses should arrive. However, if, for example, someone needs to use the bus to get from Albany State University to Pheobe Putnam Hospital, Google Maps is unable to provide directions even though there are routes that connect the two locations. These issues create additional barriers for those looking to use the transit system, either as a choice rider or dependent rider. A complete and accurate schedule for all bus stops on a route should be made readily available in multiple formats to improve ease of use and reliability.

## 10.3.1 Low-Income

***Figure 10-7*** depicts the number of low-income households in the region by Census block group. Analysis reveals that there is a significant concentration of low-income households in Census tracts lying within Albany's industrial and manufacturing districts. These can be observed mostly in East Albany, particularly around the interchange of US 19 and Moultrie Road, between the Marine Corps Logistics Base and US 82, and adjacent to the Liberty Expressway/US 19 on the north side of the City. This correlation can also be observed in the Census tracts adjacent to ABY airport. Other areas in the region with significant concentrations of low-income households include the westernmost reaches of Albany along SR 234 and residential areas adjacent to US 19 between Albany and Leesburg.

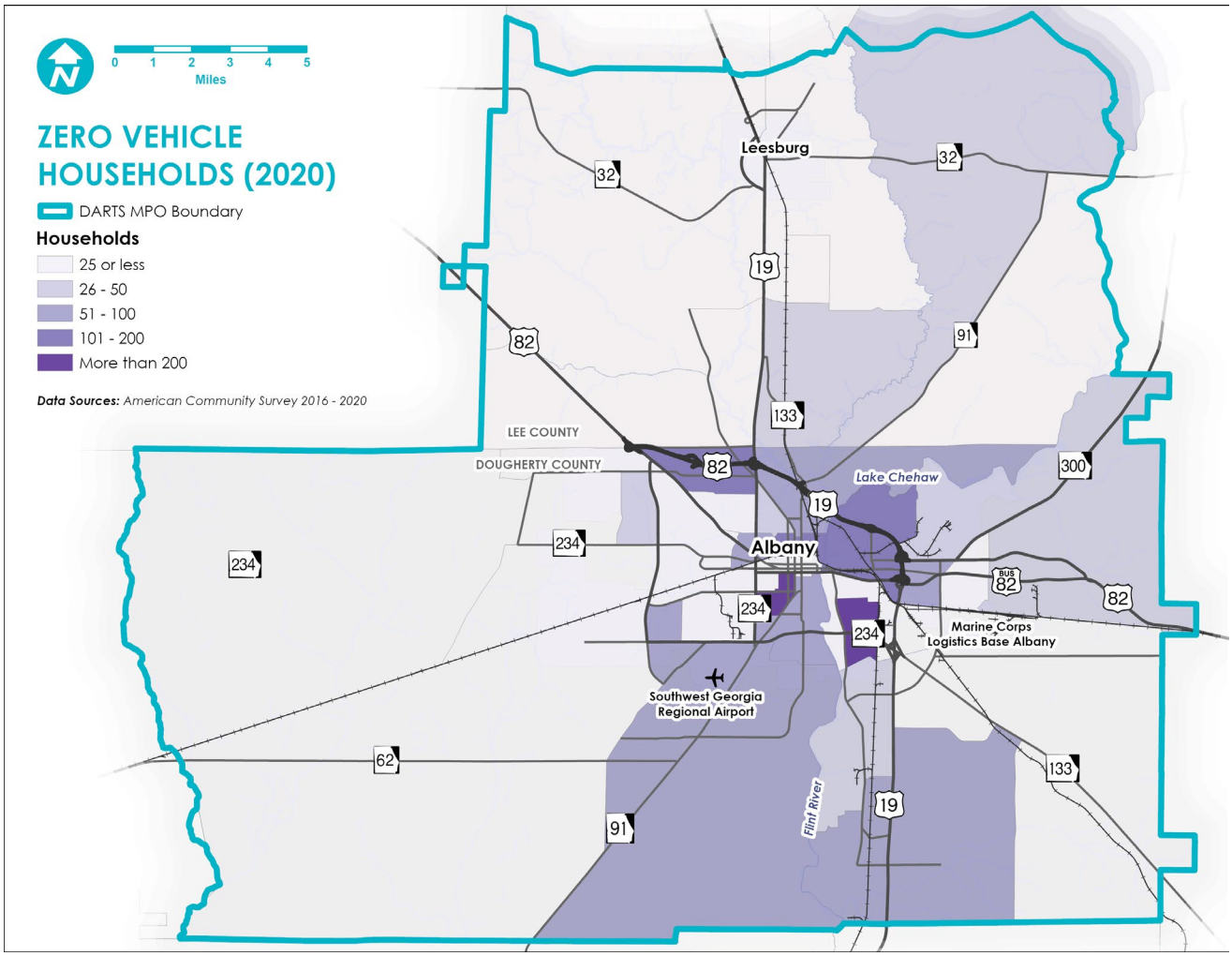
**Figure 10-7: Low-Income Households (2020)**



## 10.3.2 Zero Vehicle Households

***Figure 10-8*** shows the number of zero vehicle households by Census tract. There appears to be some overlap between these, and the low-income households discussed previously, especially in East Albany and near ABY airport. However, the area adjacent to US 82 on the northern boundary of Dougherty County also has a high number of zero vehicle households, despite not being characterized by high population density or a significant number of low-income households. This can perhaps be explained by the commercial corridors (and corresponding employment centers) found in northwest Albany and southern Lee County, which are potentially walking distance or biking distance from the homes found there. Furthermore, households which are both zero vehicle and low-income are likely reliant on active transportation to get to work, particularly in the neighborhoods with nearby industrial and manufacturing employment.

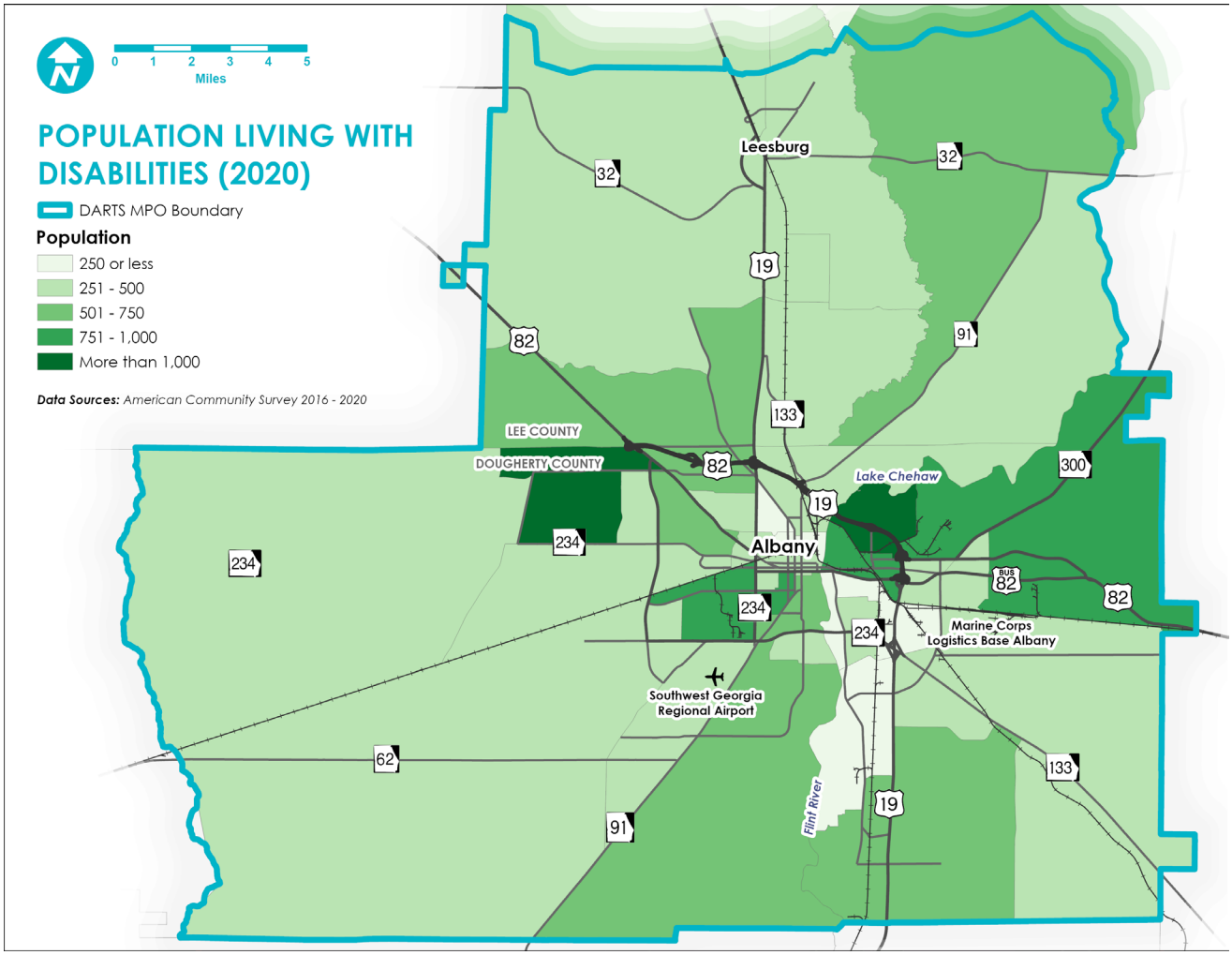
**Figure 10-8: Zero Vehicle Households (2020)**



## 10.3.3 Living with Disabilities

The number of people living with disabilities in the region by Census tract is shown in ***Figure 10-9***. Generally, a higher concentration of the region's disabled population lives in the suburbs west of Albany or on the north side of East Albany. In the former, vehicle ownership is relatively high and there is some overlap with low-income households. In East Albany, there is a significant amount of overlap with zero vehicle and low-income households. Additionally, this part of Albany is characterized by very low employment rates.

**Figure 10-9: Population Living with Disabilities (2020)**



## 10.4 Albany Transit Development Plan

The 2020 Albany Transit Development Plan (TDP) provides a foundation for transit planning for the Albany Transit System and ensures the adherence to federal requirements for funding and performance-based planning requirements and documentation. The TDP provides an existing conditions and performance evaluation of the current transit system as well as provides system goals and objectives.

The 2020 Albany TDP evaluated both the fixed route and demand response services of the Albany Transit System. The evaluation of the fixed route system includes a review of the routes, fares, ridership, vehicle inventory, stations, and facilities. The TDP indicates that from 2014-2018 passenger trips and miles declined by 20% or more, while route miles, revenue miles, and revenue hours were up. It also notes a gradual operating increase from just over $2.5 million in 2014 to just over $4 million in 2018. The TDP also evaluated route performance, showing that about 50% of the routes had reduced on-time percentages from 2018 through 2020.

The TDP's evaluation of the demand response service showed an increase in annual passenger miles traveled, vehicle revenues, vehicle revenue hours, operating expenses, and fare revenues from 2015 to 2019. It also shows a sharp increase in service supplied of over 300%.

The 2020 Albany TDP also addresses 5 potential service alternatives to move the system towards operational and financial effectiveness, while providing a foundation for growth. The five alternatives are:

1. **Fix Critical Problems** – No new systems investments, fixing schedules and on-time performance to increase existing route efficiency.
2. **Geographical Service Expansions** – Expand service coverage, maintain existing frequency.
3. **Improve Frequency** – No geographical service expansion, improve frequency.
4. **Hybrid** – Fix Critical problems, geographical service expansion, improve frequency.
5. **BRT** – High quality bus service that provides faster, more reliable, and more convenient service.

In addition to the potential system service alternatives, the TDP also provides a list of transit recommendations as summarized in the ***Table 10-1*** below:

**Table 10-1: 2020 Albany TDP Route Recommendations**

| Route | Recommendation |
|---|---|
| Route 1 - Red Line / Robert Harvey | Adjust the time of the trips provided to improve connections with the express routes servicing East Albany and on-time performance issues. |
| Route 2 - Gold Line / Albany State University | Adjust the time of the trips provided to further improve on-time performance issues. |
| Route 3 - Orange Line - Albany Mall | Adjust the time-of-day trips provided to improve on-time performance issues. Service should be restructured to operate every 30 minutes instead of 60 minutes during the weekdays, with frequency on Saturdays remaining the same. |
| Route 4 - Green Line / East Albany | Adjust the time-of-day trips are provided to further improve on-time performance, as well as add a new bus to this route to address current capacity issues. |
| Route 5 - Blue Line / Albany Mall | Adjust the time-of-day trips are provided to improve on-time performance and maintain ridership. Service should operate every 30 minutes instead of 60 minutes during the weekdays, with Saturday frequency remaining the same. |
| Route 6 - Grey Line / Gillionville Rd | Adjust the time-of-day trips are provided to improve on-time performance and increase rider confidence to boost ridership. |
| Route 7 - Brown Line / Newton & Oakridge | Adjust the time-of-day trips are provided to further improve on-time performance and increase rider confidence to boost ridership. Service levels should be restructured on this route to reflect the current demand and operate service every 30 minutes instead of 60 minutes during the weekdays, with frequency on Saturdays remaining the same. |
| Route 8 - Purple Line / Mlk | Adjust the time-of-day trips are provided to further improve on-time performance and increase rider confidence to boost ridership. |
| Route 9 - Silver Line / Pointe N Meredyth | Route 9 be restructured through rerouting and simplifying its routing through Palmyra Avenue and Pointe North. Current schedule should be relaxed for this route to improve on-time performance and rider confidence. |
| Route 1x - Red Line / Turner | Adjust the time-of-day trips are provided to improve on-time performance and increase rider confidence to boost ridership. |
| Route 4x - Green Line / Sylvester Rd | Adjust the time-of-day trips are provided on a 40, 60, 70 minutes cycle to further improve on-time performance and increase rider confidence to boost ridership. |
| Route 20 And 30 - Ram Rush East and West Campus | Adjust the time-of-day trips are provided to further improve on-time performance and increase rider confidence to boost ridership. |

## 10.5 Transit Needs

This section provides project recommendations that align with state and federal goals for transit-oriented projects that were assessed and prioritized using performance measures that reflect the following DARTS 2050 goals and objectives:

- ***Goal***: Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
    - ***Objective***: Maximize efficient mobility.
    - ***Objective***: Ensure accessibility to employment and services for the region's population.
    - ***Objective***: Minimize delays due to congestion.
- ***Goal***: Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.
    - ***Objective***: Encourage and provide facilities for transit and non-motorized modes.
    - ***Objective***: Maximize efficient transit service.

As discussed in ***Section 4.1***, these goals and objectives are aligned with the State of Georgia's goals established by the GA 2050 SWTP/2015 SSTP and federal goals and requirements established by the Bipartisan Infrastructure Law (BIL).

This chapter has detailed the existing transit services in the DARTS region and ridership trends, and identified areas where improvements to the transit system might be the most helpful for reaching the established goals. The following are the key analyses made in this chapter:

- The Albany Transit System (ATS) currently manages a 26-bus fleet – all of these are ADA wheelchair accessible and equipped with bicycle racks. 6 of these are paratransit buses.
- Discounts are provided for students, senior citizens, and people with disabilities.
- Ridership is highest at the beginning of the Fall semester (September, October) and at the beginning and end of the Spring semester (January, April).
- There are significant concentrations of low-income households in East Albany and around ABY airport, which are also the areas with the greatest number of industrial and manufacturing employers. Residents of these neighborhoods could benefit from improved transit services which shuttle them to-and-from work.
- Many of the region's zero car households are also found in East Albany and around ABY airport, making these areas highly compatible with expanded transit service. The northern boundary of Dougherty County and southern boundary of Lee County (near Albany Mall) also has a significant concentration of zero car households.
- Many households on the north side of East Albany include people with disabilities, which overlaps significantly with zero car households, low-income households, and a relatively low employment rate. This area likely has the highest transit propensity in the region.

Based on the analysis completed for this MTP the following recommendations are suggested:

- Support the development of the Albany TDP Update that is currently underway. The analysis and assessments of an updated study will provide system level data to assist with planning decisions.
- Support Albany Bus Stop Improvement Program (BSIP). This program inventories and prioritizes existing bus stops and their amenities to provide an overall assessment of bus stop infrastructure needs. It also provides guidance for where additional stops and facilities are needed in the system.
- Support the recommended projects in active transportation plans such as the Albany Bike and Pedestrian Plan completed in 2023.
- Evaluate the role of transit in potential complete street applications identified in ***11.3.2***.

# 11Active Transportation

Modes of transportation which rely on human-powered movement are known as active transportation. These modes include walking, biking, wheelchair transport, and small wheel transport (skates, scooters, etc.). In the development of comprehensive multi-modal transportation networks, it is critical to consider active transportation infrastructure such as sidewalks, bike lanes, and green spaces. These are highly important for pedestrian safety and reducing conflicts between pedestrians and vehicles. The proliferation of active transportation infrastructure in urban or suburban areas has further potential implications for reducing the number of vehicles on the road and reducing congestion. This is especially true for facilities that cater to pedestrians and other non-motorized traffic, such as schools, recreation facilities, mixed-use commercial centers, or libraries.

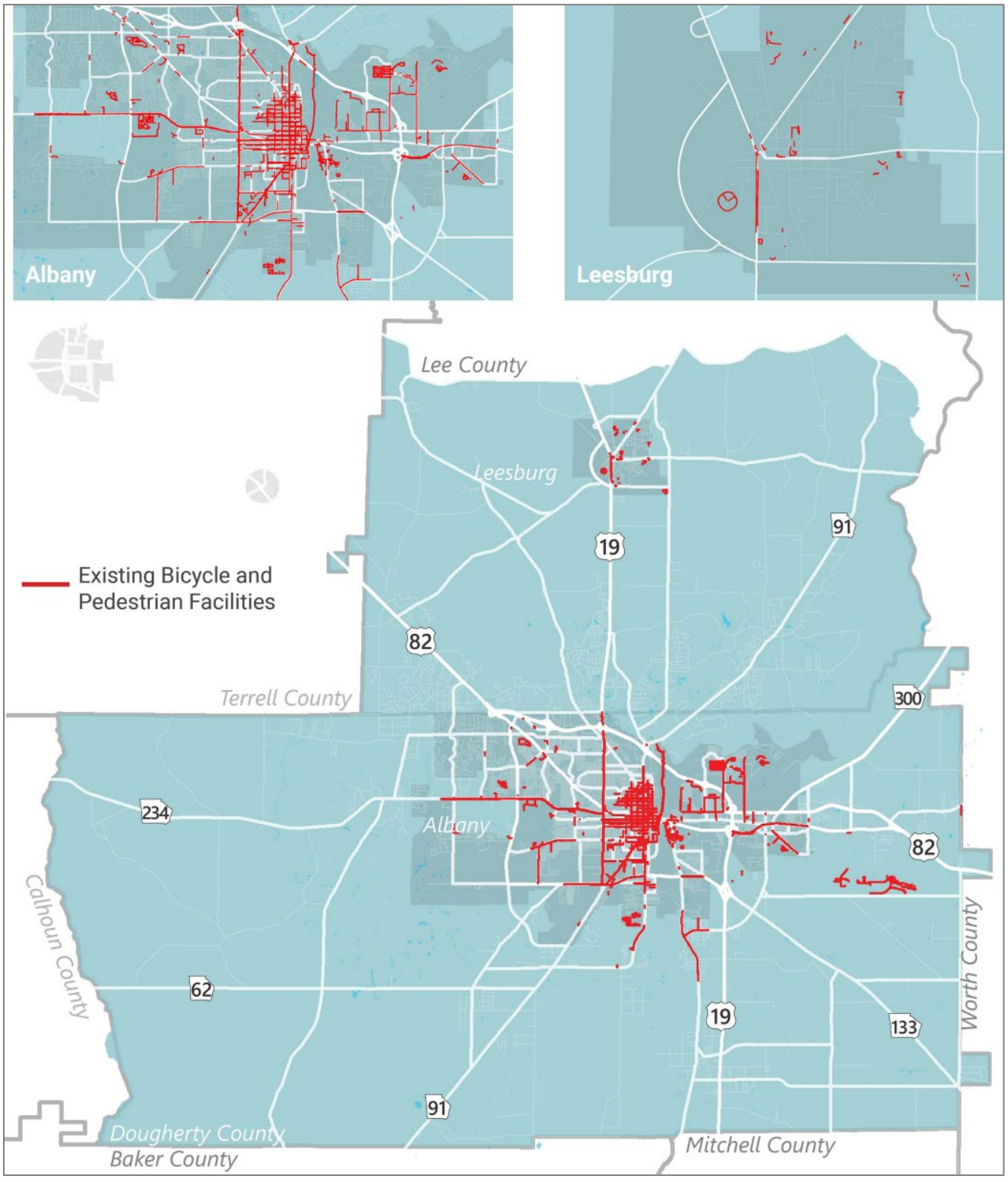
## 11.1 Existing Facilities

This section will outline existing infrastructure in the DARTS area that is designed for use by pedestrians and bicyclists.

### 11.1.1 Sidewalks

***Figure 11-1*** below shows existing pedestrian and bicycle infrastructure in the DARTS area. Much of the infrastructure is in the downtown area, as noted by participants in the public engagement survey in ***3.1***, with limited infrastructure elsewhere in Dougherty County. One notable area of absence is around the university where pedestrian and bicyclist activity is likely much higher. In Lee County, infrastructure is almost non-existent with only one major stretch running along Walnut Avenue in Leesburg in addition to a handful of short segments.

**Figure 11-1: Existing Bicycle and Pedestrian Infrastructure**

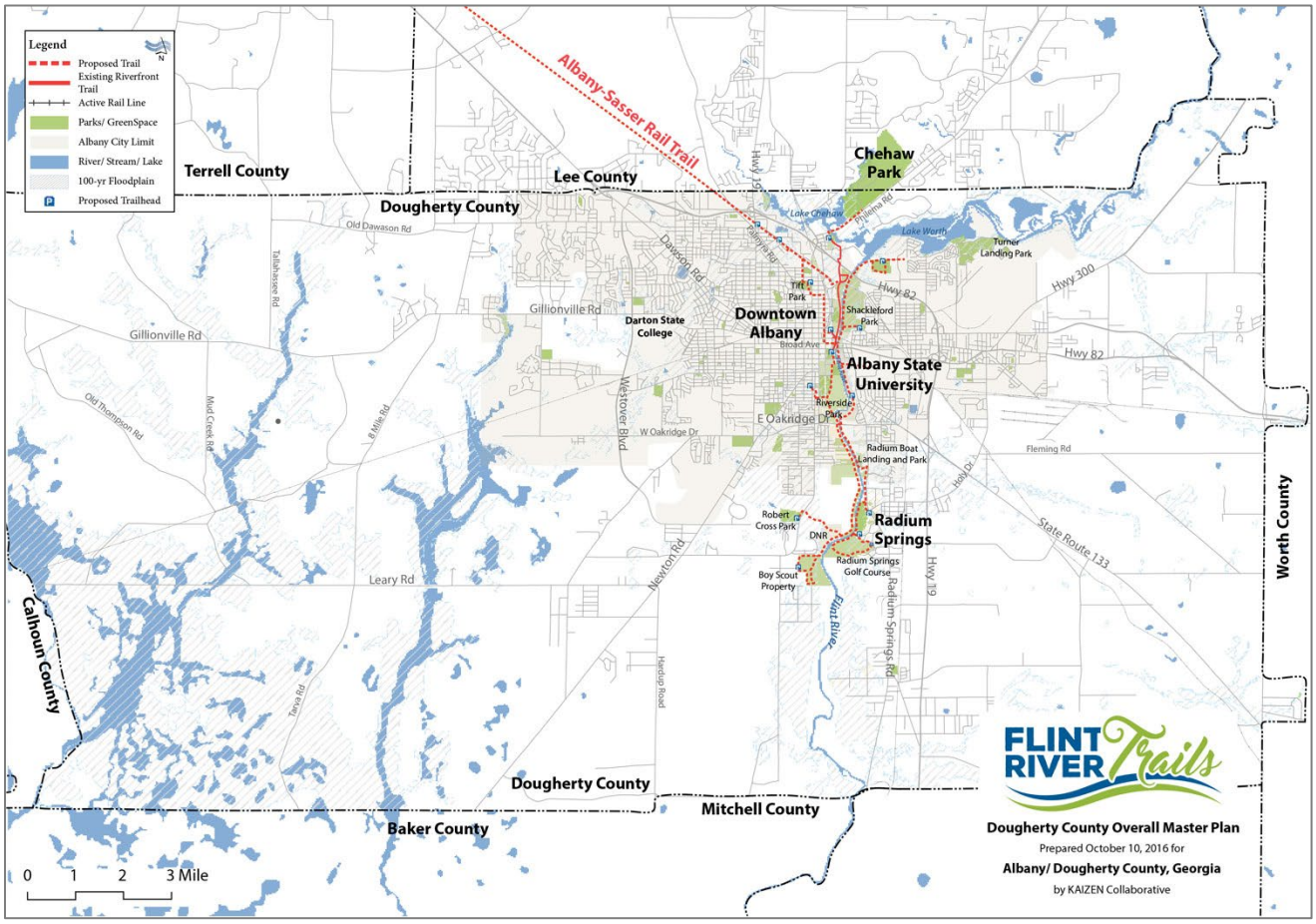



*Source: DARTS Bicycle and Pedestrian Plan (2023)*

## 11.1.2 Trails

The Flint River Trails Master Plan was developed to create an interconnected trail system through Dougherty and Lee County that bridges existing parks and green spaces such as Chehaw Park, Radium Springs, and Riverside Park adjacent to Albany State University. It consists of over 21 miles of greenway trail, 11 water trail access points, and over 600 acres of available land for additional mountain biking and equestrian trail opportunities**.** ***Figure 11-2*** below provides a complete picture of the updated trail system.

**Figure 11-2: Flint River Trail System**



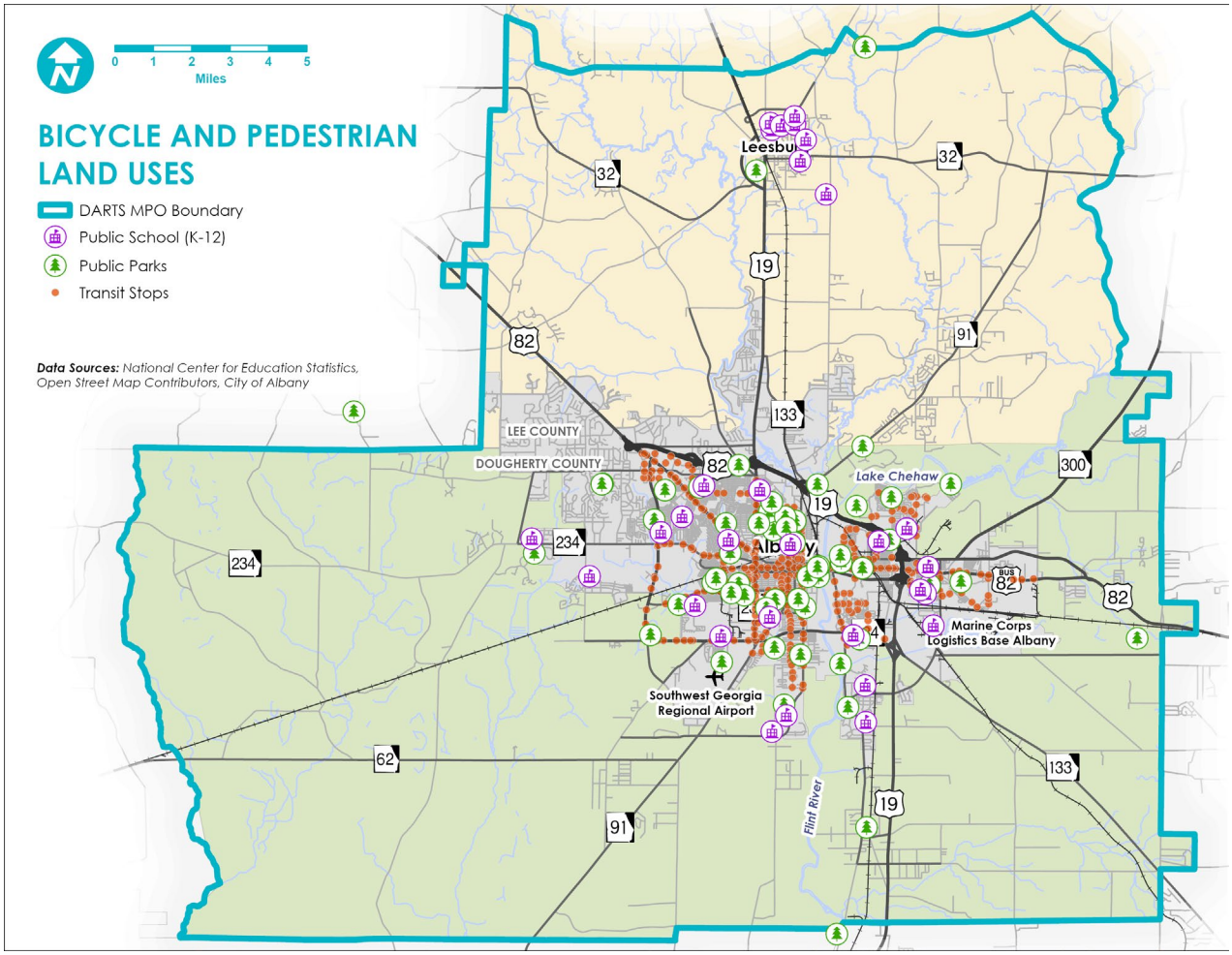

*Source: Flint River Trails Master Plan (2016)*

## 11.2 Bicycle and Pedestrian Oriented Land Uses

Bicycle and pedestrian-oriented land use is physical infrastructure and facilities designed to support the activities of people outside of a vehicle and enhance the safety, convenience, and accessibility of walking and cycling by prioritizing non-motorized transportation. Examples of this type of land use are public schools, parks, transit stops, sidewalks, and crosswalks.

***Figure 11-3*** depicts existing infrastructure in the DARTS area that is oriented towards pedestrian and bicycle usage.

**Figure 11-3: Bicycle and Pedestrian Land Uses**




As reported in the online public survey (see ***3.1***), many respondents feel that there is a noticeable lack of safe and accessible pedestrian and bicycle infrastructure outside of downtown areas and would like to see increased investment. The map of existing infrastructure reinforces the survey results, reflecting an absence of it in most of Albany and Leesburg. There are several notable locations in Albany with large gaps in infrastructure, such as near major employers like Proctor & Gamble, Mars Wrigley, and Molson Coors, the Walmart on Cordele Road, and the Marine Corps Logistics Base.

Near the mentioned major employers, there was no visible pedestrian or bicycle infrastructure and only Mars Wrigley was directly accessible by bus, meaning that the only safe way to reach these destinations is by car. For non-car access to Walmart on Cordele Road, there is a sidewalk on the Walmart side of the street, but it starts a little after the intersection of Clark Avenue and Cordele Road as seen below in Google Street View and ends around the Family Dollar, providing only around 0.2 miles of sidewalk.

**Figure 11-4: Sidewalk Near Cordele Road at Clark Avenue**


*Source: Google Maps, Streetview*

Getting to Walmart via Sylvester Road provides people with a longer stretch of sidewalk, but it ends at Grove Park Lane leading to Walmart as seen below.

**Figure 11-5: Sidewalk on Sylvester Road Near Walmart**

*Source: Google Maps, Streetview*

The Green Line bus does stop directly in front of Walmart, but its usage is limited without transferring to other lines and it only runs until 5:15pm on the weekdays. This means that using it after work is not possible for many people, creating inequitable transportation.

## 11.3 Corridors Appropriate for Complete Streets

Complete Streets policies address the need to standardize the governmental practice of creating safe environments for all users. Complete Streets create livable spaces for all ages to enjoy, with wide sidewalks, safe crossings, abundant bicycle facilities, and easy transit access. GDOT adopted a Complete Streets policy in 2012, which affects new construction, alteration and maintenance of state roads and any federally funded transportation project in the state, including those projects programmed for the DARTS region. The DARTS MPO can act at the regional level by prioritizing funding to project sponsors that have their own Complete Streets policies, or by requiring that project sponsors implement the project with respect to Complete Streets principles. Additionally, DARTS can provide technical assistance to sponsors in creating Complete Streets policies.

### 11.3.1 Methodology

There were three primary steps for determining corridors appropriate for Complete Streets projects to be included in the 2050 MTP update. All corridors were considered except for those on the highway.

**Step 1: Identification of Candidate Streets**
An initial list of corridors was taken from the high crash corridors identified in ***9.1.1***. From this list, only the non-highway corridors were selected for further analysis and prioritization as Complete Streets. Additional corridors were added based on needs identified in the bicycle and pedestrian infrastructure analyses in ***11.1 and 11.2***. Furthermore, corridors suggested through community engagement and outreach activities were also included, resulting in a total of nine candidate corridors for further analysis and prioritization as Complete Streets.

**Step 2: GIS Analysis and Scoring**
A geospatial analysis that combined both quantitative and qualitative processes was performed on the identified top corridors for Complete Streets projects. This involved evaluating various factors such as active transportation crash history, zero-vehicle ownership rates, transit service availability, proximity to parks, schools, and other activity centers, and the presence of retail corridors and multifamily housing within a quarter mile of each corridor.

A scoring exercise was conducted to further refine the prioritization of potential corridors. Each criterion from the analysis was scored from 0 to 1 and adjusted based on the highest and lowest values in that criterion.

**Step 3: Ranking and Review**
The total score for each project was then calculated by adding up the criterion scores and adjusting for the highest and lowest total scores to rank the projects, resulting in a prioritized list of potential corridors.

The last step was a review of the data and a draft list of prioritized corridors with the DARTS MPO. This involved presenting the refined list and discussing any adjustments or additional insights before securing a signoff, which finalizes the selection of corridors for Complete Streets projects.

### 11.3.2 Analysis of Roadways

After performing the analysis discussed in the previous section, nine corridors were identified that would benefit from becoming Complete Streets. These corridors were prioritized based on potential impact and need, which was determined by examining various factors such as crash history and proximity to facilities like schools, retail shops, and major employers, which generally experience heavier pedestrian and bicycle traffic. The map of corridors can be seen in ***Figure 11-6*** and are provided as a prioritized list in

Table 11-1.

**Figure 11-6: Complete Streets Corridor Locations by Rank**

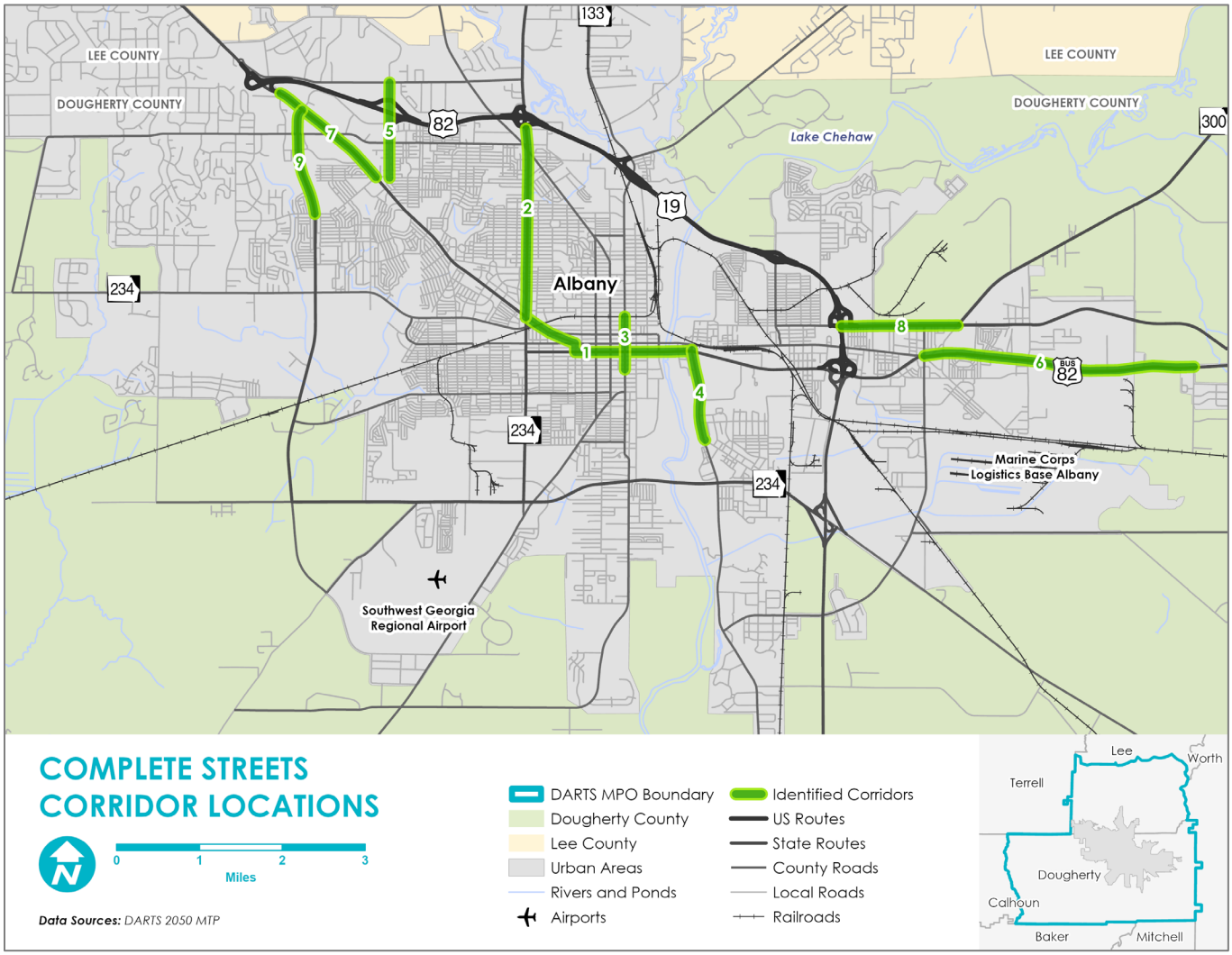


**Table 11-1: Identified Complete Street Corridors by Rank**

| Rank | Corridor Name | From | To |
|---|---|---|---|
| 1 | Pine Ave, S McKinley St, and W Oglethorpe Blvd | N Slappey Blvd | Radium Springs Rd |
| 2 | N Slappey Blvd | Pine Ave/Dawson Rd | 20th Ave |
| 3 | N Jefferson St | W Whitney Ave | W Roosevelt Ave |
| 4 | Radium Springs Rd | E Oglethorpe Blvd | Moultrie Rd |
| 5 | Nottingham Way | Whispering Pines Rd | Ledo Rd |
| 6 | Sylvester Rd | N Mock Rd | Ramsey Rd |
| 7 | Dawson Rd | Whispering Pines Rd/Westgate Dr | Pointe North Blvd |
| 8 | Clark Ave | Liberty Expwy | Cordele Rd |
| 9 | N Westover Blvd | Westgate Dr | Dawson Rd |

**Pine Avenue, South McKinley Street, and West Oglethorpe Boulevard**

This corridor begins at the intersection of Pine Ave / N Slappey Blvd, curves along Pine Ave/Byron Rd until S McKinley St, then continues on W Oglethorpe Blvd until Radium Springs Rd on the east side of the Flint River. The intersection of Pine and Slappey has had a cluster of fatal and serious injury accidents involving vulnerable roadway users (VRU), as can be seen in ***Figure 9-7***. The intersection is very wide since it accommodates a total of twenty-three lanes of traffic, which means it takes longer for pedestrians to cross, and bicyclists may be less visible due to the large number of cars. The numerous turning lanes on their own provide many points where VRUs can be struck, particularly if right-turn on red is allowed while crosswalks are active. The intersection provides little protection or infrastructure for VRUs.

Continuing down Pine, there is only a sidewalk on one side of the road, and it disappears when it turns into Byron. At the McKinley intersection, sidewalks appear on both sides of Broad Avenue, but the nearest crosswalk is at Davis, meaning that most people at the intersection are likely to run across traffic to get to get across. Oglethorpe is a very busy street with a lot of retail and an access point to the university at College Drive, but there is no bicycle infrastructure, which is likely contributing to the increased number of fatal accidents around Oglethorpe / Jefferson and Oglethorpe / Radium Springs.

**North Slappey Boulevard**

This corridor begins at the intersection of N. Slappey Blvd / Pine Ave and runs north until N. Slappey Blvd / 20th Ave near All American Fun Park. Along here, there are many large employers, retail locations, and residential areas on both sides of Slappey, as well as multiple schools, but there is no bicycle infrastructure and few crosswalks. The corridor is almost 2.5 miles long, but there are only a total of six crosswalks. Starting at the Walmart on Slappey, the distance between crosswalks measures 0.19 mi, 0.36 mi, 0.52 mi, 0.46 mi, and 0.6 mi. For a healthy individual, that's up to a 15-minute walk between crosswalks, which becomes longer and more dangerous for less able-bodied people or in inclement weather. Moreso, many people need to cross the street much sooner than the next crosswalk, which means they often end up running across active vehicular traffic instead. There have been numerous minor and serious injury accidents along this corridor related to infrequent crosswalks and lack of bicycle infrastructure.

**North Jefferson Street**
This corridor begins at the intersection of South Jefferson Street / West Whitney Avenue and runs north until North Jefferson / West Roosevelt Avenue. Along here, there are several residential areas, churches, and retail locations as well as the Albany Civil Rights Institute, USPS, and Albany Utility. The intersection of Jefferson and Oglethorpe is particularly problematic for fatal and serious injury accidents. A design aspect that may be exacerbating accidents here is that the entrance to Church's Chicken is almost right on the corner of Oglethorpe and Jefferson. This means that cars driving west on Oglethorpe need to make a quick right turn into the parking lot to avoid blocking traffic in the intersection, leading to situations where drivers may not notice pedestrians or bicyclists at either the crosswalk or the parking lot entrance. The same is true for cars traveling north on Jefferson and needing to turn left into the parking lot. Another factor is that due to the numerous entrances and exits near the intersection, there are many potential points of conflict with cars for bicyclists who have no dedicated infrastructure.

**Radium Springs Road**
This corridor begins at East Oglethorpe Boulevard / Radium Springs Road and runs south until Radium Springs Road / Moultrie Road. Almost immediately, starting at East Highland Avenue, there are no sidewalks on the west side of Radium Springs, and the sidewalks on the east side disappear as well at Joseph Holley Circle despite the presence of numerous university facilities and residence halls on both sides of the road. In addition, there is no dedicated bicycle infrastructure along this corridor until Billy Black Drive. This means that many university students don't have a safe or convenient way to travel along Radium Springs without a car. There are clusters of fatal and serious injury accidents at the intersection of Radium Springs and Oglethorpe, likely due to a combination of heavier VRU traffic from the university and lack of dedicated infrastructure for people outside of a car. Pedestrian and bicycle traffic should be prioritized on this corridor to reflect and accommodate their presence

**Nottingham Way**
This corridor begins at Nottingham Way / Whispering Pines Road and runs north until Nottingham Way / Ledo Road. There are many residences along this corridor, both single family homes and apartments, as well as schools and major retail. The intersection of Nottingham / Westover is particularly problematic for fatal accidents which can be attributed to the presence of major retail stores and restaurants but no crosswalks, sidewalks, or bicycle lanes. It is clear this intersection was not intended for pedestrian or bicycle usage, but people without cars still need to reach these destinations so have no option but to risk crossing traffic. Making this corridor a Complete Street would alleviate the mismatch between existing infrastructure and actual use cases.

**Sylvester Road**
This corridor begins at Sylvester Road / North Mock Road and runs east until Ramsey Road, looping back around to cover both travel directions on Sylvester Road until they merge together again. Along this corridor there are major employers, particularly Georgia Pacific, as well as access to retail and grocery stores such as Walmart and multiple churches and bus stops. Despite this, there are no sidewalks or crosswalks, even near the bus stops, which can likely be attributed to the several high crash areas along Sylvester Road. The intersection near the Casa Del Sol mobile home park and

Sylvester Road / Branch Road, which is by the Junction Shopping Center and Walmart, have histories of fatal crashes while Sylvester Road / Pinson Road and Sylvester Road / Cordele Road are prone to serious injury accidents. Sylvester Road is a high-speed road, which means that any accident involving pedestrians and bicyclists will almost certainly be fatal, but the risk becomes necessary for these demographics due to a lack of infrastructure. The presence of major retailers and employers means that pedestrian and bicycle traffic will be higher, so supporting infrastructure becomes very important to prevent, or at least reduce, accidents.

**Dawson Road**
This corridor begins at Dawson Rd / Westgate Dr and runs northwest until Dawson Rd / Pointe N Blvd. The intersection of N Westover / Dawson is prone to serious injury accidents, as is the road in front of the entrance to Albany Mall and around the Largo Plaza Shopping Center. Even though there are an incredible number of destinations and residential buildings along this corridor, it has no bicycle infrastructure and effectively no pedestrian infrastructure. There are only two crosswalks, at Dawson / Westgate and at Dawson / Meredyth, meaning that about 1.25 miles of the 1.55 mi corridor has no way for pedestrians to cross the street. There is also almost no sidewalk, with only short lengths provided right in front of a few shopping centers. Around Westover / Dawson, there are multiple hotels and apartment complexes along with food and shopping, but people in them have no way to safely reach them due to the lack of crosswalks or sidewalks. The accident hotspot near Largo Plaza Shopping Center has a similar issue, with apartment complexes nearby on the opposite side of the road but only one cross walk, at Dawson / Meredyth.

**Clark Avenue**
This corridor begins at Clark Ave / Liberty Expwy and runs east until Clark Ave / Cordele Rd. The intersection of Clark / Turner Field is prone to serious injury accidents, likely due in part to the presence of multiple turn lanes where drivers are less likely to look for pedestrians due to the active task of yielding to and looking for gaps in oncoming traffic. Since drivers typically keep their head turned left in this scenario, it is a tendency of drivers to forget to look right where traffic is not a concern and where pedestrians and bicyclists tend to be. This often leads to drivers seeing an upcoming gap in traffic and going as soon as the car passes but hitting someone in the process because they forgot to double-check for pedestrians. After this intersection, traveling east on Clark, there are no sidewalks until around Stephens St, at which point sidewalks are provided on the south side of Clark for about 180 ft until disappearing again. Walmart is on the corner of Clark / Cordele where there is a cluster of minor injury accidents, so providing safe ways for non-motorized traffic to reach it is important.

**North Westover Boulevard**
This corridor begins at North Westover Boulevard at Westgate Drive and runs north until North Westover Boulevard at Dawson Road. It was identified through a high crash corridor analysis. The area is characterized by relatively low activity, with few major employers, schools, or retail locations, and only six vulnerable road user (VRU) crashes reported between 2018 and 2022. The surrounding quarter-mile buffer includes just 88 multifamily households, three zero-auto households, and only 3% of commuters using alternate modes of transportation. Due to these factors, this corridor ranks last in priority compared to other candidates.

## 11.4 Bicycle and Pedestrian Needs

This section provides project recommendations that align with state and federal goals for transit-oriented projects that were assessed and prioritized using performance measures that reflect the following DARTS 2050 goals and objectives:

- ***Goal***: Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists.
  - ***Objective***: Minimize the frequency and severity of crashes.
  - ***Objective***: Reduce modal conflicts.
  - ***Objective***: Prioritize improvements that reduce fatalities and serious injuries.
  - ***Objective***: Utilize design strategies to mitigate crash potential.
- ***Goal***: Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
  - ***Objective***: Maximize efficient mobility.
  - ***Objective***: Ensure accessibility to employment and services for the region's population.
- ***Goal***: Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.
  - ***Objective***: Encourage and provide facilities for transit and non-motorized modes.
  - ***Objective***: Provide a safe, interconnected, multi-modal network.
- ***Goal***: Improve livability and the quality of the transportation system.
  - ***Objective***: Enhance transportation facilities for tourist access.
  - ***Objective***: Encourage use of multi-modal facilities by visitors.
- ***Goal*****:** Ensure a financially balanced plan and the cost of transportation facilities and services are borne by those who benefit from them.
  - ***Objective***: Align transportation investments with land use and development.
  - ***Objective***: Maximize project benefits relative to cost.

As discussed in ***4.1***, these goals and objectives are aligned with the State of Georgia's goals established by the GA 2050 SWTP/2015 SSTP and federal goals and requirements established by the Bipartisan Infrastructure Law (BIL).

The key analyses made in this chapter finds a lack of pedestrian and bicycle infrastructure outside of downtown areas makes it difficult for people without a car to reach their destinations safely

Over 250 projects were identified and adopted as part of the DARTS 2050 MTP Update from the recently completed 2023 DARTS Bicycle and Pedestrian Plan and implemented into the MTP work program. These projects address the previously mentioned goals and objectives by providing improvements and facilities that are focused on providing safe, connected, non-motorized and multi-modal facilities to those that use them. Additional details of these projects can be found in ***16.1.2*** Bicycle and Pedestrian Projects.

# 12Freight and Goods

Freight movement is a critical component of the local and regional economy in virtually any metropolitan area. Transportation assets such as highways, railroads, and airports are necessary to capitalize on the industrial, manufacturing, agricultural, or distribution sectors in a region. In the case of Dougherty and Lee County, agriculture, especially forestry, is essential for local economic development and solidifying the region's role for the state and federal economies. The region is also home to a significant number of industrial and manufacturing centers, which compounds truck-related impacts such as increased congestion. Therefore, it is critical to assess the current challenges and opportunities present to make informed project recommendations for improving the region's economic development and mitigating possible environmental and social-equity impacts.

## 12.1 Freight Profile

This section details the elements of the DARTS region's freight and intermodal infrastructure and is intended to illustrate the existing transportation assets which can be utilized to drive freight-related economic activity in the region.

### 12.1.1 National Highway Freight Network

The National Highway Freight Network (NHFN) is a system of roads that have been identified as critical to the transportation of freight within the

United States and currently includes around 60,110 centerline miles of road under four designations of roadway subsystems -Primary Highway Freight System (PHFS), Other Interstate portions not on the PHFS (non-PHFS), Critical Rural Freight Corridors (CRFCs), and Critical Urban Freight Corridors (CUFCs). The PHFS is required to be re-designated every five years by the FHWA to reflect changes in freight flow as well as emerging freight corridors while states and MPOs are responsible for designating public roads for the CRFCs and CUFCs in accordance with the FAST Act and BIL.

While the NHFN has extensive coverage in the eastern regions of the United States, as can be seen in ***Figure 12-1***, no road within the DARTS region is included in it. This means that no road in the region, either urban or rural, has been marked as critical to the movement of freight, leaving opportunities for potential emerging corridors.

**Figure 12-1: National Highway Freight Network (NHFN)**

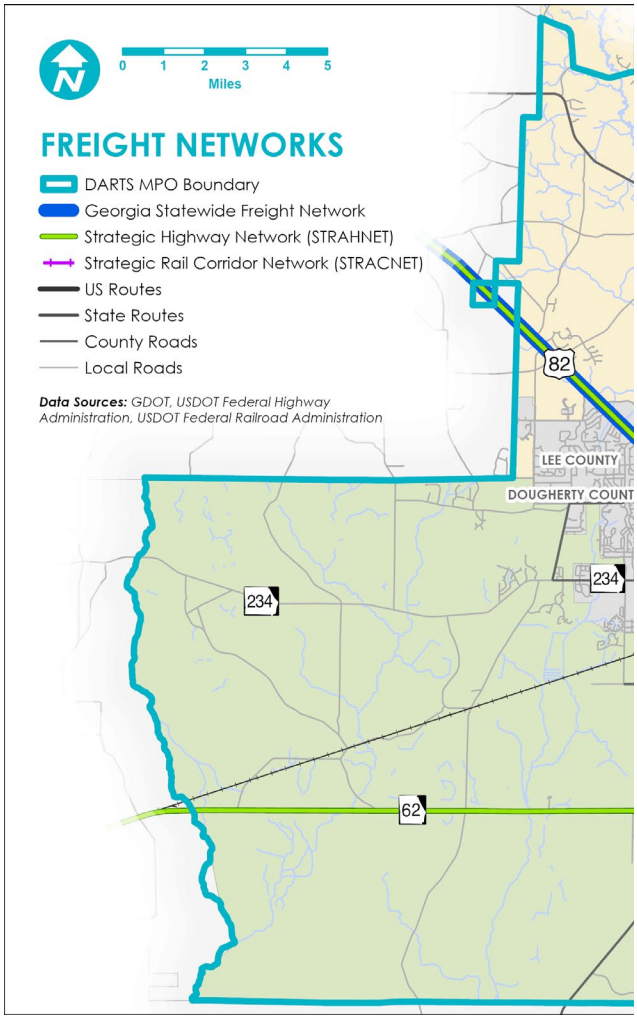

*Source: USDOT Federal Highway Administration*

## 12.1.2 GDOT Statewide Freight Network

The primary roads that run through the DARTS region are US Highway 82, which begins in Georgetown at the Alabama state line and continues east until Brunswick on the coast, and US Highway 19, which begins in Blairsville at the

North Carolina state line and continues south to the Florida state line. The DARTS region is connected to the Georgia Statewide Freight Network via US 82 and State Route 133, which runs southeast to Valdosta. ***Figure 12-2*** shows a map of all roads that are a part of the national, state, and local freight networks.

**Figure 12-2: DARTS Freight Networks**

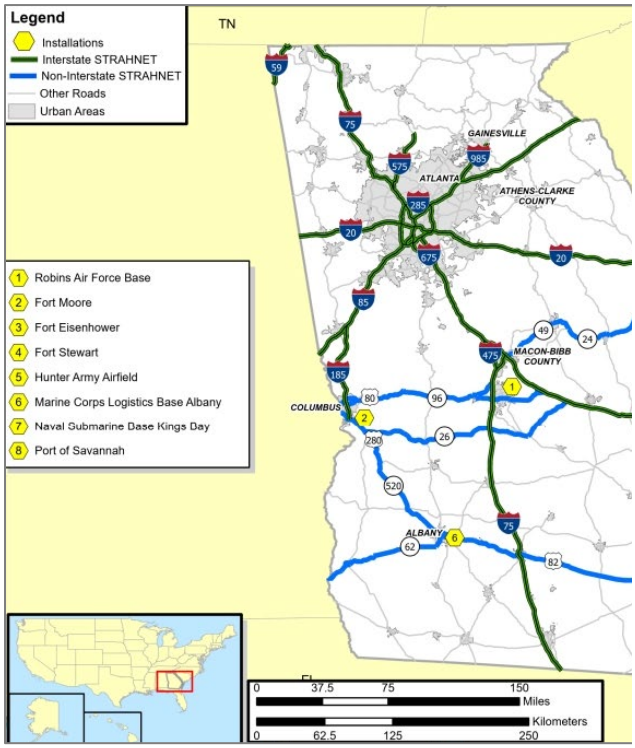



## 12.1.3 STRAHNET

The DARTS area has several roads and rail corridors that have been identified as important to either the Geogia Statewide Freight Network or for national defense (STRAHNET and STRACNET). Shown in ***Figure 12-3***, the Strategic Highway Network (STRAHNET) is a system of roads that have been identified as necessary for emergency mobilization and for the movement of commodities that support U.S. military operations in peacetime, while the Strategic Rail Corridor Network (STRACNET) is a system of rail corridors that have been deemed strategically important for national defense.

The DARTS region is connected to the wider STRAHNET via several non-interstate routes, including US 82, SR 62, SR 234, and SR 520.

**Figure 12-3: Georgia STRAHNET**

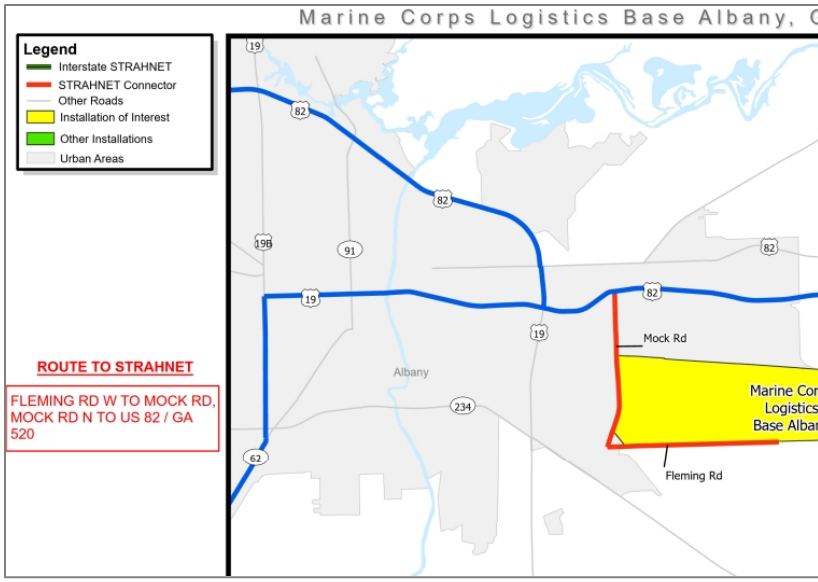



*Source: U.S. Army Transportation Engineering Agency*

As seen in

Figure 12-4, the City of Albany hosts the Marine Corps Logistics Base, which serves the wider STRAHNET via its connection to the adjacent US 82.

**Figure 12-4: Albany STRAHNET Map**




*Source: U.S. Army Transportation Engineering Agency*

### 12.1.4 STRACNET

The Strategic Rail Corridor Network (SRACNET) includes over 41,300 miles of track across the United States. Georgia has a handful of corridors that are a part of this system as seen in

Figure 12-5, most of which run through Atlanta. Within the DARTS region, two rail lines serve as a connector to the wider STRACNET. One is a Norfolk Southern-owned route that runs through Leesburg and Albany and the second is a GFRR route that serves the Marine Corps Logistics Base and runs between Albany and Sylvester.

**Figure 12-5: 2023 Georgia STRACNET Map**

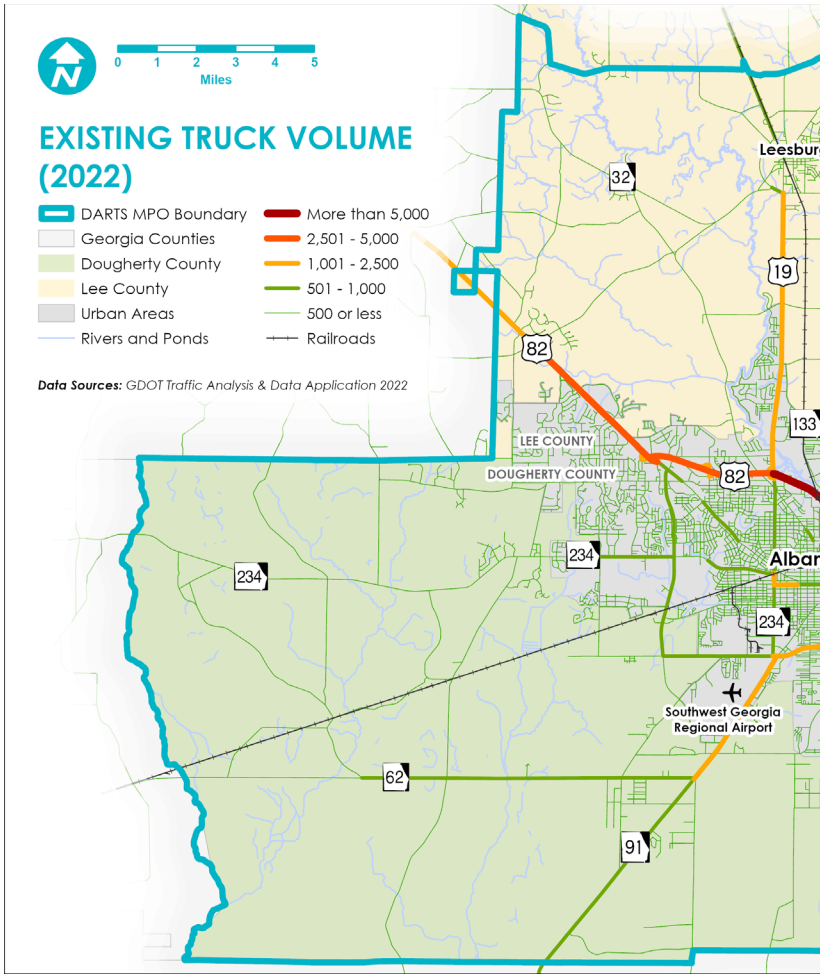

*Source: SDDCTEA 2023 STRACNET*

## 12.2 Freight Network Performance

Data provided by GDOT's Traffic Analysis and Data Application (TADA) highlights the truck AADT by roadway in the DARTS region for 2020 as shown in ***Figure 12-6*** below.

Analysis reveals that truck movement in the DARTS study area is dominated by the Liberty Expressway in Dougherty County, where US 19 and US 82 run concurrently between the North Slappey Boulevard Interchange in North Albany and the Clark Avenue Interchange in East Albany; the expressway averages over 5,000 truck per day, and both Interstates on their own (within Albany city limits) get between 2,500 and 5,000 vehicles per day. Truck movement on these interstates, and on the overall road network, is significantly lower in Lee County than in Dougherty County. The roadway with the largest truck volumes in Lee County is US 82, due to its overall prevalence for interregional freight movement. Other major highways in the region for truck movement include SR 300/Cordele Road (1,000 to 2,500 trucks per day), US 82 exiting the region to the east in Dougherty County (2,500 to 5,000 trucks per day), US 19 between Leesburg and Albany (1,000 to 2,500 trucks per day), and the segment of SR 91/Newton Road adjacent to ABY airport.

**Figure 12-6: DARTS Area Existing Truck Volume (2022)**

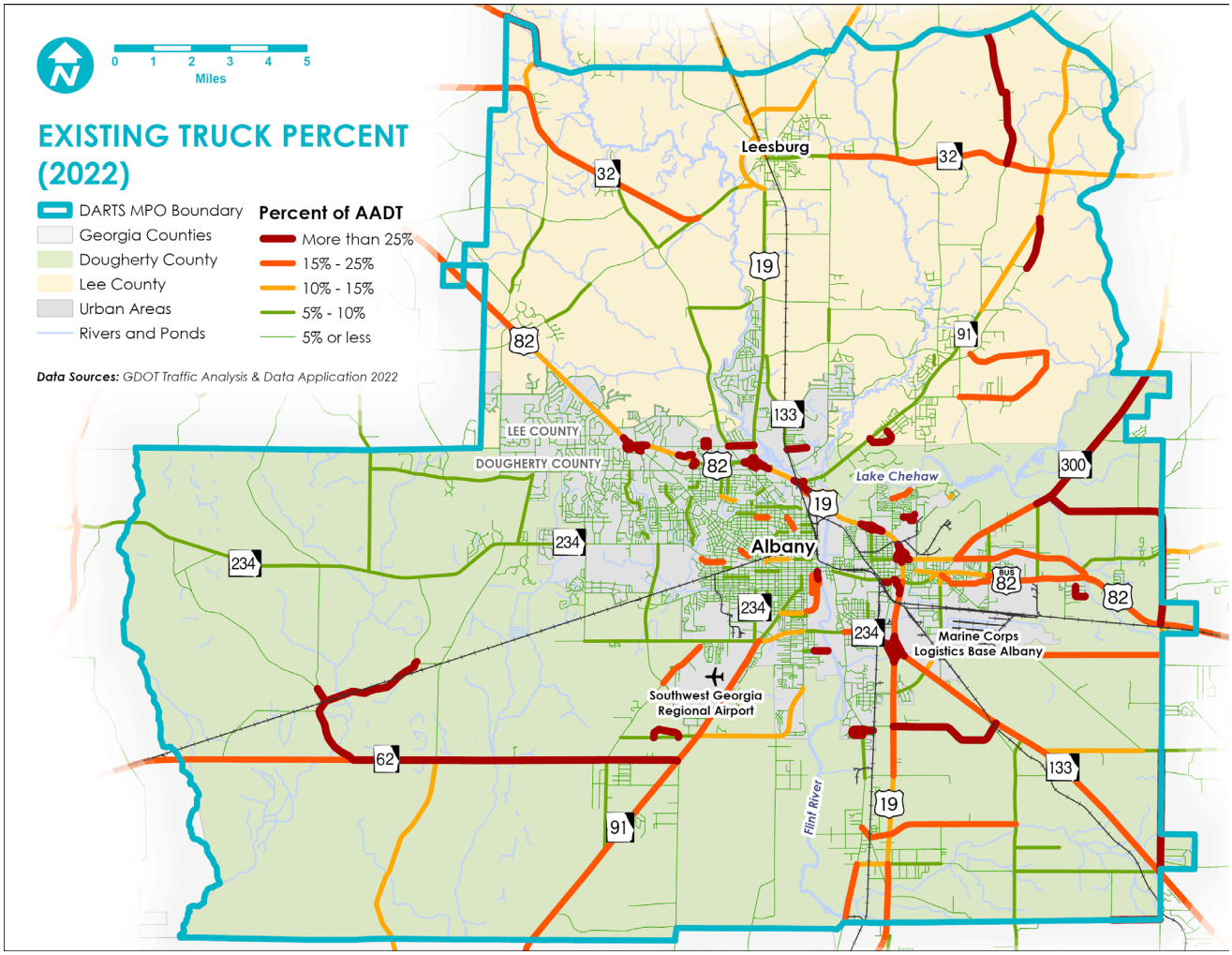



The TADA program was also used to quantify percentages for existing truck volumes in the region, which are displayed in ***Figure 12-7***. Truck percentages are best understood as the proportion of vehicles on a given roadway comprised of freight trucks, as opposed to other types of vehicles.

As is typically the case, truck percentages in the DARTS region are highest on roadways that constitute segments of the wider freight network. US 19 and US 82 are critical for regional freight movement, especially in Dougherty County, having truck percentages ranging from 10% to over 25% both inside and outside Albany's

city limits. Other roadways with high truck percentages include SR 133, SR 300, SR 62, and SR 91 in Dougherty County, and SR 32 in Lee County. These state routes have relatively low truck volumes of 2500 or less trucks per day yet have relatively high truck percentages of overall traffic. This demonstrates that freight movement is a primary function for these highways.

**Figure 12-7: DARTS Area Existing Truck Percentages (2022)**



### 12.2.1 Rail Network and Rail Road Crossings

Data for railroads and railyards was obtained from the Bureau of Transportation Statistics and National Transportation Atlas Database and can be seen in

***Figure*** 12-8. The DARTS region is served by four railroads that total 310 miles of track. The foremost of these is the Georgia and Florida Railway (GFRR), which is a Class III (or "Short Line") rail that extends 222 miles between Albany and northwestern Florida. The DARTS region's freight rail operations are critical for supporting its industrial sector, especially forest products, which is a major component of the local economy.

**Figure 12-8: Railroads and Railyards within DARTS Region**

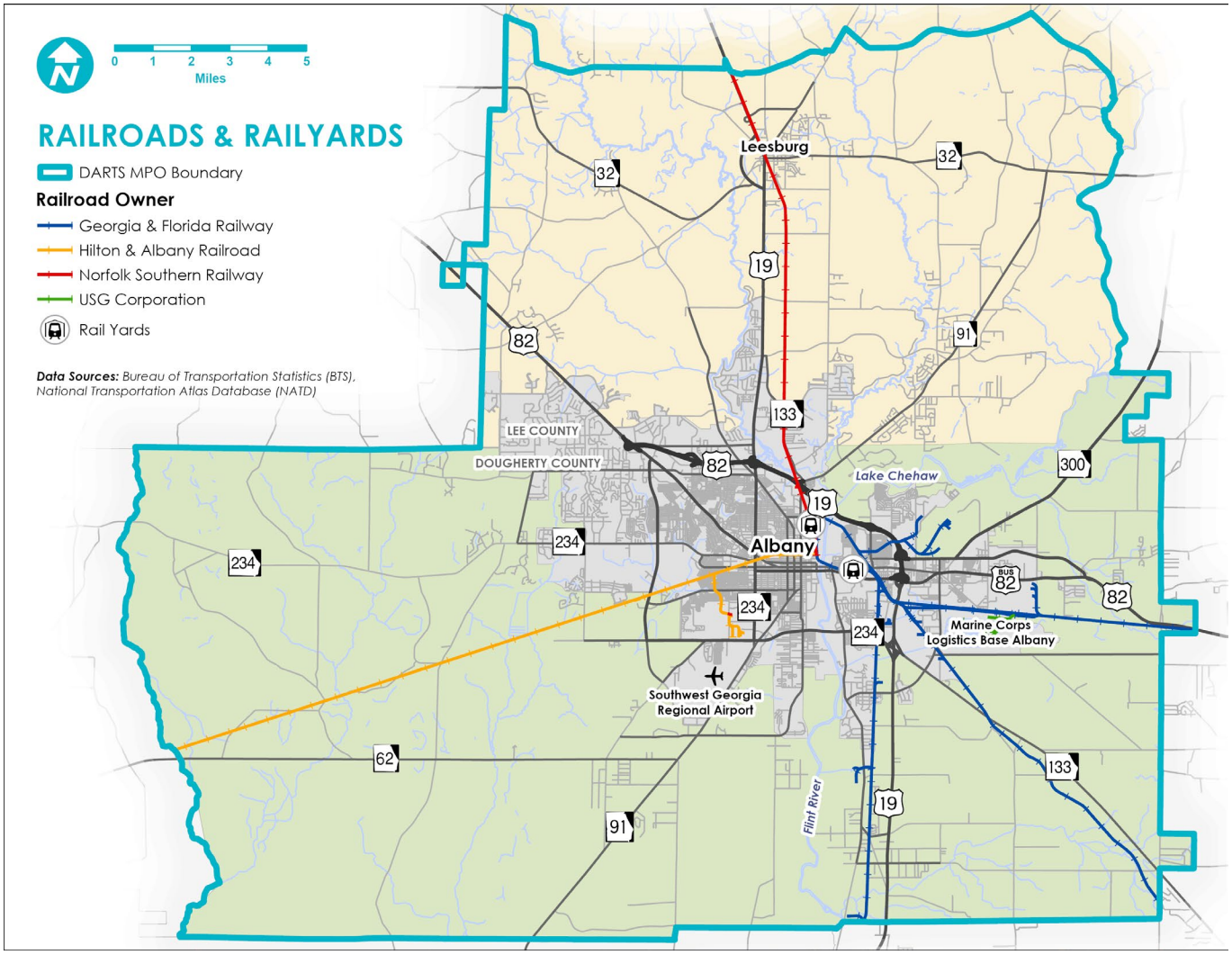
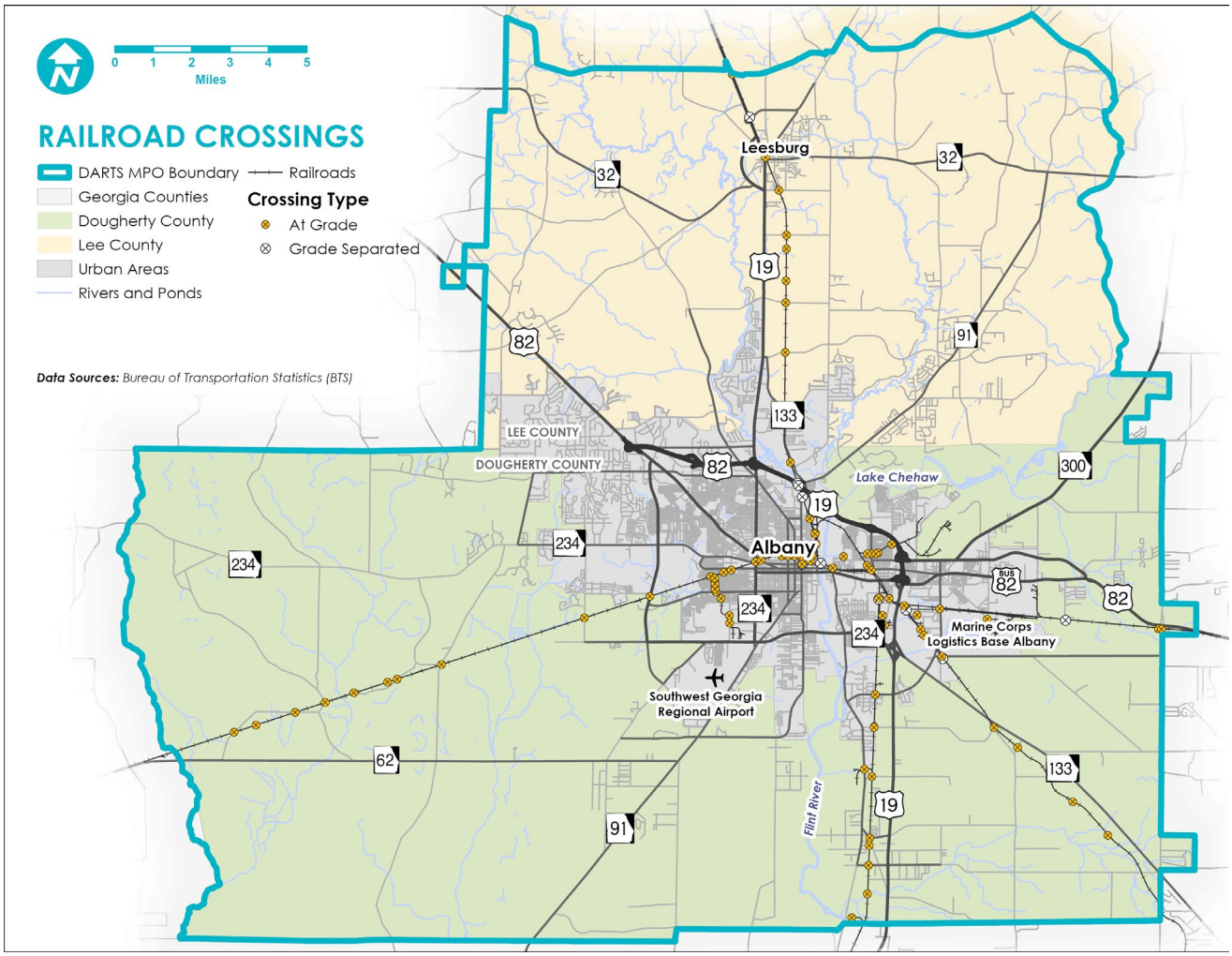

0 1 2 3 4 5
Miles
RAILROADS & RAILYARDS
DARTS MPO Boundary
Railroad Owner
Georgia & Florida Railway
Hilton & Albany Railroad
Norfolk Southern Railway
USG Corporation
Rail Yards
Data Sources: Bureau of Transportation Statistics (BTS), National Transportation Atlas Database (NATD)
Leesburg
LEE COUNTY
DOUGHERTY COUNTY
Albany
Lake Chehaw
Marine Corps Logistics Base Albany
Southwest Georgia Regional Airport
Flint River
32
19
82
91
133
300
234
62
BUS 82

***Figure 12-9*** identifies railroad crossings within the DARTS region. Most railroad crossings in the region are at grade with only a few being grade separated, most of which are in Dougherty County in the urban areas of Albany and near the Marine Corps Logistics Base. There is only one grade separated crossing in Lee County, north of Leesburg.

**Figure 12-9: Railroad Crossings within DARTS Region**

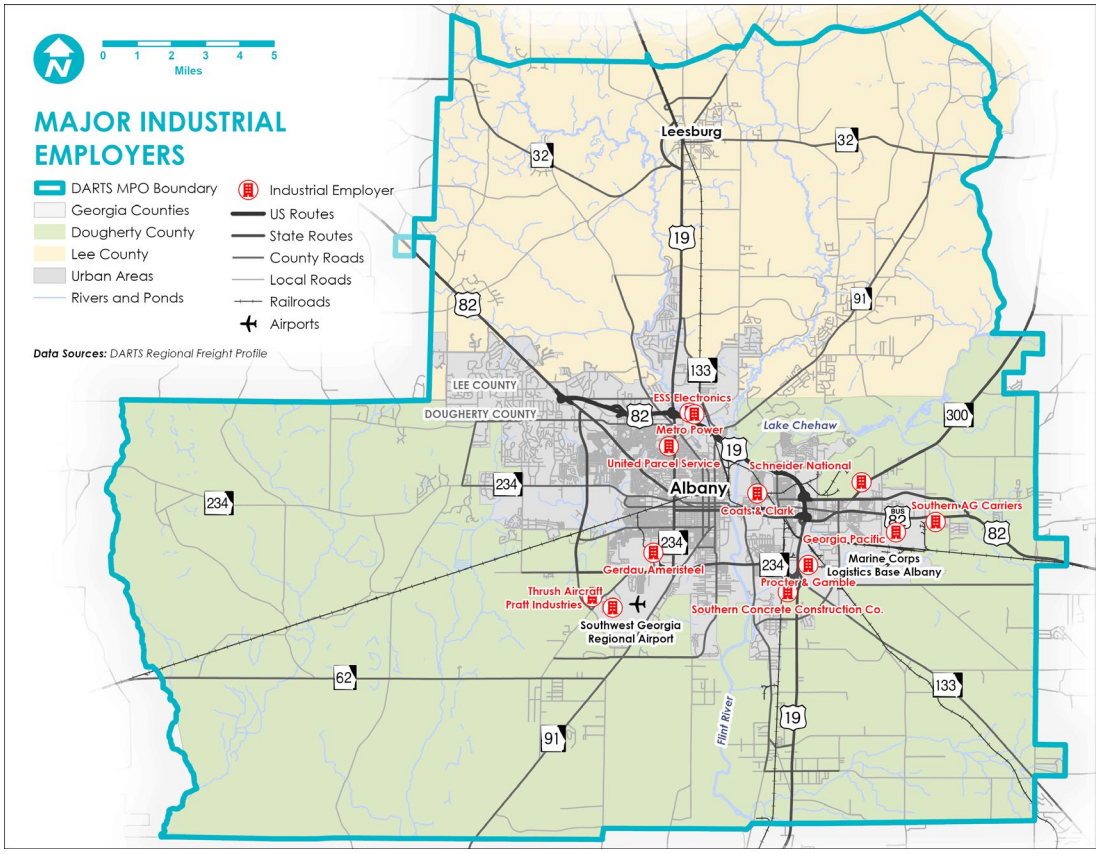



## 12.3 Major Freight Generators and Attractors

***Figure*** 12-10 identifies 12 major industrial employers that drive freight intermodal activity in the region. They are as follows:

- ESS Electronics
- Metro Power
- United Parcel Service
- Gerdau Ameristeel
- Thrush Aircraft
- Pratt Electronics
- Schneider National
- Coats & Clark
- Georgia Pacific
- Southern AG Carriers
- Southern Concrete Construction Co.
- Procter & Gamble

**Figure 12-10: Major Industrial Employers in DARTS**




There are a roughly equal number of these located east and west of the Flint River, and nearly all of them are within Albany's city limits. These facilities are concentrated around ABY airport, the US 19/US 82 interchange in north Albany, the US 19/SR 234 interchange in south Albany, and in East Albany adjacent to the Marine Corps Logistics Base. The location of these industrial centers correlates significantly with higher truck percentages as shown in ***Figure 12-7***. This demonstrates the significance of the local roadways for supporting the DARTS region's economy and facilitating interregional freight movement.

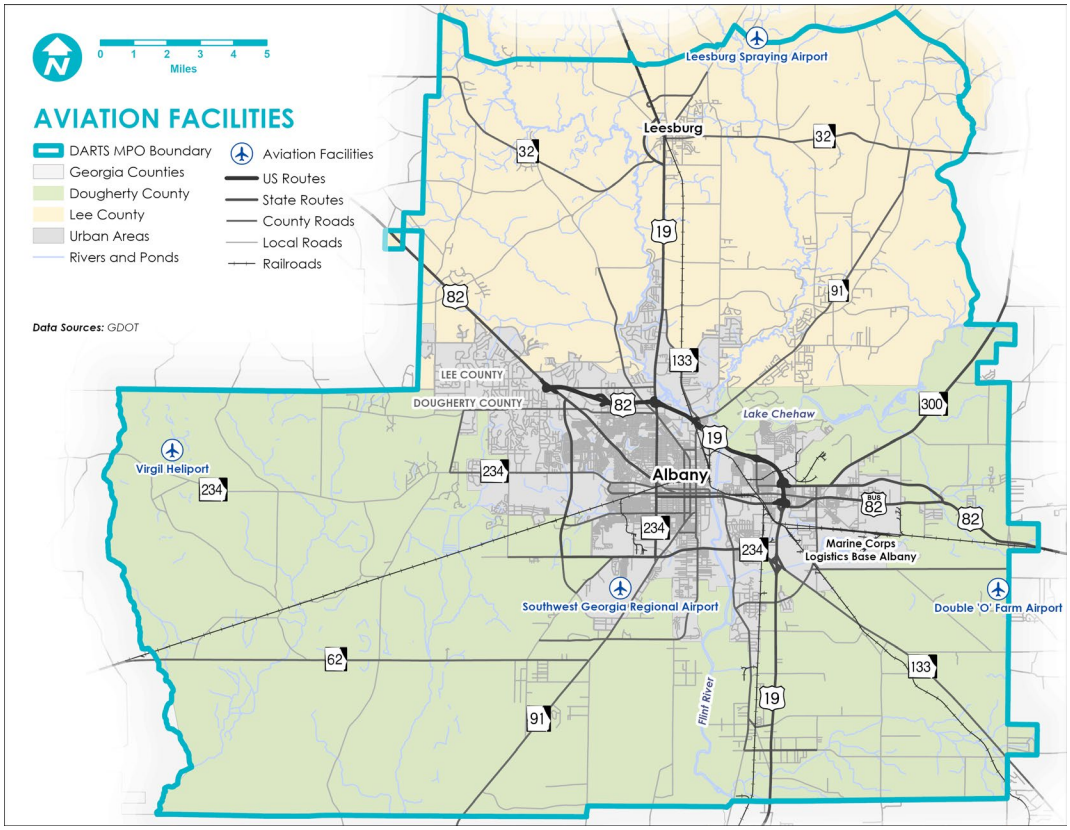
## 12.4 Air Cargo

As seen in

***Figure*** 12-11, there are four aviation facilities within the DARTS area: Southwest Georgia Regional Airport (ABY), Leesburg Spraying Airport, Virgil Heliport, and Double 'O' Farm Airport.

Southwest Georgia Regional Airport is a commercial service airport in Dougherty County, southwestern Georgia. It supports a variety of aviation activities, including commercial services, recreational flying, and air cargo operations. The airport has two runways and is identified by critical aircraft as an Airbus 300-600F. UPS and Delta Air Lines are the major operators, with UPS handling a significant portion of the air cargo through a dedicated facility. Major destinations for the UPS air cargo operations include Jacksonville, Louisville, Orlando, Pensacola, and Philadelphia.

**Figure 12-11: Aviation Facilities**



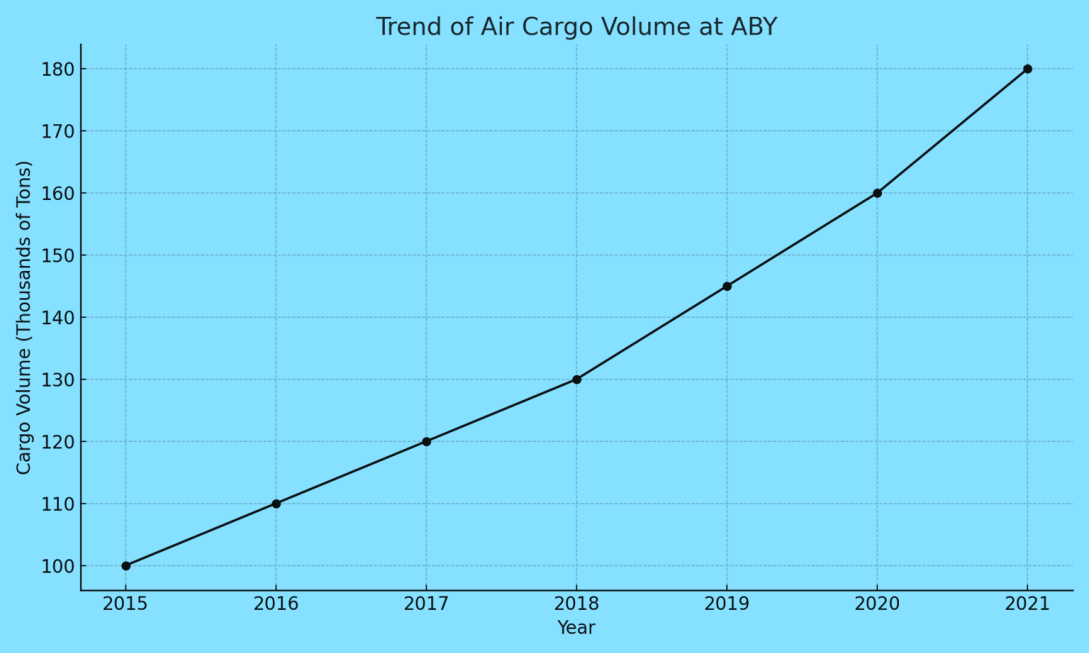

The primary air cargo operator at ABY is UPS, which utilizes its own aircraft and those of Martinaire Aviation LLC. The airport has a dedicated air cargo facility operated by UPS, indicating a specialized focus on cargo operations. UPS operates daily flights connecting ABY with key locations, showcasing the airport's role in regional and national logistics networks.

- **Facilities:** ABY hosts a dedicated UPS cargo facility with a concrete apron of approximately 362,262 square feet, supporting day and night shifts. The cargo apron and facility face capacity challenges, with plans for expansion to meet growing demand.

- **Operations and Trends:** ABY has a significant role in e-commerce as the primary generator of air cargo, followed by urgent medical and legal shipments. The pandemic has notably increased e-commerce levels, affecting off-season volumes and challenging capacity forecasting.
- **Future Plans:** Expansion plans include doubling the cargo apron space to accommodate increased operations, alongside marketing 85 acres of land for aeronautical development.

***Figure 12-12*** illustrates the estimated trend of air cargo volume at Southwest Georgia Regional Airport (ABY), showing a consistent increase in cargo volumes over the years, with a notable rise in recent years, likely reflecting the impact of e-commerce growth and the pandemic's influence on shipping volumes.

**Figure 12-12: Estimated Trend of Air Cargo Volume**




## 12.4.1 Southwest Georgia Regional Airport Master Plan

At the time of the writing of this document, the Southwest Georgia Regional Airport is currently developing an updated Airport Master Plan. As part of the master planning process the study will conduct pre-planning, investigation, solutions, implementation and approval phases. The anticipated completion date of the master plan is in late 2024 or early 2025. The plan has completed a full inventory of existing assets and developed forecasts for future activity. The plan also includes a robust outreach plan to gain community input.

As part of the DARTS 2050 MTP Update development process, the team interviewed the master plan consultant team and local officials. Some of the key findings that were shared in that interview are as follows:

- Delta Airlines currently has three arrivals and departures daily.
- ABY has approximately 15,000 to 20,000 enplanements annually.
- Outreach activities have shown that the community feels that the airport provides great value to the area.
- UPS has key facilities at ABY and is the second largest UPS operation in Georgia next to Hartsfield Jackson Airport.
- The existing runway is approximately 6600 feet in length, which is marginal for current operations.

The master planning team also shared some preliminary expansion alternatives to accommodate future growth at the airport. The growth includes increased activity at the UPS facility, and thus plans to expand their operating facility at their airport significantly, expanding the apron, and staging areas. The expansion is also necessary as many of the planes that are currently coming in

and out of ABY are nearing the end of their lifespan and more modern planes will be taking their place. These new airplanes require additional infrastructure to operate at their fullest capacity. Finally, inquiries for expansion from airport-related businesses show a need for expanded infrastructure and services at ABY.

As part of the expansion, the master planning team is currently developing potential alternatives to potentially extend the runway to 10,000' in length to accommodate future development or wide-bodied cargo aircraft. The extended runway would potentially require additional off airport right of way required, as well as some minor modifications to the roadway network outside of the airport boundary. The minor modifications could include the realignment of Oakhaven Drive on the west side of the airport, as well as minor curb cuts along roadways to support airport operations. As noted earlier, these plans are in a very preliminary state and would not likely be constructed in the short term and would be completed in phases upon moving forward.

## 12.5 Implications for MTP Improvements

This section provides freight-oriented project recommendations that align with state and federal goals discussed in ***4.1***. The goals and objectives listed below reflect the goals and requirements established by the GA 2050 SWTP/2015 SSTP and Bipartisan Infrastructure Law (BIL)

- ***Goal***: Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
    - ***Objective***: Maximize efficient mobility.
    - ***Objective***: Minimize delays due to congestion.
- ***Goal***: Provide a multi-modal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.
    - ***Objective***: Maximize efficient mobility for freight movement.
    - ***Objective***: Provide a safe, interconnected, multi-modal network.

A project prioritization tool was used to help select freight projects based on performance measures that reflect the DARTS 2050 goals and objectives, which themselves are aligned with state and federal goals.

This chapter has described the various elements of the DARTS region's local freight network including national and statewide highways, railroads, national defense networks, and air cargo facilities. Also discussed is the performance of the local roadway network for facilitating freight movement, and the facilities which drive local freight and intermodal activity. The following key analyses were made in this chapter:

- The DARTS region is not part of the National Highway Freight Network, though it is connected to the Georgia Statewide Freight Network via US 82 and SR 133. The region is served by two Short Line railroads and a Class I railroad, Norfolk Southern. It also has

connections to the STAHNET and STRACNET national defense networks due to the presence of the Marine Corps Logistics Base.
- US 19/US 82/Liberty Expressway in Albany and US 82 in Lee County are the most critical highways for interregional freight movement.
- SR 133, SR 300, SR 62, and SR 91 in Dougherty County, and SR 32 in Lee County are very significant for interregional truck movements. The Liberty Expressway has numerous hotspots of high truck volumes as compared to other vehicles.
- Industrial freight generators are dispersed throughout Albany, especially around ABY airport, the Marine Corps Logistics Base, and the US 19/US 82 interchange in north Albany.
- Southwest Georgia Regional Airport (ABY) hosts a significant volume of air cargo operations which are managed primarily by UPS, with e-commerce being the greatest driver of activity. There are plans to double cargo apron space at ABY.

To align with the goals of improving connectivity, minimizing congestion and achieving efficient freight mobility, the DARTS 2050 MTP Update includes several strategic projects aimed at addressing the region's freight and multi-modal needs. For a detailed discussion on specific performance measures and their anticipated impacts on freight performance, refer to ***15.4.3*** and ***Appendix B***: DARTS MPO System Performance Report Update.

The following relevant projects were identified using the aforementioned project prioritization tool:

- Widen Liberty Expressway From North Slappey Boulevard to Clark Avenue
- Oglethorpe Boulevard at Flint River bridge replacement in downtown Albany
- Widen Liberty Expressway from Dawson Road to North Slappey Boulevard; widen/reconfigure Dawson Rd ramps
- SR133 from north of County Line Rd to north of Holly Drive
- Liberty Expressway at Nottingham Way Interchange EB Ramp: Additional eastbound lane through the intersection at Nottingham Way at North Westover Boulevard and extending the ramp and merge onto expressway.
- Southbound ramp from Liberty Expressway to North Jefferson Street at Frontage Road and to Philema Road: Additional off ramp lane to minimize backup on to expressway with dual left turns at intersection with North Jefferson Street.
- Widen Jefferson Davis Memorial Highway from four to six lanes between Liberty Expressway and Fussell Road, potential access management
- Add grade separation and ramps on US 19/SR 3 at Holly Drive
- Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Drive to SR 32 east of Lovers Lane Road

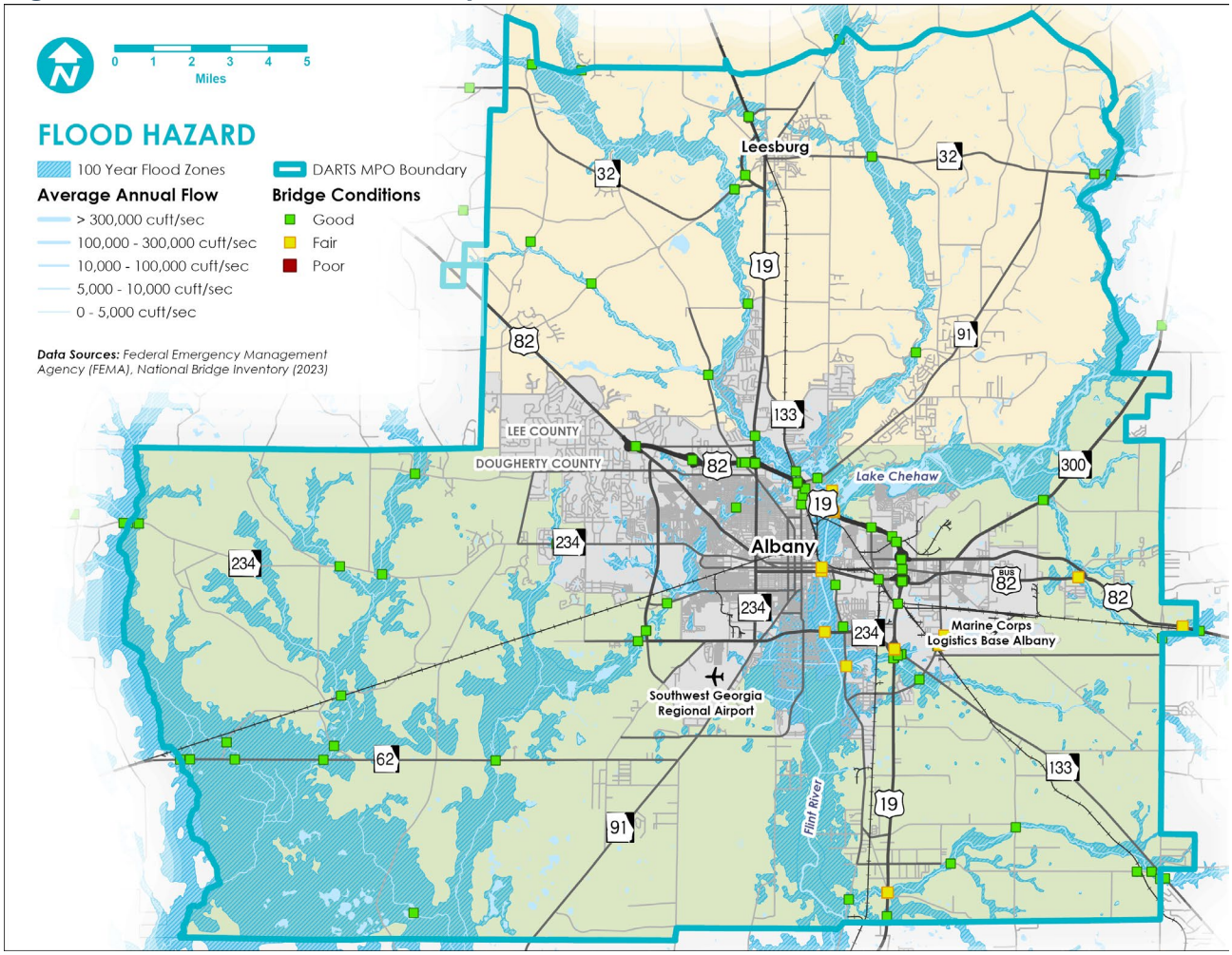
# 13 Resilience

Resilience planning is the process of preparing for, responding to, and recovering from adverse events such as natural disasters, economic disruptions, and other emergencies. The goal is to enhance the ability of communities, systems, and organizations to withstand and adapt to shocks and stresses, ensuring they can maintain functionality and recover quickly. To this end, it is important to understand and track risks in the DARTS Planning area, particularly those related to climate since underserved communities are disproportionately affected due to underfunding and often reduced accessibility to crucial emergency resources.

## 13.1 Inventory of Flood Zones

Flood zones, which are areas that are at risk of flooding based on factors such as historical data, topography, and climate patterns, are mapped in ***Figure 13-1***.

**Figure 13-1: DARTS Area Flood Map**




*Source: Federal Emergency Management Agency (FEMA), National Bridge Inventory (2023)*

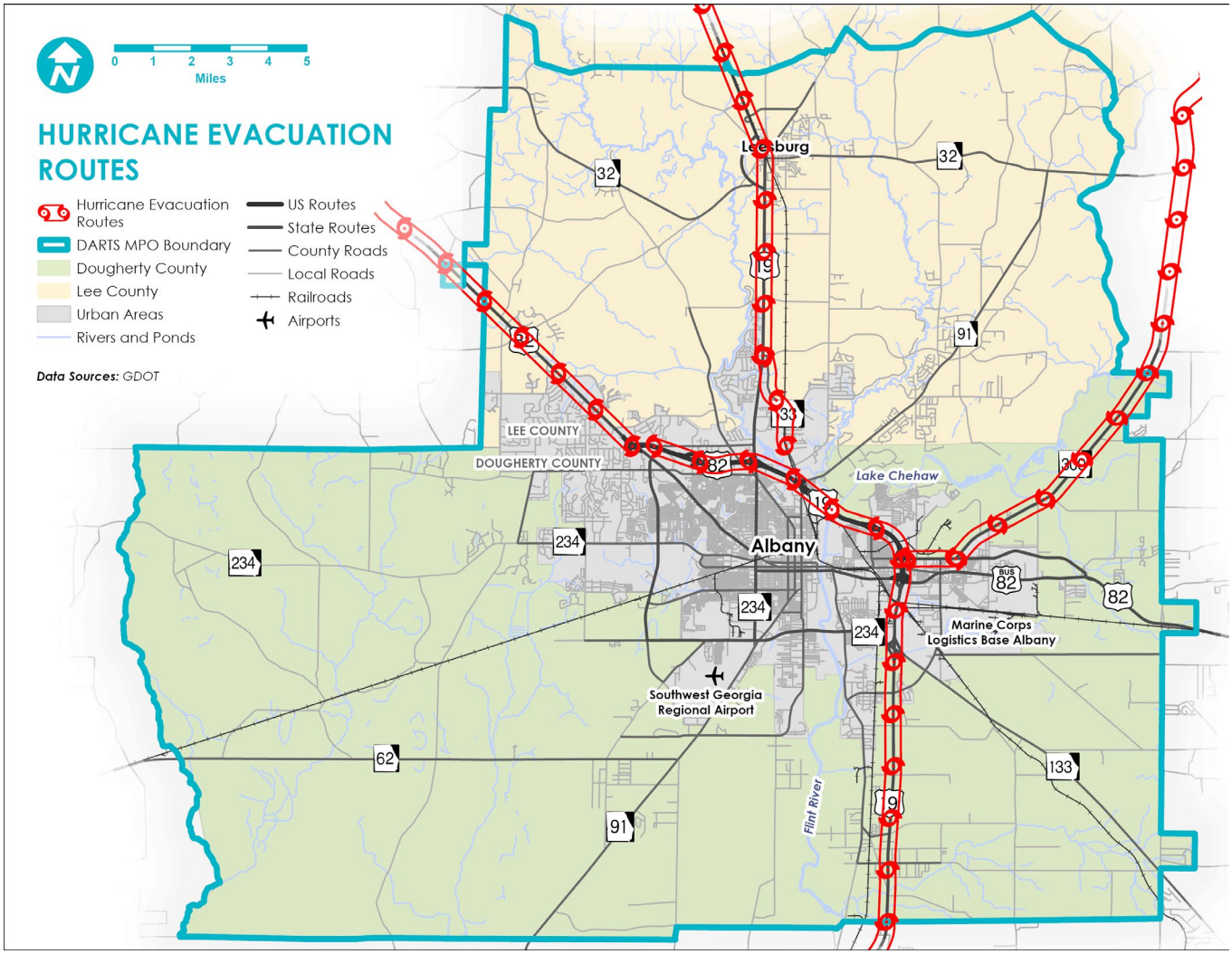
Due to the many rivers and lakes, much of the DARTS area is at risk of flooding. The Flint River is a particularly serious risk to Albany considering its proximity to major employers such as Coats & Clark as well other social and economic drivers, including Albany State University and the Southwest Georgia Regional Airport. In addition, the areas around the Flint River have been identified as 100-year flood zones, which means there is a 1% chance every year that flooding as depicted on the FEMA map will occur.

This is especially concerning when considering that in most of the DARTS area, 20 percent or more of the population is at or below 200 percent of the federal poverty line (see ***Figure 6-7***) with some areas seeing 45 percent or higher, including as high as 70 percent, of the population at this level. In addition, large swaths of the DARTS area are considered to be disadvantaged communities (see ***Figure 6-6***), which are defined by the federal government as communities that have been "marginalized by underinvestment and overburdened by pollution". This means that many households are in a situation where there is little money and reduced or no access to emergency resources, making a flood event potentially catastrophic. Another concern is that most of the bridges in the DARTS area rated as "fair" are located in Albany along the Flint River, so are at increased risk of critical damage or even total collapse if serious flooding were to occur.

## 13.2 Evacuation Routes

***Figure*** 13-2 below depicts the hurricane evacuation routes in the DARTS area. There are four routes leading out of the DARTS region that have been designated as evacuation routes: US 82 through Albany traveling northwest, US 19 through Albany and Leesburg traveling north, SR 300 through Albany traveling northeast, and US 19 through Albany traveling south. Because of their status as designated hurricane evacuation routes, it is imperative that these routes and assets along these routes function sufficiently and efficiently to serve the area's population during a potential disaster. Potential improvements and maintenance projects that help these routes serve as relief corridors during a disaster should be considered and elevated during the project evaluation process and during any future planning efforts.

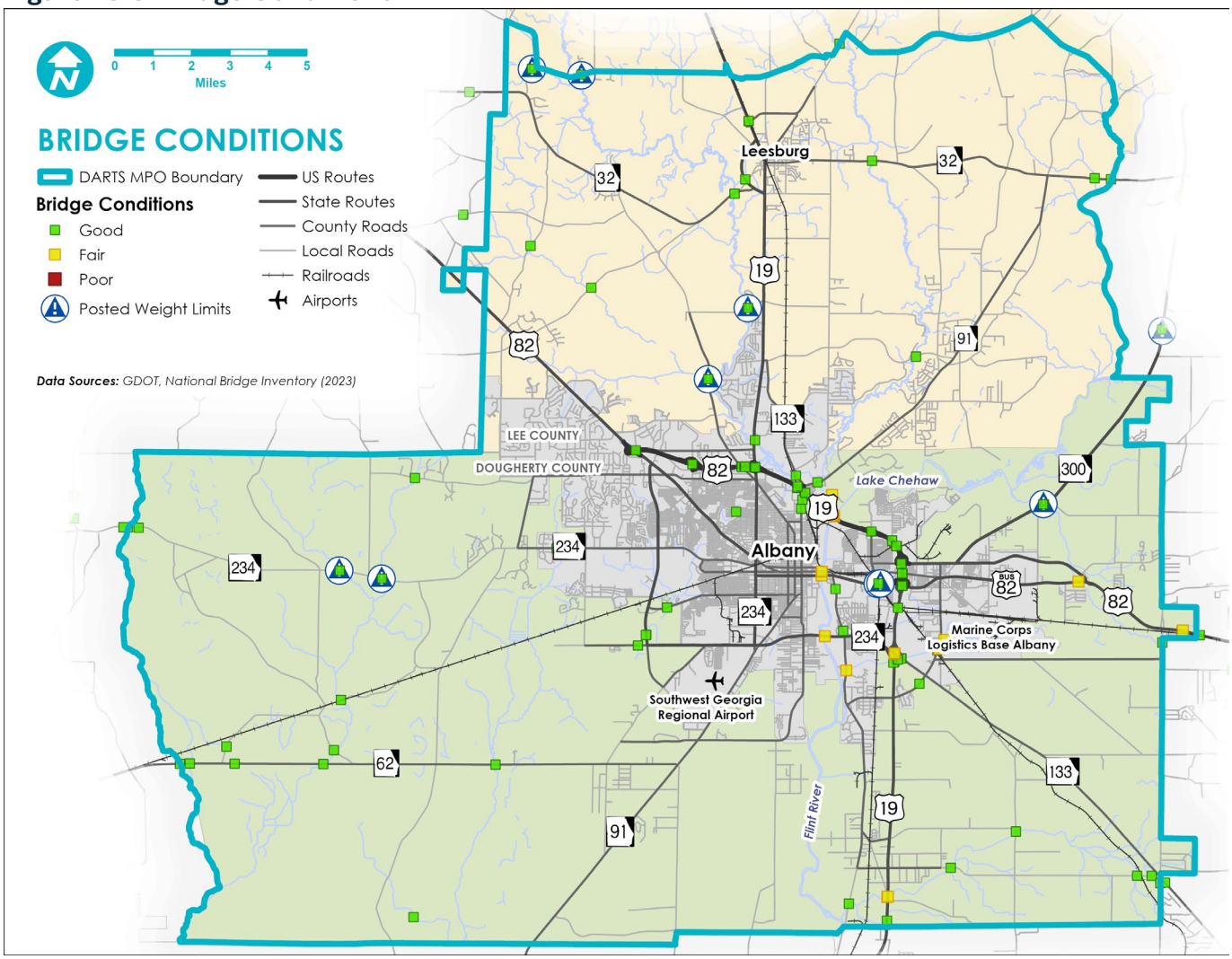
**Figure 13-2: Hurricane Evacuation Routes**




## 13.3 Bridge Conditions

Data identifying bridge conditions in the region in shown in ***Figure 13-3*** based on data collected from National Bridge Inventory (NBI) Bridges are rated as good, fair, or poor by the NBI based on the state of their components, including deck, superstructure, substructure, channel, or culvert. This allows jurisdictions to assess the overall condition of a bridge for maintenance, repair, or replacement considerations. The majority of bridges in the DARTS region are rated as good, while some bridges (mostly in and around Albany) are rated as fair, most of which are at an increased risk of damage or collapse during a major flood event due to being on the Flint River (see ***Figure 13-1*** for flood zone map). There are no bridges in the area rated as poor.

**Figure 13-3: Bridge Conditions**




*Source: National Bridge Inventory*

The following bridges are rated "fair":

- The Liberty Expressway over the Flint River
- Georgia Power Road going from the mainland over to the Flint River Hydroelectric Plant
- Broad Avenue over the Flint River
- Oglethorpe Boulevard over the Flint River
- Radium Springs Road over a distributary of the Flint River
- US 19 over a distributary of the Flint River
- Moultrie Road over Liberty Expressway
- Shaw Road over waterways within the Marine Corps Logistics Base
- Between Rankin Street and Shaw Road over waterways within the Marine Corps Logistics Base

## 13.4 Resilience Needs

This section provides project recommendations that align with state and federal goals for transit-oriented projects that were assessed and prioritized using performance measures that reflect the following DARTS 2050 goals and objectives:

- ***Goal***: Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.
    - ***Objective***: Minimize adverse impacts to environmental, historic, cultural, and community resources.
    - ***Objective***: Minimize environmental asset destruction through facility design.
- ***Goal***: Maintain an efficient transportation system within Dougherty and South Lee Counties for residents and businesses.
    - Maintain acceptable bridge ratings.

As discussed in ***Section 4.1***, these goals and objectives are aligned with the State of Georgia's goals established by the GA 2050 SWTP/2015 SSTP and federal goals and requirements established by the Bipartisan Infrastructure Law (BIL).

The following are the key analyses made in this chapter:

- Much of Albany is in a 100-year flood zone so is at annual risk of major flooding events
- Major attractors such as ASU that are located right on the Flint River are particularly vulnerable to flooding events.
- There are many disadvantaged communities in the DARTS region, making a major flood event financially catastrophic for many households.
- Improvement and repair of hurricane evacuation corridors are a priority.
- Most bridges are rated as "good" with a few rated as "fair" and none as "poor".
- Bridges along the river, particularly those rated as "fair" are at greater risk of damage or collapse during flooding events.

The following are recommended improvements to the transit system that might be the most helpful for reaching the established goals:

- Leesburg SR 32 Realignment: Realign SR 32 south of 4th Street to connect to US 19 opposite Callaway Street across railroad
- Widen Jefferson Davis Memorial Highway from four lanes to six lanes between Liberty Expressway and Fussell Road, potential access management
- Widen Liberty Expressway from North Slappey Boulevard to Clark Ave
- Safety Improvements - Intersection of Jefferson Davis Memorial Highway at North Doublegate Drive /Oakland Parkway
- Safety Improvements - Intersection of North Westover Boulevard at Nottingham Way
- Add grade separation and ramps on US 19 at Holly Drive

- Liberty Bypass at Nottingham Way Interchange eastbound ramp: Additional eastbound lane through the intersection at Nottingham Way at North Westover Boulevard and extending the ramp and merge onto expressway.
- Widen and Realign Intersection of Sands Drive at Radium Springs Road
- Westover Boulevard from Albany Mall to North of Ledo Road
- SR 91 at SR 133; INC SR 3 ramps - Lighting
- US 19 at Nelms Road – VRU
- SR 133 at Cedric Street

In addition to these, there are project recommendations that contribute to the State of Good repair for highways and bridges. Refer to ***15.4.2*** and ***Table 15-7*** for details.

## 13.5 Recommended Environmental Mitigation Policies and Strategies

In addition to the resilience projects identified in the previous section, it is crucial to address environmental concerns in the DARTS area to create a sustainable and resilient transportation system. As these recommendations are considered, remember that a comprehensive approach involves collaboration among policymakers, transportation agencies, industry stakeholders, and the public. The following recommendations provide environmental policies and strategies that will provide DARTS with implementable actions to move the transportation system towards a cleaner more resilient network.

- It was identified as part of this study that the GDOT NEVI plan has identified the US 82 corridor as route that will have electric vehicle charging stations to ensure connectivity for electric vehicle users. It is recommended that DARTS further study and identify potential additional locations in the DARTS region to provide continuity for electric vehicle users. This also provides an environmental benefit as it encourages network users to consider vehicles that utilize alternative fuels and thus provide a more carbon neutral environment helping the DARTS region remain in an air quality attainment status.
- In section 11.3, a brief review and analysis was conducted during this study to review potential corridors where complete streets could be implemented. It is recommended that a more thorough study be conducted to identify and potentially implement complete streets projects in the DARTS region. The implementation of potential complete street opportunities provides an additional environmental benefit to create walkable streets and provide transit-oriented development opportunities as well as reducing emissions in those areas. These implementations would also help the DARTS region reduce air quality concerns and keep the DARTS region in air quality attainment.
- It is recommended that DARTS work closely with Albany Transit to electrify its fleet. Currently, there are many opportunities available to acquire funding for electric transit

vehicles. Other cities in the state have successfully applied for and have been awarded funding to begin moving towards upgrading their fleets. An upgraded transit fleet would also contribute positively to the environment by reducing emissions in the DARTS region.

- It is recommended that local governments ensure that new project design standards are climate resilient. With recent extreme weather events, and an ever-changing climate, building infrastructure that will withstand these events is critical to maintaining quality of life, a resilient transportation network, and keeping the shipping of goods and materials flowing in times of disruption. In addition, utilizing clean low-carbon materials in the construction of future projects will provide additional environmental benefits to the region.
- Develop a campaign to educate the public about the environmental impacts of transportation choice. Helping transportation users understand how their choices impact the environment will help them make more conscious choices as they prepare to travel. This could encourage increased use of active transportation and transit choices, thus reducing environmental impacts.
- Develop Ridesharing and Carpooling Initiatives. Providing a program to provide ridesharing and carpooling opportunities will again reduce the number of vehicles on the roadway, thus reducing emissions in the region. As with several of the above recommendations, this will help the region stay with air quality attainment requirements providing an environmental benefit.
- Ensure that appropriate local storm water management policies are in place. Having these policies in place will help communities retain water and mitigate runoff. Impervious surface studies could also help communities understand where runoff is happening and address potential environmental issues. In addition, it is recommended and encouraged that local government explore innovative techniques to reduce damage to infrastructure during flooding.

# 14Revenues and Potential Funding Sources

In order to develop a financially feasible work program, the costs of potential projects must be matched with viable funding sources from federal, state, and local programs. This assessment includes revenue projections for the projects and estimates for maintenance.

## 14.1 Federal Funding Sources

There are various federal transportation funding programs authorized by the Bipartisan Infrastructure Law (BIL) which allow MPOs to use federal funds to invest in highway facilities and programs, totaling $350 billion in investment. The BIL also provides capital assistance, planning, and operating assistance for public transportation, with $108 billion allocated for public transportation nationwide. BIL funding programs focus on safety, resilience, carbon reduction, electric vehicle charging infrastructure, bridges, and reconnecting communities. Several of these funding opportunities are allocated through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

### 14.1.1 FHWA and FTA Formula Funding Programs

Formula funding is when funds are allocated by the federal government to state or tribal agencies, which in turn have the authority to reallocate or award these funds to eligible groups and uses.[8]

The following are formula funding opportunities provided by the FHWA which are critical to addressing the needs of the DARTS region:

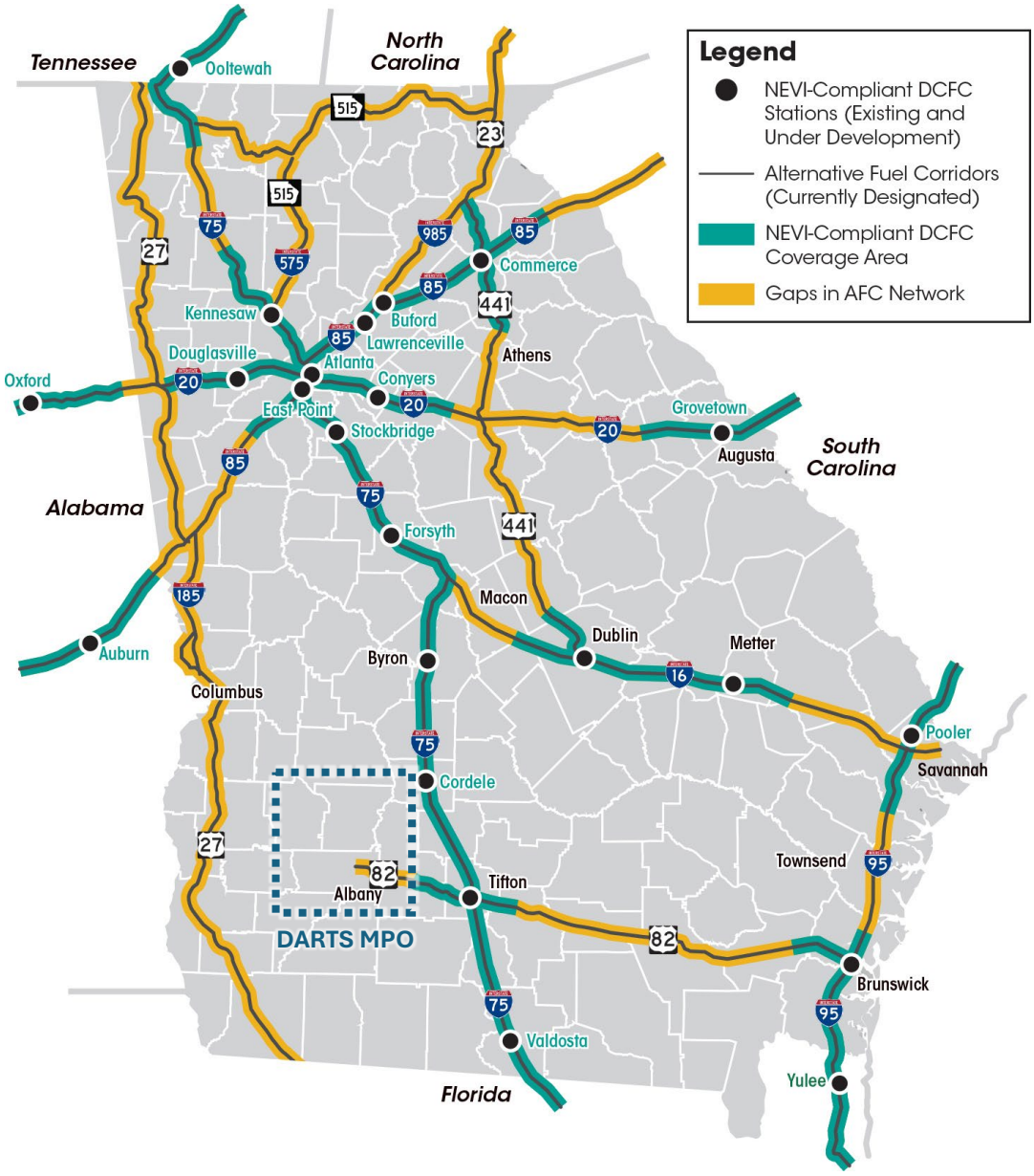
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program**: This program is intended to increase the resilience of the nation's transportation system. Through FY 2026, PROTECT will provide $7.3 billion in formula funding to states and $1.4 billion in competitive grants to eligible entities. This includes funding for highways, transit, intercity passenger rail, evacuation routes, coastal resilience, and efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. Federal shares of funding are higher if the eligible agency develops a resilience plan and the MPO incorporates the project into its long-range transportation plan.
- **National Electric Vehicle Infrastructure Formula Program (NEVI)**: This initiative seeks to deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Eligibility for these funds is contingent on GDOT's plan submission outlining fund allocation and the designation of alternative fuel corridors (see Figure 14-1 below).
- **National Highway Freight Program**: This allocates funds to state DOTs with the purpose of enhancing the efficiency of freight movement on the National Highway Freight Network (NHFN). This new iteration of the program allows states to use up to 30 percent of funds on intermodal freight or rail projects, where previously this was only ten percent. The program aims to improve

[8] Formula Funding - Energy Communities

state of good repair, make freight movement more reliable and cost-effective, strengthen economic competitiveness, and reduce congestion.

- **Highway Safety Improvement Program (HSIP)**: Consists of the Strategic Highway Safety Plan (SHSP), State HSIP, and the Railway-Highway Crossing Program. It is aligned with the principles and core elements of the Safe System approach, using a strategic and data-driven methodology to improve highway safety and performance in order to achieve a significant reduction in traffic fatalities and serious injuries.
    - **Railway Highway Crossing Program**: Has an annual set-aside of $245 million from the HSIP, with the purpose of the elimination of hazards at public railway-highway crossings.

**Figure 14-1: Georgia Alternative Fuel Corridors**




*Source: GDOT (https://nevi-gdot.hub.arcgis.com/), Retrieved on September 18, 2024*

Additionally, there are certain federal highway-aid programs which provide flexible funding for specific eligible transit activities identified in legislation, allowing these funds to be "flexed" to the FTA for administration. The following are programs with flexible funding for both transit and highway improvements:

- **Congestion Mitigation and Air Quality Program (CMAQ):** Provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards. Since 1991, the program has been a key mechanism for supporting investments that encourage alternatives to driving alone, improving traffic flow, and helping urban areas meet air quality goals, providing $22.7 billion in funding for over 16,000 projects. It determines project eligibility for shared micromobility, diesel replacements, zero emissions vehicles, and rehabilitation of lock and dam or marine corridors.
- **National Highway Performance Program (NHPP):** provides support for highway construction and construction of new facilities on the NHS in accordance with the performance targets established by states' asset management plans.
- **Surface Transportation Block Grant (STBG) Program**: Previously called the Surface Transportation Program (STP) under the FAST Act, this program offers flexible funding for addressing highway, bridge and tunnel conditions, bicycle and pedestrian infrastructure, and transit capital projects.
    - **Transportation Alternatives (TA)**: A $245 million set-aside from the STBG Program that generally deals with smaller-scale projects. These include bicycle-pedestrian facilities, safe routes to school, stormwater mitigation, construction of overlooks and viewing areas, vulnerable road user safety assessments, and historic preservation.
- **Metropolitan Planning Program (MPP)**: Formerly known as Metropolitan Planning (PL) funds, this is a joint FTA/FHWA program which has a set-aside for Complete Streets, which focuses on increasing safe and accessible transportation options. It also requires states and MPOs to carry out travel demand forecasting to develop best practices or guidelines. These funds are only eligible for planning activities.

### 14.1.2 Discretionary Programs

Additionally, the BIL retained existing discretionary grant programs and introduced new ones, offering further opportunities for federal funding.

Unlike non-discretionary grants – which include formula, block, and categorical grants – discretionary grants are awarded to eligible applicants through a competitive selection process that selects based on evaluation criteria and departmental or program priorities.[9]

- **Strengthening Mobility and Revolutionizing Transportation Program (SMART):** A new discretionary grant program established by BIL which helps government agencies conduct demonstration projects for smart community technologies and systems that enhance transportation safety and efficiency. With $100 million apportioned annually through FY 2026, the SMART program is divided into two stages – Stage 1 grants are up to $2 million and should be implemented within 18 months, and Stage 2 grants are made available to Stage 1 recipients wishing to expand their projects with up to a $15 million award for the project to be completed within 36 months. Eligible project types include connected vehicle technology, delivery and logistics, sensors, system integration, coordinated automation, innovative aviation, smart grids, and signal technology.
- The **Active Transportation Infrastructure Investment Program (ATIIP)** is a new competitive federal grant program that was authorized by the Infrastructure Investment and Jobs Act (IIJA). ATIIP provides competitive grants for active transportation network projects that can enhance resiliency, improve connectivity with public transportation, and improve quality of life in disadvantaged or underserved communities. Funding can be acquired for either planning and design grants or construction grants which cost at least $100,000 and $15 million, respectively. In most cases, the Federal share of an eligible project's cost will not exceed 80 percent; however, if most Census tracts within the eligible project have a collective poverty rate of over 40 percent, the Federal share can potentially increase up to 100 percent of the total cost.[10]
- **Advanced Transportation Technology and Innovation (ATTAIN) Program**: Formerly known as the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program, ATTAIN supports the development of deployment sites for large scale installation and operation of advanced technology to improve safety, efficiency, and system performance within all MPOs. Technological infrastructure enhancements and improvements that can be supported through ATTAIN include advanced traveler information systems, performance data collection, truck parking information and management systems, and vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications. The federal share for projects funded through ATTAIN is 80 percent with a 20 percent local match.[11]
- **Safe Streets for All (SS4A)**: Makes $5 billion available for safety-related projects and initiatives aimed to reduce fatalities and serious injuries along roadways. The program

[9] Federal Funding and Financing: Grants | US Department of Transportation
[10] U.S. Department of Transportation (2024). Active Transportation Infrastructure Investment Program (ATIIP). https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip
[11] Federal Highway Administration (2022). Advanced Transportation Technologies and Innovation. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/attain.cfm

consists of two categories – Action plan grants to assist in the development or updating of Action Plans; and Implementation grants for funding the planning, design, and development of activities identified in Action Plans. Given that local governments within the DARTS MPO do not currently have a resolution committing to a safety reduction target, a partner local government will need to sponsor the development of a plan first before becoming eligible to receive implementation funding through SS4A.[12] During the FY23 SS4A grant cycle, both the City of Albany and the City of Leesburg received planning and demonstration grants to develop their own safety action plans; however, these do not cover all of Dougherty or Lee Counties.[13]

- **Reconnecting Communities Pilot (RCP) Grant Program**: A new discretionary grant program through the BIL that has $1 billion in funding through FY 2026. The RCP program is intended to help communities overcome transportation barriers created by highways or rail lines which lead to barriers in community connectivity, mobility, and access over time. Types of projects that can be funded through RCP funds include, but are not limited to, public transportation, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns, complete streets conversions, and main street revitalization. Local governments and MPOs are eligible to apply, and there are two types of RCP grants – community planning grants and capital construction grants. Planning grants are used to study and engage the public in the removal or mitigation of an existing facility to restore connectivity. Construction grants are used to design and construct the projects that result from the planning exercise. Planning grants are not to exceed $2 million while construction grants have a minimum of $5 million.[14]
- **Local and Regional Project Assistance Grants (Formerly RAISE)**: Provides grants for multi-modal, multi-jurisdictional projects, which can include trails. The eligibility requirements for funding are quite flexible, allowing for a host of entities and projects, including those that may normally have more difficulty in obtaining funding. Eligible recipients include state DOTs, local governments, special purpose districts with a transportation function, and multi-jurisdictional organizations. These grants are awarded based on a set of criteria including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership, and innovation. The Bipartisan Infrastructure Act (BIL) earmarks expanded funding to the amount of $15 billion over five years. Projects falling within the range of $5 million to a maximum of $25 million are eligible.
- **Nationally Significant Multi-modal Freight and Highway Projects (Formerly INFRA):** Awards competitive grants for multi-modal freight projects of national or regional significance with the objective of enhancing the safety, efficiency, and reliability of freight and passenger movement across rural and urban. The program gives priority to projects that aim to eliminate freight bottlenecks and enhance critical freight movements. 90% of grants are reserved for projects within the large project cost threshold (anticipated costs of $100 million or greater), qualifying it

[12] U.S. Department of Transportation (2024). Safe Streets and Roads for All (SS4A) Grant Program. https://www.transportation.gov/grants/SS4A
[13] U.S. Department of Transportation (2024). 2023 SS4A Awards. https://www.transportation.gov/grants/ss4a/2023-awards
[14] U.S. Department of Transportation (2024). Reconnecting Communities and Neighborhoods Grant Program. https://www.transportation.gov/grants/rcnprogram

for a grant of at least $25 million. The remaining 10% of are reserved for small projects (less than $100 million) where the grant amount is to be least $5 million.

- **Bridge Investment Program**: In addition to the Bridge Formula Program from previous federal transportation authorization legislation, there is a new Bridge Investment Program through the BIL that provides funding to projects which improve bridge and culvert condition, safety, efficiency, and reliability for existing bridges. This program consists of $12.5 billion in funding through fiscal year 2026 towards replacement, rehabilitating, and preservation of bridges on the National Bridge Inventory (NBI). Grants under this program are available for bridges with a total project cost of up to $100 million with a minimum grant award for $2.5 million and a maximum grant award of 80 percent of total eligible project costs.
- **Charging and Fuel Infrastructure (CFI) Grant Program**: Provides funding to deploy alternative fuel infrastructure that can be accessed by the public, including electric vehicle charging stations. The program focuses on both corridor charging along designated alternative fuel corridors and community charging in places such as parking facilities, schools, and parks. There is approximately $2.5 billion in funding through fiscal year 2026. MPOs are among eligible grant recipients, and the federal cost share is up to 80 percent with a 20 percent local match.[15]
- **National Infrastructure Project Assistance or "Megaprojects"**: This program, sometimes referred to as the "Megaprojects program" or MEGA, offers grants to support multijurisdictional surface projects of regional and national significance that cut across multiple transportation modes. These grants assist communities in completing large-scale projects which generate national and regional economic and safety benefits and that would otherwise be challenging to accomplish independently. Eligible projects include highway or bridge projects carried out on the National Multi-modal Freight Network (NMFN), National Highway Freight Network (NHFN), and the National Highway System (NHS). Other eligible projects include a freight intermodal or rail project that provides a public benefit as well as intercity passenger rail and grade separation projects. There is $5 billion allocated to the program.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) - Discretionary**: This discretionary program, akin to the formula counterpart, is aimed at funding projects that promote system resilience. It awarded both planning grants and Competitive Resilience Improvement Grants. As previously mentioned, $1.4 billion of PROTECT's funding will go toward these competitive grants.
- **National Electric Vehicle (EV) Formula Program - Discretionary**: Under the BIL, a portion of this program's funding (ten percent for each FY 22-26) is designated for discretionary grants to state and local governments requiring additional assistance to strategically deploy EV charging infrastructure.
- **Charging and Fueling Infrastructure (CFI) Program**: This discretionary initiative aims to deploy EV charging and alternative fueling infrastructure along designated alternative fuel corridors, in communities, or in public locations such as parks, schools, and public parking facilities. To utilize this program, corridors must first be designated as alternative fuels corridors, and a process for redesignating these corridors must be in place. Eligible projects

[15] U.S. Department of Transportation (2024). Charging and Fueling Infrastructure Grant Program. https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program

include the acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure, operating assistance for the first five years post-installation, and the acquisition and installation of traffic control devices. There is approximately $2.5 billion in funding through fiscal year 2026. MPOs are among eligible grant recipients, and the federal cost share is up to 80 percent with a 20 percent local match.

- **Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants**: Administered by the Federal Railway Administration (FRA), this program funds projects which improve safety, efficiency, and reliability of passenger and freight rail between cities. Eligible projects span a wide spectrum, including improvements in railroad technology, at-grade crossings, regional rail and corridor service deployment plans, and environmental analysis. Eligible recipients include state and local governments, transit agencies, Class II and III railroads, and Amtrak.[16]
- **Railway Crossing Elimination (RCE) Grant**: Also administered by the FRA, this provides funding for highway-rail or pathway-rail grade crossing projects that focus on the safety and mobility of people and goods. Local governments and MPOs are both eligible to receive funding through this discretionary grant program. Examples of eligible projects include grade separation, track relocation, installation of protective devices, signals, or signage, and other safety improvements near railroad crossings.[17]
- **High Priority Commercial Motor Vehicle Grants (HP-CMV)**: Administered by the Federal Motor Carrier Safety Association (FMCSA), this program provides federal assistance to enhance Commercial Vehicle Safety Plan (CVSP) activities and improve commercial motor vehicle (CMV) safety. State and local governments are eligible recipients for the following activities:
  - Supporting participation in performance and registration information systems management
  - Conducting safety data improvement projects
  - Increasing public awareness and education on CMV safety
  - Targeting unsafe driving of CMV and non-CMV in areas identified as high-risk crash corridors
  - Improving the safe and secure movement of hazardous materials
  - Improving safe transportation of goods and persons in foreign commerce
  - Demonstrating new technologies to improve CMV safety
  - Improving CMV safety and compliance with CMV safety regulations

Local governments are among eligible recipients for this program, and there is approximately $86 million available for this program through FY 2026. There was no matching requirement for FY 2024 awards for High Priority Grants.[18]

[16] Federal Railroad Administration (2024). Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program
[17] U.S. Department of Transportation (2023). Railroad Crossing Elimination (RCE) Grant Program. https://www.transportation.gov/rural/grant-toolkit/railroad-crossing-elimination-rce-grant-program
[18] U.S. Department of Transportation (2024). High Priority Commercial Motor Vehicle (HP-CMV) Program. https://www.transportation.gov/rural/grant-toolkit/high-priority-commercial-motor-vehicle-hp-cmv-program

## 14.2 State Funding Sources

Federal level grants and programs are not the only potential source of funding for projects in the DARTS region. The state of Geogia also features numerous opportunities for DARTS to pursue funding for transportation infrastructure projects. Potential state revenue sources, competitive GDOT funding programs, and relevant polices are listed below.

- **Transportation Investment Act of 2010 (TIA):** Allows its economic regions to impose a one percent sales tax to fund multi-modal transportation projects.
- **Transportation Funding Act (HB 170) Funds**: This program represents a cornerstone of state funding, supporting a wide array of initiatives aimed at repairing, enhancing, and expanding Georgia's transportation network. These funds can be harnessed for both routine maintenance and capital improvement projects.
- **Quick Response Projects**: Designed for efficiency and cost-effectiveness, the Quick Response Projects program targets lower-cost operational endeavors that can be executed rapidly, typically within one year, and with budgets under $200,000. These projects encompass critical tasks such as restriping, intersection improvements, and the addition or extension of turn lanes.
- **Local Maintenance & Improvement Grant (LMIG)**: The LMIG program operates on an allocation model based on the total centerline road miles within each local road system and the population of counties or cities in comparison to statewide figures. This approach ensures equitable distribution of resources. Eligible projects for LMIG funding are diverse, encompassing preliminary engineering, construction supervision and inspection, utility adjustments or replacement, roadway maintenance and resurfacing, grading, drainage, base and paving of existing or new roads, storm drainpipe or culvert replacement, intersection improvements, turn lanes, bridge repair or replacement, sidewalk construction within the right of way, roadway signage, striping, guardrail installation, and signal installation or improvement.
- **Georgia Transportation Infrastructure Bank (GTIB)**: Administered by the State Road and Tollway Authority (SRTA), GTIB presents an opportunity for grant and loan funding for projects with budgets of up to $10 million, which provides grants and low interest loans for state, local, and regional entities for transportation infrastructure improvements. When pursuing GTIB support, key considerations include demonstrating economic development potential, project readiness, and feasibility. Over the fiscal year of 2023, GTIB awarded $3.36 million in grant amounts and $13.9 million in loan amounts, with an investment amount of $199 million since 2010 assisting in producing projects that total over $1.1 billion.[19]
- **GDOT Freight Operations Program**: Tailored to address freight-specific operational challenges, the GDOT Freight Operations Program is responsive to the needs of communities grappling with issues related to truck and freight rail activity. The program targets solutions such as improving turn lanes and enhancing signal timing at key intersections along freight-heavy routes. The program offers awards of up to $2 million.

[19] https://srta.ga.gov/wp-content/uploads/2024/01/GTIB-FY-23-Annual-Report_web.pdf

## 14.3 Local Funding Sources

Local funds come from several different sources, including sales and property taxes, vehicle fees, general revenues, and are put toward matching requirements for federal grants. Both Dougherty and Lee Counties have recently passed sales tax initiatives dedicated to transportation. In November 2018, Lee County also passed a TSPLOST, with the one-cent sales tax expected to generate about $19 million. The county plans to focus on maintaining the county road network, which consists of about 200 miles of paved roads and 200 miles of unpaved roads. In Spring 2019, Dougherty County and the City of Albany, along with neighboring Worth County, passed a TSPLOST with the one cent sales tax expected to generate approximately $80 million over the next five years for Dougherty County and the City of Albany. These additional funds are targeted for road construction, paving/maintenance, and bridge improvements.

The Albany and Dougherty County Comprehensive Plan highlights specific initiatives that can help expand the regional economy. Concerning industrial development, the most relevant are:

- **Albany Urban Redevelopment Plan (URP) & Opportunity Zone**: This is an effort taken to revitalize the aging commercial downtown corridor. An Urban Redevelopment/Opportunity Zone is delineated where new businesses and industry qualify for a maximum job tax credit of $3500 per job created, with a minimum requirement of two jobs created. The Opportunity Zone includes the commercial corridors of Broad Avenue and Roosevelt Avenue in downtown Albany, as well as some of the housing north of these corridors.
- **Albany Historically Underutilized Business (HUB) Program**: Enacted into law as part of the Small Business Reauthorization Act of 1997. The program falls under the auspices of the U.S. Small Business Administration. The program encourages economic development in historically underutilized business zones by establishing preferences. Albany's HUBZone program was developed to promote economic development and employment growth in distressed areas by providing access to more federal contracting opportunities.
- **Military Zone Job Tax Credit Program:** This initiative provides for Census tracts that are located adjacent to a military base and have pervasive poverty of at least a 15 percent poverty rate, as reflected in the most recent decennial Census, to receive the highest benefit level allowed under the Job Tax Credit Program. It also provides credit to be available to any business of any nature.

## 14.4 Revenue Projections

### 14.4.1 GDOT

***Table 14-1*** provides the estimated federal and state funding allocation projections for the next 25 years for potential transportation improvements. This data was provided by GDOT for use in this project. As shown in the table the projected revenues per year range from $14 to $18 million per year and total approximately $418 million over the 25-year span.

**Table 14-1: Projected 2025-2050 Federal and State Funding Projections**

| | *Projects Estimate* | *Maintenance Estimate* | *Total Estimate* |
|---|---|---|---|
| 2025 | $12,565,766 | $1,475,552 | ***$14,041,318*** |
| 2026 | $12,817,081 | $1,505,063 | ***$14,322,145*** |
| 2027 | $12,945,252 | $1,520,114 | ***$14,465,366*** |
| 2028 | $13,074,705 | $1,535,315 | ***$14,610,020*** |
| 2029 | $13,205,452 | $1,550,668 | ***$14,756,120*** |
| 2030 | $13,337,506 | $1,566,175 | ***$14,903,681*** |
| 2031 | $13,470,881 | $1,581,837 | ***$15,052,718*** |
| 2032 | $13,605,590 | $1,597,655 | ***$15,203,245*** |
| 2033 | $13,741,646 | $1,613,631 | ***$15,355,278*** |
| 2034 | $13,879,063 | $1,629,768 | ***$15,508,830*** |
| 2035 | $14,017,853 | $1,646,065 | ***$15,663,919*** |
| 2036 | $14,158,032 | $1,662,526 | ***$15,820,558*** |
| 2037 | $14,299,612 | $1,679,151 | ***$15,978,763*** |
| 2038 | $14,442,608 | $1,695,943 | ***$16,138,551*** |
| 2039 | $14,587,034 | $1,712,902 | ***$16,299,937*** |
| 2040 | $14,732,905 | $1,730,031 | ***$16,462,936*** |
| 2041 | $14,880,234 | $1,747,332 | ***$16,627,565*** |
| 2042 | $15,029,036 | $1,764,805 | ***$16,793,841*** |
| 2043 | $15,179,326 | $1,782,453 | ***$16,961,779*** |
| 2044 | $15,331,120 | $1,800,278 | ***$17,131,397*** |
| 2045 | $15,484,431 | $1,818,280 | ***$17,302,711*** |
| 2046 | $15,639,275 | $1,836,463 | ***$17,475,738*** |
| 2047 | $15,795,668 | $1,854,828 | ***$17,650,496*** |
| 2048 | $15,953,625 | $1,873,376 | ***$17,827,001*** |
| 2049 | $16,113,161 | $1,892,110 | ***$18,005,271*** |
| 2050 | $16,274,292 | $1,911,031 | ***$18,185,323*** |
| *Total* | ***$374,561,153*** | ***$43,983,352*** | ***$418,544,505*** |

**** Projection amounts are YOE $***
***(2% growth rate for each year of IIJA/BIL & 1% after 2026)***
*Note: Totals are escalated from 2024 dollars.*

For the development of the work program for the recommended projects within the fiscally constrained project list, only GDOT's Project Estimates have been utilized. It is assumed that maintenance estimates will be applied to other system maintenance projects — such as pavement resurfacing, drainage maintenance, signal maintenance, and bridge repairs — on the state-owned roadways within the MPO area based on discussions with the DARTS MPO.

## 14.4.2 SPLOST

The following tables provide an evaluation of potential funds available for transportation projects from the City of Albany and Dougherty County T-SPLOST Revenues. ***Table 14-2***, which was provided by the DARTS MPO, identified that T-SPLOST funds for the years 2019 to 2023 ranged from approximately $14 million in 2020 to $17.5 million dollars in 2023.

**Table 14-2: T-SPLOST Revenues from 2023-2024 for the City of Albany and Dougherty County**

| Year | Total |
|---|---|
| 2019-2020 | $13,803,664 |
| 2020-2021 | $16,240,456 |
| 2021-2022 | $17,000,813 |
| 2022-2023 | $17,526,847 |
| 2023-2024* (Partial year) | $13,651,796 |
| Total | $78,223,575 |

***Table 14-3*** displays project T-SPLOST revenues through 2050. These assume a 2% increase per year using the values provided by the historic T-SPLOST revenues in Table 14-2 to produce the project. The analysis identifies that projected annual revenues available through the expiration of the current T-SPLOST range from $17.9 million in 2025 to approximately $18.4 million in 2050 and total approximately $82 million dollars over through June 2029. The projections have been developed for planning purposes only and represent potential revenues that can be used as local funding for transportation improvement projects. While not guaranteed, it is possible that a new T-SPLOST could replace the expiring T-SPLOST, however this study does not make any assumptions past June of 2029.

**Table 14-3: Projected T-SPLOST Revenues for the City of Albany and Dougherty County**

| Projected T-SPLOST Revenues | |
|---|---|
| 2025 | ***$17,879,136*** |
| 2026 | ***$18,057,928*** |
| 2027 | ***$18,238,507*** |
| 2028 | ***$18,420,892*** |
| 2029 (thru June) | ***$18,605,101*** |
| *Total* | ***$81,899,013*** |
| *Note: Totals are escalated by 2% annually from 2024 dollars* | |

Based on discussions with the DARTS MPO, it has been assumed that T-SPLOST funds will be allocated for system maintenance and improvement projects on local roadways, including activities such as roadway resurfacing, bridge repairs, signal maintenance, and drainage maintenance. Local funding has only been applied to a select number of projects specifically identified by the MPO.

# 15 Project Identification and Prioritization

Project prioritization, a critical component of the MTP, involved a rigorous process considering goals, objectives, and system performance measures. Projects were selected based on their ability to address regional needs and contribute to desired system performance. This process included a detailed analysis of existing conditions, such as traffic volumes, crash rates, and infrastructure conditions, and Travel Demand Model (TDM) testing to forecast future travel patterns and assess potential impacts. Through this comprehensive approach, the plan aims to develop a transportation system that addresses immediate issues and future needs, supporting the region's long-term economic and social vitality.

## 15.1 Universe of Projects

The Universe of Projects is a list of potential improvements that address the needs identified throughout the planning process. This list comprises of projects that are already committed or have been identified from previous planning documents. This list has been complemented with additional project lists that have been identified through the MTP evaluation process. The identified process has been evaluated against the needs identified from MTP process including the existing conditions analysis, as well as the stakeholder and public outreach activities.

The MTP project list broadly is derived from the following project sources to ensure a comprehensive and informed approach:

- Projects that already have committed funding in the TIP and are in initial phases of implementation.
- Projects that are included in the 2045 MTP recommended lists but are not included in the TIP.
- Additional Projects identified from the 2050 MTP analysis and evaluation.
- Active Transportation projects have been adopted from a separately identified project list of DARTS Bicycle and Pedestrian Plan 2023.

### 15.1.1 Transportation Improvement Program (TIP)

The following projects in ***Table 15-1*** have already been included in the MPO's 2024-2027 TIP project list that are already committed. This includes the projects that have funding allocation at least partially for some phases of the project.

**Table 15-1: Projects with Committed Funding in TIP 2024-2027**

| PROJECT ID | PI # | PROJECT NAME |
|---|---|---|
| RC-D-22 | 0000473 | SR 133 FM N of CR 459/County Line Rd to N of CR 540/Holly Dr |
| RC-D-23 | 0000475 | SR 133 FM N of SR 112 to N of CR 459/County Line Road |
| RC-D-24 | 0010571 | Westover Blvd From Albany Mall to N of Ledo Rd |
| RC-D-25 | 0013562 | SR 520BU from SR 91 to CS 905/Thornton Drive |
| RC-D-26 | 0013992 | SR 520BU @ Flint River in Albany |
| OS-D-16 | 0017843 | SR 133; SR 234; SR 520 & SR 520 BU @ 13 LOCS |
| OS-D-17 | 0017451 | CS 1297/E Broad Ave @ GFR #723239K in Albany |
| OS-D-18 | 0017452 | CR 76/Honeysuckle Drive @ GFR #723228X |
| OS-D-19 | 0017453 | CR 466/Gravel Hill Rd @ GFR #723227R |
| OS-D-20 | 0019229 | Lily Pond Rd & Eight Mile Rd - Off-System Safety Improvements |
| OS-D-21 | 0008384 | Signal System Upgrade @ 16 LOCS - Phase IV |
| OS-D-22 | 0017396 | SR 3/SR 300/US 19 @ CR 39/Nelms Rd - VRU |
| OS-D-23 | 0018326 | SR 234 from CS 773/Cedar Ave to CS 664/W Whitney Ave - VRU |
| OS-D-24 | 0015475 | SR 133 @ CR 234/Lovers Lane Rd - Roundabout |
| OS-D-25 | 0018357 | Albany To Sasser Multi-Use Trail |
| II-L-10 | 0019707 | SR 133 @ CR 109/Cedric Street |

## 15.1.2 Previous MTP and Other Studies

The following list of projects in ***Table 15-2*** have been identified from the 2045 Metropolitan Transportation Plan that are found to be relevant based on the needs assessment conducted during the MTP planning process.

**Table 15-2: Projects Identified from 2045 MTP**

| PROJECT ID | PI # | PROJECT DESCRIPTION |
|---|---|---|
| RC-L-01 | N/A | 2 Lane Extension of Westover Rd from Fussell Rd to Oakland Rd |
| RC-L-02 | N/A | Kinchafoonee Creek Rd. - New 2 lane alignment from US 19/SR 3 to Old Leesburg Rd (SR 133) & Palmyra Rd to Creekside Dr |
| RC-D-05 | N/A | Southern Bypass - New 2 lane alignment from Oakhaven Dr to Liberty Expy (US 19/SR 3/SR 300)/Williamsburg Rd |
| RC-D-10 | N/A | Widen Ledo Rd from 2 to 4 lanes between Nottingham Way and N Slappey Blvd (US 19/SR 3) |
| RC-D-11 | N/A | Widen Liberty Expy (US 19/US 82/SR 3/SR 520) from N Slappey Blvd (US 19/SR 3) to Clark Ave (US 82/SR 520) |
| RC-D-12 | N/A | Widen Liberty Expy (US 82/SR 520) from Dawson Rd to N Slappey Blvd (US 19/SR 3); widen/reconfigure Dawson Rd ramps |
| RC-D-14 | N/A | Widen N Jefferson St (SR 91) from 2 to 4 lanes from Roosevelt Ave to 7th Ave |
| RC-D-15 | N/A | Widen Nottingham Way from 2 to 4 lanes between Whispering Pines Rd and N Westover Blvd |

| PROJECT ID | PI # | PROJECT DESCRIPTION |
|---|---|---|
| RC-D-16 | N/A | Widen Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Lovers Lane Rd |
| RC-D-17 | N/A | Widen Stuart Ave from 2 to 4 lanes between Barnesday Way and Whatley Ln |
| OS-D-02 | N/A | Safety Improvements - Intersection of Dawson Rd @ Stuart Ave |
| OS-L-03 | N/A | Safety Improvements - Intersection of Jefferson Davis Memorial Hwy (US 82/SR 520) @ N Doublegate Dr /Oakland Pkwy |
| OS-D-04 | N/A | Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ Gillionville Rd (SR 234) |
| OS-D-05 | N/A | Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) |
| OS-D-06 | N/A | Safety Improvements - Intersection of N Westover Blvd @ Nottingham Way |
| OS-D-07 | N/A | Safety Improvements - Intersection of W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) @ S. Jefferson St (SR 91) |
| OS-D-08 | 0008383 | Signal System Upgrade @ 12 CS locations - Phase III |
| OS-D-09 | 0008384 | Signal System Upgrade @ 16 locations - Phase IV |
| OS-D-10 | 0008385 | Signal System Upgrade @ 17 locations - Phase V |
| OS-D-11 | 0008386 | Signal System Upgrade @ 9 CS locations - Phase VI |
| OS-D-12 | N/A | Widen and channelize turn lanes on W Gordon Ave @ S Slappey Blvd (SR 234) with safety enhancements |
| OS-D-13 | 0431740 | Widen Slappey Blvd (SR 234/SR 520 BU) from Colquitt Ave N to Tift Ave; with access management |
| II-D-01 | N/A | 11th Ave @ N Jefferson St (SR 91) intersection improvement - minor widening and channelization |
| II-D-03 | N/A | Gillionville Rd (SR 234) @ S Westover Blvd - add westbound right turn and southbound left turn lanes |
| II-D-04 | N/A | Liberty Bypass @ Nottingham Way Interchange EB Ramp: Additional EB lane through the intersection at Nottingham Way @ N Westover Blvd and extending the ramp and merge onto expressway. |
| II-D-05 | N/A | NS Railroad Grade Separation @ N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) or N Jefferson St (SR 91) |
| II-D-06 | N/A | Realign intersection Newton Rd (SR 91) @ Lily Pond Rd |
| II-D-07 | N/A | SB ramp from Liberty Expy (US 82/US 19/SR 3/SR 520) to N Jefferson St (SR 91) @ Frontage Rd & to Philema Rd (SR 91): Additional off ramp lane to minimize backup on to expressway with dual left turns at intersection with N Jefferson St (SR 91) NB |
| II-D-08 | N/A | Widen and realign intersection of Sands Dr @ Radium Springs Rd |
| II-D-09 | N/A | Widen Palmyra Rd turn lanes |

In addition, the improvement projects identified and recommended from the Leesburg Connectivity Study have been considered under the universe of projects for further prioritization for the 2050 MTP.

**Table 15-3: Projects identified in the Leesburg Connectivity Study**

| PROJECT ID | PI # | PROJECT DESCRIPTION |
|---|---|---|
| RC-L-03 | N/A | Leesburg SR 32 bypass: New connecting roadway from Robert B. Lee Dr to SR 32 east of Lovers Lane Rd |
| RC-L-04 | N/A | Leesburg SR 32 Realignment: Realign SR 32 south of 4th St to connect to US 19/SR 3 opposite Callaway St across RR |
| OS-L-01 | N/A | Misc. operational, active transportation projects resulting from Leesburg Connectivity Study |

Besides these roadway projects, all the projects recommended from the recently completed DARTS Bicycle and Pedestrian Plan (2023) have been considered separately for the project prioritization. The prioritization of the bicycle and pedestrian projects have been adopted separately from the Bicycle and Pedestrian Plan as discussed in ***15.3.2*** below.

## 15.1.3 Additional Projects from Analysis and Outreach

In addition to the above plans, the following additional projects in ***Table 15-4*** have been identified based on the existing conditions analysis, as well as through the stakeholder outreach activities during the MTP process.

**Table 15-4: Projects identified through 2050 MTP analysis and outreach activities**

| PROJECT ID | PI # | PROJECT DESCRIPTION |
|---|---|---|
| RC-D-06 | N/A | Widen Broad Ave/Camp Ln from 2 to 3 Lanes between Magnolia St and Walnut St |
| RC-D-07 | N/A | Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and Stuart Ave, potential access management |
| RC-L-08 | N/A | Widen Doublegate Dr from 2 to 3 Lanes between Martindale Dr and Dawson Rd |
| RC-D-09 | N/A | Widen Jefferson Davis Memorial Hwy (US 82/SR 520) from 4 lanes to 6 lanes between Liberty Expy (US 82/SR 520) and Fussell Rd, potential access management |
| RC-L-13 | N/A | Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy to Robert B. Lee Dr |
| | N/A | Widen Magnolia St from 2 to 3 lanes between Broad Ave and Gillionville Rd (SR 234) |
| RC-D-19 | N/A | Widen US 19/SR 3 from 4 to 6 lanes, from Liberty Expy (US 82/SR 520) southside ramps to Cedric St, potential access management |
| RC-D-20 | N/A | Widen Westgate Dr from 2 lanes to 4 lanes from N Westover Blvd to Dawson Rd |
| RC-D-21 | N/A | Widen Whispering Pines Rd from 2 to 3 lanes between Nottingham Way and N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) |
| II-D-02 | N/A | Add grade separation and ramps on US 19/SR 3 @ Holly Dr |

## 15.2 Project Prioritization Framework

The process for determining the goal and criteria weighting percentages in the DARTS 2050 MTP prioritization framework was designed to be comprehensive and data-driven. Initially, a thorough review of comparable transportation plans within Georgia, along with the DARTS 2045 MTP, was conducted to identify best practices and relevant criteria for weighting. This review provided a solid foundation for aligning the framework with regional precedents and the specific needs of the DARTS planning area. The identified criteria were then tied directly to the DARTS 2050 MTP's goals and objectives, ensuring that the weightings reflected the plan's core priorities, such as safety, mobility, sustainability, and economic development. Criteria were assigned percentages based on their alignment with these goals, ensuring a balanced and strategic approach to project evaluation.

The framework was subsequently refined through continuous collaboration with the DARTS Metropolitan Planning Organization (MPO) and stakeholders, allowing for adjustments based on local priorities and emerging transportation trends. This iterative process was completed with the approval of the DARTS Technical Coordinating Committee, confirming the appropriateness and robustness of the weighting process.

Projects from the Universe of Projects list were then evaluated against this set of weighted criteria and measures, which were carefully formulated to reflect the MTP's vision, goals, and objectives. The prioritization criteria included:

- Safety and Security
- Economic Vitality
- Accessibility and Mobility
- System Reliability and Resiliency
- Environment & Quality of Life
- Project Readiness

For each of these criteria, a set of qualitative and quantitative evaluation measures were identified for a comprehensive evaluation of each of the projects in the Universe of Project lists. The criteria and measures were assigned varying weights to reflect their importance in each of the roadway project categories (1) Roadway Capacity, (2) Intersection and Interchanges, and (3) Operations and Safety. The total weights of criteria, as well as the total weights of measures within each criterion were both set to be 100 percent. The prioritization table, which can be found in ***Appendix G***: Project Prioritization Framework, illustrates the weighting attributed to the criteria and their measures across the three roadway project categories in the Universe of Projects.

The scoring mechanism involves assigning a score from 0 through 5 to each of the projects based on how well they align with the respective criteria and measures. These raw scores were weighted based on their respective weights of criteria and measures resulting in a composite prioritization score, ranging from 0 denoting the least priority to 5 representing the highest priority project. The ranks of the prioritized projects were then determined based on the weighted composite project scores.

## 15.3 Prioritization

### 15.3.1 Roadway Improvements

Based on the project evaluation framework, the prioritization of roadway projects is outlined in *Error! Not a valid bookmark self-reference.*. Projects have been ranked according to their composite project priority scores, with higher scores indicating higher priority and lower scores indicating lower priority.

**Table 15-5: Prioritized List of Roadway Improvement Projects**

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| 1 | RC-D-11 | N/A | Widen Liberty Expy (US 19/US 82/SR 3/SR 520) From N Slappey Blvd (US 19/SR 3) to Clark Ave (US 82/SR 520) | Widen Liberty Expy (US 19/US 82/SR 3/SR 520) From N Slappey Blvd (US 19/SR 3) to Clark Ave (US 82/SR 520) | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |
| 2 | RC-D-14 | N/A | Widen N Jefferson St (SR 91) from 2 to 4 lanes from Roosevelt Ave to 7th Ave | Widen N Jefferson St (SR 91) from 2 to 4 lanes from Roosevelt Ave to 7th Ave | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |
| 3 | II-D-05 | N/A | NS Railroad Grade Separation @ N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) or N Jefferson St (SR 91) | NS Railroad Grade Separation @ N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) or N Jefferson St (SR 91) | Intersection and Interchange | Grade Separation (RR) | Dougherty |
| 4 | OS-D-13 | 431740 | Widen Slappey Blvd (SR 234/SR 520 BU) from Colquitt Ave N to Tift Ave; with Access Management | Widen Slappey Blvd (SR 234/SR 520 BU) from Colquitt Ave N to Tift Ave; with Access Management | Operations and Safety | Minor Widening, Access Management | Dougherty |
| 5 | RC-D-25 | 0013562 | SR 520BU from SR 91 to CS 905/Thornton Drive | The project concept consists of potential improvements on SR 520 Business from Washington St (MP 4.45) to Thornton Dr (MP 7.08), for a distance of 2.63 mi. and | Operations and Safety | Roadway Project | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| | | | | the addition of bike lanes, sidewalks, and a raised median. | | | |
| 6 | OS-D-09 | 0008384 | Signal System Upgrade @ 16 Locations - Phase IV | Signals System Upgrade<br>1)CS 837/Flint Ave @ Madison<br>2)CS 837/Flint Ave @ Monroe<br>3)CS 837/Flint Ave @ Jackson<br>4)CS 837/Flint Ave @ Washington<br>5)CS 856/Pine Ave @ Davis<br>6)CS 856/Pine Ave @ Madison<br>7)CS 856/Pine Ave @ Monroe<br>8)CS 856/Pine Ave @ Jackson<br>9)CS 856/Pine Ave @ Washington<br>10)SR 133/Broad Ave @ Davis<br>11)SR 133/Broad Ave @ Madison<br>12)SR 133/Broad Ave @ Monroe<br>13)SR 133/Broad Ave @ Jackson<br>14)SR 133/Broad Ave @ Washington<br>15)CS 133/Broad Ave @ Front<br>16)CS 751/Highland @ Jackson | Operations and Safety | Technology Upgrades | Dougherty/Lee |
| 7 | RC-D-26 | 0013992 | SR 520BU @ Flint River in Albany | This project has an approximate total length of 0.22 miles and will replace the existing bridge on SR 520BU/US 82BU over the Flint River in Albany, Georgia with a new bridge consisting of four 12ft lanes, 2ft gutters, and a 5.5ft sidewalk on the north side of the bridge and 12.0ft barrier separated, shared use path on the south side of the bridge. The existing roadway will be detoured in order to construct the proposed bridge in the same location as | Roadway Capacity and Bridges | Bridges | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| | | | | the existing bridge. The existing westbound right turn lane and left turn lane will be lengthened in order to provide a longer taper and queue length. | | | |
| 8 | OS-D-06 | N/A | Safety Improvements - Intersection of N Westover Blvd @ Nottingham Way | Safety Improvements - Intersection of N Westover Blvd @ Nottingham Way | Operations and Safety | Safety Improvements | Dougherty |
| 9 | RC-D-24 | 0010571 | Westover Blvd from Albany Mall to N of Ledo Rd | The proposed project begins within the city limits of Albany in Dougherty County and terminates just north of Ledo Rd in Lee County. This project consists of a new alignment connecting N Westover Blvd and Ledo Rd. A roundabout is proposed at the intersection with N Westover Blvd. The southern portion of the newly completed Westover Extension in Lee County will require some reconstruction to better align with the proposed roadway. The mainline measures approximately 1200 ft from the roundabout to the tie in with the Westover Extension. A grade separation over Westover Blvd Ext will require 2500 ft of reconstruction along Liberty Expy as well as two new bridges. | Roadway Capacity and Bridges | Roadway Project | Dougherty, Lee |
| 10 | RC-D-12 | N/A | Widen Liberty Expy (US 82/SR 520) from Dawson Rd to N Slappey Blvd (US 19/SR 3); widen/reconfigure Dawson Rd ramps | Widen Liberty Expy (US 82/SR 520) from Dawson Rd to N Slappey Blvd (US 19/SR 3); widen/reconfigure Dawson Rd ramps | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| 11 | OS-D-04 | N/A | Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ Gillionville Rd (SR 234) | Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ Gillionville Rd (SR 234) | Operations and Safety | Safety Improvements | Dougherty |
| 12 | RC-D-22 | 0000473 | SR 133 FM N of CR 459/County Line Rd to N of CR 540/Holly Dr | Project PI Number 0000473 widens the existing SR 133 to a four-lane median-divided roadway with turning lanes at intersections from north of CR 459/ County Line Rd to north of CR 540/Holly Dr for a distance of 8.11 miles. | Roadway Capacity and Bridges | Widening | Dougherty |
| 13 | OS-D-14 | 0011727 | Railroad Crossing Warning Devices @ 5 NS LOCS In Albany | Installation of railroad warning devices/preempted roadway traffic signals along Roosevelt Ave and Norfolk Southern Corporation (Central of Georgia Railroad Company) @ the following roadway intersections: CS 801 (N Davis St/Crossing ID #734092T), CS 795 (N Madison St/ Crossing ID #734091L), CS 796 (N Monroe St/Crossing ID #734090E), CS 797 (N Jackson St/Crossing ID #734088D), and CS 835 (N Washington St/ Crossing ID #734087W) in Albany, Dougherty County, Georgia. | Operations and Safety | RRX Warning Device | Dougherty |
| 14 | OS-D-10 | 0008385 | Signal System Upgrade @ 17 Locations - Phase V | 1. CR 539/Dawson Rd @ Baldwin Dr 2. CR 539/Dawson Rd @ Magnolia St 3. CR 539/Dawson Rd @ Market Ct 4. CR 539/Dawson Rd @ Lullwater 5. CR 539/Dawson Rd @ Westgate 6. CR 539/Dawson Rd @ Meredyth Dr 7. CR 539/Dawson Rd @ Stuart Ave 8. CR 539/Dawson Rd @ Westover Blvd 9. CR 539/Dawson Rd @ Pointe North 10. CR | Operations and Safety | Technology Upgrades | Dougherty/Lee |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| | | | | 465/Old Dawson Rd @ Pointe North Blvd 11. CR 465/Old Dawson Rd @ Westover Blvd 12. CS 1363/Westover Blvd @ Meredyth Dr 13. CS 1363/Westover Blvd @ Rear Mall Exit 14. CS 1363/Westover Blvd @ Archwood 15. CS 549/Nottingham Way @ Westover Blvd 16. CS 549/Nottingham Way @ Bypass {SR 520} | | | |
| 15 | OS-D-15 | 0013620 | SR 91 @ SR 133; INC SR 3 Ramps - Lighting | This project is to replace High Mast Lighting at the interchange of SR 91 and SR 133, including SR 3 ramps located off Exit 5B on US 82. | Operations and Safety | Lighting | Dougherty |
| 16 | RC-D-15 | N/A | Widen Nottingham Way from 2 to 4 lanes between Whispering Pines Rd and N Westover Blvd | Widen Nottingham Way from 2 to 4 lanes between Whispering Pines Rd and N Westover Blvd | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |
| 17 | II-D-04 | N/A | Liberty Bypass @ Nottingham Way Interchange EB Ramp: Additional EB lane through the intersection at Nottingham Way @ N Westover Blvd and extending the ramp and merge onto expressway. | Liberty Bypass @ Nottingham Way Interchange EB Ramp: Additional EB lane through the intersection at Nottingham Way @ N Westover Blvd and extending the ramp and merge onto expressway. | Intersection and Interchange | Interchange Improvement | Dougherty |
| 18 | OS-D-08 | 0008383 | Signal System Upgrade @ 12 CS Locations - Phase III | 1 CS 837/Flint Ave @ Monroe 2 CS 837/Flint Ave @ Madison 3 CS 856/Pine Ave @ Monroe 4 CS 856/Pine Ave @ Madison 5 CS 856/Pine Ave @ Davis 6 CS 698/Broad Ave @ Monroe 7 CS 698/Broad Ave @ Madison 8 CS 698/Broad Ave @ Davis 9 CS 751/Highland Ave @ Monroe 10 | Operations and Safety | Technology Upgrades | Dougherty/Lee |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| | | | | CS 751/Highland Ave @ Madison 11 CS 751/Highland Ave @ Davis 12 CS 752/Mercer Ave @ Monroe | | | |
| 19 | OS-D-23 | 0018326 | SR 234 from CS 773/Cedar Ave TO CS 664/W Whitney Ave - VRU | The recommended safety project located along the corridor of SR 234 from CS 773/Cedar Ave to CS 664/W Whitney Ave, in Dougherty County, will remove a southbound through lane, add sections of median and install pedestrian hybrid beacons (PHBs)at three locations along the corridor. This preferred alternative is expected to have passing LOS with minor increases in delay for all signalized intersections in the opening year. | Operations and Safety | Pedestrian Facilities | Dougherty |
| 20 | RC-D-17 | N/A | Widen Stuart Ave from 2 to 4 lanes between Barnesday Way and Whatley Ln | Widen Stuart Ave from 2 to 4 lanes between Barnesday Way and Whatley Ln | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |
| 21 | RC-D-10 | N/A | Widen Ledo Rd from 2 to 4 lanes between Nottingham Way and N Slappey Blvd (US 19/SR 3) | Widen Ledo Rd from 2 to 4 lanes between Nottingham Way and N Slappey Blvd (US 19/SR 3) | Roadway Capacity and Bridges | Capacity Expansion | Dougherty/Lee |
| 22 | RC-D-16 | N/A | Widen Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Lovers Lane Rd | Widen Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Lovers Lane Rd | Roadway Capacity and Bridges | Capacity Expansion | Dougherty/Lee |
| 23 | OS-D-07 | N/A | Safety Improvements - Intersection of W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) @ S Jefferson St (SR 91) | Safety Improvements - Intersection of W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) @ S Jefferson St (SR 91) | Operations and Safety | Safety Improvements | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| 24 | II-D-07 | N/A | SB ramp from Liberty Expy (US 82/US 19/SR 3/SR 520) to N Jefferson St (SR 91) @ Frontage Rd & to Philema Rd (SR 91): Additional off ramp lane to minimize backup on to expressway with dual left-turns at intersection with N Jefferson St (SR 91) NB. | SB ramp from Liberty Exy (US 82/US 19/SR 3/SR 520) to N Jefferson St (SR 91) @ Frontage Rd & to Philema Rd (SR 91): Additional off ramp lane to minimize backup on to expressway with dual left-turns at intersection with N Jefferson St (SR 91) NB. | Intersection and Interchange | Interchange Improvement | Dougherty |
| 25 | OS-D-25 | 0018357 | Albany To Sasser Multi-Use Trail | The project is the development of a 13.62 mile, 10- to 12-foot-wide paved multi-use trail that heads northwest out of Albany through western Lee County and on to Sasser in Terrell County. The property is owned by the City of Albany will be maintained by South Georgia Rails to Trails, Inc. | Operations and Safety | Shared Use Path | Dougherty, Lee, Terrell |
| 26 | OS-D-05 | N/A | Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) | Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) | Operations and Safety | Safety Improvements | Dougherty |
| 27 | II-D-09 | N/A | Widen Palmyra Rd turn lanes | Widen Palmyra Rd turn lanes | Intersection and Interchange | Intersection Improvement | Dougherty |
| 28 | OS-D-17 | 0017451 | CS 1297/E Broad Ave @ GFR #723239K in Albany | CS 1297/E Broad Ave @ GFR #723239K in Albany | Operations and Safety | RRX Warning Device | Dougherty |
| 29 | RC-D-07 | N/A | Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and | Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and Stuart Ave, potential access management | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| | | | Stuart Ave, potential access management | | | | |
| 30 | OS-D-02 | N/A | Safety Improvements - Intersection of Dawson Rd @ Stuart Ave | Safety Improvements - Intersection of Dawson Rd @ Stuart Ave | Operations and Safety | Safety Improvements | Dougherty |
| 31 | RC-D-09 | N/A | Widen Jefferson Davis Memorial Hwy (US 82/SR 520) from 4 lanes to 6 lanes between Liberty Expy (US 82/SR 520) and Fussell Rd, potential access management | Widen Jefferson Davis Memorial Hwy (US 82/SR 520) from 4 lanes to 6 lanes between Liberty Expy (US 82/SR 520) and Fussell Rd, potential access management | Roadway Capacity and Bridges | Capacity Expansion | Dougherty/Lee |
| 32 | RC-D-21 | N/A | Widen Whispering Pines Rd from 2 to 3 lanes between Nottingham Way and N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) | Widen Whispering Pines Rd from 2 to 3 lanes between Nottingham Way and N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) | Roadway Capacity and Bridges | Minor Capacity Expansion (Add Median or Center Turn Lane) | Dougherty |
| 33 | RC-D-19 | N/A | Widen US 19/SR 3 from 4 to 6 lanes, from Liberty Expy (US 82/SR 520) southside ramps to Cedric St, potential access management | Widen US 19/SR 3 from 4 to 6 lanes, from Liberty Expy (US 82/SR 520) southside ramps to Cedric St, potential access management | Roadway Capacity and Bridges | Capacity Expansion | Dougherty/Lee |
| 34 | OS-D-11 | 0008386 | Signal System Upgrade @ 9 CS locations - Phase VI | 1. CS 835/Washington St @ Society Ave 2. CS 835/Washington St @ Third Ave 3. CS 797/Jackson St @ Society Ave 4. CS 797/Jackson St @ Third Ave 5. CS 796/Monroe St @ Society Ave 6. CS 796/Monroe St @ Second Ave 7. CS 795/Madison St @ Second Ave 8. CS 795/Madison St @ Third Ave 9. CS 121/Palmyra St @ Eighth Ave | Operations and Safety | Technology Upgrades | Dougherty/Lee |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| 35 | II-D-01 | N/A | 11th Ave @ N Jefferson St (SR 91) intersection improvement - minor widening and channelization | 11th Ave @ N Jefferson St (SR 91) intersection improvement - minor widening and channelization | Intersection and Interchange | Intersection Improvement | Dougherty |
| 36 | OS-D-22 | 0017396 | SR 3/SR 300/US 19 @ CR 39/Nelms Rd - VRU | This project proposes to convert the existing intersection of SR 3 and Nelms Rd to a Reduced Conflict U-turn (RCUT) to reduce crash frequency and severity.<br>The proposed project is approximately 0.4 miles in length and is located in Dougherty County, approximately 6 miles South of the city of Albany. | Operations and Safety | RCUT | Dougherty |
| 37 | OS-D-12 | N/A | Widen and Channelize turn lanes on W Gordon Ave @ S Slappey Blvd (SR 234) with safety enhancements | Widen and Channelize turn lanes on W Gordon Ave @ S Slappey Blvd (SR 234) with safety enhancements | Operations and Safety | Safety Improvements | Dougherty |
| 38 | OS-D-24 | 0015475 | SR 133 @ CR 234/Lovers Lane Rd - Roundabout | A “T" intersection of SR 133 at Lovers Lane Rd will be converted to a roundabout to improve queuing and delays on the Lovers Lane approach. The proposed project will construct a single-lane roundabout.<br>The proposed project is approximately 0.4 miles in length and is located in Dougherty County, in the city of Albany. | Operations and Safety | Operational Improvement | Dougherty |
| 39 | OS-L-03 | N/A | Safety Improvements - Intersection of Jefferson Davis Memorial Hwy (US 82/SR 520) @ N Doublegate Dr /Oakland Pkwy | Safety Improvements - Intersection of Jefferson Davis Memorial Hwy (US 82/SR 520) @ N Doublegate Dr /Oakland Pkwy | Operations and Safety | Safety Improvements | Lee |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| 40 | RC-L-04 | N/A | Leesburg SR 32 realignment: Realign SR 32 south of 4th St to connect to US 19/SR 3 opposite Callaway St across RR | Leesburg SR 32 realignment: Realign SR 32 south of 4th St to connect to US 19/SR 3 opposite Callaway St across RR | Roadway Capacity and Bridges | New Roadway (Capacity) | Lee |
| 41 | II-L-10 | 0019707 | SR 133 @ CR 109/Cedric St | This project proposes to install a single lane roundabout at the intersection of SR 133 and Cedric St | Intersection and Interchange | Roundabout | Lee |
| 42 | RC-D-23 | 0000475 | SR 133 FM N of SR 112 to N of CR 459/County Line Rd | Project PI Number 0000475 widens the existing SR 133 to a four-lane median-divided roadway with turning lanes at intersections from North of SR 112 to north of CR 459/County Line Rd for a distance of 3.47 miles. | Roadway Capacity and Bridges | Widening | Dougherty, Worth |
| 43 | OS-D-18 | 0017452 | CR 76/Honeysuckle Dr @ GFR #723228X | CR 76/Honeysuckle Dr @ GFR #723228X | Operations and Safety | RRX Warning Device | Dougherty |
| 44 | RC-D-20 | N/A | Widen Westgate Dr from 2 lanes to 4 lanes from N Westover Blvd to Dawson Rd | Widen Westgate Dr from 2 lanes to 4 lanes from N Westover Blvd to Dawson Rd | Roadway Capacity and Bridges | Capacity Expansion | Dougherty |
| 45 | RC-D-05 | N/A | Southern Bypass - New 2 lane alignment from Oakhaven Dr to Liberty Expy (US 19/SR 3/SR 300)/Williamsburg Rd | Southern Bypass - New 2 lane alignment from Oakhaven Dr to Liberty Expy (US 19/SR 3/SR 300)/Williamsburg Rd | Roadway Capacity and Bridges | New Roadway (Capacity) | Dougherty |
| 45 | OS-D-20 | 0019229 | Lily Pond Rd & Eight Mile Rd - Off-System Safety Improvements | Lily Pond Rd & Eight Mile Rd - Off-System Safety Improvements | Operations and Safety | Rumble Strips | Dougherty |
| 47 | OS-D-19 | 0017453 | CR 466/Gravel Hill Rd @ GFR #723227R | CR 466/Gravel Hill Rd @ GFR #723227R | Operations and Safety | RRX Warning Device | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| 48 | II-D-06 | N/A | Realign intersection Newton Rd (SR 91) @ Lily Pond Rd | Realign intersection Newton Rd (SR 91) @ Lily Pond Rd | Intersection and Interchange | Intersection Realignment | Dougherty |
| 49 | II-D-03 | N/A | Gillionville Rd (SR 234) @ S Westover Blvd - Add Westbound Right Turn and Southbound Left Turn lanes | Gillionville Rd (SR 234) @ S Westover Blvd - Add Westbound Right Turn and Southbound Left Turn lanes | Intersection and Interchange | Intersection Improvement | Dougherty |
| 50 | RC-D-06 | N/A | Widen Broad Ave/Camp Ln from 2 to 3 lanes between Magnolia St and Walnut St | Widen Broad Ave/Camp Ln from 2 to 3 lanes between Magnolia St and Walnut St | Roadway Capacity and Bridges | Minor Capacity Expansion (Add Median or Center Turn Lane) | Dougherty |
| 51 | II-D-02 | N/A | Add grade separation and ramps on US 19/SR 3 @ Holly Dr | Add grade separation and ramps on US 19/SR 3 @ Holly Dr | Intersection and Interchange | Grade Separation | Dougherty |
| 52 | OS-L-01 | N/A | Misc. operational, active transportation projects resulting from Leesburg Connectivity Study | Misc. operational, active transportation projects resulting from Leesburg Connectivity Study | Operations and Safety | Safety Improvements | Lee |
| 53 | RC-L-01 | N/A | 2 Lane extension of Westover Rd from Fussell Rd to Oakland Rd | 2 Lane extension of Westover Rd from Fussell Rd to Oakland Rd | Roadway Capacity and Bridges | New Roadway (Capacity) | Lee |
| 54 | RC-L-02 | N/A | Kinchafoonee Creek Rd - New 2 lane alignment from US 19/SR 3 to Old Leesburg Rd (SR 133) & Palmyra Rd to Creekside Dr | Kinchafoonee Creek Rd - New 2 lane alignment from US 19/SR 3 to Old Leesburg Rd (SR 133) & Palmyra Rd to Creekside Dr | Roadway Capacity and Bridges | New Roadway (Capacity) | Lee |
| 55 | OS-D-16 | 0017843 | Signal upgrade at the intersections of SR 133, SR 234, SR 520 & SR 520 | This project proposes a signal upgrade at the intersections of SR 133, SR 234, SR 520 & SR 520 BU @ 13 Locations in Dougherty County. | Operations and Safety | Signals | Dougherty |

| RANK | PROJECT ID | PI # | PROJECT NAME | PROJECT DESCRIPTION | PROJECT CATEGORY | PROJECT TYPE | COUNTY |
|---|---|---|---|---|---|---|---|
| | | | BU @ 13 Locations in Dougherty County. | | | | |
| 56 | RC-L-08 | N/A | Widen Doublegate Dr from 2 to 3 lanes between Martindale Dr and Dawson Rd | Widen Doublegate Dr from 2 to 3 lanes between Martindale Dr and Dawson Rd | Roadway Capacity and Bridges | Minor Capacity Expansion (Add Median or Center Turn Lane) | Lee |
| 57 | II-D-08 | N/A | Widen and realign intersection of Sands Dr @ Radium Springs Rd | Widen and realign intersection of Sands Dr @ Radium Springs Rd | Intersection and Interchange | Intersection Realignment | Dougherty |
| 58 | RC-L-13 | N/A | Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy to Robert B. Lee Dr | Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy to Robert B. Lee Dr | Roadway Capacity and Bridges | Capacity Expansion | Lee |
| 59 | RC-L-03 | N/A | Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Dr to SR 32 east of Lovers Lane Rd | Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Dr to SR 32 east of Lovers Lane Rd | Roadway Capacity and Bridges | New Roadway (Capacity) | Lee |

## 15.3.2 Bicycle and Pedestrian Improvements

The bicycle and pedestrian improvement projects included in the DARTS Bicycle and Pedestrian Plan, 2023, have been integrated into the DARTS 2050 MTP. The prioritization of these projects is based on the Bicycle and Pedestrian Plan, distinct from the roadway projects discussed earlier. ***Table 15-6*** below lists all bicycle and pedestrian infrastructure improvement projects considered within the Universe of Projects for the DARTS 2050 MTP.

**Table 15-6: Prioritized List of Bicycle and Pedestrian Improvement Projects**

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 1 | BP-19 | Gillionville Rd | Bike lanes (Lane Diet) | Network Expansion | From Pine Avenue to Westover Blvd |
| 1 | BP-42 | Dawson Rd | Sidewalk (both sides) | Network Expansion | From Slappey Blvd to Point North Blvd |
| 1 | BP-68 | Radium Springs Rd | Sidewalk (both sides) | Regional Corridors | From Oglethorpe Blvd to Oakridge Dr |
| 1 | BP-269 | Radium Springs Rd | Bike route | Network Expansion | From Broad Ave to ASU |
| 2 | BP-16 | 2nd Ave (east of Van Buren)/3rd Ave (west of Van Buren) | Shared lane markings | Network Expansion | From Front St to Slappey Blvd |
| 3 | BP-20 | Magnolia St | Sidewalk (one side) with Bike Lanes (Lane Diet) with Enhanced Crosswalks at Gillionville Rd | Network Expansion | From Dawson Rd to Gillionville Rd |
| 3 | BP-40 | Library Lane/Massey Dr/Thornton Dr | Sidewalk (one side) | Neighborhood Connections | From Rosebrier Ave to Oglethorpe Blvd |
| 4 | BP-7 | Palmyra Rd | Pedestrian Crossing Beacon and Refuge Island | Network Expansion | at 14th Ave |
| 4 | BP-18 | N Harding St | Shared lane markings | Network Expansion | From 3rd Ave to 14th Ave |
| 5 | BP-5 | Oglethorpe Blvd | Provide fencing along outside edges of bridge to enhance pedestrian safety | Other Improvements | at Flint River Bridge |
| 5 | BP-6 | Leslie Hwy | Intersection Improvement with Enhanced Crosswalks (consider Roundabout) | Other Improvements | At Smithville Ave/2nd St (six-legged intersection) |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 5 | BP-27 | Stuart Ave | Shared lane markings | Network Expansion | From Hilltop Dr to Nottingham Way |
| 5 | BP-29 | W. Whitney Ave | Shared lane markings | Network Expansion | From Front St to South Valencia Dr |
| 5 | BP-31 | Clark Ave | Bike Lanes | Network Expansion | From Maple St to Merritt St |
| 5 | BP-59 | Stuart Ave | Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Dawson Rd | Network Expansion | From Nottingham Way to Dawson Rd |
| 5 | BP-77 | Gordan Ave | Sidewalk (one side) and Bike Lanes | Network Expansion | From Bay St to Monroe St |
| 5 | BP-80 | Broad Ave | Sidewalk (both sides) and Bike Lanes | Network Expansion | From Blaylock St to N Mock Rd |
| 5 | BP-87 | Lullwater Rd/12th Ave | Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Dawson Rd | Neighborhood Connections | From Kenilworth Dr to Nottingham Way |
| 5 | BP-128 | 3rd Ave | Bike Lanes (Road Diet) with Enhanced Crosswalks at Dawson Rd and Slappey Blvd - Add sidewalk (one side) from Slappey Blvd to Taft St (685 ft) and west of Edgewood Ln (1,400 ft) | Network Expansion | From Slappey Blvd to Dawson Rd |
| 6 | BP-3 | Jefferson St | Enhanced Crosswalks and Pedestrian Refuge Area for Broad St Crossing | Other Improvements | at Broad St |
| 6 | BP-4 | Main St | Shared lane markings | Neighborhood Connections | From 4th St to Lee County High School |
| 6 | BP-9 | Dawson Rd | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | Other Improvements | From Slappey Blvd to Ledo Rd |
| 6 | BP-15 | Roosevelt Ave | Shared lane markings | Network Expansion | From Front St to Pine Ave |
| 6 | BP-25 | Dorsett Ave/S Monroe St | Sidewalk (one side) and shared lane markings | Network Expansion | From S Madison St to Newton Rd |
| 6 | BP-30 | Main St | Enhanced Crosswalk and Refuge Island | Network Expansion | at Magnolia Ave |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 6 | BP-32 | Clark Ave | Multiuse Trail | Network Expansion | From Maple St to Tie to Banks Ave |
| 6 | BP-37 | Lovers Ln | Trail Section with Bridge to Chehaw Park | Regional Corridors | From Lovers Ln to Chehaw Park |
| 6 | BP-41 | Loftus Dr | Sidewalk (one side) and Bike Lanes with Enhanced Crosswalk at Oglethorpe Blvd | Network Expansion | From Oglethorpe Blvd to Broad St |
| 6 | BP-50 | Pine Ave | Road Diet with Bike Lanes | Network Expansion | From Front St to Gillionville Rd |
| 6 | BP-66 | Turner Field Rd | Shared lane markings | Neighborhood Connections | From Clark Ave to Schilling Ave |
| 6 | BP-72 | S Harding St | Sidewalk (one side) | Network Expansion | From Lippett Ave to Holloway Ave |
| 6 | BP-76 | Rosebrier Ave | Sidewalk (one side) and Bike Lanes | Network Expansion | From S Mock Rd to Oglethorpe Blvd |
| 6 | BP-92 | Sylvester Hwy | Sidewalk on the south side of roadway | Network Expansion | From Loftus Dr to Pinson Rd (City Limits) |
| 6 | BP-122 | Whispering Pines Rd | Sidewalk (both sides) | Network Expansion | From Nottingham Way to Hilltop Dr |
| 6 | BP-204 | Westover Blvd | Multiuse Trail with Widening Project | Network Expansion | From Gillionville Rd to Old Dawson Rd |
| 6 | BP-227 | Ledo Rd | Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Westover Blvd and Nottingham Way | Network Expansion | From Westover Blvd to Nottingham Way |
| 6 | BP-234 | Access Dr | Sidewalk (one side) | Network Expansion | From W Access Dr to E Access Dr |
| 6 | BP-239 | Baldwin Dr / 2nd Ave | Sidewalk (one sides) with Enhanced Crosswalk at N Cleveland St. | Network Expansion | From Gillionville Dr to N Cleveland St |
| 7 | BP-8 | Slappey Blvd | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | Other Improvements | From Newton Rd to Ledo Rd |
| 7 | BP-10 | Sylvester Hwy | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | Other Improvements | From Radium Springs Rd to Clark Ave |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 7 | BP-11 | South Monroe St/N Monroe St | Shared lane markings with Enhanced Crosswalk at Broad Ave. | Network Expansion | From Newton Rd to Palmyra Rd |
| 7 | BP-12 | N. Madison St/S. Madison St | Shared Lane Markings with Enhanced Crosswalk at Broad Ave. | Network Expansion | From Newton Rd to 7th Ave |
| 7 | BP-24 | Chehaw Park | Trail Connecting Chehaw Park to Pirates Cove Park | Network Expansion | From Chehaw Park to Pirates Cove Park |
| 7 | BP-28 | Kenilworth Dr | Shared lane markings | Neighborhood Connections | From Meadowlark Dr to Westover Blvd |
| 7 | BP-35 | Broad Ave | Pedestrian Crossing Beacon and Refuge Island | Network Expansion | at Cleveland St |
| 7 | BP-39 | Johnson Rd | Shared lane markings | Neighborhood Connections | From Marine Base to Rosebrier Ave |
| 7 | BP-54 | Riverfront Trail | Extend Multiuse Trail along East Side of Flint River | Network Expansion | From Broad Ave to Holly Dr |
| 7 | BP-62 | Maple St | Shared lane markings | Network Expansion | From Evelyn Ave to Clark Ave |
| 7 | BP-64 | Hoover St | Shared lane markings | Network Expansion | From 2nd Ave to Whispering Pines Rd |
| 7 | BP-65 | Hilltop Dr | Shared lane markings | Network Expansion | From Whispering Pines Rd to Stuart Ave |
| 7 | BP-70 | McKinley St | Sidewalk (one side) | Network Expansion | From Corn Ave to Gordan Ave |
| 7 | BP-78 | S Madison St/ Johnnie Williams Rd/Alice Ave | Sidewalk (one side) and Shared Lane Markings | Network Expansion | From Story Rd to Dorsett Ave |
| 7 | BP-79 | Rosebrier Ave | Sidewalk (one side) and Bike Lanes | Neighborhood Connections | From Pinson Rd to S Mock Rd |
| 7 | BP-81 | Pinson Rd / Johnson Rd | Sidewalk (one side) | Neighborhood Connections | From Sylvester Hwy to Johnson Rd/Marine Base |
| 7 | BP-88 | N Cleveland St/3rd Ave | Sidewalk (one side) with Shared Lane Markings | Network Expansion | From Pine Ave to Slappey Blvd |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 7 | BP-91 | Whispering Pines Rd | Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Slappey Blvd. | Network Expansion | From Slappey Blvd to Hilltop Dr |
| 7 | BP-93 | Palmyra Rd | Sidewalk (both sides) | Network Expansion | From N Monroe St to Ledo Rd |
| 7 | BP-112 | Holly Dr | Shared lane markings | Network Expansion | From Liberty Expy to Radium Springs Rd |
| 7 | BP-127 | Merritt St/ Mulberry Ave | Bike Lanes | Network Expansion | From Clark Ave to N Broadway St |
| 7 | BP-133 | Radium Springs Rd | Bike Lanes | Regional Corridors | From Holly Dr to Dougherty County Line |
| 7 | BP-275 | East Flint River Trail | Multi-use Trail | Network Expansion | From Radium Springs Golf Course to Albany State University Foundation |
| 8 | BP-1 | Radium Springs Rd | Pedestrian Crossing Beacon and Refuge Island | Network Expansion | Albany State to Intersection of Oglethorpe Blvd/Radium Springs Rd |
| 8 | BP-2 | Slappey Blvd | Pedestrian Crossing Beacon and Refuge Island | Network Expansion | at Albany Technical College |
| 8 | BP-14 | Sylvester Hwy | Pedestrian Crossing Beacon and Refuge Island | Other Improvements | at Olivia St |
| 8 | BP-17 | Society Ave | Shared lane markings | Network Expansion | From Front St to Slappey Blvd |
| 8 | BP-22 | 8th Ave | Shared lane markings with Enhanced Crosswalks at Slappey Blvd | Network Expansion | From Hoover St to N Harding St |
| 8 | BP-23 | Philema Rd | Trail on South Side of Philema Rd including Existing Bridge | Network Expansion | From Lakeshore Dr to River Pointe Dr |
| 8 | BP-33 | Vidalia St/Pecan St/Park St | Shared lane markings | Network Expansion | From Railroad Ave to Park St |
| 8 | BP-34 | Philema Rd | Pedestrian Crossing Beacon and Refuge Island | Network Expansion | at Chehaw Park Rd |
| 8 | BP-36 | Railroad Ave | Shared lane markings on Paved Road | Network Expansion | From 4thSt to Vidalia St |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 8 | BP-38 | N Jackson St/ Roosevelt Ave/N Jefferson St | Shared lane markings | Network Expansion | From Oglethorpe Blvd to 7th Ave |
| 8 | BP-43 | Academy Ave | Sidewalk (one side) | Network Expansion | From Canal St to Leslie Highway |
| 8 | BP-44 | Starksville Rd | Sidewalk (one side) | Network Expansion | From 2nd St to Leslie Highway |
| 8 | BP-47 | Academy Ave | Sidewalk (one side) | Network Expansion | From 2nd St to Main St |
| 8 | BP-49 | Starksville Rd | Sidewalk (one side) with Shared Lane Markings | Network Expansion | From Main St to 2nd St |
| 8 | BP-51 | Canal St | Sidewalk (one side) with Shared Lane Markings | Network Expansion | From Magnolia Ave to Academy Ave |
| 8 | BP-55 | Old Cordele Rd | Sidewalk (both sides) | Network Expansion | From Sylvester Hwy to Cordele Rd |
| 8 | BP-56 | Cordele Rd | Sidewalk (both sides) | Network Expansion | From Sylvester Hwy to Clark Ave |
| 8 | BP-57 | Westover Blvd | Sidewalk (both sides) | Network Expansion | From Old Dawson Rd to Nottingham Way |
| 8 | BP-58 | Old Dawson Rd/ Mall Ring Rd | Multi-use Trail | Network Expansion | From Westover Blvd at Old Dawson to Westover Blvd at Mall Ring Rd |
| 8 | BP-60 | Harvest Ln/Phillips Dr | Shared Lanes | Neighborhood Connections | From Lockett Station Rd to Westover Blvd |
| 8 | BP-71 | Patrol Dr | Sidewalk (one side) | Neighborhood Connections | From Radium Springs Rd to Vick St |
| 8 | BP-73 | Slappey Blvd | Sidewalk (both sides) | Network Expansion | From Oakridge Rd to Newton Rd |
| 8 | BP-74 | Vick St | Sidewalk (one side) | Neighborhood Connections | From Oakridge Dr to Patrol Dr |
| 8 | BP-75 | Gordon Ave | Sidewalk (one Side) | Neighborhood Connections | From Westover Blvd to Kingsbury Ln |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 8 | BP-82 | Magnolia Ave | Sidewalk (one side) | Network Expansion | From Main St to Canal St |
| 8 | BP-90 | Gillionville Rd | Sidewalk (both sides) and Bike Lanes (lane diet) with Enhanced Crosswalks at Westover Blvd. | Network Expansion | From Westover Blvd to Beattie Rd |
| 8 | BP-102 | Radium Springs Rd | Sidewalk (both sides) | Regional Corridors | From Garden Hill Dr to Oakridge Dr |
| 8 | BP-105 | McKinley St | Sidewalk (one side) | Network Expansion | From Lippett Ave to Holloway Ave |
| 8 | BP-107 | Newton Rd | Sidewalk (both sides) | Network Expansion | From Oakridge Rd to Randolf Ave |
| 8 | BP-108 | S Cleveland St | Sidewalk (one side) with Shared Lane Markings | Network Expansion | From Gordon Ave to Pine Ave |
| 8 | BP-123 | Blaylock St | Sidewalk (one side) and Bike Lanes | Network Expansion | From Ball Park Ln to Clark Ave |
| 8 | BP-129 | N Broadway St | Bike Lanes | Network Expansion | From Mulberry Ave to Broad Ave |
| 8 | BP-130 | Oakridge Dr | Sidewalk (both sides) with Bike Lanes (Lane Diet) | Network Expansion | From Westover Blvd to Slappey Blvd |
| 8 | BP-131 | Lockett Station Rd | Sidewalk (one side) with Bike Lanes | Neighborhood Connections | From Gillionville Rd to Oakridge Dr |
| 8 | BP-135 | Barclay Blvd | Sidewalk (one side) | Network Expansion | From Hobson St to Don Cutler Dr |
| 8 | BP-141 | Oakridge Dr | Multiuse Trail | Network Expansion | From Radium Springs Rd to Slappey Blvd |
| 8 | BP-143 | Dougherty/Lee Rail Trail | Multiuse Trail on Rails to Trails Corridor | Regional Corridors | From Washington St to Lee County/Terrell County Line |
| 8 | BP-209 | Broad Ave Bridge Replacement | Sidewalk (both sides) and Bike Lanes with Bridge Replacement | Other Improvements | From Front St to N Broadway St |
| 8 | BP-211 | Oglethorpe Blvd | Sidewalk (both sides) with Widening Project | Network Expansion | From Radium Springs Rd to Liberty Expy |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 8 | BP-213 | Old Dawson Rd | Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd with Widening Project | Network Expansion | From Dawson Rd to Byron Plantation Rd |
| 8 | BP-229 | Meredyth Dr | Sidewalk (one side) | Network Expansion | From Meredyth Dr to Dawson Rd |
| 8 | BP-233 | Partridge Dr | Sidewalk (one side) | Neighborhood Connections | From Kingswood Dr and Gillionville Rd to Meadowlark Dr |
| 8 | BP-236 | S Valencia Dr | Sidewalk (one sides) with Enhanced Crosswalk at RR. | Network Expansion | From W Gordon Ave to Samford Ave |
| 8 | BP-238 | Augusta Dr | Sidewalk (one side) | Neighborhood Connections | From Willie Pitts Jr Rd to Techwood Dr |
| 8 | BP-240 | W Residence Ave | Sidewalk (one side) with Enhanced Crosswalk at N Slappey & Dawson Rd | Network Expansion | From N Slappey Blvd to Cleveland St |
| 8 | BP-241 | W Residence Ave | Sidewalk (one side) | Network Expansion | From Cleveland St to N Harding St |
| 8 | BP-242 | Holloway Ave | Sidewalk (one sides) with Enhanced Crosswalk at S Harding St and S McKinley St | Network Expansion | From S Slappey Blvd to US 91/Newton Rd |
| 8 | BP-243 | Gaines Ave | Sidewalk (one side) | Network Expansion | From Oakridge Dr to S Madison St |
| 9 | BP-21 | Magnolia St | Sidewalk (one side) with Bike Lanes (Lane Diet) | Network Expansion | From Gillionville Rd to Gordan Ave |
| 9 | BP-45 | Academy Ave | Sidewalk (one side) with shared lane markings | Network Expansion | From Canal St to 2nd St |
| 9 | BP-46 | 2nd St | Sidewalk (one side) with shared lane markings | Network Expansion | From Academy Ave to Leslie Hwy |
| 9 | BP-52 | Leslie Hwy | Multiuse Trail | Network Expansion | From 4th St to Smithville Ave |
| 9 | BP-53 | Smithville Ave | Multiuse Trail | Neighborhood Connections | From Leslie Hwy to Twin Oaks Elementary/ Leesburg North Bypass |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 9 | BP-61 | Weymouth Dr/E Doublegate Dr/N Doublegate Dr | Shared lane markings | Network Expansion | From Gillionville Rd to SR 82 |
| 9 | BP-63 | Hilltop Dr | Shared lane markings | Network Expansion | From 2nd Ave to Whispering Pines Rd |
| 9 | BP-67 | N Carroll St | Bike Lanes | Network Expansion | From Broad Ave to Clark Ave |
| 9 | BP-69 | Habersham Rd/ Lowe Rd | Sidewalk (one side) | Network Expansion | From Oakridge Rd to Newton Rd |
| 9 | BP-83 | Society St | Sidewalk (one side) | Neighborhood Connections | From Fire Tower Ave to Magnolia Ave |
| 9 | BP-84 | Canal St | Sidewalk (one side) with shared lane markings | Neighborhood Connections | From Fire Tower Ave to Magnolia Ave |
| 9 | BP-86 | Magnolia Ave | Sidewalk (one side) with shared lane markings | Neighborhood Connections | From Groover St to Canal St |
| 9 | BP-94 | Jackson St | Sidewalk (one side) and Bike Lanes | Network Expansion | From Oakridge Dr to Oglethorpe Blvd |
| 9 | BP-100 | N Central St/E. 4th Ave | Sidewalk (one side) | Network Expansion | From Clark Ave to Blaylock St |
| 9 | BP-104 | S Harding St | Sidewalk (one side) | Network Expansion | From Corn Ave to Gordan Ave |
| 9 | BP-106 | 14th Ave | Sidewalk (one side) with shared lane markings | Network Expansion | From Rail Trail to Slappey Blvd |
| 9 | BP-109 | Meadowlark Dr/ Kenilworth Dr | Sidewalk (one side) with shared lane markings | Neighborhood Connections | From Gillionville Rd to Lullwater Rd |
| 9 | BP-110 | SR 32 | Sidewalk (one side) with shared lane markings | Network Expansion | From Lee County High School to Lovers Ln |
| 9 | BP-115 | Martin Luther King Junior Dr | Sidewalk (one side) | Network Expansion | From Johnny Williams Rd to Watkins Ave |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 9 | BP-116 | Randolph Ave | Sidewalk (one side) | Network Expansion | From Newton Rd to Habersham Rd |
| 9 | BP-118 | 7th Ave | Sidewalk (one side) and Bike Lanes | Network Expansion | From Jefferson St to Palmyra Rd |
| 9 | BP-120 | 11th Ave | Sidewalk (one side) | Network Expansion | From Jefferson St to Palmyra Rd |
| 9 | BP-121 | Cromartie Beach Dr/Blaylock St | Sidewalk (one side) | Neighborhood Connections | From Maple St to Ball Park Ln |
| 9 | BP-124 | Walnut St | Reconstruct Sidewalk (both sides) and Add Bike Lanes (road diet) - To be performed after construction of Leesburg Northern Bypass | Neighborhood Connections | From Robert B. Lee Dr to 4th St |
| 9 | BP-125 | Park St | Sidewalk (one side) with shared lane markings | Network Expansion | From Robert B. Lee Dr to Park St |
| 9 | BP-126 | Starksville Rd | Sidewalk (one side) | Network Expansion | From Main St to Hillside Ct |
| 9 | BP-142 | US 19 | Multiuse Trail (Coordinate with Corridor Management Plan) | Regional Corridors | From Ledo Rd to Robert B. Lee Dr |
| 9 | BP-237 | W Waddell Ave | Sidewalk (one side) | Network Expansion | From W Gordon Ave to University St |
| 9 | BP-246 | Lily Pond Rd | Sidewalk (one side) | Neighborhood Connections | From Newton Rd to Martin Luther King Jr Elementary School |
| 9 | BP-247 | Barnaby Dr | Sidewalk (one side) | Neighborhood Connections | From Martin Luther King Jr Dr to Newcastle Ln |
| 9 | BP-249 | Sunset Ln | Sidewalk (one side) | Network Expansion | From Radium Springs Rd to Vick St |
| 9 | BP-250 | West 4th Ave | Sidewalk (one side) with enhanced crosswalk at Palmyra Rd | Network Expansion | From N Van Buren St to N Madison St |
| 9 | BP-261 | Satilla St | Sidewalk (one side) | Neighborhood Connections | From Tallulah Dr to Pearce Ave |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 9 | BP-271 | North Washington St | Multi-use Trail | Network Expansion | From Dougherty/Lee Rail Trail to East Broad Ave |
| 9 | BP-272 | West Flint River Trail | Multi-use Trail | Network Expansion | From Albany Civic Center to Boy Scout Property |
| 10 | BP-48 | 4th St | Sidewalk (one side) | Network Expansion | From Main St to Starkville Rd |
| 10 | BP-85 | Fire Tower Ave | Sidewalk (one side) | Neighborhood Connections | From SR 32 to Society St |
| 10 | BP-89 | Leslie Hwy | Sidewalk (one side) | Neighborhood Connections | From Smithville Ave to Groover St |
| 10 | BP-95 | Nottingham Way | Multiuse Trail Connection | Network Expansion | From Ledo Rd to Rail Trail |
| 10 | BP-96 | Sewer Line Easement | Multiuse Trail | Network Expansion | From Railroad Ave to Park St |
| 10 | BP-97 | Palmyra Rd | Shared lane markings | Network Expansion | From Ledo Rd to Uncle Jimmys Ln |
| 10 | BP-98 | Don Cutler Dr | Sidewalk (one side) | Network Expansion | From Swift St to Blaylock St |
| 10 | BP-99 | East Society Ave | Sidewalk (one side) | Network Expansion | From N Central St to Maple St |
| 10 | BP-101 | Mitchell Ave | Sidewalk (one side) | Network Expansion | From Mobile Ave to Radium Springs Rd |
| 10 | BP-103 | Groover St | Sidewalk (one side) with shared lane markings | Network Expansion | From Leslie Hwy to Magnolia Ave |
| 10 | BP-111 | Peach Ave | Sidewalk (one side) with Bike Lanes | Network Expansion | From Robert B. Lee Dr to Main St |
| 10 | BP-113 | McKinley St | Sidewalk (one side) | Network Expansion | From Broad Ave to W. Whitney Ave |
| 10 | BP-114 | S Jefferson St | Sidewalk (one side) | Network Expansion | From Martin Luther King Junior Dr to Alice Ave |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 10 | BP-117 | D. C. Schilling Ave | Sidewalk (one side) | Neighborhood Connections | From Turner Field Rd to Start of Existing Sidewalk |
| 10 | BP-134 | Van Deman St | Sidewalk (one side) | Network Expansion | From Mitchell Ave to Wingate Ave |
| 10 | BP-136 | Don Cutler Dr | Sidewalk (one side) | Network Expansion | From Hobson St to Railroad Tracks |
| 10 | BP-201 | Walnut St | Enhanced Crosswalks at 4th St as part of Intersection Improvement Project | Network Expansion | 4th St |
| 10 | BP-202 | Nottingham Way | Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd. and Ledo Rd. | Network Expansion | From Whispering Pines Rd to Ledo Rd |
| 10 | BP-205 | Westover Blvd Ext | Multiuse Trail with New Bridge Project | Network Expansion | From Westover Blvd to Fussell Rd |
| 10 | BP-206 | Leesburg North Bypass | Multiuse Trail with New Road Construction | Network Expansion | From Smithville Ave to Leslie Hwy |
| 10 | BP-218 | Forrester Parkway Ext | Sidewalk (both sides) and Bike Lanes with New Road Construction | Network Expansion | From US 19 to Creekside Dr |
| 10 | BP-219 | Moultrie Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | Regional Corridors | From Radium Springs Rd to Dougherty County Line |
| 10 | BP-228 | Archwood Dr | Sidewalk (one side) | Network Expansion | From Stuart Ave to N Westover Blvd |
| 10 | BP-230 | West Apartments | Sidewalk (both sides) | Network Expansion | From Dawson Rd to Stuart Ave |
| 10 | BP-231 | Westgate Dr | Sidewalk (one side) | Network Expansion | From Westgate Dr to Dawson Rd |
| 10 | BP-232 | Kenilworth Dr | Sidewalk (one side) | Neighborhood Connections | From Meadowlark Dr to W Edgewater Dr |
| 10 | BP-235 | W Broad Ave | Sidewalk (one side) | Network Expansion | From Gillionville Rd to N Valencia Dr |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 10 | BP-244 | Johnny W Williams Rd | Sidewalk (one side) | Network Expansion | From S Madison St to Martin Luther King Jr Dr |
| 10 | BP-245 | Neuman Pl | Sidewalk (both sides) | Network Expansion | From Neuman Pl to Martin Luther King Jr Dr |
| 10 | BP-248 | Crawford Dr | Sidewalk (one side) | Network Expansion | From Radium Springs Rd to Cameo Ln |
| 10 | BP-254 | 16th Ave | Sidewalk (one side) with enhanced crosswalk at Seaboard Dr | Network Expansion | From Palmyra Rd to 16th Ave |
| 10 | BP-257 | Swift St | Sidewalk (one side) with enhanced crossing at Blaylock St | Network Expansion | From Don Cutler Sr Dr to Blaylock St |
| 10 | BP-258 | Cromartie Beach Dr/Turner Ave | Sidewalk (one side) | Neighborhood Connections | From N Maple St to Turner Job Corps Rd |
| 10 | BP-260 | Edison Dr | Sidewalk (one side) | Network Expansion | From E Broad Ave to E Oglethorpe Blvd |
| 10 | BP-262 | Pearce Ave | Sidewalk (both sides) | Neighborhood Connections | From Pearce Ave to Brierwood Dr |
| 10 | BP-263 | Brierwood Dr | Sidewalk (one side) | Neighborhood Connections | From Johnson Rd to Georgetown Dr |
| 10 | BP-264 | Roosevelt Ave | Multi-use Trail | Network Expansion | From Washington St to Riverfront Trail |
| 10 | BP-265 | Flint Ave | Multi-use Trail | Network Expansion | From Washington St to Riverfront Trail |
| 10 | BP-266 | Washington St | Multi-use Trail | Network Expansion | From Roosevelt Ave to Broad Ave |
| 10 | BP-267 | Highland Ave | Bike Route | Network Expansion | From Jackson St west to Study Area Boundary |
| 11 | BP-119 | Evelyn Ave | Sidewalk (one side) with Shared Lane Markings | Network Expansion | From Maple St to Blaylock St |
| 11 | BP-137 | Wingate Ave/ South St | Sidewalk (one side) | Network Expansion | From Van Demand St to Mitchell Ave |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 11 | BP-138 | Mobile Ave | Sidewalk (one side) | Network Expansion | From Moultrie Rd to Mitchell Ave |
| 11 | BP-139 | Sands Dr | Sidewalk (one side) | Network Expansion | From Radium Springs Rd to Oglethorpe Blvd |
| 11 | BP-140 | Westover Blvd | Multiuse Trail | Network Expansion | From Gillionville Rd to Oakridge Dr |
| 11 | BP-144 | Lovers Lane Rd | Bikeable Shoulder | Regional Corridors | From Chehaw Park Bridge to SR 32 |
| 11 | BP-203 | Meadowlark Dr Ext | Sidewalk (one Side) with bike lanes | Network Expansion | From Gillionville Rd to Westover Blvd |
| 11 | BP-207 | Ledo Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | Network Expansion | From Nottingham Way to US 19 |
| 11 | BP-210 | Robert B. Lee Dr/SR 32 Relocation | Sidewalk (both sides) and Bike Lanes with SR 32 Relocation Project | Neighborhood Connections | From Leesburg Bypass to SR 91 |
| 11 | BP-216 | Westover Blvd Ext | Sidewalk (both sides) and Bike Lanes with New Road Construction | Regional Corridors | From Fussell Rd to James Pond Rd |
| 11 | BP-217 | Forrester Pkwy Ext/Oakland Pkwy | Sidewalk (both sides) and Bike Lanes with New Road Construction | Network Expansion | From Creekside Dr to US 82 |
| 11 | BP-221 | Main St E | Sidewalk (both sides) | Network Expansion | From Magnolia Ave to Lee County High School |
| 11 | BP-222 | Kinchafoonee Dr W | Sidewalk (one side) | Neighborhood Connections | From Linden Rd W to Walnut Ave S |
| 11 | BP-224 | Morgan Farm Rd | Sidewalk (one side) | Network Expansion | From Peach Ave to Morgan Farm Rd |
| 11 | BP-225 | Double Oak Ln | Sidewalk (one side) | Network Expansion | From Hwy 32 E to Morgan Farm Rd |
| 11 | BP-253 | 10th Ave | Sidewalk (one side) with enhanced crosswalk at Palmyra Rd & N Harding St | Network Expansion | From N Slappey Blvd to Palmyra Rd |
| 11 | BP-255 | 18th Ave | Sidewalk (one side) | Network Expansion | From N Slappey Blvd to Cardinal St |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 11 | BP-268 | Pine Ave | Bike Route | Network Expansion | From Jackson St west to Study Area Boundary |
| 11 | BP-270 | Dougherty/Lee Rail Trail 2 | Multi-use Trail | Network Expansion | From Riverfront Trail to Flint River |
| 11 | BP-273 | Robert Cross Park Trail | Multi-use Trail | Neighborhood Connections | From Robert Cross Park to West Flint River Trail |
| 11 | BP-277 | East Albany State University | Multi-use Trail | Network Expansion | From ASU Existing Path to Sand Dunes |
| 11 | BP-278 | Shackleford Park | Multi-use Trail | Network Expansion | From West Flint River Trail to Shackleford Park Parking |
| 12 | BP-208 | Ledo Rd | Coordinate with Property Owners to provide bike routes on north and south sides via Interparcel Connections | Network Expansion | From Westover Blvd Ext to Nottingham Way |
| 12 | BP-212 | Clark Ave Bridge | Sidewalk (both sides) and Bike Lanes with New Bridge | Network Expansion | From N Broadway St to Roosevelt Ave |
| 12 | BP-214 | Fleming Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | Regional Corridors | From S Mock Rd to County Line Rd |
| 12 | BP-220 | Leslie Hwy | Sidewalk (both sides) | Network Expansion | From Groover St to Lee County High School 9th Grade Campus |
| 12 | BP-226 | Hickory Grove Rd | Sidewalk (one side) | Network Expansion | From Pebble Ridge Dr to Oakland Parkway |
| 12 | BP-251 | 5th Ave | Sidewalk (one side) | Network Expansion | From N Madison St to N Mormon St |
| 12 | BP-256 | Cardinal St | Sidewalk (one side) | Network Expansion | From 20th Ave to Seaboard Dr |
| 12 | BP-259 | Dame St/Patton Ave | Sidewalk (one side) | Neighborhood Connections | From Turner Job Corps Rd to McAdams Rd |
| 12 | BP-274 | South Riverside Cemetery Trail | Multi-use Trail | Network Expansion | From Ragsdale Park to West Flint River Trail |

| RANK | PROJECT ID | NAME | DESCRIPTION | NETWORK CATEGORY | LOCATION/EXTENTS |
|---|---|---|---|---|---|
| 12 | BP-280 | Nixon Dr | Sidewalk (one side) | Neighborhood Connections | From Antioch Rd to Nixon Dr |
| 13 | BP-215 | US 82 | Sidewalk (both sides) and Bike Lanes (coordinate with Corridor Management Plan) | Regional Corridors | From Leod Rd to Lee County/Terrell County Line |
| 13 | BP-223 | Park St W | Sidewalk (one side) | Network Expansion | From Walnut St to Park St |
| 13 | BP-252 | 5th Ave | Sidewalk (both sides) | Network Expansion | From N Jefferson St to N Jackson St |
| 13 | BP-276 | Paul Eames Sport Complex | Multi-use Trail | Network Expansion | From Blaylock St to Ball Park Ln |
| 13 | BP-279 | Putney Park Trail | Multi-use Trail | Neighborhood Connections | From Patterson Ave to Antioch Rd |

## 15.4 Alignment with System Performance Measures

The project recommendations included in the 2050 MTP Work Program are designed to align with the federal and local goals, objectives and performance measures.

These alignments have been verified by analyzing the project specific details and examining the potential impacts of project implementation through existing conditions analysis and model testing

### 15.4.1 Highway Safety (PM1)

The DARTS 2050 MTP Update increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. One of the primary goals of the MTP has been identified as prioritizing safety and security improvements across the transportation system for all users. This is further supplemented by objectives that focus on reducing the frequency and severity of crashes, minimizing modal conflicts, and prioritizing projects that lower fatalities and serious injuries. These objectives are pursued through various strategies, such as implementing design improvements and infrastructure upgrades.

Key projects highlighted in the DARTS MTP include the NS Railroad Grade Separation at North Slappey Blvd and several intersection safety improvements at critical locations like North Westover Boulevard and Nottingham Way, and North Slappey Boulevard at Gillionville Road. These efforts are designed to reduce crash potential and enhance overall safety. Additionally, the installation of railroad crossing warning devices at five locations in Albany aims to preemptively manage traffic and reduce collision risks at rail crossings.

Moreover, the DARTS MTP includes pedestrian and bicycle infrastructure enhancements, such as the SR 234 corridor project, which involves adding pedestrian hybrid beacons and median sections to improve non-motorized user safety. The plan also calls for the construction of roundabouts at intersections like SR 133 and Lovers Lane Road, which are proven to reduce the likelihood of severe crashes by controlling traffic flow and reducing speed. In addition, DARTS completed an MPO-wide Bicycle and Pedestrian Plan in 2023. The recommended bicycle and pedestrian projects from the plan have been integrated into the DARTS 2050 MTP Work Program. These projects will improve mobility of non-motorized road users while reducing conflicts with motorized traffic and hence improving overall safety and security of the MPO transportation system.

### 15.4.2 Pavement and Bridge Condition (PM2)

The DARTS 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements. In alignment with the PM2, Goal 6 of the MTP focuses on System Preservation and Maintenance, aiming to uphold acceptable bridge ratings and roadway maintenance standards, and ensuring that multi-modal facilities meet necessary standards.

Key bridge improvement projects include the replacement of the SR 520BU bridge over the Flint River in Albany. This project not only addresses the structural integrity of the bridge by providing a new, more robust structure but also enhances its functionality by incorporating wider lanes, pedestrian pathways, and shared-use paths, thereby maintaining acceptable bridge ratings and improving overall safety. Another significant project involves widening Old Leesburg Road from Philema Road to Forrester Parkway, which will enhance the road's capacity and structural condition along with improvement of bridge along the section.

Similarly, pavement improvement projects such as the widening of Liberty Expressway from North Slappey Boulevard to Clark Avenue and North Jefferson Street from Roosevelt Avenue to 7th Avenue are critical in maintaining and improving roadway conditions. These projects expand roadway capacity, reducing congestion and wear on existing pavement by distributing traffic more effectively. The widening of Old Leesburg Road from Philema Road to Forrester Parkway is another significant initiative aimed at enhancing roadway durability and accommodating increased traffic volumes, which helps prevent premature deterioration of the pavement.

### 15.4.3 System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)

The DARTS 2050 MTP Update addresses reliability, freight movement, and congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The goals and objectives outlined in the DARTS 2050 MTP align closely with performance measures aimed at enhancing system reliability and truck reliability. Specifically, Goal 7 highlights system management and operation, encouraging the implementation of strategies such as Transportation Systems Management (TSM) and Transportation Demand Management (TDM) to optimize network efficiency and reduce congestion. This objective is further reinforced by Goal 8 which targets reliability and resiliency, promoting improvements that enhance the livability of the transportation system. Goal 3, which aims to maximize mobility for residents and businesses in the region, while Goal 5 focuses on environmental stewardship and quality of life, aiming to limit adverse impacts from transportation system development, which is essential for maintaining community resources amidst growing traffic volumes. By addressing congestion and improving access to critical facilities, the MTP ensures that performance measures related to travel time reliability and freight movement are prioritized, ultimately supporting a more efficient transportation network.

The MTP incorporates a variety of project types that play a crucial role in mitigating congestion and enhancing overall traffic flow. Key initiatives include road widening projects, such as those planned for Liberty Expressway and North Jefferson Street, which will increase lane capacity and facilitate smoother vehicular movement. Additionally, new connections and intersections are being strategically designed to improve access and reduce bottlenecks. Signal upgrades at multiple locations throughout the region will enhance the efficiency of traffic flow by optimizing signal timings and reducing delays at intersections, thereby improving system reliability and ensuring a more responsive transportation network.

Truck reliability is specifically addressed through targeted projects designed to accommodate freight movement more effectively. For example, the widening of Liberty Expressway will provide a more robust corridor for heavy vehicles, reducing the likelihood of congestion-related delays. Furthermore, railroad grade separations, such as those proposed at North Slappey Boulevard, will eliminate at-grade crossings, significantly improving safety and reliability for truck traffic. Moreover, safety improvements and signal upgrades at intersections along these corridors aim to reduce truck delays and enhance operational efficiency, ensuring smoother and more reliable freight movement throughout the region.

***Table 15-7*** below presents a list of recommended projects included in the DARTS 2050 MTP Work Program and their alignment with each of the PMs based on the respective project characteristics and anticipated benefit yields. Please refer to ***Appendix B***: DARTS MPO System Performance Report Update for detailed DARTS MTP System Performance Report Update.

**Table 15-7: DARTS 2050 MTP Projects That Support Each Performance Measure Targets**

| Project Name/Description | PM1 | PM2 | | PM3* | |
|---|---|---|---|---|---|
| | Safety | Bridges | Pavement | System Reliability | Truck Reliability |
| Widen Liberty Expy (US 19/US 82/SR 3/SR 520) From N Slappey Blvd (US 19/SR 3) to Clark Ave (US 82/SR 520) | | | ✓ | ✓ | ✓ |
| Widen N Jefferson St (SR 91) from 2 to 4 lanes from Roosevelt Ave to 7th Ave | | | ✓ | ✓ | |
| NS Railroad Grade Separation @ N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) or N Jefferson St (SR 91) | ✓ | | ✓ | ✓ | |
| Widen Slappey Blvd (SR 234/SR 520 BU) from Colquitt Ave N to Tift Ave; with Access Management | | | ✓ | ✓ | |
| SR 520BU from SR 91 to CS 905/Thornton Dr | | | | ✓ | |
| Signal System Upgrade @ 16 Locations - Phase IV | | | | ✓ | |
| SR 520BU @ Flint River in Albany | | ✓ | | ✓ | ✓ |
| Safety Improvements - Intersection of N Westover Blvd @ Nottingham Way | ✓ | | | | |
| Westover Blvd from Albany Mall to North Of Ledo Rd | | | ✓ | ✓ | |

| Project Name/Description | PM1 | PM2 | | PM3* | |
|---|---|---|---|---|---|
| | Safety | Bridges | Pavement | System Reliability | Truck Reliability |
| Widen Liberty Expy (US 82/SR 520) from Dawson Rd to N Slappey Blvd (US 19/SR 3); widen/reconfigure Dawson Rd ramps | | | ✓ | ✓ | ✓ |
| Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ Gillionville Rd (SR 234) | ✓ | | | | |
| SR 133 from north of CR 459/County Line Rd to north of CR 540/Holly Dr | | | ✓ | | ✓ |
| Signal System Upgrade @ 17 Locations - Phase V | | | | ✓ | |
| Widen Nottingham Way from 2 to 4 lanes between Whispering Pines Rd and N Westover Blvd | | | ✓ | ✓ | |
| Liberty Bypass @ Nottingham Way Interchange EB Ramp: Additional EB lane through the intersection at Nottingham Way @ N Westover Blvd and extending the ramp and merge onto expressway. | | | ✓ | ✓ | ✓ |
| Signal System Upgrade @ 12 CS Locations - Phase III | | | | ✓ | |
| SR 234 from CS 773/Cedar Ave to CS 664/W Whitney Ave - VRU | ✓ | | | ✓ | |
| Widen Stuart Ave from 2 to 4 lanes between Barnesday Way and Whatley Ln | | | ✓ | ✓ | |
| Widen Ledo Rd from 2 to 4 lanes between Nottingham Way and N Slappey Blvd (US 19/SR 3) | | | ✓ | ✓ | |
| Widen Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Forrester Pkwy | | ✓ | | ✓ | |
| Safety Improvements - Intersection of W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) @ S Jefferson St (SR 91) | ✓ | | | | |
| SB ramp from Liberty Expy (US 82/US 19/SR 3/SR 520) to N Jefferson St (SR 91) @ Frontage Rd & to Philema Rd: Additional off ramp lane to minimize backup on to expressway with dual left-turns at intersection with N Jefferson St (SR 91) NB | | | ✓ | ✓ | ✓ |

| Project Name/Description | PM1 | PM2 | | PM3* | |
|---|---|---|---|---|---|
| | Safety | Bridges | Pavement | System Reliability | Truck Reliability |
| Albany to Sasser Multi-Use Trail | ✓ | | | | |
| Safety Improvements - Intersection of N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ W Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) | ✓ | | | | |
| Widen Palmyra Rd turn lanes | | | ✓ | ✓ | |
| CS 1297/E Broad Ave @ GFR #723239K in Albany | ✓ | | | | |
| Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and Stuart Ave, potential access management | | | ✓ | ✓ | |
| Safety Improvements - Intersection of Dawson Rd @ Stuart Ave | ✓ | | | | |
| Widen Jefferson Davis Memorial Hwy (US 82/SR 520) from 4 lanes to 6 lanes between Liberty Expy (US 82/SR 520) and Fussell Rd, potential access management | | | ✓ | ✓ | ✓ |
| Widen Whispering Pines Rd from 2 to 3 lanes between Nottingham Way and N Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) | | | ✓ | ✓ | |
| Widen US 19/SR 3 from 4 to 6 Lanes, from Liberty Expy (US 82/SR 520) southside ramps to Cedric St, potential access management | | | ✓ | ✓ | |
| Signal System Upgrade @ 9 CS Locations - Phase VI | | | | ✓ | |
| 11th Ave @ N Jefferson St (SR 91) Intersection Improvement - minor widening and channelization | | | | ✓ | |
| SR 3/SR 300/US 19 @ CR 39/Nelms Rd - VRU | ✓ | | | ✓ | |
| Widen and channelize turn lanes on W Gordon Ave @ S Slappey Blvd (SR 234) with safety enhancements | ✓ | | ✓ | ✓ | |

| Project Name/Description | PM1 | PM2 | | PM3* | |
|---|---|---|---|---|---|
| | Safety | Bridges | Pavement | System Reliability | Truck Reliability |
| SR 133 @ CR 234/Lovers Lane Rd - Roundabout | ✓ | | ✓ | ✓ | |
| Safety Improvements - Intersection of Jefferson Davis Memorial Hwy (US 82/SR 520) @ N Doublegate Dr /Oakland Pkwy | ✓ | | | | |
| Leesburg SR 32 Realignment: Realign SR 32 south of 4th St to connect to US 19/SR 3 opposite Callaway St across RR | ✓ | | | | |
| SR 133 @ CR 109/Cedric St | ✓ | | ✓ | ✓ | |
| SR 133 from north of SR 112 to north of CR 459/County Line Rd | | | ✓ | ✓ | |
| CR 76/Honeysuckle Dr @ GFR #723228X | ✓ | | | ✓ | |
| Widen Westgate Dr from 2 lanes to 4 lanes from N Westover Blvd to Dawson Rd | | | ✓ | ✓ | |
| Southern Bypass - New 2 lane alignment from Oakhaven Dr to Liberty Expy (US 19/SR 3/SR 300)/Williamsburg Rd | | | ✓ | ✓ | |
| Lily Pond Rd & Eight Mile Rd - Off-System Safety Improvements | ✓ | | | | |
| CR 466/Gravel Hill Rd @ GFR #723227R | ✓ | | | ✓ | |
| Realign intersection Newton Rd (SR 91) @ Lily Pond Rd | ✓ | | ✓ | ✓ | |
| Gillionville Rd (SR 234) @ S Westover Blvd - Add westbound right turn and southbound left turn lanes | ✓ | | | ✓ | |
| Widen Broad Ave/Camp Ln from 2 to 3 lanes between Magnolia St and Walnut St | | | ✓ | ✓ | |
| Add grade separation and ramps on US 19/SR 3 @ Holly Dr | ✓ | | | ✓ | ✓ |

| Project Name/Description | PM1 | PM2 | | PM3* | |
|---|---|---|---|---|---|
| | Safety | Bridges | Pavement | System Reliability | Truck Reliability |
| Misc. operational, active transportation projects resulting from Leesburg Connectivity Study | ✓ | | | | |
| 2 lane extension of Westover Rd from Fussell Rd to Oakland Rd | | | ✓ | ✓ | |
| Kinchafoonee Creek Rd - New 2 lane alignment from US 19/SR 3 to Old Leesburg Rd (SR 133) & Palmyra Rd to Creekside Dr | | | ✓ | ✓ | |
| Signal upgrade at the intersections of SR 133, SR 234, SR 520 & SR 520 BU @ 13 Locations in Dougherty County | ✓ | | ✓ | ✓ | |
| Widen Doublegate Dr from 2 to 3 lanes between Martindale Dr and Dawson Rd | | | ✓ | ✓ | |
| Widen and realign intersection of Sands Dr @ Radium Springs Rd | ✓ | | ✓ | ✓ | |
| Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy to Robert B. Lee Dr | | | ✓ | | |
| Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Dr to SR 32 east of Lovers Lane Rd | | | ✓ | ✓ | ✓ |
| **All Bicycle and Pedestrian Projects from DARTS Bicycle and Pedestrian Plan, 2023** | ✓ | | | | |

** The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. DARTS MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.*

# 16MTP Work Program

The DARTS 2050 Metropolitan Transportation Plan (MTP) Work Program is designed to offer a comprehensive, multimodal approach to transportation improvements in the DARTS Planning Area. This initiative aims to address the diverse transportation needs of the community through a variety of projects funded by federal, state, and local resources, including grants from the Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT) funding, and Transportation Special Purpose Local Option Sales Tax (T-SPLOST) funds. T-SPLOST funds are typically utilized for roadway maintenance, sidewalks, and bridge repair projects whereas the capital projects generally depend on GDOT and Federal sources for funding.

Given the constraints of limited funding and time, not all proposed projects can be undertaken immediately. Therefore, it is crucial to balance the allocation of funds, project timelines, and the anticipated benefits of each project. The DARTS 2050 MTP Work Program is divided into two main sections: (1) the **Cost Feasible Project List** that is constrained by the projected federal, state, and local funds identified and (2) the unfunded **Aspirational Project List**. The Cost Feasible Project List has also been divided further into three funding bands, outlining the strategic approach to achieving the region's transportation goals. The projects that are already committed under the existing TIP and STIP until 2027 have not been included in the cost feasible and aspirational project lists but are included in the recommended project list (Section 16.1).

- **Cost Feasible Projects**
  - **Band 1:** Short Term (2028-2032)
  - **Band 2:** Mid Term (2033-2037)
  - **Band 3:** Long Term (2038-2050)
- **Aspirational (Unfunded) Projects**

***Table 16-1*** displays the projected funding amounts available for each band, with estimates from both Federal/GDOT sources and local (T-SPLOST) sources.

**Table 16-1: Projected Funding Identification for Work Program**

| Cost Bands | Years | Federal/GDOT Project Estimate (YOE$) | Federal/GDOT Maintenance Estimate (YOE$) | Total T-SPLOST Estimate (YOE$) | Total Funds (YOE$) |
|---|---|---|---|---|---|
| Band 1 | 2028-2032 | $66,694,134 | $7,831,649 | $27,723,442 | **$102,249,225** |
| Band 2 | 2033-2037 | $70,096,206 | $8,231,142 | $0 | **$78,327,348** |
| Band 3 | 2038-2050 | $199,442,714 | $23,419,831 | $0 | **$222,862,545** |
| **Total Cost Feasible** | **2028-2050** | **$336,233,054** | **$39,482,623** | **$27,723,442** | **$403,439,119** |

The sections in this chapter detail the prioritized transportation projects aimed at improving the DARTS-Albany region's infrastructure within different funding constraints and timelines.

## 16.1 Recommended Projects

This section of the report provides an overview of the recommended projects in the DARTS 2050 MTP Work Program, categorized into Roadway Improvement Projects and Bicycle and Pedestrian Projects. Roadway Improvement Projects include a variety of upgrades such as intersection and interchange enhancements, operational and safety improvements, and expansions in roadway capacity and bridge infrastructure. In addition, the plan features Bicycle and Pedestrian Projects, aimed at enhancing non-motorized travel through dedicated bike lanes, multi-use trails, and improved crosswalks. Together, these initiatives reflect a comprehensive approach to improving the region's transportation network and fostering a more connected and inclusive environment.

Within this section, roadway projects and bicycle and pedestrian infrastructure improvements are discussed separately to reflect their distinct prioritization processes.

### 16.1.1 Roadway Projects

A key component of DARTS 2050 MTP is the strategic implementation of various roadway projects aimed at improving traffic flow, ensuring safety, and increasing roadway capacity. These projects are meticulously categorized into Intersection & Interchange projects, Operations and Safety projects, and Roadway Capacity and Bridge projects. This classification facilitates targeted interventions that address specific transportation needs, thereby optimizing resource allocation and project management.

The total cost for the recommended roadway projects in the DARTS 2050 MTP amounts to $829,923,605. This allocation includes $82,581,997 for initial planning and design; $167,482,705 for acquiring land and managing utility relocations; and $579,858,903 is dedicated to the actual construction and implementation of the projects. This distribution ensures comprehensive planning, acquisition, and execution, reflecting the significant investment required to enhance the region's transportation infrastructure. The following table (***Table 16-2***) provides further breakdown of the estimated roadway project costs by project types and implementation phases.

**Table 16-2: Estimated Costs of Roadway Projects**

| Project Category | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) | Total (2024 $) |
|---|---|---|---|---|
| Intersection and Interchange | $5,993,795 | $10,316,064 | $45,581,272 | **$61,891,131** |
| Operations and Safety | $15,048,380 | $26,133,307 | $103,577,324 | **$144,759,011** |
| Roadway Capacity and Bridges | $61,539,822 | $131,033,334 | $430,700,307 | **$623,273,463** |
| Total | **$82,581,997** | **$167,482,705** | **$579,858,903** | **$829,923,605** |

***Note:*** *44% contingency costs have been included in the estimated costs.*

Further breakdown of the estimated project costs by the roadway project type are:

- **Intersection and interchange improvements** are critical for reducing congestion and improving traffic flow at key junctures. The DARTS 2050 MTP allocates $61,891,131 for 10 intersection and interchange projects. These projects are pivotal in enhancing the efficiency

and safety of high-traffic intersections and interchanges, thereby facilitating smoother and more reliable travel.

- **Operations and safety projects** are designed to address critical safety concerns and operational inefficiencies across the transportation network. The DARTS 2050 MTP designates $144,759,011 to 24 operations and safety projects in the work program. These projects aim to reduce accident rates, improve traffic management, and ensure a safer environment for all road users.
- **Roadway capacity and bridge projects** represent the largest investment category within the DARTS 2050 MTP, with a total allocation of $623,273,463 for 24 roadway capacity and bridge projects. These projects are essential for expanding roadway capacity, reducing congestion, and maintaining and upgrading critical bridge infrastructure.

***Figure 16-1*** and ***Figure 16-2*** illustrates the spatial distribution of the recommended roadway projects within the DARTS MPO region and City of Albany respectively, highlighting their geographic locations and the specific areas they will impact. ***Table 16-3*** offers a detailed cost estimate, funding sources, and specific details for each project.

**Figure 16-1: Recommended Roadway Projects – DARTS MPO Region**

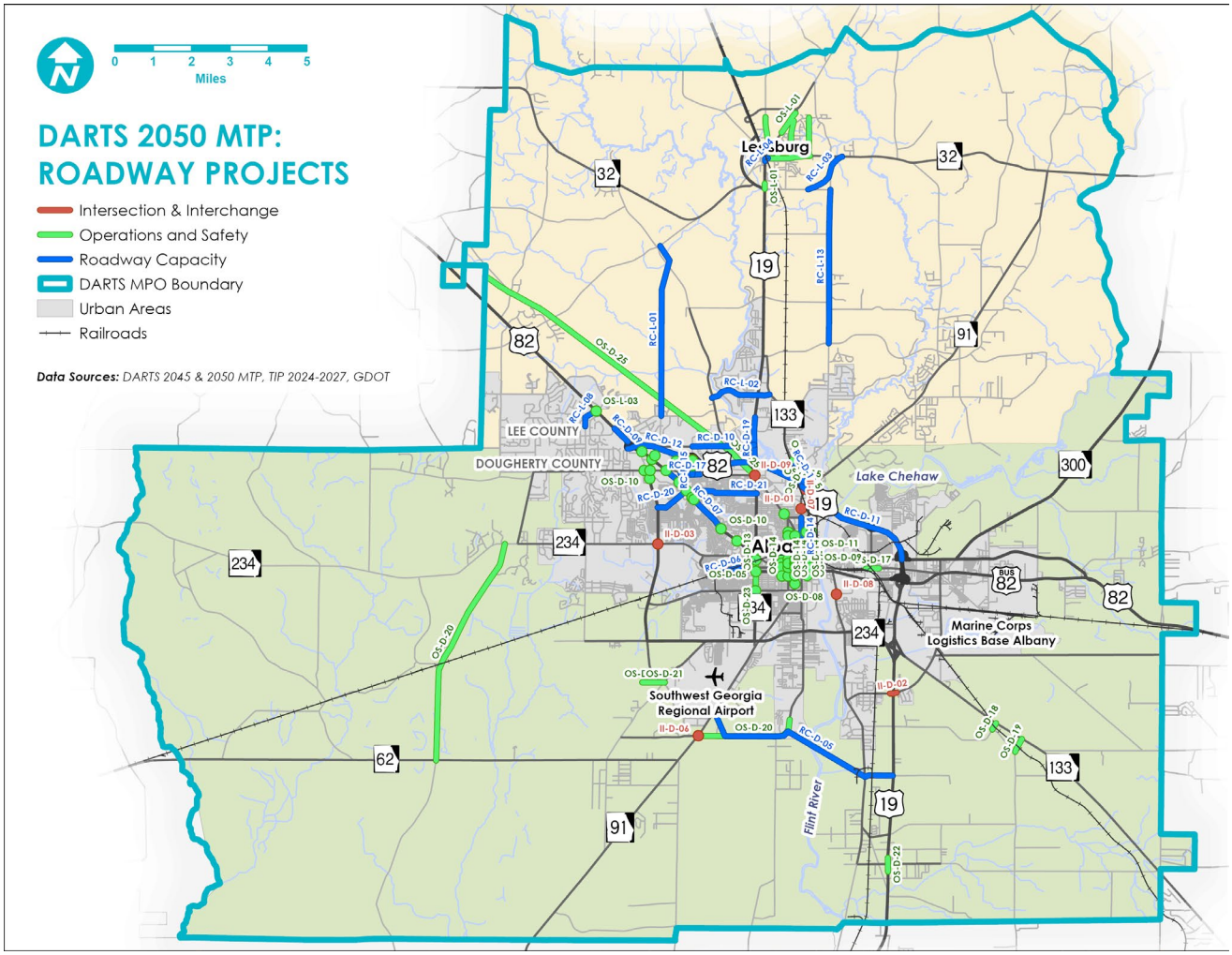
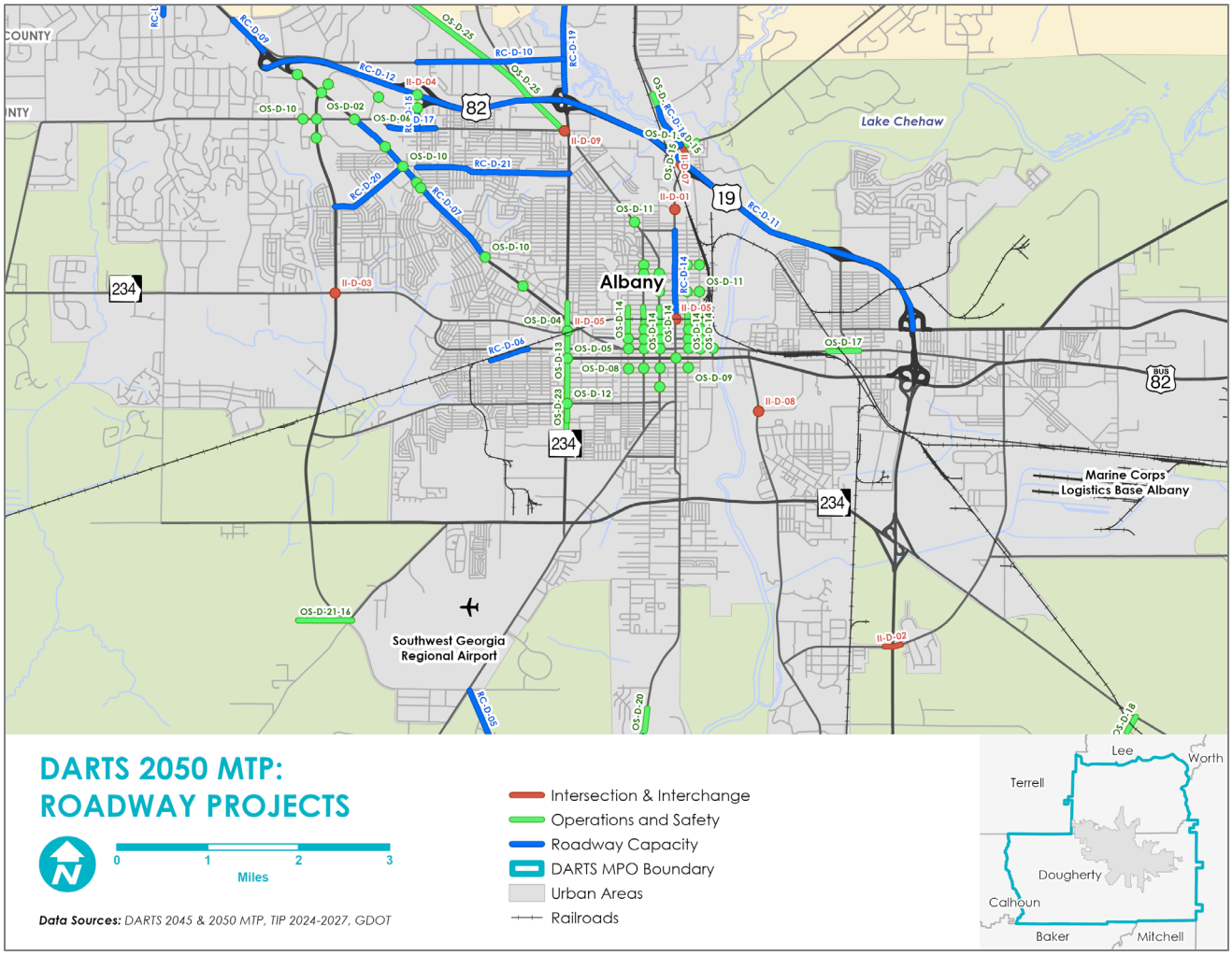


**Figure 16-2: Recommended Roadway Projects - City of Albany**




Based on the assumptions discussed earlier in this chapter, ***Table 16-3*** represents the cost estimates of the roadway projects broken down by the three phases: Preliminary Engineering (PE), Right-of-Way and Utilities (ROW/UTL), and Construction (CST). The cost estimation of the projects also includes a total project cost with 20% contingency assumption, as well as a high cost with 44% contingency assumption. The table also presents the potential source of funding for each project based on the assumption discussed in the previous paragraph.

## Table 16-3: DARTS 2050 MTP Roadway Project Cost Estimates

| PROJECT ID | PI # | PROJECT NAME | PROJECT CATEGORY | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) | ESTIMATED COSTS (2024 $) | ESTIMATED COSTS (20% contingency) (2024 $) | HIGH ESTIMATE (44% contingency) (2024 $) | PROJECT SOURCE |
|---|---|---|---|---|---|---|---|---|---|---|
| RC-D-11 | N/A | Liberty Expy Widening Project | Roadway Capacity and Bridges | $6,196,138 | $10,326,897 | $38,161,826 | $54,684,861 | $65,621,833 | $78,746,200 | 2045 MTP |
| RC-D-14 | N/A | N Jefferson St Lane Expansion | Roadway Capacity and Bridges | $841,484 | $1,402,474 | $5,609,896 | $7,853,854 | $9,424,625 | $11,309,550 | 2045 MTP |
| II-D-05 | N/A | NS Railroad Grade Separation | Intersection and Interchange | $479,478 | $35,517 | $3,196,520 | $3,711,515 | $4,453,818 | $5,344,582 | 2045 MTP |
| OS-D-13 | 431740- | Slappey Blvd Widening and Access Management | Operations and Safety | $1,697,505 | $2,829,175 | $11,316,698 | $15,843,378 | $19,012,053 | $22,814,464 | 2045 MTP |
| RC-D-25 | 0013562 | SR 520BU from SR 91 to CS 905/Thornton Dr | Operations and Safety | $1,000,000 | $8,208,660 | $24,486,518 | $33,695,178 | $40,434,214 | $48,521,056 | TIP/STIP 2024-2027 |
| OS-D-09 | 0008384 | Signal System Upgrade @ 16 LOCS - Phase IV | Operations and Safety | $- | $- | $4,777,363 | $4,777,363 | $5,732,836 | $6,879,403 | TIP/STIP 2024-2027 |
| RC-D-26 | 0013992 | SR 520BU @ Flint River in Albany | Roadway Capacity and Bridges | $- | $24,122,399 | $1,656,121 | $25,778,520 | $30,934,224 | $37,121,069 | TIP/STIP 2024-2027 |
| OS-D-06 | N/A | N Westover Blvd & Nottingham Way Safety Enhancements | Operations and Safety | $70,531 | $117,552 | $470,209 | $658,292 | $789,950 | $947,940 | 2045 MTP |
| RC-D-12 | N/A | Liberty Expressway and Dawson Rd Ramp Project | Roadway Capacity and Bridges | $3,712,632 | $5,568,948 | $18,563,160 | $27,844,740 | $33,413,688 | $40,096,426 | 2045 MTP |
| OS-D-04 | N/A | N Slappey Blvd & Gillionville Rd Safety Enhancements | Operations and Safety | $70,531 | $117,552 | $470,209 | $658,292 | $789,950 | $947,940 | 2045 MTP |
| RC-D-22 | 0000473 | SR 133 FM N of CR 459/County Line Rd to N Of CR 540/Holly Dr | Roadway Capacity and Bridges | $4,165,868 | $8,261,558 | $37,669,865 | $50,097,291 | $60,116,750 | $72,140,100 | TIP/STIP 2024-2027 |
| OS-D-10 | 0008385 | Signal System Upgrade @ 17 LOCS - Phase V | Operations and Safety | $269,186 | $- | $3,320,727 | $3,589,913 | $4,307,896 | $5,169,475 | 2045 MTP |
| RC-D-15 | N/A | Nottingham Way Lane Expansion | Roadway Capacity and Bridges | $501,779 | $458,323 | $5,017,790 | $5,977,893 | $7,173,471 | $8,608,166 | 2045 MTP |
| II-D-04 | N/A | Liberty Bypass & Nottingham Way Ramp Extension | Intersection and Interchange | $91,372 | $233,506 | $913,725 | $1,238,603 | $1,486,324 | $1,783,589 | 2045 MTP |
| OS-D-08 | 0008383 | Signal System Upgrade @ 12 CS LOCS - Phase III | Operations and Safety | $223,367 | $2,684,989 | $2,908,356 | $5,816,713 | $6,980,056 | $8,376,067 | 2045 MTP |
| OS-D-23 | 0018326 | SR 234 from CS 773/Cedar Ave to CS 664/W Whitney Ave - VRU | Operations and Safety | $104,040 | $40,800 | $1,036,625 | $1,181,465 | $1,417,758 | $1,701,310 | TIP/STIP 2024-2027 |
| RC-D-17 | N/A | Stuart Ave Lane Expansion | Roadway Capacity and Bridges | $842,374 | $1,673,482 | $8,423,741 | $10,939,597 | $13,127,517 | $15,753,020 | 2045 MTP |
| RC-D-24 | 0010571 | Westover Blvd from Albany Mall to N of Ledo Rd | Roadway Capacity and Bridges | $1,492,049 | $1,424,595 | $14,489,379 | $17,406,024 | $20,887,229 | $25,064,674 | TIP/STIP 2024-2027 |
| RC-D-10 | N/A | Ledo Rd Lane Expansion | Roadway Capacity and Bridges | $3,156,577 | $3,363,415 | $31,565,768 | $38,085,760 | $45,702,912 | $54,843,494 | 2045 MTP |
| RC-D-16 | N/A | Old Leesburg Rd Widening | Roadway Capacity and Bridges | $2,443,165 | $4,461,608 | $29,782,049 | $36,686,823 | $44,024,187 | $52,829,025 | 2045 MTP |
| OS-D-07 | N/A | W Oglethorpe Blvd & S Jefferson St Safety Enhancements | Operations and Safety | $70,531 | $117,552 | $470,209 | $658,292 | $789,950 | $947,940 | 2045 MTP |
| II-D-07 | N/A | Liberty Expy Off-Ramp Improvement | Intersection and Interchange | $104,806 | $174,676 | $698,705 | $978,187 | $1,173,825 | $1,408,590 | 2045 MTP |

| PROJECT ID | PI # | PROJECT NAME | PROJECT CATEGORY | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) | ESTIMATED COSTS (2024 $) | ESTIMATED COSTS (20% contingency) (2024 $) | HIGH ESTIMATE (44% contingency) (2024 $) | PROJECT SOURCE |
|---|---|---|---|---|---|---|---|---|---|---|
| OS-D-25 | 0018357 | Albany to Sasser Multi-Use Trail | Operations and Safety | $1,530,000 | $110,000 | $3,000,000 | $4,640,000 | $5,568,000 | $6,681,600 | TIP/STIP 2024-2027 |
| OS-D-05 | N/A | N Slappey Blvd & W Oglethorpe Blvd Safety Enhancements | Operations and Safety | $104,806 | $174,676 | $698,705 | $978,187 | $1,173,825 | $1,408,590 | 2045 MTP |
| II-D-09 | N/A | Palmyra Rd Turn Lane Expansion | Intersection and Interchange | $463,038 | $276,485 | $4,630,379 | $5,369,901 | $6,443,882 | $7,732,658 | 2045 MTP |
| OS-D-17 | 0017451 | CS 1297/E Broad Ave @ GFR #723239K in Albany | Operations and Safety | $- | $- | $245,773 | $245,773 | $294,927 | $353,913 | TIP/STIP 2024-2027 |
| RC-D-07 | N/A | Dawson Rd Widening and Access Management | Roadway Capacity and Bridges | $2,791,105 | $4,186,658 | $13,955,527 | $20,933,291 | $25,119,949 | $30,143,939 | 2050 MTP *NEW* |
| OS-D-02 | N/A | Dawson Rd & Stuart Ave Safety Improvements | Operations and Safety | $85,977 | $143,295 | $573,182 | $802,454 | $962,945 | $1,155,534 | 2045 MTP |
| RC-D-09 | N/A | Jefferson Davis Memorial Hwy Widening | Roadway Capacity and Bridges | $768,768 | $1,153,151 | $3,843,838 | $5,765,757 | $6,918,908 | $8,302,690 | 2050 MTP *NEW* |
| RC-D-21 | N/A | Whispering Pines Rd Widening | Roadway Capacity and Bridges | $1,665,701 | $2,498,551 | $8,328,504 | $12,492,756 | $14,991,307 | $17,989,568 | 2050 MTP *NEW* |
| RC-D-19 | N/A | US 19/SR 3 Widening and Access Management | Roadway Capacity and Bridges | $1,315,126 | $1,972,689 | $6,575,630 | $9,863,444 | $11,836,133 | $14,203,360 | 2050 MTP *NEW* |
| OS-D-11 | 0008386 | Signal System Upgrade @ 9 CS LOCS - Phase VI | Operations and Safety | $102,953 | $- | $1,280,359 | $1,383,312 | $1,659,974 | $1,991,969 | 2045 MTP |
| II-D-01 | N/A | 11th Ave & N Jefferson St Intersection Upgrade | Intersection and Interchange | $311,939 | $253,015 | $3,119,390 | $3,684,344 | $4,421,213 | $5,305,456 | 2045 MTP |
| OS-D-22 | 0017396 | SR 3/SR 300/US 19 @ CR 39/Nelms Rd - VRU | Operations and Safety | $573,052 | $112,200 | $1,961,211 | $2,646,463 | $3,175,756 | $3,810,907 | TIP/STIP 2024-2027 |
| OS-D-12 | N/A | W Gordon Ave & S Slappey Blvd Turn Lane Upgrade | Operations and Safety | $122,316 | $203,859 | $815,438 | $1,141,613 | $1,369,936 | $1,643,923 | 2045 MTP |
| OS-D-24 | 0015475 | SR 133 @ CR 234/Lovers Lane Rd - Roundabout | Operations and Safety | $1,211,863 | $617,706 | $1,703,821 | $3,533,390 | $4,240,069 | $5,088,082 | TIP/STIP 2024-2027 |
| OS-L-03 | N/A | Jefferson Davis Memorial Hwy Intersection Safety Improvements | Operations and Safety | $387,610 | $646,017 | $2,584,067 | $3,617,694 | $4,341,233 | $5,209,479 | 2045 MTP |
| RC-L-04 | N/A | Leesburg SR 32 Realignment Project | Roadway Capacity and Bridges | $372,451 | $558,676 | $1,862,254 | $2,793,381 | $3,352,057 | $4,022,468 | Leesburg Connectivity Study |
| II-L-10 | 0019707 | SR 133 @ CR 109/Cedric St | Intersection and Interchange | $30,600 | $100,000 | $1,200,000 | $1,330,600 | $1,596,720 | $1,916,064 | TIP/STIP 2024-2027 |
| OS-D-18 | 0017452 | CR 76/Honeysuckle Dr @ GFR #723228X | Operations and Safety | $- | $- | $239,454 | $239,454 | $287,345 | $344,814 | TIP/STIP 2024-2027 |
| RC-D-23 | 0000475 | SR 133 FM N of SR 112 to N of CR 459/County Line Rd | Roadway Capacity and Bridges | $83,036 | $147,684 | $22,033 | $252,753 | $303,303 | $363,964 | TIP/STIP 2024-2027 |
| RC-D-20 | N/A | Westgate Dr Widening | Roadway Capacity and Bridges | $1,158,995 | $1,738,492 | $5,794,974 | $8,692,462 | $10,430,954 | $12,517,145 | 2050 MTP *NEW* |
| RC-D-05 | N/A | Southern Bypass New Alignment | Roadway Capacity and Bridges | $4,841,692 | $8,069,487 | $32,277,948 | $45,189,128 | $54,226,953 | $65,072,344 | 2045 MTP |
| OS-D-20 | 0019229 | Lily Pond Rd & Eight Mile Rd - Off-System Safety Improvements | Operations and Safety | $8,160 | $- | $- | $8,160 | $9,792 | $11,750 | TIP/STIP 2024-2027 |
| OS-D-19 | 0017453 | CR 466/Gravel Hill Rd @ GFR #723227R | Operations and Safety | $- | $- | $239,454 | $239,454 | $287,345 | $344,814 | TIP/STIP 2024-2027 |

| PROJECT ID | PI # | PROJECT NAME | PROJECT CATEGORY | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) | ESTIMATED COSTS (2024 $) | ESTIMATED COSTS (20% contingency) (2024 $) | HIGH ESTIMATE (44% contingency) (2024 $) | PROJECT SOURCE |
|---|---|---|---|---|---|---|---|---|---|---|
| II-D-06 | N/A | Newton Rd & Lily Pond Rd Intersection Realignment | Intersection and Interchange | $533,391 | $2,026,886 | $5,333,905 | $7,894,182 | $9,473,018 | $11,367,622 | 2045 MTP |
| II-D-03 | N/A | Gillionville Rd & S Westover Blvd Turn Lane Addition | Intersection and Interchange | $44,535 | $454,159 | $445,352 | $944,046 | $1,132,856 | $1,359,427 | 2045 MTP |
| RC-D-06 | N/A | Broad Ave/Camp Ln Widening | Roadway Capacity and Bridges | $419,191 | $628,786 | $2,095,954 | $3,143,931 | $3,772,717 | $4,527,261 | 2050 MTP *NEW* |
| II-D-02 | N/A | US 19/SR 3 & Holly Dr Grade Separation and Ramps | Intersection and Interchange | $1,783,261 | $2,674,891 | $8,916,303 | $13,374,454 | $16,049,345 | $19,259,213 | 2050 MTP *NEW* |
| OS-L-01 | N/A | Leesburg Connectivity Active Transportation Projects | Operations and Safety | $1,166,064 | $1,749,096 | $5,830,320 | $8,745,480 | $10,494,576 | $12,593,491 | Leesburg Connectivity Study |
| RC-L-01 | N/A | Westover Rd 2 Lane Extension | Roadway Capacity and Bridges | $183,600 | $183,600 | $3,304,800 | $3,672,000 | $4,406,400 | $5,287,680 | 2045 MTP |
| RC-L-02 | N/A | Kinchafoonee Creek Rd New Alignment | Roadway Capacity and Bridges | $705,057 | $1,175,094 | $4,700,377 | $6,580,527 | $7,896,633 | $9,475,960 | 2045 MTP |
| OS-D-16 | 0017843 | SR 133; SR 234; SR 520 & SR 520 BU @ 13 LOCS | Operations and Safety | $1,651,770 | $275,000 | $2,475,000 | $4,401,770 | $5,282,124 | $6,338,549 | TIP/STIP 2024-2027 |
| RC-L-08 | N/A | Doublegate Dr Widening | Roadway Capacity and Bridges | $374,018 | $561,027 | $1,870,090 | $2,805,135 | $3,366,162 | $4,039,394 | 2050 MTP *NEW* |
| II-D-08 | N/A | Sands Dr & Radium Springs Rd Intersection Upgrade | Intersection and Interchange | $319,938 | $934,798 | $3,199,382 | $4,454,119 | $5,344,943 | $6,413,931 | 2045 MTP |
| RC-L-13 | N/A | Lovers Lane Rd Widening | Roadway Capacity and Bridges | $3,855,930 | $5,783,895 | $19,279,651 | $28,919,476 | $34,703,372 | $41,644,046 | 2050 MTP *NEW* |
| RC-L-03 | N/A | Leesburg SR 32 Bypass | Roadway Capacity and Bridges | $849,252 | $1,273,878 | $4,246,260 | $6,369,390 | $7,643,268 | $9,171,922 | Leesburg Connectivity Study |
| OS-D-26 | 0020326 | EV Charging Station @ 1 LOC in Dougherty/Worth County | Operations and Safety | $30,000 | $- | $1,250,000 | $1,280,000 | $1,536,000 | $1,843,200 | TIP/STIP 2024-2027 |

## 16.1.2 Bicycle and Pedestrian Projects

The DARTS 2050 MTP Work Program includes 221 bicycle and pedestrian projects, reflecting a significant commitment to enhancing non-motorized transportation infrastructure. These projects, prioritized and cost-estimated in alignment with the DARTS Bicycle and Pedestrian Plan, 2023, are essential for creating a more inclusive and accessible transportation network. The total estimated cost for these projects is $505,847,784, with figures adjusted to 2024 dollars and inclusive of a 44% contingency to account for potential fluctuations and unforeseen expenses. This comprehensive investment underscores the region's dedication to promoting active transportation, improving safety, and fostering a healthier and more sustainable urban environment.

***Figure 16-3*** and ***Figure 16-4*** illustrates the location of the bicycle projects included in the DARTS 2050 MTP Work Program

**Figure 16-3: Recommended Bicycle and Pedestrian Projects – DARTS MPO Region**

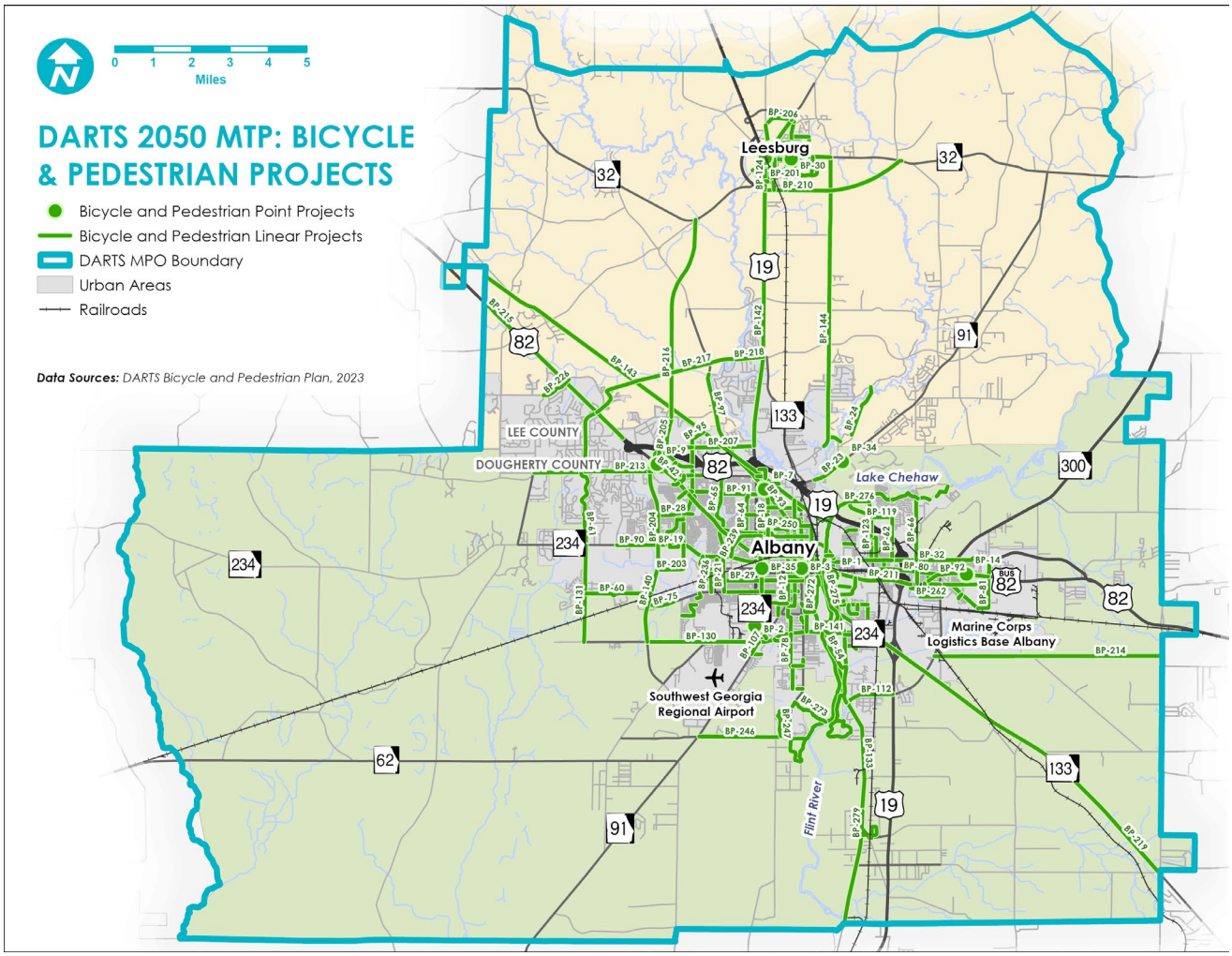


**Figure 16-4: Recommended Bicycle and Pedestrian Projects - City of Albany, GA**

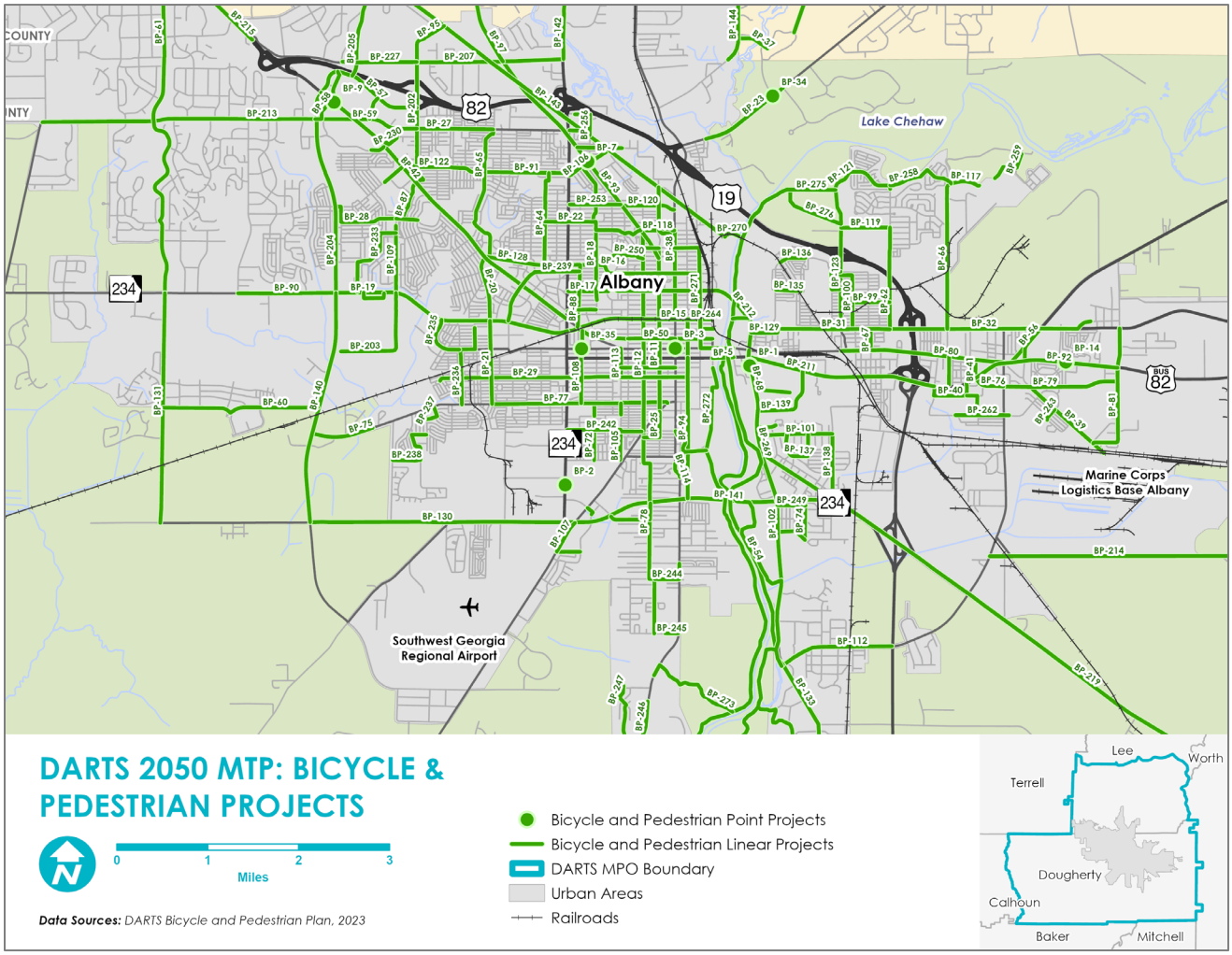



***Table 16-4*** below shows the project details including the estimated cost estimates of all the Bicycle and Pedestrian Projects.

## Table 16-4: DARTS 2050 MTP Bicycle and Pedestrian Project Cost Estimates

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 1 | BP-19 | Gillionville Rd | Bike Lanes (Lane Diet) | 2.7 | $108,426 | $48,756 | $157,182 |
| 1 | BP-269 | Radium Springs Rd | Bike Route | 1.2 | $1,075,998 | $484,194 | $1,560,192 |
| 1 | BP-42 | Dawson Rd | Sidewalk (both sides) | 7.4 | $5,650,902 | $2,542,860 | $8,193,762 |
| 1 | BP-68 | Radium Springs Rd | Sidewalk (both sides) | 3.3 | $2,490,636 | $1,120,776 | $3,611,412 |
| 2 | BP-16 | 2nd Ave (east of Van Buren)/3rd Ave (west of Van Buren) | Shared Lane Markings | 1.4 | $37,842 | $17,034 | $54,876 |
| 3 | BP-40 | Library Lane/Massey Dr/Thornton Dr | Sidewalk (one side) | 0.6 | $228,276 | $102,714 | $330,990 |
| 3 | BP-20 | Magnolia St | Sidewalk (one side) with Bike Lanes (Lane Diet) with Enhanced Crosswalks at Gillionville Rd | 0.7 | $310,692 | $139,842 | $450,534 |
| 4 | BP-7 | Palmyra Rd | Pedestrian Crossing Beacon and Refuge Island | 0 | $63,138 | $28,458 | $91,596 |
| 4 | BP-18 | N Harding St | Shared Lane Markings | 1.7 | $45,900 | $20,706 | $66,606 |
| 5 | BP-128 | 3rd Ave | Bike Lanes (Road Diet) with Enhanced Crosswalks at Dawson Rd and Slappey Blvd - Add sidewalk (one side) from Slappey Blvd to Taft St (685 ft) and west of Edgewood Ln (1,400 ft) | 0.9 | $403,920 | $181,764 | $585,684 |
| 5 | BP-31 | Clark Ave | Bike Lanes | 1.2 | $1,828,146 | $822,630 | $2,650,776 |
| 5 | BP-27 | Stuart Ave | Shared Lane Markings | 0.8 | $23,358 | $10,506 | $33,864 |
| 5 | BP-29 | W Whitney Ave | Shared Lane Markings | 2.7 | $76,194 | $34,272 | $110,466 |
| 5 | BP-80 | Broad Ave | Sidewalk (both sides) and Bike Lanes | 3.6 | $8,043,312 | $3,619,470 | $11,662,782 |
| 5 | BP-77 | Gordan Ave | Sidewalk (one side) and Bike Lanes | 1.9 | $3,606,414 | $1,622,922 | $5,229,336 |
| 5 | BP-6 | Leslie Hwy | Intersection Improvement with Enhanced Crosswalks (consider Roundabout) | 0 | $10,914 | $4,896 | $15,810 |
| 5 | BP-5 | Oglethorpe Blvd | Provide fencing along outside edges of bridge to enhance pedestrian safety | 0.2 | $264,894 | $119,238 | $384,132 |
| 5 | BP-59 | Stuart Ave | Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Dawson Rd | 1.4 | $3,197,598 | $1,438,914 | $4,636,512 |
| 5 | BP-87 | Lullwater Rd/12th Ave | Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Dawson Rd | 0.7 | $296,718 | $133,518 | $430,236 |
| 6 | BP-4 | Main St | Shared Lane Markings | 0.6 | $17,544 | $7,854 | $25,398 |
| 6 | BP-66 | Turner Field Rd | Shared Lane Markings | 1.6 | $52,326 | $23,562 | $75,888 |
| 6 | BP-41 | Loftus Dr | Sidewalk (one side) and Bike Lanes with Enhanced Crosswalk at Oglethorpe Blvd | 0.2 | $383,928 | $172,788 | $556,716 |
| 6 | BP-30 | Main St | Enhanced Crosswalk and Refuge Island | 0 | $17,952 | $8,058 | $26,010 |
| 6 | BP-204 | Westover Blvd | Multiuse Trail with Widening Project | 1.9 | $1,534,386 | $690,438 | $2,224,824 |
| 6 | BP-50 | Pine Ave | Road Diet with Bike Lanes | 1.6 | $66,606 | $29,988 | $96,594 |
| 6 | BP-227 | Ledo Rd | Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Westover Rd and Nottingham Way | 1.6 | $3,694,134 | $1,662,396 | $5,356,530 |
| 6 | BP-72 | S Harding St | Sidewalk (one side) | 0.3 | $127,194 | $57,222 | $184,416 |
| 6 | BP-234 | Access Dr | Sidewalk (one side) | 0.3 | $127,296 | $57,324 | $184,620 |

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 6 | BP-76 | Rosebrier Ave | Sidewalk (one side) and Bike Lanes | 0.3 | $631,788 | $284,274 | $916,062 |
| 6 | BP-239 | Baldwin Dr / 2nd Ave | Sidewalk (one sides) with Enhanced Crosswalk at N Cleveland St | 1.1 | $438,294 | $197,268 | $635,562 |
| 6 | BP-32 | Clark Ave | Multiuse Trail | 2.2 | $1,767,558 | $795,396 | $2,562,954 |
| 6 | BP-15 | Roosevelt Ave | Shared Lane Markings | 1.3 | $37,332 | $16,830 | $54,162 |
| 6 | BP-122 | Whispering Pines Rd | Sidewalk (both sides) | 1.5 | $1,156,476 | $520,404 | $1,676,880 |
| 6 | BP-25 | Dorsett Ave/S Monroe St | Sidewalk (one side) and Shared Lane Markings | 0.5 | $187,476 | $84,354 | $271,830 |
| 6 | BP-92 | Sylvester Hwy | Sidewalk on the south side of roadway | 1.6 | $617,814 | $278,052 | $895,866 |
| 6 | BP-3 | Jefferson St | Enhanced Crosswalks and Pedestrian Refuge Area for Broad St Crossing | 0 | $17,952 | $8,058 | $26,010 |
| 6 | BP-9 | Dawson Rd | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | 0 | $63,138 | $28,458 | $91,596 |
| 6 | BP-37 | Lovers Ln | Trail Section with Bridge to Chehaw Park | 0.4 | $282,948 | $127,296 | $410,244 |
| 7 | BP-35 | Broad Ave | Pedestrian Crossing Beacon and Refuge Island | 0 | $63,138 | $28,458 | $91,596 |
| 7 | BP-39 | Johnson Rd | Shared Lane Markings | 1.1 | $30,294 | $13,668 | $43,962 |
| 7 | BP-81 | Pinson Rd / Johnson Rd | Sidewalk (one side) | 1.5 | $584,664 | $263,058 | $847,722 |
| 7 | BP-28 | Kenilworth Dr | Shared Lane Markings | 0.9 | $25,806 | $11,628 | $37,434 |
| 7 | BP-79 | Rosebrier Ave | Sidewalk (one side) and Bike Lanes | 1.3 | $2,352,426 | $1,058,556 | $3,410,982 |
| 7 | BP-112 | Holly Dr | Shared Lane Markings | 1.2 | $34,680 | $15,606 | $50,286 |
| 7 | BP-11 | S Monroe St/N Monroe St | Shared Lane Markings with Enhanced Crosswalk at Broad Ave | 1.8 | $57,426 | $25,806 | $83,232 |
| 7 | BP-12 | N. Madison St/S. Madison St | Shared Lane Markings with Enhanced Crosswalk at Broad Ave | 2.2 | $68,850 | $31,008 | $99,858 |
| 7 | BP-93 | Palmyra Rd | Sidewalk (both sides) | 5.5 | $4,234,734 | $1,905,666 | $6,140,400 |
| 7 | BP-127 | Merritt St/Mulberry Ave | Bike Lanes | 0.3 | $388,518 | $174,828 | $563,346 |
| 7 | BP-54 | Riverfront Trail | Extend Multiuse Trail along East Side of Flint River | 3.9 | $3,093,456 | $1,392,096 | $4,485,552 |
| 7 | BP-275 | East Flint River Trail | Multi-use Trail | 9.6 | $7,607,874 | $3,423,528 | $11,031,402 |
| 7 | BP-62 | Maple St | Shared Lane Markings | 1.1 | $30,804 | $13,872 | $44,676 |
| 7 | BP-64 | Hoover St | Shared Lane Markings | 1.1 | $29,172 | $13,158 | $42,330 |
| 7 | BP-65 | Hilltop Dr | Shared Lane Markings | 1.6 | $43,656 | $19,686 | $63,342 |
| 7 | BP-70 | McKinley St | Sidewalk (one side) | 0.1 | $48,246 | $21,726 | $69,972 |
| 7 | BP-78 | S Madison St/Johnnie Williams Rd/Alice Ave | Sidewalk (one side) and Shared Lane Markings | 2.4 | $966,348 | $434,826 | $1,401,174 |
| 7 | BP-88 | N Cleveland St/3rd Ave | Sidewalk (one side) with Shared Lane Markings | 0.8 | $337,314 | $151,776 | $489,090 |
| 7 | BP-24 | Chehaw Park | Trail Connecting Chehaw Park to Pirates Cove Park | 1.4 | $1,090,482 | $490,722 | $1,581,204 |
| 7 | BP-8 | Slappey Blvd | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | 0 | $63,138 | $28,458 | $91,596 |
| 7 | BP-10 | Sylvester Highway | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | 0 | $63,138 | $28,458 | $91,596 |
| 7 | BP-133 | Radium Springs Rd | Bike Lanes | 5.9 | $8,742,216 | $3,934,038 | $12,676,254 |
| 7 | BP-91 | Whispering Pines Rd | Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Slappey Blvd. | 1.1 | $476,952 | $214,608 | $691,560 |
| 8 | BP-60 | Harvest Lane/Phillips Dr | Shared Lanes | 1.7 | $48,144 | $21,624 | $69,768 |

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 8 | BP-233 | Partridge Dr | Sidewalk (one side) | 1 | $376,686 | $169,524 | $546,210 |
| 8 | BP-238 | Augusta Dr | Sidewalk (one side) | 0.8 | $304,572 | $137,088 | $441,660 |
| 8 | BP-71 | Patrol Dr | Sidewalk (one side) | 0.3 | $127,908 | $57,528 | $185,436 |
| 8 | BP-74 | Vick St | Sidewalk (one side) | 0.4 | $163,404 | $73,542 | $236,946 |
| 8 | BP-75 | Gordon Ave | Sidewalk (one Side) | 0.7 | $262,038 | $117,912 | $379,950 |
| 8 | BP-131 | Lockett Station Rd | Sidewalk (one side) with Bike Lanes | 2.5 | $4,707,912 | $2,118,540 | $6,826,452 |
| 8 | BP-17 | Society Ave | Shared Lane Markings | 1.5 | $41,106 | $18,462 | $59,568 |
| 8 | BP-38 | N Jackson St/Roosevelt Ave/N Jefferson St | Shared Lane Markings | 1.5 | $42,636 | $19,176 | $61,812 |
| 8 | BP-43 | Academy Ave | Sidewalk (one side) | 0.1 | $29,376 | $13,260 | $42,636 |
| 8 | BP-1 | Radium Springs Rd | Pedestrian Crossing Beacon and Refuge Island | 0 | $63,138 | $28,458 | $91,596 |
| 8 | BP-2 | Slappey Blvd | Pedestrian Crossing Beacon and Refuge Island | 0 | $63,138 | $28,458 | $91,596 |
| 8 | BP-33 | Vidalia St/Pecan St/Park St | Shared Lane Markings | 0.5 | $12,954 | $5,814 | $18,768 |
| 8 | BP-36 | Railroad Ave | Shared Lane Markings on Paved Road | 0.4 | $12,342 | $5,508 | $17,850 |
| 8 | BP-22 | 8th Ave | Shared Lane Markings with Enhanced Crosswalks at Slappey Blvd | 1.2 | $40,188 | $18,054 | $58,242 |
| 8 | BP-56 | Cordele Rd | Sidewalk (both sides) | 0.8 | $606,798 | $273,054 | $879,852 |
| 8 | BP-73 | Slappey Blvd | Sidewalk (both sides) | 0.3 | $263,670 | $118,626 | $382,296 |
| 8 | BP-213 | Old Dawson Rd | Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd. with Widening Project | 6.9 | $15,414,546 | $6,936,510 | $22,351,056 |
| 8 | BP-211 | Oglethorpe Blvd | Sidewalk (both sides) with Widening Project | 4.2 | $3,183,114 | $1,432,386 | $4,615,500 |
| 8 | BP-47 | Academy Ave | Sidewalk (one side) | 0.3 | $98,736 | $44,472 | $143,208 |
| 8 | BP-82 | Magnolia Ave | Sidewalk (one side) | 0.4 | $154,632 | $69,564 | $224,196 |
| 8 | BP-229 | Meredyth Dr | Sidewalk (one side) | 0.2 | $57,936 | $26,112 | $84,048 |
| 8 | BP-51 | Canal St | Sidewalk (one side) with Shared Lane Markings | 0.3 | $141,270 | $63,546 | $204,816 |
| 8 | BP-129 | N Broadway St | Bike Lanes | 0.3 | $496,536 | $223,482 | $720,018 |
| 8 | BP-141 | Oakridge Dr | Multiuse Trail | 3 | $2,388,228 | $1,074,672 | $3,462,900 |
| 8 | BP-58 | Old Dawson Rd/Mall Ring Rd | Multi-use Trail | 0.7 | $577,626 | $259,896 | $837,522 |
| 8 | BP-55 | Old Cordele Rd | Sidewalk (both sides) | 0 | $15,912 | $7,140 | $23,052 |
| 8 | BP-57 | Westover Blvd | Sidewalk (both sides) | 0 | $16,524 | $7,446 | $23,970 |
| 8 | BP-107 | Newton Rd | Sidewalk (both sides) | 0.8 | $574,362 | $258,468 | $832,830 |
| 8 | BP-130 | Oakridge Dr | Sidewalk (both sides) with Bike Lanes (Lane Diet) | 5.6 | $4,511,562 | $2,030,208 | $6,541,770 |
| 8 | BP-44 | Starksville Rd | Sidewalk (one side) | 0.1 | $56,100 | $25,296 | $81,396 |
| 8 | BP-105 | McKinley St | Sidewalk (one side) | 0.3 | $120,156 | $54,060 | $174,216 |
| 8 | BP-135 | Barclay Blvd | Sidewalk (one side) | 0.3 | $104,754 | $47,124 | $151,878 |
| 8 | BP-243 | Gaines Ave | Sidewalk (one side) | 0.4 | $169,422 | $76,194 | $245,616 |
| 8 | BP-123 | Blaylock St | Sidewalk (one side) and Bike Lanes | 1.8 | $3,364,368 | $1,513,986 | $4,878,354 |

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 8 | BP-108 | S Cleveland St | Sidewalk (one side) with Shared Lane Markings | 0.8 | $331,908 | $149,328 | $481,236 |
| 8 | BP-49 | Starksville Rd | Sidewalk (one side) with Shared Lane Markings | 0.3 | $107,202 | $48,246 | $155,448 |
| 8 | BP-23 | Philema Rd | Trail on South Side of Philema Rd including Existing Bridge | 1 | $813,450 | $366,078 | $1,179,528 |
| 8 | BP-14 | Sylvester Hwy | Pedestrian Crossing Beacon and Refuge Island | 0 | $63,138 | $28,458 | $91,596 |
| 8 | BP-209 | Broad Ave Bridge Replacement | Sidewalk (both sides) and Bike Lanes with Bridge Replacement | 0.5 | $1,013,574 | $456,144 | $1,469,718 |
| 8 | BP-143 | Dougherty/Lee Rail Trail | Multiuse Trail on Rails to Trails Corridor | 10.9 | $8,585,442 | $3,863,454 | $12,448,896 |
| 8 | BP-102 | Radium Springs Rd | Sidewalk (both sides) | 2 | $1,545,402 | $695,436 | $2,240,838 |
| 8 | BP-240 | W Residence Ave | Sidewalk (one side) with Enhanced Crosswalk at N Slappey & Dawson Rd | 0.1 | $59,160 | $26,622 | $85,782 |
| 8 | BP-241 | W Residence Ave | Sidewalk (one side) | 0.2 | $74,154 | $33,354 | $107,508 |
| 8 | BP-34 | Philema Rd | Pedestrian Crossing Beacon and Refuge Island | 0 | $63,138 | $28,458 | $91,596 |
| 8 | BP-90 | Gillionville Rd | Sidewalk (both sides) and Bike Lanes (lane diet) with Enhanced Crosswalks at Westover Blvd | 2.1 | $1,734,816 | $780,708 | $2,515,524 |
| 8 | BP-236 | S Valencia Dr | Sidewalk (one sides) with Enhanced Crosswalk at RR | 1 | $395,352 | $177,888 | $573,240 |
| 8 | BP-242 | Holloway Ave | Sidewalk (one sides) with Enhanced Crosswalk at S Harding St and S McKinley St | 0.8 | $336,192 | $151,266 | $487,458 |
| 9 | BP-261 | Satilla St | Sidewalk (one side) | 0.3 | $126,378 | $56,916 | $183,294 |
| 9 | BP-109 | Meadowlark Dr/Kenilworth Dr | Sidewalk (one side) with Shared Lane Markings | 0.8 | $335,070 | $150,756 | $485,826 |
| 9 | BP-53 | Smithville Ave | Multiuse Trail | 0.6 | $498,372 | $224,298 | $722,670 |
| 9 | BP-124 | Walnut St (US 19) | Reconstruct Sidewalk (both sides) and Add Bike Lanes (road diet) - To be performed after construction of Leesburg Northern Bypass | 1.7 | $1,337,832 | $602,004 | $1,939,836 |
| 9 | BP-83 | Society St | Sidewalk (one side) | 0.5 | $175,644 | $79,050 | $254,694 |
| 9 | BP-121 | Cromartie Beach Dr/Blaylock St | Sidewalk (one side) | 0.8 | $309,366 | $139,230 | $448,596 |
| 9 | BP-246 | Lily Pond Rd | Sidewalk (one side) | 2.7 | $1,047,744 | $471,444 | $1,519,188 |
| 9 | BP-247 | Barnaby Dr | Sidewalk (one side) | 0.7 | $274,890 | $123,726 | $398,616 |
| 9 | BP-84 | Canal St | Sidewalk (one side) with Shared Lane Markings | 0.5 | $188,394 | $84,762 | $273,156 |
| 9 | BP-86 | Magnolia Ave | Sidewalk (one side) with Shared Lane Markings | 0.6 | $234,702 | $105,570 | $340,272 |
| 9 | BP-69 | Habersham Rd/Lowe Rd | Sidewalk (one side) | 0.1 | $39,474 | $17,748 | $57,222 |
| 9 | BP-249 | Sunset Ln | Sidewalk (one side) | 0.3 | $118,932 | $53,550 | $172,482 |
| 9 | BP-21 | Magnolia St | Sidewalk (one side) with Bike Lanes (Lane Diet) | 0.9 | $389,436 | $175,236 | $564,672 |
| 9 | BP-67 | N Carroll St | Bike Lanes | 0.2 | $348,228 | $156,672 | $504,900 |
| 9 | BP-52 | Leslie Hwy | Multiuse Trail | 0.3 | $221,136 | $99,552 | $320,688 |
| 9 | BP-271 | North Washington St | Multi-use Trail | 2.4 | $1,899,954 | $854,964 | $2,754,918 |
| 9 | BP-272 | West Flint River Trail | Multi-use Trail | 6.7 | $5,325,420 | $2,396,490 | $7,721,910 |
| 9 | BP-61 | Weymouth Dr/E Doublegate Dr/N Doublegate Dr | Shared Lane Markings | 3.9 | $107,508 | $48,348 | $155,856 |
| 9 | BP-63 | Hilltop Dr | Shared Lane Markings | 0.2 | $4,590 | $2,040 | $6,630 |
| 9 | BP-100 | N Central St/E 4th Ave | Sidewalk (one side) | 0.7 | $275,400 | $123,930 | $399,330 |

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 9 | BP-104 | S Harding St | Sidewalk (one side) | 0.1 | $54,162 | $24,378 | $78,540 |
| 9 | BP-115 | Martin Luther King Junior Dr | Sidewalk (one side) | 0.2 | $65,382 | $29,376 | $94,758 |
| 9 | BP-116 | Randolph Ave | Sidewalk (one side) | 0.3 | $99,144 | $44,574 | $143,718 |
| 9 | BP-120 | 11th Ave | Sidewalk (one side) | 0.6 | $223,380 | $100,572 | $323,952 |
| 9 | BP-126 | Starksville Rd | Sidewalk (one side) | 0.5 | $191,454 | $86,190 | $277,644 |
| 9 | BP-237 | W Waddell Ave | Sidewalk (one side) | 0.2 | $86,190 | $38,760 | $124,950 |
| 9 | BP-94 | Jackson St | Sidewalk (one side) and Bike Lanes | 1.6 | $2,886,192 | $1,298,766 | $4,184,958 |
| 9 | BP-118 | 7th Ave | Sidewalk (one side) and Bike Lanes | 0.4 | $688,194 | $309,672 | $997,866 |
| 9 | BP-106 | 14th Ave | Sidewalk (one side) with Shared Lane Markings | 0.5 | $210,018 | $94,554 | $304,572 |
| 9 | BP-45 | Academy Ave | Sidewalk (one side) with Shared Lane Markings | 0.2 | $66,096 | $29,784 | $95,880 |
| 9 | BP-46 | 2nd St | Sidewalk (one side) with Shared Lane Markings | 0.2 | $77,520 | $34,884 | $112,404 |
| 9 | BP-110 | SR 32 | Sidewalk (one side) with Shared Lane Markings | 0.9 | $356,388 | $160,344 | $516,732 |
| 9 | BP-125 | Park St | Sidewalk (one side) with Shared Lane Markings | 0.2 | $89,250 | $40,188 | $129,438 |
| 9 | BP-142 | US 19 | Multiuse Trail (Coordinate with Corridor Management Plan) | 6.7 | $5,278,500 | $2,375,376 | $7,653,876 |
| 9 | BP-250 | West 4th Ave | Sidewalk (one side) with enhanced crosswalk at Palmyra Rd | 0.3 | $137,088 | $61,710 | $198,798 |
| 10 | BP-262 | Pearce Ave | Sidewalk (both sides) | 1.2 | $905,862 | $407,592 | $1,313,454 |
| 10 | BP-85 | Fire Tower Ave | Sidewalk (one side) | 0.5 | $199,104 | $89,556 | $288,660 |
| 10 | BP-89 | Leslie Hwy | Sidewalk (one side) | 0.9 | $353,940 | $159,324 | $513,264 |
| 10 | BP-232 | Kenilworth Dr | Sidewalk (one side) | 0.2 | $59,262 | $26,622 | $85,884 |
| 10 | BP-258 | Cromartie Beach Dr/Turner Ave | Sidewalk (one side) | 0.8 | $295,596 | $133,008 | $428,604 |
| 10 | BP-263 | Brierwood Dr | Sidewalk (one side) | 0.1 | $55,386 | $24,888 | $80,274 |
| 10 | BP-117 | D. C. Schilling Ave | Sidewalk (one side) | 0.3 | $123,930 | $55,794 | $179,724 |
| 10 | BP-113 | McKinley St | Sidewalk (one side) | 0.3 | $122,400 | $55,080 | $177,480 |
| 10 | BP-134 | Van Deman St | Sidewalk (one side) | 0.2 | $94,350 | $42,432 | $136,782 |
| 10 | BP-245 | Neuman Pl | Sidewalk (both sides) | 0.3 | $222,258 | $100,062 | $322,320 |
| 10 | BP-99 | East Society Ave | Sidewalk (one side) | 0.4 | $156,978 | $70,686 | $227,664 |
| 10 | BP-267 | Highland Ave | Bike Route | 0.6 | $551,718 | $248,268 | $799,986 |
| 10 | BP-96 | Sewer Line Easement | Multiuse Trail | 0.2 | $176,154 | $79,254 | $255,408 |
| 10 | BP-264 | Roosevelt Ave | Multi-use Trail | 0.1 | $107,100 | $48,246 | $155,346 |
| 10 | BP-265 | Flint Ave | Multi-use Trail | 0.2 | $120,564 | $54,264 | $174,828 |
| 10 | BP-266 | Washington St | Multi-use Trail | 0.2 | $167,586 | $75,378 | $242,964 |
| 10 | BP-95 | Nottingham Way | Multiuse Trail Connection | 0.6 | $449,922 | $202,470 | $652,392 |
| 10 | BP-206 | Leesburg North Bypass | Multiuse Trail with New Road Construction | 0.7 | $592,008 | $266,424 | $858,432 |
| 10 | BP-205 | Westover Blvd Extension | Multiuse Trail with New Bridge Project | 1 | $758,268 | $341,190 | $1,099,458 |
| 10 | BP-97 | Palmyra Rd | Shared Lane Markings | 2 | $55,488 | $24,990 | $80,478 |
| 10 | BP-218 | Forrester Parkway Ext | Sidewalk (both sides) and Bike Lanes with New Road Construction | 0.1 | $185,232 | $83,334 | $268,566 |

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 10 | BP-48 | 4th St | Sidewalk (one side) | 0.3 | $99,246 | $44,676 | $143,922 |
| 10 | BP-136 | Don Cutler Dr | Sidewalk (one side) | 0.3 | $111,384 | $50,082 | $161,466 |
| 10 | BP-98 | Don Cutler Dr | Sidewalk (one side) | 0.1 | $38,454 | $17,340 | $55,794 |
| 10 | BP-101 | Mitchell Ave | Sidewalk (one side) | 0.8 | $313,446 | $141,066 | $454,512 |
| 10 | BP-114 | S Jefferson St | Sidewalk (one side) | 0.2 | $64,260 | $28,968 | $93,228 |
| 10 | BP-228 | Archwood Dr | Sidewalk (one side) | 0.2 | $95,472 | $42,942 | $138,414 |
| 10 | BP-231 | Westgate Dr | Sidewalk (one side) | 0.2 | $95,574 | $43,044 | $138,618 |
| 10 | BP-235 | W Broad Ave | Sidewalk (one side) | 0.5 | $208,080 | $93,636 | $301,716 |
| 10 | BP-260 | Edison Dr | Sidewalk (one side) | 0.3 | $119,136 | $53,652 | $172,788 |
| 10 | BP-244 | Johnny W Williams Rd | Sidewalk (one side) | 0.3 | $103,020 | $46,410 | $149,430 |
| 10 | BP-248 | Crawford Dr | Sidewalk (one side) | 0.2 | $77,520 | $34,884 | $112,404 |
| 10 | BP-111 | Peach Ave | Sidewalk (one side) with Bike Lanes | 0.8 | $1,493,280 | $671,976 | $2,165,256 |
| 10 | BP-103 | Groover St | Sidewalk (one side) with Shared Lane Markings | 0.1 | $33,150 | $14,892 | $48,042 |
| 10 | BP-230 | West Apartments | Sidewalk (both sides) | 0.6 | $450,636 | $202,776 | $653,412 |
| 10 | BP-219 | Moultrie Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | 21.7 | $48,711,732 | $21,920,310 | $70,632,042 |
| 10 | BP-201 | Walnut St (US 19) | Enhanced Crosswalks at 4th St as part of Intersection Improvement Project | 0 | $7,242 | $3,264 | $10,506 |
| 10 | BP-202 | Nottingham Way | Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd. and Ledo Rd. | 2.3 | $5,176,806 | $2,329,578 | $7,506,384 |
| 10 | BP-254 | 16th Ave | Sidewalk (one side) with enhanced crosswalk at Seaboard Dr | 0.5 | $196,758 | $88,536 | $285,294 |
| 10 | BP-257 | Swift St | Sidewalk (one side) with enhanced crossing at Blaylock St | 0.3 | $118,116 | $53,142 | $171,258 |
| 11 | BP-273 | Robert Cross Park Trail | Multi-use Trail | 1.2 | $920,448 | $414,222 | $1,334,670 |
| 11 | BP-210 | Robert B. Lee Dr/SR 32 Relocation | Sidewalk (both sides) and Bike Lanes with SR 32 Relocation Project | 7.5 | $16,866,516 | $7,589,922 | $24,456,438 |
| 11 | BP-222 | Kinchafoonee Dr W | Sidewalk (one side) | 0.4 | $136,374 | $61,404 | $197,778 |
| 11 | BP-224 | Morgan Farm Rd | Sidewalk (one side) | 1.6 | $628,218 | $282,744 | $910,962 |
| 11 | BP-268 | Pine Ave | Bike Route | 0.5 | $478,482 | $215,322 | $693,804 |
| 11 | BP-270 | Dougherty/Lee Rail Trail 2 | Multi-use Trail | 0.2 | $144,636 | $65,076 | $209,712 |
| 11 | BP-277 | East Albany State University | Multi-use Trail | 0.3 | $220,116 | $99,042 | $319,158 |
| 11 | BP-278 | Shackleford Park | Multi-use Trail | 0.2 | $139,944 | $62,934 | $202,878 |
| 11 | BP-140 | Westover Blvd | Multiuse Trail | 2.6 | $2,026,332 | $911,880 | $2,938,212 |
| 11 | BP-217 | Forrester Pkwy Ext/Oakland Pky | Sidewalk (both sides) and Bike Lanes with New Road Construction | 8.5 | $18,974,448 | $8,538,522 | $27,512,970 |
| 11 | BP-207 | Ledo Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | 3.2 | $7,187,736 | $3,234,522 | $10,422,258 |
| 11 | BP-137 | Wingate Ave/South St | Sidewalk (one side) | 0.4 | $165,648 | $74,562 | $240,210 |
| 11 | BP-138 | Mobile Ave | Sidewalk (one side) | 0.7 | $270,504 | $121,686 | $392,190 |
| 11 | BP-139 | Sands Dr | Sidewalk (one side) | 0.8 | $324,360 | $145,962 | $470,322 |
| 11 | BP-225 | Double Oak Ln | Sidewalk (one side) | 0.2 | $63,342 | $28,458 | $91,800 |

| Rank Tier | PROJECT_ID | Project | Description | Length (Miles) | Total CST Cost (2024 $) | Contingency Cost (2024 $) | Total High Cost (2024 $) |
|---|---|---|---|---|---|---|---|
| 11 | BP-255 | 18th Ave | Sidewalk (one side) | 0.2 | $63,342 | $28,458 | $91,800 |
| 11 | BP-203 | Meadowlark Dr Ext | Sidewalk (one Side) with bike lanes | 1.2 | $2,288,982 | $1,029,996 | $3,318,978 |
| 11 | BP-119 | Evelyn Ave | Sidewalk (one side) with Shared Lane Markings | 0.5 | $221,034 | $99,450 | $320,484 |
| 11 | BP-221 | Main St E | Sidewalk (both sides) | 0.3 | $246,636 | $110,976 | $357,612 |
| 11 | BP-144 | Lovers Lane Rd | Bikeable Shoulder | 7.6 | $6,172,734 | $2,777,766 | $8,950,500 |
| 11 | BP-216 | Westover Blvd Ext | Sidewalk (both sides) and Bike Lanes with New Road Construction | 10.5 | $23,660,940 | $10,647,474 | $34,308,414 |
| 11 | BP-253 | 10th Ave | Sidewalk (one side) with enhanced crosswalk at Palmyra Rd & N Harding St | 0.6 | $229,194 | $103,122 | $332,316 |
| 12 | BP-259 | Dame St/Patton Ave | Sidewalk (one side) | 0.5 | $179,622 | $80,784 | $260,406 |
| 12 | BP-280 | Nixon Dr | Sidewalk (one side) | 0.7 | $282,642 | $127,194 | $409,836 |
| 12 | BP-208 | Ledo Rd | Coordinate with Property Owners to provide bike routes on north and south sides via Interparcel Connections | 0.3 | $512,958 | $230,826 | $743,784 |
| 12 | BP-274 | South Riverside Cemetery Trail | Multi-use Trail | 0.5 | $429,828 | $193,392 | $623,220 |
| 12 | BP-212 | Clark Ave Bridge | Sidewalk (both sides) and Bike Lanes with New Bridge | 1.5 | $3,396,804 | $1,528,572 | $4,925,376 |
| 12 | BP-226 | Hickory Grove Rd | Sidewalk (one side) | 0.8 | $315,078 | $141,780 | $456,858 |
| 12 | BP-256 | Cardinal St | Sidewalk (one side) | 0.4 | $151,572 | $68,238 | $219,810 |
| 12 | BP-251 | 5th Ave | Sidewalk (one side) | 0.2 | $65,892 | $29,682 | $95,574 |
| 12 | BP-220 | Leslie Hwy | Sidewalk (both sides) | 0.2 | $125,154 | $56,304 | $181,458 |
| 12 | BP-214 | Fleming Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | 11.9 | $26,620,980 | $11,979,492 | $38,600,472 |
| 13 | BP-279 | Putney Park Trail | Multi-use Trail | 1.3 | $1,024,488 | $461,040 | $1,485,528 |
| 13 | BP-276 | Paul Eames Sport Complex | Multi-use Trail | 1.6 | $1,301,622 | $585,684 | $1,887,306 |
| 13 | BP-223 | Park St W | Sidewalk (one side) | 0.1 | $27,642 | $12,444 | $40,086 |
| 13 | BP-252 | 5th Ave | Sidewalk (both sides) | 0.2 | $183,396 | $82,518 | $265,914 |
| 13 | BP-215 | US 82 | Sidewalk (both sides) and Bike Lanes (coordinate with Corridor Management Plan) | 10.1 | $22,625,232 | $10,181,334 | $32,806,566 |

## 16.2 Project Cost Estimates

This section contains the methodology utilized for estimating the costs of recommended projects contained within the 5th model run for the 2050 DARTS MTP Update. This methodology considers projects in five different categories:

1) projects from the previous 2045 MTP adopted by the DARTS MPO in 2019
2) new 2050 MTP projects that are capacity expansion projects
3) new 2050 MTP projects that consist of adding median or center turn lanes
4) new 2050 MTP projects that are new roadway projects
5) new 2050 MTP projects that are grade separation projects.

### 16.2.1 2045 MTP Projects

This methodology applies escalation rates to all cost estimates completed for projects recommended in the 2045 MTP that are being carried forward into the 2050 MTP. Projects were reviewed based on their GDOT PI number in GeoPI to ensure the latest cost estimate is acquired for each project and then apply 2% escalation based on a rate agreed to between DARTS MPO and GDOT in 2024 dollars. This methodology was also applied to projects that cannot be simulated in the 2050 MTP model.

### 16.2.2 New 2050 MTP Projects

#### *16.2.2.1 Capacity Expansions*

The methodology included calculating cost estimates for the following items in each of the proposed roadway widening projects:

- Curb and gutter
- Sidewalks (assuming 6’ sidewalks)
- Pavement (by number of lanes and assuming 12’ lanes)
- Number of driveways
- Traffic signals (new and/or upgrades)
- Trees/landscaping
- Intersection lighting
- Drainage structures and storm pipe
- Bridges
- Wall
- Lighting
- Signing and marking (both post and overhead and roadway and intersection, respectively)
- Erosion control
- Traffic control
- Grading

These costs will be calculated at a per-mile rate and then multiplied by the project length to develop the construction cost estimate in 2024 dollars. To develop the total cost estimate, project costs are allocated in the following proportions for project stage:

- Preliminary Engineering (PE): 20% of construction
- Right-of-Way (ROE): 15% of construction
- Utilities (UTL): 15% of construction
- Construction Engineering Inspection (CEI): 10% of construction
- Contingency: 20%

#### *16.2.2.2 Median and/or Center Left-Turn Lanes*

These projects will be costed utilizing the same features as specified in the previous section but also include raised concrete medians for each of the projects.

#### *16.2.2.3 New Roadway*

The cost estimates included in the final study document only includes construction cost estimates. As such, it will apply escalation of these construction cost figures to 2024 dollars and then apply percentages of the construction cost to PE, UTL, ROW, CEI, and contingency as specified under the capacity expansion section of this chapter.

#### *16.2.2.4 Grade Separation*

The grade separation project at US 19/Liberty Expressway at Holly Drive was costed based on similar precedent utilized for other programmed or recently completed grade separation projects across the state of Georgia. Several that this document reviewed to cost this project include the following to determine the exact approach:

- Transform SR 316
  - SR 316 @ SR 53 in Barrow County (PI# 0008431)
  - SR 316 @ SR 11 in Barrow County (PI# 0008430)
- SR 365 @ Howard Road/Lanier Tech Dr in Hall County (PI# 0016074)
- I-16 @ Old Cuyler Road in Bryan County (PI# 0019451)

All the project cost estimates developed as specified in this methodology were reviewed by an in-house roadway engineer for accuracy and ensuring the costs account for the latest information available.

### 16.2.3 Final Recommended Project Cost Estimates

Utilizing the methodology described earlier in this document, the following project level cost estimates were developed for both the 2045 MTP projects that are being carried forward and new 2050 MTP projects being included in the final 2050 MTP Work Program. Initial project cost estimates are in 2024 dollars and include a 20% contingency. Estimates developed from previous estimates used a 2% escalation rate for updated costs per current guidance from GDOT. Project cost estimates were ultimately converted to “Year of Expenditure” (YOE) dollars as described in

Section 16.3 to develop the fiscally constrained work program detailed in Sections 16.3.1 thru 16.3.3.

## 16.3 Cost Feasible Projects

The Cost Feasible Projects list represents a constrained funding work program. It has been designed to maximize the efficiency of transportation improvements within the projected state and federal funding allocations provided by GDOT, as well as the projected SPLOST funding allocated by DARTS MPO. This program represents a judicious selection of projects that can be implemented within the next 1-5 years (short-term), 6-10 years (mid-term), and 11-15 years (long-term), ensuring a balanced and holistic enhancement of the transportation system.

Project cost estimates have initially been calculated in 2024-dollar amounts and then adjusted for inflation using a 2% annual inflation rate provided by GDOT and approved by DARTS MPO to convert the estimates into Year of Expenditure (YOE) values for project allocation within the cost feasible work program. For each project band, the respective mid-year's inflation is used to determine the expected project cost for that period. These inflation factors are applied as follows:

- TIP/STIP projects remain in 2024-dollar amounts with no inflation adjustments.
- Band 1 (2028-2032) projects use a mid-year of 2030, applying an inflation factor of 1.13.
- Band 2 (2033-2037) projects use a mid-year of 2035, applying an inflation factor of 1.24.
- Band 3 (2038-2050) projects use a mid-year of 2044, applying an inflation factor of 1.49.

Aspirational projects, however, are reported in 2024-dollar amounts without inflation adjustments.

**Table 16-5: Adopted Inflation Factor by Year and Cost Bands**

| Years | Inflation Factor (2% Annual) | Cost Bands | Average Inflation Factor |
|---|---|---|---|
| 2024 | 1.00 | TIP | 1.00 |
| 2025 | 1.02 | | |
| 2026 | 1.04 | | |
| 2027 | 1.06 | | |
| 2028 | 1.08 | Band 1 | 1.13 |
| 2029 | 1.10 | | |
| 2030 | 1.13 | | |
| 2031 | 1.15 | | |
| 2032 | 1.17 | | |
| 2033 | 1.20 | Band 2 | 1.24 |
| 2034 | 1.22 | | |
| 2035 | 1.24 | | |
| 2036 | 1.27 | | |
| 2037 | 1.29 | | |

| Years | Inflation Factor (2% Annual) | Cost Bands | Average Inflation Factor |
|---|---|---|---|
| 2038 | 1.32 | Band 3 | 1.49 |
| 2039 | 1.35 | | |
| 2040 | 1.37 | | |
| 2041 | 1.40 | | |
| 2042 | 1.43 | | |
| 2043 | 1.46 | | |
| 2044 | 1.49 | | |
| 2045 | 1.52 | | |
| 2046 | 1.55 | | |
| 2047 | 1.58 | | |
| 2048 | 1.61 | | |
| 2049 | 1.64 | | |
| 2050 | 1.67 | | |

The cost feasible project lists do not include the projects that are included in the existing TIP or STIP until 2027 and have an existing committed funding source. The selection process of the remaining recommended projects is guided by the project prioritization criteria detailed in sections 0 and **Error! Reference source not found.** of this report. Projects with higher priority scores were given precedence, but final inclusion within each band depended on the availability of funding. Projects were allocated to funding bands using the following method: First, Band 1's average inflation rate was applied to all projects, with high-priority projects allocated to Band 1. Remaining projects were transferred to Band 2, where the Band 2 inflation rate was applied. High-priority projects not already in Band 1 were then allocated to Band 2 within the revenue limit. Any remaining projects were transferred to Band 3 and inflated accordingly, with any surplus projects moved to the unfunded project list, reported in 2024-dollar amounts.

For the purposes of work program allocation, revenue projections were applied as follows: GDOT's "Project Estimate" from federal and state revenue projections was used to constrain project expenditures within the work program. The "Maintenance Estimate" from GDOT's revenue projections was assumed to cover minor system maintenance and improvement projects on state roadways within the MPO area, such as pavement resurfacing, minor bridge repairs, traffic signal maintenance, and drainage upkeep. T-SPLOST funds were assumed to support minor system maintenance and improvements on local roadways within the MPO area but were not included as a revenue source for fiscally constrained projects within the work program. However, a few select projects, as identified by the DARTS MPO, were allocated local funds from T-SPLOST. ***Table 16-6*** provides a comparison of revenue projections and estimated project costs for each funding band in the work program.

**Table 16-6: Comparison of Projected Revenue and Project Costs by Funding Band**

| Funding Bands | Years | Projected Revenue | Project Cost Estimates (YOE $) | | |
|---|---|---|---|---|---|
| | | | Roadway | Bicycle and Pedestrian | Total Project Costs |
| Band 1: Short Term | 2028-2032 | $66,694,134 | $50,792,536 | $15,882,211 | **$66,674,747** |
| Band 2: Mid Term | 2033-2037 | $70,096,206 | $58,728,699 | $11,302,944 | **$70,031,643** |
| Band 3: Long Term | 2038-2050 | $199,442,714 | $178,625,695 | $20,456,003 | **$199,081,699** |
| Total Fiscally Constrained | **2028-2050** | **$336,233,054** | **$288,146,931** | **$47,641,158** | **$335,788,089** |
| Aspirational | - | - | **$493,878,977** | **$468,934,800** | **$962,813,777** |

## 16.3.1 Band 1: Short Term (2028 – 2032)

The short-term projects slated for 2028-2032 under Band 1 are designed to address immediate transportation needs in the DARTS-Albany region. These projects are prioritized based on their ability to enhance safety, improve operational efficiency, and expand roadway capacity. The total projected cost for these projects is $70,778,977. ***Table 16-7*** provides a breakdown of the cost allocation to Band 1 by project categories and phases.

**Table 16-7: Cost Breakdown of Band 1 Projects (2028-2032) by Category and Phases**

| Project Category | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | Total (YOE $) |
|---|---|---|---|---|
| Intersection and Interchange | $838,871 | $62,139 | $5,592,472 | **$6,493,482** |
| Operations and Safety | $4,781,118 | $5,155,445 | $20,621,781 | **$30,558,344** |
| Roadway Capacity and Bridges | $6,557,928 | $1,472,219 | $9,814,793 | **$17,844,940** |
| Bicycle and Pedestrian Infrastructure | $- | $- | $15,882,211 | **$15,882,211** |
| Total | **$12,177,917** | **$6,689,803** | **$51,911,257** | **$70,778,977** |

Band 1 emphasizes improving roadway capacity and bridges, which commands a significant budget allocation at $17,844,940. This investment focuses on critical infrastructure within the DARTS region that supports the region's mobility and connectivity needs. A significant amount of the roadway capacity and bridge investment is dedicated to completion of PE and acquiring ROW for some of the highest-priority projects. Operations and safety improvements receive the highest funding allocation of $30,558,344, reflecting the importance of ensuring safe travel conditions across the transportation network. Intersection and interchange projects, with $6,493,482 allocated, are crucial for alleviating congestion and enhancing traffic flow at key points. Band 1 allocates $15,882,211 for the improvement of bicycle and pedestrian infrastructure in the region, as identified in the DARTS Bicycle and Pedestrian Plan, 2023.

### 16.3.2 Band 2: Mid Term (2033 – 2037)

Mid-term projects, scheduled for 2033-2037, aim to build on the foundational improvements of Band 1 by further enhancing safety and expanding roadway capacity. The total projected cost for Band 2 projects is $70,031,643 with the breakdown provided in ***Table 16-8***.

**Table 16-8: Cost Breakdown of Band 2 Projects (2033-2037) by Category and Phases**

| Project Category | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | Total (YOE $) |
|---|---|---|---|---|
| Intersection and Interchange | $805,003 | $826,148 | $7,375,202 | **$9,006,353** |
| Operations and Safety | $1,488,995 | $20,453,959 | $16,763,498 | **$38,706,452** |
| Roadway Capacity and Bridges | $1,376,987 | $2,065,480 | $7,573,427 | **$11,015,894** |
| Bicycle and Pedestrian Infrastructure | $- | $- | $11,302,944 | **$11,302,944** |
| Total | **$3,670,985** | **$23,345,587** | **$43,015,071** | **$70,031,643** |

The primary focus of Band 2 is on roadway capacity and bridges, which command a high budget allocation at $11,015,894. This significant investment underscores the emphasis on enhancing critical infrastructure to support the DARTS region's mobility and connectivity needs. Operations and safety improvements also receive substantial funding, with the highest total allocation of $38,706,452, reflecting the continued importance of ensuring safe travel conditions across the transportation network. Intersection and interchange projects receive $9,006,353, aimed at alleviating congestion and improving traffic flow at key points. Additionally, $11,302,944 is dedicated to the improvement of bicycle and pedestrian infrastructure, supporting the region's commitment to a multimodal transportation system.

### 16.3.3 Band 3: Long Term (2038 – 2050)

Long-term projects, planned for 2038-2050, represent the most extensive and costly investments in the region's transportation infrastructure. The total projected cost for Band 3 projects is $199,081,699. The following table (***Table 16-9***) provides a breakdown of the transportation investment allocated in Band 3 by project categories and implementation phases.

**Table 16-9: Cost Breakdown of Band 3 Projects (2038-2050) by Category and Phases**

| Project Category | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | Total (YOE $) |
|---|---|---|---|---|
| Intersection and Interchange | $5,163,519 | $11,480,321 | $34,417,107 | **$51,060,947** |
| Operations and Safety | $3,878,120 | $6,013,836 | $73,896,474 | **$83,788,430** |
| Roadway Capacity and Bridges | $5,648,723 | $8,473,085 | $29,654,511 | **$43,776,319** |
| Bicycle and Pedestrian Infrastructure | $- | $- | $20,456,003 | **$20,456,003** |
| Total | **$14,690,362** | **$25,967,242** | **$158,424,095** | **$199,081,699** |

Band 3 encompasses the most significant long-term investments, with a substantial portion of the budget, $43,776,319, directed towards roadway capacity and bridge projects. The scale of these

investments supports a long-term vision to transform the region's transportation infrastructure comprehensively. Operations and safety improvements receive significant funding, with $83,788,430 allocated to these projects, reflecting the commitment to maintaining and enhancing traffic safety and efficiency. Intersection and interchange improvements, with $43,776,319 allocated, further contribute to the improvement of traffic flow at key points. Additionally, $20,456,003 is dedicated to the improvement of bicycle and pedestrian infrastructure, highlighting the strategic planning approach adopted in Band 3 to ensure a multi-modal transportation system for regional development.

## 16.4 Aspirational Projects

The Aspirational Projects list comprises the remainder of the projects not included in the short-term, mid-term, or long-term due to funding and timeline constraints. These projects are identified based on the needs of the region as determined by the MTP analysis. While they are crucial for long-term regional development, current limitations in funding and project timelines have categorized them as aspirational. The MTP recommends that the DARTS MPO reconsider these projects as new funding opportunities arise in the future. Similar to the Cost Feasible Projects, the Aspirational Projects list separates roadway improvements and bicycle and pedestrian infrastructure improvements, ensuring clarity and focus on project prioritization and planning.

***Table 16-10*** provides a breakdown of the estimated funding required to implement additional aspirational projects identified from the DARTS 2050 MTP Work Program. The total projected cost for aspirational projects is $689,264,711, with figures adjusted to 2024 dollars, underscoring the substantial investment needed for future regional transportation improvements.

**Table 16-10: Cost Breakdown of Unfunded Aspirational Projects by Category and Phases**

| Project Category | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) | Total (2024 $) |
|---|---|---|---|---|
| Intersection and Interchange | $1,357,812 | $2,243,672 | $13,578,119 | **$17,179,603** |
| Operations and Safety | $243,049 | $405,081 | $405,081 | **$1,053,211** |
| Roadway Capacity and Bridges | $49,432,297 | $76,332,400 | $76,332,400 | **$202,097,097** |
| Bicycle and Pedestrian Infrastructure | $- | $- | $468,934,800 | **$468,934,800** |
| Total | **$51,033,158** | **$78,981,153** | **$559,250,400** | **$689,264,711** |

The highest additional roadway investment required is for the roadway capacity and bridge projects, totaling $202,097,097. This substantial need underscores the importance of expanding roadway capacity and upgrading bridges to accommodate the projected increase in traffic volumes and maintain infrastructure integrity. Intersection and interchange projects identified within the MTP require an additional $17,179,603 to alleviate traffic congestion and enhance connectivity and safety at key points. Similarly, $1,053,211 is needed for operations and safety projects to support the region's commitment to reducing accidents and improving travel conditions. Additionally, $468,934,800 is required to implement all the bicycle and pedestrian

infrastructure improvements identified in the DARTS bicycle and pedestrian plan, promoting multimodal transportation options crucial for sustainable urban growth.

Aspirational projects, despite current funding limitations, remain essential for the long-term development of the DARTS regional transportation network. These projects should be prioritized as new funding opportunities arise, as they will significantly enhance connectivity, safety, and capacity, ultimately fostering regional growth and improving residents' quality of life.

The following tables (***Table 16-11*** and ***Table 16-12***) provide a breakdown of the roadway and bicycle and pedestrian project costs by each funding bands.

## Table 16-11: Roadway Project Costs by Funding Bands

| PROJECT ID | PI # | PROJECT NAME | Band 1: Short Term (2028-2032) | | | Band 2: Mid Term (2033-2037) | | | Band 3: Long Term (2038-2050) | | | Unfunded: Aspirational | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) |
| RC-D-11 | N/A | Liberty Expy Widening Project | $- | $- | $- | $- | $- | $- | $- | $- | $- | $9,622,238 | $16,037,064 | $59,263,071 |
| RC-D-14 | N/A | N Jefferson St Lane Expansion | $1,472,219 | $2,453,698 | $9,814,793 | $- | $- | $- | $- | $- | $- | $- | $- | $- |
| II-D-05 | N/A | NS Railroad Grade Separation | $838,871 | $62,139 | $5,592,472 | $- | $- | $- | $- | $- | $- | $- | $- | $- |
| OS-D-13 | 431740- | Slappey Blvd Widening and Access Management | $2,969,869 | $4,949,782 | $19,799,128 | $- | $- | $- | $- | $- | $- | $- | $- | $- |
| RC-D-25 | 0013562 | SR 520BU from SR 91 to CS 905/Thornton Dr | $1,687,851 | $- | $- | $- | $14,703,033 | $- | $- | $- | $52,539,319 | $- | $- | $- |
| OS-D-06 | N/A | N Westover Blvd & Nottingham Way Safety Enhancements | $- | $- | $- | $- | $- | $- | $- | $- | $- | $109,531 | $182,552 | $730,206 |
| RC-D-12 | N/A | Liberty Expy and Dawson Rd Ramp Project | $- | $- | $- | $- | $- | $- | $- | $- | $- | $5,346,190 | $8,019,285 | $29,404,045 |
| OS-D-04 | N/A | N Slappey Blvd & Gillionville Rd Safety Enhancements | $123,398 | $205,663 | $822,653 | $- | $- | $- | $- | $- | $- | $- | $- | $- |
| OS-D-10 | 0008385 | Signal System Upgrade @ 17 LOCS - Phase V | $- | $- | $- | $519,972 | $- | $6,414,463 | $- | $- | $- | $- | $- | $- |
| RC-D-15 | N/A | Nottingham Way Lane Expansion | $- | $- | $- | $- | $- | $- | $- | $- | $- | $779,233 | $711,749 | $7,792,333 |
| II-D-04 | N/A | Liberty Bypass & Nottingham Way Ramp Extension | $- | $- | $- | $- | $- | $- | $- | $- | $- | $141,896 | $362,621 | $1,418,961 |
| OS-D-08 | 0008383 | Signal System Upgrade @ 12 CS LOCS - Phase III | $- | $- | $- | $431,466 | $5,186,444 | $5,617,911 | $- | $- | $- | $- | $- | $- |
| RC-D-17 | N/A | Stuart Ave Lane Expansion | $- | $- | $- | $- | $- | $- | $- | $- | $- | $1,308,157 | $2,598,819 | $13,081,575 |
| RC-D-10 | N/A | Ledo Rd Lane Expansion | $- | $- | $- | $- | $- | $- | $- | $- | $- | $4,901,978 | $5,223,186 | $49,019,781 |
| RC-D-16 | N/A | Old Leesburg Rd Widening | $- | $- | $- | $- | $- | $- | $- | $- | $- | $3,794,092 | $6,928,615 | $46,249,770 |
| OS-D-07 | N/A | W Oglethorpe Blvd & S Jefferson St Safety Enhancements | $- | $- | $- | $136,241 | $227,069 | $908,276 | $- | $- | $- | $- | $- | $- |
| II-D-07 | N/A | Liberty Expy Off-Ramp Improvement | $- | $- | $- | $202,447 | $337,412 | $1,349,650 | $- | $- | $- | $- | $- | $- |
| OS-D-05 | N/A | N Slappey Blvd & W Oglethorpe Blvd Safety Enhancements | $- | $- | $- | $202,447 | $337,412 | $1,349,650 | $- | $- | $- | $- | $- | $- |
| II-D-09 | N/A | Palmyra Rd Turn Lane Expansion | $- | $- | $- | $- | $- | $- | $- | $- | $- | $719,071 | $429,365 | $7,190,706 |
| RC-D-07 | N/A | Dawson Rd Widening and Access Management | $- | $- | $- | $- | $- | $- | $- | $- | $- | $4,019,192 | $6,028,788 | $22,105,555 |
| OS-D-02 | N/A | Dawson Rd & Stuart Ave Safety Improvements | $- | $- | $- | $- | $- | $- | $- | $- | $- | $133,518 | $222,529 | $890,117 |
| RC-D-09 | N/A | Jefferson Davis Memorial Hwy Widening | $- | $- | $- | $1,376,987 | $2,065,480 | $7,573,427 | $- | $- | $- | $- | $- | $- |
| RC-D-21 | N/A | Whispering Pines Rd Widening | $- | $- | $- | $- | $- | $- | $- | $- | $- | $2,398,609 | $3,597,914 | $13,192,350 |

| PROJECT ID | PI # | PROJECT NAME | Band 1: Short Term (2028-2032) | | | Band 2: Mid Term (2033-2037) | | | Band 3: Long Term (2038-2050) | | | Unfunded: Aspirational | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | PE (YOE $) | ROW/UTL (YOE $) | CST (YOE $) | PE (2024 $) | ROW/UTL (2024 $) | CST (2024 $) |
| RC-D-19 | N/A | US 19/SR 3 Widening and Access Management | $- | $- | $- | $- | $- | $- | $2,821,790 | $4,232,686 | $15,519,847 | $- | $- | $- |
| OS-D-11 | 0008386 | Signal System Upgrade @ 9 CS LOCS - Phase VI | $- | $- | $- | $198,868 | $- | $2,473,199 | $- | $- | $- | $- | $- | $- |
| II-D-01 | N/A | 11th Ave & N Jefferson St Intersection Upgrade | $- | $- | $- | $602,555 | $488,736 | $6,025,552 | $- | $- | $- | $- | $- | $- |
| OS-D-12 | N/A | W Gordon Ave & S Slappey Blvd Turn Lane Upgrade | $- | $- | $- | $- | $- | $- | $283,030 | $471,716 | $1,886,865 | $- | $- | $- |
| OS-L-03 | N/A | Jefferson Davis Memorial Hwy Intersection Safety Improvements | $- | $- | $- | $- | $- | $- | $896,902 | $1,494,837 | $5,979,347 | $- | $- | $- |
| RC-L-04 | N/A | Leesburg SR 32 Realignment Project | $- | $- | $- | $- | $- | $- | $861,824 | $1,292,737 | $4,309,122 | $- | $- | $- |
| RC-D-20 | N/A | Westgate Dr Widening | $- | $- | $- | $- | $- | $- | $- | $- | $- | $1,668,953 | $2,503,429 | $9,179,240 |
| RC-D-05 | N/A | Southern Bypass New Alignment | $- | $- | $- | $- | $- | $- | $- | $- | $- | $7,518,863 | $12,531,439 | $50,125,755 |
| II-D-06 | N/A | Newton Rd & Lily Pond Rd Intersection Realignment | $- | $- | $- | $- | $- | $- | $1,234,228 | $4,690,069 | $12,342,275 | $- | $- | $- |
| II-D-03 | N/A | Gillionville Rd & S Westover Blvd Turn Lane Addition | $- | $- | $- | $- | $- | $- | $103,051 | $1,050,892 | $1,030,512 | $- | $- | $- |
| RC-D-06 | N/A | Broad Ave/Camp Ln Widening | $- | $- | $- | $- | $- | $- | $- | $- | $- | $603,635 | $905,452 | $3,319,991 |
| II-D-02 | N/A | US 19/SR 3 & Holly Dr Grade Separation and Ramps | $- | $- | $- | $- | $- | $- | $3,826,240 | $5,739,360 | $21,044,320 | $- | $- | $- |
| OS-L-01 | N/A | Leesburg Connectivity Active Transportation Projects | $- | $- | $- | $- | $- | $- | $2,698,189 | $4,047,283 | $13,490,943 | $- | $- | $- |
| RC-L-01 | N/A | Westover Rd 2 Lane Extension | $- | $- | $- | $- | $- | $- | $- | $- | $- | $285,120 | $285,120 | $5,132,160 |
| RC-L-02 | N/A | Kinchafoonee Creek Rd New Alignment | $- | $- | $- | $- | $- | $- | $- | $- | $- | $1,094,911 | $1,824,852 | $7,299,409 |
| RC-L-08 | N/A | Doublegate Dr Widening | $- | $- | $- | $- | $- | $- | $- | $- | $- | $538,586 | $807,879 | $2,962,222 |
| II-D-08 | N/A | Sands Dr & Radium Springs Rd Intersection Upgrade | $- | $- | $- | $- | $- | $- | $- | $- | $- | $496,845 | $1,451,687 | $4,968,452 |
| RC-L-13 | N/A | Lovers Lane Rd Widening | $- | $- | $- | $- | $- | $- | $- | $- | $- | $5,552,539 | $8,328,809 | $30,538,967 |
| RC-L-03 | N/A | Leesburg SR 32 Bypass | $- | $- | $- | $- | $- | $- | $1,965,108 | $2,947,663 | $9,825,542 | $- | $- | $- |
| | | **TOTAL** | **$7,092,208** | **$7,671,282** | **$36,029,046** | **$3,670,985** | **$23,345,587** | **$31,712,127** | **$14,690,362** | **$25,967,241** | **$137,968,091** | **$51,033,157** | **$78,981,153** | **$363,864,667** |

## Table 16-12: Bicycle and Pedestrian Project Costs by Funding Bands

| Rank Tier | PROJECT ID | Project | Description | Length (Miles) | Band 1: 2028-2032 (YOE $) | Band 2: 2033-2037 (YOE $) | Band 3: 2038-2050 (YOE $) | Unfunded: Aspirational (2024 $) |
|---|---|---|---|---|---|---|---|---|
| 1 | BP-19 | Gillionville Rd | Bike Lanes (Lane Diet) | 2.7 | $177,082 | $- | $- | $- |
| 1 | BP-269 | Radium Springs Rd | Bike Route | 1.2 | $- | $- | $- | $1,560,192 |
| 1 | BP-42 | Dawson Rd | Sidewalk (both sides) | 7.4 | $- | $- | $- | $8,193,762 |
| 1 | BP-68 | Radium Springs Rd | Sidewalk (both sides) | 3.3 | $- | $- | $- | $3,611,412 |
| 2 | BP-16 | 2nd Ave (east of Van Buren)/3rd Ave (west of Van Buren) | Shared Lane Markings | 1.4 | $- | $- | $- | $54,876 |
| 3 | BP-40 | Library Lane/Massey Dr/Thornton Dr | Sidewalk (one side) | 0.6 | $- | $- | $- | $330,990 |
| 3 | BP-20 | Magnolia St | Sidewalk (one side) with Bike Lanes (Lane Diet) with Enhanced Crosswalks at Gillionville Rd | 0.7 | $- | $- | $- | $450,534 |
| 4 | BP-7 | Palmyra Rd | Pedestrian Crossing Beacon and Refuge Island | 0 | $- | $- | $- | $91,596 |
| 4 | BP-18 | N Harding St | Shared Lane Markings | 1.7 | $- | $- | $- | $66,606 |
| 5 | BP-128 | 3rd Ave | Bike Lanes (Road Diet) with Enhanced Crosswalks at Dawson Rd and Slappey Blvd - Add sidewalk (one side) from Slappey Blvd to Taft St. (685 ft) and west of Edgewood Ln (1,400 ft) | 0.9 | $- | $- | $- | $585,684 |
| 5 | BP-31 | Clark Ave | Bike Lanes | 1.2 | $- | $- | $- | $2,650,776 |
| 5 | BP-27 | Stuart Ave | Shared Lane Markings | 0.8 | $- | $- | $- | $33,864 |
| 5 | BP-29 | W Whitney Ave | Shared Lane Markings | 2.7 | $- | $- | $- | $110,466 |
| 5 | BP-80 | Broad Ave | Sidewalk (both sides) and Bike Lanes | 3.6 | $- | $- | $- | $11,662,782 |
| 5 | BP-77 | Gordan Ave | Sidewalk (one side) and Bike Lanes | 1.9 | $- | $- | $- | $5,229,336 |
| 5 | BP-6 | Leslie Hwy | Intersection Improvement with Enhanced Crosswalks (consider Roundabout) | 0 | $17,812 | $- | $- | $- |
| 5 | BP-5 | Oglethorpe Blvd | Provide fencing along outside edges of bridge to enhance pedestrian safety | 0.2 | $432,765 | $- | $- | $- |
| 5 | BP-59 | Stuart Ave | Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Dawson Rd | 1.4 | $- | $- | $- | $4,636,512 |
| 5 | BP-87 | Lullwater Rd/12th Ave | Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Dawson Rd | 0.7 | $- | $- | $- | $430,236 |
| 6 | BP-4 | Main St | Shared Lane Markings | 0.6 | $28,613 | $- | $- | $- |
| 6 | BP-66 | Turner Field Rd | Shared Lane Markings | 1.6 | $- | $- | $- | $75,888 |
| 6 | BP-41 | Loftus Dr | Sidewalk (one side) and Bike Lanes with Enhanced Crosswalk at Oglethorpe Blvd | 0.2 | $- | $- | $- | $556,716 |
| 6 | BP-30 | Main St | Enhanced Crosswalk and Refuge Island | 0 | $29,303 | $- | $- | $- |
| 6 | BP-204 | Westover Blvd | Multiuse Trail with Widening Project | 1.9 | $2,506,496 | $- | $- | $- |
| 6 | BP-50 | Pine Ave | Road Diet with Bike Lanes | 1.6 | $- | $- | $- | $96,594 |
| 6 | BP-227 | Ledo Rd | Sidewalk (both sides) and Bike Lanes Enhanced Crosswalks at Westover Rd and Nottingham Way | 1.6 | $- | $- | $- | $5,356,530 |
| 6 | BP-72 | S Harding St | Sidewalk (one side) | 0.3 | $- | $- | $- | $184,416 |
| 6 | BP-234 | Access Dr | Sidewalk (one side) | 0.3 | $207,994 | $- | $- | $- |
| 6 | BP-76 | Rosebrier Ave | Sidewalk (one side) and Bike Lanes | 0.3 | $- | $- | $- | $916,062 |
| 6 | BP-239 | Baldwin Dr / 2nd Ave | Sidewalk (one sides) with Enhanced Crosswalk at N Cleveland St | 1.1 | $- | $- | $- | $635,562 |
| 6 | BP-32 | Clark Ave | Multiuse Trail | 2.2 | $- | $- | $- | $2,562,954 |
| 6 | BP-15 | Roosevelt Ave | Shared Lane Markings | 1.3 | $- | $- | $- | $54,162 |
| 6 | BP-122 | Whispering Pines Rd | Sidewalk (both sides) | 1.5 | $- | $- | $- | $1,676,880 |
| 6 | BP-25 | Dorsett Ave/S Monroe St | Sidewalk (one side) and Shared Lane Markings | 0.5 | $- | $- | $- | $271,830 |
| 6 | BP-92 | Sylvester Hwy | Sidewalk on the south side of roadway | 1.6 | $1,009,286 | $- | $- | $- |

| Rank Tier | PROJECT ID | Project | Description | Length (Miles) | Band 1: 2028-2032 (YOE $) | Band 2: 2033-2037 (YOE $) | Band 3: 2038-2050 (YOE $) | Unfunded: Aspirational (2024 $) |
|---|---|---|---|---|---|---|---|---|
| 6 | BP-3 | Jefferson St | Enhanced Crosswalks and Pedestrian Refuge Area for Broad St Crossing | 0 | $29,303 | $- | $- | $- |
| 6 | BP-9 | Dawson Rd | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | 0 | $- | $- | $- | $91,596 |
| 6 | BP-37 | Lovers Lane Rd | Trail Section with Bridge to Chehaw Park | 0.4 | $- | $- | $- | $410,244 |
| 7 | BP-35 | Broad Ave | Pedestrian Crossing Beacon and Refuge Island | 0 | $- | $- | $- | $91,596 |
| 7 | BP-39 | Johnson Rd | Shared Lane Markings | 1.1 | $- | $- | $- | $43,962 |
| 7 | BP-81 | Pinson Rd / Johnson Rd | Sidewalk (one side) | 1.5 | $- | $- | $- | $847,722 |
| 7 | BP-28 | Kenilworth Dr | Shared Lane Markings | 0.9 | $- | $- | $- | $37,434 |
| 7 | BP-79 | Rosebrier Ave | Sidewalk (one side) and Bike Lanes | 1.3 | $- | $- | $- | $3,410,982 |
| 7 | BP-112 | Holly Dr | Shared Lane Markings | 1.2 | $56,652 | $- | $- | $- |
| 7 | BP-11 | South Monroe St/N Monroe St | Shared Lane Markings with Enhanced Crosswalk at Broad Ave | 1.8 | $- | $- | $- | $83,232 |
| 7 | BP-12 | N Madison St/S Madison St | Shared Lane Markings with Enhanced Crosswalk at Broad Ave | 2.2 | $- | $- | $- | $99,858 |
| 7 | BP-93 | Palmyra Rd | Sidewalk (both sides) | 5.5 | $- | $- | $- | $6,140,400 |
| 7 | BP-127 | Merritt St/Mulberry Ave | Bike Lanes | 0.3 | $- | $- | $- | $563,346 |
| 7 | BP-54 | Riverfront Trail | Extend Multiuse Trail along East Side of Flint River | 3.9 | $- | $- | $- | $4,485,552 |
| 7 | BP-275 | East Flint River Trail | Multi-use Trail | 9.6 | $- | $- | $- | $11,031,402 |
| 7 | BP-62 | Maple St | Shared Lane Markings | 1.1 | $- | $- | $- | $44,676 |
| 7 | BP-64 | Hoover St | Shared Lane Markings | 1.1 | $- | $- | $- | $42,330 |
| 7 | BP-65 | Hilltop Dr | Shared Lane Markings | 1.6 | $- | $- | $- | $63,342 |
| 7 | BP-70 | McKinley St | Sidewalk (one side) | 0.1 | $- | $- | $- | $69,972 |
| 7 | BP-78 | S Madison St/Johnnie Williams Rd/Alice Ave | Sidewalk (one side) and Shared Lane Markings | 2.4 | $- | $- | $- | $1,401,174 |
| 7 | BP-88 | N Cleveland St/3rd Ave | Sidewalk (one side) with Shared Lane Markings | 0.8 | $- | $- | $- | $489,090 |
| 7 | BP-24 | Chehaw Park | Trail Connecting Chehaw Park to Pirates Cove Park | 1.4 | $- | $- | $- | $1,581,204 |
| 7 | BP-8 | Slappey Blvd | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | 0 | $- | $- | $- | $91,596 |
| 7 | BP-10 | Sylvester Hwy | Pedestrian Crossing Beacons with Refuge Islands at Locations to be Determined | 0 | $- | $- | $- | $91,596 |
| 7 | BP-133 | Radium Springs Rd | Bike Lanes | 5.9 | $- | $- | $18,887,995 | $- |
| 7 | BP-91 | Whispering Pines Rd | Sidewalk (one side) with Shared Lane Markings with Enhanced Crosswalks at Slappey Blvd | 1.1 | $- | $- | $- | $691,560 |
| 8 | BP-60 | Harvest Ln/Phillips Dr | Shared Lanes | 1.7 | $- | $- | $- | $69,768 |
| 8 | BP-233 | Partridge Dr | Sidewalk (one side) | 1 | $- | $- | $- | $546,210 |
| 8 | BP-238 | Augusta Dr | Sidewalk (one side) | 0.8 | $- | $- | $- | $441,660 |
| 8 | BP-71 | Patrol Dr | Sidewalk (one side) | 0.3 | $- | $- | $- | $185,436 |
| 8 | BP-74 | Vick St | Sidewalk (one side) | 0.4 | $- | $- | $- | $236,946 |
| 8 | BP-75 | Gordon Ave | Sidewalk (one Side) | 0.7 | $428,053 | $- | $- | $- |
| 8 | BP-131 | Lockett Station Rd | Sidewalk (one side) with Bike Lanes | 2.5 | $- | $8,491,164 | $- | $- |
| 8 | BP-17 | Society Ave | Shared Lane Markings | 1.5 | $- | $- | $- | $59,568 |
| 8 | BP-38 | N Jackson St/Roosevelt Ave/N Jefferson St | Shared Lane Markings | 1.5 | $- | $- | $- | $61,812 |
| 8 | BP-43 | Academy Ave | Sidewalk (one side) | 0.1 | $- | $- | $- | $42,636 |
| 8 | BP-1 | Radium Springs Rd | Pedestrian Crossing Beacon and Refuge Island | 0 | $- | $- | $- | $91,596 |
| 8 | BP-2 | Slappey Blvd | Pedestrian Crossing Beacon and Refuge Island | 0 | $- | $- | $- | $91,596 |

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|---|---|---|---|---|---|---|---|---|
| 8 | BP-33 | Vidalia St/Pecan St/Park St | Shared Lane Markings | 0.5 | $- | $- | $- | $18,768 |
| 8 | BP-36 | Railroad Ave | Shared Lane Markings on Paved Road | 0.4 | $- | $- | $- | $17,850 |
| 8 | BP-22 | 8th Ave | Shared Lane Markings with Enhanced Crosswalks at Slappey Blvd | 1.2 | $- | $- | $- | $58,242 |
| 8 | BP-56 | Cordele Rd | Sidewalk (both sides) | 0.8 | $- | $- | $- | $879,852 |
| 8 | BP-73 | Slappey Blvd | Sidewalk (both sides) | 0.3 | $430,696 | $- | $- | $- |
| 8 | BP-213 | Old Dawson Rd | Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd with Widening Project | 6.9 | $- | $- | $- | $22,351,056 |
| 8 | BP-211 | Oglethorpe Blvd | Sidewalk (both sides) with Widening Project | 4.2 | $- | $- | $- | $4,615,500 |
| 8 | BP-47 | Academy Ave | Sidewalk (one side) | 0.3 | $- | $- | $- | $143,208 |
| 8 | BP-82 | Magnolia Ave | Sidewalk (one side) | 0.4 | $- | $- | $- | $224,196 |
| 8 | BP-229 | Meredyth Dr | Sidewalk (one side) | 0.2 | $- | $- | $- | $84,048 |
| 8 | BP-51 | Canal St | Sidewalk (one side) with Shared Lane Markings | 0.3 | $- | $- | $- | $204,816 |
| 8 | BP-129 | N Broad St | Bike Lanes | 0.3 | $- | $- | $- | $720,018 |
| 8 | BP-141 | Oakridge Dr | Multiuse Trail | 3 | $- | $- | $- | $3,462,900 |
| 8 | BP-58 | Old Dawson Rd/Mall Ring Rd | Multi-use Trail | 0.7 | $- | $- | $- | $837,522 |
| 8 | BP-55 | Old Cordele Rd | Sidewalk (both sides) | 0 | $- | $- | $- | $23,052 |
| 8 | BP-57 | Westover Blvd | Sidewalk (both sides) | 0 | $- | $- | $- | $23,970 |
| 8 | BP-107 | Newton Rd | Sidewalk (both sides) | 0.8 | $938,270 | $- | $- | $- |
| 8 | BP-130 | Oakridge Dr | Sidewalk (both sides) with Bike Lanes (Lane Diet) | 5.6 | $7,369,985 | $- | $- | $- |
| 8 | BP-44 | Starksville Rd | Sidewalk (one side) | 0.1 | $- | $- | $- | $81,396 |
| 8 | BP-105 | McKinley St | Sidewalk (one side) | 0.3 | $- | $- | $- | $174,216 |
| 8 | BP-135 | Barclay Blvd | Sidewalk (one side) | 0.3 | $- | $- | $- | $151,878 |
| 8 | BP-243 | Gaines Ave | Sidewalk (one side) | 0.4 | $- | $- | $- | $245,616 |
| 8 | BP-123 | Blaylock St | Sidewalk (one side) and Bike Lanes | 1.8 | $- | $- | $- | $4,878,354 |
| 8 | BP-108 | S Cleveland St | Sidewalk (one side) with Shared Lane Markings | 0.8 | $- | $- | $- | $481,236 |
| 8 | BP-49 | Starksville Rd | Sidewalk (one side) with Shared Lane Markings | 0.3 | $- | $- | $- | $155,448 |
| 8 | BP-23 | Philema Rd | Trail on South Side of Philema Rd including Existing Bridge | 1 | $1,328,861 | $- | $- | $- |
| 8 | BP-14 | Sylvester Hwy | Pedestrian Crossing Beacon and Refuge Island | 0 | $103,192 | $- | $- | $- |
| 8 | BP-209 | Broad Ave Bridge Replacement | Sidewalk (both sides) and Bike Lanes with Bridge Replacement | 0.5 | $- | $- | $- | $1,469,718 |
| 8 | BP-143 | Dougherty/Lee Rail Trail | Multiuse Trail on Rails to Trails Corridor | 10.9 | $- | $- | $- | $12,448,896 |
| 8 | BP-102 | Radium Springs Rd | Sidewalk (both sides) | 2 | $- | $- | $- | $2,240,838 |
| 8 | BP-240 | W Residence Ave | Sidewalk (one side) with Enhanced Crosswalk at N Slappey & Dawson Rd | 0.1 | $- | $- | $- | $85,782 |
| 8 | BP-241 | W Residence Ave | Sidewalk (one side) | 0.2 | $- | $- | $- | $107,508 |
| 8 | BP-34 | Philema Rd | Pedestrian Crossing Beacon and Refuge Island | 0 | $103,192 | $- | $- | $- |
| 8 | BP-90 | Gillionville Rd | Sidewalk (both sides) and Bike Lanes (lane diet) with Enhanced Crosswalks at Westover Blvd | 2.1 | $- | $- | $- | $2,515,524 |
| 8 | BP-236 | S Valencia Dr | Sidewalk (one sides) with Enhanced Crosswalk at RR | 1 | $- | $- | $- | $573,240 |
| 8 | BP-242 | Holloway Ave | Sidewalk (one sides) with Enhanced Crosswalk at S Harding St and S McKinley St | 0.8 | $- | $- | $- | $487,458 |
| 9 | BP-261 | Satilla St | Sidewalk (one side) | 0.3 | $- | $- | $- | $183,294 |
| 9 | BP-109 | Meadowlark Dr/Kenilworth Dr | Sidewalk (one side) with Shared Lane Markings | 0.8 | $- | $- | $- | $485,826 |

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|---|---|---|---|---|---|---|---|---|
| 9 | BP-53 | Smithville Ave | Multiuse Trail | 0.6 | $- | $- | $- | $722,670 |
| 9 | BP-124 | Walnut St (US 19) | Reconstruct Sidewalk (both sides) and Add Bike Lanes (road diet) - To be performed after construction of Leesburg Northern Bypass | 1.7 | $- | $2,412,888 | $- | $- |
| 9 | BP-83 | Society St | Sidewalk (one side) | 0.5 | $- | $- | $- | $254,694 |
| 9 | BP-121 | Cromartie Beach Dr/Blaylock St | Sidewalk (one side) | 0.8 | $- | $- | $- | $448,596 |
| 9 | BP-246 | Lily Pond Rd | Sidewalk (one side) | 2.7 | $- | $- | $- | $1,519,188 |
| 9 | BP-247 | Barnaby Dr | Sidewalk (one side) | 0.7 | $- | $- | $- | $398,616 |
| 9 | BP-84 | Canal St | Sidewalk (one side) with Shared Lane Markings | 0.5 | $- | $- | $- | $273,156 |
| 9 | BP-86 | Magnolia Ave | Sidewalk (one side) with Shared Lane Markings | 0.6 | $- | $- | $- | $340,272 |
| 9 | BP-69 | Habersham Rd/Lowe Rd | Sidewalk (one side) | 0.1 | $- | $- | $- | $57,222 |
| 9 | BP-249 | Sunset Ln | Sidewalk (one side) | 0.3 | $- | $- | $- | $172,482 |
| 9 | BP-21 | Magnolia St | Sidewalk (one side) with Bike Lanes (Lane Diet) | 0.9 | $- | $- | $- | $564,672 |
| 9 | BP-67 | N Carroll St | Bike Lanes | 0.2 | $- | $- | $- | $504,900 |
| 9 | BP-52 | Leslie Hwy | Multiuse Trail | 0.3 | $- | $398,892 | $- | $- |
| 9 | BP-271 | N Washington St | Multi-use Trail | 2.4 | $- | $- | $- | $2,754,918 |
| 9 | BP-272 | W Flint River Trail | Multi-use Trail | 6.7 | $- | $- | $- | $7,721,910 |
| 9 | BP-61 | Weymouth Dr/E Doublegate Dr/N Doublegate Dr | Shared Lane Markings | 3.9 | $- | $- | $- | $155,856 |
| 9 | BP-63 | Hilltop Dr | Shared Lane Markings | 0.2 | $- | $- | $- | $6,630 |
| 9 | BP-100 | N Central St/E 4th Ave | Sidewalk (one side) | 0.7 | $- | $- | $- | $399,330 |
| 9 | BP-104 | S Harding St | Sidewalk (one side) | 0.1 | $- | $- | $- | $78,540 |
| 9 | BP-115 | Martin Luther King Junior Dr | Sidewalk (one side) | 0.2 | $- | $- | $- | $94,758 |
| 9 | BP-116 | Randolph Ave | Sidewalk (one side) | 0.3 | $- | $- | $- | $143,718 |
| 9 | BP-120 | 11th Ave | Sidewalk (one side) | 0.6 | $- | $- | $- | $323,952 |
| 9 | BP-126 | Starksville Rd | Sidewalk (one side) | 0.5 | $- | $- | $- | $277,644 |
| 9 | BP-237 | W Waddell Ave | Sidewalk (one side) | 0.2 | $- | $- | $- | $124,950 |
| 9 | BP-94 | Jackson St | Sidewalk (one side) and Bike Lanes | 1.6 | $- | $- | $- | $4,184,958 |
| 9 | BP-118 | 7th Ave | Sidewalk (one side) and Bike Lanes | 0.4 | $- | $- | $- | $997,866 |
| 9 | BP-106 | 14th Ave | Sidewalk (one side) with Shared Lane Markings | 0.5 | $- | $- | $- | $304,572 |
| 9 | BP-45 | Academy Ave | Sidewalk (one side) with Shared Lane Markings | 0.2 | $- | $- | $- | $95,880 |
| 9 | BP-46 | 2nd St | Sidewalk (one side) with Shared Lane Markings | 0.2 | $- | $- | $- | $112,404 |
| 9 | BP-110 | SR 32 | Sidewalk (one side) with Shared Lane Markings | 0.9 | $582,152 | $- | $- | $- |
| 9 | BP-125 | Park St | Sidewalk (one side) with Shared Lane Markings | 0.2 | $- | $- | $- | $129,438 |
| 9 | BP-142 | US 19 | Multiuse Trail (Coordinate with Corridor Management Plan) | 6.7 | $- | $- | $- | $7,653,876 |
| 9 | BP-250 | West 4th Ave | Sidewalk (one side) with enhanced crosswalk at Palmyra Rd | 0.3 | $- | $- | $- | $198,798 |
| 10 | BP-262 | Pearce Ave | Sidewalk (both sides) | 1.2 | $- | $- | $- | $1,313,454 |
| 10 | BP-85 | Fire Tower Ave | Sidewalk (one side) | 0.5 | $- | $- | $- | $288,660 |
| 10 | BP-89 | Leslie Hwy | Sidewalk (one side) | 0.9 | $- | $- | $764,779 | $- |
| 10 | BP-232 | Kenilworth Dr | Sidewalk (one side) | 0.2 | $- | $- | $- | $85,884 |

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|---|---|---|---|---|---|---|---|---|
| 10 | BP-258 | Cromartie Beach Dr/Turner Ave | Sidewalk (one side) | 0.8 | $- | $- | $- | $428,604 |
| 10 | BP-263 | Brierwood Dr | Sidewalk (one side) | 0.1 | $- | $- | $- | $80,274 |
| 10 | BP-117 | D. C. Schilling Ave | Sidewalk (one side) | 0.3 | $- | $- | $- | $179,724 |
| 10 | BP-113 | McKinley St | Sidewalk (one side) | 0.3 | $- | $- | $- | $177,480 |
| 10 | BP-134 | Van Deman St | Sidewalk (one side) | 0.2 | $- | $- | $- | $136,782 |
| 10 | BP-245 | Neuman Place | Sidewalk (both sides) | 0.3 | $- | $- | $- | $322,320 |
| 10 | BP-99 | East Society Ave | Sidewalk (one side) | 0.4 | $- | $- | $- | $227,664 |
| 10 | BP-267 | Highland Ave | Bike Route | 0.6 | $- | $- | $- | $799,986 |
| 10 | BP-96 | Sewer Line Easement | Multiuse Trail | 0.2 | $- | $- | $- | $255,408 |
| 10 | BP-264 | Roosevelt Ave | Multi-use Trail | 0.1 | $- | $- | $- | $155,346 |
| 10 | BP-265 | Flint Ave | Multi-use Trail | 0.2 | $- | $- | $- | $174,828 |
| 10 | BP-266 | Washington St | Multi-use Trail | 0.2 | $- | $- | $- | $242,964 |
| 10 | BP-95 | Nottingham Way | Multiuse Trail Connection | 0.6 | $- | $- | $- | $652,392 |
| 10 | BP-206 | Leesburg North Bypass | Multiuse Trail with New Road Construction | 0.7 | $- | $- | $- | $858,432 |
| 10 | BP-205 | Westover Blvd Ext | Multiuse Trail with New Bridge Project | 1 | $- | $- | $- | $1,099,458 |
| 10 | BP-97 | Palmyra Rd | Shared Lane Markings | 2 | $90,667 | $- | $- | $- |
| 10 | BP-218 | Forrester Parkway Ext | Sidewalk (both sides) and Bike Lanes with New Road Construction | 0.1 | $- | $- | $- | $268,566 |
| 10 | BP-48 | 4th St | Sidewalk (one side) | 0.3 | $- | $- | $- | $143,922 |
| 10 | BP-136 | Don Cutler Dr | Sidewalk (one side) | 0.3 | $- | $- | $- | $161,466 |
| 10 | BP-98 | Don Cutler Dr | Sidewalk (one side) | 0.1 | $- | $- | $- | $55,794 |
| 10 | BP-101 | Mitchell Ave | Sidewalk (one side) | 0.8 | $- | $- | $- | $454,512 |
| 10 | BP-114 | S Jefferson St | Sidewalk (one side) | 0.2 | $- | $- | $- | $93,228 |
| 10 | BP-228 | Archwood Dr | Sidewalk (one side) | 0.2 | $- | $- | $- | $138,414 |
| 10 | BP-231 | Westgate Dr | Sidewalk (one side) | 0.2 | $- | $- | $- | $138,618 |
| 10 | BP-235 | W Broad Ave | Sidewalk (one side) | 0.5 | $- | $- | $- | $301,716 |
| 10 | BP-260 | Edison Dr | Sidewalk (one side) | 0.3 | $- | $- | $- | $172,788 |
| 10 | BP-244 | Johnny W Williams Rd | Sidewalk (one side) | 0.3 | $- | $- | $- | $149,430 |
| 10 | BP-248 | Crawford Dr | Sidewalk (one side) | 0.2 | $- | $- | $- | $112,404 |
| 10 | BP-111 | Peach Ave | Sidewalk (one side) with Bike Lanes | 0.8 | $- | $- | $- | $2,165,256 |
| 10 | BP-103 | Groover St | Sidewalk (one side) with Shared Lane Markings | 0.1 | $- | $- | $- | $48,042 |
| 10 | BP-230 | West Apartments | Sidewalk (both sides) | 0.6 | $- | $- | $- | $653,412 |
| 10 | BP-219 | Moultrie Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | 21.7 | $- | $- | $- | $70,632,042 |
| 10 | BP-201 | Walnut St (US 19) | Enhanced Crosswalks at 4th St as part of Intersection Improvement Project | 0 | $11,836 | $- | $- | $- |
| 10 | BP-202 | Nottingham Way | Sidewalk (both sides) and Bike Lanes with Enhanced Crosswalks at Westover Blvd. and Ledo Rd | 2.3 | $- | $- | $- | $7,506,384 |
| 10 | BP-254 | 16th Ave | Sidewalk (one side) with enhanced crosswalk at Seaboard Dr | 0.5 | $- | $- | $- | $285,294 |
| 10 | BP-257 | Swift St | Sidewalk (one side) with enhanced crossing at Blaylock St | 0.3 | $- | $- | $- | $171,258 |
| 11 | BP-273 | Robert Cross Park Trail | Multi-use Trail | 1.2 | $- | $- | $- | $1,334,670 |
| 11 | BP-210 | Robert B. Lee Dr/SR 32 Relocation | Sidewalk (both sides) and Bike Lanes with SR 32 Relocation Project | 7.5 | $- | $- | $- | $24,456,438 |

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|---|---|---|---|---|---|---|---|---|
| 11 | BP-222 | Kinchafoonee Dr W | Sidewalk (one side) | 0.4 | $- | $- | $- | $197,778 |
| 11 | BP-224 | Morgan Farm Rd | Sidewalk (one side) | 1.6 | $- | $- | $- | $910,962 |
| 11 | BP-268 | Pine Ave | Bike Route | 0.5 | $- | $- | $- | $693,804 |
| 11 | BP-270 | Dougherty/Lee Rail Trail 2 | Multi-use Trail | 0.2 | $- | $- | $- | $209,712 |
| 11 | BP-277 | East Albany State University | Multi-use Trail | 0.3 | $- | $- | $- | $319,158 |
| 11 | BP-278 | Shackleford Park | Multi-use Trail | 0.2 | $- | $- | $- | $202,878 |
| 11 | BP-140 | Westover Blvd | Multiuse Trail | 2.6 | $- | $- | $- | $2,938,212 |
| 11 | BP-217 | Forrester Pkwy Ext/Oakland Pkwy | Sidewalk (both sides) and Bike Lanes with New Road Construction | 8.5 | $- | $- | $- | $27,512,970 |
| 11 | BP-207 | Ledo Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | 3.2 | $- | $- | $- | $10,422,258 |
| 11 | BP-137 | Wingate Ave/South St | Sidewalk (one side) | 0.4 | $- | $- | $- | $240,210 |
| 11 | BP-138 | Mobile Ave | Sidewalk (one side) | 0.7 | $- | $- | $- | $392,190 |
| 11 | BP-139 | Sands Dr | Sidewalk (one side) | 0.8 | $- | $- | $- | $470,322 |
| 11 | BP-225 | Double Oak Ln | Sidewalk (one side) | 0.2 | $- | $- | $- | $91,800 |
| 11 | BP-255 | 18th Ave | Sidewalk (one side) | 0.2 | $- | $- | $- | $91,800 |
| 11 | BP-203 | Meadowlark Dr Ext | Sidewalk (one Side) with bike lanes | 1.2 | $- | $- | $- | $3,318,978 |
| 11 | BP-119 | Evelyn Ave | Sidewalk (one side) with Shared Lane Markings | 0.5 | $- | $- | $- | $320,484 |
| 11 | BP-221 | Main St E | Sidewalk (both sides) | 0.3 | $- | $- | $532,852 | $- |
| 11 | BP-144 | Lovers Lane Rd | Bikeable Shoulder | 7.6 | $- | $- | $- | $8,950,500 |
| 11 | BP-216 | Westover Blvd Ext | Sidewalk (both sides) and Bike Lanes with New Road Construction | 10.5 | $- | $- | $- | $34,308,414 |
| 11 | BP-253 | 10th Ave | Sidewalk (one side) with enhanced crosswalk at Palmyra Rd & N Harding St | 0.6 | $- | $- | $- | $332,316 |
| 12 | BP-259 | Dame St/Patton Ave | Sidewalk (one side) | 0.5 | $- | $- | $- | $260,406 |
| 12 | BP-280 | Nixon Dr | Sidewalk (one side) | 0.7 | $- | $- | $- | $409,836 |
| 12 | BP-208 | Ledo Rd | Coordinate with Property Owners to provide bike routes on north and south sides via Interparcel Connections | 0.3 | $- | $- | $- | $743,784 |
| 12 | BP-274 | South Riverside Cemetery Trail | Multi-use Trail | 0.5 | $- | $- | $- | $623,220 |
| 12 | BP-212 | Clark Ave Bridge | Sidewalk (both sides) and Bike Lanes with New Bridge | 1.5 | $- | $- | $- | $4,925,376 |
| 12 | BP-226 | Hickory Grove Rd | Sidewalk (one side) | 0.8 | $- | $- | $- | $456,858 |
| 12 | BP-256 | Cardinal St | Sidewalk (one side) | 0.4 | $- | $- | $- | $219,810 |
| 12 | BP-251 | 5th Ave | Sidewalk (one side) | 0.2 | $- | $- | $- | $95,574 |
| 12 | BP-220 | Leslie Hwy | Sidewalk (both sides) | 0.2 | $- | $- | $270,378 | $- |
| 12 | BP-214 | Fleming Rd | Sidewalk (both sides) and Bike Lanes with Widening Project | 11.9 | $- | $- | $- | $38,600,472 |
| 13 | BP-279 | Putney Park Trail | Multi-use Trail | 1.3 | $- | $- | $- | $1,485,528 |
| 13 | BP-276 | Paul Eames Sport Complex | Multi-use Trail | 1.6 | $- | $- | $- | $1,887,306 |
| 13 | BP-223 | Park St W | Sidewalk (one side) | 0.1 | $- | $- | $- | $40,086 |
| 13 | BP-252 | 5th Ave | Sidewalk (both sides) | 0.2 | $- | $- | $- | $265,914 |
| 13 | BP-215 | US 82 | Sidewalk (both sides) and Bike Lanes (coordinate with Corridor Management Plan) | 10.1 | $- | $- | $- | $32,806,566 |
| | | | **TOTAL** | | **$15,882,211** | **$11,302,944** | **$20,456,003** | **$468,934,800** |

# 17 Appendices

## Appendix A: FHWA Requirement Matrix

### Matrix of FHWA Requirements

| FHWA Requirement | Regulation | Addressed in Report Section |
|---|---|---|
| **Transportation demand analysis of persons** | 23 CFR 450.324(f)(1) | Section 5: Socioeconomic Data<br>Section 6: Equity Analysis<br>Section 7: Land Use and Development<br>Section 8: Roadways |
| **Transportation demand analysis of goods** | 23 CFR 450.324(f)(1) | Section 12: Freight and Goods Movement<br>Section 8: Roadways |
| **Existing transportation facilities** | 23 CFR 450.324(f)(2) | Section 8: Roadways<br>Section 11: Active Transportation |
| **Proposed transportation facilities** | 23 CFR 450.324(f)(2) | Section 16: MTP Work Program |
| **Description of performance measures and performance targets** | 23 CFR 450.324(f)(3) | Section 4: Performance-Based Planning |
| **System performance report** | 23 CFR 450.324(f)(4) | Section 4: Performance-Based Planning |
| **Operational and management strategies** | 23 CFR 450.324(f)(5) | Section 8: Roadways |
| **Congestion management processes** | 23 CFR 450.324(f)(5), (6), (7) | Section 8: Roadways |
| **Vulnerability of the existing transportation infrastructure to natural disasters** | 23 CFR 450.324(f)(7) | Section 13: Resilience |
| **Pedestrian walkway and bicycle facilities** | 23 CFR 450.324(f)(12) | Section 11: Active Transportation |
| **System preservation strategies** | 23 CFR 450.324(f)(7) | Section 13: Resilience |
| **Design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail to permit conformity determinations in nonattainment and maintenance areas** | 23 CFR 450.324(f)(9) | Section 8: Roadways |
| **A discussion of types of potential environmental mitigation activities and** | 23 CFR 450.324(f)(10) | Section 13: Resilience |

| | | |
|---|---|---|
| potential areas to carry out these activities | | |
| Consultation with State and local agencies responsible for land-use management, natural resources, environmental protection, conservation, and historic preservation | 23 CFR 450.324(g)(1) and (2) | Section 7: Land Use and Development |
| Transportation and transit enhancements | 23 CFR 450.324(f)(8) | Section 10: Transit |
| A financial plan that demonstrates how the adopted Transportation Plan can be implemented | 23 CFR 450.324(f)(11) | Section 14: Revenues and Funding Sources<br>Section 16: MTP Work Program |
| Provision of public agencies, citizens, and other interested parties with a reasonable opportunity to comment on the Transportation Plan | 23 CFR 450.324(j) | Section 1: Introduction |
| Conformity determination in nonattainment and maintenance areas | 23 CFR 450.324(m) | Section 6: Equity Analysis<br>Section 8: Roadways |
| Provision of copies to FHWA or FTA | 23 CFR 450.324(c) | Section 1: Introduction |
| Consultation with agencies and officials responsible for other planning activities within the MPA | 23 CFR 450.316(b-d) | Section 4: Performance-Based Planning |
| Involvement of Indian Tribal government(s) when the MPA includes Indian Tribal lands | 23 CFR 450.316(c) | Not Applicable |
| Involvement of Federal Land Management Agencies when the MPA includes Federal public lands | 23 CFR 450.316(d) | Not Applicable |
| Carbon Reduction Program | IIJA/BIL § 11403; 23 U.S.C. 175 | Section 13: Resilience |
| Addressing Executive Orders on climate crisis, public health, and environmental protection | EO 14008, EO 13990, EO 14030 | Section 13: Resilience |
| Addressing Executive Orders on racial equity and support for underserved communities | EO 13985, EO 14091 | Section 6: Equity Analysis |

# Appendix B: DARTS MPO System Performance Report Update

# Appendix C: Baseline Conditions and Needs Assessment Tech Memo

# Appendix D: Financial Feasibility Tech Memo

# Appendix E: DARTS 2050 MTP Work Program

# Appendix F: Public Engagement Survey

# Appendix G: Project Prioritization Framework

**Table 17-1: Project Prioritization Framework**

| EVALUATION CRITERIA & MEASURES | | | Project Category: Roadway Capacity | | | Project Category: Intersection and Interchanges | | | Project Category: Operations and Safety | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| No. | Criteria | Measures | Criteria % | Goals Wt. | Criteria Wt. | Criteria % | Goals Wt. | Criteria Wt. | Criteria % | Goals Wt. | Criteria Wt. |
| 1 | Safety and Security | Total crashes per thousand AADT (within 0.25 mi) | 20.0% | 20% | 4.0% | 20.0% | 25% | 5.0% | 20.0% | 30% | 6.0% |
| | | Fatal crashes per thousand AADT (within 0.25 mi) | 25.0% | | 5.0% | 25.0% | | 6.3% | 25.0% | | 7.5% |
| | | Injury crashes per thousand AADT (within 0.25 mi) | 15.0% | | 3.0% | 15.0% | | 3.8% | 15.0% | | 4.5% |
| | | Percent CMV (trucks) crashes | 20.0% | | 4.0% | 20.0% | | 5.0% | 20.0% | | 6.0% |
| | | Percent VRU (non-motorized) crashes | 20.0% | | 4.0% | 20.0% | | 5.0% | 20.0% | | 6.0% |
| 2 | Economic Vitality | Freight Designated Corridor | 60.0% | 15% | 9.0% | 60.0% | 10% | 6.0% | 50.0% | 10% | 5.0% |
| | | Georgia Ready for Accelerated Development (GRAD) Select Sites | 40.0% | | 6.0% | 40.0% | | 4.0% | 50.0% | | 5.0% |
| 3 | Accessibility and Mobility | Total Existing AADT | 25.0% | 20% | 5.0% | 20.0% | 25% | 5.0% | 20.0% | 20% | 4.0% |
| | | Percent of Trucks | 15.0% | | 3.0% | 15.0% | | 3.8% | 20.0% | | 4.0% |
| | | Serves congested corridor (Existing LOS) | 20.0% | | 4.0% | 25.0% | | 6.3% | 20.0% | | 4.0% |
| | | Projected LOS (Do Nothing Network) | 20.0% | | 4.0% | 25.0% | | 6.3% | 20.0% | | 4.0% |
| | | Total Projected AADT (2050 MTP Network) | 20.0% | | 4.0% | 15.0% | | 3.8% | 20.0% | | 4.0% |
| 4 | System Reliability and Resiliency | Provide resiliency to regional network | 60.0% | 15% | 9.0% | 60.0% | 10% | 6.0% | 60.0% | 10% | 6.0% |
| | | State of Good Repair | 40.0% | | 6.0% | 40.0% | | 4.0% | 40.0% | | 4.0% |
| 5 | Environment & Quality of Life | Potential impacts to environmental resources | 60.0% | 10% | 6.0% | 60.0% | 10% | 6.0% | 60.0% | 10% | 6.0% |
| | | Potential impacts on cultural and community resources (AOPP) | 40.0% | | 4.0% | 40.0% | | 4.0% | 40.0% | | 4.0% |
| 6 | Project Readiness | Implementation Pipeline | 60.0% | 20% | 12.0% | 60.0% | 20% | 12.0% | 60.0% | 20% | 12.0% |
| | | Community and Stakeholder Needs | 40.0% | | 8.0% | 40.0% | | 8.0% | 40.0% | | 8.0% |
| | | | | 100% | 100% | | 100% | 100% | | 100% | 100% |

# Appendix H: Project Pages