



# Georgia Bicycle and Pedestrian Plan Statewide Route Network



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## EXECUTIVE SUMMARY

In August 1995, the State Transportation Board adopted several goals to guide the development and implementation of a statewide bicycle and pedestrian system. These goals are listed below.

- Promote bicycling and walking as mobility options in urban and rural areas of the state.
- Develop a transportation network of primary bicycle routes throughout the state to provide connectivity for intrastate and interstate bicycle travel.
- Promote establishment of U.S. numbered bicycle routes in Georgia as part of a national network of bicycle routes.
- Encourage economic development opportunities that enhance bicycle and pedestrian mobility.
- Promote non-motorized transportation as a means of congestion mitigation.
- Promote non-motorized transportation as an environmentally friendly means of mobility.
- Promote connectivity of non-motorized facilities with other modes of transportation.

This document, approved by the Board on August 21, 1997, focuses on the goal of developing a statewide primary route network while addressing each of the other goals. The network is comprised of 14 routes totaling 2,943 miles. A statewide advisory committee consisting of staff from GDOT Districts, the Federal Highway Administration, Metropolitan Planning Organizations, Regional Development Centers, the Association of County Commissioners of Georgia, the Georgia Municipal Associations, local planning departments, bicycle clubs, and other state agencies evaluated each proposed corridor and defined routes. In evaluating routes, a variety of factors relating to the appeal and safety of a roadway for bicycling were considered, including: accident history, total traffic volumes, truck volumes, speeds, shoulder width, travel lane width, pavement condition, network connectivity, access to cities, access to major points of interest, aesthetics, and the presence of potentially hazardous spot conditions. While bicyclists are seen as the primary users of this route network, pedestrians will benefit as pedestrian friendly designs are used in urban areas and paved shoulders are constructed on rural sections.

Routes were developed to complement and supplement other transportation programs and projects already planned or underway. Connectivity with 50 bicycle and pedestrian related Transportation Enhancement Activity (TEA) projects was assessed, as was connectivity with the 11 MPO area plans around the state. Finally, a review of the most recent GDOT construction work program identified projects, which lie along the route network. This exercise was conducted so that each project can be "tagged" within GDOT's database, thereby alerting engineers that preliminary and final roadway and/or bridge design plans should accommodate elements amenable to use by these bicyclists and pedestrians.



The scale of the network demands that the system be implemented in increments. The first step, to be accomplished within the next five years, is to sign each of the 14 routes detailed in this plan, and to develop mapping and guidebooks suitable for mass distribution and website publication. Five typical sign installations were developed with an estimated total cost of \$416,000 to place slightly more than 8,000 signs along the length of the network. A total of 10,000 system maps and 1,000 of each route guide booklet would be produced, at an estimated cost of \$60,000. A variety of potential federal funding sources were identified for statewide and local bikeway system development.

At the present time, GDOT does not anticipate dedicating funds exclusively for physical improvements such as repaving or widening outside travel lanes specifically to accommodate bicyclists nor improving sidewalks and crosswalks for pedestrians. Rather, GDOT will implement internal procedures so that designers incorporate bicycle and pedestrian friendly elements into programmed improvement projects as they move through the design and construction stages. This approach of providing extra curb lane width; wide, paved shoulders; bike lanes, and sidewalks routinely during construction or reconstruction activities will translate into nearly all of the network being designed to standards that allow the safe and efficient movement of bicyclists, pedestrians, and motorists within the next 20 years.

This document is intended mainly for planning and design purposes, but it can also be used by bicyclists and pedestrians for route planning. The document concludes with a brief listing of future activities required to transform the concepts presented into physical reality. These efforts include the following.

- Identifying projects along the network within GDOT's databases.
- Implementing procedures so that bicycle and pedestrian needs are reviewed routinely.
- Review routes and identify existing long-distance, off-street facilities developed by local jurisdictions.
- Coordinate with local jurisdictions to sign and improve segments not on the state highway system.
- Encourage local jurisdictions to plan, approve, and develop local routes and networks connecting to the statewide network.
- Reflect local facilities in future revisions of the Statewide Plan.
- Establish formal process for nomination and evaluation of system additions or modifications.
- Coordinate with adjacent states on network integration.
- Explore the possibility of posting plan information to the GDOT Internet site.
- Evaluate system improvement opportunities identified during preparation of the plan.
- Promote the system through a public information campaign.



## **SECTION 1**

### **Study Overview**

Bicycling and walking are becoming increasingly popular across the nation as viable modes of transportation for a variety of reasons. In many urban areas, roadway congestion, lack of parking and short trip distances combine to create an excellent opportunity for trips of this nature. In modern society, where leisure time is becoming increasingly scarce, bicycling, and walking for work and personal trips provide an enjoyable, efficient, and environmentally friendly method to incorporate exercise into hectic schedules. State and local transportation agencies are also looking to these transportation modes to relieve some of the strain on a transportation infrastructure overburdened by private automobile travel.

Additional impetus for bicycle and pedestrian planning has been mandated at the federal level since the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This six-year federal appropriations bill, which expired in 1997 and was extended through mid-1998 while Congress debated its reauthorization, required inclusion of bicycle and pedestrian planning programs as part of the overall transportation planning process. States and urban areas were encouraged to promote increased use of non-motorized modes to achieve a more balanced and integrated transportation system that is less dependent on the private automobile.

To carry out federal mandates, ISTEA required that each state designate a bicycle and pedestrian coordinator who oversees the development of plans, identifies projects, and is responsible for making recommendations on bicycle and pedestrian initiatives to agency management. Although not required, many local and regional agencies also have one or more staff members with similar responsibilities for their jurisdictions.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA21) replaced ISTEA and was signed into law in June 1998. Preliminary analysis of TEA21 indicates that it incorporates and builds upon the bicycle and pedestrian-related programs found in ISTEA.

#### **Plan Development Process**

Georgia's statewide planning for bicycles and pedestrians had its origin in the Transportation 2000 program workshops, conducted at 15 locations around the state in 1993. The Transportation 2000 initiative represents a significant undertaking by the Department to involve the citizens of Georgia in developing a vision for future transportation. A Transportation 2000 Commission, comprised of public and private sector participants representing a broad spectrum of individuals and agencies, spearheaded the effort to create a new perspective on mobility that is responsive to today's challenges. The desire of many Georgians for bicycle facilities as a part of an integrated, intermodal transportation system was voiced clearly at each of the 15 workshops.



In 1994, an initial Statewide Bicycle and Pedestrian Corridor Plan was presented at public information meetings across Georgia. The document was amended as necessary and completed in July 1995, with GDOT Board approval following in August of that year. Most local bicycle and pedestrian plans for urban areas around Georgia were also prepared during this time period. Since the local plans and the Statewide Plan were each begun and completed on widely varying schedules, it was not possible to coordinate the contents of these documents to a significant degree.

The first version of the Statewide Plan outlined the planning process; defined goals, recommendations, and an activity agenda; presented a glossary of terms and design standards; and identified 12 intercity bicycle and pedestrian corridors comprising approximately 2,800 miles. Route descriptions provided an overview of the major highways, cities, and landmarks along each and included an approximate total distance. Maps delineating these 12 corridors were also presented.

One important point regarding the contents of that plan should be made. The document concentrated on intercity routes, with local route planning left to the discretion of MPOs, RDCs, counties, and cities. Bicyclists were considered to be the primary potential users of this statewide system. It was assumed that pedestrian travel would be concentrated within urban areas, where shorter trips and greater development densities make walking a feasible mode of transportation. As a matter of practicality, the preliminary plan and this revision focuses heavily on bicycling; however, the Department will consider infrastructure improvements for pedestrians in urban locations. Paved shoulders that are constructed as part of the statewide route network will also be of benefit to pedestrians in rural locations.

Several years prior to the first version of the Statewide Plan, GDOT participated with the Governor's Office of Energy Resources, the Southern Bicycle League, the Department of Natural Resources and the Georgia Department of Industry, Trade, and Tourism in identifying an unofficial network of 10 bicycle routes. Routes were selected to coincide with parks and recreation sites throughout the state that provide access to facilities important to long distance bicycle touring, such as overnight camping and showers. This public/private venture resulted in extensive use of the 10 routes included in a "Georgia Bicycle Touring Guide." The 1995 version of the plan incorporated the 10 routes, plus two more identified from public comments.

While the plan described the framework of the envisioned system, it did not provide a sufficient level of detail to proceed with implementation. GDOT recognized this limitation and immediately initiated a second phase to the planning process. A statewide advisory committee reviewed the 12 corridors and provided the Department with comments and observations on routing for each corridor. This committee's membership included staff from each GDOT District office, the Federal Highway Administration, Metropolitan Planning Organizations (MPOs), Regional Development Centers (RDCs), the Association of County Commissioners of Georgia, the Georgia Municipal Association, city planning departments, bicycle clubs, and several other state agencies.



Seven subcommittees were formed from the larger Committee, based on GDOT District boundaries. Each subcommittee was charged with evaluating the preliminary routes within their district and making recommendations to the overall committee. In evaluating the routes, subcommittees were instructed to consider a variety of factors that relate to the appeal and safety of a particular road and route for bicycling. These factors included:

- accident history,
- total traffic volumes,
- truck volumes,
- speeds,
- shoulder width,
- travel lane width,
- pavement condition,
- network connectivity,
- access to cities and major points of interest,
- aesthetics, and
- presence of potentially hazardous spot conditions, such as narrow bridges.

Each subcommittee was allowed to develop their own evaluation criteria and to define what constituted an acceptable standard based on the conditions unique to the area in question. For instance, whether a particular roadway in the mountains of north Georgia provides a logical and safe route between two points must be evaluated independently of the standards used for evaluating roads in the relatively flat terrain characteristic of the southern half of the state. Some subcommittees developed elaborate ranking systems and defined thresholds of acceptability while others simply used judgment and experience in qualitatively assessing the routes.

On March 26, 1996, a statewide teleconference was conducted to allow representatives of each subcommittee to present their recommendations. In general, the changes discussed were relatively minor and involved shifting short segments to parallel routes that featured conditions more conducive to bicycling. Some route deviations were proposed to provide access to specific points of interest, such as a state park or a community's historic district, while others were for more pragmatic reasons. Some additional routes were discussed, but no recommendations were made in this regard. The integrity of the preliminary system was maintained and individual routes were enhanced in several locations:



Following this teleconference, GDOT compiled the recommendations into a revision of the plan, featuring specific corridor descriptions and supplemental information required for implementation. Day Wilburn Associates, Inc. (DWA), a private transportation planning and engineering firm, was contracted to assist the GDOT staff in accomplishing this effort. The draft of this document, which was presented and approved by the State Transportation Board in the Fall of 1997, represented the culmination of the above efforts.

DWA was charged with evaluating the continuity and logic of subcommittee recommendations, suggesting network revisions where appropriate, and presenting maps and data on the network in a manner that can be used by planners and designers at all levels of government. Until the route network is completed and documented, this plan can also act as a trip-planning guide for bicyclist and others. In evaluating the overall system, connections with local projects and plans and coordination with the GDOT work program were important considerations. Additional activities included identifying implementation issues, suggesting sign designs, developing cost estimates, outlining an implementation program, identifying potential funding sources, field checking the routes, and listing future plan refinement activities. Each of these topics are covered in later sections of this document.

In preparing this plan, several network revisions were discussed by DWA and GDOT staff. Some involved slight shifts to further improve individual routes, while others were more fundamental in nature. Several route names in the metropolitan Atlanta area were changed to provide a system that will be more logical to users. This redefinition resulted in the creation of two additional routes, for a total of 14. These 14 routes constitute essentially the same network as the original 12 routes, but are more descriptive and intuitive.

Several other possible changes were considered including some that would involve the creation of new routes or significant changes in alignments of existing routes. Due to time constraints and the desire not to develop routes without conducting extensive field reviews, these revisions were not incorporated. Instead, a list of possible future system additions was prepared and is included as a future activity, discussed in the final section of this document.

During the Spring of 1998, GDOT staff prepared this revised edition of the Georgia Bicycle and Pedestrian Plan – Statewide Route Network. The route descriptions and strip maps were cross-checked for accuracy and detail against GDOT's roadway databases and bike route "milepoint" database using GIS (geographic information system) software. Appropriate corrections, updates, and revisions were made to the plan's text, tables, route descriptions, and maps.



## **Bicycle and Pedestrian Goals**

GDOT defined several goals in the June 1995, version of the Georgia Statewide Bicycle and Pedestrian Plan. These goals were developed to guide program implementation in the same spirit as the goals contained in the Statewide Transportation Plan, adopted by the State Transportation Board in May 1995. Environmental quality, efficient use of existing facilities, and maximizing opportunities for economic development are common themes in both.

The bicycle and pedestrian goals, essentially unchanged from the previous version of the Statewide Bicycle and Pedestrian Plan, are as follows.

- Promote bicycling and walking as mobility options in urban and rural areas of the state.
- Develop a transportation network of primary bicycle routes throughout the state to provide connectivity for intrastate and interstate bicycle travel.
- Promote establishment of U.S. numbered bicycle routes in Georgia as part of a national network of bicycle routes.
- Encourage economic development opportunities that enhance bicycle and pedestrian mobility.
- Promote non-motorized transportation as a means of congestion mitigation.
- Promote non-motorized transportation as an environmentally friendly means of mobility.
- Promote connectivity of non-motorized facilities with other modes of transportation.



## SECTION 2 System Overview

The Georgia Statewide Bicycle and Pedestrian System comprises 14 routes totaling 2,943 miles. Of these routes, four are shorter than 100 miles in length, three are between 100 and 200 miles long, three are from 200 to 300 miles long, two are 300 to 400 miles long, and two are more than 400 miles in length. Table 1 shows the total mileage of each route (including overlapping route sections), with the distance within each GDOT District also shown.

The routes were numbered in the same manner as the interstate highway system, with numerical designations increasing from west to east and south to north. Predominately east/west facilities end in even numbers while predominately north/south facilities end in odd numbers. Since the network contained in this plan represents the framework for a more comprehensive system possible in the future, these 14 routes all end in zero or five to distinguish them from later route additions. Again, this numbering sequence is similar to that used on interstate highways, where zero and five are typically reserved for long distance routes which end at or near national boundaries or coastlines.

Figure 1 shows the entire statewide route network. This map is intended to demonstrate the overall continuity and extent of the network. For more detailed maps and information, the reader is referred to the route profiles in Section 6 (east-west routes) and Section 7 (north-south routes) of this plan, where subsections are dedicated to each of the 14 routes. Each route subsection contains an overview describing:

- endpoints,
- locations where other routes intersect,
- mileage by county,
- communities and major features within each county,
- mileage by GDOT District,
- mileage on the state highway system,
- mileage not on the state highway system,
- segment distances where other routes overlap,
- estimated number of bridge crossings, and
- estimated number of rail crossings.

**TABLE 1**  
**Route Mileage**  
**Total and by GDOT District**

Route Number and Name	Total Mileage	Route Mileage within each GDOT District						
		D1	D2	D3	D4	D5	D6	D7
10 - Southern Crossing	246.3	0.0	0.0	0.0	169.0	77.3	0.0	0.0
20 - Wiregrass	195.0	0.0	0.0	0.0	170.6	24.4	0.0	0.0
40 - TransGeorgia	268.5	0.0	68.6	117.8	0.0	82.1	0.0	0.0
50 - Augusta Link	38.5	0.0	38.5	0.0	0.0	0.0	0.0	0.0
60 - Athens Link	85.8	72.7	13.1	0.0	0.0	0.0	0.0	0.0
70 - Northern Crescent	66.1	25.5	0.0	0.0	0.0	0.0	5.4	35.2
90 - Mountain Crossing	210.3	107.2	0.0	0.0	0.0	0.0	103.1	0.0
5 - Chattahoochee Trace	408.1	0.0	0.0	164.8	93.1	0.0	150.2	0.0
15 - Central	326.5	0.0	0.0	150.9	122.6	0.0	0.0	53.0
35 - March to the Sea	427.9	42.7	158.7	0.0	0.0	78.2	96.6	51.7
45 - Little White House	124.2	0.0	0.0	105.8	0.0	0.0	0.0	18.4
55 - Appalachian Gateway	62.8	62.8	0.0	0.0	0.0	0.0	0.0	0.0
85 - Savannah River Run	314.3	101.6	153.6	0.0	0.0	59.1	0.0	0.0
95 - Coastal	168.6	0.0	0.0	0.0	0.0	168.6	0.0	0.0
<b>Sum Totals</b>	<b>2,942.9</b>	<b>412.5</b>	<b>432.5</b>	<b>539.3</b>	<b>555.3</b>	<b>489.7</b>	<b>355.3</b>	<b>158.3</b>

**Note:** Due to some overlap between routes (see Table 2), the actual roadway mileage which forms this network is 2,798.3 miles.

**FIGURE 1**  
**Georgia Bicycle and Pedestrian Plan**  
**Statewide Route Network**



East - West Routes	
	10 Southern Crossing
	20 Wiregrass
	40 TransGeorgia
	50 Augusta Link
	60 Athens Link
	70 Northern Crescent
	90 Mountain Crossing

North - South Routes	
	5 Chattahoochee Trace
	15 Central
	35 March to the Sea
	45 Little White House
	55 Appalachian Gateway
	85 Savannah River Run
	95 Coastal

\* See Sections 6 and 7 for detailed route maps and narratives.

GDOT: Office of Planning, July 1998



Detailed information for each route is summarized and provided in tabular form in each subsection. The major route segments are identified by county, facility (road number and/or name), distance, next major reference point, and direction to be taken at that reference point. These route description tables also identify community, GDOT District, and state roadway system. The narrative “directions” are presented primarily for travel in one direction along the route. Users desiring to travel in the opposite direction would need to reverse the facilities, next reference point, and directions to trace the route in reverse. One-way roadway sections are footnoted and, for the opposite direction, are shown in a different, italicized font. These route descriptions provided the basis for summarizing data about each route and the overall network. In addition, several tables are presented on the remaining pages of this section that present a broad summary of the system.

A series of “strip” maps for each route are also contained within each route profile subsection. These maps show county boundaries, cities, major geographical features, intersecting bicycle and pedestrian routes, highway route numbers and local/county road names. Inset maps are provided for clarity where the route passes through a large community or negotiates a series of turns in quick succession. Although scales and north-south orientation may vary for each map in a route series, the maps should allow planners, designers, and network users to determine the precise course they will be following.

At several locations, two or more routes overlap for distances ranging between 1.9 and 49.5 miles. While Table 1 indicated the total system covers 2,943 miles of routes, overlap between routes reduces the actual roadway distance to 2,798 miles. Table 2 demonstrates that 10 of the 14 routes run common with at least one other route at one or more locations. Only the Augusta Link, the Athens Link, the Northern Crescent and the Appalachian Gateway, the four shortest routes, do not overlap with another segment of the network. The most overlap occurs west of Savannah, where the March to Sea, Savannah River Run, TransGeorgia, and Coastal Routes run common for 16.9 miles.

Table 3 contains data on the mileage for each route and the total network that lie on or off the state highway system. Of all the routes, only the TransGeorgia, Coastal, and Savannah River Run have 80 percent or more of their length on the state system. With the exception of the Augusta Link and the Northern Crescent, both of which are among the network’s shortest, all routes follow state highways for at least 50 percent of their distance. Of the overall 2,943-mile network, 2,027 miles (68.9%) of the system follows state highways. With all overlapping segments removed as shown in Table 4, the portion of the statewide bicycle network on state maintained roadways increases to 69.7 percent. The difference is virtually negligible, so it can be stated that of the 2,798 miles of roadway comprising the 2,943 miles of the state route network, approximately 70 percent is on the state highway system.

**TABLE 2**  
**Route Mileage**  
**Overlap Between Routes**

Route Number and Name	Overlap Routes and Mileage													
	10 - Southern Crossing	20 - Wiregrass	40 - TransGeorgia	50 - Augusta Link	60 - Athens Link	70 - Northern Crescent	90 - Mountain Crossing	5 - Chattahoochee Trace	15 - Central	35 - March to the Sea	45 - Little White House	55 - Appalachian Gateway	85 - Savannah River Run	95 - Coastal
10 - Southern Crossing	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	6.1
20 - Wiregrass	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
40 - TransGeorgia	0.0	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	49.5	0.0	0.0	24.4	16.9
50 - Augusta Link	0.0	0.0	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60 - Athens Link	0.0	0.0	0.0	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70 - Northern Crescent	0.0	0.0	0.0	0.0	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
90 - Mountain Crossing	0.0	0.0	0.0	0.0	0.0	0.0	--	0.0	0.0	1.9	0.0	0.0	0.0	0.0
5 - Chattahoochee Trace	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--	0.0	0.0	3.5	0.0	0.0	0.0
15 - Central	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	--	0.0	0.0	0.0	0.0	0.0
35 - March to the Sea	0.0	0.0	49.5	0.0	0.0	0.0	1.9	0.0	0.0	--	0.0	0.0	41.8	16.9
45 - Little White House	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	--	0.0	0.0	0.0
55 - Appalachian Gateway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--	0.0	0.0
85 - Savannah River Run	0.0	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0	41.8	0.0	0.0	--	36.8
95 - Coastal	6.1	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0	16.9	0.0	0.0	36.8	--

**Note:** The base roadway mileage in the state common to two or more routes is 103.3 miles. The total overlapping mileage is 247.9 miles.

**TABLE 3**  
**Route Mileage On and Off the State Highway System**  
**Including all Overlap**

Route Number	Route Name	Total Distance (miles)	Distance (miles) and Percentage		Percent	
			On system	Off system		
10	Southern Crossing	246.3	159.8	64.9%	86.5	35.1%
20	Wiregrass	195.0	154.2	79.1%	40.8	20.9%
40	TransGeorgia	268.5	241.6	90.0%	26.9	10.0%
50	Augusta Link	38.5	11.4	29.6%	27.1	70.4%
60	Athens Link	85.8	47.2	55.0%	38.6	45.0%
70	Northern Crescent	66.1	9.8	14.8%	56.3	85.2%
90	Mountain Crossing	210.3	162.5	77.3%	47.8	22.7%
5	Chattahoochee Trace	408.1	255.6	62.6%	152.5	37.4%
15	Central	326.5	200.2	61.3%	126.3	38.7%
35	March to the Sea	427.9	253.3	59.2%	174.6	40.8%
45	Little White House	124.2	75.3	60.6%	48.9	39.4%
55	Appalachian Gateway	62.8	35.2	56.1%	27.6	43.9%
85	Savannah River Run	314.3	271.8	86.5%	42.5	13.5%
95	Coastal	168.6	149.5	88.7%	19.1	11.3%
<b>Sum Totals</b>		<b>2,942.9</b>	<b>2,027.4</b>	<b>68.9%</b>	<b>915.5</b>	<b>31.1%</b>

**Note:** Due to overlap between routes, the actual roadway mileage which forms the state bicycle route network is 2,798.3 miles.

**TABLE 4**  
**Route Mileage On and Off the State Highway System**  
**Excluding all Overlap**

Route Number	Route Name	Total Distance (miles)	Distance (miles) and Percentage		Percent
			On system	Off system	
10	Southern Crossing	238.2	151.7	63.7%	36.3%
20	Wiregrass	192.0	151.2	78.8%	21.2%
40	TransGeorgia	219.0	211.5	96.6%	3.4%
50	Augusta Link (no overlap)	38.5	11.4	29.6%	70.4%
60	Athens Link (no overlap)	85.8	47.2	55.0%	45.0%
70	Northern Crescent (no overlap)	66.1	9.8	14.8%	85.2%
90	Mountain Crossing	208.4	165.4	79.4%	20.6%
5	Chattahoochee Trace	404.6	252.1	62.3%	37.7%
15	Central	321.5	195.2	60.7%	39.3%
35	March to the Sea	359.1	217.6	60.6%	39.4%
45	Little White House	120.7	71.8	59.5%	40.5%
55	Appalachian Gateway (no overlap)	62.8	35.2	56.1%	43.9%
85	Savannah River Run	252.6	235.0	93.0%	7.0%
95	Coastal	125.7	123.2	98.0%	2.0%
<b>TOTALS</b>		<b>2,695.0</b>	<b>1,878.3</b>	<b>69.7%</b>	<b>30.3%</b>

**Note:** The actual roadway mileage which forms the state bicycle route network is 2,798.3 miles. Approximately 103.3 miles are common to two or more routes. None of the overlapping sections are reflected in this table. The total bicycle and pedestrian route network, including all overlapping sections, is 2,945.2 miles.



### **SECTION 3**

## **Related Programs and Projects**

Routes comprising the Georgia Statewide Bicycle and Pedestrian System were developed to complement and supplement other transportation programs and projects underway. In selected cases, route recommendations prepared by the GDOT District Advisory Subcommittees were modified to take advantage of existing facilities created through these programs. A thorough integration between the statewide network and local networks was not undertaken, but it is underway. Further integration can best be handled by the GDOT District Advisory Subcommittees during subsequent refinement of this plan. This section presents overviews of other bicycle and pedestrian projects or programs either underway or planned around the state, along with descriptions of the relationship of each to the statewide network.

### **Connectivity with Transportation Enhancement Activity (TEA) Projects**

The 1991 ISTEA legislation identified several innovative funding categories available for use on projects for alternative modes. In addition, each state was required to set aside a minimum of 10 percent of its annual Surface Transportation Program (STP) allocation for Transportation Enhancement Activities (TEAs). This approach ensured that transportation projects related to aesthetics, historical preservation and alternative modes were guaranteed a minimum level of funding each year. The recently passed TEA21 legislation incorporates nearly all of the features of ISTEA including TEA's.

Obtaining TEA funding is a very competitive process in Georgia and not all project applications are selected due to the popularity of the program and funding limitations. Of the ISTEA enhancement categories, bicycle/pedestrian facilities and rail trails are the two which have the most applicability to this plan. These improvements are extremely popular with slightly more than one-half of all awarded projects nationwide through 1998 coming from these two categories. TEA21 adds another applicable category – bike/ped safety and educational activities.

A review of the Georgia TEA work program indicated a total of 51 projects related partially or completely to bicycles and pedestrians budgeted for fiscal years 1995, 1996 and 1997. The projects are in various stages of implementation and represent a cumulative financial commitment of about \$46 million from GDOT. In addition to this amount, a minimum local commitment of 20 percent is required for each project, so the total amount dedicated statewide to the program likely exceeds \$58 million.

The TEA program received 140 eligible applications in late 1997. A selection process was undertaken in early 1998 determining which of these projects would be funded and programmed for FY 1998/99. All sponsors were notified of the selection results in July 1998.



### **Connectivity with Local Networks and Plans**

Whenever possible, the routes comprising the statewide system have been defined to complement bicycling and pedestrian initiatives at the city, county, and regional levels. Under the requirements of the ISTEA, each urbanized area is required to develop a transportation plan that incorporates alternative modes into the overall system. An urbanized area is defined as a city and surrounding developed area that has a total population exceeding 50,000. Planning efforts are coordinated through a Metropolitan Planning Organization (MPO), which may be comprised of staff from the appropriate jurisdictions or be a separate entity altogether.

There are eight MPOs that lie entirely within the State of Georgia and three that include areas in an adjacent state. The primary city within each of the MPOs is:

- Albany,
- Athens,
- Atlanta (many counties and cities in the Atlanta region have plans which were incorporated into the comprehensive MPO plan),
- Augusta (the MPO area includes North Augusta, South Carolina),
- Brunswick,
- Chattanooga, Tennessee (the MPO area includes suburban areas in Georgia),
- Columbus (the MPO area includes Phenix City, Alabama),
- Macon,
- Rome,
- Savannah, and
- Warner Robins.

In addition to these urbanized areas, a few non-urban counties, several cities, and one region have completed and adopted bicycle and pedestrian plans. The review and incorporation of these plans as well as any other similarly developed and provided plans into future revisions of the statewide plan is a necessity. While it is beyond the scope of this document to present the details of each local bicycle and pedestrian plan, essential information and elements regarding each of the MPO plans and the Baldwin County (Milledgeville) plan follows on the next page.



Albany

*Agency:* Albany Dougherty County Planning Commission  
*Plan Name:* 2015 DARTS Transportation Plan  
*Plan Date:* December 1994  
*Contact:* Jim Tolbert, Director of Planning  
*Phone:* (912) 438-3924

The Wiregrass Route passes through Dougherty County but does not directly serve the City of Albany. The route enters Dougherty County from eastern Calhoun County utilizing GA62, then shifts to the local roadway network several miles west of Albany and proceeds north into Lee County. The Wiregrass Route eventually links into GA32 near Leesburg, then continues east.

Although the City of Albany is not located directly on the statewide system, the MPO plan includes several facilities which would allow seamless travel between the state and local systems. The majority of the Wiregrass Route's path through Lee County is designated as an on-street bicycle corridor in the MPO plan. Likewise, the entire length of GA62 is also shown as an on-street corridor. Several other facilities, including GA234, US19, GA91, and GA300 radiate from downtown Albany and would intersect the Wiregrass Route. In addition, an off-street corridor is planned along a rail line which runs to the northwest from downtown and would tie into the Wiregrass Route in the southwestern corner of Lee County.

Athens

*Agency:* Athens-Clarke County Planning Department  
*Plan Name:* Year 2015 Transportation Plan Update  
*Plan Date:* December 1994 (currently being updated)  
*Contact:* John Orr, Planner  
*Phone:* (706) 613-3515

The Athens Link Route directly serves Athens and the community of Watkinsville, located to the south in Oconee County. This route provides connections to several routes converging in the metro Atlanta area and to the Savannah River Run Route to the east in Elberton. The Athens Link Route enters Oconee County on GA53, turns onto Simonton Bridge Road in Watkinsville. After crossing the Middle Oconee River into Clarke County, the facility becomes Whitehall Road. The route turns onto Milledge Avenue, then follows Broad Street, Water Street, Peter Street and Olympic Drive through Athens. Through the remainder of the county, the Athens Link Route follows Voyles Road, Moores Grove Road, Athena Road, and Smithsonia Road, passing through Winterville before crossing into Oglethorpe County.



The MPO plan shows virtually the entire route between Watkinsville and downtown Athens as part of the local network. Although the Broad Street Bridge is used to cross the Oconee River, the local route deviates prior to the crossing, possibly to avoid several rough at-grade railroad crossings on Broad Street between East Campus Drive and the river. The MPO plan does not incorporate any of the facilities used east of the river for the Athens Link Route.

The Athens Link Route will provide excellent connectivity with other routes planned in the area. A portion of the route along East Campus Drive is currently paralleled by a short off-street path, which ties into a growing network of bicycle facilities serving the University of Georgia and the rest of Athens.

#### Atlanta

*Agency:* Atlanta Regional Commission  
*Plan Name:* Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan  
*Plan Date:* June 1995  
*Contact:* Joddie Gray, Planner  
*Phone:* (404) 364-2631

The Atlanta region comprises ten counties and is served by numerous routes on the statewide bicycle and pedestrian system, although only two actually penetrate the city limits of Atlanta. Routes which pass through one or more counties in the region include the March to the Sea, Northern Crescent, Athens Link, Central, Little White House, and Appalachian Gateway Routes.

The March to the Sea Route begins near Chattanooga, enters the region from Bartow County and passes through Cobb, Fulton, DeKalb, and Gwinnett Counties before continuing southeast to Madison, Milledgeville, Sandersville, Statesboro, and Savannah. This is one of two routes which are directly in the City of Atlanta, the other being the Little White House Route. These two routes intersect at historic Five Points in downtown.

In Cobb County, the March to the Sea Route follows GA293, Old US41, Old Cartersville Road, and Kennesaw Avenue to reach Marietta. Through Marietta, the route utilizes the Church Street/Atlanta Street one-way pair, then continues to the south on GA5 and GA3 (Atlanta Road). In Fulton County, the route includes GA3 (Marietta Boulevard) and Marietta Street to reach downtown Atlanta. Several streets are used to maneuver through and around Five Points, then the route continues east on Edgewood Avenue and Euclid Avenue. In DeKalb County, McLendon Avenue, Howard Circle, DeKalb Place, Howard Avenue, Atlanta Avenue, and College Avenue provide access to Decatur. East of Decatur, the route follows Avondale Road, Clarendon Avenue, Church Street, Lovejoy Street, Rowland Street, Norman Road, Rays Road, Central Drive, Goldsmith Road, and Memorial Drive are used between Scottdale and the Village of Stone Mountain. A somewhat parallel, partially off-street facility constructed by the PATH Foundation and GDOT (the Stone Mountain/Atlanta Trail) can be used to travel from downtown Atlanta to Stone Mountain. Silver Hill Road, Lilburn-Stone Mountain Road, and Old Stone Mountain Road complete the route through DeKalb County. In Gwinnett County, Five Forks-



Trickum Road, Dogwood Road, and GA124 take the route through Snellville, then Lenora Church Road, Centerville - Rosebud Road, Lee Road, and Rosebud Road are used to the Walton County line.

The Northern Crescent Route provides a bypass route for travelers who do not wish to follow the March to the Sea Route through Atlanta. It links to the March to the Sea Route at Acworth in Cobb County on the northwest side of the region and at Snellville in Gwinnett County to the east. Through Cobb County, the Northern Crescent Route follows Lemon Street, Southside Drive, Hickory Grove Road, Wade Green Road, Shiloh Road, Shallowford Road, and Jamerson Road. The route then enters Cherokee County and uses Trickum Road, GA92, Wiley Bridge Road, and Cox Road before crossing into Fulton County. The route in Fulton County continues on Cox Road, then follows on Etris Road, Cagle Road, GA140 (Arnold Mill Road), Green Road, GA372 (Crabapple Road), Mayfield Road, and Main Street into Alpharetta. East of Alpharetta, the route follows Academy Street, Webb Bridge Road, GA120 (Kimball Bridge Road), Jones Bridge Road, Sargent Road, and McGinnis Ferry Road to Gwinnett County. From where it crosses the Chattahoochee River, McGinnis Ferry Road, Peachtree Industrial Boulevard, GA317 (Suwanee Dam Road/Lawrenceville-Suwanee Road), Horizon Drive, Old Peachtree Road, Collins Hill Road, Hurricane Shoals Road, and GA20 (Buford Drive) are used to provide access to Lawrenceville. The north and southbound US29 one-way pairs (Pike Street and Crogan Street) and Perry Street and McArthur Street are used to maneuver through downtown Lawrenceville. For the remainder of its route, the Northern Crescent follows Jackson Street, New Hope Road, Chandler Road, Grayson-New Hope Road, GA84, Pinehurst Road, and GA124.

The Athens Link Route connects with the Northern Crescent Route in Gwinnett County and runs east via Winder, Watkinsville, and Athens to its terminus at the Savannah River Run Route in Elberton. In Gwinnett County, the route follows Chandler Road and Ozora Road before passing into Walton County.

The Central Route begins in Acworth in Cobb County and skirts the western and southern fringes of the region before turning south toward Macon, Perry, Cordele, Tifton, and Valdosta. In Cobb County, the route follows Nance Road, Acworth - Due West Road, Kennesaw - Due West Road, Midway Road, GA176, Bullard Road, Govanett Road, Old Lost Mountain Road, Jackson Way, and US278 to reach Powder Springs. South of Powder Springs, the route continues on Brownsville Road and Hiram Lithia Road to Douglas County. Sweetwater Road North, Sweetwater Road South, Mt. Vernon Road, and GA92 carry the route to Fulton County. The route through Fulton County utilizes GA92, GA70, Cochran Mill Road, Hutcheson Ferry Road, Toombs Street, and Fayetteville Road to pass through Palmetto on the way to Coweta County. After a brief stretch through Coweta County, which is not part of the ARC region, the route enters Fayette County on Palmetto Road. It then follows Tyrone Road and GA54 to Fayetteville, where it links with the Little White House Route. Through Fayetteville, the eastbound and westbound directions of GA54 become the one-way pair of Stonewall Avenue and Lanier Avenue. McDonough Road takes the Central Route into Clayton County, where GA3 is used for the entire distance to Henry County, where the route exits the Atlanta region.



The Little White House Route begins at the March to the Sea Route in downtown Atlanta, proceeds south to Warm Springs and terminates at the TransGeorgia Route north of Columbus. In Fulton County, the route follows US29 for almost the entire distance. This highway is known by several names as it passes through various communities and makes turns, including Peachtree Street, Whitehall Street, McDaniel Street, Peters Street, Lee Street, Main Street, and Roosevelt Highway. Near the Clayton County line, the route moves onto GA139 (Riverdale Road), then GA314 (West Fayetteville Road). GA314 continues into Fayette County to Fayetteville, where the route intersects with the Central Route. South of Fayetteville, the Little White House Route follows GA85, Beauregard/Redwine Road, GA74, Rockaway Road, and Cox Road before entering Coweta County. A connector route links the community of Palmetto, in southwest Fulton County, to the main route in Coweta County. The entire distance of the connector in Fulton County is along US29 and it passes through no other counties within the Atlanta region.

The Appalachian Gateway links the Northern Crescent Route in Gwinnett County to the Mountain Crossing Route near Helen, passing through Gainesville along the way. In Gwinnett County, the route uses Old Peachtree Road, GA124, Hamilton Mill Road, and Ridge Road.

The Atlanta region plan calls for a comprehensive bicycle and pedestrian network which will integrate well with the statewide system. There are, however, numerous situations where alterations to either plan could be effective in reducing duplication through key corridors. Where two parallel routes can be reduced to a single common route, the ease of implementation, system understandability and the impetus for necessary improvements will all be enhanced.

The March to the Sea Route utilizes roadways through Cobb County which are already slated for inclusion in the local network. The same is also true through the City of Atlanta, except for a segment where the MPO plan deviates from Marietta Street onto Tech Parkway and Luckie Street, before reuniting with the state system at the northern edge of Centennial Park. The local route better serves local activity centers, including the Georgia Tech campus, Techwood Homes and the world headquarters of Coca-Cola, although the March to the Sea Route provides a more direct path. Through much of DeKalb County to Stone Mountain, the state bicycle route follows a PATH route, which utilizes both on-street and off-street facilities. West of Decatur, the routes diverge, then reunite to the east of town. Again, the local route better serves local activity centers while the state bicycle route is more direct. None of the roadways used on the March to the Sea Route east of Stone Mountain are included in the local plan. The same is true for Gwinnett County roads to Snellville. A portion of the state bicycle route uses Dogwood Road, which parallels the Ronald Reagan Parkway, a facility planned for inclusion in the local system. The remainder of the March to the Sea Route past Snellville is along roadways which are included in the local plan.

The western portion of the Northern Crescent Route proved to be one of the most difficult components of the statewide system to determine, due to the rapid pace of growth and resulting heavy traffic volumes on a disjointed and overwhelmed road network. The route through Cobb County uses only a single road, Shiloh Road, which is included in the MPO plan. Other parallel



corridors, located to the south along Shallowford Road and the north along GA92, are in the local plan but are currently unacceptable for bicycle and pedestrian travel in their current state. The same situation is true for Cherokee County, although a short segment of GA92 was chosen due to the lack of more suitable alternate facilities.

The entire Northern Crescent Route through north Fulton County is on roads included in the MPO plan, with the exception of Etris and Cagle Roads, used to minimize the distance which must be traveled on GA140. Virtually no roads are common between the two plans through Gwinnett County, except short segments of Peachtree Industrial Boulevard and Grayson-New Hope Road. A possibility worth investigating in the future is the redefining of the Northern Crescent Route to utilize the Duluth Bypass/Atkinson Road/Sugarloaf Parkway corridor through the Gwinnett County to a point between Lawrenceville and Snellville. Much of this corridor is part of the local network and currently under construction --completed segments feature bike lanes. However, presently completed segments do not provide a level of connectivity suitable for inclusion in the statewide system at this time.

The Athens Link Route, for its short distance in the Atlanta region, does not follow any roads planned for bicycle and pedestrian facilities in the MPO plan. The approved route, however, parallels the Alcovy River, which is shown for development as a greenway. Even if such improvements do eventually occur, any bicycle or pedestrian facility is likely to be unpaved and, therefore, unsuitable for inclusion in the state system.

The Central Route does not use any facilities included in the MPO plan through Cobb County. Between Acworth and Powder Springs, however, bicycle facilities are planned along a corridor to the immediate west, along Mars Hill Road, Corner Road, and Florence Road. No facilities are planned south of Powder Springs to the Douglas County line, although a less direct route to the east through Austell, is part of the MPO plan. The state and local routes converge at Mt. Vernon Road just north of I-20 and are common through the remainder of the county. The entire segment of the Central Route through south Fulton County is on roads included in the local plan. In Fayette County, only a short stretch of GA54 east of Fayetteville is common to the two plans. No parallel roads are delineated, so the Central Route would be supplemental to the system planned in Fayette County. The same situation exists in Clayton County, where the only common segment is a portion of McDonough Road west of Lovejoy.

The Little White House Route uses roadways in the local plan as it passes through the City of Atlanta and south Fulton County. In the vicinity of Hartsfield International Airport, in Clayton County, the Little White House Route deviates onto roadways not incorporated in the MPO plan. The local plan includes a less direct parallel route to the east which uses the Airport Loop Road, GA85, Church Street, and two proposed greenways, before linking to Fayetteville Road in Fayette County. Likewise, the MPO plan shows a corridor to the west through Fayette County which follows West Bridge Road and New Hope Road to Fayetteville. All three possibilities converge in downtown Fayetteville. A segment of Beaufort Boulevard/Redwine Road south



of Fayetteville is common to both plans, although the MPO route deviates to the west toward Peachtree City while the Little White House Route continues south to Coweta County. No parallel routes are delineated, so the Little White House Route would be supplemental to the system planned in Fayette County.

In Gwinnett County, the Appalachian Gateway Route uses portions of Old Peachtree Road and Hamilton Mill Road which are part of the MPO plan. Significant portions of the state bicycle route do not overlap with the local system, although several local routes are envisioned for the area. The local system, if implemented, would incorporate Rock Springs Road and at least two off-street facilities along I-85 and Ivy Creek. At the present time, however, the route selected for the Appalachian Gateway was determined to be the best which is currently available.

#### Augusta

*Agency:* Augusta - Richmond County Planning Commission  
*Plan Name:* Augusta Regional Transportation Study Bikeway Plan  
*Plan Date:* April 1994; amended September 1997  
*Contact:* Paul DeCamp, Senior Planner  
*Phone:* (706) 821-1796

The City of Augusta is served by the Augusta Link Route, which runs west from the Savannah River Run at Thompson to downtown. Within Richmond County, the route follows Wrightsboro Road, Flowing Wells Road, the I-20 Frontage Road, Wheeler Road, Monte Sano Avenue, Henry Street, Fleming Avenue, Cumming Road, Milledge Road, and Broad Street.

The local bicycle plan delineates numerous bikeway corridors. Four of these corridors overlap some portion of Augusta Link Route. These proposed bikeways are Wrightsboro Road, Wheeler Road, Lumpkin Road, and Broad Street. Three of the local bikeways intersect the Augusta Link. They are Lewiston/Hereford Farm Road, Jackson Road, and Fifteenth Street.

The Augusta link will also provide connectivity with a TEA funded project that is in the design stages. The Augusta Canal Towpath Trail portion of this TEA project will cross the Augusta Link at Broad Street. The New Bartram Trail portion of the project will be accessible from the terminus of the Augusta Link.



Baldwin County

*Agency:* Baldwin Bike Trails Committee (Middle Georgia Regional Development Center)  
*Plan Name:* Biking through Baldwin  
*Plan Date:* December 1994  
*Contact:* Adrian Wood, Planner  
*Phone:* (912) 751-6160

Baldwin County is the only non-MPO plan discussed in this document. Future editions of the State Bicycle and Pedestrian Plan are expected to include other locally adopted bicycle and pedestrian plans. The county lies along the March to the Sea Route, which runs between the Tennessee state line near Chattanooga to Savannah and also passes through Calhoun, Marietta, Smyrna, Atlanta, Decatur, Madison, Sandersville, and Statesboro. The route enters Baldwin County on GA212, then follows GA22/24 through Milledgeville and crosses into Washington County on Deepstep Road.

There are currently no bicycle facilities in Milledgeville or Baldwin County; however, the local plan identifies several proposed improvements ranging from route signing to off-street multi-use facilities. Much of the March to the Sea Route through the city is along roadways that are included in the local plan, but this is not the case in unincorporated areas of Baldwin County. No parallel facilities are identified in the local plan, so the March to the Sea Route would be supplemental to the system proposed within Baldwin County.

Several other planned local routes will intersect the March to the Sea Route, providing excellent connectivity to most major activity centers. A long-range transportation study for the county was completed by GDOT in July 1996 and the plan included a bicycle and pedestrian program element. The recommendations of that document incorporated routes identified in the 1994 plan and made minor modifications to the system, particularly in the northern and western portions of the city. The updated local network is considered to be more responsive to the comprehensive transportation needs of the county and better serves growing commercial and residential areas.

Brunswick

*Agency:* Glynn County Department of Community Development  
*Plan Name:* Bicycle and Pedestrian Program Study (prepared by consultant)  
*Plan Date:* September 1994  
*Contact:* Ron Milburn, Planning Director  
*Phone:* (912) 267-5741

Glynn County is served by the Coastal and Southern Crossing Routes. The Coastal Route follows US17 through the county on its run between South Carolina and Florida, connecting Brunswick in Glynn County with Savannah, Richmond Hill, and Darien. The Southern Crossing Route enters from Brantley County on US82, then runs common with US17 on Colonel's Island to the Sidney Lanier Bridge. To the east of this point, the Southern Crossing Route continues on



GA520 to Jekyll Island, where it terminates. The Southern Crossing begins in the southwest corner of the state and connects Glynn County with Bainbridge, Cairo, Thomasville, Quitman, Valdosta, and Waycross.

The state bicycle routes will provide excellent connectivity with existing and proposed bicycle facilities in the county. A paved path parallels the Torras Causeway from US17 in Brunswick to St. Simons Island. Both St. Simons Island and Jekyll Island feature an extensive network of bike paths which range from unpaved trails to paved paths on dedicated right of way. The Coastal Route was identified as a possibility during formulation of the MPO plan, so US17 was denoted as a bicycle corridor. However, US82, which will accommodate the Southern Crossing Route, was not included in the MPO plan. No parallel or alternate routes are included in the MPO plan, because none exist due to the vast marshlands covering much of the county. The Southern Crossing Route would be supplemental to the system proposed in the MPO plan.

Chattanooga

*Agency:* Chattanooga Urban Area Metropolitan Planning Organization  
*Plan Name:* Chattanooga Urban Area 2015 Transportation Plan  
*Plan Date:* 1995 (consultant currently working on separate bicycle/pedestrian plan)  
*Contact:* R.C. Hoff, Planner  
*Phone:* (423) 757-5532

Although no routes cross the Tennessee state line to serve Chattanooga directly, two routes do terminate at the line in suburban Rossville. The Chattahoochee Trace Route follows GA157 and GA189 as it heads south through Walker and Dade Counties. This route passes through Rome, Newnan, Warm Springs, Columbus, and Blakely before terminating in the southeast corner of the state. The March to the Sea Route follows US27 and GA2 through Walker County as it begins its southerly and easterly trek to Savannah. This route passes through Calhoun, Marietta, Smyrna, Atlanta, Decatur, Madison, Milledgeville, Sandersville, and Statesboro along the way.

Although the bicycle and pedestrian element of the current MPO plan is under development, it appears the Chattahoochee Trace Route would intersect with a proposed South Chattanooga Greenway at the state line. The March to the Sea Route would intersect a proposed South Chickamauga Creek Greenway at two points. The proposed local route meanders between Ringold and Fort Oglethorpe. Both local routes would provide connectivity to other bicycle and pedestrian facilities throughout the Chattanooga area, but neither would serve effectively as an alternate for either state bicycle route. Both the Chattahoochee Trace and March to the Sea Routes would be supplemental to the system planned for the Chattanooga region.



Columbus

*Agency:* City of Columbus Department of Community and Economic Development  
Transportation Planning Division  
*Plan Name:* Columbus Alternative Transportation System  
*Plan Date:* February 1993  
*Contact:* Yan Wang, Planner  
*Phone:* (706) 654-4117

The Columbus area is served by three state bicycle routes. The Chattahoochee Trace begins at the Tennessee state line near Chattanooga and passes through Rome, Newnan, and Warm Springs before entering Muscogee County on GA219. Through Columbus, the route follows GA219, 38th Street, 1st Avenue, 4th Street, Lumpkin Boulevard, and US280 before exiting into Chattahoochee County through Fort Benning and on to its eventual terminus in the southwestern corner of the state. The TransGeorgia route skirts the northern edge of the Columbus area through Harris County and extreme eastern Muscogee County. This route continues east through Fort Valley, Dublin, Soperton, and Metter before ending in Savannah. The Little White House Route connects to the TransGeorgia Route in southern Harris County, then runs north through Warm Springs, Fayetteville, College Park, and East Point before ending in downtown Atlanta.

The Columbus plan incorporates five phases, all are off-road and one appears to have been completed. This phased project involved a paved, lighted extension of Riverwalk from downtown south along the Chattahoochee River to Fort Benning. At Fort Benning, the South Trail, as it is known, ties into a path which meanders through the base and eventually terminates at the National Infantry Museum. While an excellent facility, the route is currently not directly accessible from the Chattahoochee Trace Route, except near downtown Columbus. This off-street facility could provide a scenic alternative to the Chattahoochee Trace Route on US280, which is characterized by high speed and heavy traffic. Such a possibility is beyond the scope of this plan and would require discussions with Fort Benning and other entities on the signing of these facilities from the statewide network.

Other planned phases include a northern extension of Riverwalk to the Lake Oliver Marina; a greenway along the abandoned Warm Springs rail line running northwest from downtown; a route running through southern Columbus and the western edge of Fort Benning (with an eventual tie-in to the Warm Springs rail line greenway near Flat Rock Park); and a series of neighborhood connectors to the primary local routes. The North Riverwalk extension could be easily incorporated as an alternate route to the Chattahoochee Trace Route corridor, while the Warm Springs rail line greenway could provide a logical extension of the Little White House Route from Harris County all the way to downtown Columbus. Of all the local plans reviewed, the planned local routes around Columbus appear to have the most potential for providing aesthetic alternative routes to those facilities designated in this statewide plan because many are off-street facilities along dedicated rights-of-way.



Macon

*Agency:* Macon-Bibb County Planning and Zoning Commission  
*Plan Name:* Macon Bikeways and Pedestrian Plan  
*Plan Date:* June 1996  
*Contact:* Don Tussing, Planning Director  
*Phone:* (912) 751-7448

Macon is served by the Central Route, which passes through Bibb County north to south along US41 and Rivoli Road. The Central Route begins in northern Cobb County and skirts western and southern suburbs of Atlanta before turning south and passing through Barnesville and Forsyth on the way to Macon. South of the city, the route passes through Perry, Cordele, Tifton and Valdosta before ending at the Florida state line.

The Macon plan identifies five current routes within the city, of which the Central Route is one. The other four are primarily shared lane facilities identified only with signage, although there are segments where striped lanes and sidewalks are used. The Central Route will intersect the other existing routes at two points, providing good connectivity to local destinations in downtown and suburban western portions of the city.

Five additional facilities are proposed in the local plan. Two of these are located to the northwest of Macon and would branch out from the Central Route to connect with local destinations such as Wesleyan College, Lake Tobesofkee and several office parks. Two others involve proposed facilities which provide better continuity to the overall system in the vicinity of downtown and the Ocmulgee River. The final proposal involves the conversion of an abandoned rail line between Macon and Milledgeville into a multi-use facility. The plan identifies only the 3.1 miles within the Macon urbanized area, out of the total 28.1-mile corridor length as a proposed project. If the entire length were eventually to be converted to a bicycle and pedestrian trail, it would provide an excellent link between the Central Route at Macon and the March to the Sea Route at Milledgeville.

Rome

*Agency:* Rome - Floyd County Planning Commission  
*Plan Name:* Floyd - Rome Urban Transportation Study  
*Plan Date:* Undated  
*Contact:* Tom Sills, Director of Planning  
*Phone:* (706) 236-5025

Rome is connected to the statewide bicycle and pedestrian system through the Chattahoochee Trace Route, which runs from the Tennessee state line near Chattanooga to Lake Seminole near the Florida border. In addition to Rome, the route passes through Newnan, Warm Springs, Columbus, and Blakely. From north to south through Floyd County, the route utilizes GA100,



Friday Road, Huffaker Road, Redmond Circle, GA1, Martha Berry Boulevard, 2nd Avenue, South Broad Street/East Main Street, 12th Street, Maple Street/Road, North First Street/Silver Street, Old Rockmart Road, and GA101.

The majority of roadways north of downtown are included in both the local and statewide bicycle and pedestrian plans for inclusion in the respective networks. This is not the case to the south. The local plan does identify a parallel long-range facility on separate right of way which could be easily signed as alternate routes into the state system. Also delineated are several facilities in the vicinity of downtown. Of particular note are paths along either side of the Oostanaula River. Once these are completed, along with other planned improvements to the north, it may be possible to identify these facilities as alternate routes to the State system and provide travel segments through the city which do not feature high traffic volumes and/or speeds.

#### Savannah

*Agency:* Chatham County/Savannah Metropolitan Planning Commission  
*Plan Name:* Chatham County/Savannah Bikeway Plan  
*Plan Date:* September 1992  
*Contact:* Mark Wilkes, Planner  
*Phone:* (912) 651-1440

Downtown Savannah is the terminal point for three state bicycle routes: March to the Sea, Savannah River Run, and TransGeorgia. Within Chatham County, all three routes follow US80, GA17, Pine Barren Road, Old Louisville Road, Heidt Road, Chatham Parkway, Telfair Place, Telfair Road, Louisville Road, Liberty Street, and Bull Street before ending at the steps of the City Hall Building on Bay Street. A fourth route also runs through the urbanized area, following the same roadways until Telfair Place. Whereas the other three routes turn east toward downtown, the Coastal Route continues south on Chatham Parkway to US17, which it then follows for the remainder of the way through Chatham County.

The March to the Sea Route begins at the Georgia/Tennessee state line near Chattanooga and passes through Calhoun, Marietta, Smyrna, Atlanta, Decatur, Madison, Milledgeville, Sandersville, and Statesboro on the way to Savannah. The Savannah River Run Route begins at the Georgia/North Carolina state line, but near Dillard in Rabun County, and connects Savannah with the communities of Toccoa, Elberton, Washington, Thomson, and Sylvania. The TransGeorgia begins just north of Columbus and passes through Fort Valley, Dublin, Soperton, and Metter before merging with the March to the Sea Route just south of Statesboro. The Coastal Route is planned to run from the South Carolina state line to the Florida state line and link Savannah, Darien, and Brunswick.



Several existing local bicycle routes provide access to downtown from various points, providing good connectivity with the proposed terminal point of the three state bicycle routes at the City Hall Building. The local plan identifies US80 and US17 as candidates for future inclusion of bike lanes. Both of these roadways are integral to the statewide system. Portions of Louisville Road and Liberty Street are also identified for future improvements, although local streets on the state system to the west of US17 are not. The plan identifies a proposed greenway along the Savannah and Ogeechee Canal which would run roughly parallel to the state bicycle routes in the segment between I-95 and US17. If constructed, this facility would provide a more scenic alternative to the proposed on-street route which passes through an extensive industrial zone.

#### Warner Robins

*Agency:* Warner Robins Metropolitan Planning Organization  
*Plan Name:* Bicycle and Pedestrian Program Study  
*Plan Date:* June 1994  
*Contact:* Barbara Jones, Planner  
*Phone:* (912) 929-1936

The City of Warner Robins is not served directly by any of the state bicycle routes, but it does lie near the intersection of the Central and TransGeorgia Routes. The Central Route, linking the western and southern suburbs of Atlanta to Forsyth, Macon, Perry, Cordele, Tifton, and Valdosta, runs along Houston County's western border on US41. It intersects the TransGeorgia Route, which connects Columbus, Fort Valley, Dublin, Soperton, Metter, and Savannah, at GA96 about midway between Warner Robins and Perry.

There are a few existing bike routes within the city, but they are short, disjointed, and provide no connectivity to the state system. The local plan proposes the inclusion of both US41 and GA96 in a future bicycle network. Several additional routes emanate from both highways to form a grid throughout the urbanized area. Once implemented, the local plan would integrate well with the state system.

#### **Relation to Improvements in GDOT's Project Management System**

All projects planned for implementation by the Department across the state are tracked within the Department's Project Management System (sometimes referred to as Datatrieve). To the extent possible, projects that involve roadways along or crossing the statewide bicycle and pedestrian system were identified early in the development of this plan. This exercise was conducted so that each of these projects could be "tagged" within the database, thereby alerting engineers that preliminary and final roadway designs should accommodate the needs of these potential bicycle and pedestrian users.



A monthly report is distributed to GDOT staff concerning all projects added to or amended within the Project Management System. The State Bicycle and Pedestrian Coordinator reviews each of these projects and “tags” the database record for those projects that coincide with or cross a state bike route.

During the document review process, it was recognized that there were deficiencies in the reporting of this data. Within the time and budgetary constraints of producing this plan, these deficiencies could not be adequately addressed and have been recommended as a future plan refinement activity. A brief discussion of each deficiency follows.

#### Length of Project

Many roadway improvement projects are for segments which only partially overlap the statewide bicycle and pedestrian network. Although a total of nearly 339 miles of projects were identified, it is estimated that only 250 to 300 miles of the bike route network are programmed for improvements within the next six years. Refining this estimate will require a detailed comparison of each project’s limits to the network and subtracting those segments that are not common.

#### Intersecting Projects

The number of projects that are coded for an intersecting bicycle route could number well into the hundreds. Easily identifiable projects, such as interstate interchanges, have been tagged, but many of the other intersecting roadway projects may not have been identified. It is anticipated that GIS software programs will be used to capture the remaining intersections so that may be designed with bicyclists and pedestrians in mind.

#### Parallel Routes

While the bicycle route network must remain as stable as possible, there are numerous possibilities for improvements where a more suitable parallel route scheduled for improvements can be incorporated into the system to replace an existing roadway. One example discussed at length during the preparation of this plan is GA92, which parallels a segment of the Northern Crescent Route through northern Cobb County and southern Cherokee County. The GA92 corridor is presently in various stages of design and construction and could provide a vital link in a route which currently utilizes several high-volume roadways in an area which is struggling to upgrade a transportation infrastructure overwhelmed by rapid growth. While volumes and speeds on GA92 are higher than the planned route roadways, well-designed facilities along the GA92 corridor could significantly improve the overall safety of the bicycle and pedestrian route.



Bicycle and Pedestrian Improvements

Enhancement projects that involved the construction of specific bicycle and pedestrian facilities were discussed earlier in this section. The GDOT work program includes a number of bicycle and pedestrian-related improvements funded primarily by the Congestion Mitigation and Air Quality Improvement (CMAQ) program, such as safety programs, installing bike storage racks, and constructing sidewalks to serve transit centers. This program is eligible only to the Atlanta region because of its air quality non-compliance status. No attempt was made to identify these projects because most are either of an ongoing nature, not location specific, or primarily benefit only local travel by their respective travel modes, rather than intercity movements along a particular route. However, individual CMAQ projects are reviewed whenever there is a correlation to the statewide network.

Local Projects

The Project Management System includes only GDOT-involved projects. The state bike route network, as currently planned, uses off-system roadways (county, city, or other facilities) on approximately 30 percent of its mileage. Unfortunately, this means that a large percentage of the bike route network can not be easily earmarked in the roadway improvement process. A determined effort must be undertaken to work with local governments to see that their projects consider bicycle and pedestrian friendly design.

While not part of the state route system, it is important to note that the State Bicycle and Pedestrian Coordinator has begun tagging those new or amended GDOT projects that correlate to local bikeways. These bikeways must be part of a locally adopted bicycle and pedestrian plan. It would be advantageous to a.) review all existing MPO and local plans for correlation, and b.) have all future MPO and local projects coded in a manner allowing easy cross-checking with the Project Management System.



## SECTION 4 Implementation

The Georgia Statewide Bicycle and Pedestrian System, as outlined in this plan, will ultimately form a 2,943-mile system of routes throughout the state. The majority of the network will follow rural roadways, with local streets ~~being used to the extent possible within urban areas.~~

### Implementation Strategy

The scale of the network demands that the system be implemented in increments. The first step, to be accomplished within the next five years, is to develop mapping and guide books suitable for mass distribution and to sign each of the 14 routes detailed in this plan. At the present time, GDOT does not anticipate dedicating funds exclusively for physical improvements, such as repaving or widening outside lanes, specifically to accommodate bicyclists. Rather, GDOT will implement internal procedures so that designers incorporate bicycle and pedestrian friendly elements into programmed improvement projects as they move through the design and construction stages. Using this approach of providing extra travel lane width; wide, paved shoulders; or designated bicycle lanes routinely during construction or reconstruction activities will translate into nearly all of the total network being designed to standards that allow the safe and efficient movement of both bicyclists and motorists within the next 20 years.

Five of the most likely bicycle route signing situations and typical installations are shown in Figure 2. Installation 1 is used in advance of major intersections to inform the traveler that the bicycle route either continues straight or turns left or right, as the situation warrants. The *Manual on Uniform Traffic Control Devices* (MUTCD) contains the following passage on the bicycle route sign depicted:

"Where it is desired to establish a unique identification (route designation) for a State or local bicycle route, the standard Bike Route Marker (M1-8) should be used. The route marker (M1-8) shall contain a numerical designation and shall have a green background with a reflectorized white legend and border. . . . Where desired, supplemental plaques can be used with the . . . M1-8 signs to furnish additional information, such as directional changes in the route, and intermediate range distance and destination information. . . . The appropriate arrow sign (M7-1 through M7-7), if used, should be placed below the Route Sign or Route Marker. These signs shall have a white arrow on a green background."

Where possible or practical, the sign will be mounted in conjunction with other appropriate roadway signs to minimize installation costs. In many situations, the bicycle route sign will need to be mounted on new posts or by itself where the route deviates onto county roads or local streets.



The second installation in Figure 2 is used just beyond major intersections to assure bicyclists that the correct decision was made at the last intersection. In rural areas where communities or major intersections are several miles apart, bicycle route marker signs should be placed at intervals of not more than five miles to reassure bicyclists that they are still following the route. Distances between signs may be as close as 1/4 mile in densely developed urban areas. Where possible or practical, the sign will be mounted in conjunction with other appropriate roadway signs to minimize installation costs. In many situations, the bicycle route sign will need to be mounted on new posts or by itself where the route deviates onto county roads or local streets.

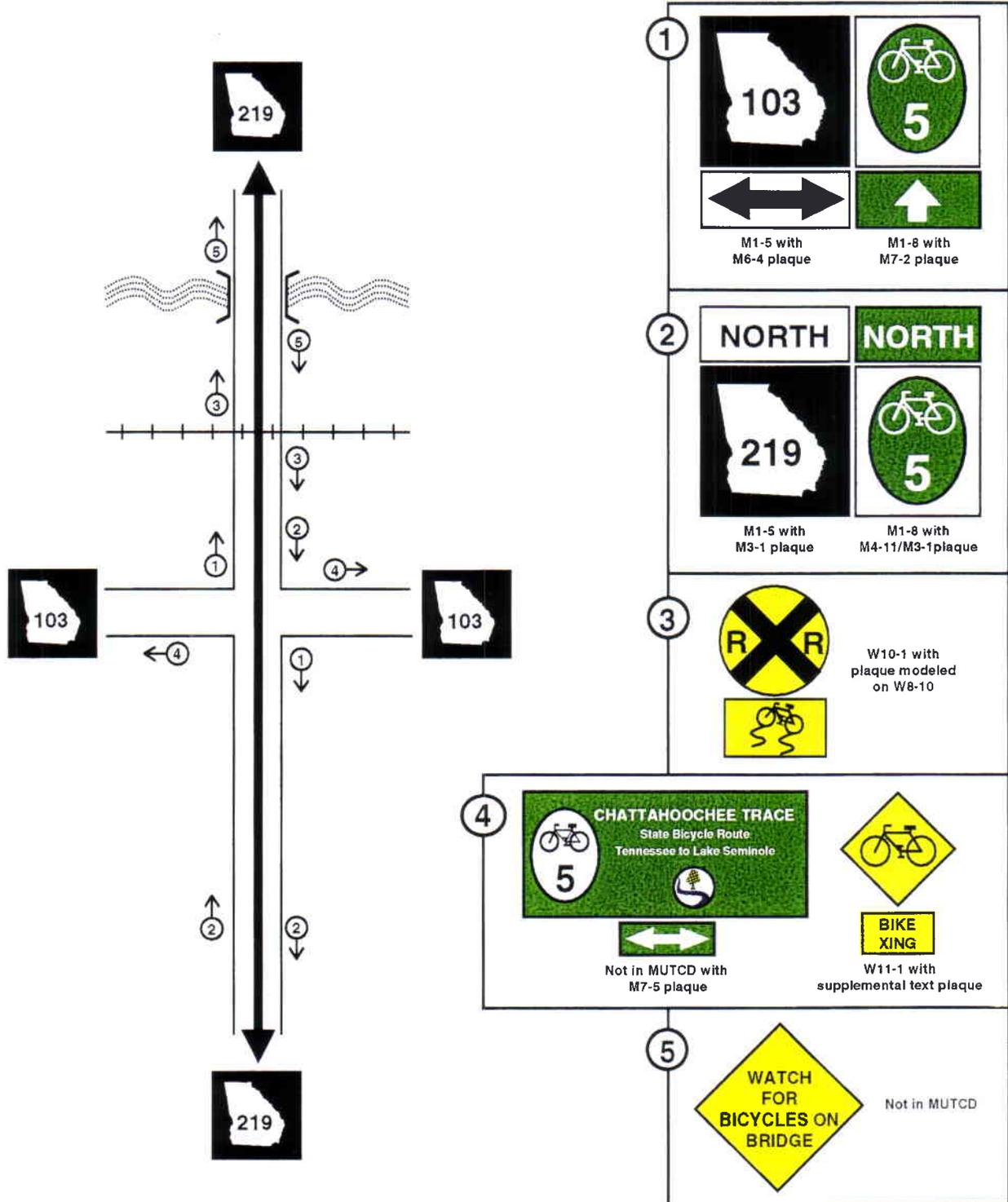
A supplemental plaque warning bicyclists of potential slick conditions should be mounted on both roadway approaches of every at-grade railroad crossing, as shown in the third installation of Figure 2. It is particularly important if the tracks cross the roadway at a 45-degree angle or less, a situation where narrow bicycle tires can become trapped in the flangeway, causing a loss of control. During improvement projects, priority will be given to providing adequate room for bicyclists to align themselves at a right angle on an approach or installing compressible flangeway fillers to enhance safety. The plaque is a variation of the W8-10 advance warning sign contained in the MUTCD. It is estimated that there are approximately 120 such crossings along the statewide network. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than 120, but this number was used in estimating sign costs.

Where a major roadway crosses a bicycle route, motorists on the intersecting facility must be warned of potential bicyclists on the other roadway. Two possible designs are preferred, as shown in the fourth installation of Figure 2. The first is for unique situations where more aesthetic signs are desired, such as beginning or end points of the route or on roadways which provide direct links to a sizeable nearby community not directly served by the route. These signs feature a green and white color scheme, which is the reverse of the standard M1-8 sign and contains room to print the name of the route and include a distinctive logo or pattern. This device is not contained in the MUTCD. A directional arrow (M7-5) is mounted below on a supplemental plaque. The second design will be used in the vast majority of situations and features the W11-1 advance warning sign from the MUTCD, with a supplemental plaque emphasizing in text that bicycles can be expected ahead.

The final typical sign installation of Figure 2 features a standard black on yellow advance warning sign with a text message advising motorists to be aware of possible bicyclists on a bridge ahead. This sign is not contained in the MUTCD. The statewide network is estimated to feature about 679 bridges. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where routes cross new, limited-access facilities or at-grade railroad crossings have been replaced by overpasses. The first scenario is more likely, so 679 can be considered the maximum number of bridge crossings which exist. Only a small portion

# FIGURE 2 Typical Sign Installations

*Numerical designations in the Manual on Uniform Traffic Control Devices are displayed below or to right of signs.*





of this number are sufficiently long enough to warrant these signs, as the majority of bridges cross small creeks and have decks of less than 100 feet. GDOT will install these signs in advance of all bridges longer than 500 feet which do not have shoulders or wide curb lanes (outside travel lanes more than 12 feet wide). In addition, all bridges more than 1,000 feet long will be signed, regardless of deck cross section. For the purposes of this plan, it was assumed that approximately 200 of the total 679 bridges (30%) would meet the requirements for a Type 5 sign installation on both approaches.

A number of other regulatory, warning and information signs are contained in the MUTCD for use in special situations. Many of these signs display instructions to bicyclists and motorists on the use of bicycle lanes and paths. These signs will probably be used only sparingly in the near future since most of the network currently does not feature such dedicated facilities. As improvements are made to facilities, and as striped and marked bicycle lanes in particular become more common, more of these signs will be used.

The only additional sign specifically displayed in this plan is a route marker sign recommended for routes that cross over state boundaries, shown in Figure 3. The Coastal Route, which runs from the South Carolina state line northwest of Savannah to the Florida state line south of Kingsland, is envisioned to connect with routes in both of those adjoining states. Other routes have similar potential, but the Coastal Route is the only one seriously discussed to date. If a route linking South Carolina, Georgia and Florida can be developed, the M1-9, with a consistent numerical designation in each state, should be used.

### **Design Standards**

In August 1991, the American Association of State Highway and Transportation Officials (AASHTO) published a *Guide for the Development of Bicycle Facilities*. Prepared by the AASHTO Task Force on Geometric Design, the document provides general guidance on inventorying existing conditions, analyzing potential improvements, and selecting an appropriate type of facility. For on-street routes, it provides general information on the drainage grates, railroad crossings, pavement materials, traffic control devices, shoulders, wide curb lanes, signed routes, and bicycle lanes. Preferred dimensions of bicycle lanes and intersection geometrics are also included.

For paths, the guide presents a discussion of the merits and drawbacks of such facilities, the need to prohibit access by motor vehicles, and the need to consider other users, such as joggers or in-line skaters. Detailed design standards for width, clearance, speed limits, horizontal alignment, superelevation, grade, sight distance, intersection geometrics, signing, marking, pavement, structures, drainage, and lighting are included.

**FIGURE 3**  
**Interstate Bicycle Route Sign**



**M1-9**

**Source: Manual on Uniform Traffic Control Devices**





One design issue that was not addressed in the 1991 AASHTO standards concerns grooves placed into paved shoulders (known as shoulder rumble strips) to alert motorists that they are deviating from the travel lane. While the safety benefits provided to motorists by these rumble strips have been well documented, the grooves render that portion of the pavement unusable for bicyclists. Concern about GDOT's current policy of installing rumble strips on all projects involving shoulder improvements was voiced repeatedly during development of this plan. One potential option would involve placing a narrower set of grooves, perhaps two feet wide, immediately to the right of the outside travel lane. The remainder of the shoulder would remain available for bicycle travel while motorist safety would not be compromised. This strategy will work well along roadways having paved shoulders six feet or more in width, but will not suffice where shoulders are narrower. This issue will be studied in greater detail and once a decision has been reached it will become standard design policy within GDOT.

The AASHTO design guide is currently being revised to reflect knowledge and experience gained over the past seven years, a period which has seen a tremendous acceleration in the development of such facilities. Many states and local jurisdictions have developed unique solutions in situations where the AASHTO standards could not be followed due to prohibitive topography, the lack of available right-of-way or other considerations. A new version of the AASHTO design guide, expected to be completed during 1998, will reflect these experiences and identify mitigation possibilities where standards could not be strictly maintained at all times.

GDOT will implement the Georgia Statewide Bicycle and Pedestrian System in accordance with the policies, procedures, and design standards contained in the revised AASHTO guide. In the interim, the current *Guide for the Development of Bicycle Facilities* and the *Manual on Uniform Traffic Control Devices* will continue to be the primary resources used to ensure that the network is appropriate, safe, and enjoyable.

### **Cost Estimates**

Since the network will be improved in conjunction with other roadway construction or reconstruction projects, the costs associated with adding extra pavement width or special striping will be marginalized. Therefore, no overall cost to upgrade the entire roadway network to incorporate bicycle and pedestrian friendly elements has been developed.

Signing cost estimates have been developed (see Table 5 on the following page) for each of five typical installations shown in Figure 2. Actual costs may be slightly higher or lower based on discretion used by GDOT District personnel as to where precisely signs should be located or are not necessary.



**TABLE 5**  
**Network Signing Cost Estimate**  
**By Typical Installation**

<u>Type</u>	<u>Description</u>	<u>Number of Signs</u>	<u>Unit Cost</u>	<u>Total Cost</u>
1	Route markers	2,500	\$ 50	\$125,000
2	Route markers	3,500	\$ 50	\$175,000
3	Railroad crossing	240	\$ 25	\$ 6,000
4	Route crossing	400	\$100	\$ 40,000
5	Bridge warning	400	\$ 50	\$ 20,000
	Other	1,000	\$ 50	\$ 50,000
			<b>TOTAL</b>	<b>\$416,000</b>

In the future, the Coastal Route may become part of an interstate bicycle route between South Carolina and Florida. As discussed earlier, MUTCD sign standards dictate different route marker signs for interstate and intrastate bicycle routes. In this event, of the total estimated \$24,000 cost to sign the Coastal Route, approximately \$16,000 worth of route marker signs would need to be replaced.

Each GDOT District will require estimates of the portion that is their responsibility, so the \$416,000 has been subdivided across the seven districts (see Table 6 on the following page). District 5 may command a higher percentage of the total budget for Type 2 and 5 installations due to the lengthy distances between major intersections and the frequency of long bridges over rivers and tidal marshlands. However, District 5 has less need for Type 1 and Type 4 installations than other districts. The net result is that route mileage within the district as a percentage of the total budget should be an accurate indicator of the signing budget required for districts which are relatively similar in urban/rural development patterns.

The major limitation to this method of budget distribution is that it neglects the impact of urban density, where decision points are more common and signs must occur on a more frequent basis to reassure users that they are still following the route. Each district has one or more urban centers and large areas of rural land, with the exception of District 7 (Atlanta). Since District 7 is considerably different in character than the other GDOT Districts, a slightly larger percentage of the budget has been allocated to this area. This adjustment is necessary to ensure that bicyclists can successfully navigate the many turns and heavily developed corridors along the six routes in the metropolitan Atlanta area.



**TABLE 6**  
**Network Signing Cost Estimate**  
**By GDOT District**

<u>District</u>	<u>Route Mileage</u>	<u>Percent</u>	<u>Sign Budget</u>	<u>Percent</u>
1	412.5	14.0%	\$ 55,700	13.4%
2	432.5	14.7%	\$ 58,200	14.0%
3	539.3	18.3%	\$ 72,500	17.4%
4	555.3	18.9%	\$ 74,100	17.8%
5	489.7	16.6%	\$ 65,100	15.6%
6	355.3	12.1%	\$ 46,800	11.3%
7	<u>158.3</u>	<u>5.4%</u>	<u>\$ 43,600</u>	<u>10.5%</u>
<b>TOTALS</b>	<b>2,942.9</b>	<b>100.0%</b>	<b>\$416,000</b>	<b>100.0%</b>

GDOT will also develop an overall system map and guide booklets for each of the 14 routes for mass distribution. To the extent possible, maps developed for this plan will be used, with additional detail and color added to make them more “user-friendly.” A total of 10,000 system maps and 1,000 of each route guide booklet will be produced, at an estimated total cost of \$60,000. This estimate includes both staff time and production costs and may ultimately be higher or lower depending on the level of detail and artistic quality of the final products. Although no decision has been made in this regard, much of the cost can be offset by selling the maps and booklets, rather than distributing them free of charge. Revenue can also be generated by selling advertisement space to bicycle shops, local visitors bureaus and other parties with a direct interest in capitalizing on bicycle tourism.

**Funding Sources**

As discussed earlier, construction costs to upgrade roadways to include bicycle and pedestrian friendly elements will be incorporated into the budget for other improvement projects, such as widenings and repavings. Funding for signing can come from a number of GDOT categories. There are several sections within the Transportation Equity Act for the 21st Century (TEA21) which deal specifically with bicycle and pedestrian activities and the prominent related programs are listed below. **Please be aware that the interpretation and development of regulations for TEA21 has just begun.** The final rules may alter TEA21 implementation.

Section 1202 - National Highway System Funds (NHS)

NHS funds may be used to construct bicycle and pedestrian facilities on land adjacent to any highway on the National Highway System. With TEA21, NHS funds can also now be spent on non-motorized projects within Interstate corridors, something that ISTEA prohibited.



Section 1108 - Surface Transportation Program Funds (STP)

Bicycle and pedestrian projects remain eligible for STP funding. Sidewalk improvements to comply with the Americans with Disabilities Act (ADA) are specifically made eligible.

Section 1201 - Transportation Enhancement Activities Program Funds (TEA)

This program remains essentially the same with ISTEPA. Funds may be used for construction activities or for non-construction projects, such as brochures, route maps, and public service announcements, related to use of these modes. A minimum of ten percent of the statewide allocation must be used for TEA projects, a major category of which have been bicycle and pedestrian facilities in Georgia. Among the TEA21 expanded list of eligible activities is a provision for safety and educational activities for bicyclists and pedestrians.

Section 1110 - Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ)

These funds may be used for both construction and non-construction activities related to bicycling and walking in areas designated by the Environmental Protection Agency as not meeting federal standards for airborne pollutants. At the present time, the Atlanta metropolitan region is the only non-attainment area within the State of Georgia.

Section 1115- Federal Lands Highway Funds

These funds may be used to construct bicycle and pedestrian facilities in conjunction with roads, highways and parkways at the discretion of the department charged with the administration of such funds. The State of Georgia has numerous large areas managed by the federal government, including several military bases, large expanses of national forest land and a small number of sites administered by the National Park Service. Much of the Georgia coast is federally protected as well, but no routes are planned to serve these areas due to the environmental sensitivity and inaccessibility of the wetlands and barrier islands.

Section 1219 - Scenic Byways Program Funds

These funds may be used to construct facilities along scenic highways for the use of pedestrians and bicyclists. GDOT currently attempts to include such facilities in its Scenic Byways Program whenever possible. Funding availability under this section is extremely difficult due to the small amounts allocated annually by Congress.

Section 1112 - National Recreational Trails Funds

These funds may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act. Funding amounts are very limited.



Section 1401 - Hazard Elimination Program

With TEA21, bicycling and walking hazards are now included in the list of eligible activities for this program. In addition, the definition of “a public road” now includes a publicly owned bicycle or pedestrian pathway or trail and traffic calming measures.

Section 2001 and 2002 – Highway Safety (Title 23, Section 402) and Safety Research and Development (Title 23, Section 403) Funding

These are funds available for highway safety improvements and safety research and development. Under ISTEA’s final rules, pedestrian and bicyclist safety activities received priority. The final rules for TEA21 have not yet been developed.

Section 3003 - Transit Enhancement Activity Funding

This is a new funding program from TEA21 and it clarifies ISTEA’s transit funding allowances for pedestrian and bicycle access to transit facilities. It is created with a one-percent set-aside of Urban Area Formula transit grants (Section 3007). The funding can be used for, among other things, bicycle and pedestrian access to mass transportation, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles.

Other Funding Sources

GDOT is currently constitutionally prohibited from dedicating revenue from the state gasoline tax to construct bicycle and pedestrian facilities, unless construction can be incorporated into broader scope roadway improvements. It is possible that this prohibition may be removed at some time in the future and these funds will become available for such activities.

Since approximately 30 percent of the total network follows county or city roadways, some projects will likely need to be funded from local sources. Typically, local bicycle and pedestrian improvements have been funded through allocations within city or county transportation budgets, general operating budgets and Special Purpose Local Option Sales Tax (SPLOST) initiatives.

The private sector provides another source of revenue for the construction of bicycle and pedestrian facilities. Developers can be required to develop facilities as a condition of zoning approval. Civic or advocacy groups may be willing to donate material and labor to help construct and maintain facilities or play another role in the overall implementation program. The PATH Foundation in Atlanta, for example, is active in the construction of off-road facilities and public information activities to encourage their safe use. Virtually every major city in Georgia, and several smaller ones, have bicycling clubs which can be utilized as an important resource in this effort.



## **Maintenance**

Bicyclists and pedestrians frequently complain that the construction of facilities, while well intentioned, is not sufficient. Unless these facilities are maintained, they can quickly become unsafe as pavement markings are worn away, signs fade or are stolen, and debris is allowed to accumulate. Before bicycle lanes and other facilities are constructed, the type and frequency of maintenance procedures and responsibility must be considered carefully. A maintenance policy should be in place before any portion of the system is signed or physically improved.

## **Monitoring and Evaluation**

As with any expenditure of public funds, it will be desirable to monitor how effectively funds to provide bicycle and pedestrian facilities are used. Unlike roadway traffic counts, however, determining bicycle and pedestrian volumes at critical locations along the entire 2,943-mile network will be labor intensive and expensive. In urban areas, volumes may be sufficiently heavy enough that an observation count can be conducted over a period of several hours or days. Potential high volume segments should be identified upon network implementation, with these locations targeted for counts at least once over the following year during peak bicycling season.

Rural segments may experience prolonged periods of time with no activity, particularly during winter months, so counts are probably not feasible on these route segments. Rather, a system should be implemented whereby users can self-report their activities. Although data from such a collection process would not stand up to rigorous statistical evaluation, it could provide good insight into general travel patterns, relative volumes and the characteristics of network users. One or a combination of several possible methods can be utilized to obtain this information at a relatively low cost. Each would require considerable coordination with other agencies throughout the state and the dedication of staff time to ensure that the data is collected and evaluated on a routine basis.

One possibility is to incorporate a survey into whatever information is made widely available to the public. If a pocket “flip” guide is developed, a tear-out postage paid card can be added that queries the users on what route(s) he/she is planning to follow, the dates of the trip, the number of people in the group, specific endpoints and planned overnight stays. Demographic data such as home address, age, sex, income and other information can also be requested on a voluntary basis so that public relation campaigns can be tailored to reach the widest audience possible.

A second data collection possibility is to establish “information” stations at frequent locations along the route. The station could be as simple as a glass paneled bulletin board with a registry or a supply of questionnaire post cards similar to that envisioned for the flip guides. A registry would allow bicyclists to record their journey in much the same way as hikers do when embarking upon the Appalachian Trail. With strategic positioning of these information stations, GDOT may be able to develop partnerships with local chambers of commerce or other civic



groups who could provide maintenance and assemble data periodically in exchange for being allowed to place brochures and pamphlets at the station. Network users could benefit immensely from easy access to flyers on motels, camping, bicycle shops and local points of interest which could be placed at an information station in or near the numerous small communities along the network.

The concept of surveying about planned or previous trips can be extended to another level by incorporating it into GDOT's Internet site. The Internet has experienced explosive growth since its inception and will continue to become a more frequently used source of information in the foreseeable future. More discussion on the possibilities offered by the Internet is provided in the concluding section of this document, which addresses future refinement of the bicycle and pedestrian plan and program.



## **SECTION 5 Future Activities**

Several future activities must be undertaken before the Georgia Statewide Bicycle and Pedestrian System is implemented. While this document provides a good overview of the planned system, it is not intended to provide a detailed set of “steps” or “procedures” to transform concepts into physical reality. So that activities can proceed in implementing a statewide program, a general list of future activities has been developed. Efforts that must be undertaken by GDOT include the following.

- A. Within GDOT’s database, those current work program projects that lie along corridors planned for inclusion on the bicycle and pedestrian system must be “tagged.” Ideally, this tagging should provide an indication of whether the entire project length is included on the network, only a portion overlaps, if the project intersects the bicycle and pedestrian route at a single point, or if the project corridor is a convenient parallel route for a route contained in this plan. Identification of these projects will require a considerably more detailed review of the work program than was conducted as part of this work effort.
- B. Procedures must be implemented to ensure that connectivity with the bicycle and pedestrian system is reviewed as a routine matter during both the planning and engineering phases of every project.
- C. The seven GDOT District Advisory Subcommittees should review data in this document for routes which pass through their jurisdiction and suggest any necessary improvements and/or corrections for the next evolution of this plan. As part of this review, the subcommittees should verify that no unpaved roads were accidentally included in the network and that route segments identified as being or not being on the state bicycle system are correct.

Detailed route evaluations should also be conducted to identify specific hazards, such as rough or broken pavement, narrow bridges and grates which are oriented parallel to the flow of traffic. Where off-street paths can be incorporated easily as alternate routes, the subcommittees should undertake the coordination activities necessary for this to occur. A good example of where a path can be used as an alternate to a roadway is between Fort Benning and downtown Columbus. The two locations are connected by a path within the base and the South River Trail, a recently completed extension of the popular Riverwalk project in downtown. Although an open base, authorities at Fort Benning would need to be consulted for this alternate link to be established.



- D. GDOT must work closely with city and county transportation departments to sign and improve segments that follow roads not on the state bicycle system. Simultaneous with the review process by the GDOT District Advisory Subcommittees, these local entities should be invited to review the plan so that they can determine what roadways under their jurisdictions are included on the network. This review will allow local planners and engineers to ensure that projects along these routes consider bicycles and pedestrians.
- E. Many routes currently follow the most logical through route in cities and towns, rarely deviating onto more scenic and quiet sidestreets. Cities and counties should be encouraged to develop local “loops” which network users can follow to become better acquainted with the community.
- F. A process must be established whereby lines of communication with local planners are improved so that as local bicycle and pedestrian facilities are constructed or local plans are revised, these changes can be reflected in future versions of the Statewide Plan.
- G. Before signing all 2,943 miles of the network, GDOT staff should review the current implementation strategy. Rather than signing every route within the next five years and making necessary physical improvements later in conjunction with other projects, it may be more advantageous to prioritize routes and make improvements to entire corridor lengths as resources allow.
- H. A formal process must be set in place whereby requests for network additions or alterations can be addressed adequately. Once details of this plan become widely available, GDOT is likely to receive numerous requests from cities and counties which do not currently lie along any of the routes. This process should also be valid for altering routes to bypass unsuitable conditions that may not have been evident when this plan was prepared or developed later. Several additions have already been proposed, including the possibility of developing:
- a loop or spur off the Central Route serving the Andersonville Civil War prisoner of war site,
  - a spur or alternate alignment for the March to the Sea Route which passes through Rockdale and Newton Counties, particularly the Georgia International Horse Park, Oxford, and Covington,
  - a link to Albany from the Wiregrass Route,
  - a route passing through Moultrie/Colquitt County,
  - a spur linking the Southern Crossing Route with Moody Air Force Base, north of Valdosta,



- a connection along GA57 from the TransGeorgia Route west of Metter to the Coastal Route at Eulonia,
- a loop along GA99 from the Coastal Route at Eulonia to the Coastal Route at Darien with a connection at the Sapelo Island Dock,
- a spur from the Coastal and Savannah River Run Routes at Springfield to historic town of Ebenezer on the Savannah River,
- a connection along US341 from the Central Route at Perry to the Coastal Route in Brunswick, and
- a connection along US1 and GA40 from the Southern Crossing at Waycross to the Coastal Route at Kingsland, with a continuation east to St. Marys.

I. Coordination with adjacent states should continue so that routes can be integrated, particularly the Coastal Route between South Carolina and Florida. These contacts can also be used to share ideas and experiences with statewide bicycle and pedestrian planning efforts.

J. Some method must be developed to disseminate essential elements of this document to the general public. A pocket “flip” guide for each route is one possibility. These guides would include a series of strip maps similar to those contained in this plan, along with the locations of bicycle shops, state parks, points of interest and emergency information unique to each route.

In addition, general information such as the “rules of the road”, safety tips and a small map of the network can be included on each of the route flip guides. To minimize staff time requirements to fulfill information requests, it will be beneficial to upload as much information as possible to the GDOT Internet site. Until flip guides can be developed, sections of this document, including maps, corridor descriptions, tables, and narrative, can be added to the site relatively quickly. Ultimately, corridor maps can have clickable features such as towns, historic sites, and parks, with links in place to transport Internet users to other home pages offering detailed information on these sites.

K. During preparation of this plan, a few opportunities for network improvement were identified. These opportunities will require a thorough review of the overall network and extensive additional fieldwork, so they were not incorporated into this version of the Statewide Plan. These opportunities include:

- reviewing the Savannah River Run Route to determine if the opportunity exists to provide at least a couple of places where the river is within view before reaching Savannah,



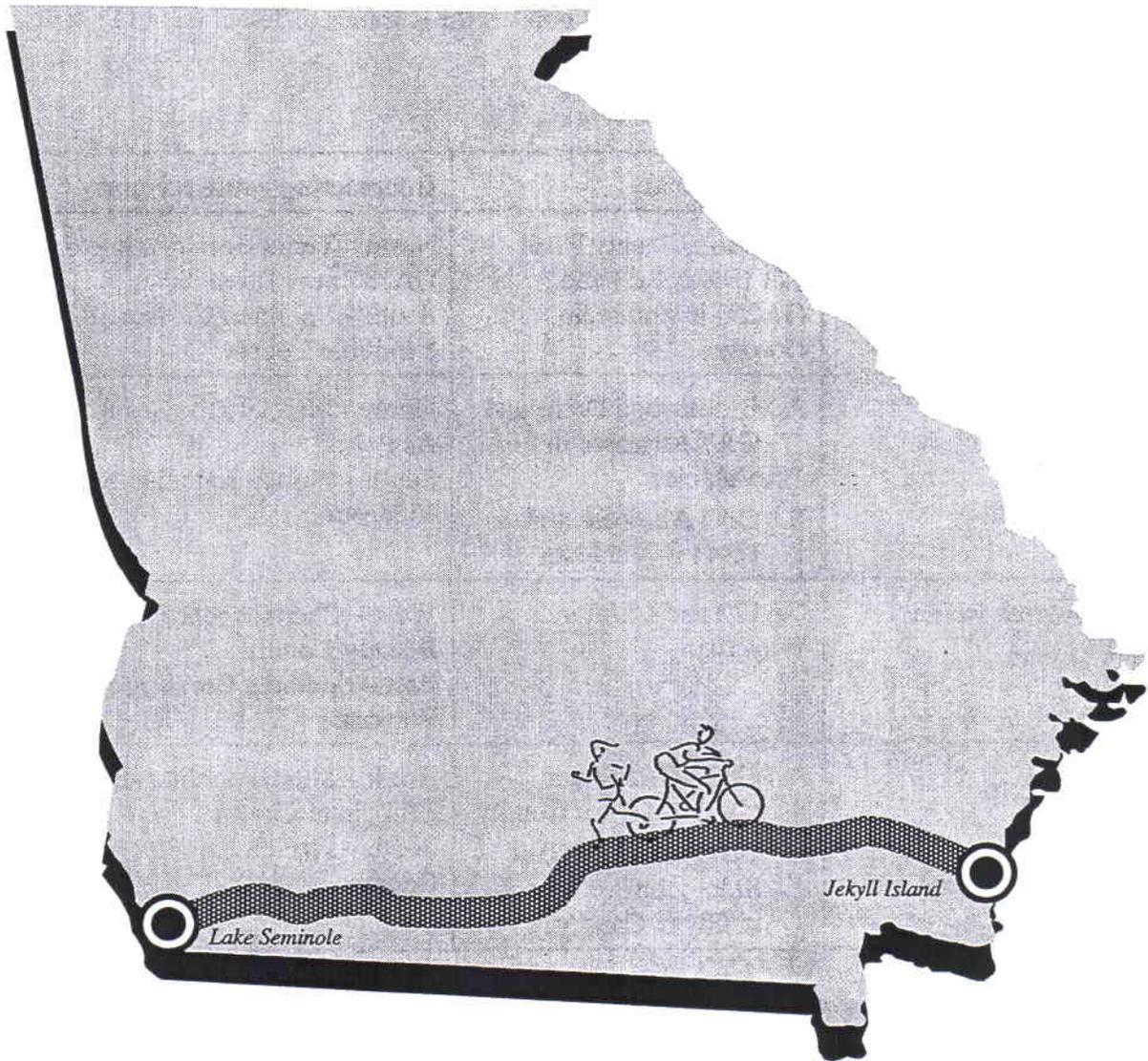
- providing a direct route through Augusta, rather than linking the city to the overall system via a spur off the Savannah River Run Route,
  - reviewing the Chattahoochee Trace, which also features infrequent views of its namesake waterway, for locations where crossings or views are possible, and
  - renaming the northern half of the Chattahoochee Trace Route, which deviates from the course of the Chattahoochee River and parallels the Alabama state line north to Tennessee, with the Chattahoochee Trace either terminating in Columbus or extended northeast to a more logical endpoint such as Atlanta or Helen.
- L. Lastly, GDOT should promote the system through a public information campaign involving television and newspaper feature stories. Regardless of how well a network is planned, it will go unused if the public is unaware of its existence. Bicyclists can provide an economic boost to communities along the network similar to that experienced along the Natchez Trace in Mississippi. Ecotourism is growing swiftly in popularity and Georgia, with its diverse scenic beauty, favorable weather, interesting history and unique communities, stands to capitalize significantly if the network can be implemented and promoted in the near future.

**SECTION 6**  
**East-West Route Profiles**



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*

# Route 10 Southern Crossing



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 10 (Southern Crossing) Overview

- The Southern Crossing Route runs east/west between Seminole County, in the southwest corner of Georgia, and Jekyll Island, on the coast in Glynn County.
- The western terminal point is located at the intersection of Seminole County Road 221 (River Road) and GA253.
- The eastern terminal point is located at the eastern end of the GA520 bridge spanning the Intracoastal Waterway to Jekyll Island. This point is the entrance to Jekyll Island State Park.
- Route connections:

Route Name	Intersects at	Intersecting route termini
Chattahoochee Trace	Seminole County Road 221 (River Rd.) and GA253 in Seminole County.	North – Tennessee state line on GA157 near Rossville South – Southern Crossing Route in Seminole County
Central Route	A.) Brookwood Drive and GA7 Alternate in Valdosta B.) GA7 Alternate and US41 in Valdosta	North – March to the Sea Route at Acworth South – Florida state line south of Valdosta
Wiregrass Route	GA122 and US82 in Waycross	West – Chattahoochee Trace in Blakely County East – Southern Crossing Route in Waycross
Coastal	A.) US82/GA520 and US17 in Glynn County B.) US17 and GA520 at Sidney Lanier Bridge in Glynn County	North – South Carolina state line at Effingham County South – Florida state line at Camden County



- Counties, communities and major features served (listed from west to east):

County	Mileage in county	Communities and major features
Seminole	9.9	Lake Seminole, Seminole SP, Reynoldsville
Decatur	25.4	Bainbridge, Flint River
Grady	22.4	Whigham, Cairo
Thomas	22.3	Thomasville, Ochlockonee River
Brooks	27.2	Quitman, Little River
Lowndes	27.2	I-75, Withlacoochee R., Valdosta, Valdosta State U.
Lanier	15.6	Lakeland, Banks Lake
Clinch	19.2	Cogdell
Ware	28.4	Waycross, Laura Walker State Park
Brantley	24.0	Hoboken, Nahunta, Atkinson, Waynesville, Satilla R.
Glynn	24.9	Intracoastal Waterway, Jekyll Island State Park

- Mileage totals for Southern Crossing Route:

Total length = 246.3 miles

District 1 = 0.0 miles

District 2 = 0.0 miles

District 3 = 0.0 miles

District 4 = 169.0 miles

District 5 = 77.3 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 159.8 miles (64.9% of total length)

Not on state highway system = 86.5 miles (35.1% of total length)

Shared length = 8.1 miles

2.0 miles with Central Route

6.1 miles with Coastal Route

Total length unique to Southern Crossing Route = 238.2 miles

On state highway system = 151.7 miles (63.7%)

Not on state highway system = 86.5 miles (36.3%)



- The Southern Crossing Route has 47 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Southern Crossing Route has 5 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Southern Crossing Corridor Description (Route 10 West to East)

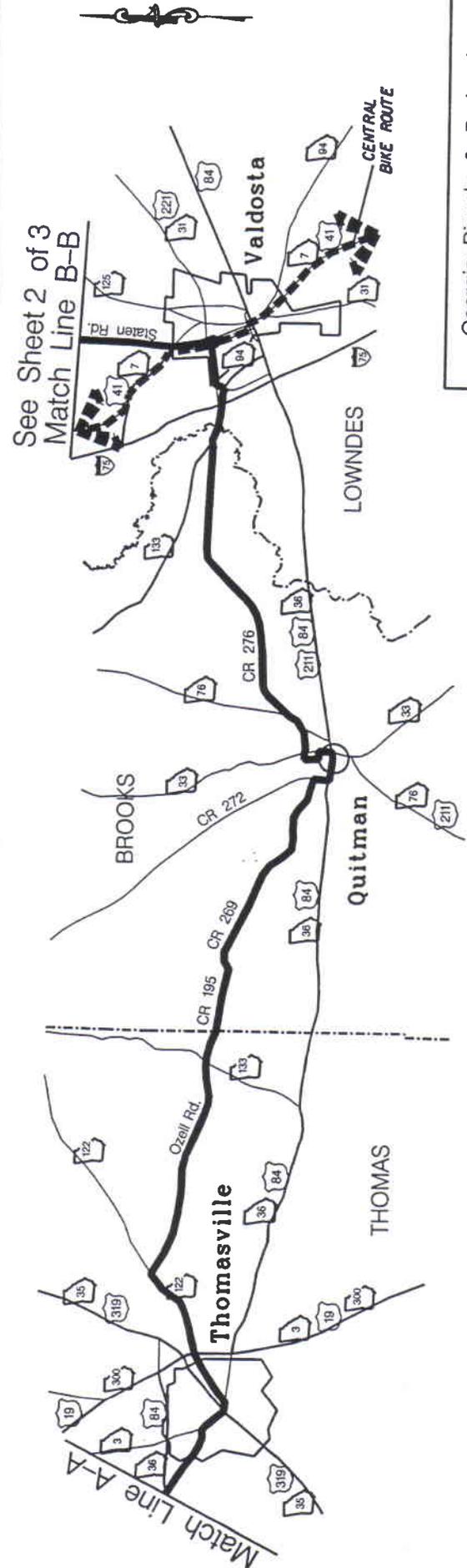
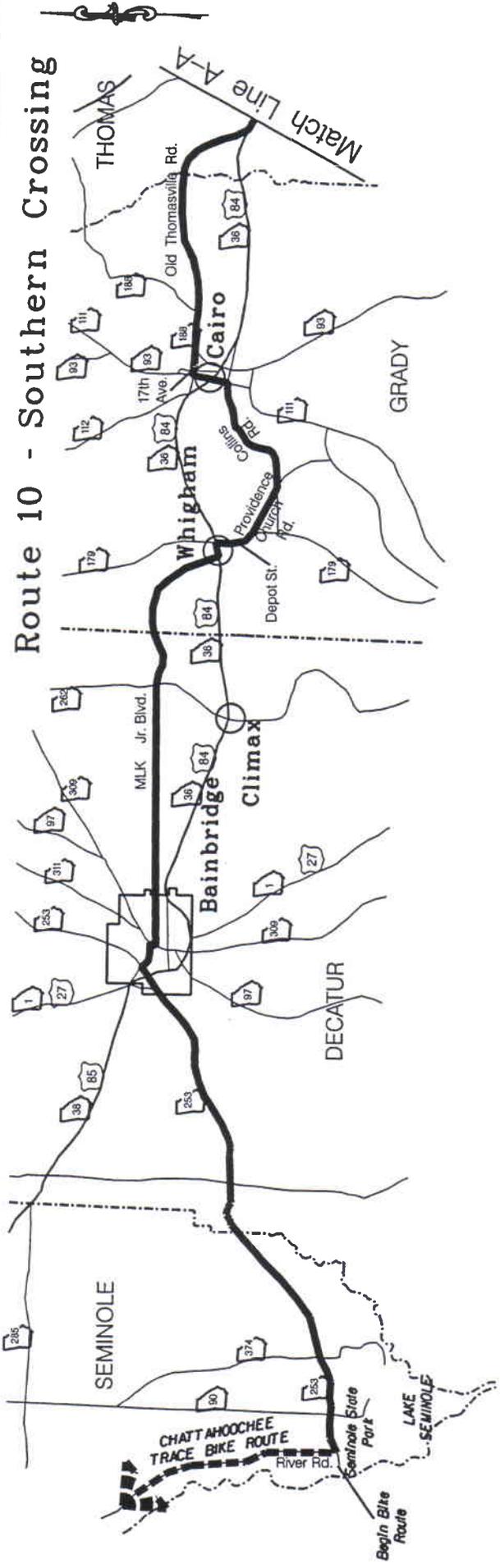
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Lowndes (1)	GAZ Alternate	2.0	US41/Central Route bear left	Continue straight			4	Yes
Lowndes	Oak St. Extension (CR189)	0.5	Inner Perimeter Rd.	Continue straight			4	No
Lowndes	Oak St. Extension (CR189)	0.4	Staten Rd. (CH781) bears left	Bear left			4	No
Lowndes	Staten Rd. (CH781/276)	2.5	Orr Rd. (CR77)	Turn right		Cherry Creek	4	No
Lowndes	Orr Rd. (CR77)	1.7	Skippier Bridge Rd. (CR215)	Turn left			4	No
Lowndes	Skippier Bridge Rd. (CR215)	1.6	Skippier Bridge Rd. bears right at CH215	Bear right			4	No
Lowndes	Skippier Bridge Rd. (CR920/79)	6.0	GA122	Turn right		Withlacoochee River	4	No
Lowndes	GA122/125	6.8	GA125 intersects to right	Continue straight		Withlacoochee River; Cat Creek	4	Yes
Lowndes	GA122/125	1.0	Lanier County line	Continue straight			4	Yes
Lanier	GA122/125	0.1	Georgia 125 intersects to left	Continue straight			4	Yes
Lanier	GA122	6.3	GA122 Connector	Continue straight			4	Yes
Lanier	GA122	1.3	US129	Bear right		Alligator Run; Banks Lake	4	Yes
Lanier	US129 / GA122	0.1	US221 intersects to right	Continue straight			4	Yes
Lanier	US129 / US221 / GA122	0.2	GA35 Bypass	Continue straight	Lakeland		4	Yes
Lanier	US129 / US221 / GA122	2.2	US129 / US221 / GA122 diverge	Bear left on US221			4	Yes
Lanier	US221 / GA122	1.1	US221 / GA122 diverge	Turn right			4	Yes
Lanier	GA122	4.3	Clinch County line	Continue straight			4	Yes
Lanier	GA122	1.5	GA122 turns to left	Turn right			4	Yes
Lanier	GA122/168	0.2	GA122 turns to left	Turn left			4	Yes
Lanier	GA122	6.6	US441	Continue straight		Camp Creek	4	Yes
Lanier	GA122	10.9	Ware County line	Continue straight	Cogdell	Walker Creek	4	Yes
Lanier	GA122	4.3	Millwood Rd. (CR472)	Continue straight		Camp Branch	4	Yes
Lanier	GA122	10.9	US82 / Wiregrass Route	Turn right			5	Yes
Lanier	US82 / GA520	2.2	GA38 Connector	Continue straight		Kettle Creek	5	Yes
Lanier	US82 / GA520	1.0	US84	Continue straight	Waycross		5	Yes
Lanier	US82 / GA520	1.8	US123	Continue straight		Laura S. Walker State Park	5	Yes
Lanier	US82 / GA520	7.3	GA177	Continue straight			5	Yes
Lanier	US82 / GA520	0.9	Branley County line	Continue straight			5	Yes
Lanier	US82 / GA520	4.4	GA15/121	Continue straight	Hoboken	Big Creek	5	Yes
Lanier	US82 / GA520	8.2	US301/GA23	Continue straight	Nahunta		5	Yes
Lanier	US82 / GA520	6.6	GA110 intersects to left	Continue straight		Satilla River	5	Yes
Lanier	US82 / GA520	0.3	GA110 intersects to right	Continue straight			5	Yes
Lanier	US82 / GA520	4.5	Glynn County line	Continue straight	Atkinson		5	Yes
Lanier	US82 / GA520	4.5	GA99 intersects to left	Continue straight	Waynesville		5	Yes
Lanier	US82 / GA520	8.2	US17 / Coastal Route	Continue straight		College Creek	5	Yes
Lanier	US17 / GA520	0.8	1-95	Continue straight			5	Yes
Lanier	US17 / GA520	5.5	US17 / GA520 diverge	Bear right		Fancy Bluff Creek	5	Yes
Lanier	GA520	6.1	End of route	End of route	Jekyll Island	Cedar Creek; ICW; Jekyll Island Park	5	Yes
<b>TOTALS</b>		<b>246.3</b>						

(1) Turns common with Central Route.  
(2) Turns common with Coastal Route.

Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Southern Crossing Corridor Description (Route 10 West to East)

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Seminole	GA253	1.3	Start at River Rd. / Chatahoochee Trace	Continue straight			4	Yes
Seminole	GA253	2.0	GA374	Continue straight		Lake Seminole; Seminole State Park	4	Yes
Seminole	GA253	6.6	Decatur County line	Continue straight	Reynoldsville	Lake Decatur	4	Yes
Decatur	GA253	2.3	GA310	Continue straight			4	Yes
Decatur	GA253	8.5	GA253 Spur	Continue straight			4	Yes
Decatur	GA253	0.7	US27/84	Cross over US27/84		US27/84	4	Yes
Decatur	GA253	0.4	US27 Business	Turn right			4	Yes
Decatur	US27 Business / GA253	0.4	US27 Business / GA253 diverge	Continue straight	Bainbridge	CSX RR Flint River	4	Yes
Decatur	US27 Business	0.8	US27 Business turns right	Turn right			4	Yes
Decatur	US27 Business	0.1	Old Whigham Rd. (CR416) MLK Jr. Dr.	Turn left		Big Slough	4	No
Decatur	Old Whigham Rd. (CR416) MLK Jr. Dr.	10.2	GA262	Continue straight			4	No
Decatur	Old Whigham Rd. (CR416) MLK Jr. Dr.	2.0	Grady County line	Continue straight			4	No
Grady	CR330	3.2	US84	Turn left	Whigham	Seaboard RR	4	No
Grady	US84	0.4	Depot St. (CR223)	Turn right			4	Yes
Grady	Depot St. (CR223)	1.1	Providence Church Rd. (CR80) bears left	Turn right			4	No
Grady	Providence Church Rd. (CR80)	1.7	Collins Rd. (CR318)	Turn left			4	No
Grady	Collins Rd. (CR318)	5.3	GA93/111	Turn left		Parkers Mill Creek; Tired Creek	4	No
Grady	GA93/111	0.4	GA38 Spur	Continue straight		Seaboard RR	4	Yes
Grady	GA93/111	0.6	US84	Continue straight	Cairo		4	Yes
Grady	GA93/111	1.5	17th Ave. (CR315)	Turn right			4	Yes
Grady	17th Ave. (CR315)	0.7	GA188	Bear left			4	No
Grady	GA188	1.9	Old Thomasville Rd. (CR302)	Bear right		Tired Creek	4	Yes
Grady	Old Thomasville Rd. (CR320)	5.0	Thomas County line	Continue straight		Barnetts Creek	4	No
Thomas	CR300	0.6	Maddox Rd. (CR161)	Bear right			4	No
Thomas	Maddox Rd. (CR300)	0.3	Stewart Rd. (CR304)	Bear right			4	No
Thomas	Stewart Rd. (CR304)	1.7	US84	Bear left		Ochlockonea River	4	No
Thomas	US84	0.7	US84 turns left at Cairo Rd. (CR392)	Continue straight			4	Yes
Thomas	US84	3.2	US84 Business	Bear right		Watts Creek; Quinna Creek	4	Yes
Thomas	Cairo Rd. (CR392)	1.1	US319	Continue straight	Thomasville	CSX overpass; Lapham-Patterson House S.H.S.	4	Yes
Thomas	US84 Business	0.1	Remington Ave. (Cr770)	Turn left			4	Yes
Thomas	US84 Business	0.1	Remington Ave. (Cr770)	Continue straight			4	No
Thomas	Remington Ave. (CR770)	2.4	US84	Continue straight			4	Yes
Thomas	GA122	3.5	Ozell Rd. (CR33)	Turn right		Aucilla Creek; Higdon Creek	4	No
Thomas	Ozell Rd. (CR33)	8.3	GA133	Continue straight			4	No
Thomas	GA133	1.0	Brooks County line	Continue straight			4	No
Thomas	Ozell Rd. (CR33)	1.0	CR195 turns right at CR269	Continue straight			4	No
Brooks	Dry Lake Rd. (CR195)	10.0	Tail Oaks Rd. (CR272)	Turn right		Dry Lake Creek; Negro Branch	4	No
Brooks	Dixie Barwick Rd. (CR269)	0.7	US84	Turn left			4	No
Brooks	Tail Oaks Rd. (CR272)	0.5	Culpepper St.	Turn left			4	Yes
Brooks	US84	0.1	Slevens St.	Turn left	Quitman		4	No
Brooks	Culpepper St.	0.1	Court St.	Turn right			4	No
Brooks	Slevens St.	0.8	Courland Ave.	Turn right			4	No
Brooks	Court St.	0.2	GA33	Continue straight			4	No
Brooks	Courland Ave.	1.6	Troupville Rd. (CR276)	Bear right		Live Oak; Perry; S. Georgia RR.; Okapilico Cr.	4	Yes
Brooks	GA76	11.6	GA133	Turn right		Millrace Creek	4	No
Brooks	Troupville Rd. (CR276)	0.6	Lowndes County line	Continue straight		Little River	4	Yes
Brooks	GA133	1.1	1-75	Cross over 1-75		Whitacocchee River 1-75	4	Yes
Lowndes	GA133	0.8	Norman Dr. (CR1264)	Turn left			4	Yes
Lowndes	GA133	0.6	Bay Tree Rd. (CR1267)	Turn right			4	No
Lowndes	Norman Dr. (CR1264)	1.7	N. Oak St. (CR1017)	Turn right			4	No
Lowndes	Bay Tree Rd. (CR1267)	0.2	Brookwood Dr. (CR1267)	Turn left	Valdosta	Valdosta State University	4	No
Lowndes	N. Oak St. (CR1017)	0.1	GA7 Alternate / Central Route	Turn left			4	No
Lowndes	Brookwood Dr. (CR1267)	0.1					4	No

# Route 10 - Southern Crossing



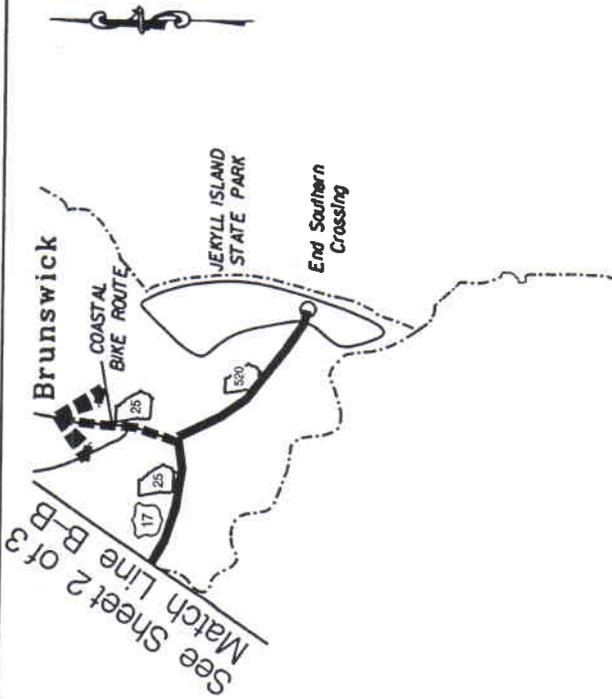
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Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

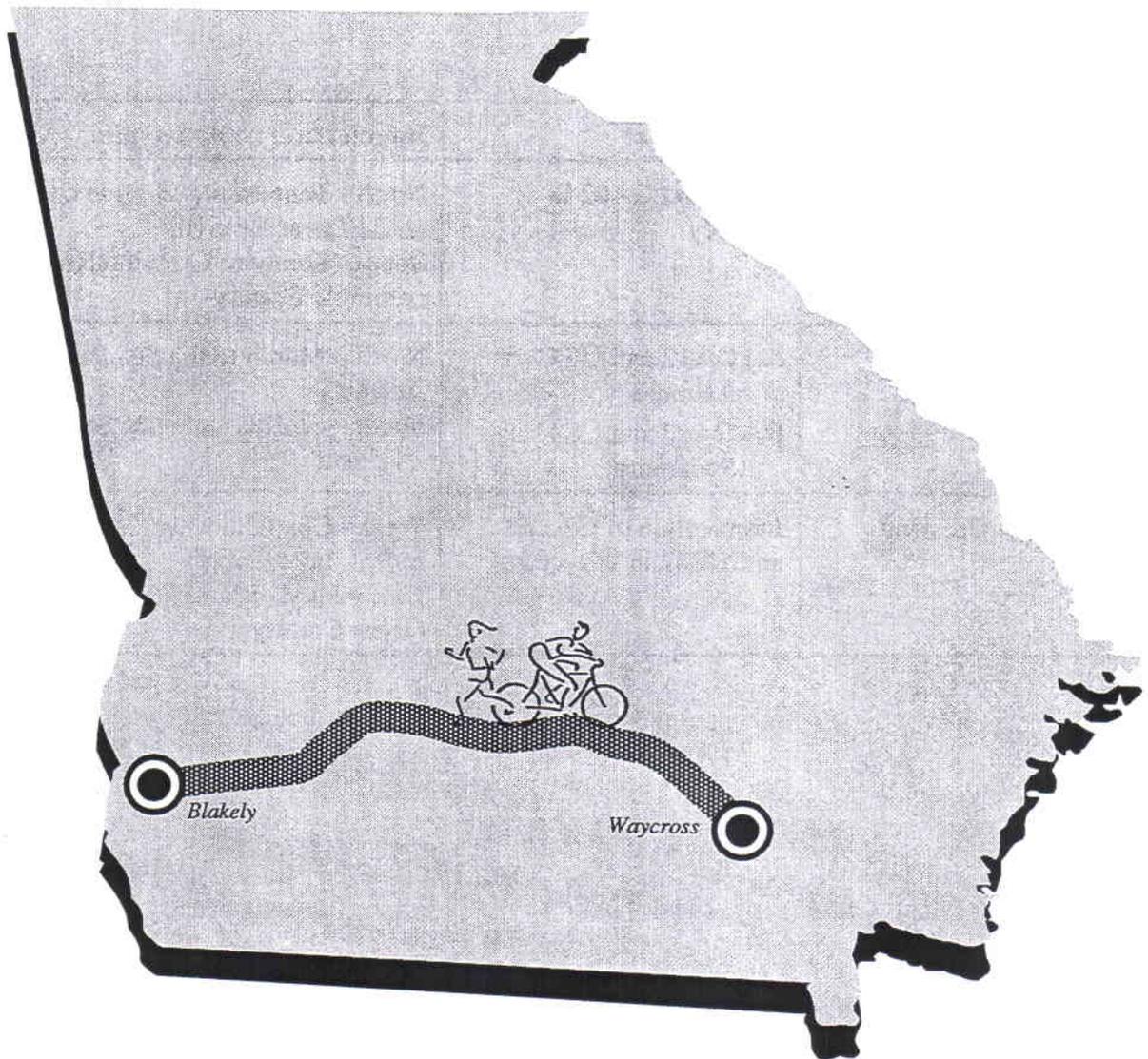
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# Route 10 - Southern Crossing



# Route 20 Wiregrass



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 20 (Wiregrass) Overview

- The Wiregrass Route runs east/west between Early County, in the southwest portion of the state, to Waycross.
- The western terminal point is located at the intersection of US27 and GA62 in Blakely.
- The eastern terminal point is located at the intersection of US82 and GA122 in Waycross.
  
- Route connections:

Route Name	Intersects at	Intersecting route termini
Chattahoochee Trace	US27 and GA62 in Blakely	North - Tennessee state line on GA157 near Rossville South - Southern Crossing Route in Seminole County
Central Route	A.) GA32 and US41 in Ashburn B.) GA32 and US41 in Sycamore	North – March to the Sea Route at Acworth South – Florida state line south of Valdosta
Southern Crossing	Intersection of GA122 and US82 in Waycross	West – Chattahoochee Trace Route in Seminole County East – Jekyll Island State Park in Glynn County



- Counties, communities and major features served (listed from west to east):

County	Mileage in county	Communities and major features
Early	14.8	Blakely
Calhoun	18.6	Arlington, Williamsburg, Leary
Dougherty	17.2	
Lee	20.5	Armena, Leesburg
Worth	14.4	
Turner	20.9	Ashburn, Sycamore, I-75
Irwin	14.9	Irwinville, Alapaha River, Jeff Davis Memorial Park
Ben Hill	18.4	Fitzgerald
Coffee	30.9	Douglas, Nicholls, Seventeen Mile River, General Coffee State Park
Ware	24.4	Waresboro, Waycross, Seventeen Mile River

- Mileage totals for Wiregrass Route:

Total length = 195.0 miles

District 1 = 0.0 miles

District 2 = 0.0 miles

District 3 = 0.0 miles

District 4 = 170.6 miles

District 5 = 24.4 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 154.2 miles (79.1% of total length)

Not on state highway system = 40.8 miles (20.9% of total length)

Shared length = 3.0 miles

3.0 miles with Central Route

Total length unique to Wiregrass Route = 192.0 miles

On state highway system = 151.2 miles (78.8%)

Not on state highway system = 40.8 miles (21.2%)



- The Wiregrass Route has 53 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Wiregrass Route has 9 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Wiregrass Corridor Description (Route 20 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Early	GA62		Start at US27 / Chattahoochee Trace		Blakely		4	
Early	GA62	0.5	GA200 intersects to right	Continue straight			4	Yes
Early	GA62	1.3	GA62 Bypass intersects to left	Continue straight			4	Yes
Early	GA62	12.7	GA45/216 intersects to right	Bear left		Breastworks Br., Dry, Spring & Perry Creeks	4	Yes
Early	GA62	0.3	Calhoun County line	Continue straight			4	Yes
Calhoun	GA62	0.3	GA62 turns right	Turn right	Arlington	Central of Georgia RR	4	Yes
Calhoun	GA62	7.6	Morgan Williamsburg Rd. (CR153)	Continue straight	Williamsburg	Ichawaynochaway Creek	4	Yes
Calhoun	GA62	5.3	GA37	Turn right		Central of Georgia RR	4	Yes
Calhoun	GA62	0.2	GA62 bears left	Bear left	Leary	Central of Georgia RR	4	Yes
Calhoun	GA62	5.2	Dougherty County line	Continue straight			4	Yes
Dougherty	GA62	4.6	Mud Creek Rd. (CR18) to left	Turn left		Kiokee Creek	4	Yes
Dougherty	Mud Creek Rd. (CR18)	2.0	Walker Ducker Rd. (CR21) to right	Bear left		Kiokee Creek; Central of Georgia RR	4	No
Dougherty	Mud Creek Rd. (CR18)	0.3	Thompson Rd. (CR18) to left	Bear right			4	No
Dougherty	Mud Creek Rd. (CR22)	2.2	GA234	Turn right			4	No
Dougherty	GA234	1.3	Tallahassee Rd. (CR23) to left	Turn left		Tallahassee Creek	4	No
Dougherty	Tallahassee Rd. (CR23)	2.7	Old Dawson Rd. (CR28) to right	Turn right			4	No
Dougherty	Old Dawson Rd. (CR28)	3.3	Winifred Rd. (CR27) to left	Turn left			4	No
Dougherty	Winifred Rd. (CR27)	0.8	Lee County line	Continue straight		Kiokee Creek	4	No
Lee	Winifred Rd. (CR28)	2.5	Cookville Rd. (CR138)	Turn right	Armenia		4	No
Lee	Cookville Rd. (CR138)	0.6	US82	Continue straight			4	No
Lee	Cookville Rd. (CR228)	4.4	Painyva Rd. (CR230)	Continue straight		Foultown Creek; CSX RR	4	No
Lee	Cookville Rd. (CR228)	1.3	GA32 intersects to left	Bear right			4	No
Lee	GA32	1.3	GA32 turns right	Bear left		Kinchafoonee Creek	4	No
Lee	CR237	1.0	US19 / GA32/3	Turn left			4	Yes
Lee	US19 / GA32/3	0.1	GA32 turns right	Turn right	Leesburg		4	No
Lee	GA32	0.1	GA32 turns right	Turn right		Central of Georgia RR	4	Yes
Lee	GA32	3.7	Graves Spring Rd. (CR5) to right	Bear left		Muckalee Creek	4	Yes
Lee	GA32	3.8	GA91 intersects to right	Continue straight			4	Yes
Lee	GA32	1.7	Worth County line	Continue straight		Negro Head Branch	4	Yes
Worth	GA32	1.9	GA300	Continue straight			4	Yes
Worth	GA32	6.8	GA313	Continue straight		Gum Creek	4	Yes
Worth	GA32	5.0	GA33	Continue straight			4	Yes
Worth	GA32	0.7	Turner County line	Continue straight			4	Yes
Turner	GA32	8.4	GA112	Turn left		Little River; Newell Branch	4	Yes
Turner	GA32	0.7	US41 / Central Route	Turn right	Ashburn	Georgia Southern RR	4	Yes
Turner (1)	US41 / GA32	3.0	GA32 turns left	Turn left	Sycamore		4	Yes
Turner	GA32	1.3	I-75	Cross over I-75		Hal Creek; I-75	4	Yes
Turner	GA32	7.5	Irwin County line	Continue straight		Little Sand Creek	4	Yes
Irwin	GA32	4.3	GA125 intersects to right	Bear left		Sand Creek	4	Yes
Irwin	GA32/125	2.8	Pinetta Church Rd. (CR264)	Continue straight		Alapaha River; Factory Creek; Jeff. Davis Park	4	Yes
Irwin	GA32/125	2.0	GA32 bears to right	Bear left	Irwinville		4	Yes
Irwin	GA125	3.7	Ben Hill County line	Continue straight			4	Yes
Ben Hill	GA125	1.3	GA107	Continue straight		Courthouse Branch	4	Yes
Ben Hill	CR385	3.3	US129/319 Southbound	Continue straight		Willacoochee Creek	4	No
Ben Hill	CR385	0.1	US129/319 Northbound	Continue straight	Fitzgerald		4	No
Ben Hill	CR385	1.0	US319 / GA107 intersects to right	Continue straight			4	No
Ben Hill	US319 / GA107	2.7	GA206 bears to right	Bear right		CSX RR	4	No
Ben Hill	GA206	8.9	GA206 turns to right	Turn right		Sallia Creek	4	Yes
Ben Hill	GA206	1.1	Irwin County line	Continue straight			4	Yes
Irwin	GA206	2.1	Coffee County line	Continue straight			4	Yes
Coffee	GA206	0.5	New Hope Church Rd. (CR135)	Continue straight		Seventeen Mile River	4	Yes
Coffee	GA206	4.5	GA288	Continue straight			4	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Wiregrass Corridor Description (Route 20 West to East)**

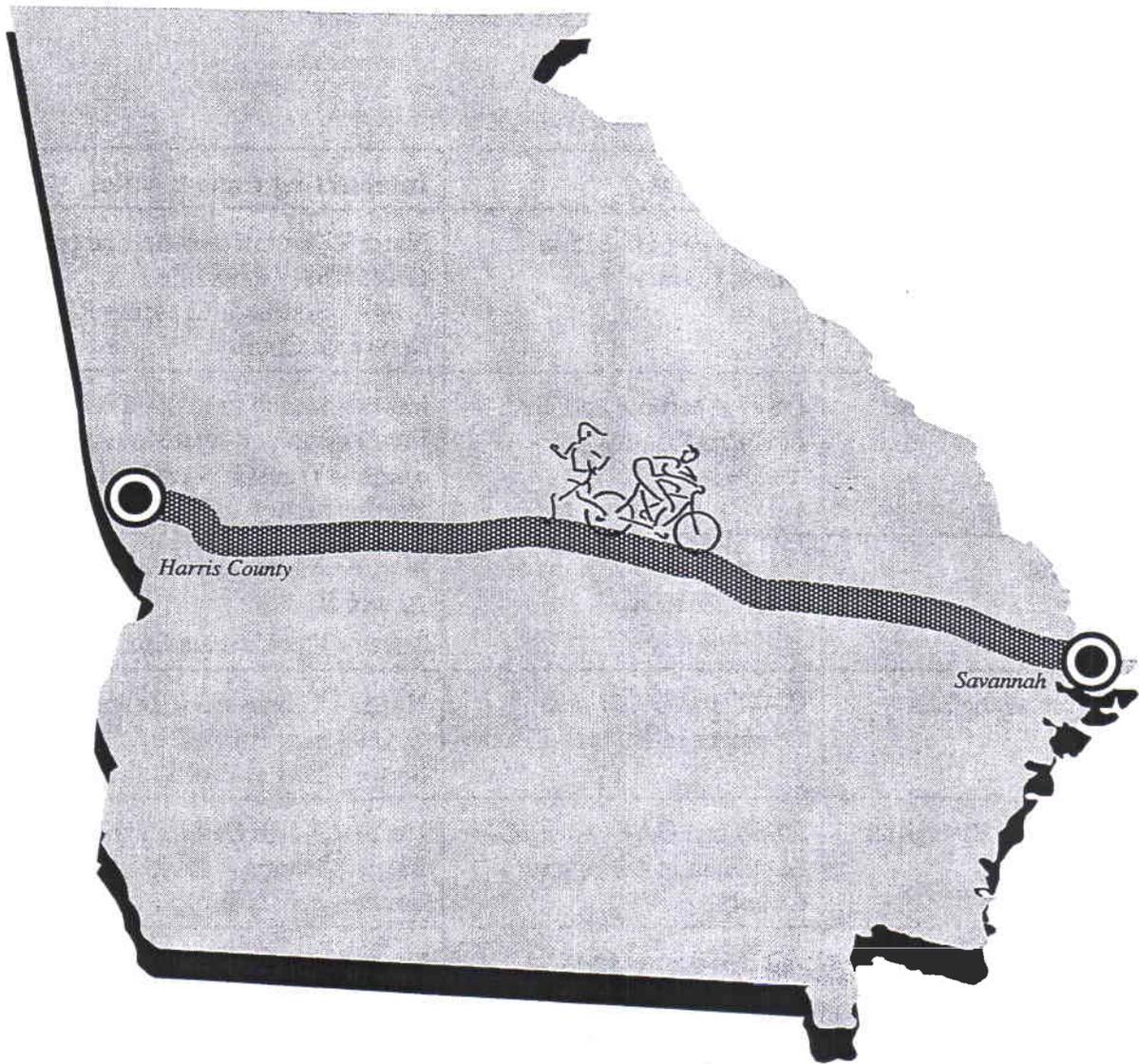
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Coffee	GA206	8.1	GA32	Turn left		Seventeen Mile River; Twenty Mile Cr.	4	Yes
Coffee	GA32	1.2	US441/221 Southbound	Continue straight		Central of Georgia RR	4	Yes
Coffee	GA32	0.1	US441/221 Northbound	Continue straight	Douglas		4	Yes
Coffee	US221 / GA32	1.0	US221 Intersects to left	Bear right			4	Yes
Coffee	GA32	4.8	General Coffee State Park entrance	Continue straight		General Coffee State Park	4	Yes
Coffee	Liberty St. (CR552)	7.2	Liberty St. (CR552)	Turn right	Nicholls	17 Mile River; Otter, Bear, Hurricane Creeks	4	Yes
Coffee	Liberty St. (CR552)	3.5	Ware County line	Continue straight		Hurricane Creek; Dry Creek	4	No
Ware	CR466	10.5	GA158	Turn left			5	No
Ware	GA158	6.1	US82	Turn left		17 Mile River	5	Yes
Ware	US82	2.3	CR477	Continue straight	Wareboro		5	Yes
Ware	US82	3.2	CR593	Continue straight			5	Yes
Ware	US82	2.3	End at GA122 / Southern Crossing	End of route	Waycross	CSX overpass	5	Yes
<b>TOTALS</b>		<b>195.0</b>						

(1) Runs common with Central Route.





# Route 40 TransGeorgia



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 40 (TransGeorgia) Overview

- The TransGeorgia Route runs east/west across central Georgia between just north of Columbus and downtown Savannah.
- The western terminal point is located at the intersection of GA219 and GA315 in southern Harris County.
- The eastern terminal point is located at the intersection of Bull Street and Bay Street in downtown Savannah. This point is located at the steps of City Hall.
- Route connections:

Route Name	Intersects at	Intersecting route termini
Chattahoochee Trace	GA219 and GA315 in Harris County	North - Tennessee state line on GA157 near Rossville South - Southern Crossing Route in Seminole County
Little White House	US27 Alternate and GA315 in Harris County	North - March to the Sea Route at Five Points in downtown Atlanta South – TransGeorgia Route in Harris County
Central	GA96 and US41 west of Warner Robins	North – March to the Sea Route at Acworth South - Florida state line on US41
March to the Sea	GA46 and GA67 near Denmark in Bulloch County	North – Tennessee state line on GA193 near Rossville South – Bay at Bull St in Savannah
Savannah River Run	US80 and GA17 west of Savannah in Effingham County	North – North Carolina state line at Rabun County South – Bay at Bull St in Savannah
Coastal	A.) US80 and GA17 in Effingham County B.) Chatham Parkway and Telfair Place in Chatham County	North – South Carolina state line at Effingham County South - Florida state line on US17



- Counties, communities and major features served (listed from west to east):

<b>County</b>	<b>Mileage in county</b>	<b>Communities and major features</b>
Harris	19.4	Mulberry Grove, Cataula, Gordydale, I-185
Muscogee	4.6	Midland
Talbot	23.8	Geneva, Junction City
Taylor	24.4	Butler, Reynolds, Flint River
Crawford	4.6	
Peach	10.6	Fort Valley, Fort Valley State U., I-75
Houston	11.3	Bonaire, Ocmulgee River
Twiggs	19.1	Danville, I-16
Wilkinson	1.5	Allentown
Laurens	34.9	Montrose, Dublin, E. Dublin, Oconee River
Treutlen	19.7	Soperton
Emanuel	12.5	Oak Park, Ohoopsee River
Candler	17.8	Metter, Pulaski, Canoochee River
Bulloch	28.4	Register
Bryan	5.9	Blichton, Ogeechee River
Effingham	6.4	Falkville, Little Ogeechee River
Chatham	23.6	Bloomington, Garden City, Savannah, I-95



▪ Mileage totals for TransGeorgia Route:

Total length = 268.5 miles

District 1 = 0.0 miles

District 2 = 68.6 miles

District 3 = 117.8 miles

District 4 = 0.0 miles

District 5 = 82.1 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 241.6 miles (90.0% of total length)

Not on state highway system = 26.9 miles (10.0% of total length)

Shared length = 90.8

49.5 miles with March to the Sea Route

24.4 miles with Savannah River Run Route

16.9 miles with Coastal Route

Total length unique to TransGeorgia Route = 219.0 miles

On state highway system = 211.5 miles (96.6%)

Not on state highway system = 7.5 miles (3.4%)

- The TransGeorgia Route has 71 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The TransGeorgia Route has 14 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
TransGeorgia Corridor Description (Route 40 West to East)**

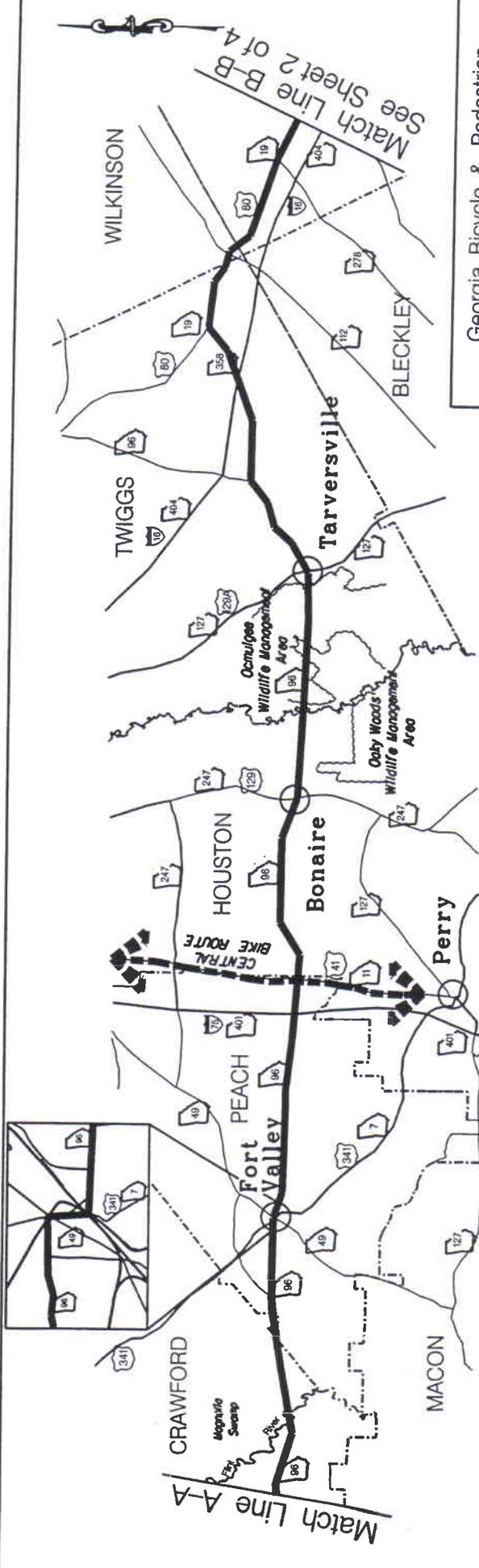
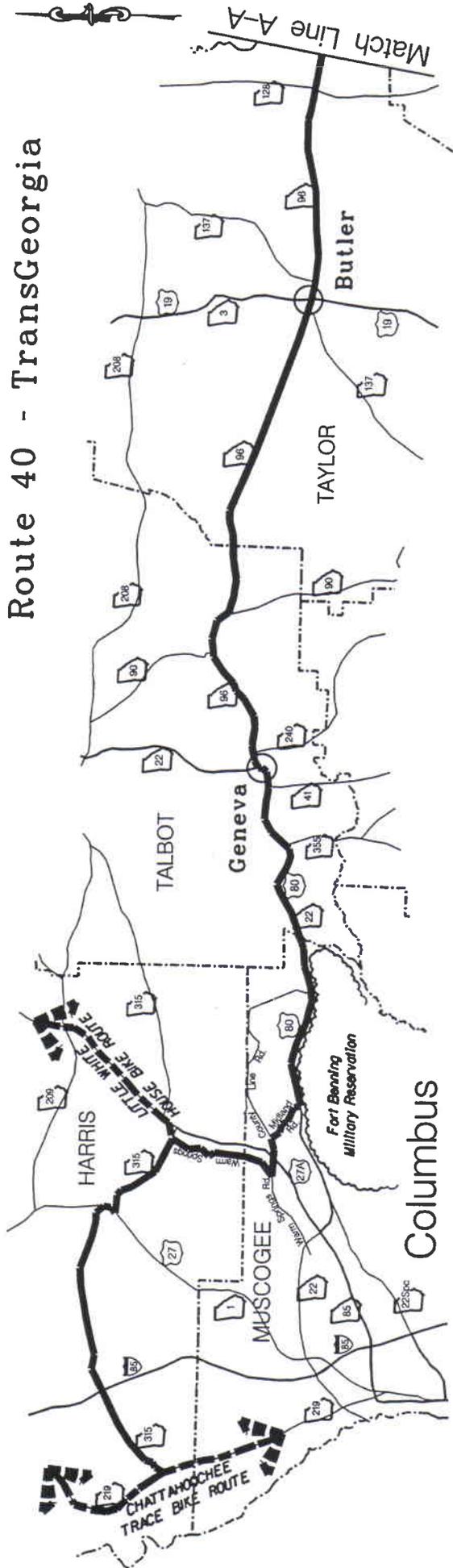
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Harris	GA315		Start at GA219 / Chattahoochee Trace				3	Yes
Harris	GA315	4.4	I-185	Cross over I-185		I-185	3	Yes
Harris	GA315	0.7	GA315 bears to right	Bear right			3	Yes
Harris	GA315	0.7	GA315 turns to left	Turn left	Mulberry Grove		3	Yes
Harris	US27 / GA315	6.2	US27 / GA315	Turn right			3	Yes
Harris	US27 / GA315	0.1	GA315 turns to left	Turn left	Cataula		3	Yes
Harris	GA315	1.1	GA315 turns to right	Turn right			3	Yes
Harris	GA315	3.3	CR392	Turn right	Gordydale		3	Yes
Harris	Warm Springs Rd. (CR392)	2.9	Muscogee County line	Continue straight			3	Yes
Muscogee	Warm Springs Rd. (CR102)	0.7	Midland Rd. (CR106)	Turn left	Midland		3	No
Muscogee	County Line Rd. (CR106)	0.4	US27 Alternate	Cross over US27 Alt.			3	No
Muscogee	County Line Rd. (CR40)	0.6	Midland Rd. turns to right	Turn right		US27 Alt.	3	No
Muscogee	Midland Rd. (CR42)	2.9	US80	Turn left			3	No
Muscogee	US80 / GA22	6.4	Talbot County line	Continue straight		Randall, Cox, and Kendall Creeks; Tar R.; Upatoi Cr.	3	Yes
Talbot	US80 / GA22	4.3	GA355	Continue straight		Scoggins Branch; South Dry Creek	3	Yes
Talbot	US80 / GA22	2.9	GA41	Continue straight			3	Yes
Talbot	GA96	0.6	US80 turns to left	Continue straight			3	Yes
Talbot	GA96	0.3	GA240	Continue straight	Geneva		3	Yes
Talbot	GA96	5.0	GA90 intersects to left	Continue straight			3	Yes
Talbot	GA96 / GA90	1.6	GA90 intersects to right	Continue straight			3	Yes
Talbot	GA96	2.7	Taylor County line	Continue straight	Junction City	Central of Georgia RR overpass; CSX RR underpass	3	Yes
Taylor	GA96	9.9	GA137 intersects to right	Bear left			3	Yes
Taylor	GA96	0.4	US19 intersects to left	Continue straight			3	Yes
Taylor	GA96	0.1	US19 intersects to right	Continue straight	Bulter		3	Yes
Taylor	GA96	0.8	GA137 intersects to left	Continue straight			3	Yes
Taylor	GA96	7.9	GA96 turns to right at GA128	Turn right			3	Yes
Taylor	GA96	0.1	GA96 turns to left	Turn left	Reynolds		3	Yes
Taylor	GA96	5.2	Crawford County line	Continue straight		Flint River	3	Yes
Crawford	GA96	4.0	Peach County line	Continue straight		Central of Georgia RR	3	Yes
Peach	GA96	0.5	Crawford County line	Continue straight			3	Yes
Crawford	GA96	0.6	Peach County line	Continue straight			3	Yes
Peach	GA96	0.2	GA96 turns right at US341 / GA49 / GA7	Bear right across US341			3	Yes
Peach	GA96	0.2	GA96 turns left	Turn left	Fort Valley	Fort Valley State University	3	Yes
Peach	GA96	0.2	GA96 turns left	Turn left		Central of Georgia RR overpass	3	Yes
Peach	GA96	8.2	I-75	Cross over I-75		I-75; Mossy Creek	3	Yes
Peach	GA96	1.3	US41 / Houston Co. line / Central Route	Continue straight			3	Yes
Houston	GA96	3.7	Houston Lake Rd.	Continue straight			3	Yes
Houston	GA96	3.9	US129	Continue straight	Bonaire		3	Yes
Houston	GA96	3.7	Twiggs County / Ocmulgee River	Continue straight		Ocmulgee River	3	Yes
Twiggs	GA96	5.6	US23 / US129 Alternate	Continue straight		Savage Creek	3	Yes
Twiggs	GA96	5.1	GA358 intersects to right	Turn right			3	Yes
Twiggs	GA358	3.8	I-16	Cross over I-16		I-16	3	Yes
Twiggs	GA358	2.6	US80	Turn right			3	Yes
Twiggs	US80	2.0	Wilkinson County line	Continue straight	Danville		3	Yes
Wilkinson	US80	1.5	Laurens County line	Continue straight	Allentown		3	Yes
Laurens	US80	6.9	GA26	Continue straight	Montrose		2	Yes
Laurens	US80	2.8	GA338	Continue straight		Little Rocky Creek	2	Yes
Laurens	US80	8.6	GA257	Continue straight		Seaboard RR; Turkey Cr.; Ford Br.; Sandy Ford Br.	2	Yes
Laurens	US80	1.3	US441	Continue straight			2	Yes
Laurens	US80	0.7	Oconee River	Continue straight	Dublin	Seaboard RR; Oconee River	2	Yes
Laurens	US80	1.5	US319/GA29 intersection	Bear right on GA29	East Dublin		2	Yes
Laurens	GA29	0.5	GA199	Bear left on GA29		Central of Georgia RR	2	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
TransGeorgia Corridor Description (Route 40 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Laurens	GA29	12.6	Treutlen County line	Continue straight		Shaddock Creek; Pughes Creek; Mercer Creek	2	Yes
Treutlen	GA29	0.8	I-16	Cross over I-16			2	Yes
Treutlen	GA29	6.7	GA46	Turn left		Red Bluff Creek; Rocky Creek	2	Yes
Treutlen	GA46	0.6	GA56	Continue straight	Soperton	Central of Georgia RR	2	Yes
Treutlen	GA46	4.9	GA298	Continue straight		Tiger Creek; Bobtail Creek	2	Yes
Treutlen	GA46	6.2	GA86	Continue straight		Pendleton Creek; Long Branch	2	Yes
Treutlen	GA48/86	0.5	GA297 / Emanuel County line	Continue straight			2	Yes
Emanuel	GA48/86	5.0	US1 / GA86	Bear left	Oak Park	Mill Creek	2	Yes
Emanuel	US1/GA46	2.1	I-16	Cross over I-16		Ohoopee River	2	Yes
Emanuel	US1/GA46	0.2	GA46 split	Turn right			2	Yes
Emanuel	GA46	5.2	Candler County line	Continue straight		Jacks Creek	2	Yes
Candler	GA46	3.5	GA57	Continue straight			5	Yes
Candler	GA46	6.5	GA121	Continue straight	Meister	Canoochee River; Sams Creek; Mill Branch	5	Yes
Candler	GA46	6.1	CR49	Continue straight	Pulaski	Fifteenmile Creek	5	Yes
Candler	GA46	1.7	Bulloch County line	Continue straight		Tennille Creek	5	Yes
Bulloch	GA46	2.9	Cypress Lake Rd. (CR155/580)	Continue straight	Register		5	Yes
Bulloch	GA46	1.5	US201/GA73	Continue straight			5	Yes
Bulloch	GA46	9.8	Brooklet Denmark Rd. (CR577)	Continue straight		Lotts Creek; Little Lotts Creek	5	Yes
Bulloch	GA46	0.8	GA67 / March to the Sea Route	Continue straight			5	Yes
Bulloch (1)	Old GA46 (CR927)	6.3	Arcola Rd. / Ash Branch Ch. Rd. (CR582)	Continue straight		Mann Branch; Luke Swamp Branch; Boggy Branch	5	No
Bulloch (1)	Old GA46 (CR927)	5.5	GA119	Continue straight		Ash Branch	5	No
Bulloch (1)	GA119	1.7	US80 / GA26	Turn right		Black Creek	5	Yes
Bulloch (1)	US80 / GA26	0.1	Bryan County line	Continue straight			5	Yes
Bryan (1)	US80 / GA26	4.5	US280/GA30	Straight across	Blythe		5	Yes
Bryan (1)	US80 / GA26	1.4	Ogechee River / Effingham County line	Continue straight		Ogechee River	5	Yes
Effingham (1)	US80 / GA26	2.4	Old River Rd. bears right	Bear left			5	Yes
Effingham (1)	US80 / GA26	3.2	GA17 / SRR and AASHTO Coastal Rts.	Continue straight	Falkville	several small creeks, Little Ogechee River	5	Yes
Effingham (2)	US80 / GA26 / GA17	0.8	Chatham County line	Continue straight			5	Yes
Chatham (2)	US80 / GA26 / GA17	2.3	GA17 split	Turn right	Bloomingsdale		5	Yes
Chatham (2)	GA17	1.7	Pine Barren Rd. (CR23)	Turn left			5	Yes
Chatham (2)	Pine Barren Rd. (CR23)	5.8	I-95	Cross over I-95		Georgia Central RR	5	No
Chatham (2)	Pine Barren Rd. (CR23)	0.9	US80/GA26	Turn right		I-95	5	Yes
Chatham (2)	US80/GA26	0.2	CR586 (Old Louisville Rd.)	Turn left		Georgia Central RR	5	No
Chatham (2)	CR586 (Old Louisville Rd.)	1.3	GA307 (Dean Forest Rd.)	Continue straight			5	Yes
Chatham (2)	CR586 (Old Louisville Rd.)	2.2	Kessler Rd. bears right	Bear left			5	No
Chatham (2)	CR586 (Old Louisville Rd.)	0.9	Heidt Rd.	Turn right			5	No
Chatham (2)	Heidt Rd.	0.3	US80 / GA26	Continue straight			5	No
Chatham (2)	CR781 (Chatham Pkwy.)	0.5	CR677 (Telfair Pl.) / Coastal Route	Turn left	Garden City		5	No
Chatham (3)	CR677 (Telfair Pl.)	0.5	CR765 (Telfair Rd.)	Turn left			5	No
Chatham (3)	CR765 (Telfair Rd.)	1.0	CR680 (Louisville Rd.)	Turn right		Norfolk Southern RR	5	No
Chatham (3)	CR680 (Louisville Rd.)	0.3	I-516	Cross under I-516			5	No
Chatham (3)	CR680 (Louisville Rd.)	3.3	US17ALT / GA4045P	Cross under US17ALT			5	No
Chatham (3)	CR680 (Louisville Rd.)	0.7	Martin Luther King, Jr. Blvd. (GA25Comm)	Continue straight		Norfolk Southern RR; Ogechee Canal	5	No
Chatham (3)	CR1092 (Liberty St.)	0.8	Bull St.	Turn left			5	No
Chatham (3)	Bull St.	0.8	Bay St.	End of route	Savannah		5	No
<b>TOTALS</b>								
							268.5	

- (1) Common with March to the Sea Route.
- (2) Common with March to the Sea, Savannah River Run and Coastal Routes.
- (3) Common with March to the Sea and Savannah River Run Routes.

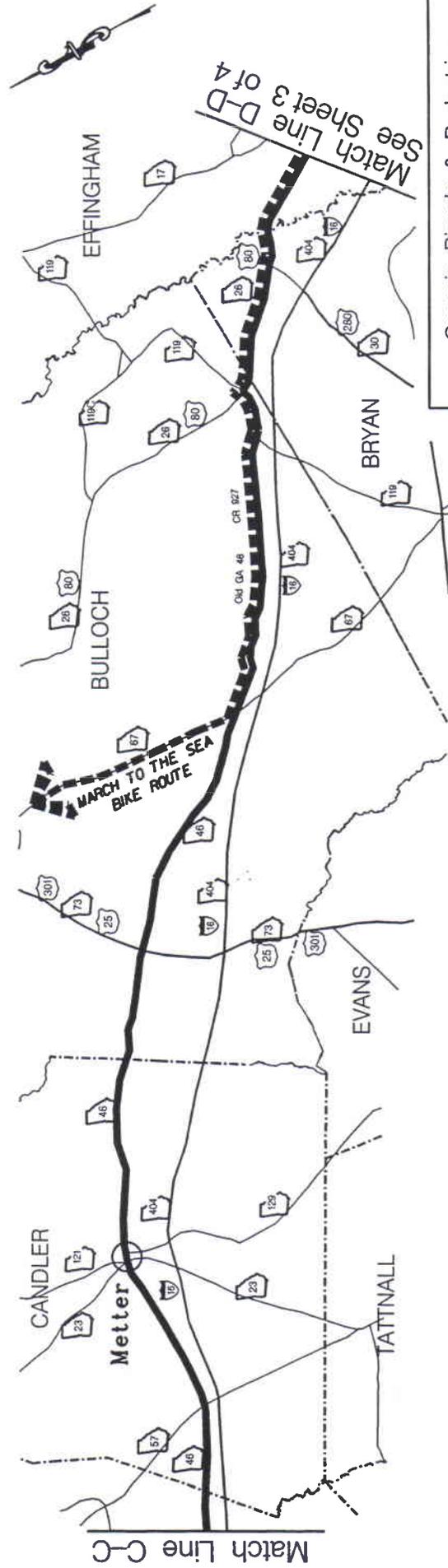
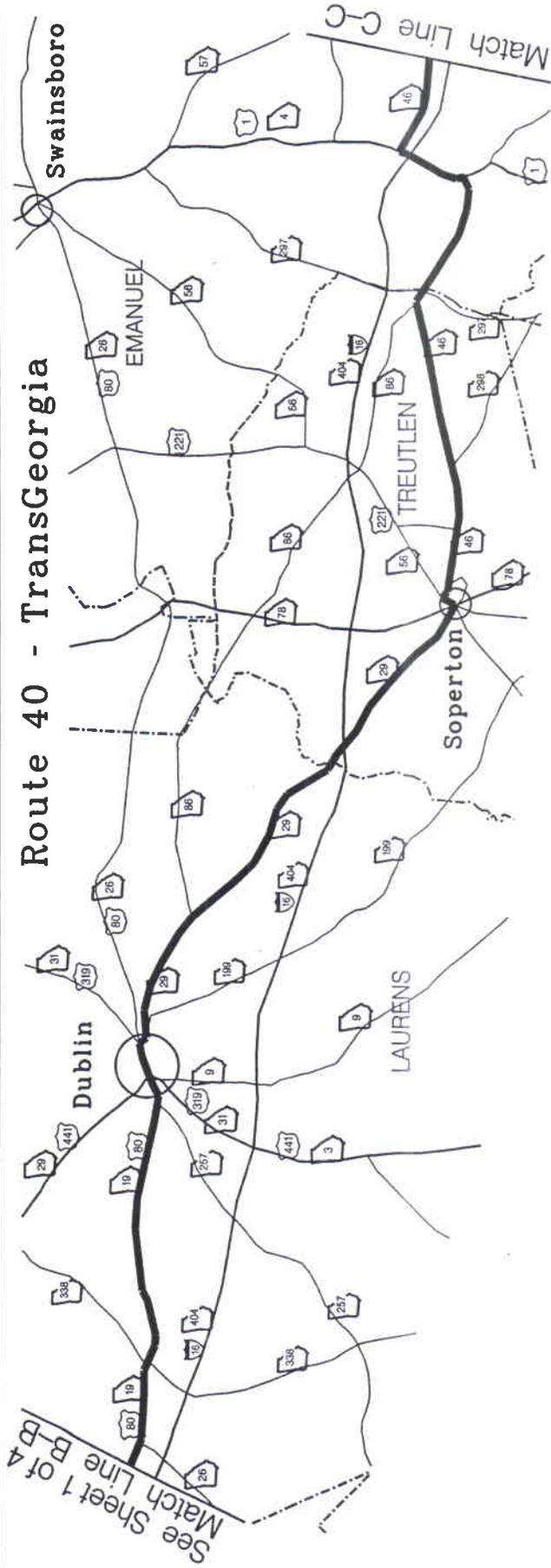
# Route 40 - TransGeorgia



Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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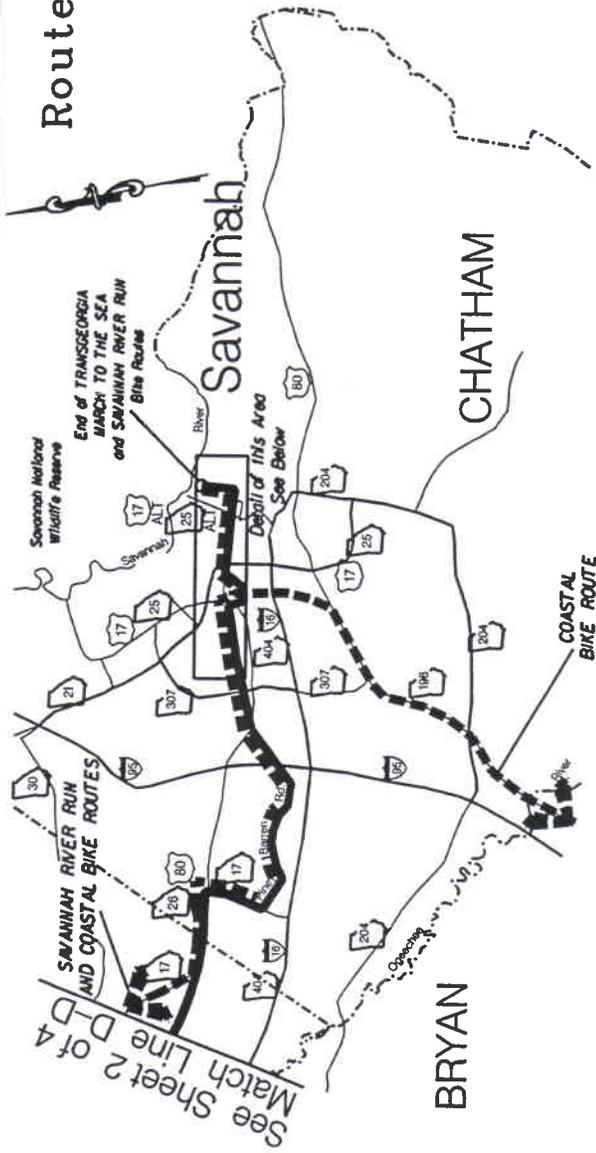
# Route 40 - TransGeorgia



Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

JUNE '98 2 OF 4

# Route 40 - TransGeorgia Route

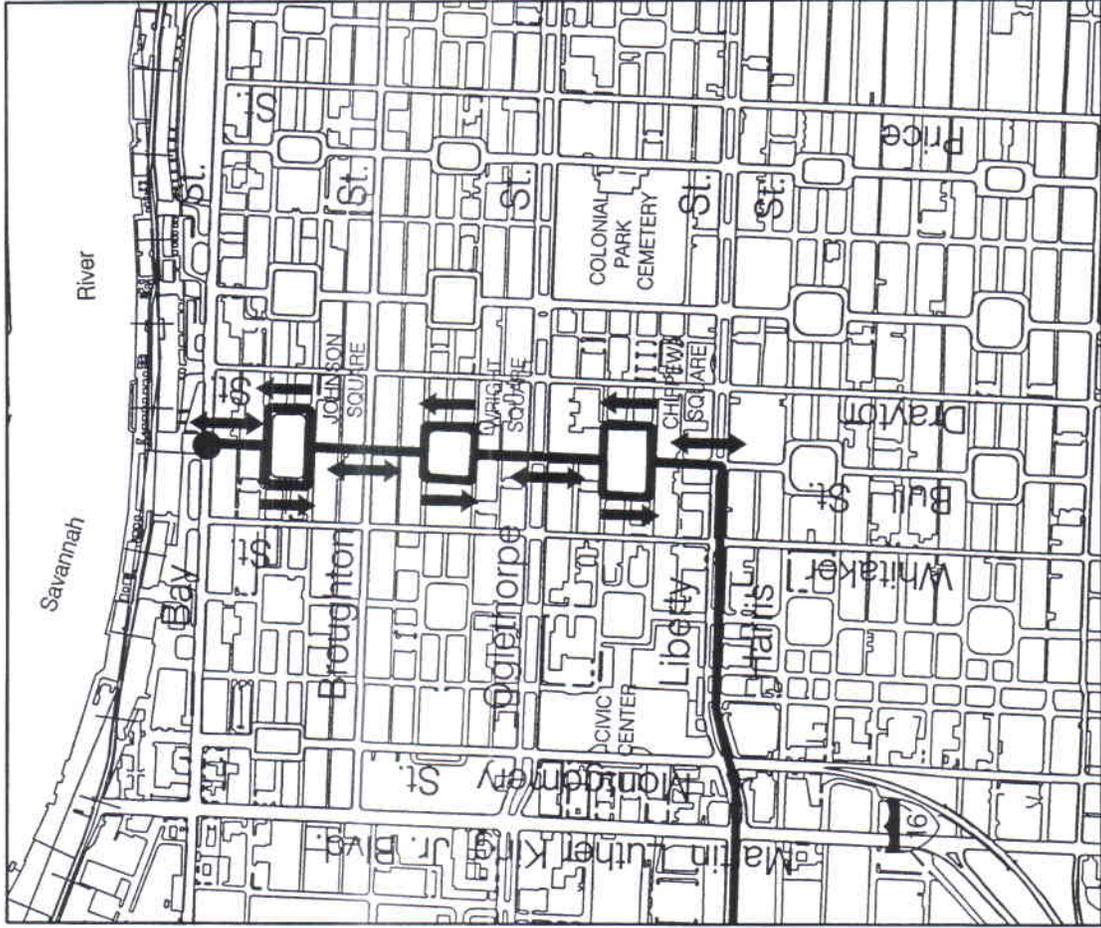


SWANNAH RIVER RUN  
and MARCH TO THE SEA  
BIKE ROUTES

Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

JUNE '98 3 OF 4

# Route 40 - TransGeoriga



Origin For  
This Enlargement  
See Sheet 3 of 4

Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

JUNE '98 4 OF 4

# Route 50 Augusta Link



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 50 (Augusta Link) Overview

- The Augusta Link Route runs east/west between Thomson, in McDuffie County, and downtown Augusta.
- The western terminal point is located at the intersection of GA223 and GA17 in Thomson.
- The eastern terminal point is located at the intersection of US25 Business (Broad Street) and 8th Street in downtown Augusta.
- Route connections:

<b>Route Name</b>	<b>Intersects at</b>	<b>Intersecting route termini</b>
Savannah River Run	GA223 and GA17 in Thomson	North – North Carolina state line at Rabun County South – Bull and Bay Streets in Savannah

- Counties, communities and major features served (listed from west to east):

<b>County</b>	<b>Mileage in county</b>	<b>Communities and major features</b>
McDuffie	6.7	Thomson
Columbia	19.6	Grovetown
Richmond	12.2	Augusta, I-520, Augusta Canal, Bartram Trail



▪ Mileage totals for Augusta Link Route:

Total length = 38.5 miles

District 1 = 0.0 miles

District 2 = 38.5 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 0.0 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 11.4 miles (29.6% of total length)

Not on state highway system = 27.1 miles (70.4% of total length)

Shared length = 0.0 miles

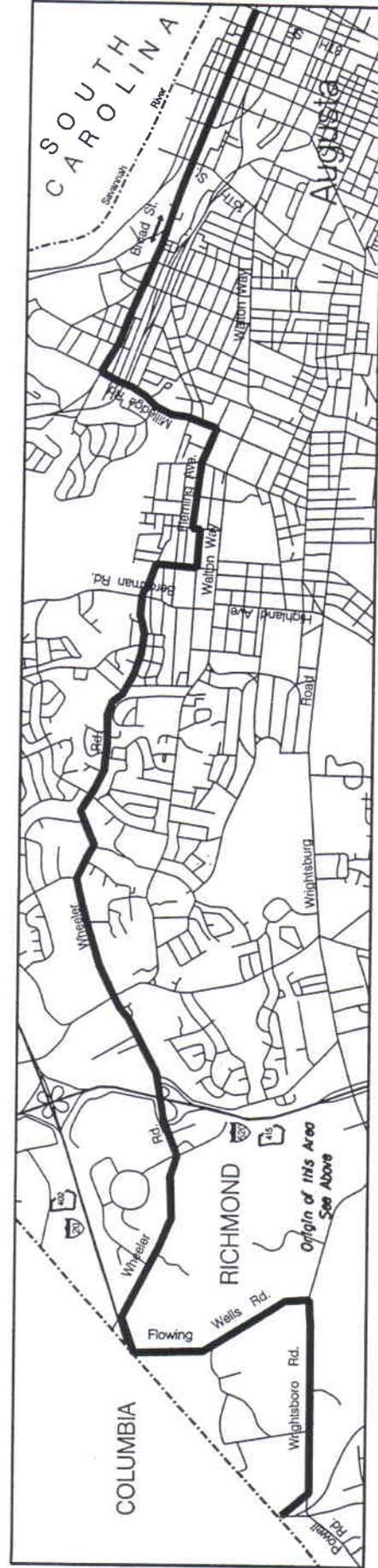
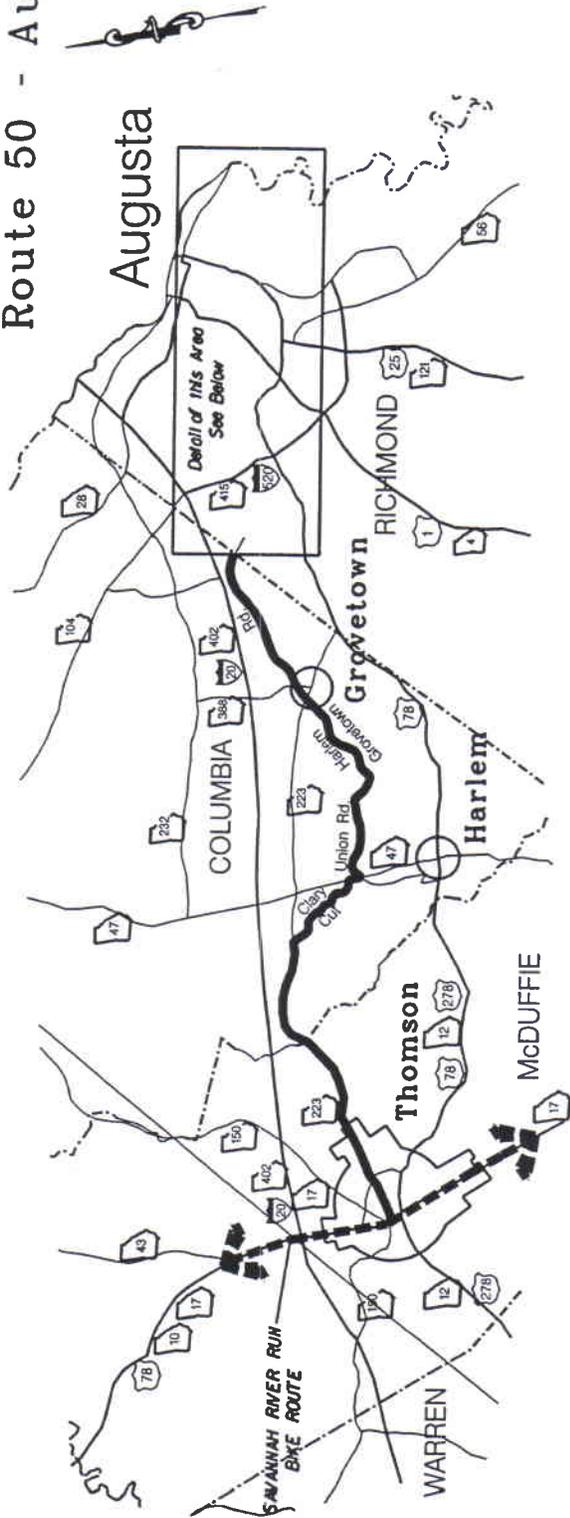
No overlap with other routes

- The Augusta Link Route has seven bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Augusta Link Route has one at-grade railroad crossing. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Augusta Link Corridor Description (Route 50 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
McDuffie	GA223		Start at GA17 (Savannah River Run)		Thomson		2	
McDuffie	GA223	1.4	US78	Continue straight			2	Yes
McDuffie	GA223	5.3	Columbia County line	Continue straight			2	Yes
Columbia	GA223	3.3	Clary Cut (CR17/Cedar Grove Church Rd)	Turn right		Kiokee Creek	2	Yes
Columbia	Cedar Grove Church Rd. (CR17)	3.6	US221	Turn right			2	No
Columbia	US221	0.6	Old Union Rd. (CR245)	Turn left			2	Yes
Columbia	Old Union Rd. (CR245)	2.8	Harlem Grovelown Rd. (CR575)	Turn left			2	No
Columbia	Harlem Grovelown Rd. (CR575)	4.3	GA223	Continue straight	Grovelown	Uchee Creek	2	No
Columbia	GA388	0.8	GA388 turns left	Continue straight			2	Yes
Columbia	Wrightsboro Rd. (CR571)	4.2	Richmond County line	Continue straight			2	No
Richmond	Wrightsboro Rd. (CR1501)	1.4	Flowing Wells Rd. (CR141)	Turn left			2	No
Richmond	Flowing Wells Rd. (CR141)	0.9	Frontage Rd. (CR141)	Turn right			2	No
Richmond	Frontage Rd. (CR141)	0.2	Wheeler Rd. (CR601)	Turn right			2	No
Richmond	Wheeler Rd. (CR601)	1.5	I-520	Cross over I-520		I-520	2	No
Richmond	Wheeler Rd. (CR601)	0.8	Walton Way	Continue straight			2	No
Richmond	Wheeler Rd. (CR601)	1.4	Aumond Rd. (CR606)	Continue straight		Rae's Creek	2	No
Richmond	Wheeler Rd. (CR601)	1.3	Berkman's Rd. / Highland Ave., (CR1165)	Continue straight			2	No
Richmond	Wheeler Rd. (CR1165)	0.2	Monte Sano Ave. (CR1175)	Turn right			2	No
Richmond	Monte Sano Ave. (CR1175)	0.2	Henry St. (CR1163)	Turn left			2	No
Richmond	Henry St. (CR1163)	0.3	Fleming Ave. (CR1484)	Turn left		Augusta State University nearby on the right	2	No
Richmond	Fleming Ave. (CR1484)	0.1	Cumming Rd. (CR1182)	Turn right			2	No
Richmond	Cumming Rd. (CR1182)	0.6	Milledge Rd. (CR1142)	Turn left			2	No
Richmond	Milledge Rd. (CR1142)	0.7	John Calhoun Expressway	Cross over expressway		John Calhoun Expressway	2	No
Richmond	Milledge Rd. (CR1142)	0.1	Broad St.	Turn right		Lake Olmstead Park straight ahead	2	No
Richmond	Broad St.	1.4	15th St.	Continue straight		Ezekiel Harris House; Aug. Canal; CSX; Hawk's Gul	2	No
Richmond	Broad St.	0.5	13th St.	Continue straight			2	No
Richmond	Broad St.	0.6	8th St.	End of route	Augusta	Welcome Center and Riverwalk left on 8th St.	2	No
<b>TOTALS</b>		<b>38.5</b>						

# Route 50 - Augusta Link



# Route 60 Athens Link



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 60 (Athens Link) Overview

- The Athens Link Route runs east/west between an incorporated area of Gwinnett County near Grayson to Elberton.
- The western terminal point is located at the intersection of Chandler Road and Grayson - New Hope Road in Gwinnett County.
- The eastern terminal point is located at the GA17/72 and GA77 Connector in Elberton.
- Route connections:

Route Name	Intersects at	Intersecting route termini
Northern Crescent	Chandler Road and Grayson- New Hope Road in Gwinnett County	West – March to the Sea Route in Acworth East – March to the Sea Route in Gwinnett County
Savannah River Run	GA17/72 and GA77 Connector in Elberton	North – North Carolina state line at Rabun County South – Bull at Bay St. in Savannah

- Counties, communities, and major features served (listed from west to east):

County	Mileage in county	Communities and major features
Gwinnett	5.3	
Walton	5.6	Bold Springs, Alcovy River, Apalachee River
Barrow	14.4	Winder, Fort Yargo State Park
Oconee	16.4	Eastville, Watkinsville, Middle Oconee River
Clarke	14.6	Athens, Winterville, University of Georgia, North Oconee River, State Botanical Gardens
Oglethorpe	13.1	Smithsonia, Watson Mill State Park (covered bridge), S. Fork Broad River
Madison	6.3	Carlton, Broad River
Elbert	10.1	Elberton



▪ Mileage totals for Athens Link Route:

Total length = 85.8 miles

District 1 = 72.7 miles

District 2 = 13.1 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 0.0 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 47.2 miles (55.0% of total length)

Not on state highway system = 38.6 miles (45.0% of total length)

Shared length = 0.0 miles

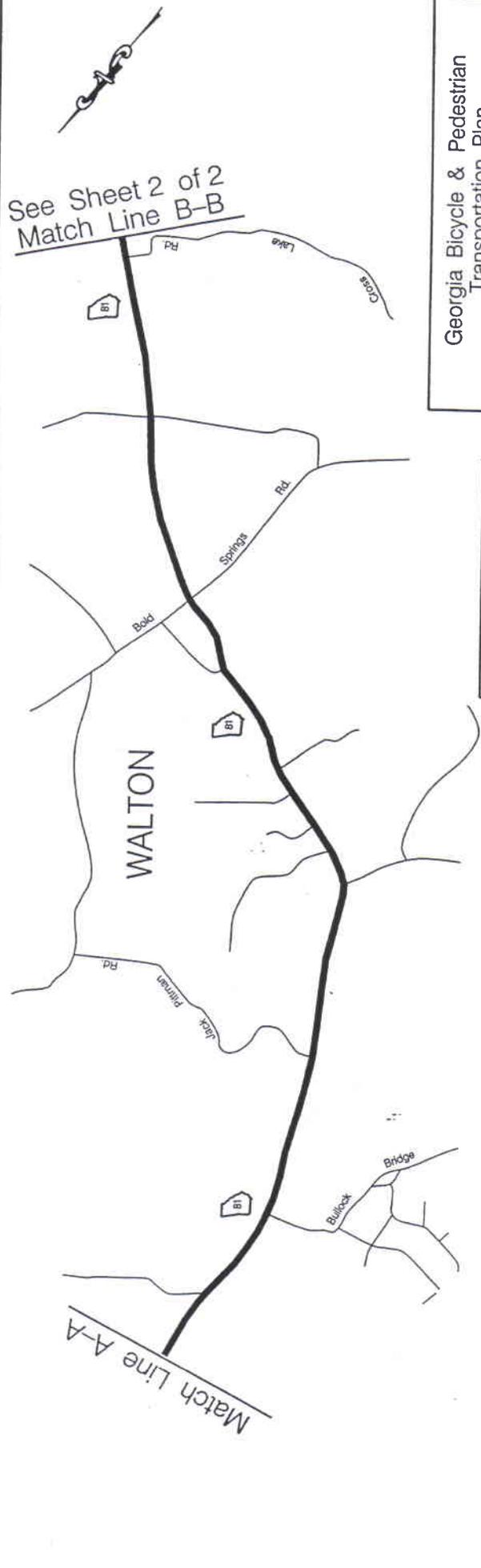
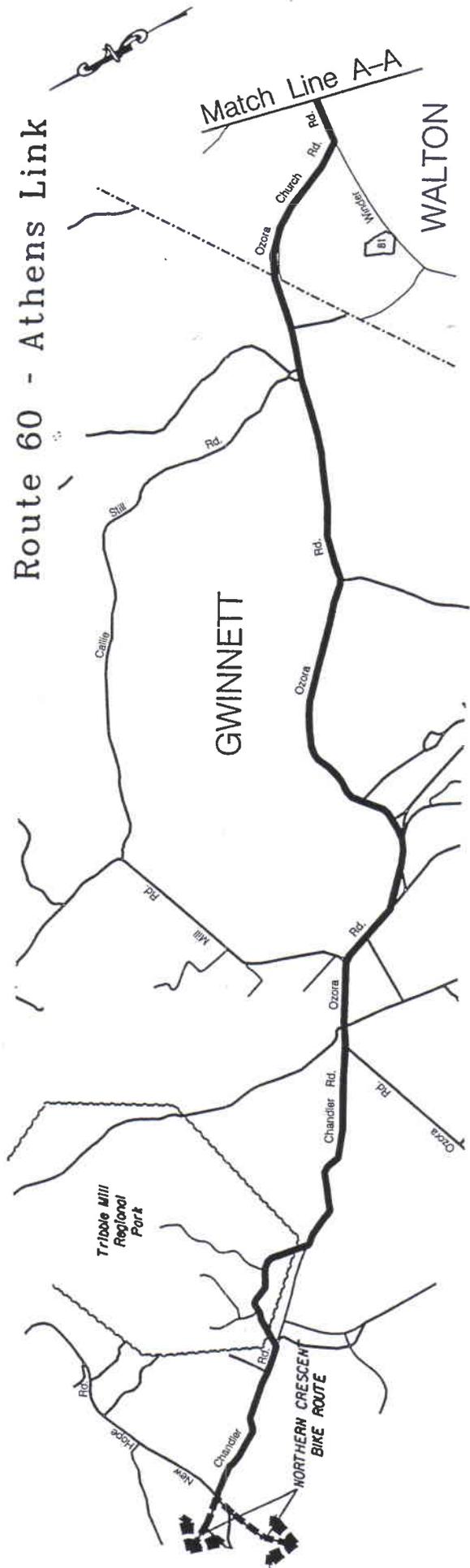
No overlap with other routes

- The Athens Link Route has 13 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Athens Link Route has two at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Athens Link Corridor Description (Route 60 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Gwinnett	Chandler Rd.		Begin at Grayson - New Hope Rd.				1	
Gwinnett	Chandler Rd.	1.9	Ozora Rd.	Turn left			1	No
Gwinnett	Ozora Rd.	3.4	Walton County line	Continue straight			1	No
Walton	Ozora Church Rd.	0.6	GA81	Turn left			1	No
Walton	GA81	3.5	Bold Springs Rd. (CR461)	Continue straight	Bold Springs	Alcovy River	1	Yes
Walton	GA81	1.5	Barrow County line	Continue straight		Apalachee River	1	Yes
Barrow	GA81	2.4	GA324 (Carl-Bethlehem Rd.)	Continue straight			1	Yes
Barrow	GA81	0.3	US29 / GA316	Continue straight			1	Yes
Barrow	GA81	3.7	GA8/53	Turn right	Winder	Matburg Creek; Fort Yargo State Park	1	Yes
Barrow	GA8/53 (May St.)	0.9	GA8/53 bears left at GA11 intersection	Bear left			1	Yes
Barrow	GA8/53	1.5	GA53 bears right	Bear right			1	Yes
Barrow	GA53	2.3	US29 / GA316	Continue straight			1	Yes
Barrow	GA53	0.9	GA324 (Smith Mill Rd.) intersects to right	Continue straight			1	Yes
Barrow	GA53	0.1	GA324 (Bethlehem Rd.) intersects to left	Continue straight			1	Yes
Barrow	GA53	2.3	Oconee County line	Continue straight			1	Yes
Oconee	GA53	2.8	US78	Continue straight			1	Yes
Oconee	GA53	4.8	Malcolm Bridge Rd. (CR38)	Continue straight	Eastville		1	Yes
Oconee	GA53	3.8	GA53 turns right at Mars Hill Rd.	Turn right			1	Yes
Oconee	GA53	1.0	US129/441	Gross under US129/441			1	Yes
Oconee	GA53	0.9	US129/441 Business	Bear right		Callis Creek	1	Yes
Oconee	US129/441 Business	0.2	Simonton Bridge Rd. / Whitehall Rd.	Turn left	Watkinsville	Middle Oconee River	1	Yes
Oconee	Simonton / Whitehall Rd. (CR266)	2.9	Clarke County line	Continue straight			1	No
Clarke	Whitehall Rd. (CR477)	0.9	Milledge Ave. (CR482)	Turn left			1	No
Clarke	Milledge Ave. (CR482)	2.0	US78 / GA10 Loop	Gross under US78		State Botanical Gardens	1	No
Clarke	Milledge Ave.	0.1	US129/441 intersects to left	Continue straight			1	No
Clarke	GA154L (Milledge Ave.)	0.6	Gordons Dr. / E. Campus Dr.	Continue straight			1	Yes
Clarke	GA154L (Milledge Ave.)	0.8	Lumpkin St.	Turn right			1	Yes
Clarke	Lumpkin St.	1.2	US78 Business (Broad St.)	Turn right	Athens	University of Georgia	1	No
Clarke	Broad St.	0.6	MLK Jr. Pkwy. / E. Broad St.	Turn right		Central & Seaboard RR; North Oconee River	1	No
Clarke	E. Broad St.	0.2	Poplar St.	Bear right		Trail Creek	1	No
Clarke	E. Broad St.	0.1	Peter St.	Turn left			1	No
Clarke	Peter St.	0.6	US129 / US441 / GA10 Loop	Continue straight			1	No
Clarke	Olympic Dr. (CR141/512)	1.4	Athens Dr. (CR203)	Continue straight			1	No
Clarke	Olympic Dr. (CR512)	1.9	Voyles Rd. (CR477)	Turn right			1	No
Clarke	Voyles Rd. (CR477)	1.4	Spring Valley Rd. (CR140)	Continue straight			1	No
Clarke	Moore's Grove Rd. (CR477)	1.3	Athens Rd. (CR134)	Turn left	Winterville		1	No
Clarke	Athens Rd. (CR134)	0.7	Charlie Bolton Rd. (CR133)	Continue straight			1	No
Clarke	Smithsonia Rd. (CR134)	0.8	Oglethorpe County line	Continue straight			1	No
Oglethorpe	CR50	2.5	CR309	Turn left			1	No
Oglethorpe	CR309 (Beaverdam Rd.)	2.0	Mitchell Farm Rd. (CR48)	Continue straight			1	No
Oglethorpe	CR309 (Beaverdam Rd.)	1.0	Crawford Smithsonia Rd. (CR310)	Turn left			1	No
Oglethorpe	Crawford Smithsonia Rd. (CR310)	0.9	CR311	Continue straight	Smithsonia		1	No
Oglethorpe	CR3 (Collier Church Rd.)	3.1	GA22	Continue straight			1	No
Oglethorpe	Covered Bridge Rd. (CR137)	3.6	Madison County line	Continue straight		Watson Mill SP (covered bridge); S. Fork Broad R.	1	No
Madison	Bridge Rd. / S. Railroad Ave. (CR288)	3.4	Lexington Rd. (CR394)	Turn left			1	No
Madison	Lexington Rd. (CR394)	0.1	GA72	Turn right	Carlton	CSX RR overpass	1	No
Madison	GA72	2.8	Elbert County line	Continue straight		Broad River	1	Yes
Elbert	GA72	8.4	GA17	Turn left after Xing under		Little Dove Creek; Dove Creek; CSX underpass	1	Yes
Elbert	GA17/72	1.3	GA77	Continue straight	Elberton		1	Yes
Elbert	GA17/72	0.4	GA77 Conn. / Savannah River Run	End of route			1	Yes
<b>TOTALS</b>		<b>85.8</b>						

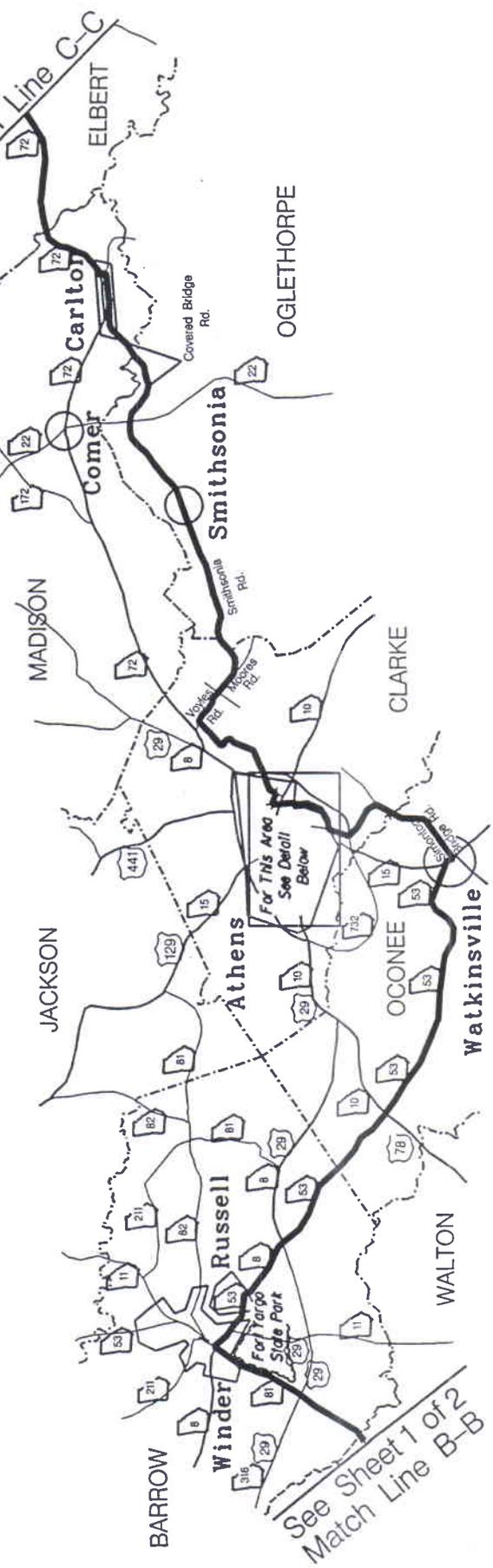
# Route 60 - Athens Link



Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

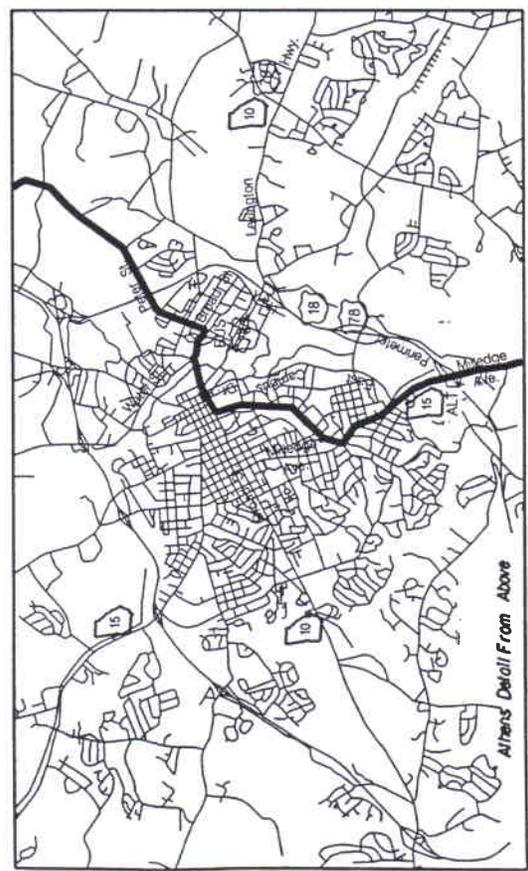
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# Route 60 - Athens Link

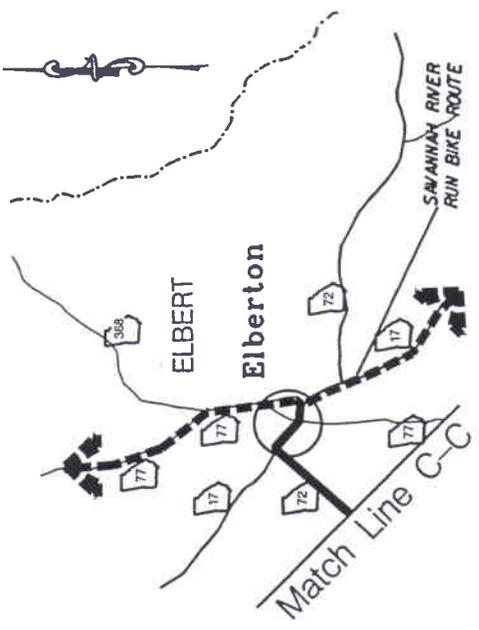


See Sheet 1 of 2  
Match Line B-B

For This Area  
See Detail  
Below



Athens Detail From Above



Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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# Route 70 Northern Crescent



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 70 (Northern Crescent) Overview

- The Northern Crescent Route runs east/west between Acworth in Cobb County and Snellville in Gwinnett County.
- The western terminal point is located at the intersection of Lemon St. and GA293 in Acworth.
- The eastern terminal point is located at the intersection of GA124 and Dogwood Rd. in Snellville.
- Route connections:

Route Name	Intersects at	Intersecting route termini
March to the Sea	A.) Lemon St. and Main St. in Acworth, and B.) GA20 and Dogwood Rd. in Snellville	North - Tennessee state line on US27 near Rossville South – Bay and Bull Streets in Savannah
Appalachian Gateway	Old Peachtree Rd. and Collins Hill Rd. near Suwanee	North – Mountain Crossing Route in Robertstown South – Northern Crescent Route in Gwinnett County
Athens Link	New Hope-Grayson Rd. and Chandler Rd. in Gwinnett Co.	West – Northern Crescent Route in Gwinnett County East – Savannah River Run Route at Elberton

- Counties, communities, and major features served (listed from west to east):

County	Mileage in county	Communities and major features
Cobb	14.2	Acworth, I-75, I-575
Cherokee	5.4	
Fulton	21.0	Alpharetta, GA400, Big Creek Greenway, Chattahoochee River
Gwinnett	25.5	I-85, Suwanee, Lawrenceville, Grayson, Snellville



▪ Mileage totals for Northern Crescent Route:

Total length = 66.1 miles

District 1 = 25.5 miles

District 2 = 0.0 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 0.0 miles

District 6 = 5.4 miles

District 7 = 35.2 miles

On state highway system = 9.8 miles (14.8% of total length)

Not on state highway system = 56.3 miles (85.2% of total length)

Shared length = 0.0 miles

No overlap with other routes

- The Northern Crescent Route has 18 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Northern Crescent Route has two at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Northern Crescent Corridor Description (Route 70 West to East)**

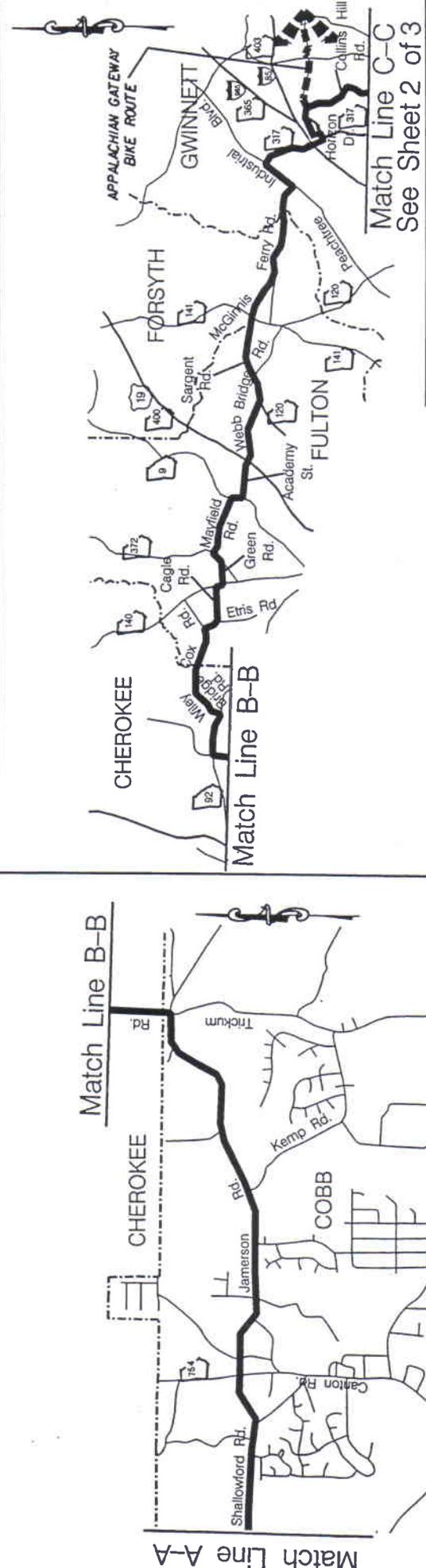
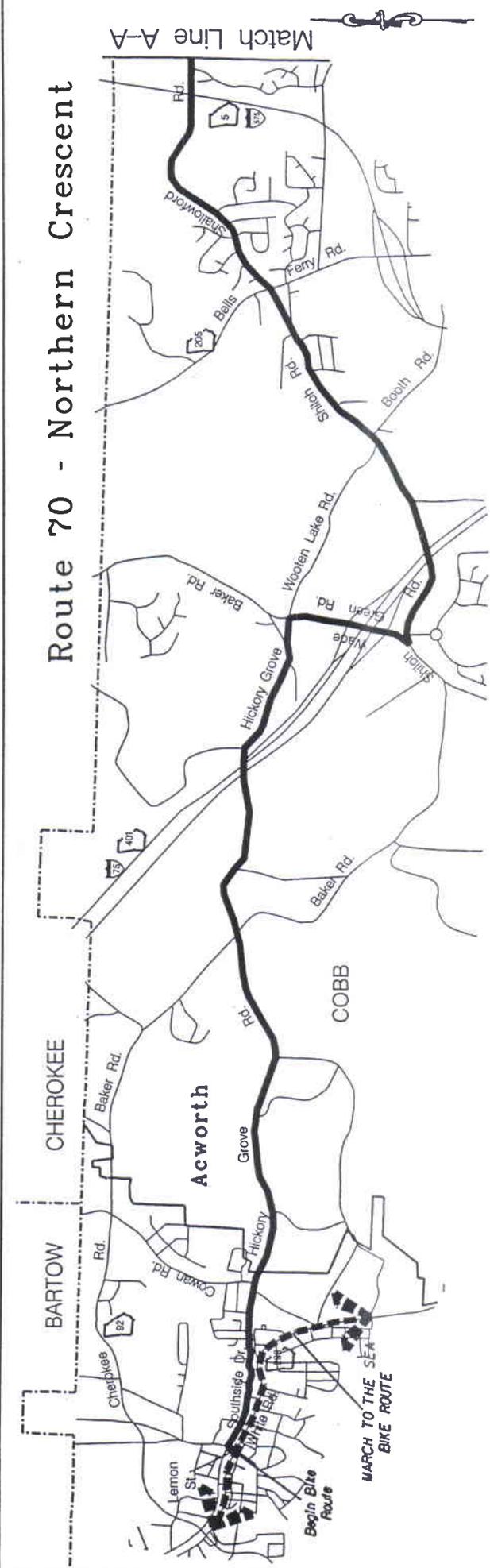
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Cobb	Lemon St.		Begin at Main St. / March to Sea Route					
Cobb	Lemon St.	0.1	Southside Dr.	Turn right	Acworth	Seaboard RR	7	No
Cobb	Southside / Hick. Grove Rd. (CR92)	3.2	Baker Rd. (CR110)	Continue straight			7	No
Cobb	Hickory Grove Rd. (CR4399)	1.0	Wade Green Rd. (CR4396)	Cross over I-75			7	No
Cobb	Hickory Grove Rd. (CR4399)	1.0	Wade Green Rd. (CR4396)	Turn right			7	No
Cobb	Wade Green Rd. (CR4396)	0.6	I-75	Cross over I-75			7	No
Cobb	Wade Green Rd. (CR4396)	0.3	Shiloh Rd. (CR149)	Turn left			7	No
Cobb	Shiloh Rd. (CR149)	0.5	I-75	Cross over I-75			7	No
Cobb	Shiloh Rd. (CR149)	0.8	Wooden Lake Rd. (CR4400)	Continue straight			7	No
Cobb	Shiloh Rd. (CR4400/CR4521)	1.2	Bells Ferry Rd. (CR2845)	Continue straight			7	No
Cobb	Shallowford Rd. (CR3318)	1.3	I-575	Cross over I-575		I-575	7	No
Cobb	Shallowford Rd. (CR3318)	1.3	GA754 (Canton Rd.)	Continue straight		Noonday Creek	7	No
Cobb	Jamerson Rd. (CR4401)	2.3	Trickum Rd. / Cherokee County line	Turn left		Rubes Creek	7	No
Cherokee	Trickum Rd. (CR387)	0.9	GA92	Turn right			6	No
Cherokee	GA92	2.2	Wiley Bridge Rd. (CR398)	Turn left			6	Yes
Cherokee	Wiley Bridge Rd. (CR398)	1.5	Cox Rd. (CR396)	Turn left			6	No
Cherokee	Cox Rd. (CR396)	0.7	Cox Rd. (CR396) bears left	Bear left		Rocky Creek	6	No
Cherokee	Cox Rd. (CR396)	0.2	Fulton County line	Continue straight			6	No
Fulton	Cox Rd. (CR56)	3.0	Elvis Rd. (CR57)	Turn right			7	No
Fulton	Elvis Rd. (CR57)	0.4	Cagle Rd. (CR46)	Turn left			7	No
Fulton	Cagle Rd. (CR46)	0.8	GA140 (Arnold Mill Rd.)	Turn right			7	No
Fulton	GA140 (Arnold Mill Rd.)	0.1	Green Rd. (CR50)	Turn left			7	Yes
Fulton	Green Rd. (CR50)	0.4	GA372 (Birmingham Hwy.)	Turn left			7	No
Fulton	GA372 (Crabapple Rd.)	0.7	GA372 (Birmingham Hwy.) (turns to left)	Continue straight			7	Yes
Fulton	Mayfield Rd. (CR1324)	1.0	Bethany Rd. (CR1324)	Continue straight			7	No
Fulton	Mayfield Rd. (CR1661)	2.1	Main St. (CR1323)	Turn right			7	No
Fulton	Main St. (CR1323)	0.3	Academy St. (CR70)	Turn left	Alpharetta		7	No
Fulton	Academy St. (CR70)	1.6	US19 / GA400	Cross over GA400		US19/GA400	7	No
Fulton	Webb Bridge Rd. (CR70)	0.4	North Pointe Pkwy.	Continue straight			7	No
Fulton	Webb Bridge Rd. (CR70)	2.8	GA120 (Kimball Bridge Rd.)	Bear left		Big Creek	7	No
Fulton	GA120 (Kimball Bridge Rd.)	0.4	Jones Bridge Rd. (CR65)	Turn left			7	Yes
Fulton	Jones Bridge Rd. (CR65)	0.5	Sargent Rd. (CR66)	Turn right			7	No
Fulton	Sargent Rd. (CR66)	1.5	McGinnis Ferry Rd. (CR1319)	Continue straight			7	No
Fulton	McGinnis Ferry Rd. (CR1319)	0.7	GA141 (Medlock Bridge Rd.)	Continue straight		Johns Creek	7	No
Fulton	McGinnis Ferry Rd. (CR1319)	4.5	Chattahoochee River / Gwinnett Co. line	Continue straight		Chattahoochee River	7	No
Gwinnett	McGinnis Ferry Rd. (CR1962)	0.3	Peachtree Industrial Blvd. (CR1954)	Turn left			1	No
Gwinnett	Peachtree Ind. Blvd. (CR1954)	1.4	GA317 (Suwanee Dam Rd.)	Turn right			1	No
Gwinnett	GA317 (Suwanee Dam Rd.)	0.7	US23 (Buford Highway)	Continue straight	Suwanee	Southern RR	1	Yes
Gwinnett	GA317 (L'Ville Suwanee Rd.)	2.3	I-85	Cross over I-85		Suwanee Creek; I-85	1	Yes
Gwinnett	GA317 (L'Ville Suwanee Rd.)	0.3	Horizon Dr. (CR3761)	Turn left			1	Yes
Gwinnett	Horizon Dr. (CR3761)	0.1	Old Peachtree Rd. (CR14)	Turn left			1	No
Gwinnett	Old Peachtree Rd. (CR14)	0.9	Horizon Dr. (CR3761)	Continue straight			1	No
Gwinnett	Old Peachtree Rd. (CR14)	0.7	Collins Hill Rd. (CR104)	Turn right			1	No
Gwinnett	Collins Hill Rd. (CR104)	2.8	Russell Rd. (CR109)	Continue straight		Little Suwanee Creek	1	No
Gwinnett	Collins Hill Rd. (CR104)	2.3	GA316	Continue straight		Yellow River	1	No
Gwinnett	Collins Hill Rd. (CR104)	0.5	Hurricane Shoals Rd. (CR173)	Turn left			1	No
Gwinnett	Hurricane Shoals Rd. (CR173)	0.4	GA20 (Buford Dr.)	Turn right			1	No
Gwinnett	GA20 (Buford Dr.)	1.1	US29 SB (Pike St.)	Turn right		Seaboard RR overpass	1	Yes
Gwinnett (1)	US29 SB (Pike St.)	0.1	GA20 EB (Perry St.)	Turn left	Lawrenceville		1	Yes
Gwinnett (1)	GA20 EB (Perry St.)	0.1	US29 NB (Croghan St.)	Turn left			1	Yes
Gwinnett (1)	US29 NB (Croghan St.)	0.1	Jackson St. (CR1946)	Turn right			1	Yes
Gwinnett (2)	US29 SB (Pike St.)	0.1	GA20 (Buford Dr.)	Turn right			1	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Northern Crescent Corridor Description (Route 70 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Gwinnett (2)	McArthur St.	0.1	US29 SB (Pike St.)	Turn left			1	No
Gwinnett (2)	US29 NB (Crogan St.)	0.1	McArthur St.	Turn left			1	Yes
Gwinnett (2)	Jackson St. (CR 1946)	0.5	US29 NB (Crogan St.)	Turn right	Lawrenceville		1	Yes
Gwinnett	Jackson St. (CR1946)	0.5	GA124	Continue straight			1	No
Gwinnett	New Hope Rd. (CR1946)	2.2	Chandler Rd.	Turn right			1	No
Gwinnett	Chandler Rd.	1.8	Grayson - New Hope Rd. (CR299)	Turn right			1	No
Gwinnett	Grayson - New Hope Rd. (CR299)	1.9	GA20	Continue straight	Grayson		1	No
Gwinnett	GAB4	1.5	Pinehurst Rd. (CR329)	Turn right			1	Yes
Gwinnett	Pinehurst Rd. (CR329)	2.9	GA124	Turn left			1	No
Gwinnett	GA124	0.3	Dogwood Rd. / March to Sea Route	End of route	Snellville	Big Haynes Creek	1	Yes
<b>TOTALS</b>		<b>66.1</b>						

- (1) Southbound direction of one-way street pair used through Lawrenceville.
- (2) Northbound direction of one-way street pair used through Lawrenceville.

# Route 70 - Northern Crescent

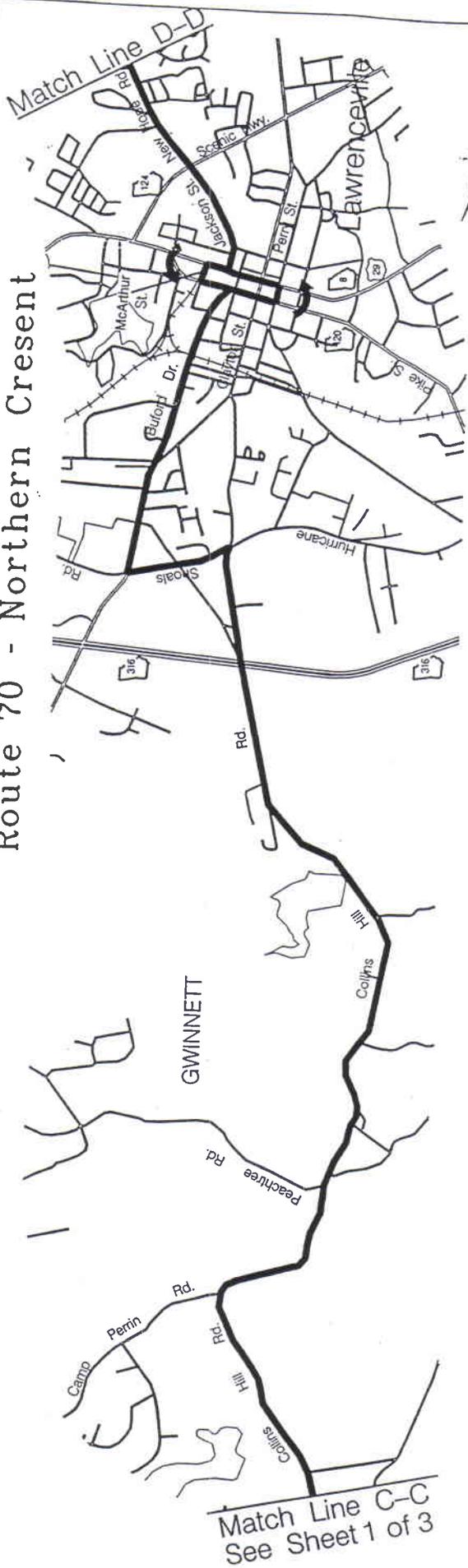


Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

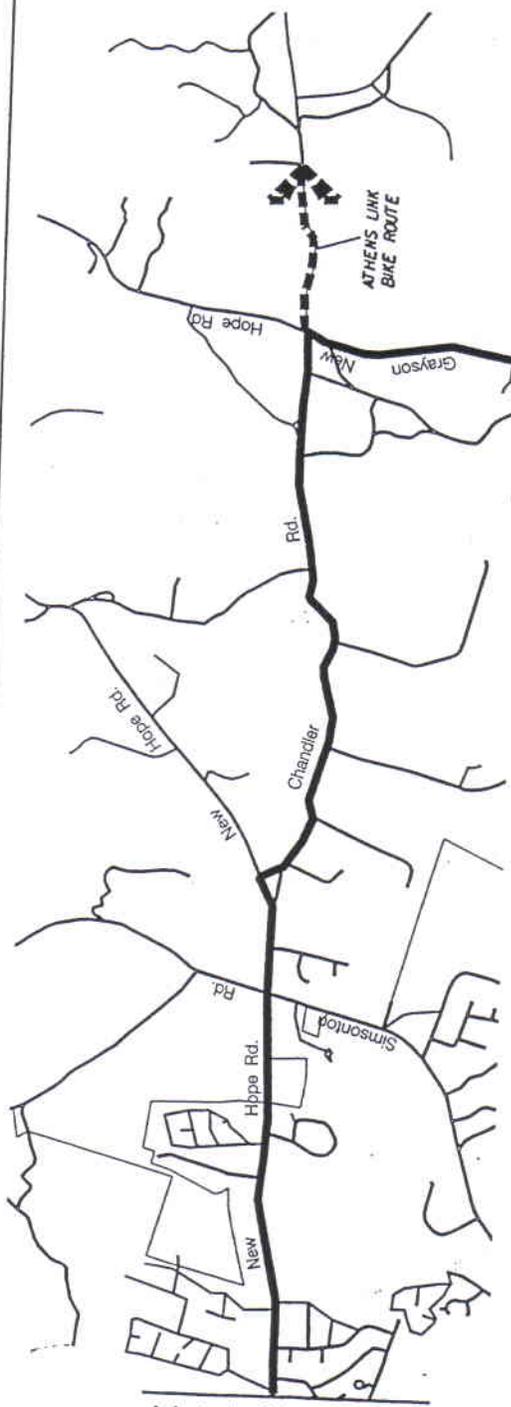
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Match Line C-C  
See Sheet 2 of 3

# Route 70 - Northern Crescent



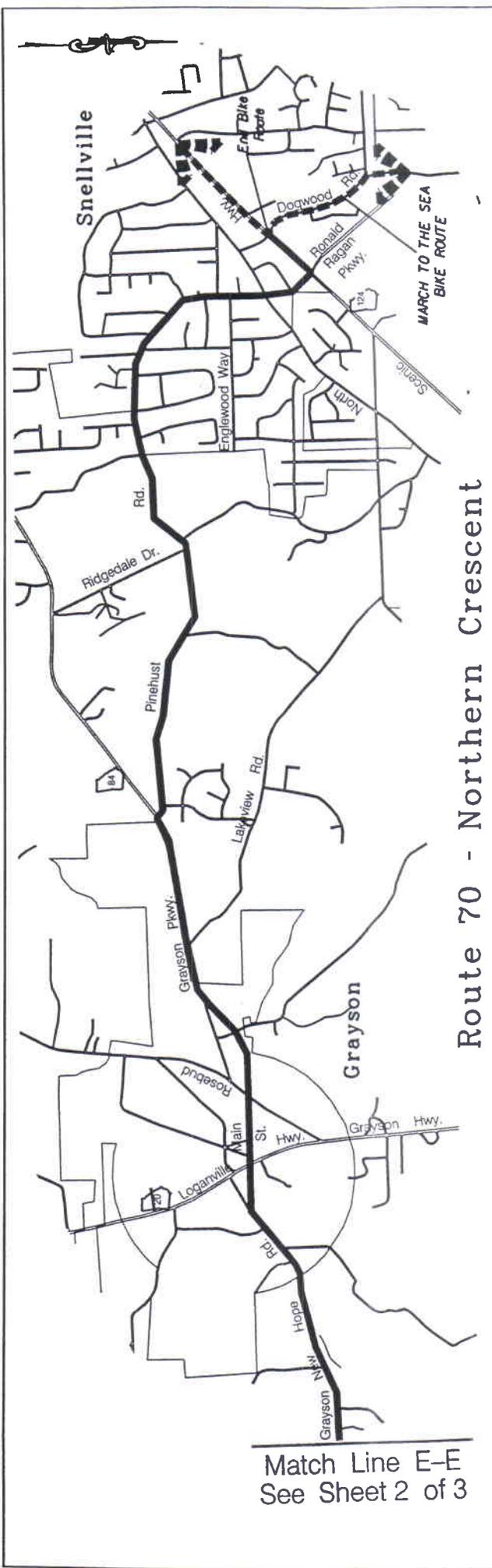
Match Line C-C  
See Sheet 1 of 3



Match Line E-E  
See Sheet 3 of 3

Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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Route 70 - Northern Crescent

Match Line E-E  
See Sheet 2 of 3

# Route 90 Mountain Crossing



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 90 (Mountain Crossing) Overview

- The Mountain Crossing Route runs east/west across the mountains of north Georgia between Walker County, south of Chattanooga, and Rabun County, in the northeast corner of the state.
- The western terminal point is located at the intersection of GA136 and GA157 in Walker County.
- The eastern terminal point is located at the intersection of Tiger Creek Rd. and Old US23 near Lake Rabun in Rabun County.
  
- Route connections:

<b>Route Name</b>	<b>Intersects at</b>	<b>Intersecting route termini</b>
Chattahoochee Trace	GA136 and GA157 in rural Walker County	North - Tennessee state line on GA157 near Rossville South - Southern Crossing Route in Seminole County
March to the Sea	A.) Old Morris Rd. and Mill Creek Rd. in Whitfield County B.) Villanow Mill Creek Rd. and Lower Mill Creek Rd.	North - Tennessee state line on US27 near Rossville South - Bay and Bull Streets in Savannah
Appalachian Gateway	GA75 Alternate and GA17/75 in Robertstown	North - Mountain Crossing Route in Robertstown South - Northern Crescent Route in Gwinnett County
Savannah River Run	GA119 and GA21 in Springfield	North - North Carolina state line at Rabun County South - Bay and Bull Streets in Savannah



- Counties, communities, and major features served (listed from west to east):

County	Mileage in county	Communities and major features
Walker	36.3	LaFayette, Linwood, Villanow
Whitfield	21.4	Dalton College, I-75, Dalton, Conasauga River
Murray	18.4	Spring Place, Vann S.P., Chatsworth, Fort Mtn. S.P.
Gilmer	27.0	Ellijay, Ellijay River, Cartecay River
Dawson	10.2	Amicalola Falls State Park, Appalachian Trail
Lumpkin	29.2	Etowah R., Dahlonega, N.Ga. State U., Dockery Lake, Woody Gap
Union	23.4	Suches, Choestoe, Lake Winfield Scott, Sosebee Cove, Vogel State Park, Nottley River
Towns	8.4	Brasstown Bald, High Shoals Creek Falls
White	16.4	Robertstown, Helen, Unicoi State Park
Habersham	6.0	Left & Right Forks of Soquee River
Rabun	13.6	Tallulah R., Lake Burton, Lake Rabun, Rabun Beach

- Mileage totals for Mountain Crossing Route:

Total length = 210.3 miles

District 1 = 107.2 miles

District 2 = 0.0 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 0.0 miles

District 6 = 103.1 miles

District 7 = 0.0 miles

On state highway system = 162.5 miles (77.3% of total length)

Not on state highway system = 47.8 miles (22.7% of total length)

Shared length = 1.9 miles

1.9 miles with March to the Sea Route

Total length unique to Mountain Crossing Route = 208.4 miles

On state highway system = 165.4 miles (79.4%)

Not on state highway system = 43.0 miles (20.6%)



- The Mountain Crossing Route has 40 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Mountain Crossing Route has four at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Mountain Crossing Corridor Description (Route 90 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Walker	GA136 (Lookout Mtn. Scenic Hwy.)		Start at GA157 / Chattahoochee Trace				6	
Walker	GA136	4.5	GA193	Turn right		Chattanooga & Chickamauga RR	6	Yes
Walker	GA193	1.1	CR181 intersects to left	Turn left			6	Yes
Walker	CR181 (Prospect Rd.)	1.5	CR712	Turn right			6	No
Walker	CR712 (Kensington Rd.)	1.5	GA193	Turn left		Mill Creek; Chattanooga & Chickamauga RR	6	No
Walker	GA193	0.8	GA341	Continue straight		Chickamauga Creek	6	Yes
Walker	GA193 (Main St.)	7.7	CR537 (Chattanooga St.)	Continue straight	Lafayette	Dry Creek	6	Yes
Walker	GA193 (Main St.)	0.3	US27 Business	Turn left		Chattanooga & Chickamauga RR	6	Yes
Walker	US27 Business / GA193	0.3	GA193 turns right	Turn right			6	Yes
Walker	GA193	0.9	US27 / GA136	Continue straight	Linwood	Towns Creek	6	Yes
Walker	GA136	4.1	GA151	Turn left			6	Yes
Walker	GA136/151	1.4	GA136 turns to right	Turn right			6	Yes
Walker	GA136	6.6	GA201	Continue straight	Villanow	Armuchee, Concord, East, Armuchee Creeks	6	Yes
Walker	GA136	0.9	CR2 (BillScott Rd.)	Continue straight		Dry Creek	6	Yes
Walker	CR2 (Bill Scott/Villanow Mill Cr. Rd.)	2.9	CR1 (Lower Mill Creek Rd.) / March to the Sea R	Turn left			6	No
Walker (1)	CR2 (Lower Mill Creek Rd.)	1.8	Whitfield County line	Continue straight			6	No
Whitfield (1)	Lower Mill Creek Rd. (CR348)	0.1	Mill Creek Rd. (CR349)	Turn right			6	No
Whitfield	Mill Creek Rd. (CR349)	2.0	Rattlesnake Rd. (CR355) bears right	Continue straight		Mill Creek	6	No
Whitfield	Mill Creek Rd. (CR349)	3.7	CR349 bears left	Bear left			6	No
Whitfield	Bradberry Hill Rd. (CR349)	0.4	Sam Lowe Rd.	Turn left			6	No
Whitfield	Sam Lowe Rd. (CR349)	0.9	Old Lafayette Rd. (CR318)	Turn right			6	No
Whitfield	Old Lafayette Rd. (CR318)	0.1	US41	Turn right			6	No
Whitfield	US41	1.6	CR362 (Tibbs Rd.)	Turn right		Mill Creek	6	Yes
Whitfield	CR362 (Tibbs Rd.)	0.8	CR532 (Walnut Ave.)	Bear right			6	No
Whitfield	CR532 (College Dr. / Holiday Ave.)	1.5	GA52	Turn left		Dalton College	6	No
Whitfield	GA52 (Walnut Ave.)	0.1	I-75	Cross over I-75		I-75	6	No
Whitfield	GA52 (Walnut Ave.)	1.8	US41 (Thornton Ave.)	Turn left			6	Yes
Whitfield	US41 (Thornton Ave.)	0.5	CR759/760 (Morris St. / Murray Ave.)	Turn right	Dalton		6	Yes
Whitfield	CR759/760 (Morris St./Murray Ave.)	2.3	GA52	Continue straight		Southern/CSX RR's (7 tracks)	6	No
Whitfield	Airport Rd. (CR664)	0.9	Tibbs Bridge Rd. (CR69) bears to left	Turn left			6	No
Whitfield	Tibbs Bridge Rd. (CR69)	2.5	Keith Mill Rd. (CR676)	Turn right		Coahulla Creek	6	No
Whitfield	Keith Mill Rd. (CR676)	0.2	Tibbs Bridge Rd. (CR100) bears to left	Bear left			6	No
Whitfield	Tibbs Bridge Rd. (CR100)	2.0	Murray County line	Continue straight		Conasauga River	6	No
Murray	Tibbs Bridge Rd. (CR109)	0.4	Tibbs Bridge Rd. (CR106) bears to left	Bear left			6	No
Murray	Tibbs Bridge Rd. (CR106)	2.5	GA225	Turn left			6	No
Murray	GA225	0.3	GA52 Alternate	Turn right	Spring Place	Town Branch; Chief Vann House S.H.S.	6	Yes
Murray	GA52 Alternate	3.1	US76/411 / GA52	Continue straight	Chatsworth	Town Branch	6	Yes
Murray	GA52	12.1	Glimer County line	Continue straight		Holly Creek; Fort Mountain S.P.; Cohutta Overlook	6	Yes
Glimer	GA52	13.1	GA52 turns left	Turn left		Conasauga Creek; Mountaintown Creek	6	Yes
Glimer	GA52	1.3	US76	Cross under US76	Ellijay	CSX RR; Ellijay River	6	Yes
Glimer	GA52	3.4	Lower Cartcay Rd. (CR101) bears right	Bear right			6	Yes
Glimer	Lower Cartcay Rd. (CR101)	2.1	Lower Cartcay Rd. (CR105) bears left	Bear left		Cartcay River	6	No
Glimer	Lower Cartcay Rd. (CR105)	0.3	Lower Cartcay Rd. (CR105) bears right	Continue straight			6	No
Glimer	Lower Cartcay Rd. (CR105)	0.8	GA52	Turn right			6	No
Dawson	GA52	6.0	Dawson County line	Continue straight		Licklog Creek	6	Yes
Dawson	GA52	4.2	GA52 bears left at GA136/183	Bear left			1	Yes
Dawson	GA52	6.0	Lumpkin County line	Continue straight			1	Yes
Lumpkin	GA52	9.6	GA9	Bear left		Amicalola Falls S.P. (Appalachian Trail begins nearby)	1	Yes
Lumpkin	GA9	3.6	GA9 Business	Turn left		Gab Creek; Etowah River	1	Yes
Lumpkin	GA9 Business (Main St.)	0.7	GA60 Business (North Grove St.)	Turn left	Dahlonega	North Georgia College and State U. to the right	1	Yes
Lumpkin	GA60 Business (North Grove St.)	4.2	US19 / GA9/60	Turn left		Yahoola Creek	1	Yes
Lumpkin	US19 / GA9/60	5.7	US19 / GA9 and GA60 diverge	Continue straight on GA60		Trahlvia's Cairn	1	Yes

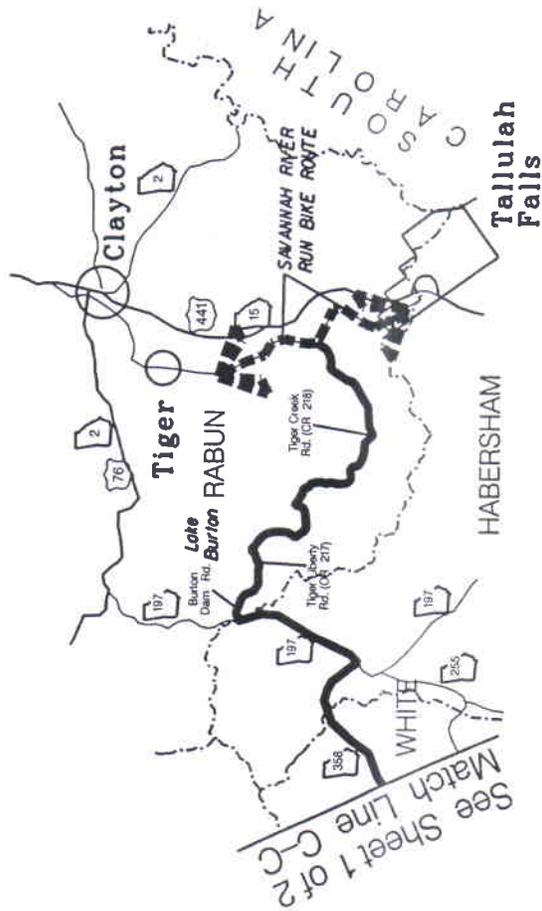
**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Mountain Crossing Corridor Description (Route 90 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Lumpkin	GA60	5.4	Union County line	Continue straight		Dockery Lake; Chestatee Overlook; Woody Gap	1	Yes
Union	GA60	2.1	GA180	Turn right	Suches		1	Yes
Union	GA180 (Wolf Pen Gap Rd.)	11.8	US19/129	Turn left		Lake Winfield Scott; Sosebee Cove; Vogel SP	1	Yes
Union	US19 / US129 / GA180	2.3	US19/129 and GA180 diverge	Turn right			1	Yes
Union	GA180	0.9	GA348	Continue straight	Chooetoe	Richard B. Russell Scenic Hwy.; Nolley River	1	Yes
Union	GA180	6.3	Towns County line	Continue straight			1	Yes
Towns	GA180	5.7	GA1775	Turn right			1	Yes
Towns	GA1775	2.7	White County line	Continue straight		Brasstown Bald; Appalachian Trail	1	Yes
White	GA1775	7.8	GA75 Alt. intersects to right; App. Gateway Rte.	Continue straight		Soapstone Cr.; High Shoals Cr. Falls; App. Trail	1	Yes
White	GA1775	0.4	GA356 intersects to left	Continue straight		Andrews Cove	1	Yes
White	GA356	8.2	Habersham County line	Turn left	Robertstown	Helen (continue straight 1 mile on GA1775)	1	Yes
Habersham	GA356	2.6	GA197	Continue straight		Ann Ruby Falls; Unicol State Park, McClure Creek	1	Yes
Habersham	GA187	3.3	Burton Dam Rd. (CR381)	Turn left		Left Fork Soquee River; Right Fork Soquee River	1	Yes
Habersham	Burton Dam Rd. (CR381)	0.1	Flabun County line	Turn right			1	Yes
Rabun	CR217 (Tiger Liberty Rd.)	2.7	CR218 (Tiger Creek Rd.)	Continue straight		Tallulah River; Lake Burton	1	No
Rabun	CR218 (Tiger Creek Rd.)	2.7	End at Old US23 (CR152); Savannah River Run	Continue straight		Sawmill Creek; Lake Rabun; Rabun Beach	1	No
<b>TOTALS</b>		<b>210.3</b>		End of route			1	No

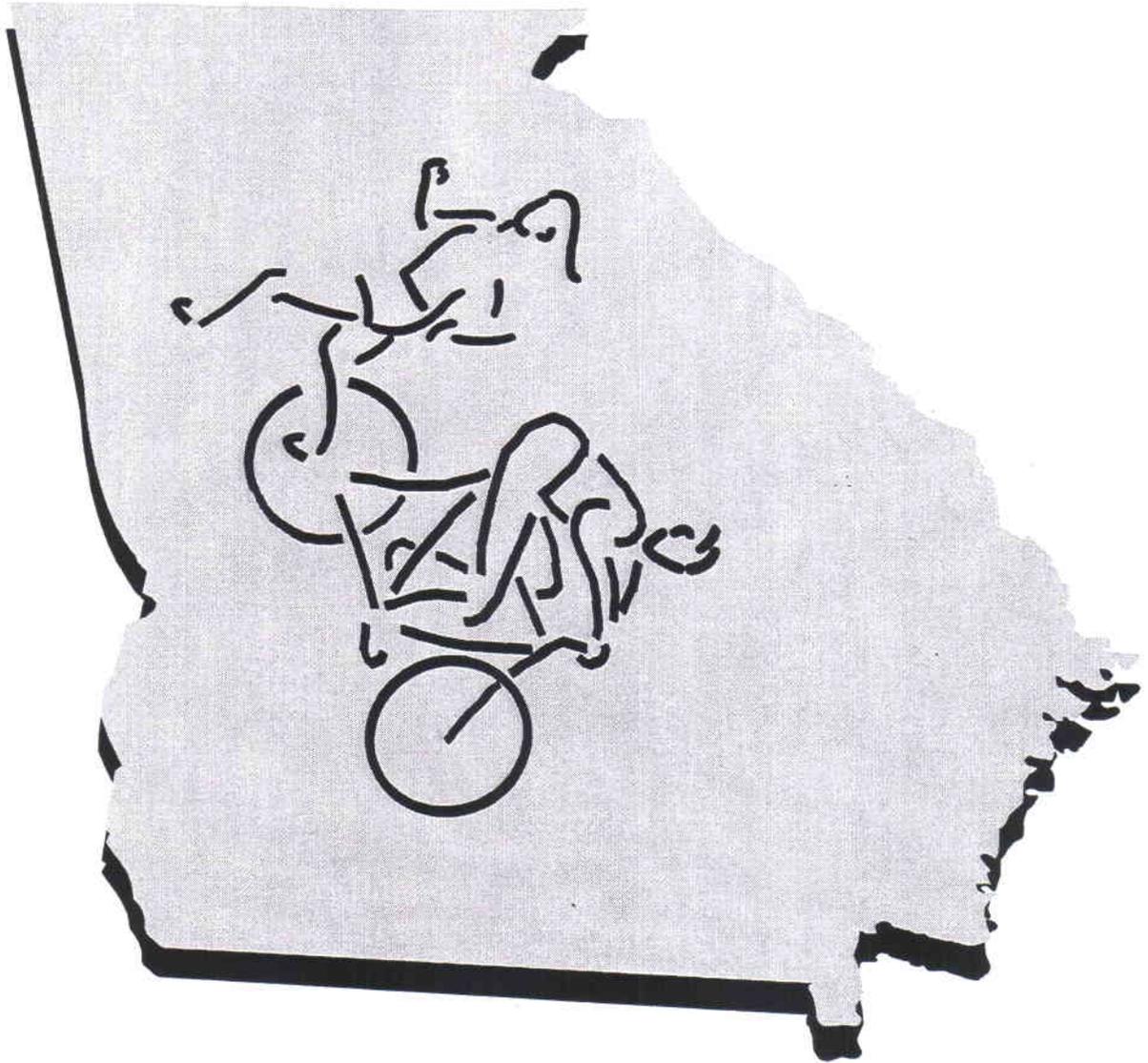
(1) Runs common with March to the Sea Route.



# Route 90 - Mountain Crossing

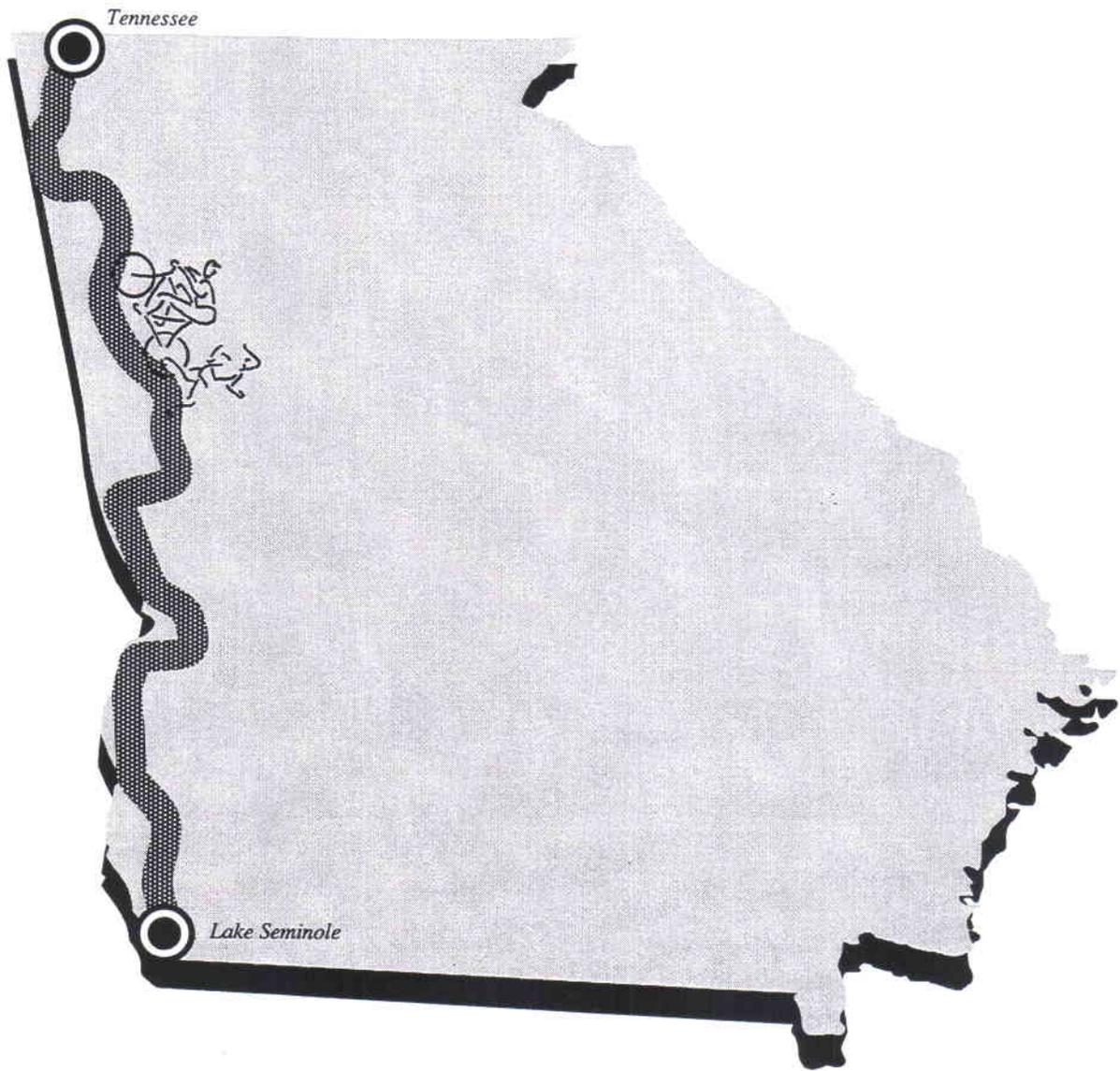


**SECTION 7**  
**North-South Route Profiles**



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*

# Route 5 Chattahoochee Trace



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 5 (Chattahoochee Trace) Overview

- The Chattahoochee Trace Route runs north/south between the Tennessee state line at Chattanooga.
- The northern terminal point is located at the Tennessee state line on GA157.
- The southern terminal point is located at the intersection of River Rd. and GA253 in Seminole County.
  
- Route connections:

Route Name	Intersects at	Intersecting route termini
Southern Crossing	River Rd. and GA253 in Seminole County	West – Chattahoochee Trace Route in Seminole County East – Jekyll Island State Park in Glynn County
Wiregrass	GA62 and US27 in Blakely	West – Chattahoochee Trace Route in Early County East – Southern Crossing Route at US82 in Waycross
TransGeorgia	GA219 and GA315 in Harris County	West – Chattahoochee Trace Route in Harris County East – Intersection of Bay St. and Bull St. in Savannah
Little White House	A.) US27 Alternate and GA190 near Warm Springs B.) US27 Alternate and GA85 Alternate in Warm Springs	North – March to the Sea route at Five Points in downtown Atlanta South – TransGeorgia Route northeast of Columbus
Mountain Crossing	GA157 and GA136 in Walker County	West – Chattahoochee Trace Route in Walker County East – Savannah River Run Route in Rabun County



- Counties, communities, and major features served (listed from south to north):

<b>County</b>	<b>Mileage in county</b>	<b>Communities and major features</b>
Seminole	19.4	Lake Seminole, Seminole State Park
Early	33.1	Blakely, Kolomoki Mounds SP
Clay	23.9	Fort Gaines, Lake Walter F. George/George Bagby State Park
Quitman	16.7	Georgetown
Stewart	36.7	Lumpkin, Florence Marina State Park, Providence Canyon State Park
Chattahoochee	14.9	Cusseta, Fort Benning
Muscogee	19.4	Columbus, I-185
Harris	36.5	Whitesville, Pine Mountain, Callaway Gardens, Franklin D. Roosevelt State Park
Meriwether	33.2	Warm Springs, Greenville, Lone Oak, Little White House, I-85
Coweta	24.1	Grantville, Newnan, New River, Chattahoochee R.
Carroll	23.4	Whitesburg, Carrollton, Little Tallapoosa River
Haralson	17.4	Bremen
Paulding	1.5	
Polk	14.6	Rockmart, Aragon
Floyd	29.9	Silver Creek, Lindale, Rome, Etowah River, Oostanaula River
Chattooga	28.2	Holland, Lyerly, Menlo, Cloudland, Chattooga River
Walker	17.6	Lookout Mountain
Dade	17.6	Cloudland Canyon State Park



- Mileage totals for Chattahoochee Trace Route:

- Total length = 408.1 miles

- District 1 = 0.0 miles

- District 2 = 0.0 miles

- District 3 = 164.8 miles

- District 4 = 93.1 miles

- District 5 = 0.0 miles

- District 6 = 150.2 miles

- District 7 = 0.0 miles

- On state highway system = 255.6 miles (62.6% of total length)

- Not on state highway system = 152.5 miles (37.4% of total length)

- Shared length = 3.5 miles

- 3.5 miles with Little White House Route

- Total length unique to Chattahoochee Trace Route = 404.6 miles

- On state highway system = 252.1 miles (62.3%)

- Not on state highway system = 152.5 miles (37.7%)

- The Chattahoochee Trace Route has 95 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Chattahoochee Trace Route has 24 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Chattahoochee Trace Corridor Description (Route 5 South to North)**

County	Facility	Distance	Reference Point	Direction	Community	Notes/Major Features	District	State System
Seminole	River Rd. (CR221) / Ned Alday Rd.		Start at GA253 / Southern Crossing					
Seminole	River Rd. (CR221) / Ned Alday Rd.	12.0	GA285	Cont. straight on GA285		Lake Seminole; Seminole State Park	4	No
Seminole	GA285	0.8	GA91	Continue straight			4	Yes
Seminole	Butler Ferry Rd. (CR222)	3.6	Butler Ferry Rd. (CR222) bears left	Bear left			4	No
Seminole	Butler Ferry Rd. (CR222)	3.0	Early County line	Continue straight			4	No
Early	Spooner Quarter Rd. (CR286)	1.1	US84	Continue straight			4	No
Early	Spooner Quarter Rd. (CR92)	0.3	Spooner Quarter Rd. bears right	Bear right			4	No
Early	Spooner Quarter Rd. (CR48)	6.4	GA273	Turn right			4	No
Early	Spooner Quarter Rd. (CR48)	2.7	Blakely Highway (CR300)	Turn right			4	No
Early	Blakely Highway (CR300)	4.1	Damascus - Hilton Rd. (CR279)	Continue straight		Dry Creek; Howard Mill Creek; Kirkland Creek	4	No
Early	Blakely Highway (CR300)	7.7	GA39	Continue straight		Sheffield Mill Creek	4	No
Early	GA39	0.1	US27	Turn left			4	No
Early	US27	0.7	GA62 intersects to left	Continue straight			4	Yes
Early	US27	0.2	GA62 / Wiregrass Route	Continue straight			4	Yes
Early	US27	0.9	GA39 turns to left	Continue straight	Blakely		4	Yes
Early	US27	1.7	Lower Kolomoki Rd. (CR280) to left	Continue straight			4	Yes
Early	Lower Kolomoki Rd. (CR280)	7.2	Clay County line	Turn left		Breastworks Branch	4	Yes
Clay	CR134	2.4	CR130	Turn left		Temple Cr.; Little Kolomoki Cr.; Kolomoki Mounds S.P.	4	No
Clay	CR130	5.3	GA39	Turn right		Flat Creek; Roaring Branch	4	No
Clay	GA39	2.6	GA37	Turn left			4	No
Clay	GA39/37	0.1	GA39 turns to right	Turn right	Fort Gaines		4	Yes
Clay	GA39	1.9	GA266 intersects to right	Continue straight		Cemocheckabee Creek	4	Yes
Clay	GA39	6.0	CR135	Continue straight		Sandy Creek	4	Yes
Clay	GA39	5.6	Quitman County line	Continue straight		Lake Walter F. George; George Bagby S.P.	4	Yes
Quitman	GA39	8.0	US2 / GA50	Turn left		Georgia Alabama RR underpass	4	Yes
Quitman	US82 / GA39/50	2.2	GA39/27 turns to right	Turn right	Georgetown	Tobannee Creek	4	Yes
Quitman	GA39/27	0.9	GA39 turns to left / GA27 cont. straight	Turn left			4	Yes
Quitman	GA39	7.6	Stewart County line	Continue straight			4	Yes
Stewart	GA39 Connector	7.8	GA39 Connector intersects to right	Turn right			4	Yes
Stewart	US27	15.6	US27	Turn left			4	Yes
Stewart	US27	7.1	GA39 intersects to left	Continue straight		Soapstone Creek; Busstahatchee Creek	4	Yes
Stewart	US27	6.2	Chattahoochee County line	Turn right		Road Creek; Turner Creek; Florence Marina State Park	4	Yes
Chattahoochee	US27/280	5.2	US280 / GA520	Turn left	Lumpkin	Grass Creek; Providence Canyon State Park	3	Yes
Chattahoochee	US27/280	0.9	GA520 Bus. intersects to right	Continue straight		Frog Bottom Creek; Georgia SW RR overpass	3	Yes
Chattahoochee	US27/280	0.6	GA26 intersects to right	Continue straight		Black Creek	3	Yes
Chattahoochee	US27/280	8.2	Muscogee County line	Turn left	Cusseta	Little Hichilee Creek; Hichilee Creek	3	Yes
Muscogee	US27/280	1.9	I-185	Continue straight		Fort Benning	3	Yes
Muscogee	US27/280	4.6	Lumpkin Blvd. intersects to left	Continue straight			3	Yes
Muscogee	US27/280	0.8	US27/280	Continue straight		Upatol Creek	3	Yes
Muscogee	Lumpkin Blvd.	0.1	US27/280	Continue straight		I-185	3	Yes
Muscogee	Lumpkin Blvd.	0.1	4th St. intersects to right	Cross over I-185		Bull Creek; Wezacoba Creek; Fort Benning Railway	3	Yes
Muscogee	4th St.	0.1	4th St. intersects to right	Bear left			3	No
Muscogee	1st Ave.	3.1	38th St. intersects to right	Cross under US27/280	Columbus		3	No
Muscogee	38th St. / Meritts Dr.	1.0	GA219 / GA85	Turn right		Central of Georgia RR	3	No
Muscogee	GA219	1.1	US90	Turn left on GA219			3	No
Muscogee	GA219	6.7	Harris County line	Cross under US90			3	No
Harris	GA219	1.5	GA315 / TransGeorgia Route	Continue straight		Roaring Br.; Heiferthorn; Standing Boy & Douglas Creek	3	Yes
Harris	GA219	9.8	GA103	Continue straight			3	Yes
Harris	GA219	4.6	Hopewell Church Rd. (CR388)	Continue straight	Whitesville	Mulberry Creek; Little Creek	3	Yes
Harris	Hopewell Church Rd. (CR388)	0.1	I-185	Turn right		Mountain Oak Creek	3	Yes
Harris	Hopewell Church Rd. (CR388)	7.9	GA18	Cross over I-185			3	No
Harris	GA18	1.9	GA354 intersects to right	Bear right			3	No
Harris	GA354	1.3	US27	Bear right	Pine Mountain	Callaway Gardens to right on US27	3	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Chattahoochee Tracse Corridor Description (Route 5 South to North)**

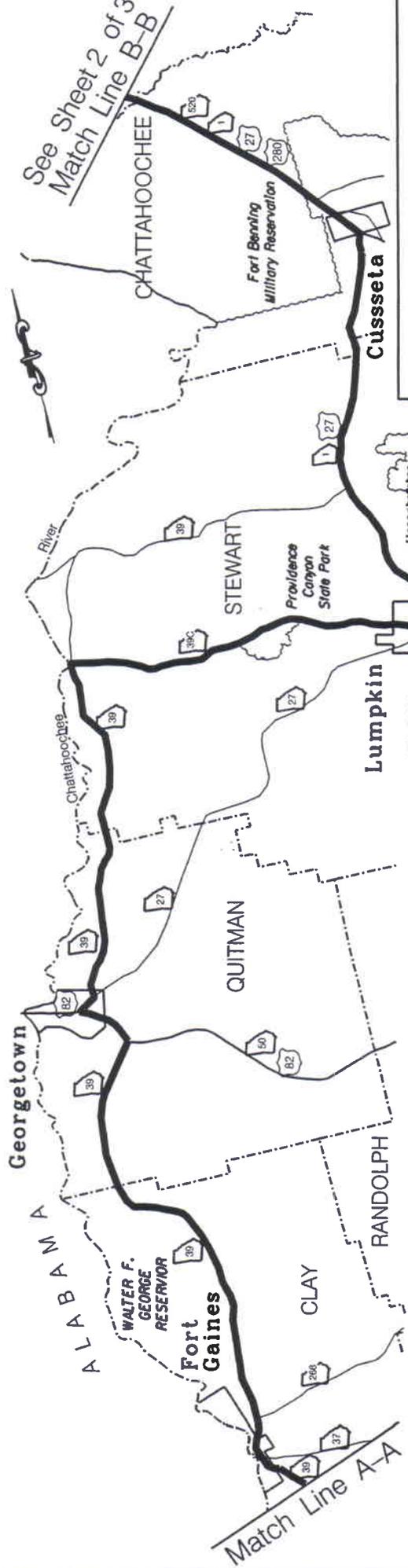
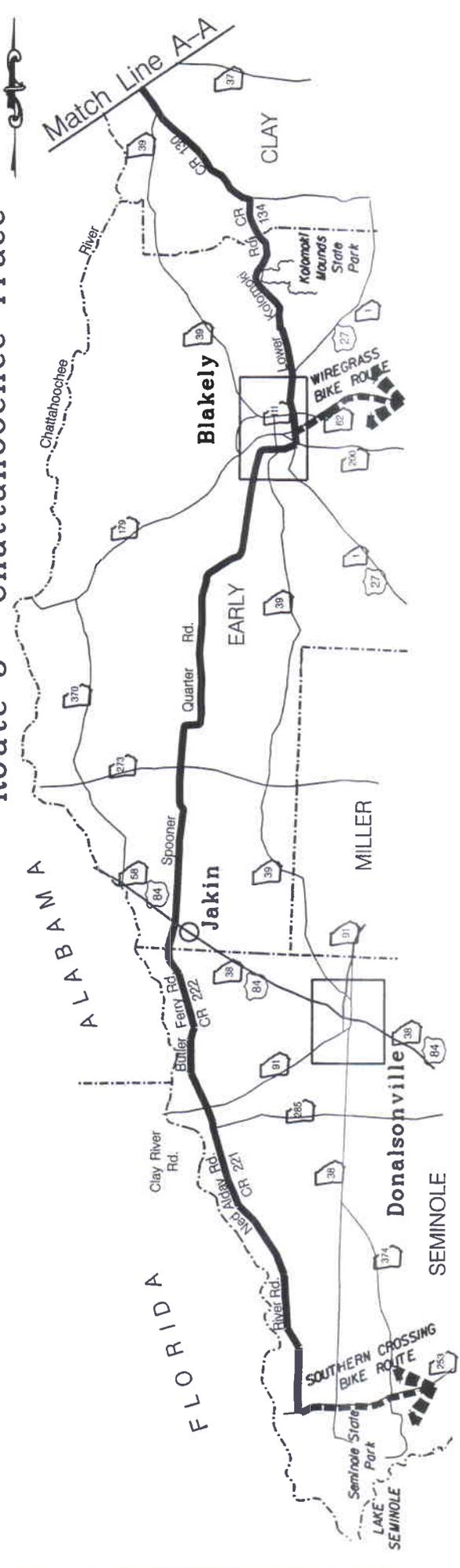
County	Facility	Distance	Reference Point	Direction	Community	Notes/Major Features	District	State System
Harris	GA354	2.6	PR341	Turn right			3	Yes
Harris	PR341	0.5	GA190	Turn left			3	No
Harris	GA190	6.3	Meriwether County line	Continue straight		Franklin D. Roosevelt State Park	3	Yes
Meriwether	GA190	3.2	US27 Alt./GA85 Alt. / Little White House Rt.	Turn left			3	Yes
Meriwether (1)	US27/GA85 Alternate	3.5	US27 Alternate turns left/GA41	Turn left	Warm Springs	Little White House S.H.S., Warm Springs Fish Hatchery	3	Yes
Meriwether	US27 Alternate/GA41	0.5	GA194	Continue straight			3	Yes
Meriwether	US27 Alternate/GA41	5.5	GA18	Continue straight		Rocky Ford Branch; Handford Branch	3	Yes
Meriwether	US27 Alternate/GA18/GA41	4.1	GA18 South	Turn left	Greenville	Kendall Creek; Walnut Creek	3	Yes
Meriwether	GA18 South	0.2	GA100	Turn right			3	Yes
Meriwether	GA100	0.7	GA100 / CR95 (County Farm Rd.)	Turn left			3	Yes
Meriwether	Forrest Rd. (CR417)	4.6	Forrest Rd. (CR417) intersects to right	Turn right		Jarrell Branch; Blount Creek; Central of Ga. RR overpass	3	Yes
Meriwether	Forrest Rd. (CR417)	7.2	GA34	Continue straight	Lone Oak	Swamp Creek	3	No
Meriwether	Forrest Rd. (CR417)	3.0	I-85	Cross over I-85		No access to/from I-85	3	No
Meriwether	Forrest Rd. (CR417)	0.7	Coweta County line	Continue straight		Yellow Jacket Creek	3	No
Coweta	Grantville Rd. (CR555)	5.8	Old Corinth Rd. (CR554)	Turn right	Grantville	Messiers Creek; New River; Golden Creek	3	No
Coweta	Old Corinth Rd. (CR554)	5.7	US29/GA14	Bear left		CSX RR	3	No
Coweta	US29/GA14	1.7	Washington St. (CR706)	Turn left		Central of Georgia RR overpass	3	Yes
Coweta	Washington St. (CR706)	0.3	Washington St. (CR782) bears left	Bear left			3	No
Coweta	Washington St. (CR782)	0.3	Pratt St. (CR793)	Turn right	Newnan	Central of Georgia RR	3	No
Coweta	Fair St. (CR793)	0.2	Fair St. (CR800)	Turn left		Central of Georgia RR	3	No
Coweta	Fair St. (CR800)	0.2	Bonnell St. (CR798)	Turn right			3	No
Coweta	Bonnell St. (CR798)	0.1	US27 Alternate/GA16	Turn left			3	No
Coweta	US27 Alternate/GA16	0.3	GA34 intersects to left	Continue straight			3	Yes
Coweta	US27 Alternate	1.2	Austin Rd. (CR303) intersects to left	Turn left			3	Yes
Coweta	Austin Rd. (CR303)	1.4	CR304	Turn right		Central of Georgia RR	3	No
Coweta	CR304	1.3	Henry Bryant Rd. (CR317)	Turn left			3	No
Coweta	Henry Bryant Rd. (CR317)	0.9	Carrollton Rd. (CR306)	Continue straight		Central of Georgia RR	3	No
Coweta	Carrollton Rd. (CR306)	0.8	US27 Alternate	Continue straight			3	No
Coweta	Carrollton Rd. (CR306)	1.6	CR335	Turn left			3	No
Coweta	CR335	0.5	CR437	Turn right			3	No
Coweta	CR437	0.2	US27 Alternate	Turn right			3	No
Coweta	US27 Alternate	1.6	Carroll County / Chattahoochee River	Continue straight		Chattahoochee River	3	Yes
Carroll	US27A / GA16	1.2	GA5 intersection	Continue straight	Whitesburg Carrollton	Central of Georgia RR overpass	6	Yes
Carroll	US27A / GA16	9.4	GA166	Turn right			6	Yes
Carroll	GA166	1.4	Northside Drive (CS1008)	Turn left		Becomes CR1063 at Shady Grove Rd/CR824	6	Yes
Carroll	Northside Dr. (CS1008/CR1063)	1.3	GA113	Turn right		Little Tallapoosa River	6	Yes
Carroll	GA113	2.0	CR261	Turn left			6	Yes
Carroll	CR261	2.2	CR273	Turn left			6	No
Carroll	CR273	1.0	CR274	Turn left			6	No
Carroll	CR274	0.8	Academy Rd. (CR244)	Turn right			6	No
Carroll	Academy Rd. (CR244)	2.9	I-20	Cross over I-20		No access to/from I-20	6	Yes
Carroll	Academy Rd. (CR244)	1.2	Haralson County Line (CR75)	Continue straight			6	No
Haralson	GA1 Business	0.4	GA1 Business	Turn left			6	No
Haralson	US78/GA8	1.2	US78/GA8	Turn right	Bremen		6	Yes
Haralson	US78/GA8	0.6	CR342	Turn left			6	Yes
Haralson	CR342	15.2	Polk County Line	Continue straight			6	No
Polk	Mt. Vinson Rd. (CR440)	2.4	Paulding County Line	Continue straight			6	No
Paulding	CR470	1.5	Polk County Line	Continue straight			6	No
Polk	Mt. Vinson Rd. (CR441)	2.8	CR226	Turn left			6	No
Polk	CR226	0.9	GA8 Business	Continue straight	Rockmart		6	No
Polk	GA8 Business	1.0	GA8/101	Continue straight	Rockmart		6	Yes
Polk	GA101	7.5	Floyd County Line	Continue straight	Aragon		6	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Chattahoochee Trace Corridor Description (Route 5 South to North)**

County	Facility	Distance	Reference Point	Direction	Community	Notes/Major Features	District	State System
Floyd	GA101	4.2	Old Rockmart Rd. Intersection / (CR53)	Turn left		Becomes CR633	6	Yes
Floyd	Old Rockmart Rd. (CR53)	1.4	Old Rockmart Rd. (CR633)	Continue straight			6	No
Floyd	Old Rockmart Rd. (CR633)	1.0	Old Rockmart Rd. (CR99)	Bear right	Silver Creek		6	No
Floyd	Old Rockmart Rd. (CR99)	1.0	N. 1st St. / Silver St. (CR795)	Continue straight			6	No
Floyd	N. 1st St. / Silver St. (CR795)	0.5	Maple Rd. (CR631)	Turn right	Lindale		6	No
Floyd	Maple Rd. (CR631)	2.4	Maple St. (CR1127)	Continue straight		Pass under US411	6	No
Floyd	Maple St. (CR1127)	1.0	12th St. (CR1053/1124) / E. Main St.	Turn left		Several sets of RR tracks	6	No
Floyd	12th St. (CR1053) / E. Main St.	0.5	S. Broad St. (CS1124)	Bear right			6	No
Floyd	S. Broad St. (CS1124)	1.2	2nd Ave. / GA101	Turn left	Rome	Myrtle Hill Cemetery; Etowah River	6	No
Floyd	2nd Ave. / GA101	0.7	Martha Berry Blvd.	Bear right		Oostanaula River	6	No
Floyd	Martha Berry Blvd.	0.1	US27 / GA1	Cross US27			6	No
Floyd	GA1 / Martha Berry Blvd.	1.2	Redmond Cir.	Turn left			6	No
Floyd	Redmond Cir. (CR650)	1.0	Sharp right turn	Follow Redmond to right		Little Dry Creek; Southern RR underpass	6	No
Floyd	Redmond Cir. (CR650)	3.3	Huffaker Rd.	Turn right		Central of Georgia RR	6	No
Floyd	Huffaker Rd. (CR647)	6.0	Friday Rd.	Turn right		Beech Creek; Central of Georgia RR	6	No
Floyd	Friday Rd. (CR647)	1.0	Sharp left turn	Turn left		Cabin Creek; Central of Georgia RR	6	No
Floyd	Friday Rd. (CR647)	2.6	GA100	Turn right		Central of Georgia RR	6	No
Floyd	GA100	0.8	Chattanooga County line	Continue straight		Central of Georgia RR	6	No
Chattanooga	GA100	4.8	Holland Chattanooga line	Turn left	Holland		6	Yes
Chattanooga	Holland Chattanooga line (CR323)	1.1	Lyerly Holland Rd.	Bear right			6	Yes
Chattanooga	Lyerly Holland Rd. (CR321)	4.0	GA114	Turn right		Tallafarro Cr.; Chattooga R.; Central of Georgia RR	6	No
Chattanooga	GA114	0.4	Oak Hill Rd.	Turn left	Lyerly	Mosteller Creek	6	Yes
Chattanooga	Oak Hill Rd. (CR328)	2.7	Alpine Rd.	Bear right		Mosteller Creek	6	No
Chattanooga	Alpine Rd. (CR79)	3.1	CR79	Continue straight			6	No
Chattanooga	CR79	1.4	GA337	Turn right		Alpine Creek	6	No
Chattanooga	GA337	0.9	GA48	Turn left	Merlo		6	No
Chattanooga	GA48	3.1	GA157	Turn right	Cloudland		6	Yes
Chattanooga	GA157	6.7	Walker County line	Continue straight			6	Yes
Walker	GA157	11.6	Dade County line	Continue straight			6	Yes
Walker	GA157	1.5	Walker County line	Continue straight			6	Yes
Walker	GA157	3.6	GA136 / Mountain Crossing	Turn left			6	Yes
Walker	GA136	0.7	Dade County line	Continue straight			6	Yes
Dade	GA136	1.7	GA189	Turn right			6	Yes
Dade	GA189	2.3	Walker County line	Continue straight			6	Yes
Walker	GA189	0.4	Dade County line	Continue straight			6	Yes
Dade	GA189	8.2	GA157	Continue straight			6	Yes
Dade	GA189	3.9	Walker County line	Continue straight			6	Yes
Walker	GA189/157	0.4	GA189/157 split	Turn right			6	Yes
Walker	GA189/157	0.9	Tennessee State line	End	Lookout Min.		6	Yes
<b>TOTALS</b>							<b>408.1</b>	

(1) Runs common with Little White House Route.

# Route 5 - Chattahoochee Trace

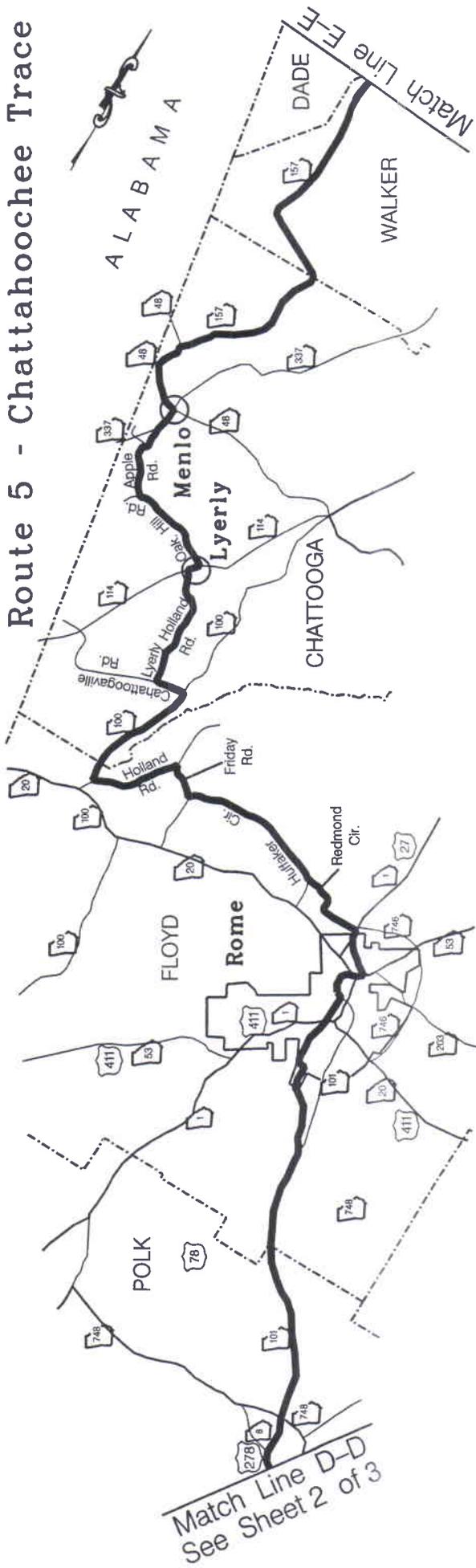


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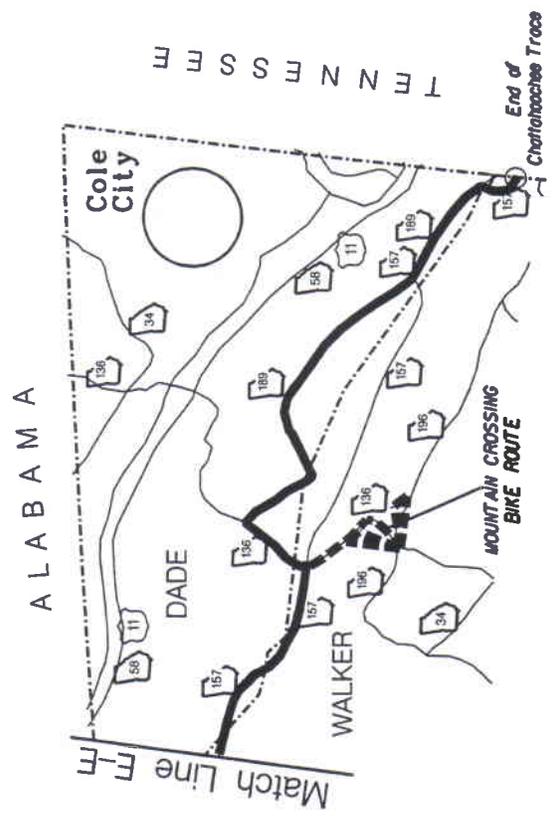
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# Route 5 - Chattahoochee Trace



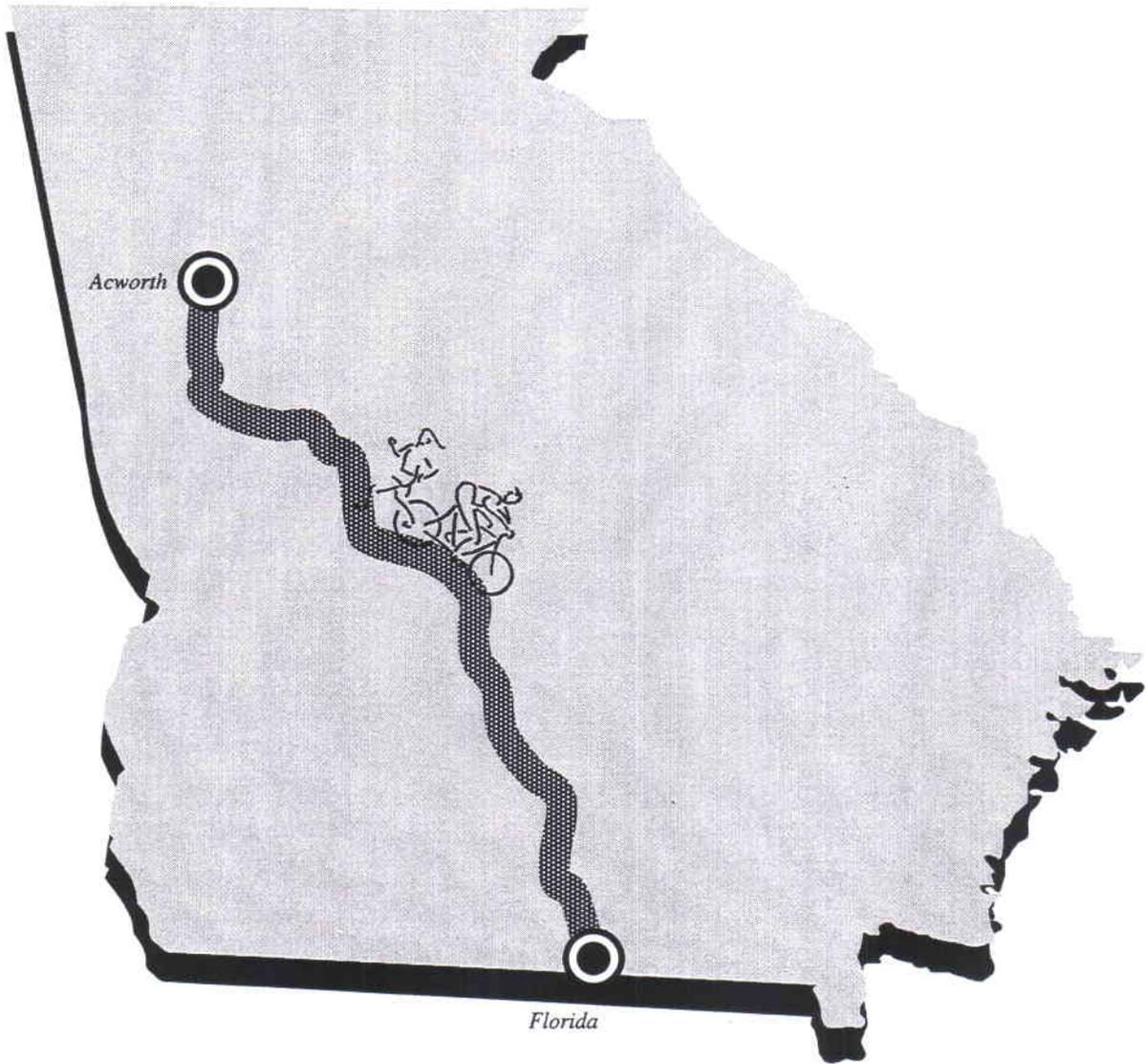
Match Line D-D  
See Sheet 2 of 3



Georgia Bicycle & Pedestrian  
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# Route 15 Central



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 15 (Central) Overview

- The Central Route runs north/south through the middle of Georgia between Acworth in Cobb County to the Florida state line south of Valdosta.
- The northern terminal point is located at the intersection of GA293 and Nance Rd. in Acworth.
- The southern terminal point is located at the Florida state line on US41 south of Valdosta.
- Route connections:

Route Name	Intersects at	Intersecting route termini
March to the Sea	Main St. and Nance Rd. in Acworth.	North - Tennessee state line on US27 near Rossville South - Intersection of Bay St. and Bull St. in downtown Savannah.
Little White House	A.) US29 and Fayetteville Rd. in Palmetto (spur route) B.) GA54 and GA85/92 in Fayetteville.	North - March to the Sea route at Five Points in downtown Atlanta South - TransGeorgia Route northeast of Columbus
TransGeorgia	US41 and GA96 in Houston County	West - Chattahoochee Trace north of Columbus East - Intersection of Bay St. and Bull St. in downtown Savannah
Wiregrass Route	A.) US41 and GA112 in Ashburn B.) US41 and GA32 in Sycamore	West – Chattahoochee Trace Route in Early County East - Southern Crossing Route in Waycross
Southern Crossing	A.) US41 and GA7 Alternate in Valdosta B.) Brookwood St. and US41 in Valdosta	West – Chattahoochee Trace Route in Seminole County East - Jekyll Island State Park in Glynn County



- Counties, communities, and major features served (listed from north to south):

<b>County</b>	<b>Mileage in county</b>	<b>Communities and major features</b>
Cobb	21.1	Acworth, Due West, Powder Springs
Douglas	12.9	Lithia Springs, I-20, Sweetwater Creek State Park, Chattahoochee River
Fulton	13.4	Campbellton, Palmetto
Coweta	2.8	I-85
Fayette	15.4	Tyrone, Fayetteville, Flint River
Clayton	5.6	Lovejoy
Henry	6.7	Hampton
Spalding	17.0	Sunny Side, Orchard Hill
Lamar	16.4	Milner, Barnesville
Monroe	20.3	Forsyth, Bolingbroke
Bibb	20.3	Macon
Houston	32.0	Perry, Henderson, I-75
Peach	0.1	
Dooly	19.9	Unadilla, Pinehust, Vienna, I-75
Crisp	17.7	Cordele, Arabi, GA300
Turner	16.6	Ashburn, Sycamore
Tift	22.8	Chula, Tifton, I-75, Omega
Colquitt	14.8	Ellentown, Little River, Reed Bingham St. Park
Cook	12.6	
Lowndes	36.5	Hahira, Valdosta, Valdosta State U., Dasher, Lake Park, Withlacoochee River
Echols	1.6	



- Mileage totals for Central Route:

Total length = 326.5 miles

District 1 = 0.0 miles

District 2 = 0.0 miles

District 3 = 150.9 miles

District 4 = 122.6 miles

District 5 = 0.0 miles

District 6 = 0.0 miles

District 7 = 53.0 miles

On state highway system = 200.2 miles (61.3% of total length)

Not on state highway system = 126.3 miles (38.7% of total length)

Shared length = 5.0 miles

3.0 miles with Wiregrass Route

2.0 miles with Southern Crossing Route

Total length unique to Central Route = 321.5 miles

On state highway system = 195.2 miles (60.7%)

Not on state highway system = 126.3 miles (39.3%)

- The Central Route has 75 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Central Route has 18 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Central Route Corridor Description (Route 15 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Cobb	GA283		Begin Nance Rd. / March to Sea Route		Acworth		7	Yes
Cobb	Nance Rd. (CR30)	0.9	Acworth - Due West Rd. (CR30)	Bear left		Butler Creek	7	No
Cobb	Acworth - Due West Rd. (CR30)	0.6	US41	Continue straight			7	No
Cobb	Acworth - Due West Rd. (CR30)	2.1	Old Silesboro Rd. (CR128)	Bear right			7	No
Cobb	Acworth - Due West Rd. (CR30)	3.3	Kennesaw Due West Rd. (CR2839)	Turn right	Due West		7	No
Cobb	Kennesaw Due West Rd. (CR2839)	0.7	Midway Rd. (CR818)	Turn left			7	No
Cobb	Midway Rd. (CR818)	1.7	GA120	Continue straight			7	No
Cobb	Midway Rd. (CR818)	1.5	Luther Ward Rd. (CR813)	Turn right			7	No
Cobb	Luther Ward Rd. (CR813)	0.1	Midway Rd. (CR812) bears left	Bear left			7	No
Cobb	Midway Rd. (CR812)	0.5	GA176	Turn left			7	No
Cobb	GA176	0.2	Bullard Rd. (CR811)	Turn right			7	No
Cobb	Bullard Rd. (CR811)	0.3	Govanett Rd. (CR982)	Turn left			7	No
Cobb	Govanett Rd. (CR982)	0.3	Old Lost Mountain Rd. (CR924)	Turn right			7	No
Cobb	Old Lost Mountain Rd. (CR924)	0.6	GA360	Continue straight			7	No
Cobb	Old Lost Mountain Rd. (CR924)	3.0	Jackson Way (CS83217)	Turn right		Saaboard RR	7	No
Cobb	Jackson Way (CR924)	0.1	US278/GA6 Business	Turn left			7	No
Cobb	US278/GA6 Business	0.2	Brownsville Rd. (CR2118)	Turn right	Powder Springs		7	Yes
Cobb	Brownsville Rd. (CR2118)	1.5	Hiram Lithia Rd. (CR2091)	Turn left		Southern RR; Powder Springs Creek	7	No
Cobb	Hiram Lithia Rd. (CR2091)	3.5	Douglas County line	Continue straight		Sweetwater Creek	7	No
Douglas	Sweetwater Rd. North (CR15)	1.0	US78	Continue straight	Lithia Springs		7	No
Douglas	Sweetwater Rd. South (CR817)	1.3	Lee Rd. (CR817)	Continue straight			7	No
Douglas	Sweetwater Rd. South (CR818)	1.2	Mt. Vernon Rd. (CR170) intersects to left	Continue straight			7	No
Douglas	Mt. Vernon Rd. (CR111)	0.2	I-20	Cross over I-20		I-20	7	No
Douglas	Mt. Vernon Rd. (CR111)	3.6	GA92	Turn left		Sweetwater Creek State Park	7	No
Douglas	GA92/166	1.8	GA92 turns right at GA166 intersection	Turn right			7	Yes
Douglas	GA92/166	3.5	GA166 intersects to right	Continue straight			7	Yes
Douglas	GA92	0.3	Fulton County line / Chattahoochee R.	Continue straight		Chattahoochee River	7	Yes
Fulton	GA92	0.5	GA70	Turn right	Campbellton		7	Yes
Fulton	GA70	0.4	GA70 turns right at GA154 intersection	Turn right			7	Yes
Fulton	GA70	2.0	GA70 turns right	Continue straight			7	Yes
Fulton	Cochran Mill Rd. (CR1392)	3.3	Rivertown Rd. (CR1373)	Continue straight			7	Yes
Fulton	Cochran Mill Rd. (CR1392)	4.2	Hutcheson Ferry Rd. (CR1391)	Turn left		Pea Creek; Little Pea Creek	7	No
Fulton	Hutcheson Ferry Rd. (CR1391)	1.3	Toombs St. (CR1391)	Bear left		Bear Creek; Little Bear Creek	7	No
Fulton	Toombs St. (CR1391)	0.6	US29 / Little White House Route Conn.	Continue straight			7	No
Fulton	Fayetteville Rd. (CR1391)	1.1	Coweta County line	Continue straight	Palmetto	Atlanta & West Point RR underpass	7	No
Coweta	Fayetteville Rd. (CR1391)	1.0	Weldon Rd. (CR560)	Bear left			3	No
Coweta	Collinsworth Rd. (CR548)	0.3	I-85	Cross over I-85		I-85	3	No
Coweta	Collinsworth Rd. (CR548)	1.5	Fayette County line	Continue straight		Peeks Creek; Line Creek	3	No
Fayette	Palmetto Rd. (CR358)	1.6	Senoia Rd. (CR480)	Continue straight	Tyrone		3	No
Fayette	Palmetto Rd. (CR358)	0.2	GA74	Continue straight			3	No
Fayette	Tyrone Rd. (CR358)	4.3	GA54	Turn left		CSX RR	3	No
Fayette	GA54	3.6	GA54 eastbound (Stonewall Ave.)	Continue straight		Whitewater Creek	3	No
Fayette (1)	GA54 eastbound (Stonewall Ave.)	0.6	GA85/92 / Little White House Route	Continue straight	Fayetteville		3	Yes
Fayette (1)	GA54 eastbound (Stonewall Ave.)	0.4	Merge with westbound GA54	Continue straight			3	Yes
Fayette (2)	GA54 WE (Lanier Ave.) westbound	0.6	Merge with eastbound GA54	Continue straight			3	Yes
Fayette (2)	GA54 WE (Lanier Ave.) westbound	0.5	GA85/92 / Atlanta Link (Primary route)	Continue straight			3	Yes
Fayette	GA54	1.4	McDonough Rd. / GA92	Turn right		Nash Creek	3	Yes
Fayette	McDonough Rd. / GA92	2.2	Clayton County line	Continue straight		Flint River	3	No
Clayton	McDonough Rd. / GA92	3.7	US19/41/GA92	Continue straight		Hurricane Creek	7	No

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Central Route Corridor Description (Route 15 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Clayton	McDonough Rd. / GA92	0.3	McDonough Rd. / GA92 intersects to left	Bear right		Central of Georgia RR overpass	7	Yes
Clayton	CR607	1.1	Talmadge Rd. (CR1332)	Continue straight	Lovejoy		7	Yes
Clayton	CR607	0.5	Henry County line	Continue straight		Central of Georgia RR overpass	7	Yes
Henry	CR854	1.2	GA81 intersects to right	Continue straight			3	No
Henry	GA853	0.1	GA81 intersects to left	Continue straight			3	Yes
Henry	CR853	3.0	GA20 intersects to right	Continue straight			3	No
Henry	CR853	0.1	GA20 intersects to left	Continue straight	Hampton		3	Yes
Henry	CR852	2.3	Spalding County line	Continue straight		Central of Georgia RR overpass	3	No
Spalding	CR157 (Old Allianta Rd.)	0.3	Teamon Rd. (CR603)	Turn left			3	No
Spalding	Teamon Rd. (CR603)	0.5	Teamon Rd. (CR603) bears right	Bear right	Sunny Side	Central of Georgia RR	3	No
Spalding	Teamon Rd. (CR514)	6.6	GA155	Turn right			3	No
Spalding	GA155	1.4	GA155 turns right at McIntosh Rd. intx.	Continue straight		Troublesome Creek	3	Yes
Spalding	McDonough Rd. (CR498)	3.3	High Falls Rd. (CR501)	Continue straight		Cabin Creek	3	No
Spalding	McDonough Rd. (CR498)	0.5	GA16	Continue straight			3	No
Spalding	McDonough Rd. (CR498)	3.5	Johnston Rd. (CR62)	Turn right			3	No
Spalding	Johnston Rd. (CR62)	0.1	Lamar Rd. (CR511)	Turn left	Orchard Hill	Central of Georgia RR	3	No
Spalding	Macon Rd. (CR511)	0.8	Lamar County line	Continue straight			3	No
Lamar	Old Hwy. 41 (CR223)	4.7	Liberty Hill Rd. (CR218)	Continue straight		Central of Georgia RR overpass	3	No
Lamar	Old Hwy. 41 (CR223)	0.3	Elheridge Mill Rd. (CR209)	Continue straight	Midner		3	No
Lamar	Old Hwy. 41 (CR223)	1.1	US41	Continue straight			3	No
Lamar	Old Hwy. 41 (CR223)	1.7	US41/GA7	Turn right		Turner Creek	3	No
Lamar	US41/GA7	0.3	US41/GA18 bears left	Bear left			3	Yes
Lamar	US41/GA18	1.7	US41 bears left	Bear left		Big Towaliga Creek, Central of Georgia RR	3	Yes
Lamar	US41/GA18	0.1	GA36	Continue straight	Barnesville		3	Yes
Lamar	US41/GA18	6.5	Monroe County line	Continue straight		Cole Creek	3	Yes
Monroe	US41/GA18	6.2	GA83 intersects to right	Continue straight		Todd Creek	3	Yes
Monroe	US41/GA18	0.5	GA42/83 intersects to left	Continue straight	Forsyth		3	Yes
Monroe	US41/GA18	1.1	GA18 veers to left	Continue straight			3	Yes
Monroe	US41/GA19	9.2	I-475	Cross under I-475			3	Yes
Monroe	US41/GA19	3.3	Bibb County line	Continue straight	Bolingbroke		3	Yes
Bibb	US41/GA19	0.1	CR63 bears left	Bear left			3	Yes
Bibb	CR63	0.4	CR70	Turn left			3	No
Bibb	CR70	0.1	Rivoli Rd. (CR71)	Turn right		Central of Georgia RR	3	No
Bibb	Rivoli Rd. (CR71)	4.6	Wesleyan Dr. (CR73)	Continue straight			3	No
Bibb	US41/GA19	0.3	US41/GA19	Turn left		Central of Georgia RR	3	No
Bibb	US41/GA19	2.6	US41 turns right at US41 Business	Turn right			3	Yes
Bibb	US41/GA247	1.4	GA74	Continue straight	Macon	Central of Georgia RR overpass	3	Yes
Bibb	US41/GA247	0.8	US80	Continue straight			3	Yes
Bibb	US41/GA247	1.9	I-75	Cross under I-75			3	Yes
Bibb	US41/GA247	1.4	US41 bears right at US41 Business	Bear right			3	Yes
Bibb	US41/GA11	0.9	Houston Rd.	Continue straight		Rocky & Tobesofkee Cr.; Southbound lanes of US41	3	Yes
Bibb	US41/GA11	2.0	US41 bears right	Bear right		Northbound lanes of US41	3	Yes
Bibb	US41/GA11	3.8	Houston County line	Continue straight		Echecommee Creek	3	Yes
Houston	US41/GA11	1.3	US41 bears left at GA49	Bear left			3	Yes
Houston	US41/GA11	4.3	GA247 Connector	Continue straight			3	Yes
Houston	US41/GA11	4.8	GA96 / TransGeorgia Route	Continue straight			3	Yes
Houston	US41/GA11	1.7	Peach County line	Continue straight			3	Yes
Peach	US41/GA11	0.1	Houston County line	Continue straight		Mossy Creek	3	Yes
Houston	US41/GA11	2.5	GA11 Business	Continue straight			3	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Central Route Corridor Description (Route 15 North to South)**

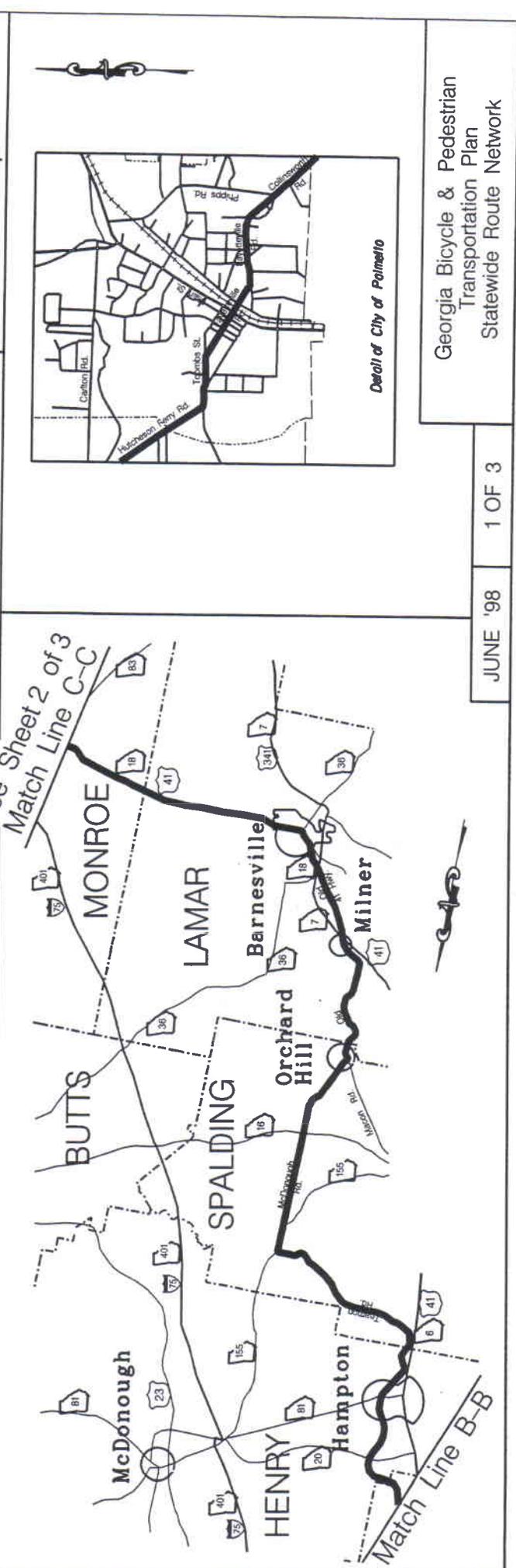
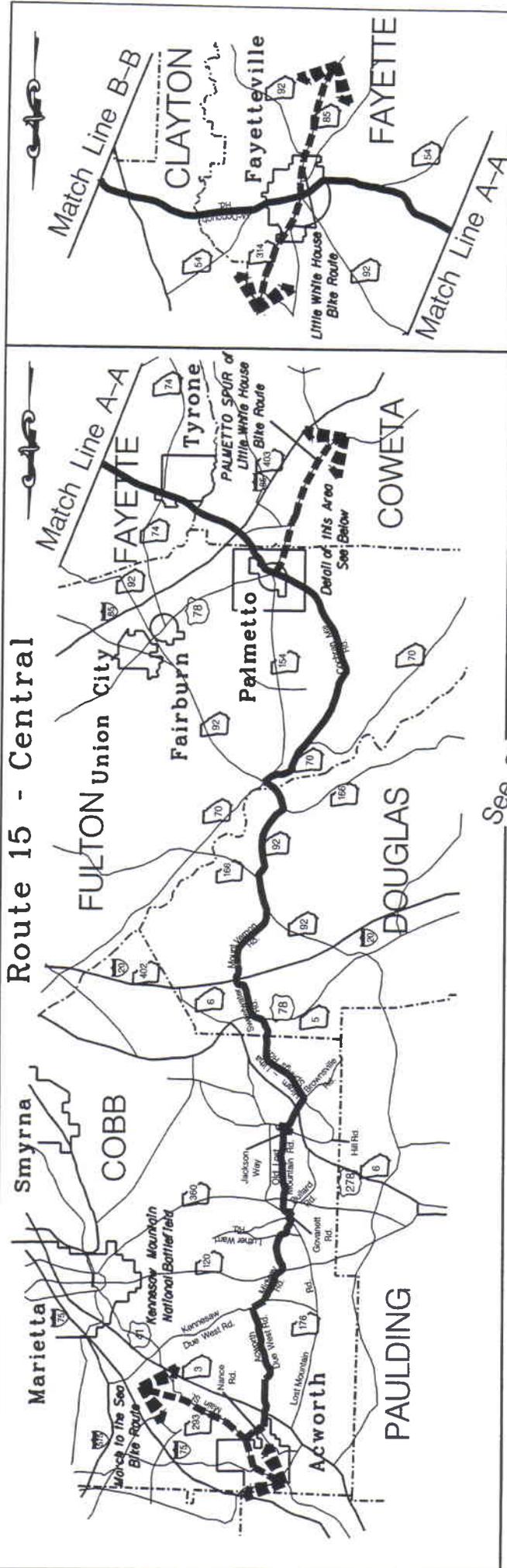
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Houston	US41/GA11 Business	1.8	GA127/GA7	Turn right			3	Yes
Houston	US41/GA11 Business	0.1	GA127	Continue straight	Perry		3	Yes
Houston	US41/GA127	0.1	US41/GA7	Continue straight		Central of Georgia RR; Big Indian Creek	3	Yes
Houston	US41/GA7	1.4	US41 turns to right at GA127	Turn right		Georgia National Fairgrounds & Agricenter to the left	3	Yes
Houston	US41/GA7	1.7	I-75	Cross over I-75		I-75	3	Yes
Houston	US41/GA7	0.1	US41 turns to left	Turn left			3	Yes
Houston	US41/GA7	7.9	GA26	Continue straight	Henderson	Flat Creek	3	Yes
Houston	US41/GA7	3.3	I-75	Cross under I-75		Big Creek; I-75	3	Yes
Houston	US41/GA7	1.0	Dooly County line	Continue straight			3	Yes
Dooly	US41/GA7	2.2	GA230 intersects to left	Continue straight		Camp Creek	3	Yes
Dooly	US41/GA7	0.1	GA230 intersects to right	Continue straight			3	Yes
Dooly	US41/GA7	1.0	I-75	Cross under I-75	Unadilla	I-75	3	Yes
Dooly	US41/GA7	3.9	Fullington Ave. (CR223)	Continue straight	Pinehurst		3	Yes
Dooly	US41/GA7	8.3	GA27	Continue straight		Sandy Mount Creek	3	Yes
Dooly	US41/GA7	4.4	Crisp County line	Continue straight	Vienna	Pennahatchee Creek	3	Yes
Crisp	US41/GA7	4.9	US280	Continue straight		Georgia Southwestern RR; CSX RR; Gum Creek	4	Yes
Crisp	US41/GA7	3.0	GA300	Cross under GA300	Cordale	Southern RR; Cedar Creek	4	Yes
Crisp	US41/GA7	1.0	US41 bears left at GA33	Bear left			4	Yes
Crisp	US41/GA7	0.4	GA33 Connector	Continue straight			4	Yes
Crisp	US41/GA7	5.8	1st St. (CR357)	Continue straight	Arabi		4	Yes
Crisp	US41/GA7	2.6	Turner County line	Continue straight			4	Yes
Turner	US41/GA7	7.7	GA159 intersects to left	Continue straight		Southern RR; West Fork Deep Creek	4	Yes
Turner	US41/GA7	0.2	GA112/32 / Wiregrass Route	Continue straight			4	Yes
Turner (3)	US41/GA7	3.0	GA32 veers to left	Continue straight			4	Yes
Turner	US41/GA7	5.7	Tift County line	Continue straight	Ashburn		4	Yes
Tift	US41/GA7	4.5	Chula - Brookfield Rd. (CR421)	Continue straight	Sycamore		4	Yes
Tift	US41/GA7	5.0	I-75	Cross under I-75	Chula		4	Yes
Tift	US41/GA7	1.6	US41 turns right	Turn right			4	Yes
Tift	US82/319/GA820	0.9	US82/319	Turn left	Tifton		4	Yes
Tift	US319/GA35	1.0	US319 turns to left	Turn left			4	Yes
Tift	US319/GA35	0.3	I-75	Cross over I-75		I-75	4	Yes
Tift	Omega Ellenton Rd. (CR415)	8.3	Omega Ellenton Rd. (CR415)	Turn left	Omega	Little River; Arnold Creek	4	Yes
Tift	Colquitt County line	1.2	Colquitt County line	Continue straight			4	Yes
Colquitt	Ellenton Omega Rd. (CR486)	7.1	Cool Springs Rd. (CR477)	Continue straight			4	No
Colquitt	Ellenton Omega Rd. (CR486)	2.0	Ellenton Norman Park Rd. (CR479)	Continue straight		Ty Creek; Warrior Creek	4	No
Colquitt	Ellenton Omega Rd. (CR477)	3.0	GA37	Turn left			4	No
Colquitt	GA37	2.7	Cook County line	Continue straight	Ellenton	Buck Creek; Big Branch	4	No
Cook	GA37	2.6	CR15	Turn right		Read Bingham State Park; Little River	4	Yes
Cook	CR15	5.0	GA76	Continue straight			4	Yes
Cook	CR243	2.3	CR242	Bear right			4	No
Cook	CR242	2.7	Lowndes County line	Continue straight		Live Oak, Perry & S. GA RR; Morrison Creek	4	No
Lowndes	Old Valdosta Rd. (CR775/776)	3.9	GA122	Turn left			4	No
Lowndes	GA122	0.8	I-75 / US41	Cross over I-75			4	No
Lowndes	US41/GA7	1.0	US41 turns left	Turn right	Hahira	Franks Creek; I-75	4	Yes
Lowndes	Old US41 (CR868)	7.3	US41	Cross over US41		Georgia Southern & Florida RR	4	Yes
Lowndes	US41/GA7	2.2	GAT All. / Southern Crossing Route	Bear right		US41	4	No
Lowndes (4)	US41/GA7 All	1.2	GA31	Continue straight		Withlacoochee River	4	Yes
Lowndes (4)	US41/GA7 All	0.8	Brookwood St. / Southern Crossing Rl.	Continue straight			4	Yes
Lowndes	US41/GA7 All	0.9	US41 (Webster St.)	Continue straight		Valdosta State University	4	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Central Route Corridor Description (Route 15 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System	
Lowndes (5)	US41/SR7 South	0.2	US84 Westbound (Central Ave.)	Continue straight			4	Yes	
Lowndes (5)	US41/SR7 South	0.1	US84 Eastbound (Hill Ave.)	Continue straight	Validosta		4	Yes	
Lowndes (5)	US41/SR7 South	0.4	Merge with US41 Northbound	Continue straight		Seaboard System RR	4	Yes	
Lowndes (6)	US41/GA7 (Webster St.)	0.1	GA7 Alternate	Turn right			4	Yes	
Lowndes (6)	US41/GA7 Northbound	0.2	US41 connection (Webster St.)	Turn left			4	Yes	
Lowndes (6)	US41/GA7 Northbound	0.1	US84 Westbound (Central Ave.)	Continue straight			4	Yes	
Lowndes (6)	US41/GA7 Northbound	0.4	US84 Eastbound (Hill Ave.)	Continue straight		Seaboard System RR	4	Yes	
Lowndes	US41/GA7	0.5	GA31 intersects to right	Continue straight			4	Yes	
Lowndes	US41/GA7	0.1	GA94 intersects to left	Continue straight	Dasher		4	Yes	
Lowndes	US41/GA7	6.1	Johnston Rd. (CR98)	Continue straight			4	Yes	
Lowndes	US41/GA7	4.9	GA376 intersects to right	Continue straight			4	Yes	
Lowndes	US41/GA7	1.3	GA376 intersects to left	Continue straight	Lake Park		4	Yes	
Lowndes	US41/GA7	4.0	Echols County line	Continue straight		Georgia Southern & Florida RR	4	Yes	
Echols	US41/GA7	1.6	Florida State line / End of route	End of route			4	Yes	
<b>TOTALS</b>									
							326.5		

- (1) Eastbound direction of one-way street pair used through Fayetteville.
- (2) Westbound direction of one-way street pair used through Fayetteville.
- (3) Runs common with Wiregrass Route.
- (4) Runs common with Southern Crossing Route.
- (5) Southbound direction of one-way street pair used through Validosta.
- (6) Northbound direction of one-way street pair used through Validosta.

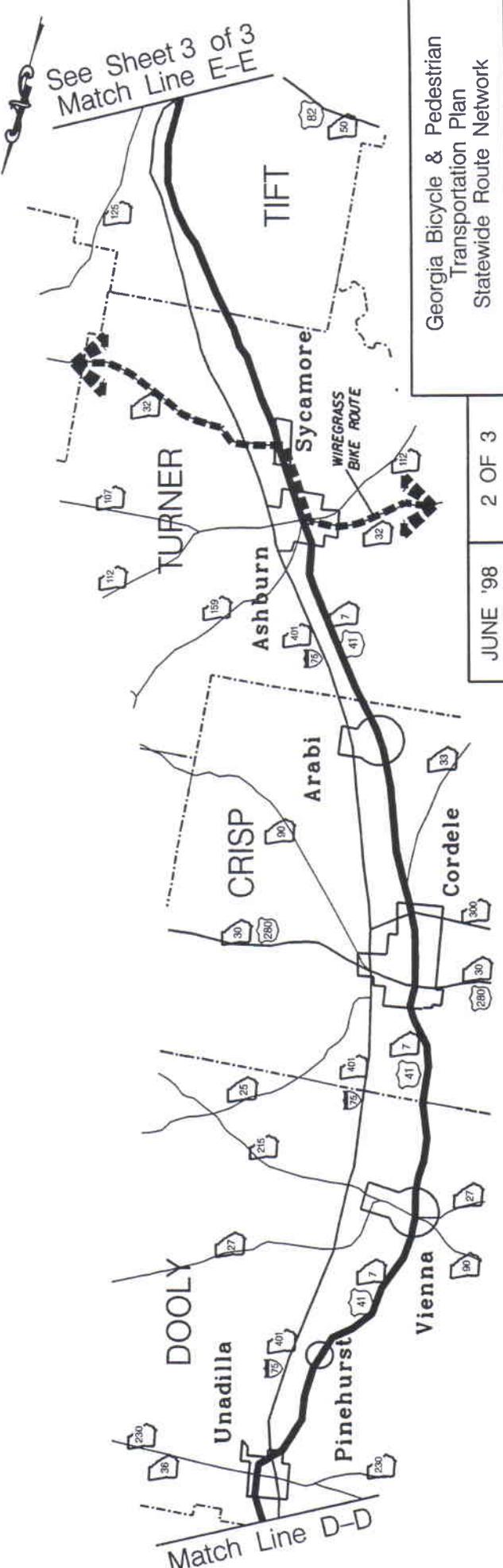
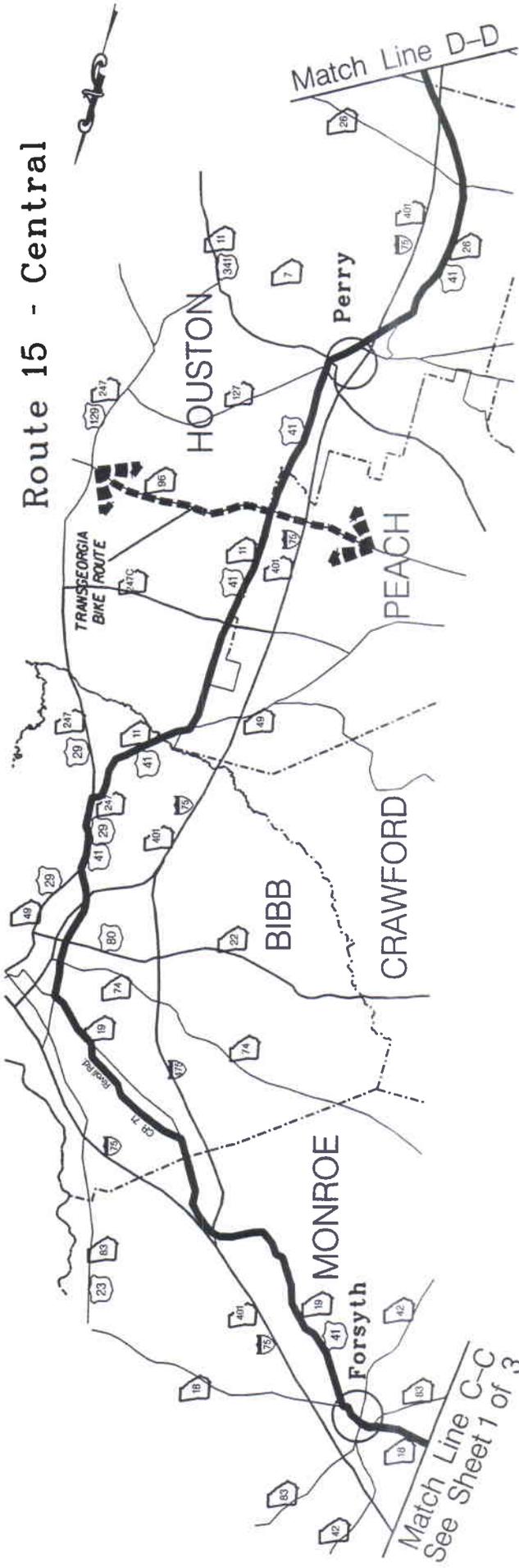
# Route 15 - Central



Georgia Bicycle & Pedestrian  
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Statewide Route Network

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# Route 15 - Central

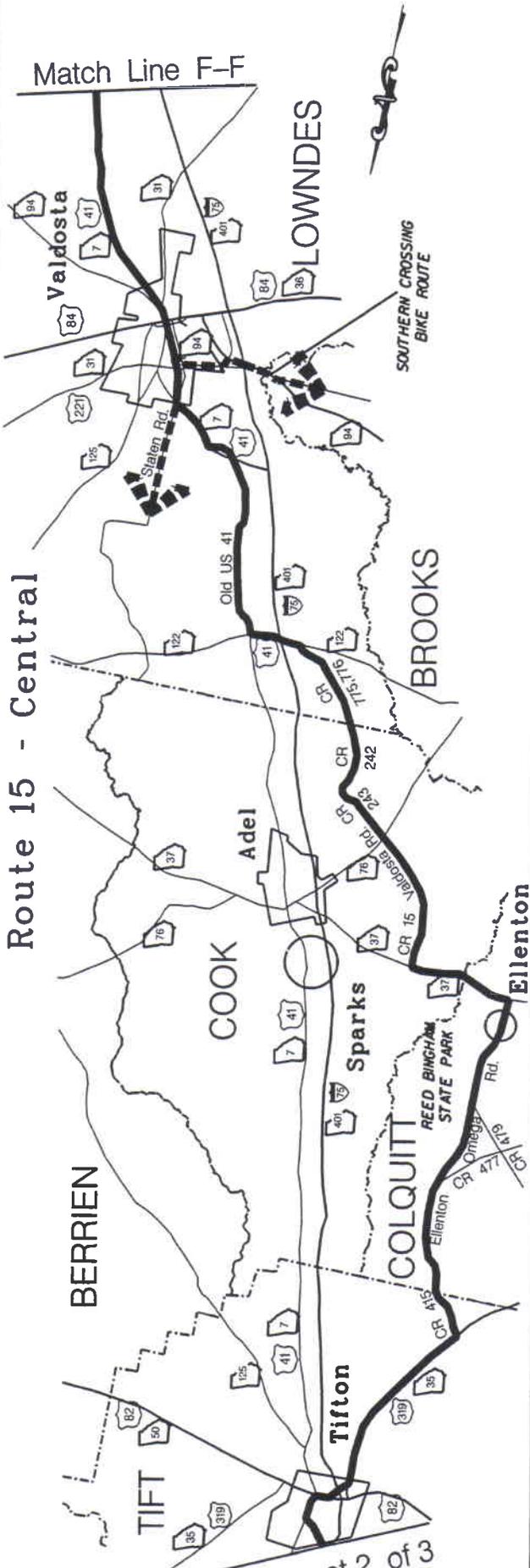


Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

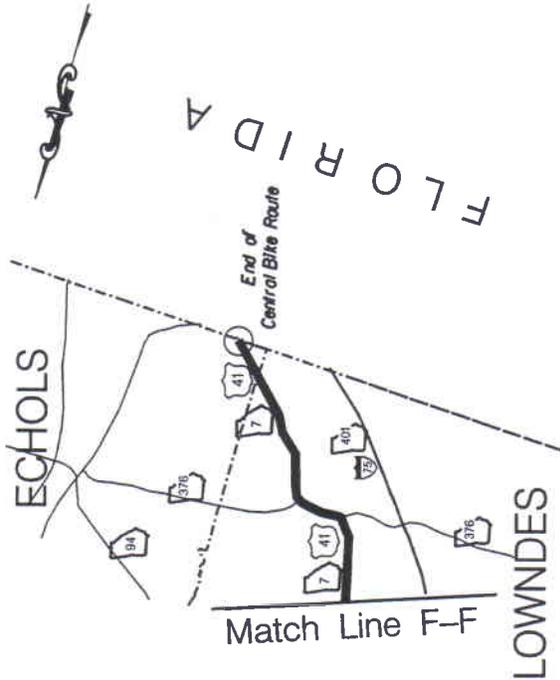
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Match Line F-F

# Route 15 - Central

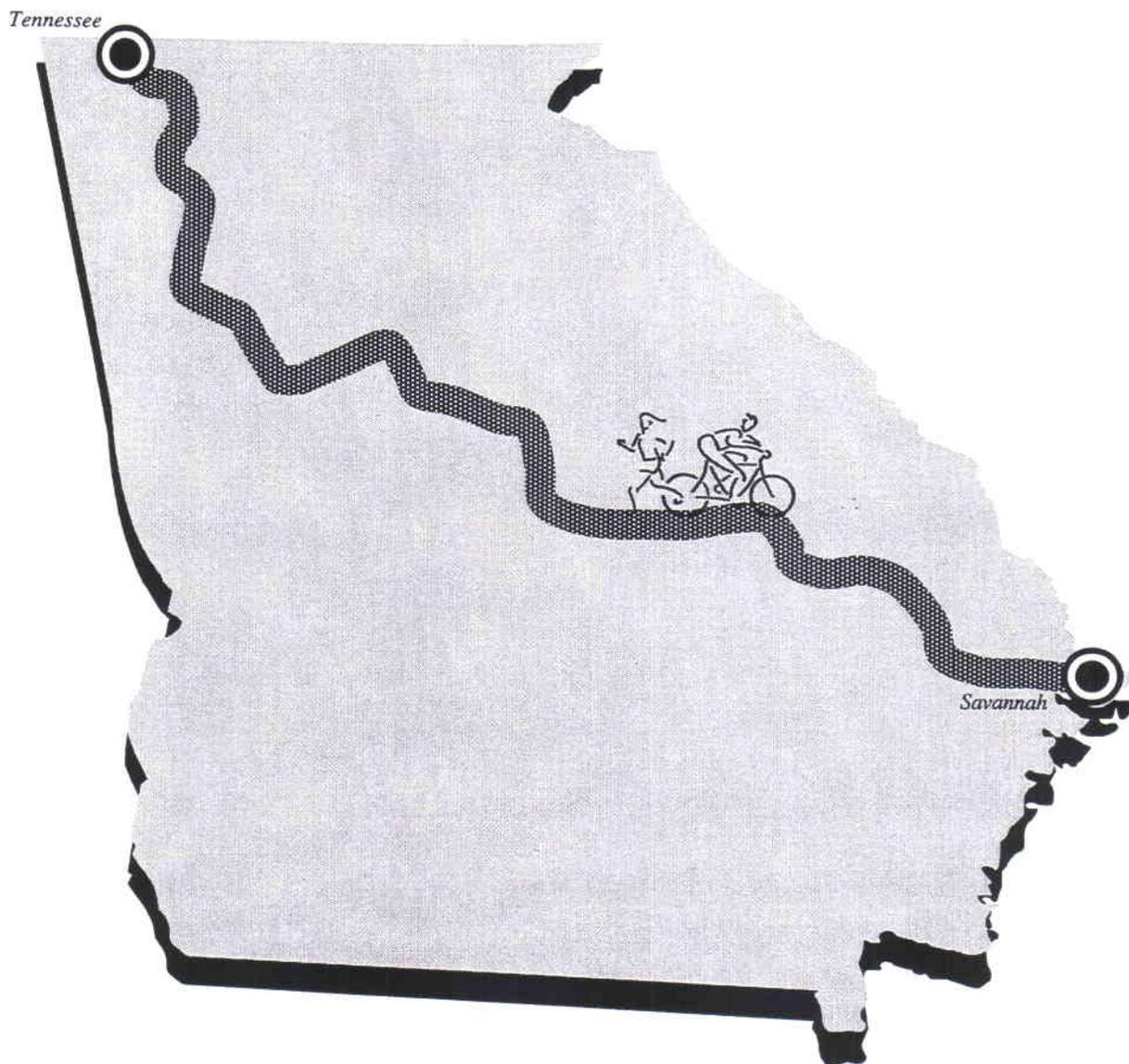


See Sheet 2 of 3  
Match Line E-E



# Route 35

## March to the Sea



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 35 (March to the Sea) Overview

- The March to the Sea Route runs northwest/southeast between the Tennessee state line near Chattanooga and downtown Savannah.
- The northern terminal point is located at the Tennessee state line on US27.
- The southern terminal point is located at the intersection of Bull St. and Bay St. in downtown Savannah.
- Route connections:

Route Name	Intersects at	Intersecting route termini
Mountain Crossing	A.) Old Morris Rd. and Mill Creek Rd. in Whitfield County B.) Villanow Mill Creek Rd. and Lower Mill Creek Rd.	West – Chattahoochee Trace Route in Walker County East – Savannah River Run Route in Rabun County
Northern Crescent	A.) Lemon St. and Main St. in Acworth B.) Dogwood Rd. and GA124 in Snellville.	West - March to the Sea Route in Acworth East - March to the Sea Route in Gwinnett County
Central Route	Nance Rd. and GA293 in Acworth	North – March to the Sea Route in Acworth South – Florida state line at US41
Little White House	Peachtree St. and Marietta St. (Five Points) in downtown Atlanta	North – March to the Sea Route in Atlanta South – TransGeorgia Route northeast of Columbus
Savannah River Run	A.) GA56 and GA17 in Midville, B.) GA21 and GA17 in Millen, and C.) GA17 and US80 in Effingham County	North – North Carolina state line at Rabun County South – Intersection of Bull and Bay Streets in Savannah



Route Name (CONT.)	Intersects at (CONT.)	Intersecting route termini (CONT.)
TransGeorgia	GA67 and GA46 in Bulloch County	West – Chattahoochee Trace north of Columbus East – Intersection of Bull and Bay Streets in Savannah
Coastal	A.) US80 and GA17 in Effingham County B.) Chatham Parkway and Telfair Place in Chatham County	North - South Carolina state line at Effingham County South - Florida state line at Camden County.

- Counties, communities, and major features served (listed from north to south):

County	Mileage in county	Communities and major features
Walker	11.8	Rossville
Catoosa	15.2	Fort Oglethorpe, Ringgold, Chickamauga & Chattanooga National Battlefield Park nearby
Whitfield	11.7	Tunnel Hill, Mt. Vernon
Gordon	18.5	Sugar Valley, Calhoun, Oostanaula River
Bartow	39.4	Adairsville, Kingston, Euharlee, Stilesboro, Etowah River and Etowah Indian Mounds State Historic Site nearby, Emerson, Red Top Mountain State Park nearby, Lake Allatoona
Cobb	26.0	Acworth, Kennesaw, Marietta, Smyrna, Kennesaw Mtn. Nat'l Battlefield Park, I-285, Chattahoochee R.
Fulton	9.8	Atlanta, Ga. Tech, Centennial Park, Underground Atlanta, Woodruff Park, Georgia State University, I-75/85, MLK Jr Center, Inman Park, Little Five Points
DeKalb	15.9	Candler Park, Lake Claire, Agnes Scott College, Decatur, Avondale Estates, Scottdale, I-285, Clarkston, Stone Mountain Village and Park



<b>County (CONT.)</b>	<b>Mileage in county (CONT.)</b>	<b>Communities and major features (CONT.)</b>
Gwinnett	16.9	Snellville, Yellow River
Walton	25.8	Walnut Grove, Jersey, Social Circle, Alcovy River
Morgan	21.6	Rutledge, Hard Labor Creek State Park nearby, Madison, I-20
Putnam	21.4	Rock Eagle Monument and 4-H Center, Eatonton, Little River, Lake Sinclair
Baldwin	25.9	Milledgeville, Georgia College and State University, Lake Sinclair, Oconee River
Washington	32.8	Deepstep, Sandersville, Davisboro
Jefferson	19.9	Louisville, Ogeechee River
Burke	11.4	Midville
Jenkins	20.8	Millen, Magnolia Springs S.P. nearby, Scarboro
Screven	4.9	Rocky Ford, Ogeechee River
Bulloch	43.4	Statesboro, Georgia Southern University
Bryan	5.9	Blyhton, Ogeechee River
Effingham	6.4	Falkville, Little Ogeechee River
Chatham	22.5	Bloomington, Garden City, Savannah, I-95, I-516



▪ Mileage totals for March to the Sea Route:

Total length = 427.9 miles

District 1 = 42.7 miles

District 2 = 158.7 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 78.2 miles

District 6 = 96.6 miles

District 7 = 51.7 miles

On state highway system = 253.3 miles (59.2% of total length)

Not on state highway system = 174.6 miles (40.8% of total length)

Shared length = 110.1 miles

1.9 miles with Mountain Crossing Route

41.8 miles with Savannah River Run Route

49.5 miles with TransGeorgia Route

16.9 miles with Coastal Route

Total length unique to March to the Sea Route = 359.1 miles

On state highway system = 217.6 miles (60.6%)

Not on state highway system = 141.5 miles (39.4%)

- The March to the Sea Route has 95 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The March to the Sea Route has 15 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
March to the Sea Corridor Description (Route 35 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Walker	US27/GA1		Begin at Tennessee state line				6	
Walker	US27/GA1	0.1	CR704	Turn right	Rossville		6	Yes
Walker	CR704	2.5	GA2	Turn left			6	No
Walker	GA2	1.9	Catoosa County line	Continue straight			6	Yes
Catoosa	GA2	0.4	US27	Continue straight	Fort Oglethorpe		6	Yes
Catoosa	GA2	6.4	I-75	Continue straight		W. Chick. & Peavine Cr.; Chat.&Chick. Nat'l Battlefield F	6	Yes
Catoosa	GA2	1.3	US41	Turn right			6	Yes
Catoosa	US4176/GA3	0.7	GA151 intersects to right	Continue straight		Chickamauga Creek	6	Yes
Catoosa	US4176/GA3	0.8	GA151 intersects to left	Continue straight	Ringgold		6	Yes
Catoosa	US4176/GA3	0.1	GA151 Spur intersects to left	Continue straight		CSX RR underpass	6	Yes
Catoosa	US4176/GA3	2.2	GA2 intersects to left	Bear right		Cherokee Creek	6	Yes
Catoosa	US4176/GA3	0.9	I-75	Cross over I-75		Tiger Creek	6	Yes
Catoosa	US4176/GA3	2.4	Whitfield County line	Continue straight			6	Yes
Whitfield	US4176/GA3	1.7	GA201 intersects to left	Continue straight	Tunnel Hill		6	Yes
Whitfield	US4176/GA3	2.7	GA201 intersects to right	Turn right		CSX RR overpass	6	Yes
Whitfield	GA201	2.1	Mt. Vernon Rd. (CR343/678)	Turn left	Mt. Vernon		6	Yes
Whitfield	Mt. Vernon Rd. (CR343)	0.2	Utility Rd. bears to right (CR343)	Bear right			6	No
Whitfield	Utility Rd. (CR343)	0.7	Utility Rd. bears to right (CR343)	Bear right			6	No
Whitfield	Utility Rd. (CR343)	2.2	White Rd. bears to left (CR349)	Bear left			6	No
Whitfield	White Rd. (CR349)	2.0	Old Morris Rd. / Mountain Crossing Rl.	Continue straight			6	No
Whitfield (1)	Mill Creek Rd. (CR348)	0.1	Walker County line	Continue straight			6	No
Walker (1)	Villanow Mill Creek Rd. (CR2)	1.8	Lower Mill Creek Rd. (CR1) to left	Turn left			6	No
Walker	Lower Mill Creek Rd. (CR1)	1.5	GA136	Turn left			6	No
Walker	GA136	4.0	Gordon County line	Continue straight			6	Yes
Gordon	GA136	1.1	GA136 turns left	Continue straight			6	Yes
Gordon	GA136 Connector	4.1	Fairview Rd. (CR473)	Continue straight	Sugar Valley	Snake Creek	6	Yes
Gordon	GA136 Connector	5.0	GA156 intersects to left	Continue straight		Graham Creek; Oostanaula River	6	Yes
Gordon	GA136 Connector	0.2	GA156 intersects to right	Continue straight	Calhoun		6	Yes
Gordon	GA136 Connector	0.2	GA53 Spur	Turn left			6	Yes
Gordon	GA53 Spur	0.2	US41	Turn right		CSX RR underpass	6	Yes
Gordon	US41/GA3	2.0	GA53	Bear right across GA53			6	Yes
Gordon	US41/GA3	5.7	Barrow County line	Continue straight		Blackwood Creek; Lynn Creek	6	Yes
Barrow	US41/GA3	1.5	GA140	Turn right			6	Yes
Barrow	GA140	0.4	Hall Station Rd. (CR627)	Turn left	Adairsville	CSX RR overpass	6	Yes
Barrow	Hall Station Rd. (CR627)	5.5	Barnsley Garden Rd. (CR106)	Continue straight		Oothkalooga Creek; Barnsley Gardens to right on CR106	6	No
Barrow	Hall Station Rd. (CR627)	4.7	GA293	Turn left			6	Yes
Barrow	GA293	0.4	Bradley St. (CR75/626)	Turn right		CSX RR overpass	6	Yes
Barrow	Bradley St. (CR75/626)	0.2	Hardin Bridge Rd. (CR623)	Turn left	Kingston	CSX RR	6	No
Barrow	Hardin Bridge Rd. (CR623)	1.9	US411	Continue straight		Two Run Creek	6	No
Barrow	Hardin Bridge Rd. (CR623/851)	4.5	Chullo Rd. (CR628)	Turn left		Elowah River	6	No
Barrow	Chullo Rd. (CR628)	0.6	Pine Bow Covered Bridge Rd. (CR30)	Bear right			6	No
Barrow	Pine Bow Covered Bridge Rd. (CR30)	3.7	GA113	Turn left	Euharfee	Euharfee Creek; covered bridge; Plant Bowen; CSX RR	6	No
Barrow	GA113	3.5	Old Alabama Rd. (CR636) bears right	Bear right		Flaccoon Creek; Richland Creek	6	Yes
Barrow	Old Alabama Rd. (CR636)	0.5	Old Alabama Rd. (CR636) bears right	Bear right	Stilesboro		6	No
Barrow	Old Alabama Rd. (CR636)	0.6	GA61	Continue straight			6	No
Barrow	Old Alabama Rd. (CR636)	6.0	GA293	Turn right	Emerson	Elowah Mounds to left at CR343; Pumpkinvine Creek	6	No
Barrow	GA293	0.1	US41	Cross under US41		Red Top Mountain State Park	6	Yes
Barrow	GA293	0.1	GA293 turns right	Turn right			6	Yes
Barrow	GA293	5.2	Cobb County line	Continue straight			6	Yes
Cobb	CR4520	0.8	GA92	Cross under GA92		Pumpkinvine Creek (twice); Lake Allatoona	7	Yes
Cobb	CR4520	0.6	Lemon St. / Northern Crescent Route	Turn left	Acworth		7	Yes
Cobb	CR4520	1.6	Nance Rd.	Continue straight			7	Yes

Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
March to the Sea Corridor Description (Route 35 North to South)

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Cobb	CR4520	2.4	Ruitledge Rd.	Continue straight			7	Yes
Cobb	CR4520	1.0	Moon Station Rd.	Bear right	Kennesaw		7	Yes
Cobb	CR4520	1.0	McCollum Parkway	Continue straight		RR overpass	7	No
Cobb	CR4520	0.9	US41	Continue straight			7	No
Cobb	Old US41 (CR2896)	0.9	Barrett Parkway	Continue straight			7	No
Cobb	Old US41 (CR2896)	1.2	Stilesboro Rd.	Continue straight		RR overpass; Kennesaw Mtn. Nat'l Battlefield Park	7	No
Cobb	Old Cartersville Rd. (CR2896)	0.4	Kennesaw Avenue	Turn right			7	No
Cobb	Kennesaw Ave. (CR0896)	2.2	GA5	Cross over GA5		GA5	7	No
Cobb	Kennesaw Ave. (CR0896)	0.1	Church St.	Turn right			7	No
Cobb (2)	Church St. (CS138913) SB one way rt.	0.2	Polk St.	Continue straight			7	No
Cobb (2)	Church St. (CS138913) SB one way rt.	0.2	GA120 (Whitlock Ave.)	Continue straight	Marietta		7	No
Cobb (2)	Church St. (CS138913) SB one way rt.	0.2	Waverly Way	Turn left			7	No
Cobb (2)	Waverly Way (CS122913) SB one way rt.	0.1	Atlanta St.	Turn right			7	No
Cobb (3)	Kennesaw Ave. (CS119113) NB one way rt.	0.1	Church St.	Continue straight			7	No
Cobb (3)	Atlanta St. (CS139013) NB one way rt.	0.2	Kennesaw Ave.	Turn left			7	No
Cobb (3)	Atlanta St. (CS139013) NB one way rt.	0.2	Lennon St.	Continue straight			7	No
Cobb	Atlanta St. (CS139013)	0.2	GA120 (Roswell St.)	Continue straight			7	No
Cobb	GA5 (Atlanta St.)	0.5	Atlanta St. West	Continue straight			7	No
Cobb	GA5 (Atlanta St. West)	0.5	Atlanta St. West	Bear left after RR tracks			7	No
Cobb	Atlanta Rd. (CR4519)	1.0	GA280 (S. Cobb Dr.)	Continue straight		Marietta National Cemetery to the right on W. Atlanta St.	7	Yes
Cobb	Atlanta Rd. (CR4519)	1.0	CR4519 turns right	Continue straight		Dobbins Air Base to the left on SR280	7	Yes
Cobb	Atlanta Rd. (CR4519)	1.8	Pat Mell Rd.	Continue straight			7	Yes
Cobb	Atlanta Rd. (CR4519)	0.6	Windy Hill Rd.	Continue straight			7	Yes
Cobb	Atlanta Rd. (CR4519)	1.1	Spring Rd. / Concord Rd.	Continue straight			7	Yes
Cobb	Atlanta Rd. (CR4519)	1.1	Campebell Rd.	Continue straight	Smyrna	Downtown Symma to right on Village Green Circle	7	Yes
Cobb	Atlanta Rd. (CR4519)	0.7	Paces Ferry Rd.	Continue straight			7	Yes
Cobb	Atlanta Rd. (CR4519)	1.7	I-285	Cross over I-285			7	Yes
Cobb	Atlanta Rd. (CR4519)	1.2	Plant Atkinson Rd.	Continue straight			7	Yes
Cobb	Atlanta Rd. (CR4519)	1.1	Fulton County line / Chattahoochee R.	Continue straight			7	Yes
Fulton	Marietta Blvd. (CS3498)	0.3	Bolton Rd. / DeFours Ferry Rd.	Continue straight		RR overpass; Chattahoochee River	7	Yes
Fulton	Marietta Blvd. (CS3498)	1.3	Chattahoochee Ave.	Continue straight			7	Yes
Fulton	Marietta Blvd. (CS3498)	1.8	CS3498 turns left at Marietta St.	Turn left			7	Yes
Fulton	Marietta Blvd. (CS3498)	1.3	Howell Mill Rd.	Bear right			7	Yes
Fulton	Marietta Blvd. (CS3498)	0.2	US41 (Northside Dr.)	Continue straight			7	Yes
Fulton	Marietta St. (CS179003)	1.1	Jones St.	Continue straight			7	Yes
Fulton	Marietta St. (CS179003)	0.7	Peachtree St. / Little White House Route	Continue straight			7	No
Fulton (4)	Decatur St. (CS369403) southbound rt.	0.2	Peachtree Center Ave. (CS200303)	Turn left	Atlanta	Centennial (1996 Olympics) Park; CNN; OMNI; GWCC	7	No
Fulton (4)	P'tree Ctr. Ave. (CS200303) southbound	0.1	Edgewood Ave.	Turn left		Underground Atlanta & Five Points to right at P'tree St.	7	No
Fulton (5)	Edgewood Ave. northbound route	0.2	Peachtree St.	Continue straight		Georgia State University; Hurt Park	7	No
Fulton	Edgewood Ave.	0.1	Courtland St.	Continue straight		Woodruff Pl.; Edgewood merges w/Marietta past P'tree	7	No
Fulton	Edgewood Ave.	0.1	Piedmont Ave.	Continue straight			7	No
Fulton	Edgewood Ave.	0.3	I-75/85	Cross under I-75/85			7	No
Fulton	Edgewood Ave.	0.4	Boulevard	Continue straight		I-75/85	7	No
Fulton	Edgewood Ave.	0.7	Euclid Ave. bears to left	Continue straight		MLK Jr. Center one block to left at Boulevard	7	No
Fulton	Euclid Ave. (CS346003)	0.7	Austin Ave.	Bear left		RR crossing	7	No
Fulton	Euclid Ave. (CS346003)	0.3	US23 (Moreland Ave.)	Bear right	Inman Park		7	No
DeKalb	McLendon Ave. (CS255001)	0.4	Oakdale Rd.	Continue straight	Little Five Points		7	No
DeKalb	McLendon Ave. (CS255001)	0.5	Ciffon Rd. (PATH trail intersects from left)	Continue straight	Candler Park		7	No
DeKalb (6)	McLendon Ave. (CS255001)	0.6	Howard Cir. bears to right	Continue straight		PATH signs begin	7	No
DeKalb (6)	Howard Cir. (CS262101)	0.1	DeKalb Pl. bears to right	Bear right	Lake Claire		7	No
DeKalb (6)	DeKalb Pl. (CS283101)	0.1	Howard Ave.	Bear right			7	No
DeKalb (6)	Howard Ave. (CS202511)	0.9	Atlanta Ave. (PATH trail continues straight)	Turn left			7	No
DeKalb (6)	Atlanta Ave. (CS202511)	0.9	Atlanta Ave. (PATH trail continues straight)	Bear right		PATH signs end	7	No

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
March to the Sea Corridor Description (Route 35 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
DeKalb	Atlanta Ave. (CS215911)	0.1	College Ave.	Turn left			7	No
DeKalb	GA10 (College Ave.)	0.5	McDonough St.	Continue straight	Decatur	Agnes Scott College; Downtown to left on McDonough	7	No
DeKalb	GA10 (College Ave.)	0.2	Columbia Dr.	Continue straight			7	No
DeKalb	GA10 (College Ave.)	0.1	Commerce Dr.	Continue straight			7	No
DeKalb	GA10 (College Ave.)	0.5	Arcadia Ave.	Continue straight			7	No
DeKalb	GA10 (Avondale Rd.)	0.7	Clarendon Ave.	Turn left	Avondale Estates		7	No
DeKalb	Clarendon Ave. (CR299)	0.1	Laredo Dr. (PATH trail intersects from left)	Continue straight		PATH signs begin; MARTA rail line overpass	7	No
DeKalb (6)	Clarendon Ave. (CR299)	0.1	Old Rockbridge Rd. (PATH trail veers right)	Continue straight		PATH signs end (off-street sections on right)	7	No
DeKalb (7)	Church St.	1.3	North Decatur Rd.	Continue straight	Scottsdale		7	No
DeKalb (6)	Church St. (CR839)	1.2	I-285 (PATH trail merges from right)	Cross over I-285		PATH signs begin (off-street part ends at Glendale); I-28	7	No
DeKalb (6)	Church St. (CR839)	0.3	Loweley St.	Turn right			7	No
DeKalb (6)	Loweley St. (CR832)	0.4	Rowland St.	Turn left			7	No
DeKalb (6)	Rowland St. (CR833)	0.4	Indian Creek Dr.	Continue straight	Clarkston		7	No
DeKalb (6)	Rowland St. (CR2202)	0.4	Norman Rd. (PATH trail continues straight)	Turn right		PATH signs end (off/on-street sections cont. straight)	7	No
DeKalb	Norman Rd. (CR831)	1.2	Flays Rd.	Turn left			7	No
DeKalb	Flays Rd. (CR814)	0.2	Central Dr.	Turn right			7	No
DeKalb	Central Dr. (CR825)	0.7	Hambrock Rd.	Continue straight			7	No
DeKalb	Central Dr. (CR825)	0.8	South Hairston Rd.	Continue straight			7	No
DeKalb	Central Dr. (CR877)	0.6	Goldsmith Rd.	Turn right			7	No
DeKalb	Goldsmith Rd. (CR3034)	0.1	GA10 (Memorial Dr)	Bear left across GA10			7	No
DeKalb	Memorial Dr. (CR5167)	0.6	Main St/Silver Hill Rd (PATH trail crosses)	Bear left on Silver Hill Rd.	Stone Mountain	Village on right; Park straight ahead; PATH signs left/right	7	No
DeKalb	Silver Hill Rd. (CR1048)	1.2	US78 (Stone Min. Freeway)	Cross over US78		US78	7	No
DeKalb	Silver Hill Rd. (CR1048)	0.1	Litburn-Stone Mountain Rd.	Turn right			7	No
DeKalb	Litburn-Stone Mountain Road	0.3	Old Stone Mountain Rd.	Turn right			7	No
DeKalb	Old Stone Mountain Rd	1.2	Gwinnett County line	Continue straight		Road becomes Five Forks-Trickum Road	7	No
Gwinnett	Five Forks-Trickum Rd.	0.5	Fockbridge Rd.	Continue straight			1	No
Gwinnett	Five Forks-Trickum Rd.	3.2	Killian Hill Rd.	Continue straight			1	No
Gwinnett	Five Forks-Trickum Rd.	2.4	Oak Rd.	Continue straight		Yellow River	1	No
Gwinnett	Five Forks-Trickum Rd.	0.1	Dogwood Rd.	Turn right			1	No
Gwinnett	Dogwood Rd.	1.1	Webb Gin Rd.	Continue straight			1	No
Gwinnett	Dogwood Rd.	2.0	GA124 / Northern Crescent Route	Turn right			1	No
Gwinnett	GA124	0.8	US78	Continue straight	Snellville		1	Yes
Gwinnett	GA124	0.1	Lenora Church Rd. (CR367)	Turn left			1	Yes
Gwinnett	Lenora Church Rd. (CR367)	1.9	Springdale / Pate Rd. (CR364)	Continue straight			1	No
Gwinnett	Lenora Church Rd. (CR367)	2.1	C'ville Rosebud Rd. (CR386) to right	Continue straight			1	No
Gwinnett	Lenora Church Rd. (CR367)	0.3	C'ville Rosebud Rd. (CR372) to left	Bear left			1	No
Gwinnett	C'ville Rosebud Rd. (CR372)	1.2	Lee Rd. (CR1959)	Bear left			1	No
Gwinnett	Lee Rd. (CR1959)	1.1	Rosebud Rd.	Turn right			1	No
Gwinnett	Rosebud Rd.	0.1	Walton County line	Continue straight			1	No
Walton	Rosebud Rd. (CR107)	1.0	GA20	Turn left			1	No
Walton	GA20	0.4	Center Hill Rd. (CR453)	Turn right			1	Yes
Walton	Center Hill Rd. (CR453)	2.6	Sharon Ch. Rd. (CR453)	Continue straight			1	No
Walton	Sharon Church Rd. (CR453)	1.5	Emmett Still Rd. (CR124)	Turn right		Little Haynes Creek	1	No
Walton	Emmett Still Rd. (CR124)	3.2	GA81	Turn right			1	No
Walton	GA81	0.3	GA138	Continue straight	Walnut Grove		1	Yes
Walton	GA81	1.5	Moncey - Walnut Grove Rd. (CR455)	Turn left			1	Yes
Walton	Jersey-Walnut Grove Rd. (CR455)	3.1	Jersey - Jersey Rd. (CR455)	Turn right		Cornish Creek	1	No
Walton	Monroe-Jersey Rd. (CR455)	0.7	Jersey - Social Circle Rd. (CR451)	Turn left	Jersey		1	No
Walton	Jersey-Social Circle Rd. (CR451)	2.4	H.D. Atha Rd. (CR187)	Continue straight		Big Flat Creek	1	No
Walton	Jersey-Social Circle Rd. (CR451)	4.5	GA11	Continue straight	Social Circle	Alcove River, Richland Creek	1	No
Walton	Jones Dr. (CS66617)	0.4	Spring Dr. (CR484)	Turn left		CSX & Great Walton RR overpasses	1	No
Walton	Spring Dr. / Hightower Tr. (CR484)	3.7	US278/GA12	Turn left			1	No

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
March to the Sea Corridor Description (Route 35 North to South)**

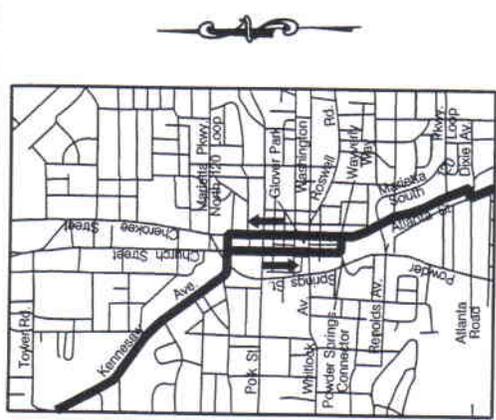
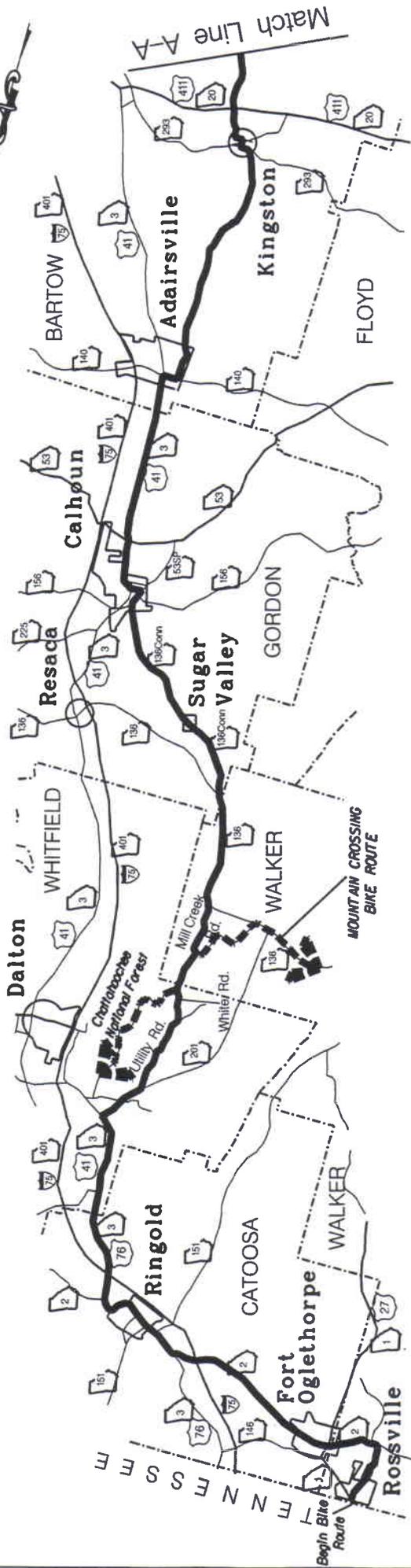
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Walton	US278/GA12	0.5	Morgan County line	Continue straight			1	Yes
Morgan	US278/GA12	2.6	Newborn Rd. (CR240)	Continue straight	Ruledge	Hard Labor Creek State Park	2	Yes
Morgan	US278/GA12	7.8	GA83	Continue straight			2	Yes
Morgan	GA24 Spur	0.4	GA24 Spur	Bear right	Madison	Downtown and Historic District to the left on GA12	2	Yes
Morgan	US129/441/GA24	0.4	US129/441/GA24	Bear right			2	Yes
Morgan	US129/441/GA24	1.4	US441	Continue straight			2	Yes
Morgan	US129/441/GA24	0.7	I-20	Cross over I-20		I-20	2	Yes
Morgan	US129/441/GA24	5.6	Seven Island Rd. (CR251)	Continue straight			2	Yes
Morgan	US129/441/GA24	2.7	Putnam County line	Continue straight			2	Yes
Putnam	US129/441/GA24	7.4	US129/441 Business/GA24 Business	Turn left			2	Yes
Putnam	US129/441 Bus./GA24 Bus./GA16	1.6	GA16	Continue straight	Eatonton	Rock Eagle Monument & 4-H Center	2	Yes
Putnam	US129/441 Bus./GA24 Bus./GA44	0.1	GA16/44	Continue straight		Central of Georgia RR	2	Yes
Putnam	US129/441 Bus./GA24 Bus./GA44	2.3	US129/441 / GA24	Continue straight			2	Yes
Putnam	US129 / GA44	7.9	GA212	Turn left			2	Yes
Putnam	GA212	2.1	Lake Sinclair / Baldwin County line	Continue straight			2	Yes
Baldwin	GA212	10.8	GA22	Turn left			2	Yes
Baldwin	GA22	0.4	US441	Continue straight			2	Yes
Baldwin	GA22	2.0	US441 Bus. / GA24 intersects to left	Continue straight			2	Yes
Baldwin	US441 Bus. / GA22 / GA24	0.1	US441 Bus. intersects to right	Continue straight		Central of Georgia RR overpasses	2	Yes
Baldwin	GA22/24	0.5	GA22/24 turns to right	Turn right		Old State Capitol; Georgia College & State Univ.	2	Yes
Baldwin	GA22/24	0.2	GA22/24 turns to left	Turn left	Milledgeville	Georgia Military College	2	Yes
Baldwin	GA22/24	4.1	GA22 and GA24 diverge	Bear right			2	Yes
Baldwin	GA24	3.2	Deepstep Rd. (CR475)	Turn left		Oconee River	2	Yes
Baldwin	Deepstep Rd. (CR475)	4.6	Washington County line	Continue straight			2	Yes
Washington	Deepstep Rd. (CR348)	5.5	Veal Rd. (CR25)	Continue straight	Deepstep	Gumm Creek	2	No
Washington	Deepstep Rd. (CR348)	10.2	GA15/24	Continue straight	Sandersville	Deepstep Creek	2	No
Washington	GA15/24	0.5	GA24 turns to right	Turn right		Buffalo Creek; Keg Creek	2	No
Washington	GA24	0.7	GA88 intersects to left	Continue straight			2	Yes
Washington	GA24	5.6	Sun Hill - Grange Rd. (CR361)	Continue straight		Sandersville RR	2	Yes
Washington	GA24	6.4	GA231	Continue straight			2	Yes
Washington	GA24	3.9	Jefferson County line	Continue straight	Davisboro	Inman Branch; Williamson Swamp Creek	2	Yes
Jefferson	GA24	4.6	US221 intersects to right	Continue straight			2	Yes
Jefferson	US221 / GA24	2.9	GA171 intersects to left	Continue straight			2	Yes
Jefferson	US221 / GA24	0.9	US1 Bus. / GA4 Bus. intersects to right	Continue straight	Louisville	Ogeechee River	2	Yes
Jefferson	US221/US1 Bus./GA4 Bus./GA24	0.4	GA24 turns to right	Turn right		Downtown on right; Broad St./US1 Bus.	2	Yes
Jefferson	GA24	0.1	Mulberry St. (CS56105) / GA24 bears left	Continue straight			2	Yes
Jefferson	Mulberry St. (CS56105)	0.8	US1 / GA17	Cont. straight across US1			2	No
Jefferson	GA17	10.2	Burke County line	Continue straight			2	Yes
Burke	GA17	1.5	GA78	Bear left		Big Creek	2	Yes
Burke	GA17	4.6	GA58 / Savannah River Run Route	Continue straight	Midville	Clear Spring Creek; Bull Branch; RR overpass	2	Yes
Burke	GA17	5.3	Jenkins County line	Continue straight		Bark Camp Creek	2	Yes
Jenkins	GA17	11.5	US25 / GA67/23	Continue straight			2	Yes
Jenkins	GA17	0.6	GA17 turns right	Turn right	Millen	Chew Mill & Buckhead Cr.; Magnolia Spring S.P. left 5 m	2	Yes
Jenkins	GA17	8.7	Screven County line	Continue straight	Scarboro	Central of Georgia RR	2	Yes
Screven	GA17	3.2	Rocky Ford Rd. (CR241)	Turn right		Horse Creek	2	Yes
Screven	Rocky Ford Rd. (CR241)	1.7	Ogeechee River / Bulloch County line	Continue straight	Rocky Ford	Central of Georgia RR; Horse Creek; Ogeechee River	2	No
Bulloch	Rocky Ford Rd. (CR578)	0.8	Old River Rd. (CR578)	Turn left			5	No
Bulloch	Old River Rd. (CR578)	5.0	Lakeview Rd. (CR581)	Turn right			5	No
Bulloch	Lakeview Rd. (CR581)	3.7	Citto Rd. (CR445)	Continue straight			5	No
Bulloch	Lakeview Rd. (CR581)	5.7	US301/GA73	Continue straight		Mill Creek; Belcher Branch	5	No
Bulloch	US301/GA73	1.3	US25 / US80 / GA67	Continue straight			5	No
Bulloch	US25 / US301 / GA67	0.4	GA24	Continue straight	Statesboro		5	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
March to the Sea Corridor Description (Route 35 North to South)**

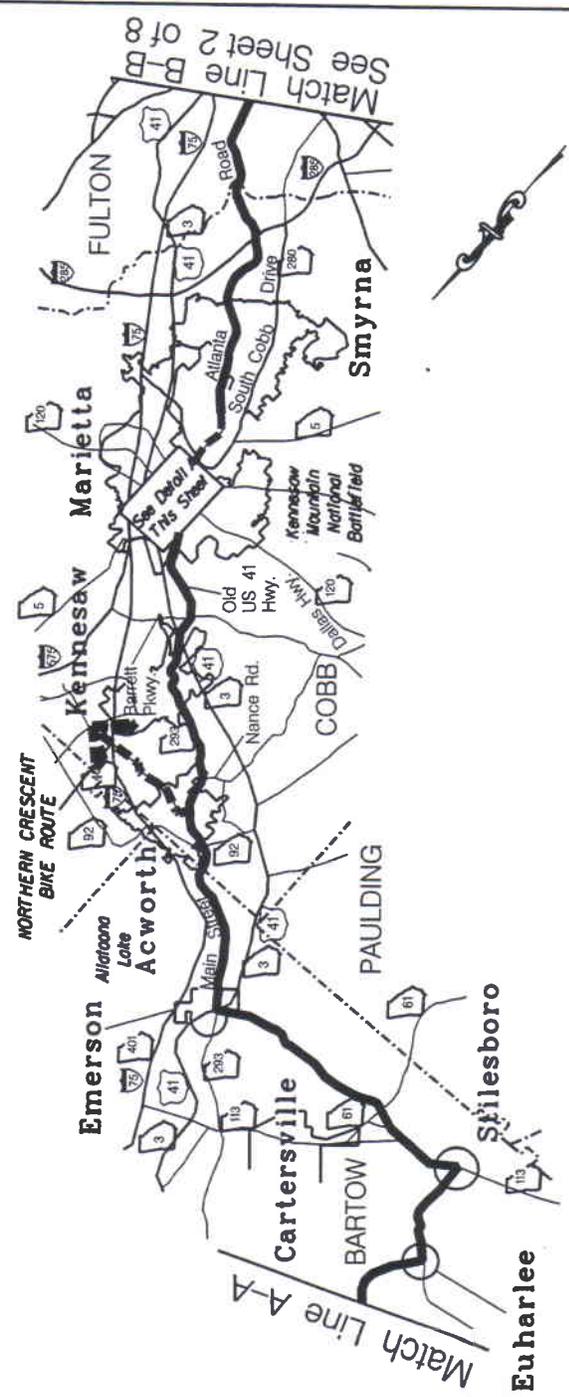
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Bulloch	US25 / US301 / GA67	0.6	GA67 bears left	Bear right		Central of Georgia RR	5	Yes
Bulloch	GA67	3.3	Burkhalter Rd. (CR585)	Continue straight		Georgia Southern University; Little Lotts Creek	5	Yes
Bulloch	GA67	8.1	Brooklet Denmark Rd. (CR577)	Continue straight		Zetterower Creek; Woodcock Branch	5	Yes
Bulloch	GA67	0.9	CR927 / TransGeorgia Route	Turn left			5	Yes
Bulloch (9)	Old GA46 (CR927)	6.3	Arcoa Rd. / Ash Branch Ch. Rd. (CR582)	Continue straight		Mann Branch; Luke Swamp Branch; Boggy Branch	5	No
Bulloch (9)	Old GA46 (CR927)	5.5	GA119	Continue straight		Ash Branch	5	No
Bulloch (9)	GA119	1.7	US80 / GA26	Turn right		Black Creek	5	Yes
Bulloch (9)	US80 / GA26	0.1	Bryan County line	Continue straight			5	Yes
Bryan (9)	US80 / GA26	4.5	US280/GA30	Straight across	Blycton		5	Yes
Bryan (9)	US80 / GA26	1.4	Ogeechee River / Effingham County line	Continue straight		Ogeechee River	5	Yes
Effingham (9)	US80 / GA26	2.4	Old River Rd. bears right	Bear left			5	Yes
Effingham (9)	US80 / GA26	3.2	GA17 / SRR and Coastal Routes	Continue straight		Several small creeks; Little Ogeechee River	5	Yes
Effingham (10)	US80 / GA26 / GA17	0.8	Chatham County line	Continue straight	Falkville		5	Yes
Chatham (10)	US80 / GA26 / GA17	2.3	GA17 split	Turn right	Bloomington		5	Yes
Chatham (10)	GA17	1.0	Pine Barren Rd. (CR23)	Turn left		Georgia Central RR	5	Yes
Chatham (10)	Pine Barren Rd. (CR23)	5.8	I-95	Cross over I-95		I-95	5	No
Chatham (10)	Pine Barren Rd. (CR23)	0.9	US80/GA26	Turn right		Georgia Central RR	5	No
Chatham (10)	US80/GA26	0.2	CR16	Turn left			5	Yes
Chatham (10)	CR16	1.3	GA307 (Dean Forest Rd.)	Continue straight			5	No
Chatham (10)	Old Louisville Rd. (CR586)	2.2	Kessler Rd. bears right	Bear left			5	No
Chatham (10)	Old Louisville Rd. (CR586)	0.9	Heldt Rd. (CR14)	Turn right			5	No
Chatham (10)	Heldt Rd. (CR14)	0.3	US80 / GA26	Continue straight			5	No
Chatham (10)	Chatham Pkwy. (CR761)	0.5	CR677 (Telfair Pl.) / Coastal Route	Turn left	Garden City		5	No
Chatham (10)	Telfair Rd. (CR765)	0.5	CR765 (Telfair Rd.)	Turn left			5	No
Chatham (11)	Telfair Rd. (CR765)	0.8	CR679	Straight		Norfolk Southern RR	5	No
Chatham (11)	CR679	0.3	Louisville Rd. (CR680)	Turn right			5	No
Chatham (11)	Louisville Rd. (CR680)	0.3	I-516	Cross under I-516		I-516	5	No
Chatham (11)	Louisville Rd. (CR680)	3.3	US17 Alt. / GA404 Spur	Cross under US17 Alt.			5	No
Chatham (11)	Louisville Rd. (CR680)	0.7	Martin Luther King, Jr. Blvd. / GA25Comm.	Continue straight		Norfolk Southern RR; Ogeechee Canal; Welcome Centre	5	No
Chatham (11)	Liberty St. (CR1092)	0.3	Bull St.	Turn left		Historic District; Chippewa, Wright, & Johnson Squares	5	No
Chatham (11)	Bull St.	0.9	Bay St.	End of route	Savannah	U.S. Customs Building; City Hall	5	No
<b>TOTALS</b>		<b>427.9</b>						

- (1) Runs common with Mountain Crossing Route.
- (2) Southbound direction of one way street pair used through Marietta.
- (3) Northbound direction of one way street pair used through Marietta.
- (4) Southbound route through Five Points in downtown Atlanta.
- (5) Northbound route through Five Points in downtown Atlanta.
- (6) Runs common with PATH Atlanta - DeKalb Greenway Trail (on-street)
- (7) Runs common with PATH Atlanta - DeKalb Greenway Trail (off-street)
- (8) Runs common with Savannah River Run Route.
- (9) Runs common with TransGeorgia Route.
- (10) Runs common with TransGeorgia, Savannah River Run and Coastal Routes.
- (11) Runs common with TransGeorgia and Savannah River Run Routes.

# Route 35 - March To The Sea

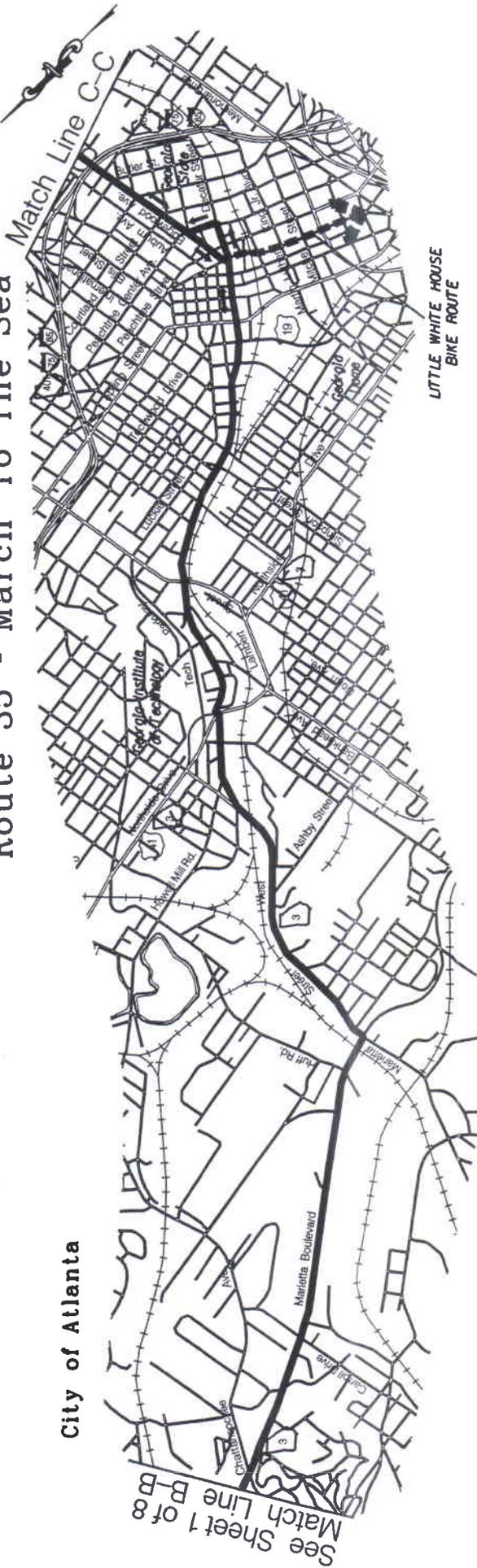


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# Route 35 - March To The Sea

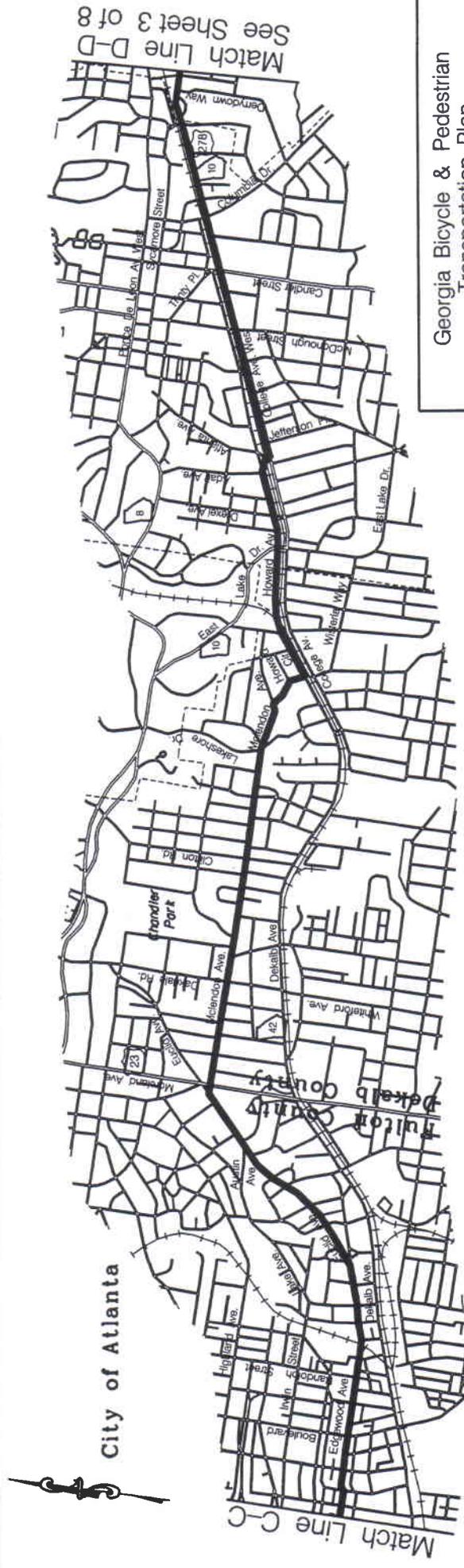


City of Atlanta

LITTLE WHITE HOUSE  
BIKE ROUTE

See Sheet 1 of 8  
Match Line B-B

Match Line C-C



City of Atlanta

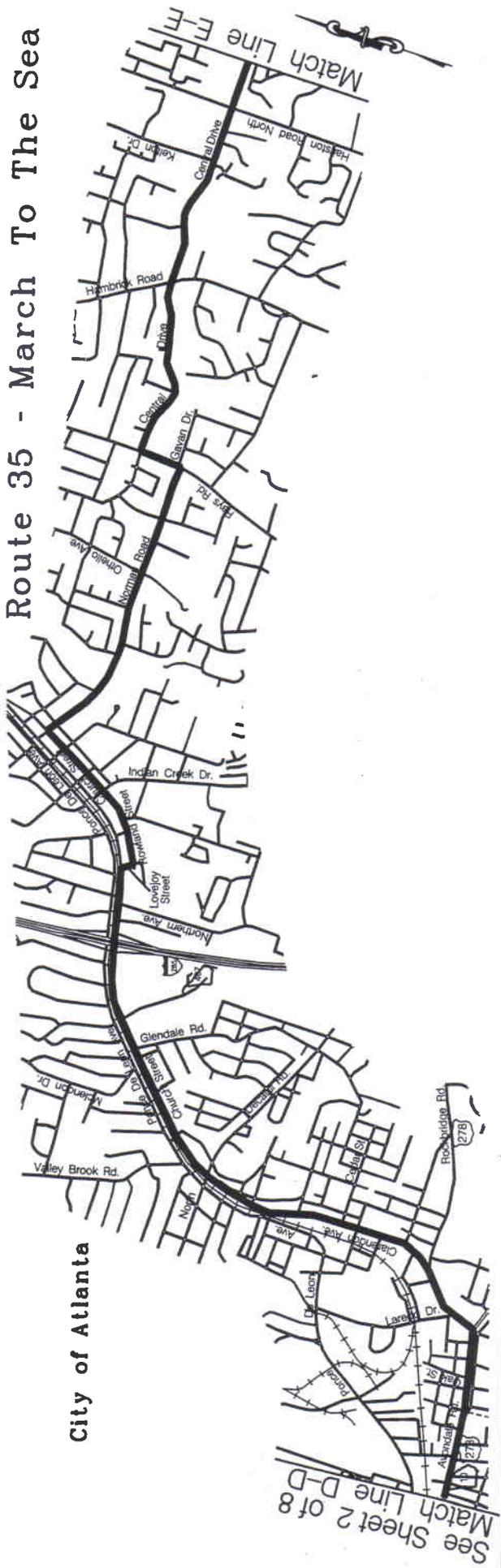
Georgia Bicycle & Pedestrian  
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Match Line C-C

Match Line D-D  
See Sheet 3 of 8

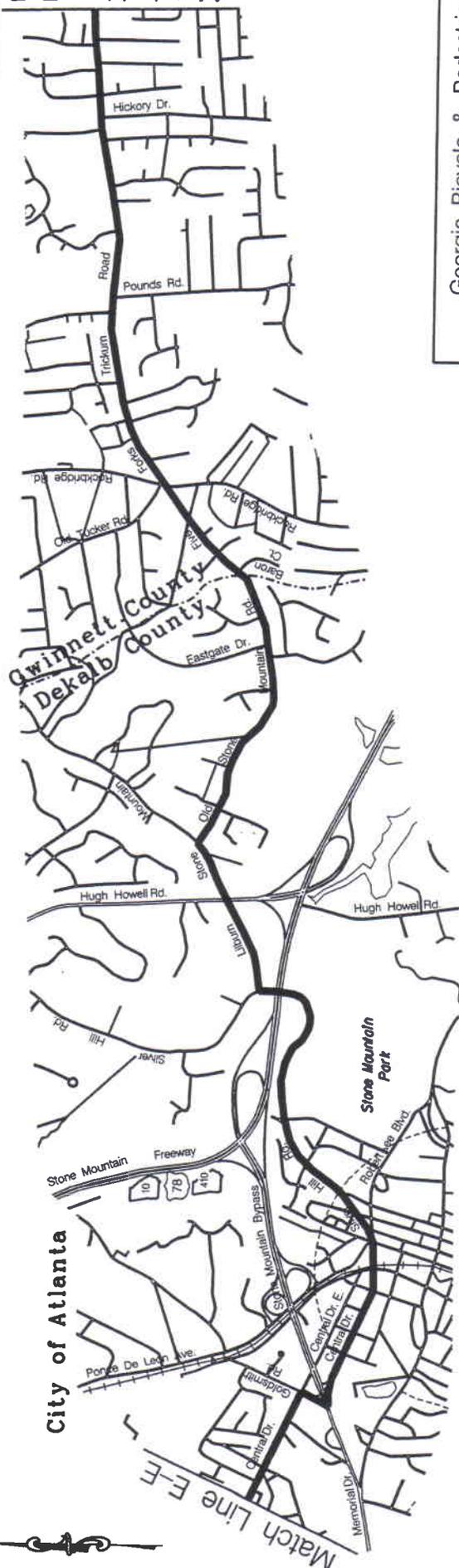
# Route 35 - March To The Sea



City of Atlanta

See Sheet 2 of 8  
Match Line D-D

Match Line E-E  
See Sheet 4 of 8



City of Atlanta

Georgia Bicycle & Pedestrian  
Transportation Plan  
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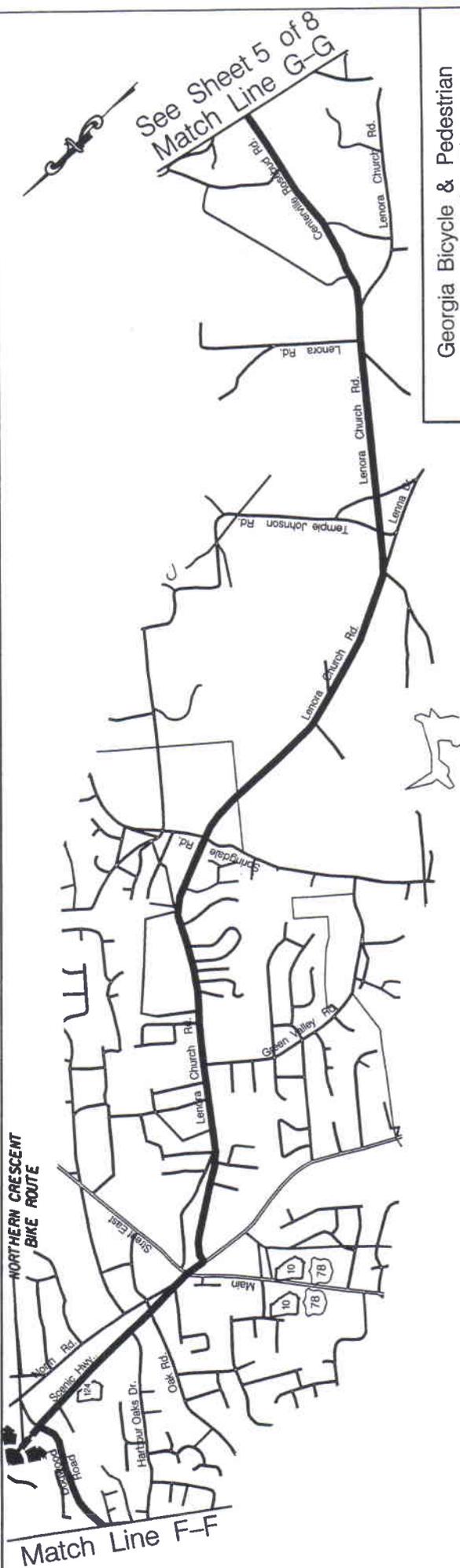
# Route 35 - March To The Sea



Match Line E-E  
See Sheet 3 of 8

Match Line F-F

## NORTHERN CRESCENT BIKE ROUTE



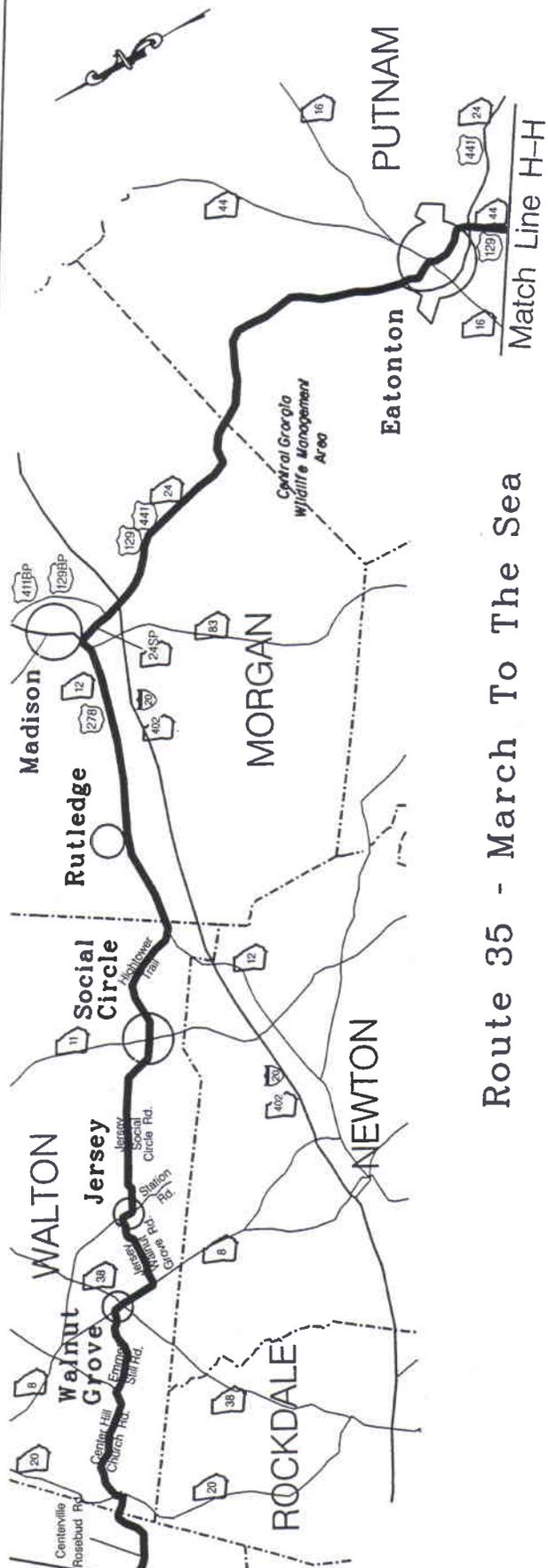
Match Line F-F

See Sheet 5 of 8  
Match Line G-G

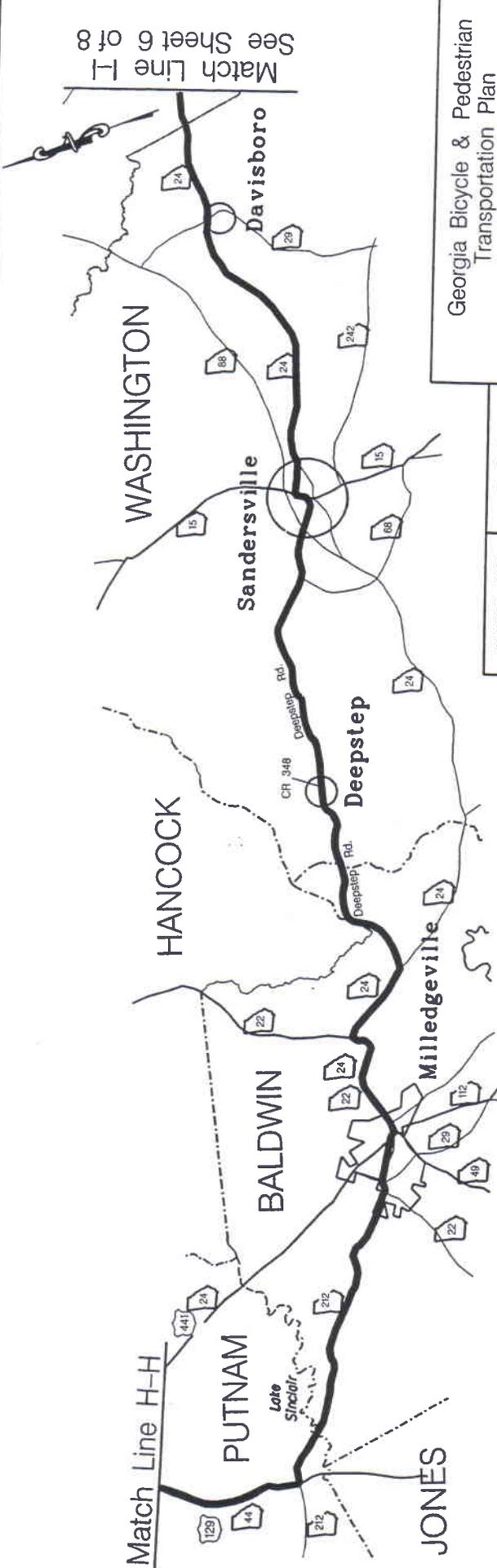
Georgia Bicycle & Pedestrian  
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Match Line G-G  
See Sheet 4 of 8



### Route 35 - March To The Sea

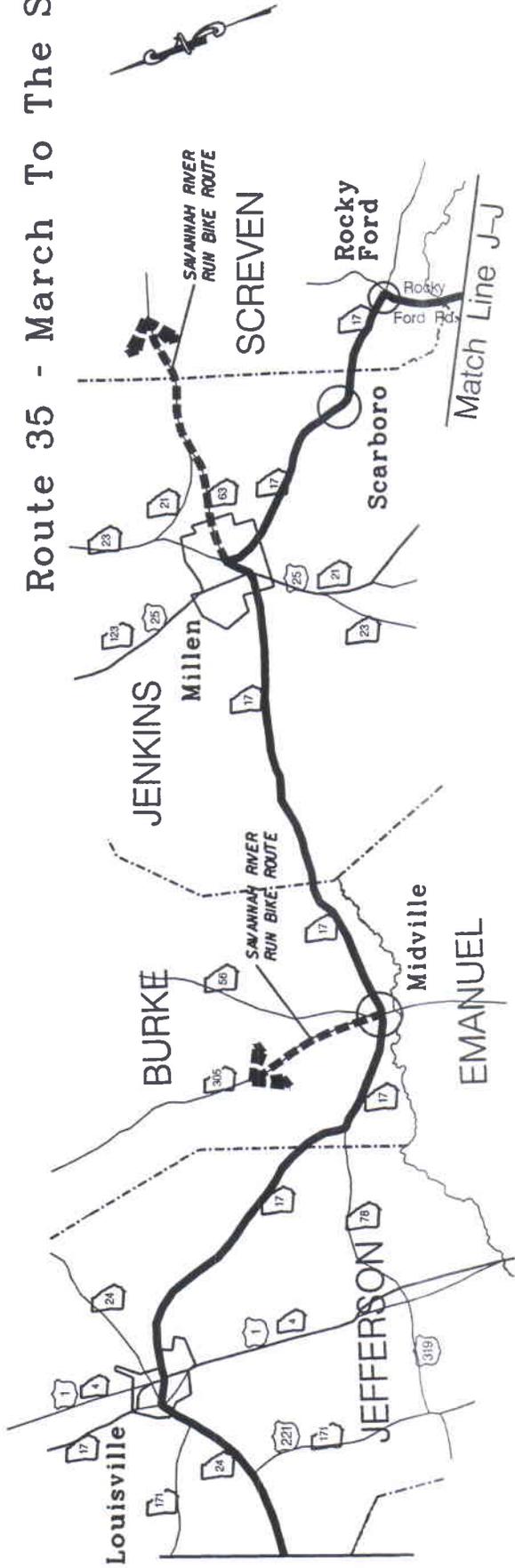


Match Line H-H  
See Sheet 6 of 8

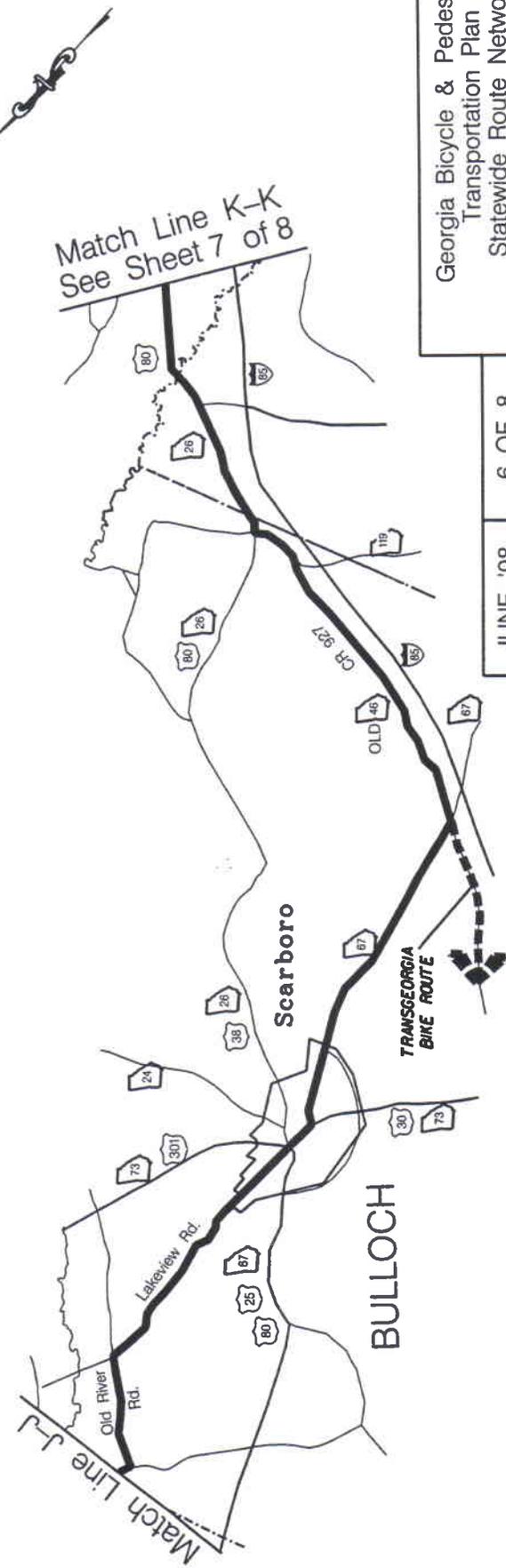
Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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See Sheet 5 of 8  
Match Line H

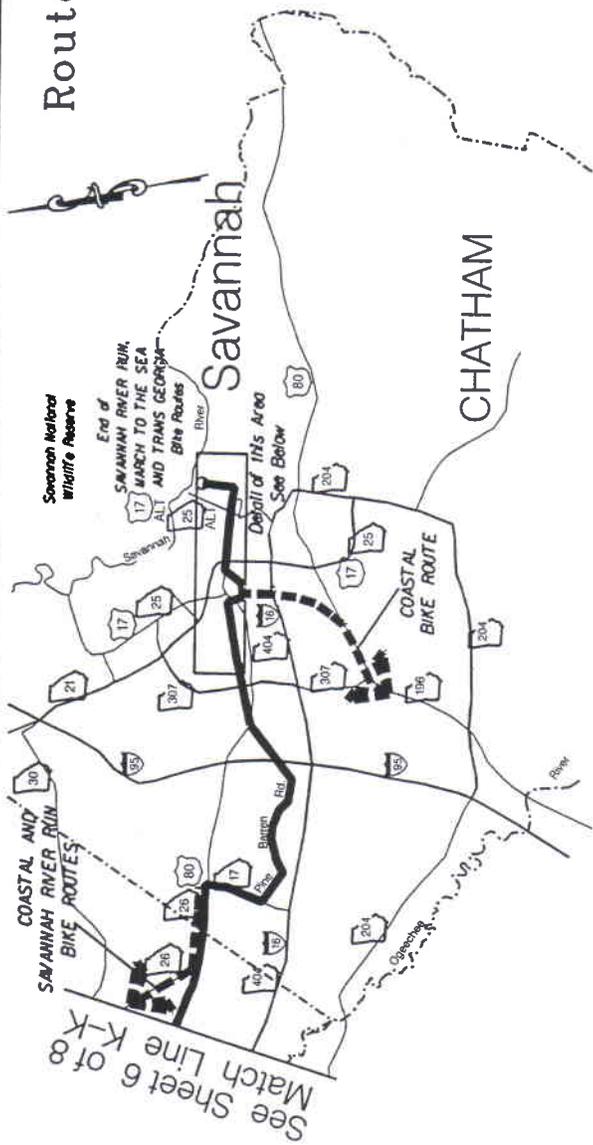


Match Line K-K  
See Sheet 7 of 8

Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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# Route 35 - March To The Sea



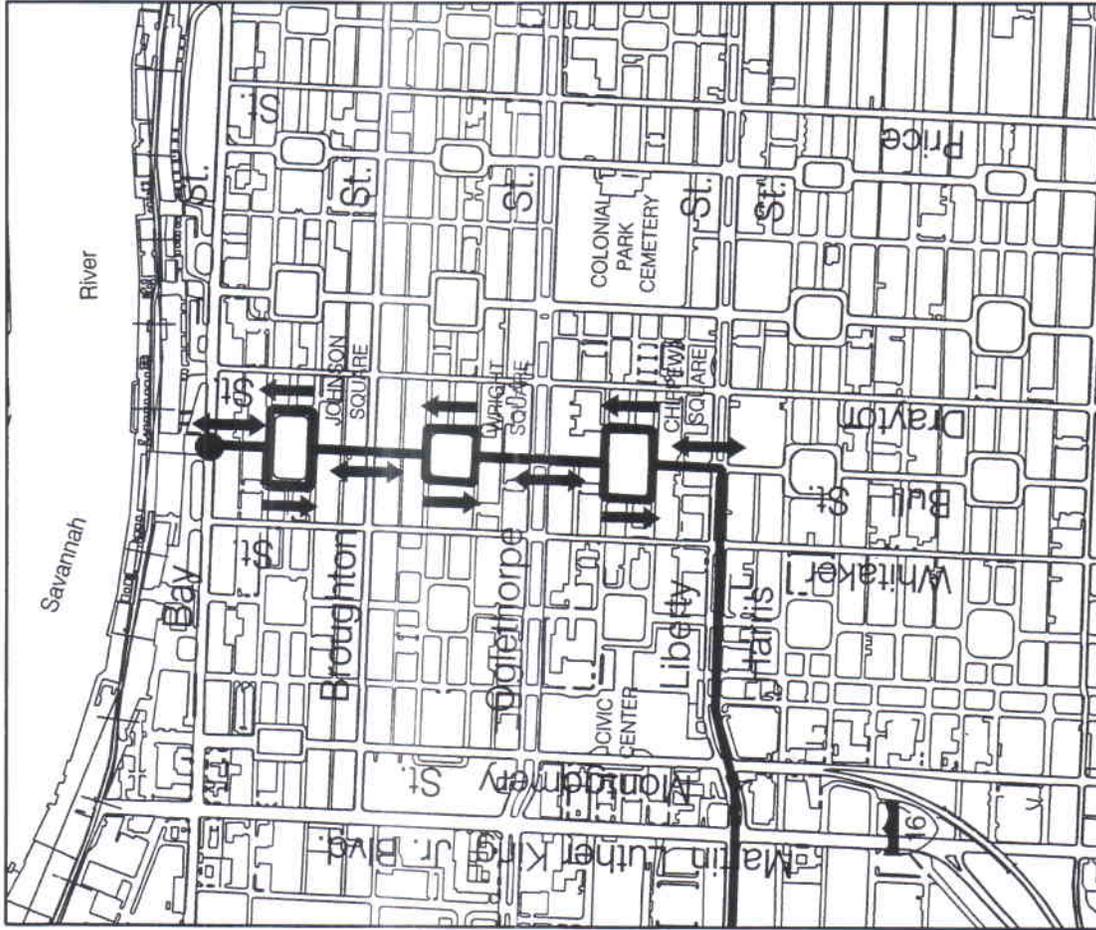
See Sheet 6 of 8 Match Line K-K



Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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# Route 35 - March To The Sea



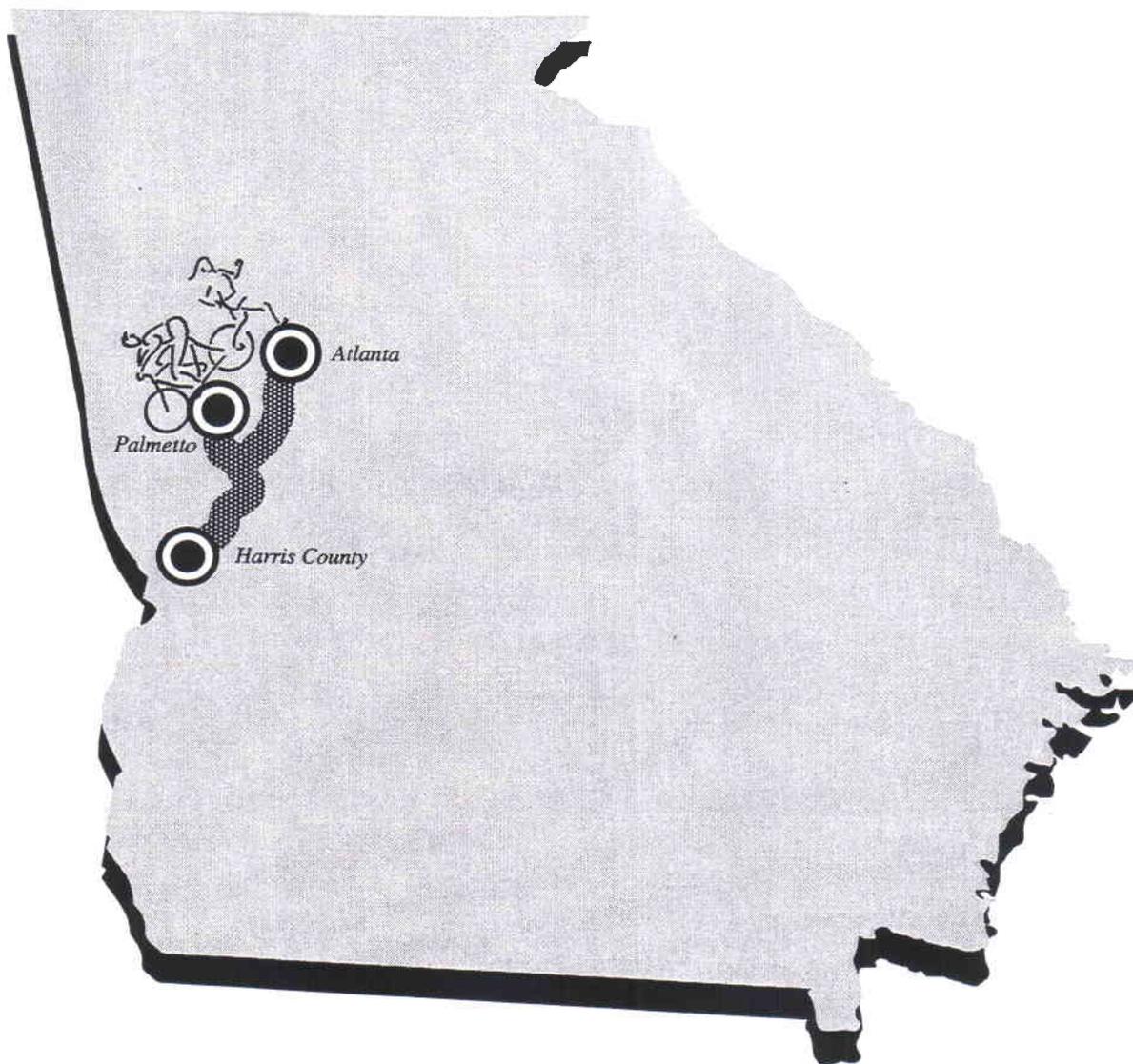
Origin For  
This Enlargement  
See Sheet 7 of 8

Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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# Route 45

## Little White House



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 45 (Little White House) Overview

- The Little White House Route runs north/south between downtown Atlanta and near Ellerslie, in southern Harris County. A connector route links Palmetto, in southern Fulton County, with the primary route near the community of Senoia, in eastern Coweta County.
- The northern terminal point is located at the intersection of Peachtree St. and Marietta St. in downtown Atlanta. The northern terminal point of the connector is at the intersection of US29 and Fayetteville Rd. in Palmetto.
- The southern terminal point is located at the intersection of GA315 and Warm Springs Rd. just south of Ellerslie. The southern terminal point of the connector is at the intersection of Main St. and Seavy St. in Senoia.
- Route connections:

Route Name	Intersects at	Intersecting route termini
March to the Sea	Peachtree St. and Marietta St. (Five Points) in downtown Atlanta	North – Tennessee state line on US27 near Rossville South – Bay St. and Bull St. in Savannah.
Central	A.) GA314 and GA54 in Fayetteville (primary route) B.) US29 and Fayetteville Rd. in Palmetto (spur)	North – March to the Sea Route in Acworth South – Florida state line on US41
Chattahoochee Trace	A.) US27 Alternate and GA85 Alternate in Warm Springs B.) US27 Alternate and GA190 in southern Meriwether County	North – Tennessee state line on GA189 near Rossville South – Southern Crossing Route in Seminole County
TransGeorgia	Warm Springs Rd. and GA315 in southern Harris County.	West – Chattahoochee Trace at north of Columbus East – Bay St. and Bull St. in Savannah



- Counties, communities, and major features served (listed from north to south):

<b>County</b>	<b>Mileage in county</b>	<b>Communities and major features</b>
Fulton	11.6	Atlanta, Oakland City, East Point, College Park, Palmetto, Hartsfield International Airport
Clayton	6.8	I-85, I-285
Fayette	18.0	Fayetteville, Senoia
Coweta	31.0	I-85
Spalding	3.8	Flint River
Pike	17.4	Hollonville, Concord, Molena, Flint River
Meriwether	16.8	Woodbury, Raleigh, Warm Springs, Little White House, FDR State Park
Talbot	1.4	
Harris	17.4	Shiloh, Waverly Hall, Ellerslie

- Mileage totals for Little White House Route:

Total length = 124.2 miles

District 1 = 0.0 miles

District 2 = 0.0 miles

District 3 = 105.8 miles

District 4 = 0.0 miles

District 5 = 0.0 miles

District 6 = 0.0 miles

District 7 = 18.4 miles

On state highway system = 75.3 miles (60.6% of total length)

Not on state highway system = 48.9 miles (39.4% of total length)

Shared length = 3.5 miles

3.5 miles with Chattahoochee Trace Route

Total length unique to Little White House Route = 120.7 miles

On state highway system = 71.8 miles (59.5%)

Not on state highway system = 48.9 miles (40.5%)



- The Little White House Route has 30 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Little White House Route has four at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Little White House Corridor Description (Route 45 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Fulton (1)	Peachtree St. (CS066503)		Start at Marietta St. / March to Sea Rt.		Atlanta	Woodruff Park; Georgia State University	7	
Fulton (1)	Peachtree St. (CS066503)	0.8	Memorial Dr. / Whitehall St.	Continue straight		5 Points & Garnett MARTA Stations; "Underground"	7	Yes
Fulton (1)	Whitehall St. (CS347803)	0.4	McDaniel St.	Turn right			7	Yes
Fulton (1)	McDaniel St. (CS236803)	0.1	Peters St. (GA14)	Turn left		Four FRRs; Atlanta University Center straight ahead	7	Yes
Fulton (1)	Peters St. (GA14)	0.2	US41 (Stewart Ave. / Northside Dr.)	Cross over US-41			7	Yes
Fulton (1)	Peters St. (GA14)	0.1	Chapel St. / US29	Continue straight			7	Yes
Fulton (1)	Whitehall St. (US29/GA14)	0.1	I-20	Cross under I-20			7	Yes
Fulton (1)	Whitehall St. (US29/GA14)	0.2	Ralph D. Abernathy Blvd.	Continue straight		West End MARTA Station	7	Yes
Fulton (1)	Whitehall St. (US29/GA14)	0.5	Lee St.	Continue straight			7	Yes
Fulton (1)	Lee St. (US29/GA14)	0.2	Ashby St.	Continue straight			7	Yes
Fulton (1)	Lee St. (US29/GA14)	0.2	Donnelly Ave.	Continue straight			7	Yes
Fulton (1)	Lee St. (US29/GA14)	0.8	Campbellton Rd.	Continue straight	Oakland City	Oakland City MARTA Station	7	Yes
Fulton (1)	Lee St. (US29/GA14)	1.5	GA166 (Lakewood Freeway)	Continue straight	Fort McPherson	GA166; Lakewood-Fort McPherson MARTA	7	Yes
Fulton (1)	US29/GA14 (Main St.)	0.8	Harold Sheats Pkwy.	Continue straight			7	Yes
Fulton (1)	US29/GA14 (Main St.)	0.3	Norman Berry Rd.	Cross over street			7	Yes
Fulton (1)	US29/GA14 Southbound	0.1	Forrest Ave.	Bear left		Begin One-Way Pair	7	Yes
Fulton (1)	US29/GA14 Southbound	0.6	Washington Rd. / Irene Kidd Pkwy.	Bear left		One-Way Pair	7	Yes
Fulton (1)	US29/GA14 SB (Legion Way)	0.1	US29/GA14 (Main St.)	Bear right	East Point	End One-Way Pair	7	Yes
Fulton (1)	US29/GA14 Northbound (Main St.)	0.8	Norman Berry Rd.	Merge right		End One-Way Pair	7	Yes
Fulton (1)	US29/GA14 Northbound (Main St.)	0.3	Legion Way	Continue straight		Begin Northbound One-Way Pair	7	Yes
Fulton (1)	US29/GA14 (Main St.)	0.3	Willingham Dr.	Continue straight		Begin Northbound One-Way Pair	7	Yes
Fulton (1)	US29/GA14 (Main St.)	0.3	Lyle Rd.	Continue straight			7	Yes
Fulton (1)	US29/GA14 (Main St.)	0.5	Virginia Ave.	Cross over Virginia Ave.	College Park	Virginia Ave.	7	Yes
Fulton (1)	US29/GA14 (Main St.)	1.0	Camp Creek Pkwy.	Continue straight		Hartsfield International Airport; College Pl. MARTA	7	Yes
Fulton (1)	US29/GA14 (Roosevelt Hwy.)	0.1	Clayton County line	Continue straight			7	Yes
Fulton (1)	US29/GA14 (Roosevelt Hwy.)	0.4	Fulton County line	Continue straight			7	Yes
Fulton (1)	US29/GA14 (Roosevelt Hwy.)	0.8	Riverdale Rd. Connector (GA139)	Turn right			7	Yes
Fulton (1)	Riverdale Rd. Connector (GA139)	0.2	Riverdale Rd. (GA139)	Turn right			7	Yes
Fulton (1)	Riverdale Rd. (GA139)	0.8	Riverdale Rd. / Clayton County line	Continue straight		Rail; US29 overpass	7	Yes
Fulton (1)	Riverdale Rd. (GA139)	0.1	I-85	Cross over I-85		I-85	7	Yes
Fulton (1)	Riverdale Rd. (GA139)	0.2	Airport Blvd.	Continue straight			7	Yes
Fulton (1)	Riverdale Rd. (GA139)	0.4	GA314 (West Fayetteville Rd.)	Turn right			7	Yes
Fulton (1)	GA314 (West Fayetteville Rd.)	0.9	I-285	Cross under I-285		Sullivan Creek; I-285	7	Yes
Fulton (1)	GA314 (West Fayetteville Rd.)	0.3	Phoenix Blvd.	Continue straight			7	Yes
Fulton (1)	GA314 (West Fayetteville Rd.)	1.6	East Fayetteville Rd.	Continue straight			7	Yes
Fulton (1)	GA314 (West Fayetteville Rd.)	0.3	Creel Dr.	Continue straight		Camp Creek	7	Yes
Fulton (1)	GA314 (West Fayetteville Rd.)	1.4	Bethsaida Rd.	Continue straight			7	Yes
Fulton (1)	GA314 (West Fayetteville Rd.)	1.2	GA138 / Fayette County line	Continue straight			7	Yes
Fayette (1)	GA314 (West Fayetteville Rd.)	1.5	GA279 (Old National Hwy.)	Continue straight			7	Yes
Fayette (1)	GA314 (West Fayetteville Rd.)	3.5	New Hope Rd.	Continue straight		Morning Creek	7	Yes
Fayette (1)	GA314 (West Fayetteville Rd.)	1.0	GA85	Continue straight	Fayetteville		7	Yes
Fayette (1)	GA85	1.1	GA54 WE	Continue straight			3	Yes
Fayette (1)	Beauregard / Redwine Rd. (CR361)	0.2	Beauregard Blvd. (CR361)	Bear left			3	Yes
Fayette (1)	GA74	9.0	GA74	Turn right		Perry Creek; Whitewater Creek; Camp Creek	3	No
Fayette (1)	Rockaway Rd. (CR530)	0.4	Rockaway Rd. (CS530)	Turn left			3	Yes
Fayette (1)	Rockaway Rd. (CR530)	0.6	Coweta County line	Continue straight		Line Creek	3	No
Fulton (2)	US29/GA14/154	2.8	Seavy St. (CR624) / Palmetto Spur	Continue straight	Senola	Keg Creek; CSX RR overpass	3	No
Fulton (2)	US29/GA14/154	0.6	Begin at Fayetteville Rd. / Central Route	Continue straight	Palmetto		7	Yes
Fulton (2)	US29/GA14/154	1.0	Coweta County line	Continue straight			7	Yes
Coweta (2)	Weldon Rd. (CR552)	0.3	Weldon Rd. (CR552)	Turn left			3	Yes
Coweta (2)	Palmetto Tyrone Rd. (CR552)	1.2	Palmetto Tyrone Rd. (CR552)	Turn right		CSX RR	3	No
Coweta (2)	Palmetto Tyrone Rd. (CR552)	1.2	I-85	Cross over I-85		I-85	3	No

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Little White House Corridor Description (Route 45 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Coweta (2)	Palmetto Tyrone Rd. (CR552)	0.1	Fischer/Fisher Rd. (CR40)	Turn right			3	No
Coweta (2)	Fischer/Fisher Rd. (CR40)	2.1	Shaw Rd. (CR36)	Bear right			3	No
Coweta (2)	Fischer/Fisher Rd. (CR40/552)	4.5	GA34	Continue straight			3	No
Coweta (2)	Fischer/Fisher Rd. (CR552)	0.4	GA54	Bear right			3	No
Coweta (2)	GA54	1.8	Christopher Rd. (CR56)	Turn left		Shoal Creek	3	Yes
Coweta (2)	Christopher Rd. (CR56)	2.6	McIntosh Trail (CR74)	Turn left			3	No
Coweta (2)	McIntosh Trail (CR74)	5.1	Seavy St. (CS60713)	Turn left		Keg Creek	3	No
Coweta (2)	Seavy St. (CS60713)	0.1	Main St. (CR157) / Primary Route	End of route			3	No
Coweta	Main St. (CR157)	0.1	Travis St.	Turn left			3	No
Coweta	Travis St. (CR157)	0.1	Broad St.	Turn right			3	No
Coweta	Broad St. (CR157)	0.1	GA16 (Wells St.)	Continue straight		Central of Georgia RR	3	No
Coweta	Luther Bailey Rd. (CR157)	0.4	Dolly Nixon Rd. (CR164)	Turn left			3	No
Coweta	Dolly Nixon Rd. (CR164)	3.4	GA74/85	Turn right			3	No
Coweta	GA74/85	0.1	Rising Star Rd. (CR179)	Turn left			3	Yes
Coweta	Rising Star Rd. (CR179)	1.3	Line Creek Rd. (CR167)	Turn left		CSX RR	3	No
Coweta	Line Creek Rd. (CR167)	3.1	Spalding County line	Continue straight		Line Creek	3	No
Spalding	Line Creek Rd. (CR206)	1.2	Hollonville Rd. (CR496)	Turn right			3	No
Spalding	Hollonville Rd. (CR496)	2.6	Pike County line	Continue straight		Flint River	3	No
Pike	Kings Bridge Rd. (CR248)	2.0	GA362	Turn left			3	No
Pike	GA362	0.2	Concord Rd. (CR251)	Turn right	Hollonville		3	Yes
Pike	Concord / Hollonville Rd. (CR251)	3.8	Concord Rd. (CR251) bears right	Bear right		Birch Creek	3	No
Pike	Concord Rd. (CR251)	2.0	GA18	Turn right	Concord	Southern RR	3	No
Pike	GA18	6.8	GA109	Continue straight	Molena		3	Yes
Pike	GA18/109	1.5	GA74 intersects to left	Bear right			3	Yes
Pike	GA18/74/109	1.1	Meriwether County line	Continue straight		Flint River	3	Yes
Meriwether	GA18/74/109	2.8	GA74/85	Continue straight		Southern RR overpass	3	Yes
Meriwether	GA18/109	1.3	GA85 Alternate	Turn left	Woodbury		3	Yes
Meriwether	GA85 Alternate	4.3	GA173	Continue straight	Raleigh	Cane Creek	3	Yes
Meriwether(4)	US27 Alternate / GA85 Alternate	4.5	US27 Alternate / Chattahoochee Trace	End of route (Cont. str.)	Warm Springs	Cold Springs Branch, Seaboard RR overpass	3	Yes
Meriwether	US27 Alternate / GA85 Alternate	3.5	GA190	Continue straight		Little White House, FDR State Park	3	Yes
Meriwether	US27 Alternate / GA85 Alternate	0.4	Talbot County line	Continue straight			3	Yes
Talbot	US27 Alternate / GA85 Alternate	0.7	Harris County line	Continue straight			3	Yes
Harris	US27 Alternate / GA85 Alternate	2.3	GA116	Continue straight	Shiloh		3	Yes
Harris	GA85 Alternate / GA 116	1.2	Talbot County Line	Continue straight			3	Yes
Talbot	GA85 Alternate / GA 116	0.7	Harris County line	Continue straight			3	Yes
Harris	US27 Alternate / GA85	7.1	GA208	Continue straight	Waverly Hall	Mulberry Creek	3	Yes
Harris	US27 Alternate / GA85	5.7	GA315 intersects to left	Continue straight		Ossatchie Creek	3	Yes
Harris	US27 Alternate / GA85/315	0.5	GA315 intersects to right	Turn right	Elienslie		3	Yes
Harris	GA315	0.6	Route ends at TransGeorgia Route	End of route			3	Yes
<b>TOTALS</b>		<b>124.2</b>						

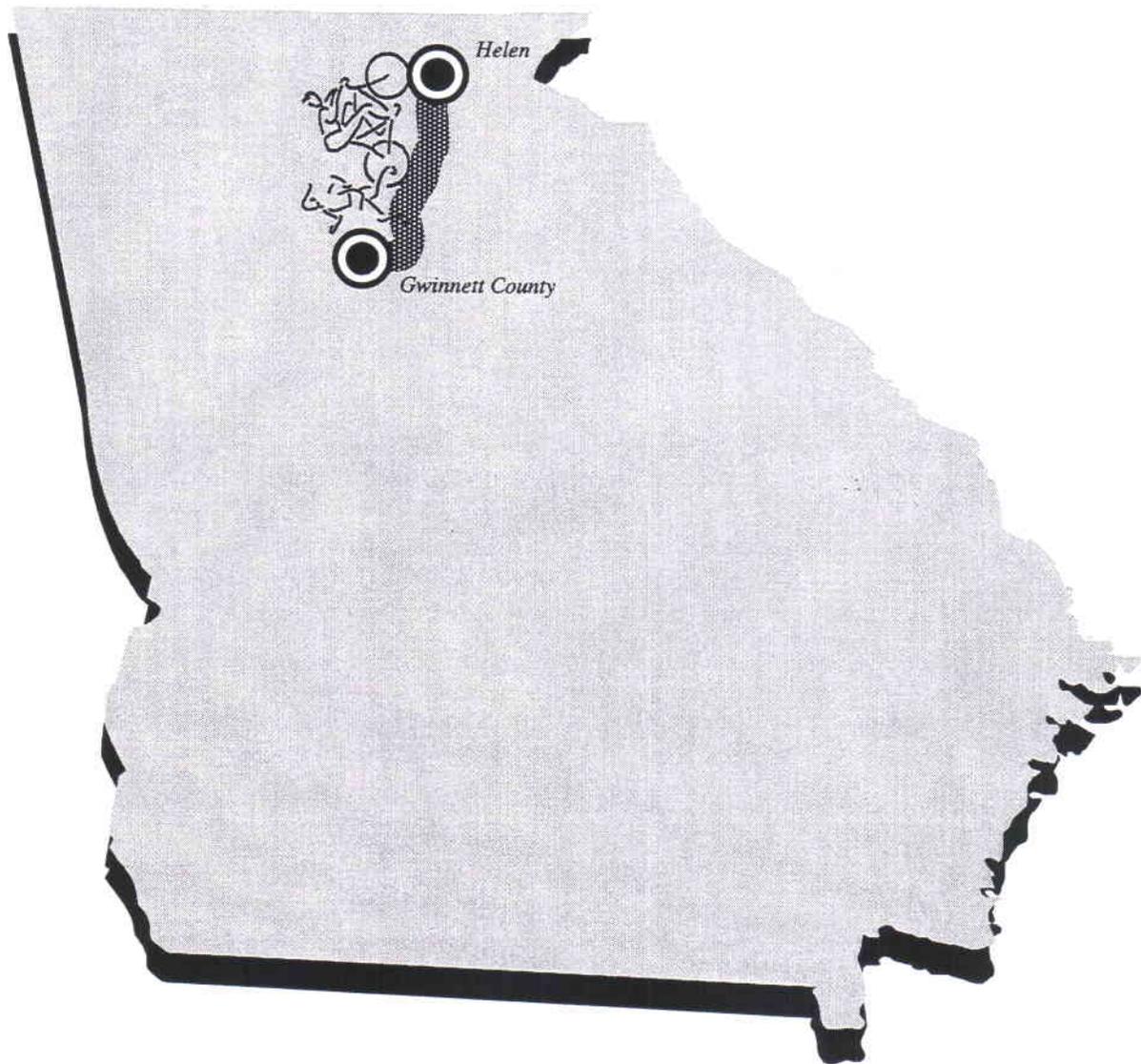
- (1) Primary route (Atlanta to Senola)
- (2) Palmetto spur route (Palmetto to Senola)
- (3) Northbound direction of one-way street pair through East Point
- (4) Runs common with Chattahoochee Trace Route







# Route 55 Appalachian Gateway



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 55 (Appalachian Gateway) Overview

- The Appalachian Gateway Route runs north/south between Robertstown, just west of Helen in White County, and an unincorporated area near Suwanee in Gwinnett County
- The northern terminal point is located at the intersection of GA17/75 and GA75 Alternate in Robertstown (near Helen).
- The southern terminal point is located at the intersection of Old Peachtree Road and Collins Hill Road in an unincorporated area of Gwinnett County southeast of Suwanee.

- Route connections:

Route Name	Intersects at	Intersecting route termini
Northern Crescent	Gwinnett County Road 104/106 (Old Peachtree Rd.) and Gwinnett County Road 104 (Collins Hill Rd.)	West - March to the Sea Route in Acworth East - March to the Sea Route in Gwinnett County
Mountain Crossing	GA17/75 and GA75 Alternate in Robertstown	West - Chattahoochee Trace Route in Walker County East - Savannah River Run Route in Rabun County

- Counties, communities, and major features served (listed from south to north):

County	Mileage in county	Communities and major features
Gwinnett	12.2	I-85
Hall	32.8	Chicopee, Gainesville, New Holland, Clermont, Lake Lanier, I-985
White	17.8	Cleveland, Robertstown, Chattahoochee River



- Mileage totals for Appalachian Gateway Route:

- Total length = 62.8 miles

- District 1 = 62.8 miles

- District 2 = 0.0 miles

- District 3 = 0.0 miles

- District 4 = 0.0 miles

- District 5 = 0.0 miles

- District 6 = 0.0 miles

- District 7 = 0.0 miles

- On state highway system = 35.2 miles (56.1% of total length)

- Not on state highway system = 27.6 miles (43.9% of total length)

- Shared length = 0.0 miles

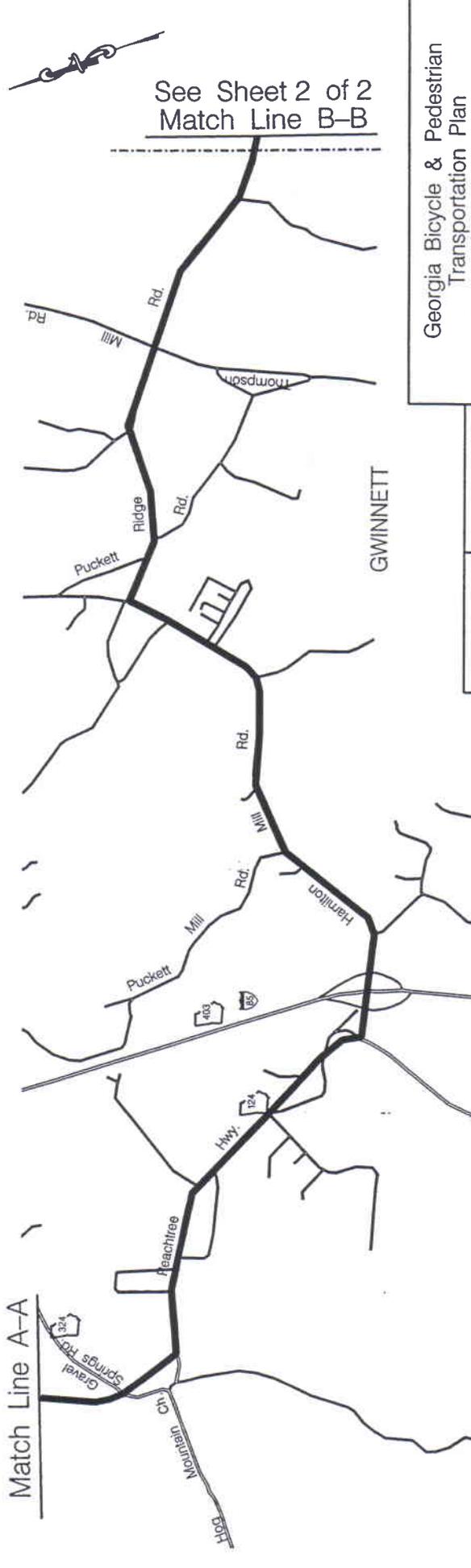
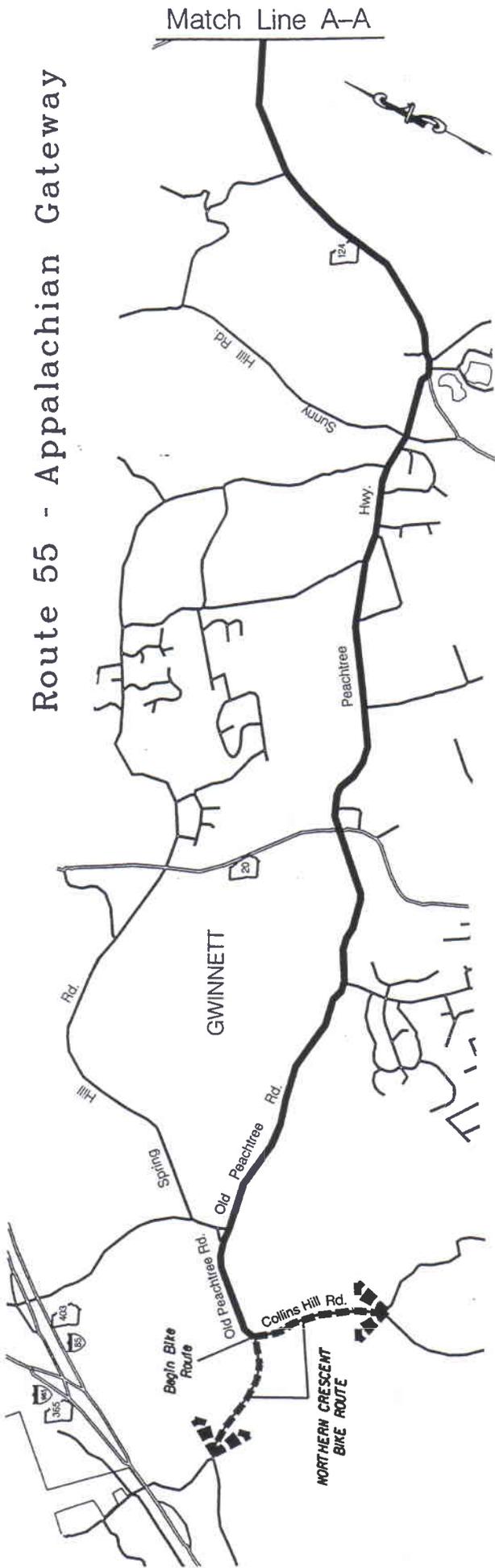
- No overlap with other routes

- The Appalachian Gateway Route has 12 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Appalachian Gateway Route has two at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Appalachian Gateway Corridor Description (Route 55 South to North)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Gwinnett	Old Peachtree Rd. (CR104/106)		Start at Collins Hill Rd. (CR104)				1	
Gwinnett	Old Peachtree Rd. (CR104/106)	2.2	GA20	Continue straight		Suwanee Creek	1	No
Gwinnett	Old Peachtree Rd. (CR104/106)	2.0	GA124	Turn left			1	No
Gwinnett	GA124	1.8	GA324	Continue straight			1	Yes
Gwinnett	GA124	1.9	Hamilton Mill Rd. (CR134)	Turn left			1	Yes
Gwinnett	Hamilton Mill Rd. (CR134)	0.2	I-85	Cross over I-85		I-85	1	No
Gwinnett	Hamilton Mill Rd. (CR134)	2.0	Ridge Rd. (CR121)	Turn right			1	No
Gwinnett	Ridge Rd. (CR121)	2.1	Hall County line	Continue straight			1	No
Hall	Hog Mountain Rd. (CR656)	0.8	Friendship Rd. (CR1301)	Continue straight			1	No
Hall	Hog Mountain Rd. (CR685)	3.4	Spout Springs Rd. (CR1287)	Continue straight			1	No
Hall	Hog Mountain Rd. (CR685)	1.4	GA13	Bear right			1	No
Hall	GA13 (Atlanta Hwy.)	2.9	GA53	Continue straight			1	Yes
Hall	GA13 (Atlanta Hwy.)	0.1	GA332 intersects to right	Continue straight			1	Yes
Hall	GA13 (Atlanta Hwy.)	0.7	I-985	Cross over I-985		I-985	1	Yes
Hall	GA13 (Atlanta Hwy.)	3.8	Industrial Blvd.	Bear right	Chicopee	Southern RR overpass	1	Yes
Hall	Industrial Blvd. (CR1431)	1.3	GA60 (Queen City Parkway)	Continue straight		Southern RR	1	No
Hall	Industrial Blvd. (CS078407)	0.5	Bradford St.	Turn left		Southern RR	1	No
Hall	Bradford St. (CS078407)	0.1	Myrtle St.	Turn right		Southern RR	1	No
Hall	Myrtle St. (CS078407)	0.4	US129 (Butler Pkwy.) / GA11	Continue straight	Gainesville		1	No
Hall	GA11 (Myrtle St.)	0.5	GA11 bears left (Downey Blvd.)	Bear left			1	Yes
Hall	GA11 (Downey Blvd.)	0.2	GA13	Turn right			1	Yes
Hall	GA11/13/369	1.2	GA11 turns left at Limestone Pkwy.	Continue straight	New Holland		1	Yes
Hall	GA13/369	0.2	White Sulphur Rd. (CR1298)	Turn left			1	Yes
Hall	White Sulphur Rd. (CR1298)	0.8	Pine Valley Rd. (CR892)	Bear left			1	No
Hall	Pine Valley Rd. (CR892)	0.8	Pine Valley Rd. (CR893) turns left	Turn left			1	No
Hall	Pine Valley Rd. (CR893)	0.2	GA284 (Clarks Bridge Rd.)	Continue straight			1	No
Hall	GA284 (Clarks Bridge Rd.)	8.8	GA52	Continue straight		Lake Lanier, Clarks Br. Park; Olympic rowing venue	1	Yes
Hall	GA284	1.8	US129	Continue straight			1	Yes
Hall	GA284	0.5	GA283 Eastbound	Continue straight			1	Yes
Hall	GA284	0.1	GA283 Westbound	Continue straight			1	Yes
Hall	GA284	0.3	GA254 intersects to right	Bear right	Clermont		1	Yes
Hall	GA254	1.9	US129	Continue straight			1	Yes
Hall	GA254	0.1	White County line	Continue straight			1	Yes
White	Old US129 (CR251)	1.3	Old US129 (CR251)	Continue straight			1	Yes
White	US129/GA11	5.6	US129/GA11	Turn right		Mossy Creek	1	No
White	US129/GA11	0.7	GA115	Continue straight	Cleveland		1	Yes
White	US129/GA11	0.4	GA75 intersects to right	Turn right			1	Yes
White	GA75	2.2	Asbestos Rd. (CR88)	Turn left			1	Yes
White	Asbestos Rd. (CR88)	3.6	GA75 Alternate	Turn right		Tresatee Creek; Thurmond Creek	1	No
White	GA75 Alternate	1.7	GA348 intersects to left	Continue straight		Dukes Creek; Richard B. Russell Scenic Highway	1	Yes
White	GA75 Alternate	2.3	GA1775 / Mountain Crossing Route	End of route	Robertstown	Chattahoochee River	1	Yes
<b>TOTALS</b>		<b>62.8</b>						

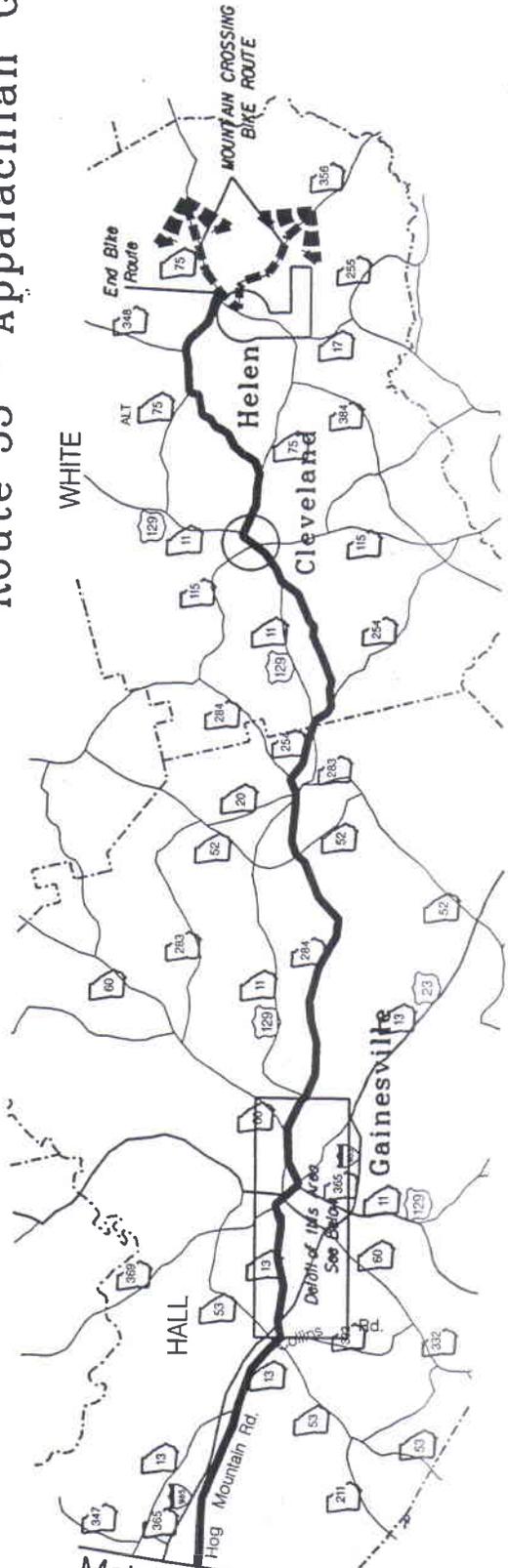
# Route 55 - Appalachian Gateway



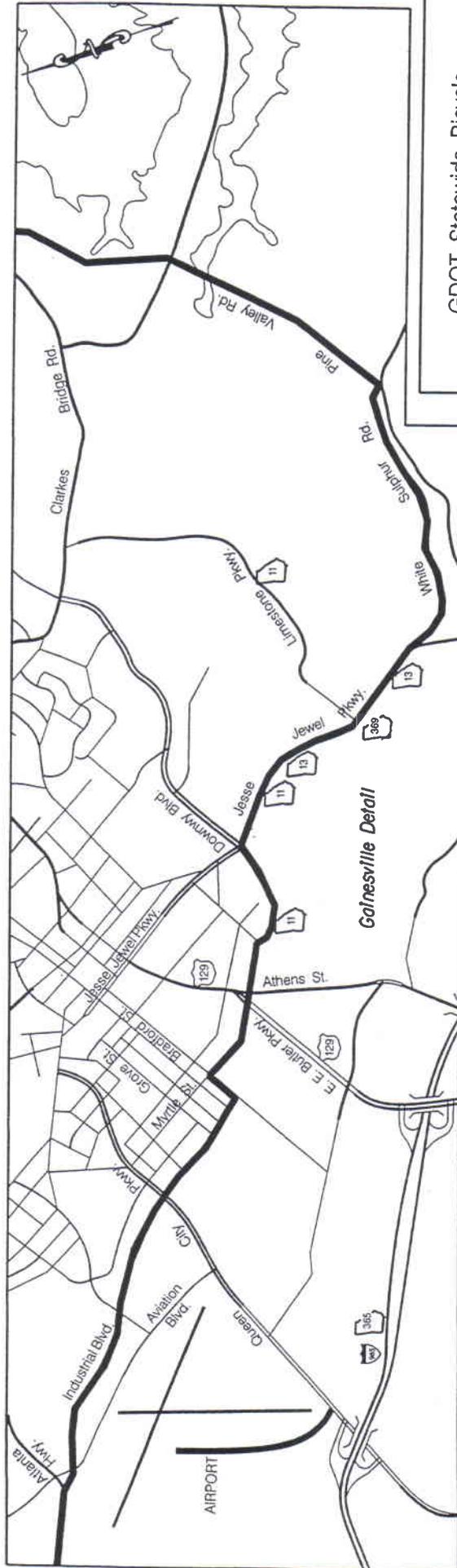
Georgia Bicycle & Pedestrian  
Transportation Plan  
Statewide Route Network

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# Route 55 - Appalachian Gateway



Match Line B-B  
See Sheet 1 of 2

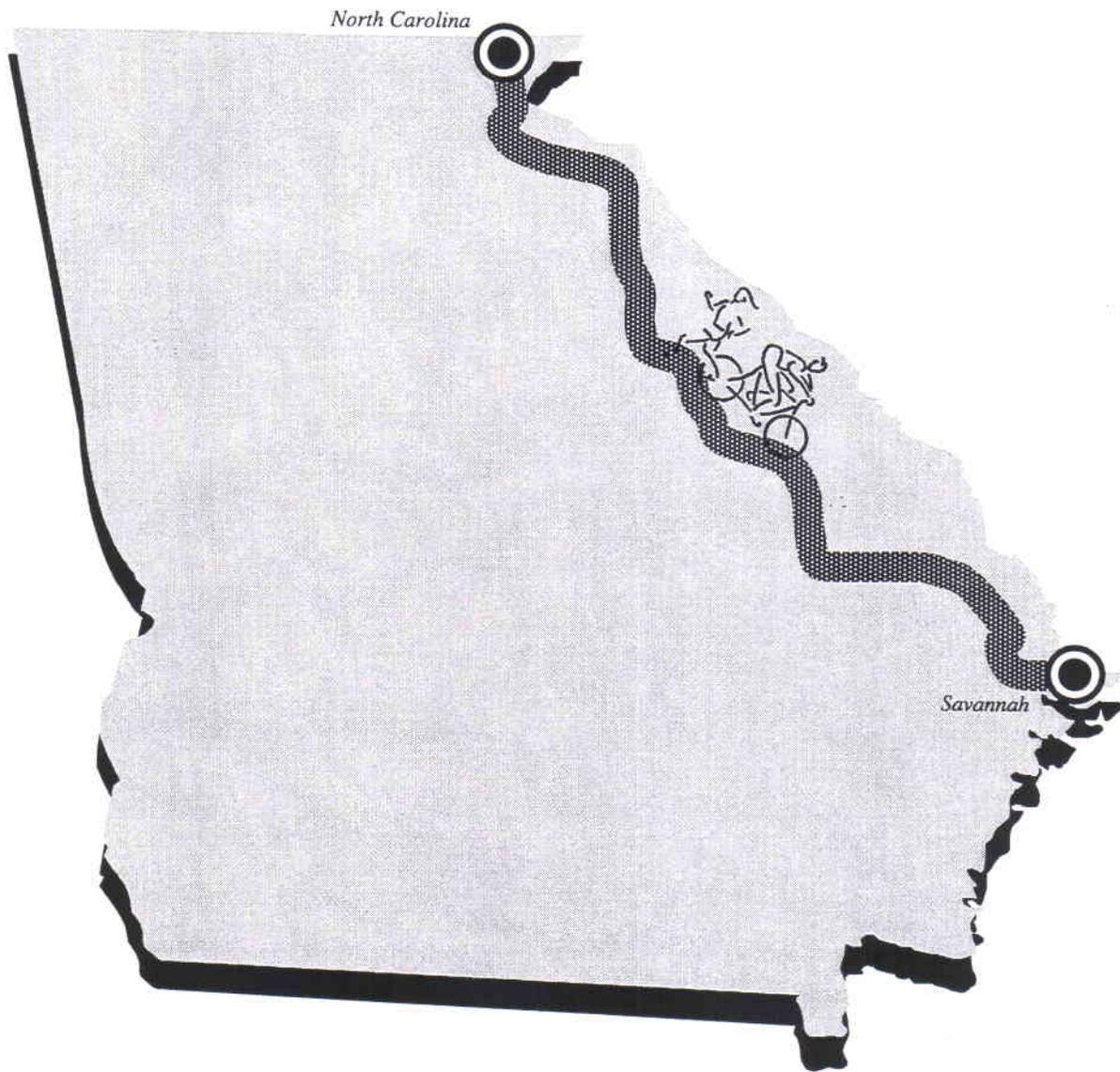


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and Pedestrian Plan

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# Route 85

## Savannah River Run



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 85 (Savannah River Run) Overview

- The Savannah River Run Route runs southeast/northwest between the North Carolina state line north of Dillard in Rabun County and downtown Savannah.
- The northern terminal point is located at the North Carolina state line on US23/441.
- The southern terminal point is located at the intersection of Bull Street and Bay Street in downtown Savannah. This point is located at the steps of City Hall.
- Route connections:

Route Name	Intersects at	Intersecting route termini
Mountain Crossing	Old US23 and Rabun County Road 218 near Lake Rabun	West – Chattahoochee Trace Route in Walker County East – Savannah. River Run Route in Rabun County
Athens Link	GA 77 and GA17/72 in Elberton	West – Northern Crossing Route at in Gwinnett County. East – Sav. R. Run Rte. in Elberton
Augusta Link	GA17 and GA223 in Thomson	West – Savannah River Run Route in Thomson East – Broad and 8th St. in Augusta
March to the Sea	A.) GA305 and GA17 in Midville B.) GA21 and GA17 in Millen C.) GA21 and US80 in Effingham County	North – Tennessee state line on US27 near Rossville South – Bay and Bull Streets in Savannah
Coastal	A.) GA119 and GA21 in Springfield B.) Chatham Pkwy at Telfair Place in Chatham County	North – South Carolina state line at Effingham County South – Florida state line on US17
TransGeorgia	GA17 and US80 in Effingham County	West – Chattahoochee Trace north of Columbus East – Bull and Bay St in Savannah



- Counties, communities, and major features served (listed from north to south):

<b>County</b>	<b>Mileage in county</b>	<b>Communities and major features</b>
Rabun	21.5	Dillard, Clayton, Tiger, Black Rock Mountain State Park, Tallulah River, Tallulah Gorge State Park
Habersham	13.0	Tallulah Falls, Panther Creek, Hollywood
Stephens	17.0	Toccoa Falls, Toccoa, Avalon, Martin
Franklin	6.8	Lavonia, I-85
Hart	20.5	Hartwell, Lake Hartwell, Hart State Park nearby
Elbert	22.8	Georgia Guidestones, Elberton, Broad River
Wilkes	28.1	Tignall, Washington, Logan, Little River
McDuffie	17.9	Thomson, I-20
Warren	13.9	Thigpen, Cedar Rock
Jefferson	14.0	Wrens, Stellaville
Burke	31.9	St. Clair, Gough, Vidette, Magruder, Midville, Ogeechee River nearby
Jenkins	18.9	Millen, Magnolia Springs State Park and Fish Hatchery are nearby
Screven	28.9	Sylvania, Newington
Effingham	35.5	Kildare, Shawnee, Springfield, Guyton, Pineora, Marlow, Falkville, Ogeechee River
Chatham	23.6	Bloomington, Garden City, Savannah, I-95, I-516



▪ Mileage totals for Savannah River Run Route:

Total length = 314.3 miles

District 1 = 101.6 miles

District 2 = 153.6 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 59.1 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 271.8 miles (86.5% of total length)

Not on state highway system = 42.5 miles (13.5% of total length)

Shared length = 103.0 miles

41.8 miles with March to the Sea Route

24.4 miles with TransGeorgia Route

36.8 miles with Coastal Route

Total length unique to Savannah River Run Route = 252.6 miles

On state highway system = 235.0 miles (93.0%)

Not on state highway system = 17.6 miles (7.0%)

- The Savannah River Run Route has 63 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Savannah River Run Route has 16 at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Savannah River Run Corridor Description (Route 85 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Rebun	US23/441		Start at North Carolina state line					
Rebun	US23/441	1.6	Betty Creek Rd. (CR220)	Continue straight	Dillard		1	Yes
Rebun	US23/441	6.6	US76	Turn right		Betty Cr.; Little Tern. R.; Black Rock Min. SP	1	Yes
Rebun	US76	0.3	Main St. (CR149)	Turn left	Clayton		1	Yes
Rebun	Main St. (CR149)	3.2	Tiger Liberty Rd. (CR217)	Continue straight	Tiger	Scott Creek	1	No
Rebun	Wolf Creek Rd. (CR153)	5.1	Old US23 (CR152) / Min. Crossing Route	Turn left		Tiger Creek	1	No
Rebun	Old US23 (CR152)	2.5	US23/441	Turn right		Tallulah River	1	No
Rebun	US23/441	2.2	Habersham County line	Continue straight		Tallulah River; Tallulah Gorge State Park	1	Yes
Habersham	US23/441	0.3	Old US23/441	Turn left			1	Yes
Habersham	Old US23/441	1.2	US23/441	Turn left	Tallulah Falls	Tallulah Gorge	1	No
Habersham	US23/441	1.0	Old US23/441	Turn right		Little Panther Creek	1	Yes
Habersham	Old US23/441	5.6	GA17 Alternate	Turn left	Hollywood	Big Panther Creek	1	No
Habersham	GA17 Alternate	4.9	Stephens County line	Continue straight			1	Yes
Stephens	GA17 Alternate	5.1	GA17 Alternate turns left	Turn left			1	Yes
Stephens	GA17 Alternate	1.2	GA365	Continue straight	Toccoa	Toccoa Creek; Toccoa Falls	1	Yes
Stephens	GA17 Alternate	2.9	GA17	Continue straight on GA17		Courthouse; Southern RR underpass	1	Yes
Stephens	GA17	7.8	Franklin County line	Continue straight	Avalon / Martin	Southern RR	1	Yes
Franklin	GA17	4.2	I-85	Cross over I-85		I-85	1	Yes
Franklin	GA17	1.2	GA59	Turn left	Lavonia		1	Yes
Franklin	GA69	0.2	GA77 Connector	Turn right		Southern RR	1	Yes
Franklin	GA77 Connector	1.2	Hart County line	Continue straight			1	Yes
Hart	GA77 Connector	4.0	GA77	Turn right		Poolers Creek; School Creek	1	Yes
Hart	GA77	5.4	GA51	Bear left		Flat Shoals Creek	1	Yes
Hart	GA51/77	1.6	GA51/77 one way pair	Continue straight			1	Yes
Hart (1)	GA51/77	0.2	US29	Continue straight		Lightwood Log Creek; Lake Hartwell	1	Yes
Hart (1)	US29 / GA51 / GA77	0.1	GA51 intersects to left	Continue straight			1	Yes
Hart (1)	US29 / GA77	0.1	GA172	Continue straight			1	Yes
Hart (1)	US29 / GA77	0.2	GA77 turns to right	Turn right	Hartwell	Hart St. Pl. ahead 2.5 miles, off US29 & CR260	1	Yes
Hart (1)	GA77	0.1	GA77 turns to left	Turn left			1	Yes
Hart (2)	GA51 / GA77 / CR764	0.2	GA51/77 two-way	Continue straight			1	Yes
Hart (2)	GA8 W	0.1	GA8 W intersects to left	Continue straight			1	Yes
Hart (2)	GA8 W	0.1	GA51 intersects to right	Continue straight			1	Yes
Hart (2)	GA8 W	0.3	GA172 intersects to left	Continue straight			1	Yes
Hart (2)	GA77	0.1	GA8 W / GA77	Turn left			1	Yes
Hart (2)	GA77	0.1	GA8	Continue straight			1	Yes
Hart (2)	GA77	0.1	CR765 (GA77 turns right)	Turn right	Hartwell		1	Yes
Hart	GA77	6.9	GA77 Spur intersects to left	Continue straight		Cedar Creek; Little Coldwater Creek	1	Yes
Hart	GA77	0.9	Elbert County line	Continue straight			1	Yes
Elbert	GA77	4.0	Harmony Church Rd. (CR307)	Continue straight		Coldwater Creek; Georgia Guldstones	1	Yes
Elbert	GA77	3.3	GA368 / Brewers Bridge Rd.	Continue straight			1	Yes
Elbert	GA77	2.0	GA77 Connector intersects to left	Turn left		Beaverdam Creek	1	Yes
Elbert	GA77 Connector	1.4	GA17 / GA72 / Athens Link	Turn left		CSX RR underpass	1	Yes
Elbert	GA17/72	1.7	GA72 intersects to left	Continue straight	Elberton		1	Yes
Elbert	GA17	10.4	Wilkes County line	Continue straight		Broad River	1	Yes
Wilkes	GA17	7.8	Independence St. / Church St. (CR184)	Continue straight	Tignall	Chickasaw Creek	2	Yes
Wilkes	GA17	9.1	GA44 intersects to left	Continue straight		Middle Creek; Rock Creek	2	Yes
Wilkes	GA17	0.4	US78 (GA17 turns to left)	Continue straight			2	Yes
Wilkes	GA17 Business	0.4	GA10 Business	Turn left	Washington		2	Yes
Wilkes	GA17 Bus. / GA10 Bus.	1.1	US78 / GA17/10 intersects to left	Continue straight			2	Yes
Wilkes	GA17/10	0.1	US378 intersects to left	Continue straight	Logan		2	Yes
Wilkes	GA17/10	2.5	GA80 intersects to right	Turn right			2	Yes
Wilkes	GA80	7.0	McDuffie County line	Continue straight		Rocky Creek; Little River	2	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Savannah River Run Corridor Description (Route 85 North to South)**

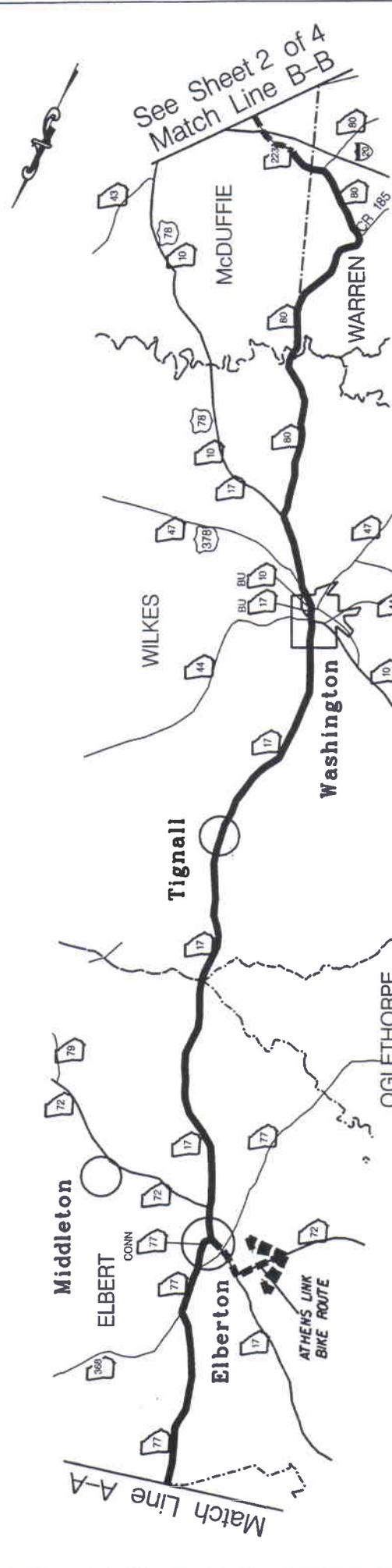
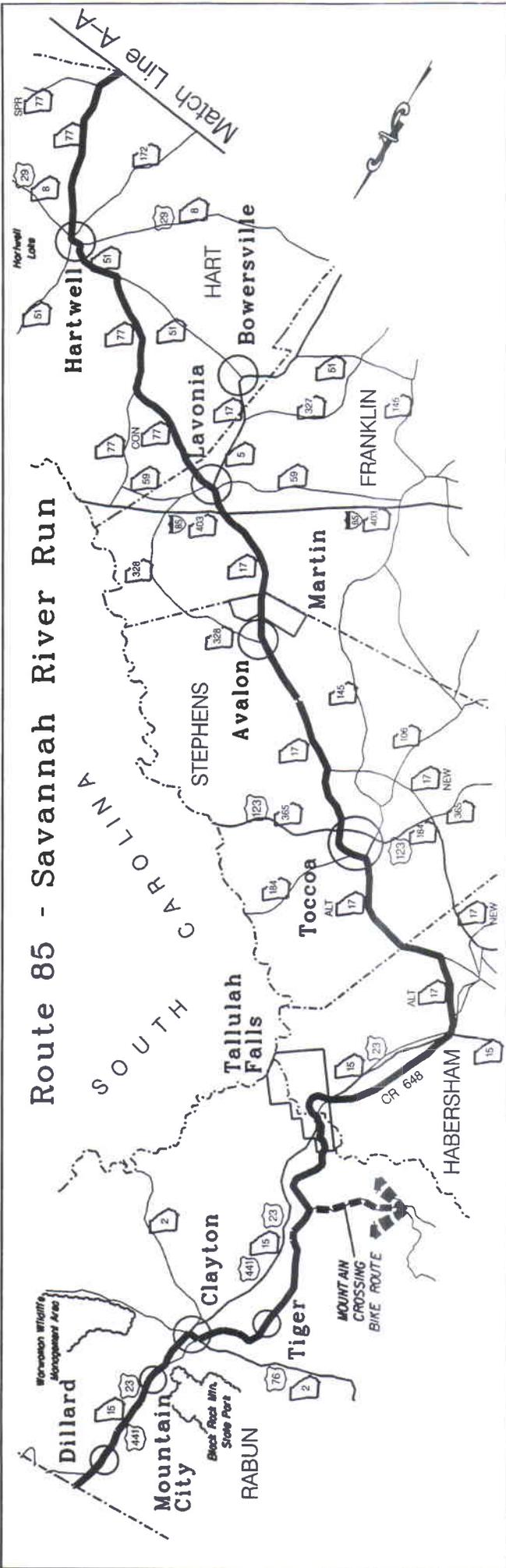
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
McDuffie	GA80	0.1	Warren County line	Continue straight			2	Yes
Warren	GA80	0.8	McDuffie County line	Continue straight			2	Yes
McDuffie	GA80	1.1	Warren County line	Continue straight			2	Yes
Warren	GA80	4.2	GA80 turns left	Turn left			2	Yes
Warren	GA80	2.2	CR1167	Continue straight	Thigpen	Hart Creek	2	Yes
Warren	GA80	1.4	GA223	Turn left	Cedar Rock	Middle Creek; CSX RR spur	2	Yes
Warren	GA223	0.6	McDuffie County line	Continue straight			2	Yes
McDuffie	GA223	2.1	I-20	Cross over I-20		Childers Creek; I-20	2	Yes
McDuffie	GA223	5.2	US78 / GA17	Turn right		Mattox Creek	2	Yes
McDuffie	GA17/223	0.2	GA223 intersects to left / Augusta Link	Continue straight			2	Yes
McDuffie	GA17	0.4	US278	Continue straight	Thomson	CSX RR	2	Yes
McDuffie	GA17	8.8	Warren county line	Continue straight		Little Brier Creek	2	Yes
Warren	GA17	1.4	GA17 Connector	Continue straight		Mill Branch	2	Yes
Warren	GA17	3.2	GA296	Continue straight		Reedy Creek	2	Yes
Warren	GA17	0.1	Jefferson County line	Continue straight			2	Yes
Jefferson	GA17	3.3	GA80 intersects to right	Continue straight			2	Yes
Jefferson	GA17/80	2.1	GA102	Go left around square	Wrens		2	Yes
Jefferson	GA80	0.1	GA4	Continue straight			2	Yes
Jefferson	GA80	0.5	GA80 turns right	Turn right			2	Yes
Jefferson	GA80	3.2	CR329	Continue straight	Shellville		2	Yes
Jefferson	GA80	4.8	Burke County line	Continue straight			2	Yes
Burke	GA305	2.9	GA305	Turn right	Saint Clair	Brushy Creek	2	Yes
Burke	GA305	3.7	CR478	Continue straight	Gough	Central of Georgia RR	2	Yes
Burke	GA305	4.1	GA24	Continue straight	Vidette	Buckhead Creek	2	Yes
Burke	GA305	8.3	Farmers Grove Church Rd. (CR304)	Continue straight	Magnuder		2	Yes
Burke	GA305	7.4	GA56 intersects to left	Bear right			2	Yes
Burke	GA305	0.2	GA17 / March to the Sea Route	Turn left	Michvilla		2	Yes
Burke (3)	GA17	5.3	Jenkins County line	Continue straight		Bark Camp Creek	2	Yes
Jenkins (3)	GA17	11.5	US25 / GA67 / GA23	Continue straight		Chew Mill & Buckhead Creeks; Mag. Springs S.P.	2	Yes
Jenkins (3)	GA17 / GA67 / GA23	0.6	GA17 turns right; GA23 turns left	Continue straight	Millien	Central of Georgia RR	2	Yes
Jenkins	GA67	1.2	GA21	Turn right			2	Yes
Jenkins	GA21	5.6	Screven County line	Continue straight		Billy Branch	2	Yes
Screven	GA21	10.5	US301	Continue straight		Horse Creek; Braggs Mill Creek	2	Yes
Screven	GA21 Business	0.7	GA73	Continue straight			2	Yes
Screven	GA21/73	0.4	GA21 turns right	Turn left	Sylvania	Central of Georgia RR	2	Yes
Screven	GA21	14.0	GA24	Turn right	Newington	Central of Georgia RR underpass	2	Yes
Screven	GA21	3.3	Effingham County line	Continue straight			2	Yes
Effingham	GA21	1.4	Clyo Kildare Rd. (CR307)	Continue straight	Kildare		5	Yes
Effingham	GA21	5.1	Turkey Church Rd. (CR45)	Continue straight	Shawnee	Cowpen Creek; Central of Georgia RR	5	Yes
Effingham	GA21	8.3	GA119 intersects to left / Coastal Route	Bear right		Turkey Branch; Central of Georgia RR underpass	5	Yes
Effingham (4)	GA21/119	0.7	GA119 turns to right	Turn right	Springfield	Jacks Creek	5	Yes
Effingham (4)	GA119	5.4	GA17	Continue straight		White Deer Branch	5	Yes
Effingham (4)	GA119	0.1	Central Ave. (CR204)	Turn left	Guyton		5	Yes
Effingham (4)	GA119	3.0	Midland Rd. (CR157)	Continue straight	Pineora		5	No
Effingham (4)	Central Ave. (CR204)	0.8	CR222	Turn left	Marlow		5	No
Effingham (4)	CR222	0.1	Sand Hill Rd. (CR311)	Turn right			5	No
Effingham (4)	Sand Hill Rd. (CR311)	0.7	CR227	Turn left			5	No
Effingham (4)	CR227	0.1	GA17	Bear right			5	No
Effingham (4)	GA17	4.6	GA30 intersects to left	Bear right		Ogeechee River	5	Yes
Effingham (4)	GA17	4.4	US80 / TransGA and March to Sea Ris.	Turn left	Falkville		5	Yes
Effingham (5)	US80/GA26/GA17	0.8	Chatham County line	Continue straight			5	Yes
Chatham (5)	US80/GA26/GA17	2.3	GA17 split	Turn right	Bloomingtondale		5	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Savannah River Run Corridor Description (Route 85 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Chatham (5)	GA17	1.7	Pine Barren Rd. (CR23)	Turn left		Georgia Central RR	5	Yes
Chatham (5)	Pine Barren Rd. (CR23)	5.8	I-95	Cross over I-95		I-95	5	No
Chatham (5)	Pine Barren Rd. (CR23)	0.9	US80/GA26	Turn right		Georgia Central RR	5	No
Chatham (5)	US80/GA26	0.2	CR586 (Old Louisville Rd.)	Turn left			5	Yes
Chatham (5)	CR586 (Old Louisville Rd.)	1.3	GA307 (Dean Forest Rd.)	Continue straight			5	No
Chatham (5)	CR586 (Old Louisville Rd.)	2.2	Kessler Rd. bears right	Bear left			5	No
Chatham (5)	CR586 (Old Louisville Rd.)	0.9	Heidt Rd.	Turn right			5	No
Chatham (5)	Heidt Rd.	0.3	US80	Continue straight			5	No
Chatham (5)	CR781 (Chatham Pkwy.)	0.5	CR677 (Telfair Pl.) / Coastal Route	Turn left	Garden City		5	No
Chatham (6)	CR677 (Telfair Pl.)	0.5	CR765 (Telfair Rd.)	Turn left			5	No
Chatham (6)	CR765 (Telfair Rd.)	1.0	CR680 (Louisville Rd.)	Turn right		Norfolk Southern RR	5	No
Chatham (6)	CR680 (Louisville Rd.)	0.3	I-516	Cross under I-516			5	No
Chatham (6)	CR680 (Louisville Rd.)	4.0	GA25Conn (West Broad /MLK Jr. Blvd.)	Straight across		Norfolk Southern RR; Ogeechee Canal	5	No
Chatham (6)	CR1092 (Liberty St.)	0.8	Bull St.	Turn left			5	No
Chatham (6)	Bull St.	0.9	Bay St.	End of route	Savannah		5	No
<b>TOTALS</b>		<b>314.3</b>						

- (1) Southbound direction of one-way street pair used through Hartwell.
- (2) Northbound direction of one-way street pair used through Hartwell.
- (3) Common with March to the Sea Route.
- (4) Common with Coastal Route.
- (5) Common with Coastal, March to the Sea and TransGeorgia Routes.
- (6) Common with TransGeorgia and March to the Sea Routes.

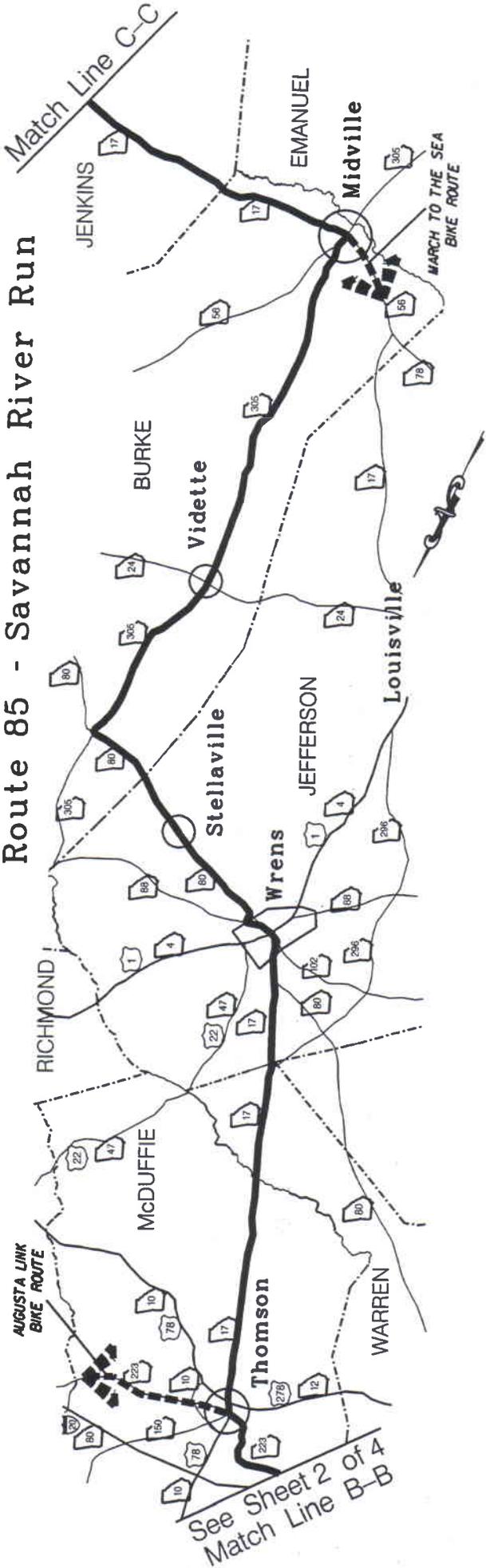
# Route 85 - Savannah River Run



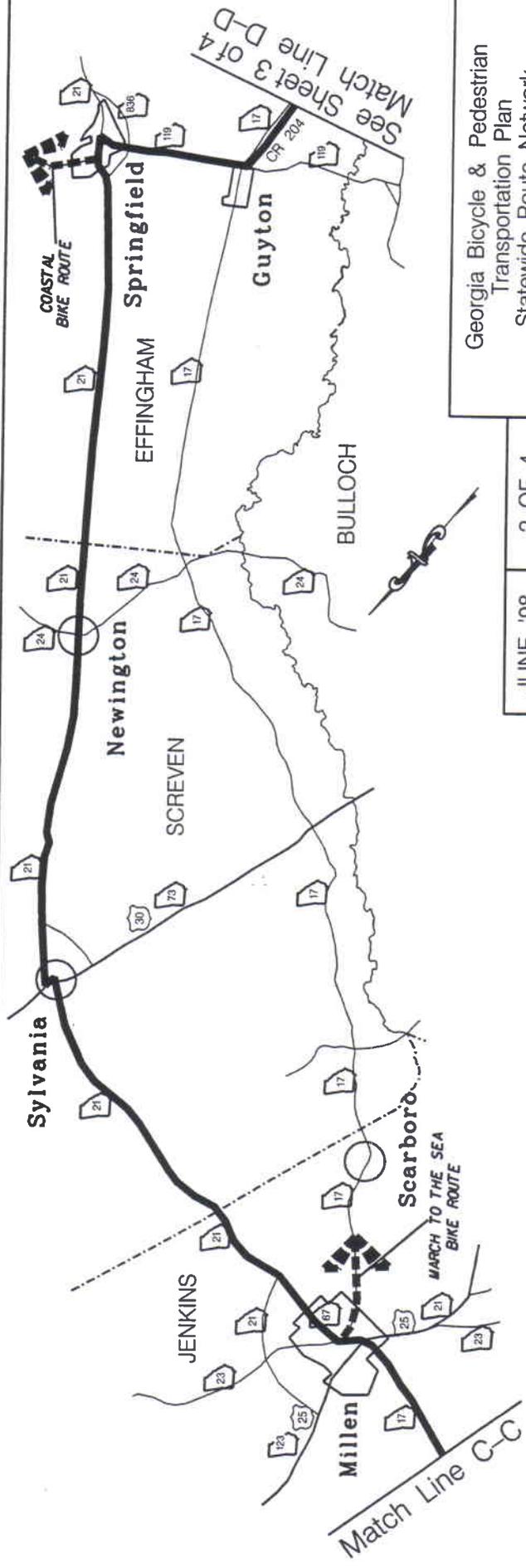
Georgia Bicycle & Pedestrian  
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# Route 85 - Savannah River Run



See Sheet 2 of 4  
Match Line B-B



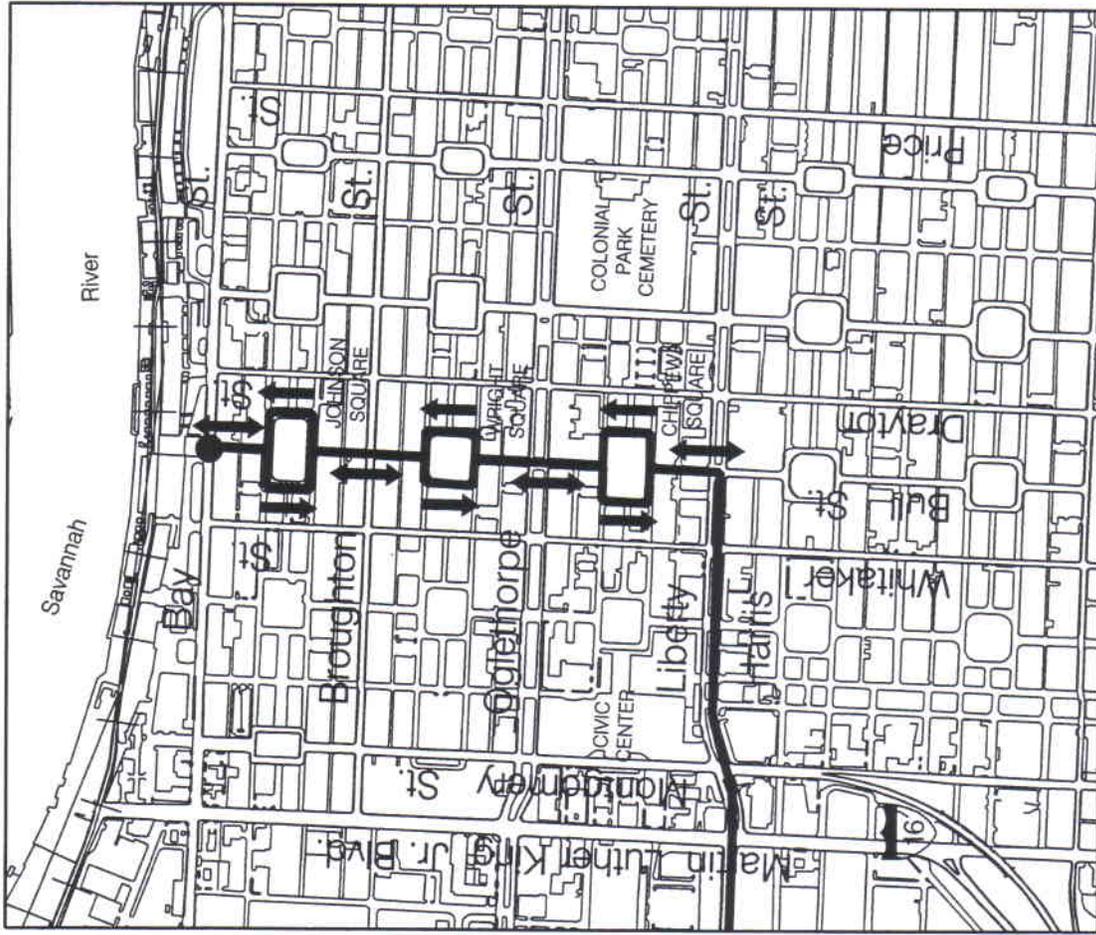
See Sheet 3 of 4  
Match Line D-D

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# Route 85 - Savannah River Run

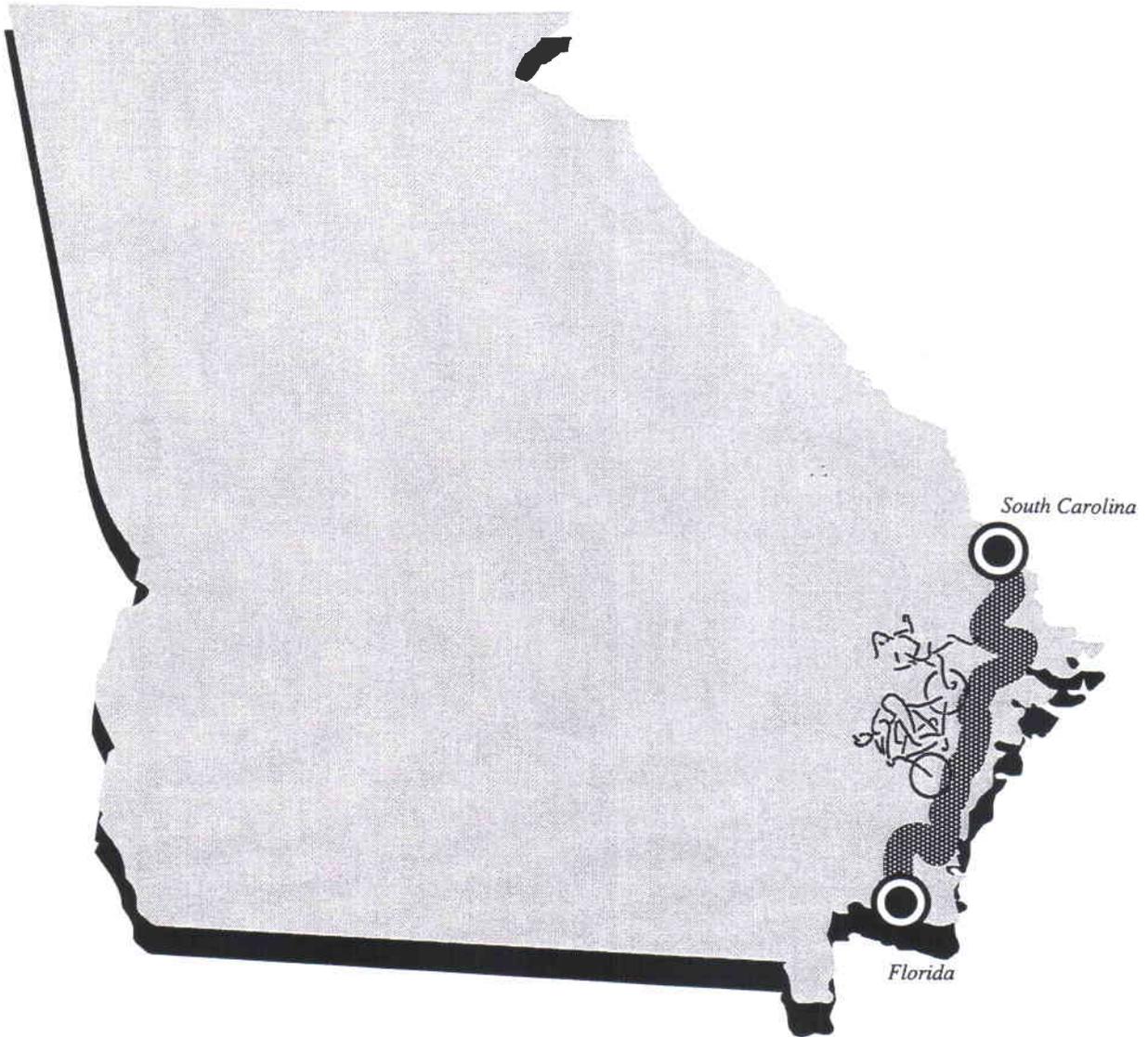


Origin For  
This Enlargement  
See Sheet 3 of 4

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# Route 95 Coastal



*Georgia Bicycle and Pedestrian Plan – Statewide Route Network*



### Route 95 (Coastal) Overview

- The Coastal Route runs north/south between the South Carolina state line near Clyo in Effingham County to the Florida state line near St. Mary’s in Camden County.
- The northern terminal point is located at the South Carolina state line on GA119
- The southern terminal point is located at the Florida state line on US17.
  
- Route connections:

Route Name	Intersects at	Intersecting route termini
Savannah River Run	A.) GA119 and GA21 in Springfield B.) Chatham Parkway and Telfair Place in Chatham County	North - North Carolina state line at Rabun County South - Bull and Bay Streets in Savannah
March to the Sea	A.) GA17 and US80 in Effingham County B.) Chatham Parkway and Telfair Place in Chatham County	North - Tennessee state line on US27 near Rossville South - Bull and Bay Streets in Savannah
TransGeorgia	A.) GA17 and US80 in rural Effingham County B.) Chatham Parkway and Telfair Place in Chatham County	West - Chattahoochee Trace north of Columbus East - Bull and Bay Streets in Savannah
Southern Crossing	A.) US82/GA520 and US17 in Glynn County B.) US17 and GA520 at Sidney Lanier Bridge in Glynn County	West - Chattahoochee Trace in Seminole County East - Jekyll Island State Park in Glynn County



- Counties, communities, and major features served (listed from north to south):

County	Mileage in county	Communities and major features
Effingham	32.7	Clyo, Springfield, Guyton, Pineora, Falkville, Little Ogeechee River, Savannah River
Chatham	28.1	Bloomington, Garden City, I-95, I-16, Ogeechee River
Bryan	9.1	Richmond Hill, Ogeechee River
Liberty	17.8	Midway, Riceboro, I-95, South Newport River
McIntosh	22.8	Sapelo R., Darien, Fort King George State Historic Site nearby, Darien R., S. Altamaha R.
Glynn	25.8	Hofwyl-Broadfield Plantation, Brunswick, Brunswick River, Little Satilla River
Camden	32.3	Waverly, White Oak, Woodbine, Kingsland, Satilla R., Walker Swamp, Crooked River, St. Mary's R.

- Mileage totals for Coastal Route:

Total length = 168.6 miles

District 1 = 0.0 miles

District 2 = 0.0 miles

District 3 = 0.0 miles

District 4 = 0.0 miles

District 5 = 168.6 miles

District 6 = 0.0 miles

District 7 = 0.0 miles

On state highway system = 149.5 miles (88.7% of total length)

Not on state highway system = 19.1 miles (11.3% of total length)

Shared length = 76.7 miles

36.8 miles with Savannah River Run Route

16.9 miles with TransGeorgia Route

16.9 miles with March to the Sea Route

6.1 miles with Southern Crossing

Total length unique to Coastal Route = 125.7 miles

On state highway system = 123.2 miles (98.0%)

Not on state highway system = 2.5 miles (2.0%)



- The Coastal Route has 60 bridge crossings. This number was derived from maps, not a physical inventory of the corridor. Some bridges crossing minor water features have likely been replaced by culverts. Additional bridges may exist where the corridor crosses a new limited access facility or an at-grade railroad crossing has been replaced. The first scenario is more likely, so the figure given should be treated as a maximum.
- The Coastal Route has four at-grade railroad crossings. This number was derived from maps, not a physical inventory of the corridor. Some crossings have two or more sets of tracks. Some lines may have been abandoned and the crossing removed, while additional crossings may exist where short spur lines were not depicted on the maps. The actual number of rail crossings may be more or less than the figure given.

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Coastal Corridor Description (Route 95 North to South)**

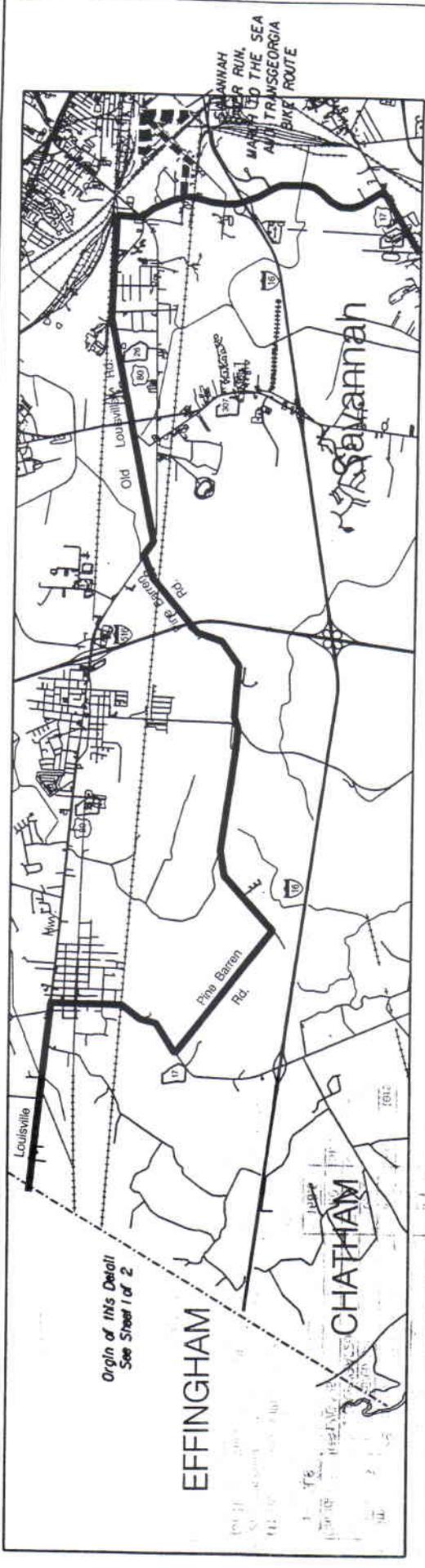
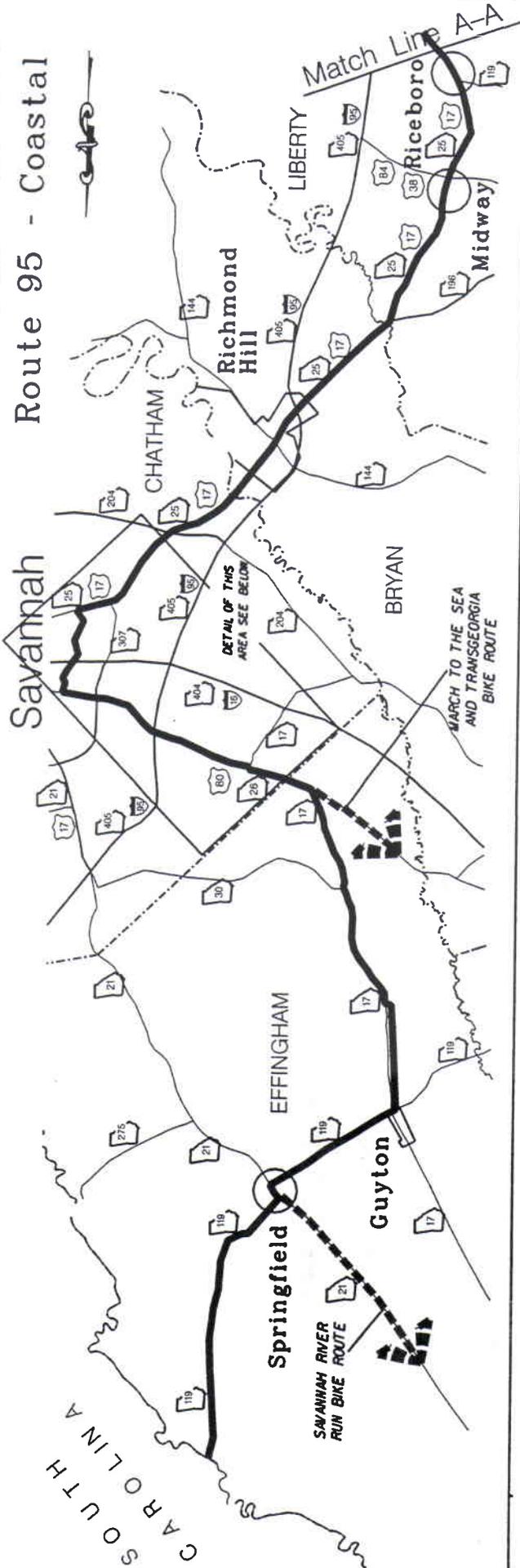
County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Efingham	GA119	2.8	Begin at South Carolina state line Third St. (CR307)	Continue straight	Clyo	Savannah River	5	
Efingham	GA119	9.2	GA21 / Savannah River Run Route	Bear left		Ebenezer Creek	5	Yes
Efingham	GA119/GA21	0.7	GA119 turns to right	Turn right	Springfield	Jacks Creek	5	Yes
Efingham (1)	GA119	5.4	GA17	Continue straight		White Deer Branch	5	Yes
Efingham (1)	GA119	0.1	Central Ave. (CR204)	Turn left	Guyton		5	Yes
Efingham (1)	Central Ave. (CR204)	3.0	Midland Rd. (CR157)	Continue straight	Pineora		5	No
Efingham (1)	Central Ave. (CR204)	0.8	CR222	Turn left			5	No
Efingham (1)	CR222	0.1	Sand Hill Rd. (CR311)	Turn right			5	No
Efingham (1)	Sand Hill Rd. (CR311)	0.7	CR227	Turn left			5	No
Efingham (1)	CR227	0.1	GA17	Bear right			5	No
Efingham (1)	GA17	4.6	GA30 intersects to left	Bear right		Little Ogeechee River	5	Yes
Efingham (1)	GA17	4.4	US80 / TransGA & March to Sea Routes	Turn left	Falkville		5	Yes
Efingham (2)	US80/GA26/GA17	0.8	Chatham County line	Continue straight			5	Yes
Chatham (2)	US80/GA26/GA17	2.3	GA17 split	Turn right	Bloomingtondale		5	Yes
Chatham (2)	GA17	1.7	Pine Barren Rd. (CR23)	Turn left		Georgia Central RR I-95	5	Yes
Chatham (2)	Pine Barren Rd. (CR23)	5.8	I-95	Cross over I-95			5	No
Chatham (2)	Pine Barren Rd. (CR23)	0.9	US80/GA26	Turn right		Georgia Central RR	5	No
Chatham (2)	US80/GA26	0.2	Old Louisville Rd. (CR16)	Turn left			5	Yes
Chatham (2)	US80/GA26	1.3	GA307 (Dean Forest Rd.)	Continue straight			5	No
Chatham (2)	Old Louisville Rd. (CR16)	2.2	Kessler Rd. bears right	Bear left			5	No
Chatham (2)	Old Louisville Rd. (CR16)	0.9	Heidt St. (CR 14)	Turn right			5	No
Chatham (2)	Heidt St. (CR14)	0.3	US80	Continue straight			5	No
Chatham (2)	US80	0.5	CR677 (Telfair Pl.)	Turn left	Garden City		5	No
Chatham (2)	Chatham Pkwy. (CR780)	0.8	I-16	Cross over I-16		Georgia Central RR; I-16	5	No
Chatham	Chatham Pkwy. (CR781)	1.7	US17/GA25	Turn right			5	No
Chatham	Chatham Pkwy. (CR781)	2.6	GA307	Continue straight			5	Yes
Chatham	US17/GA25	3.8	GA204	Cross under GA204		Hardin Canal; Little Ogeechee River	5	Yes
Chatham	US17/GA25	3.1	Ogeechee River / Bryan County line	Continue straight		Ogeechee River	5	Yes
Bryan	US17/GA25	2.3	GA144	Continue straight	Richmond Hill		5	Yes
Bryan	US17/GA25	1.9	I-95	Cross under I-95		CSX RR overpass	5	Yes
Bryan	US17/GA25	4.9	Liberty County line	Continue straight		Mount Hope Creek	5	Yes
Liberty	US17/GA25	0.2	GA196	Continue straight			5	Yes
Liberty	US17/GA25	6.3	US84	Continue straight	Midway		5	Yes
Liberty	US17/GA25	4.0	GA119	Continue straight	Riceboro		5	Yes
Liberty	US17/GA25	6.6	I-95	Cross under I-95		Cay Creek	5	Yes
Liberty	US17/GA25	0.7	S. Newport River / McIntosh County line	Continue straight		CSX RR overpass; I-95	5	Yes
McIntosh	US17/GA25	6.3	GA99	Continue straight		South Newport River	5	Yes
McIntosh	US17/GA25	10.3	GA251	Continue straight		Sapelo River	5	Yes
McIntosh	US17/GA25	1.1	GA99 intersects to left	Continue straight	Darien		5	Yes
McIntosh	US17/GA25/GA99	0.2	GA25 Spur	Continue straight			5	Yes
McIntosh	US17/GA25/GA99	2.9	S. Altamaha River / Glynn County line	Continue straight		Darien, Butler, Champneys, S. Altamaha Rivers	5	Yes
Glynn	US17/GA25/GA99	1.7	GA99 intersects to right	Continue straight	Broadfield	Hofwyl-Broadfield Plantation	5	Yes
Glynn	US17/GA25	6.4	GA303 intersects to right	Continue straight			5	Yes
Glynn	US17/GA25	3.1	GA25 Spur intersects to right	Continue straight			5	Yes
Glynn	US17/GA25	1.7	Torras Causeway (CR582)	Continue straight			5	Yes
Glynn	US17/GA25	0.6	US25 intersects to right	Continue straight			5	Yes
Glynn	US17/GA25	1.3	US341 intersects to right	Continue straight	Brunswick		5	Yes
Glynn	US17/GA25	2.3	GA520 / Southern Crossing Route	Bear right			5	Yes
Glynn (3)	US17/GA25	5.5	I-95	Cross under I-95		Brunswick River	5	Yes
Glynn (3)	US17/GA25	0.6	US17 turns left at US82	Turn left		Fancy Bluff Creek	5	Yes
Glynn	US17/GA25	2.6	Little Satilla River / Camden Co. line	Continue straight		Little Satilla River	5	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network  
Coastal Corridor Description (Route 95 North to South)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Camden	US17/GA25	8.1	GA110 intersects to right	Continue straight	Waverly		5	Yes
Camden	US17/GA25	4.3	GA252	Continue straight	White Oak	Waverly Creek; White Oak Creek	5	Yes
Camden	US17/GA25	4.4	GA:10 intersects to right	Continue straight		Satilla River	5	Yes
Camden	US17/GA25/GA520	0.5	GA25 Spur	Continue straight	Woodbine		5	Yes
Camden	US17/GA25/GA520	11.0	GA40	Continue straight	Kingsland	Walker Swamp; Crooked River	5	Yes
Camden	US17/GA25	4.0	St. Mary's River / Florida state line	End of route		St. Mary's RR; Catfish Creek; St. Mary's River	5	Yes
<b>TOTALS</b>		<b>168.6</b>						

- (1) Runs common with Savannah River Run Route.
- (2) Runs common with March to the Sea, TransGeorgia and Savannah River Run Routes.
- (3) Runs common with Southern Crossing Route.

# Route 95 - Coastal



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# Route 95 - Coastal

