RECOMMENDATIONS REPORT

WARE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

PREPARED FOR:

WARE COUNTY OF PROGRESS

February 4, 2026

Table of Contents

1. INTRODUCTION, BACKGROUND, AND PURPOSE

A Comprehensive Transportation Plan (CTP) establishes a long-range framework for guiding the development of a community's transportation system to address both current and future needs. The Ware County CTP is multimodal in scope, encompassing roadways and bridges, transit services, bicycle and pedestrian facilities, freight movement, and airport access. The plan also considers development policies that influence the transportation system, incorporates recommendations from prior planning efforts, evaluates employment and growth trends, examines Intelligent Transportation Systems (ITS), and identifies potential funding opportunities for implementation.

The planning process included three major phases:

- **Inventory of Existing Conditions**: Documentation of the county's baseline conditions, including transportation infrastructure, community characteristics, and land use and development patterns.
- **Assessment of Current and Future Needs**: Comparison of projected travel demand with system capacity to identify short-term and long-range needs across all modes.
- **Recommendations**: Development of projects and policies to address identified needs, supported by cost estimates and aligned with potential funding sources to form a practical, fiscally responsible program of improvements.

The Ware County CTP integrates technical analyses, such as travel demand modeling and traffic simulation, with community input to ensure that both data-driven findings and local priorities are addressed. A robust public engagement process, including both in-person and online outreach, provided opportunities for stakeholders to review the plan and offer feedback. This input was incorporated into the development of the final recommendations.

2. OBJECTIVE, VISION, AND GOALS

Objective:

The objective of the Ware County Comprehensive Transportation Plan (CTP) is to establish a safe, efficient, and resilient multimodal transportation system that serves both the City of Waycross and the county's rural areas. The plan introduces a unified community vision and defines guiding goals to direct investment, strengthen urban–rural connectivity, enhance safety, and support long-term growth and quality of life across Ware County.

Vision:

Ware County envisions a transportation system capable of moving people and goods safely and efficiently throughout the county. To further improve the quality of life in our community, the network will emphasize multi-modal connectivity, mobility, and safety, while addressing the transportation system's social, economic, and environmental effects.

Goals:

- Develop a fiscally attainable program of projects and policies
- Strengthening connectivity between urban and rural areas of the county
- Improve the safety and continuity of the active transportation network
- Ensure system efficiency, resiliency, and reliability
- Mitigate impacts of planned and future development on the transportation system
- Address freight-related traffic, safety, and congestion challenges
- Protect and preserve the county's natural and environmental resources

3. REVIEW OF PREVIOUS PLANS

To ensure consistency with existing planning initiatives and alignment with regional and state transportation objectives, the Ware County Comprehensive Transportation Plan (CTP) incorporates a review of key local, regional, and state plans. This review provides context for current priorities, identifies opportunities for coordination, and ensures that the CTP builds upon, rather than duplicates, prior efforts. Table 1 summarizes the primary documents reviewed, their focus areas, and their relevance to the Ware County CTP:

Table 1: Previous Plans Reviewed

Plan / Document	Jurisdiction / Agency	Focus Areas / Recommendations	Relevance to Ware County CTP
Southern Georgia Regional Commission (SGRC) REGIONAL PLAN 2023	SGRC	- Minimum standards for local governments - Rural public transit & mobility - Economic development connectivity - Land use & zoning tools - Hazard mitigation & resilience	- Aligns land use and safety with transportation planning - Addresses unmet transit demand and improves access - Strengthens freight/passenger connections and workforce mobility - Guides infrastructure toward planned growth and protects sensitive areas - Keeps critical routes functional during storms, floods, and evacuation
Ware County and Waycross City Comprehensive Plan (2021)	Ware County & City of Waycross	- Land use and growth management - Economic development corridors - Roadway maintenance & upgrades (arterials & collectors) - Multimodal connectivity	- Provides overarching county priorities - Informs project selection and roadway improvement strategies - Supports integration of multimodal options
Statewide Strategic Transportation Plan (SSTP) / 2050 Statewide Transportation Plan (2021)	Georgia Department of Transportation (GDOT)	- State highway system maintenance - Freight and goods movement efficiency - Safety initiatives and high-crash location improvements - Multimodal planning	- Aligns county-level projects with state highway priorities - Provides potential funding sources - Supports regional freight corridor planning

The synthesis of these documents underscores the interrelationship between land use policy, infrastructure priorities, urban and rural development goals, statewide safety and mobility initiatives, and broader regional economic strategies. By integrating the findings of these planning efforts, the Ware County CTP establishes a coordinated framework for transportation investment that enhances safety, strengthens connectivity, supports economic growth, and promotes long-term system resiliency.

4. STAKEHOLDERS AND PUBLIC ENGAGEMENT

Engaging stakeholders and the public is a critical component of the CTP process, as it ensures that the plan reflects both technical analysis and community priorities. Stakeholder input provides insight into the needs of specific organizations, while public input captures the broader perspectives of Ware County residents on existing transportation conditions and desired improvements.

Stakeholders:

Key stakeholder groups consulted during the planning process included:

- Ware County and City of Waycross Departments
- Southern Georgia Regional Commission
- Ware County Board of Commissioners (BOC)
- Georgia Department of Transportation (GDOT) District Representatives
- Ware County School District
- Ware County and City of Waycross Chambers of Commerce
- Ware County and City of Waycross Police, Fire, and Emergency Services
- Other community-based organizations and local institutions

Engagement Methods

Engagement activities were designed to provide multiple avenues for participation and ensure meaningful input was incorporated into the plan. Methods included public meetings, updates provided by the Ware County BOC, and online tools such as surveys and an interactive mapping platform.

Public and Stakeholder Meeting #1 – November 11, 2024

The first public and stakeholder meeting was conducted in an open-house format to introduce the CTP and the Perimeter Feasibility Study. The event included a presentation by the BOC and display boards summarizing existing conditions and preliminary findings. Attendees had the opportunity to review materials, engage with the project team, and provide initial feedback on the perimeter concept and the overall plan. This input helped identify community priorities and concerns to be addressed in subsequent phases of the planning process.

BOC Updates

Regular updates were provided to the BOC to share progress on the CTP and Perimeter Feasibility Study and to receive guidance at key milestones:

- **April 14, 2025** – Presentation of CTP development and Ware County Perimeter study progress, including review of technical findings and alignment considerations.
- **June 9, 2025** – Presentation of updated CTP and perimeter findings, with continued discussion on plan development, perimeter feasibility, and next steps.

Online Engagement Tool

To expand participation beyond in-person events, an online survey and interactive mapping tool, shown in Figure 1, were developed to collect input from Ware County residents. The survey asked respondents to evaluate key transportation issues, including congestion and mobility, roadway safety, freight traffic, pavement conditions, pedestrian and bicycle safety, and signal operations. A total of 60 responses were received, providing valuable insight into community concerns. Results indicated that pavement conditions and freight congestion were the highest priorities, followed by vehicular safety and multimodal connectivity.

The interactive mapping tool allowed participants to identify specific locations of concern, such as congested corridors, unsafe intersections, and areas requiring pedestrian and bicycle improvements. This spatial feedback complemented the technical analysis by highlighting on-the-ground experiences and ensuring that community input directly informed the development of plan recommendations.

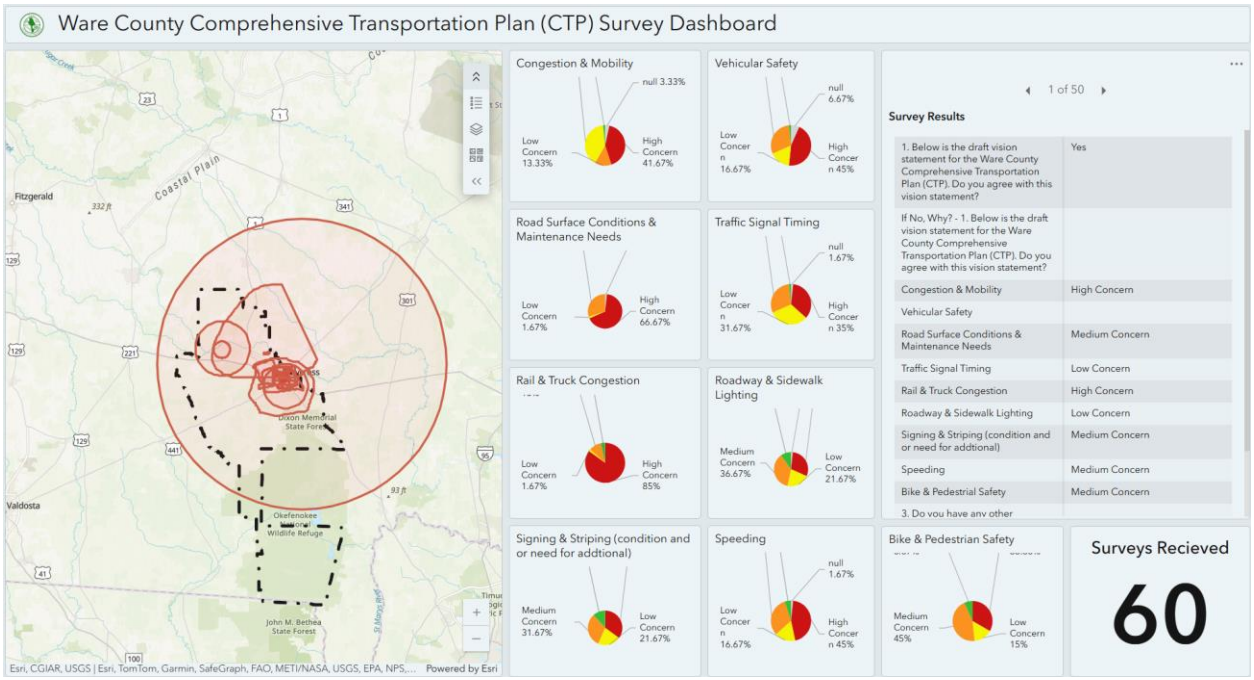

Figure 1: Screenshot of Online Survey & Feedback

Together, these engagement efforts created a balanced and inclusive process by incorporating perspectives from elected officials, stakeholders, and the broader community. The resulting input directly informed the final recommendations of the Ware County CTP and Perimeter Feasibility Study, ensuring that the plan is responsive to local needs and priorities.

5. COMMUNITY OVERVIEW

As shown in Figure 2, Ware County is located in the southeastern region of Georgia. As of the 2020 U.S. Census, the county's population was 36,251. The county seat and only incorporated municipality is the City of Waycross, which also serves as the anchor of the Waycross, Georgia Micropolitan Statistical Area, defined by the U.S. Census Bureau as a two-county area centered on Waycross (National Association of Counties, 2020).

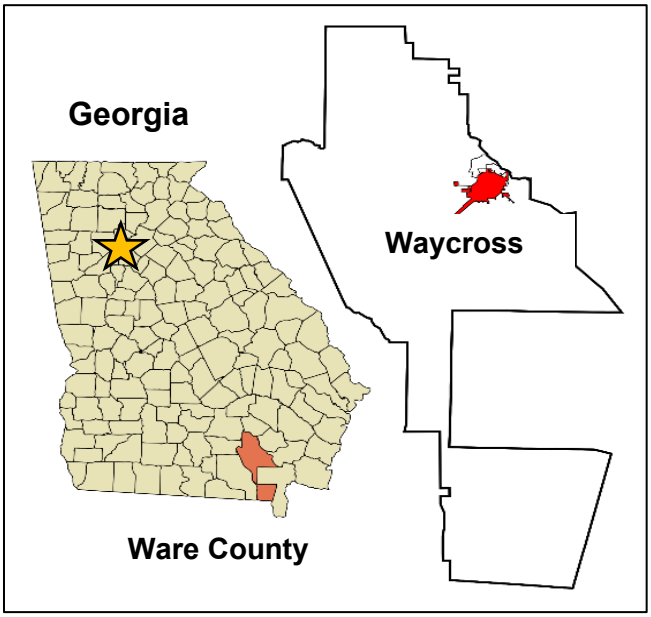

Figure 2: Ware County within the state of Georgia. And Waycross within Ware County.

Ware County is the largest county in Georgia by land area, encompassing a total of 908 square miles, of which 892 square miles (98.3%) is land and 16 square miles (1.7 %) is water (U.S. Census Bureau, 2011). A significant portion of the county lies within the Okefenokee Swamp, a federally protected 438,000-acre wetland that extends across the Georgia–Florida line. Much of the swamp is managed as the Okefenokee National Wildlife Refuge and designated as the Okefenokee Wilderness. Recognized as one of the Seven Natural Wonders of Georgia and the largest blackwater swamp in North America, the Okefenokee was designated a National Natural Landmark in 1974 (National Park Service, 2012).

The county's transportation system is comprised of highways, state routes, county roads, local streets, CSX rail facilities, and the Waycross–Ware County Airport.

The railroad industry is the backbone of Waycross's economy, anchored by the CSX Rice Yard shown in Figure 3, one of the largest rail classification yards in Georgia and a major sorting facility for CSX. The yard occupies over 700 acres, contains dozens of classification tracks, and processes thousands of railcars daily. Its operations support national supply chains, regional freight movement, and local employment. The presence of the rail yard has deeply influenced Waycross's development, land use patterns, and economic identity, reinforcing Ware County's role as a critical logistics and freight hub in southern Georgia.

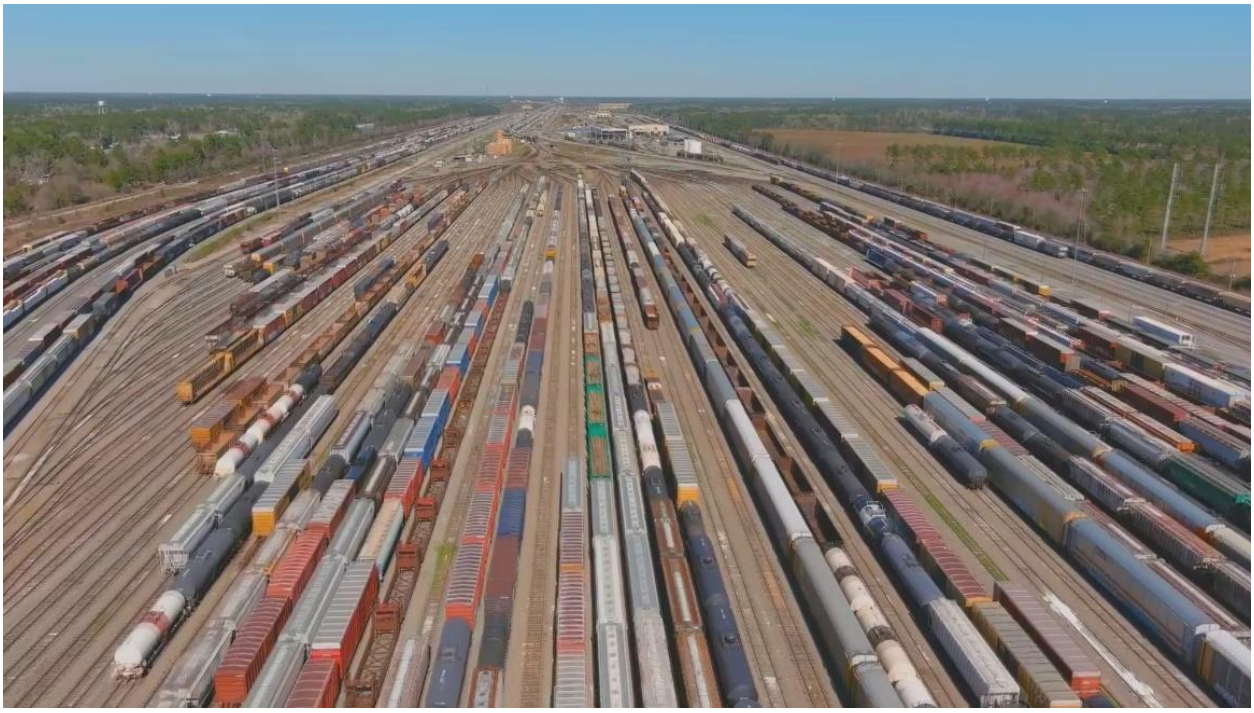

Figure 3: CSX Rice Yard in Waycross, GA

Ware County is also crisscrossed by a network of state and U.S. routes that converge through Waycross, making the city a central crossroads for regional travel. U.S. Routes 1, 82, and 84 intersect with state routes including SR 520 (also known as the South Georgia Parkway), SR 122, SR 158, and SR 177. SR 520, in particular, is a major east–west corridor spanning southern Georgia and plays a critical role in linking Ware County to coastal ports and interior markets. The presence of the Okefenokee National Wildlife Refuge to the south of Waycross further reinforces this convergence, as the swamp acts as a geographical barrier that funnels both freight and commuter traffic through the city. Together, these factors make Waycross a key transportation and commercial center in South Georgia.

The northern portion of Ware County lies within the Upper Suwannee River sub-basin of the Suwannee River basin. The eastern half of the southern portion of the county is in the St. Mary's River sub-basin of the St. Mary's, Satilla River basin, while the remainder of the county, extending from southeast of Waycross to the north and west, is within the Satilla River sub-basin of the same basin (Georgia Soil and Water Conservation Commission, 2018).

As shown in Figure 4, Ware County is bordered by Bacon County to the north, Coffee County to the northwest, Pierce and Brantley Counties to the east, Clinch and Atkinson Counties to the west, Charlton County to the southeast, and Baker County, Florida, to the south.

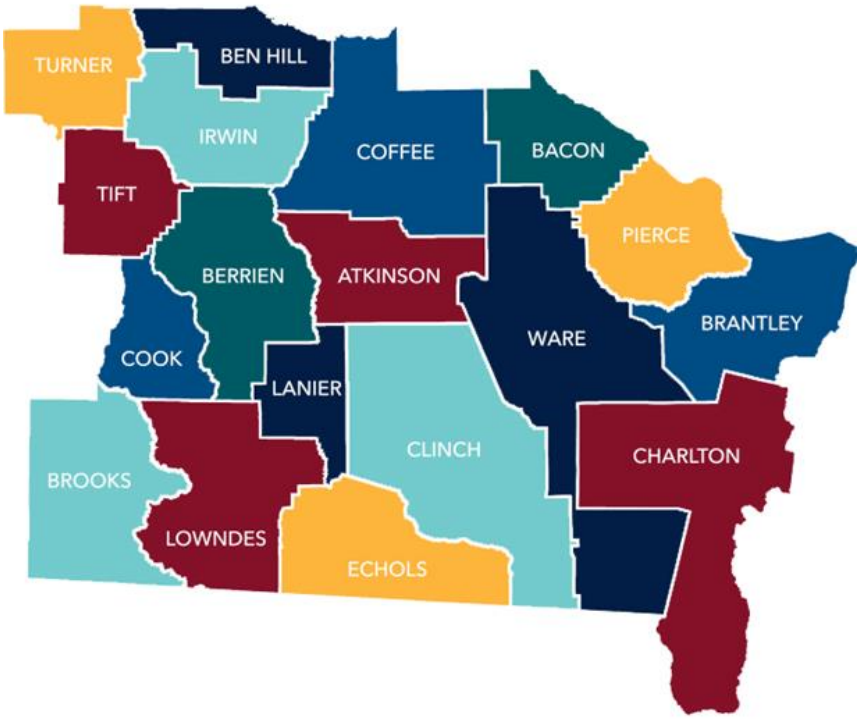

Figure 4: Southern Georgia Regional Commission (Southern Georgia Regional Commission, 2023)

The demographic trends and projections have important implications for the existing transportation network in Ware County. As the county grows and its population characteristics shift, roadway conditions and system performance will be increasingly affected.

The Ware County CTP is designed to address both current transportation challenges and those anticipated as a result of these trends. Detailed assessments of roadway, freight, and multimodal conditions, along with analysis of community and demographic factors, are presented in the following sections.

DEMOGRAPHICS

This section presents population, housing, business, employment, and equity data, which are critical factors in determining future transportation investment needs. These indicators provide context for understanding current and future demand and support the formulation of recommended improvements to the county's transportation network.

Population data were obtained from the Environmental Systems Research Institute (ESRI) Community Change Snapshot (2024), a widely used and industry-accepted data forecasting tool. As shown in Figure 5, Ware County's population remained stable between 2010 and 2022, with a slight overall decline of 0.06 percent, from 36,312 residents in 2010 to 36,156 in 2022. This represents an average annual decline of approximately 0.2 percent, a trend projected to continue through 2028 (ESRI, 2023; USA Facts, 2024).

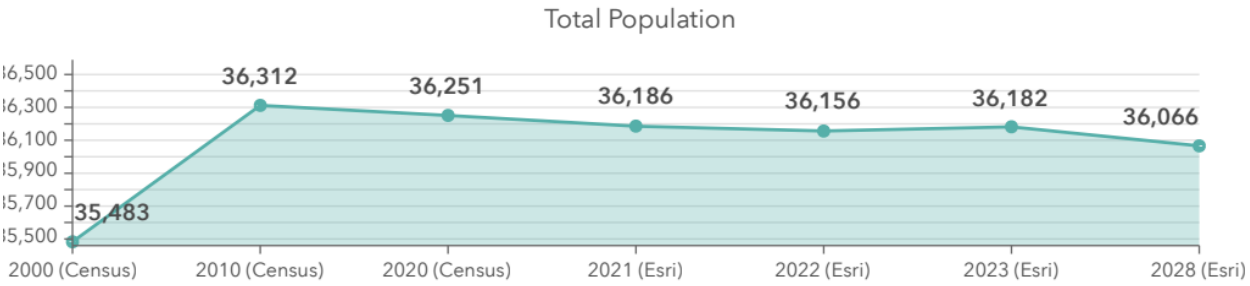

Figure 5: Ware County, Georgia Population (ESRI Community Change Snapshot, 2023)

Population Density and Age Ranges

Population density measures the concentration of individuals within a geographic area and provides insight into demographic patterns, land use relationships, and demands on infrastructure and services.

Ware County has a total population of 36,251 distributed across 892 square miles of land, yielding a population density of approximately 40.6 persons per square mile. This low density underscores the county's predominantly rural character, marked by dispersed communities and limited urban concentration.

The age distribution further defines the county's demographic profile: 25% of the population are children under 18, 58% are working-age adults between 18 and 64, and 17% are seniors aged 65 and older. With the majority of residents in the working-age range, combined with a sizable share of children and older adults, Ware County must balance transportation investments to support education and workforce access while also addressing the mobility needs of seniors.

Median Household Income Summary

As shown in Figure 6, Household income levels in Ware County vary considerably across census tracts, reflecting a mix of economic strengths and challenges within the community. According to the U.S. Census Bureau's American Community Survey (ACS) 2019–2023 5-Year Estimates, the countywide median household income is $44,833, which is below the statewide average for Georgia.

At the tract level, disparities are significant. As shown in Table 2, Census Tract 9501 reports the highest median household income at $70,781, well above both the county and state averages. In contrast, several tracts in and around Waycross report substantially lower income levels. Census Tract 9504, for example, has an estimated median household income of $17,000, with more than half of its population living below the poverty line. Similarly, Census Tract 9508 reports a median household income of approximately $29,000, with poverty levels near 35 percent. Both tracts are designated as federal Opportunity Zones due to their high levels of economic distress.

Other areas of the county fall closer to the countywide average. Census Tract 9506 reports a median household income of $34,228, slightly below the county figure. Data for Census Tract 9502 are not readily available but are believed to approximate the countywide norm.

These variations highlight the uneven distribution of wealth and opportunity across Ware County. Tracts near economic centers demonstrate stronger household earning potential, while others, particularly those in Waycross, face persistent economic hardship. This wide range of incomes underscores the importance of tailoring economic development, transportation investment, and community revitalization strategies to the unique needs of each tract, with particular attention to those with the lowest income levels.

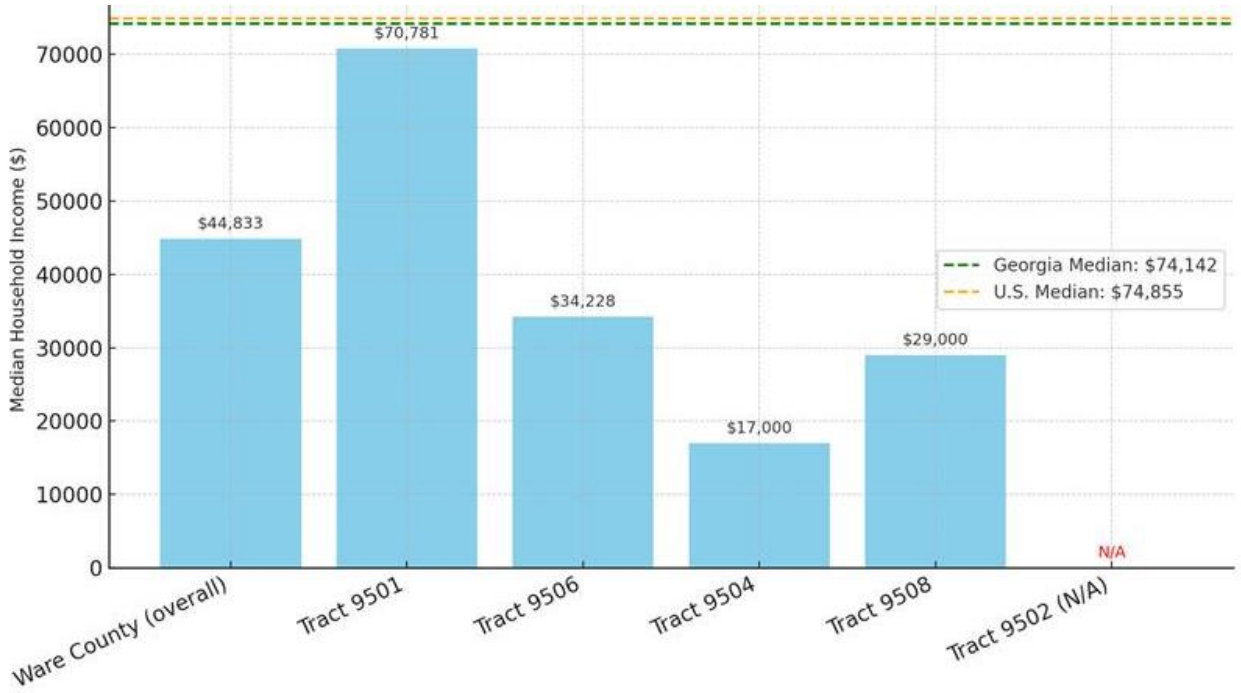

Figure 6:Median Household Income by Census Tract in Ware County (ACS 2019-2023)

Table 2: Median Household Income by Census Tract in Ware County (ACS 2019–2023 5-Year Estimates)

Census Tract	Median Household Income
Ware County (overall)	$44,833
Tract 9501	$70,781 (highest)
Tract 9506	$34,228
Tract 9504	~$17,000 (Opportunity Zone, high poverty)
Tract 9508	~$29,000 (Opportunity Zone)
Tract 9502	Data not available

Households with Zero Vehicles

According to the U.S. Census Bureau's American Community Survey (ACS) 2018–2022 5-Year Estimates, Ware County contains 13,676 households, with an average household size of 2.48

persons. As shown in Figure 7, approximately 10.9 percent of households reported having no available vehicle, while the remaining 89.1 percent had access to one or more vehicles.

This transportation gap is particularly significant in a rural county such as Ware, where limited public transit options make access to employment, education, healthcare, and other essential services highly dependent on personal vehicle use. Ensuring mobility for nearly one in ten households without reliable vehicle access will be a critical consideration in future transportation and infrastructure planning.

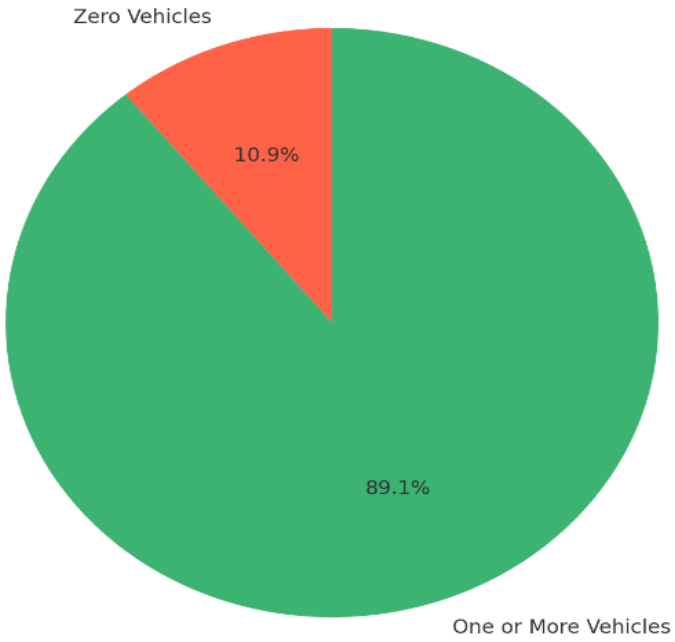

Figure 7: Household Vehicle in Ware County, Georgia (ACS, 2018-2022)

Housing Affordability

Housing affordability, the ability of households to secure and sustain home ownership, is largely determined by the relationship between household income and the cost of housing. It is a complex, multidimensional issue shaped by the balance of housing supply and demand, local labor market conditions, household income levels, and broader economic factors such as mortgage interest rates and federal monetary policy.

Employment Density and Trends

As shown in Figure 8, Ware County's employment landscape remains stable with gradual growth. In 2023, the county's labor force was approximately 14,330 individuals, representing a 1.33 percent increase from the previous year. The unemployment rate was 3.3 percent in 2024, reflecting a relatively healthy job market. The workforce composition reflects a predominance of white-collar occupations, 69 percent, with blue-collar jobs accounting for 30 percent, according to the Waycross-Ware Development Authority.

Employment density, defined as the number of jobs per square mile, is low due to the county's expansive area and predominantly rural character. With approximately 14,330 employed individuals, the county averages 16.1 jobs per square mile.

This measure is significant for transportation investment decisions because low employment density often translates into longer travel distances between home, work, and services. In rural counties such as Ware, dispersed job centers create challenges for transit provision, increase reliance on personal vehicles, and elevate the importance of maintaining efficient roadway connectivity. Understanding employment density helps inform infrastructure priorities, such as roadway capacity, freight access, and multimodal connectivity, to ensure the transportation network supports economic growth while meeting workforce mobility needs.

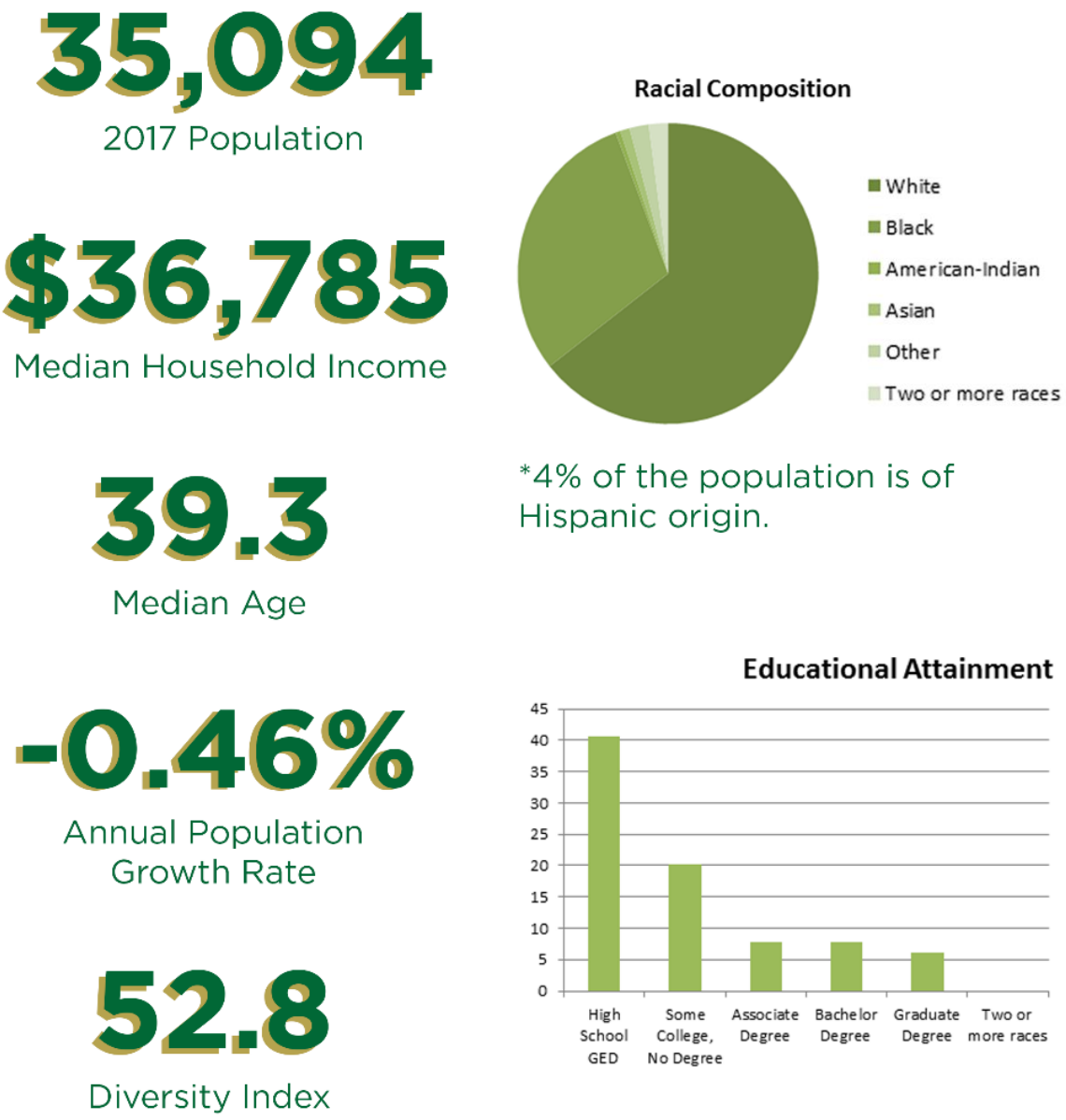

Figure 8: Labor Force Characteristics (Waycross-Ware County Development Authority, 2024)

As illustrated in Figure 9, the county's economy is relatively diverse across several key sectors. The largest industries include Retail Trade, 1,965 employees, Health Care and Social Assistance, 1,869 employees, and Manufacturing, 1,646 employees, which together provide a substantial share of local jobs and contribute significantly to economic stability. Overall, Ware County demonstrates a steady and diverse economic base with employment opportunities spread across multiple sectors and supported by a relatively low unemployment rate.

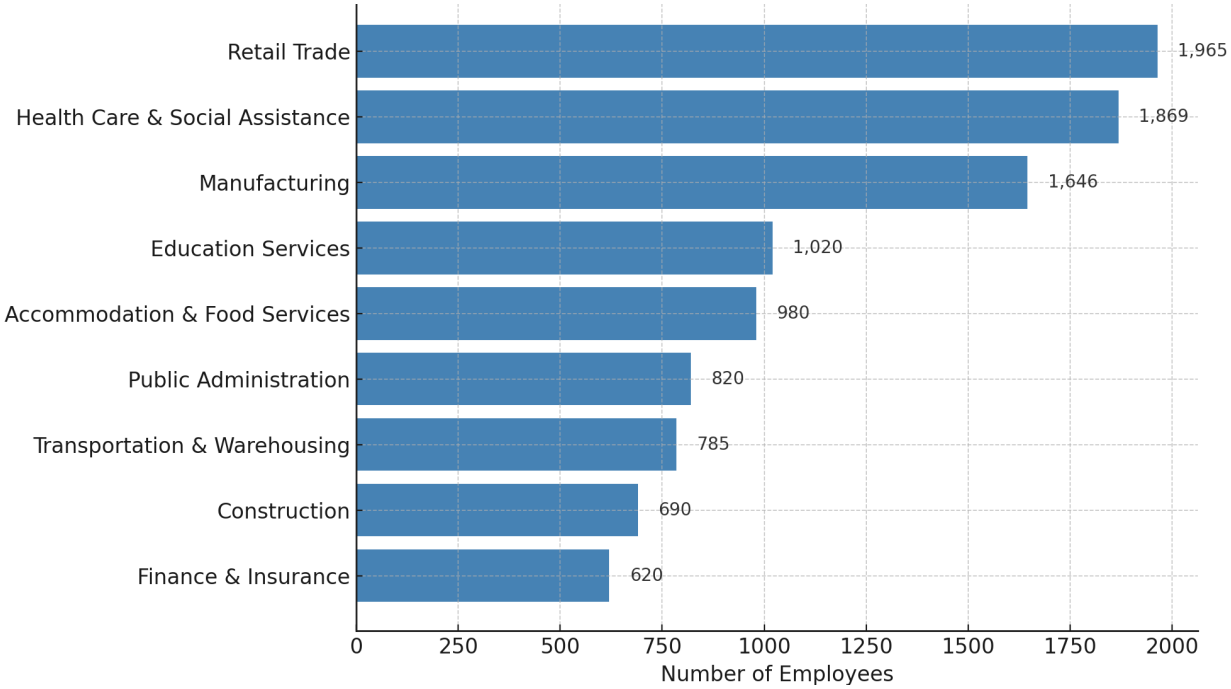

Figure 9: Employment by Industry Sector in Ware County, Georgia

Longitudinal Employer-Household Dynamics (LEHD) Trends

The Longitudinal Employer-Household Dynamics (LEHD) data highlights both the direction and distance of work-related travel for residents of Ware County. Table 3 shows that of the 14,330 jobs located within the county, only 41.4 percent are held by county residents, while 58.6 percent are filled by non-residents commuting into Ware. This indicates that the county functions as a regional employment hub, attracting a substantial share of its workforce from surrounding areas. Conversely, a portion of Ware residents commute outward to jobs in neighboring counties, reflecting broader regional employment dynamics.

Table 3: Job Flows

Total Jobs in County	**14,330**
Held by residents of County	41.4%
Held by non-residents of County	58.6%

According to the 2023 ESRI Commute Profile and Community Summary and shown in Figure 10, the average commute time in Ware County is 21.2 minutes, with the majority of workers driving

alone. This pattern suggests relatively low congestion levels and a strong reliance on personal vehicles for daily travel. Car ownership per household aligns closely with national averages, indicating that most residents maintain reliable access to private transportation.

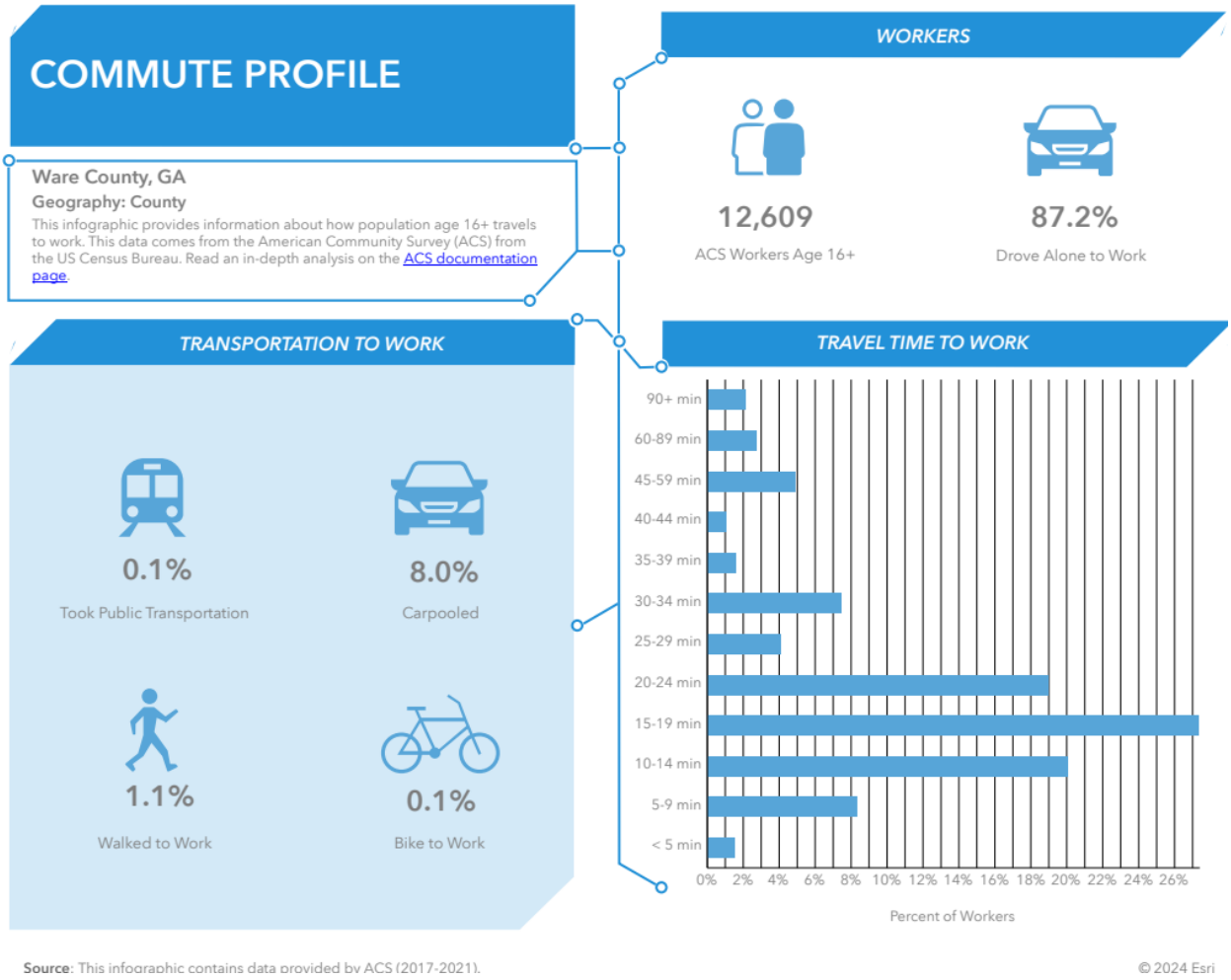

Figure 10: Commuter Profile in Ware County, Georgia

The workforce composition reflects a predominance of white-collar occupations (69 percent), with blue-collar jobs accounting for 30 percent, according to the Waycross-Ware Development Authority.

Figure 11 and 12 illustrate commuting and employment patterns for Ware County and Waycross workers in 2022. Figure 11 shows that the largest share of workers travel east and northeast for employment, with smaller flows observed to the west and northwest. Limited commuting occurs toward the south and southwest. These patterns reflect the importance of regional corridors, including US 82 and US 84, in connecting Ware County residents to jobs.

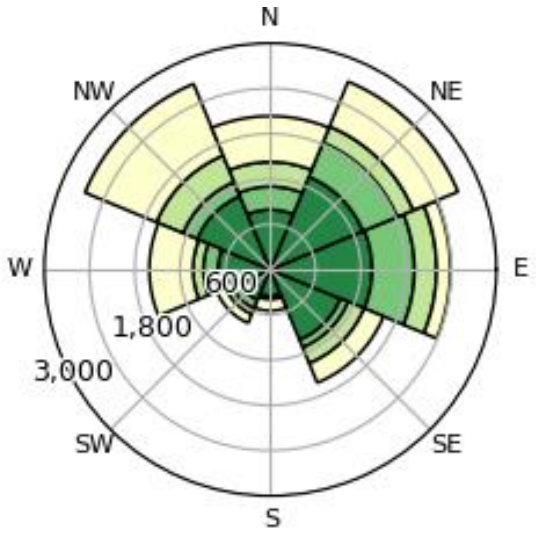

Figure 11: Job Counts by Distance/Direction for All Workers (2022)

Figure 12 demonstrates Ware County's significant worker inflows and outflows. Approximately 8,324 workers commute into the county for employment, while 7,192 residents travel outside the county for jobs. An additional 5,998 residents both live and work within the county. This balance highlights Ware County's role as both a local employment center and a regional hub dependent on surrounding counties for workforce exchange.

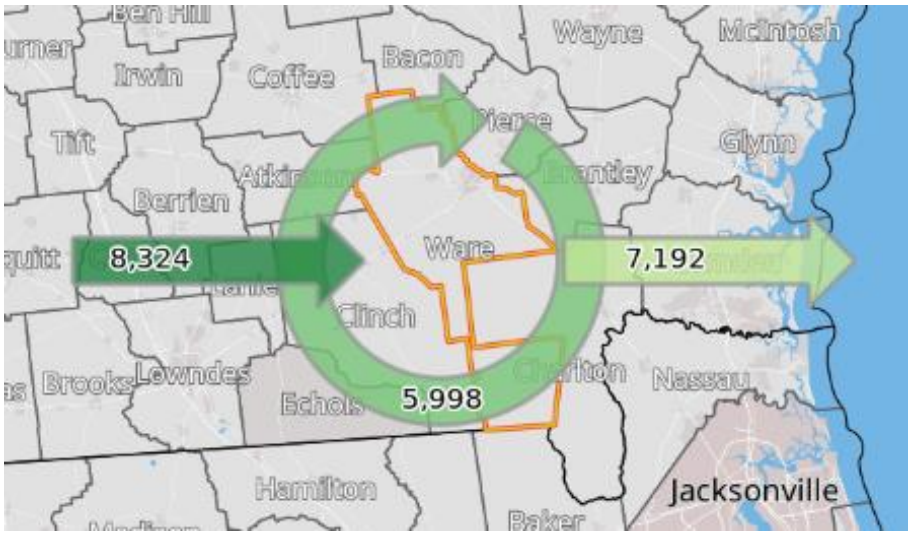

Figure 12: Ware County Worker Inflows & Outflows

Figure 13 shows that nearly half of all employees (49.1%) live within 10 miles of their workplace, reflecting the concentration of jobs in and around Waycross. However, 25.1% of workers travel more than 50 miles, underscoring Ware County's reliance on long-distance commuters. The remaining workforce is split between trips of 10 to 24 miles (14.1%) and 25 to 50 miles (11.8%).

	Count	Share
Total All Jobs	14,322	100.0%
Less than 10 miles	7,026	49.1%
10 to 24 miles	2,014	14.1%
25 to 50 miles	1,693	11.8%
Greater than 50 miles	3,589	25.1%

Figure 13: Jobs by Distance – Work Census Block to Home Census Block (2022)

Taken together, these indicators reflect a stable commuting environment, moderate travel times, and a diversified employment base, underscoring the importance of maintaining roadway efficiency and regional connectivity to support Ware County's role as both a labor shed and a job center.

6. ASSESSMENT OF CURRENT AND FUTURE CONDITIONS

Review of Planned or in Progress Projects

The 2025 GDOT and SGRC Transportation Investment Act (TIA) projects, combined with local and regional planning efforts, represent a coordinated and comprehensive approach to transportation investment in Ware County. These projects focus on resurfacing and roadway rehabilitation, bridge replacements, intersection safety improvements, widening, and multimodal enhancements such as EV charging infrastructure. Together, they address structural deficiencies, improve safety, reduce congestion, and strengthen freight mobility to support long-term economic growth.

Table 4: Ware County GDOT and SGRC TIA Projects Table

Project Name / Location	Project ID	Description / Scope	Estimated Cost / Status
SR 4 Business / US 1 Business / US 23 Business (Ossie Davis Parkway) – Waycross	0013539	Grade-separated bridge over CSX rail lines to eliminate at-grade crossings	Under construction 2025
SR 122 Resurfacing – Ware to Lanier County line	M006423	Resurfacing approx. 10 miles to improve roadway conditions and safety	$3,442,200; scheduled completion 2025
EV Charging Station Installation – Location TBD	0020354	Installation of EV charging infrastructure to support sustainable transportation	$1,280,000; scheduled completion 2031
CR 398 / CS 677 / Knight Avenue – SR 520 / US 82 to Screven Avenue	N/A	Traffic Improvement and Access (TIA) project addressing roadway and intersection upgrades	Under construction 2025
US 82 / SR 520 @ CR 477 / Pineview Church Road – West of Waycross	N/A	Quick Response project: construction of a deceleration lane at the intersection	Under construction 2025
CR 32 / Camp Branch Road @ Greasy Branch Creek	0015738	Bridge replacement under the Low Impact Bridge Program due to structural deficiencies	Under construction 2025
SR 520 – Milepost 6.5 Median Crossovers	M003269	Installation of median crossovers for safety and improved traffic operations	Scheduled 2025

Table 4 summarizes key projects currently planned or under construction in Ware County, including their scope, cost, and anticipated completion timelines.

Several major corridors are included in these initiatives, such as US 82/SR 520, US 84/SR 38, SR 122, SR 158, SR 177, and SR 4/US 1/US 23 (Ossie Davis Parkway), along with local routes such as CR 398/Knight Avenue and CR 32/Camp Branch Road. These corridors are critical for regional connectivity, freight movement, and access to the City of Waycross. Among them, US 82/SR 520, US 84/SR 38, and the SR 4/US 1/US 23 Ossie Davis Parkway improvements represent the most regionally significant investments due to their role in freight mobility and safety, while projects on SR 122, SR 158, SR 177, and SR 520 address countywide connectivity and safety needs. Local improvements on CR 398/Knight Avenue and CR 32/Camp Branch Road, though smaller in scale, are vital for maintaining safe access and reliable community connections.

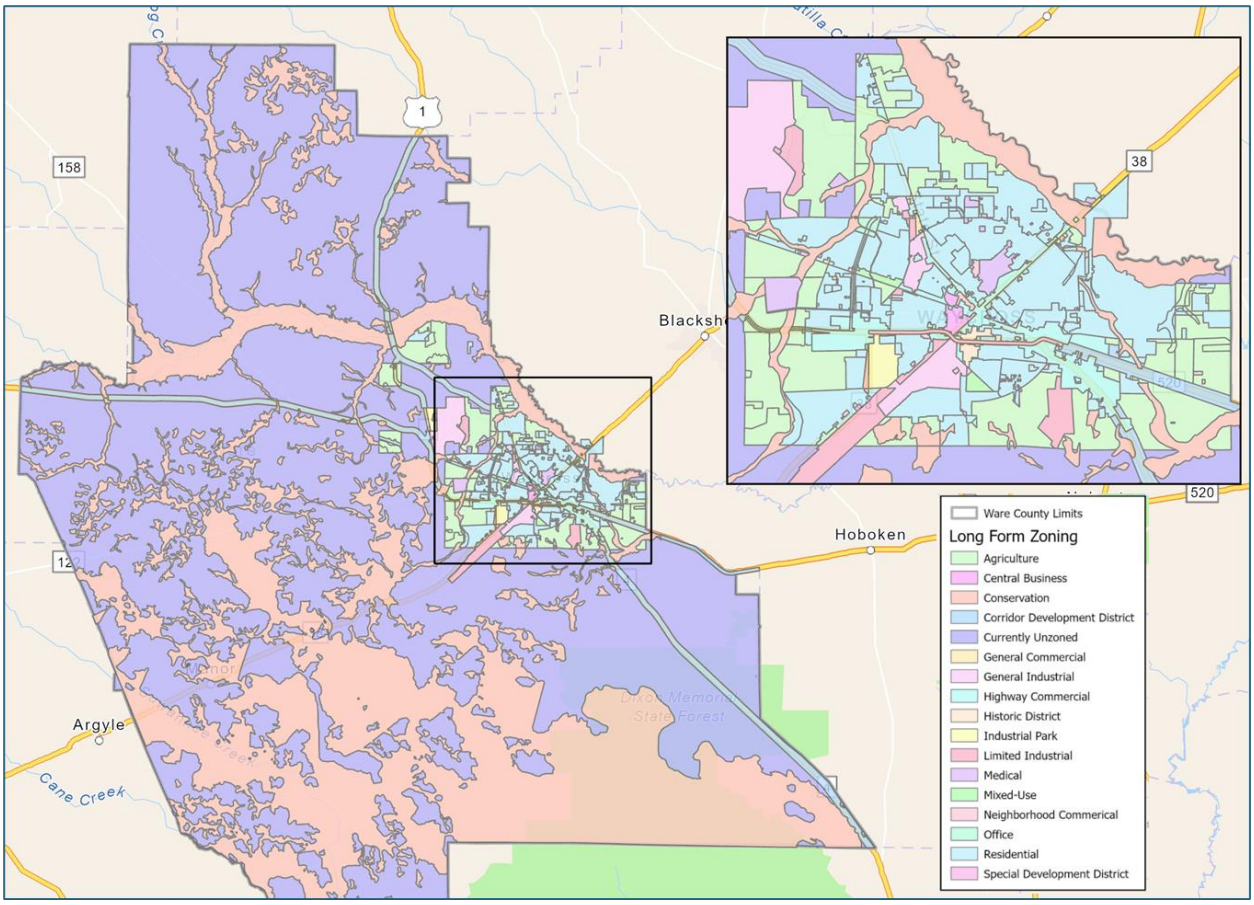

Figure 14: Current Zoning and Land Use Map

Zoning and Land Use

Ware County is primarily composed of conservation and not zoned districts, with the City of Waycross serving as the county's central hub of development. Conservation areas include designated flood zones and portions of the Okefenokee Swamp, while not zoned areas are largely rural and sparsely populated. Within the City of Waycross, the county's only regional activity center, land uses include residential neighborhoods, corridor development districts, agricultural areas, and industrial zoning districts. Figure 14 illustrates the current zoning and land use pattern for Ware County.

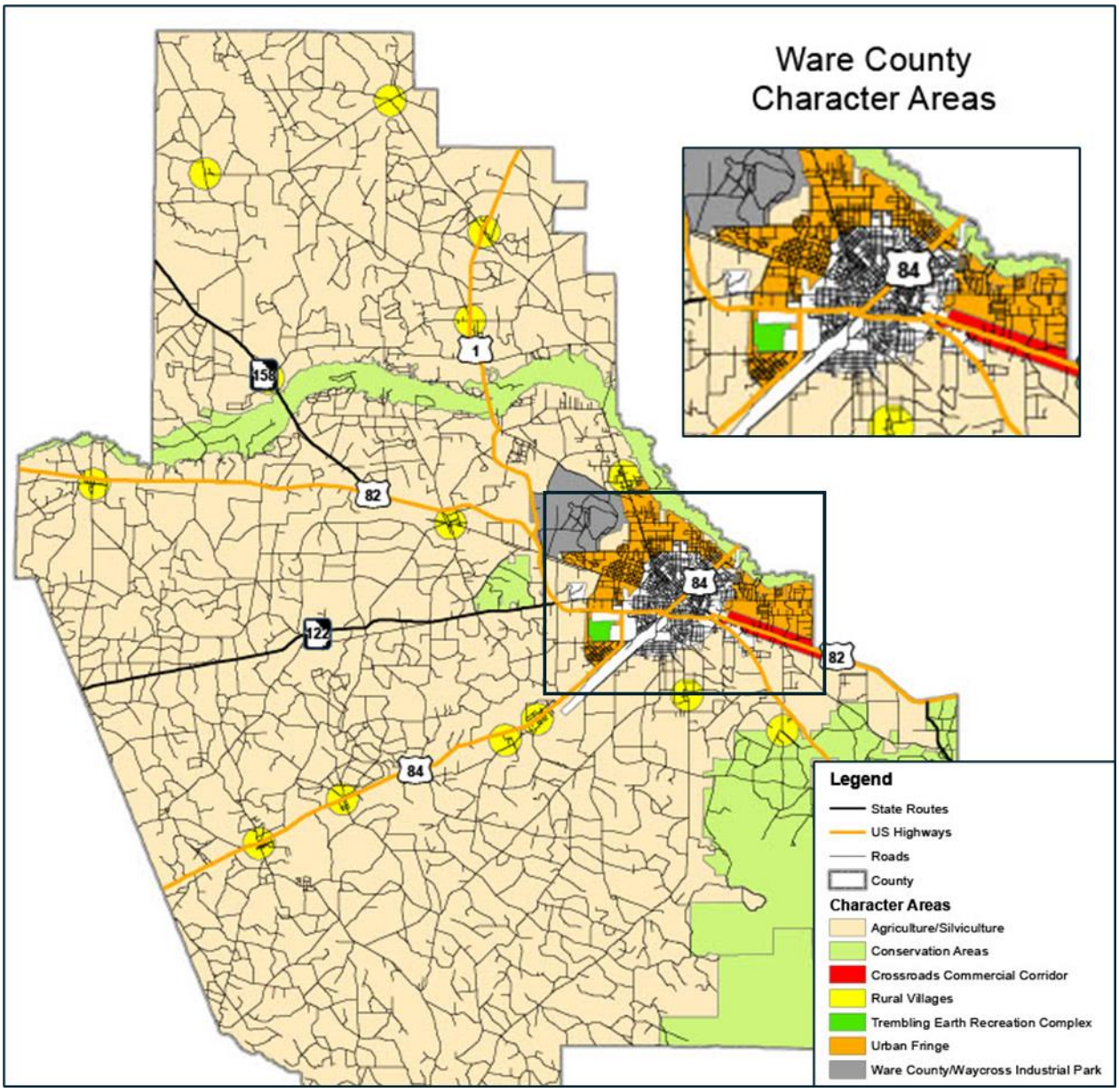

Figure 15: Future Land Use Map

The future land use map, developed as part of the Joint Comprehensive Plan for Ware County and the City of Waycross, is shown in Figure 15. The map anticipates expanded agricultural uses beyond the Waycross area, replacing portions of the northern county's not zoned districts. Within Waycross, most zoning classifications are consolidated into an urban fringe category, rather than maintaining separate residential or commercial districts. Rural villages are also identified beyond Waycross, representing small pockets of residential development dispersed throughout the county.

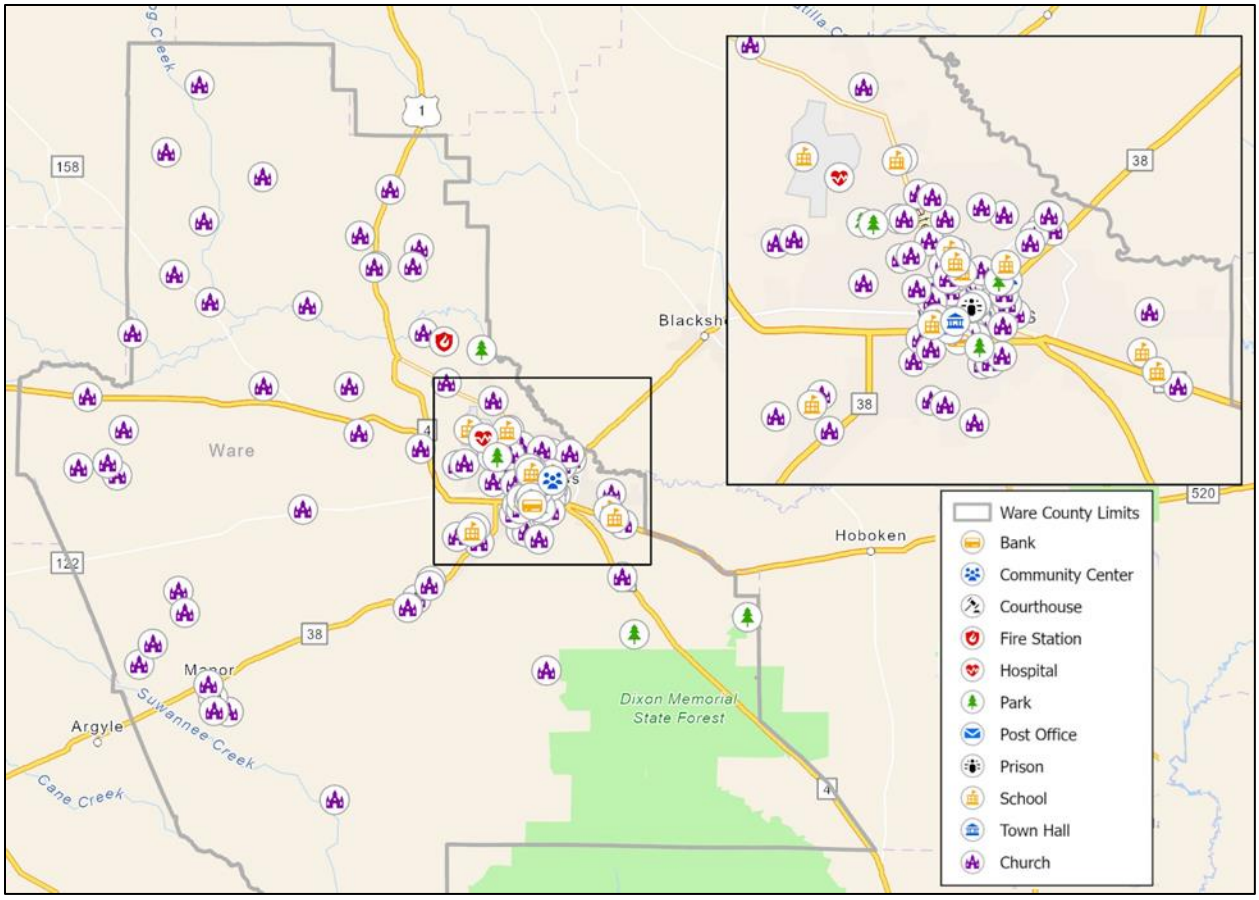

Figure 16: Community Facilities Map

Community facilities are illustrated in Figure 16. Religious institutions, primarily churches, are the most prevalent facility type in Ware County, distributed across rural areas in the northern portion of the county as well as within Waycross. Parks are another key facility type, scattered throughout the county and often co-located with schools. The majority of community facilities are concentrated in and around the City of Waycross, reflecting its role as the county's primary population and service center.

Historical GDOT Traffic

Historical traffic counts were obtained from GDOT's Traffic Analysis and Data Application (TADA) for key roadway locations in Ware County between 2014 and 2023. Average growth rates were calculated using Annual Average Daily Traffic (AADT) data at each location over the study period, as summarized in Table 5.

Table 5: Key Roadway Growth Rates (2014 - 2023)

Count Loc ID	Location	% Growth
299-0140	US 23/SR 520 (West of McDonald St)	1.0%
299-0016	US 84/SR 38 (South of Ossie Davis Pkwy)	1.6%
299-0092	US 82/Brunswick Hwy	1.3%
299-0029	US/BUS 1 (North of State St)	2.9%
299-0047	US 84/SR 38 (South of Valdosta Hwy)	3.1%
299-0003	US 23/SR 4 (South of Jacksonville Hwy)	1.2%
299-0074	US 82 (West of Albany Hwy)	3.0%
299-0036	US 23 (North of Alma Hwy)	2.9%
Total Average Growth	2%	

The overall average growth across all locations was approximately 2 percent, reflecting moderate increases in traffic volumes countywide. While many roadways experienced steady growth, certain locations recorded significantly higher increases, potentially indicating expanding economic activity, land development, or shifts in regional travel patterns. Identifying these higher-growth corridors is important for prioritizing future roadway capacity improvements, safety enhancements, and maintenance investments.

Travel Demand Model

Volume of Vehicles

Figure 17 and 18 illustrate roadway volumes in Ware County for existing conditions (2020) and projected conditions (2050). Between these two periods, several corridors are forecast to experience increases in traffic volumes sufficient to shift them into a higher classification on the volume maps. Notable segments include:

- Jacksonville Highway (south of Okefenokee Swamp Park Road)
- Laura Walker Road (north of Old Schlatterville Road)
- City Boulevard
- South Georgia Parkway (between Garlington Avenue and Plant Avenue)
- Ossie Davis Parkway (north of East Blackshear Avenue)

These forecasted increases highlight locations where growth in demand may warrant targeted operational, safety, or capacity improvements to ensure continued system performance.

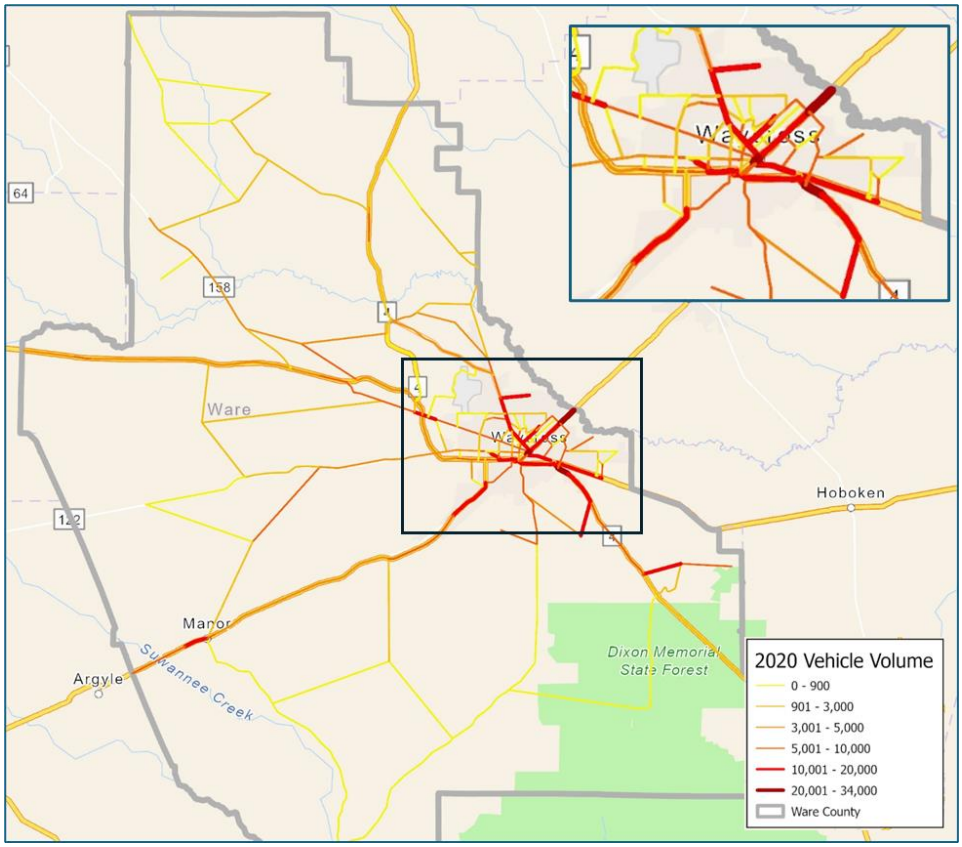

Figure 17: 2020 Vehicle Volume Map

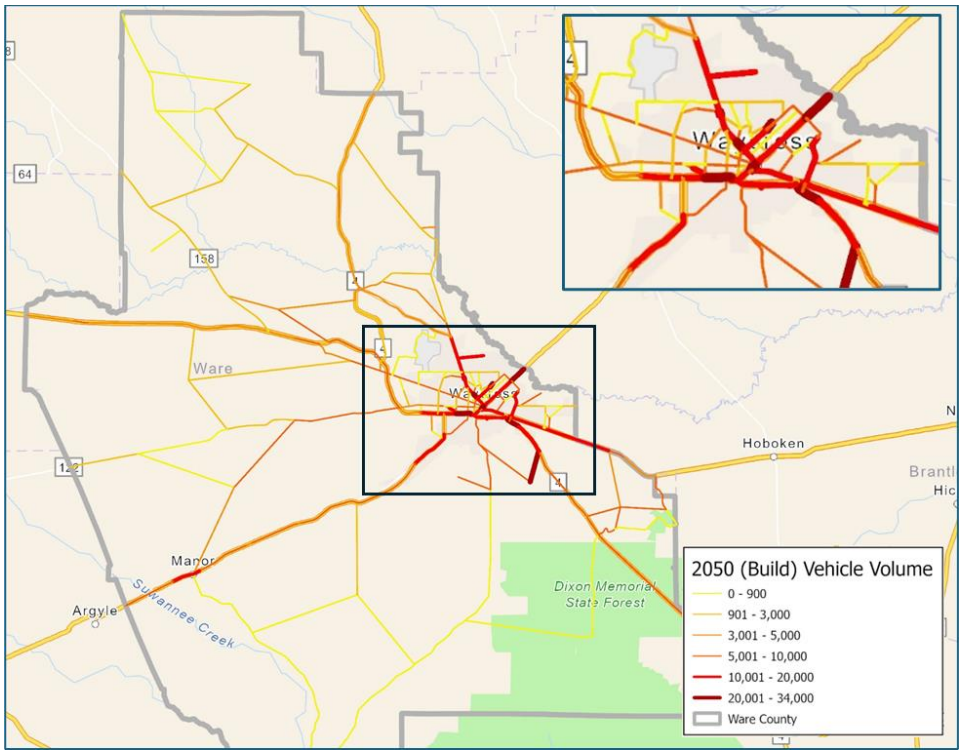

Figure 18: 2050 Vehicle Volume Map

Congested Speed

Figure 19 and 20 illustrate the congested speed attribute from the GDOT Statewide Travel Demand Model (STDM) for vehicles on Ware County roadways under existing 2020 conditions and projected 2050 conditions. Congested speed represents the average speed vehicles are expected to travel when traffic demand is applied to the network. This measure accounts for slowdowns resulting from higher volumes, intersections, signal delay, and roadway capacity constraints.

Several roadway segments are projected to experience reductions in travel speeds between 2020 and 2050, reflecting increased traffic delays. The following corridors are anticipated to face greater congestion by 2050:

- Swamp Road (Between Lottie Tatum Road and Sunset Dr)
- Laura Walker Road (Laura Walker Road (North of Old Schlatterville Road)
- Jacksonville Hwy/Memorial Road (Between City Blvd and RC David Road)
- Glenmore Ave (Between Johanna St and Victory Dr)
- Albany Ave (Between Stephens St and N Augusta Ave)
- N Augusta Ave (Between Albany Ave and Cherokee St)
- Cherokee St (Between Red Keen Road and Blackshear Ave)
- State Street (North of Cherokee Ave)
- Harris Road
- Airport Road

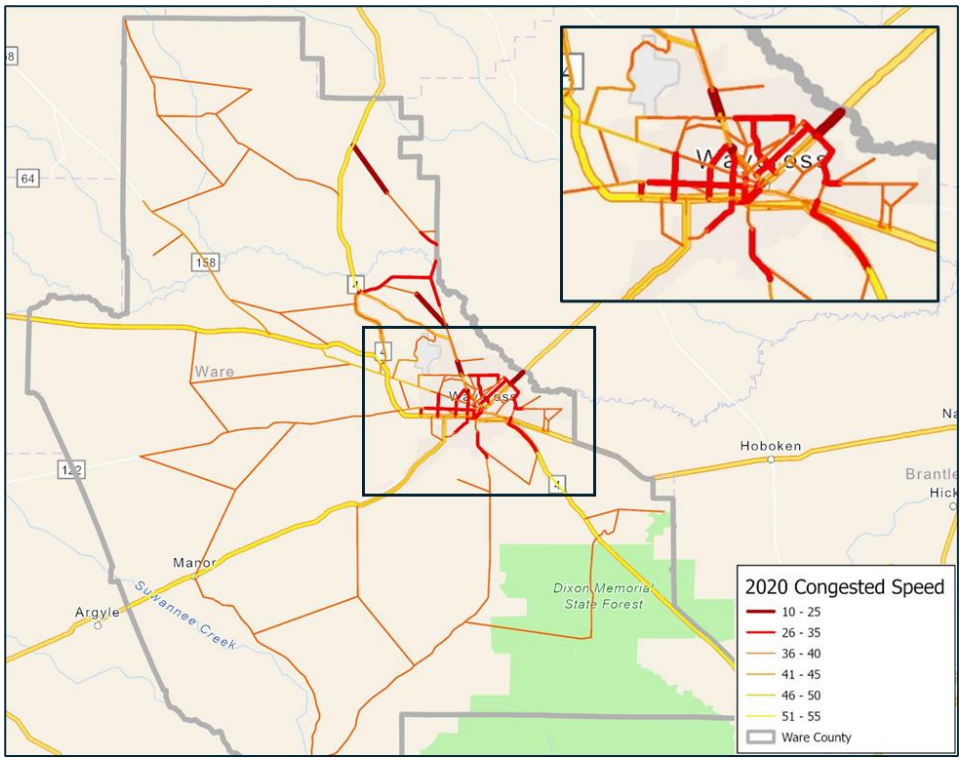

Figure 19: 2020 Congested Speed Map

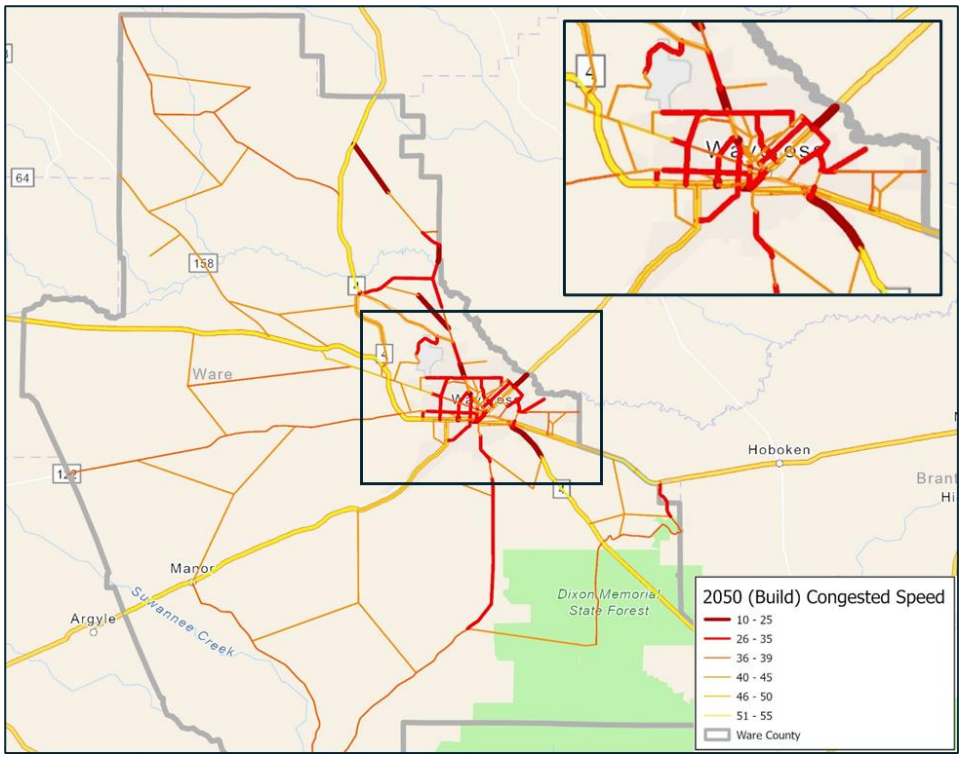

Figure 20: 2050 Congested Speed Map

RITIS Congestion Analysis

The following section evaluates congestion conditions in Ware County using multiple performance indicators generated through the Regional Integrated Transportation Information System (RITIS) platform.

Travel Time Index (TTI)

Travel Time Index (TTI) data was obtained from RITIS for selected roadways in Waycross during the morning peak period from 8:00 to 10:00 AM and the evening peak period from 3:00 to 5:00 PM in April 2024. TTI is defined as the ratio of peak-period travel time to the free-flow travel time. A TTI of 1.0 indicates that a trip requiring 20 minutes under free-flow conditions also requires 20 minutes during the peak period, demonstrating no delay. A TTI of 2.0 indicates that the same trip requiring 20 minutes under free-flow conditions requires 40 minutes to complete during the peak period, demonstrating significant congestion.

Sections of N. Nicholls Street, McDonald Street, US Business 1/SR 122, and US 84/Plant Avenue through downtown Waycross recorded TTI values of 2.0 or greater, reflecting notable congestion during peak hours. Figure 21 and 22 illustrate the distribution of TTI values for roadways in Waycross.

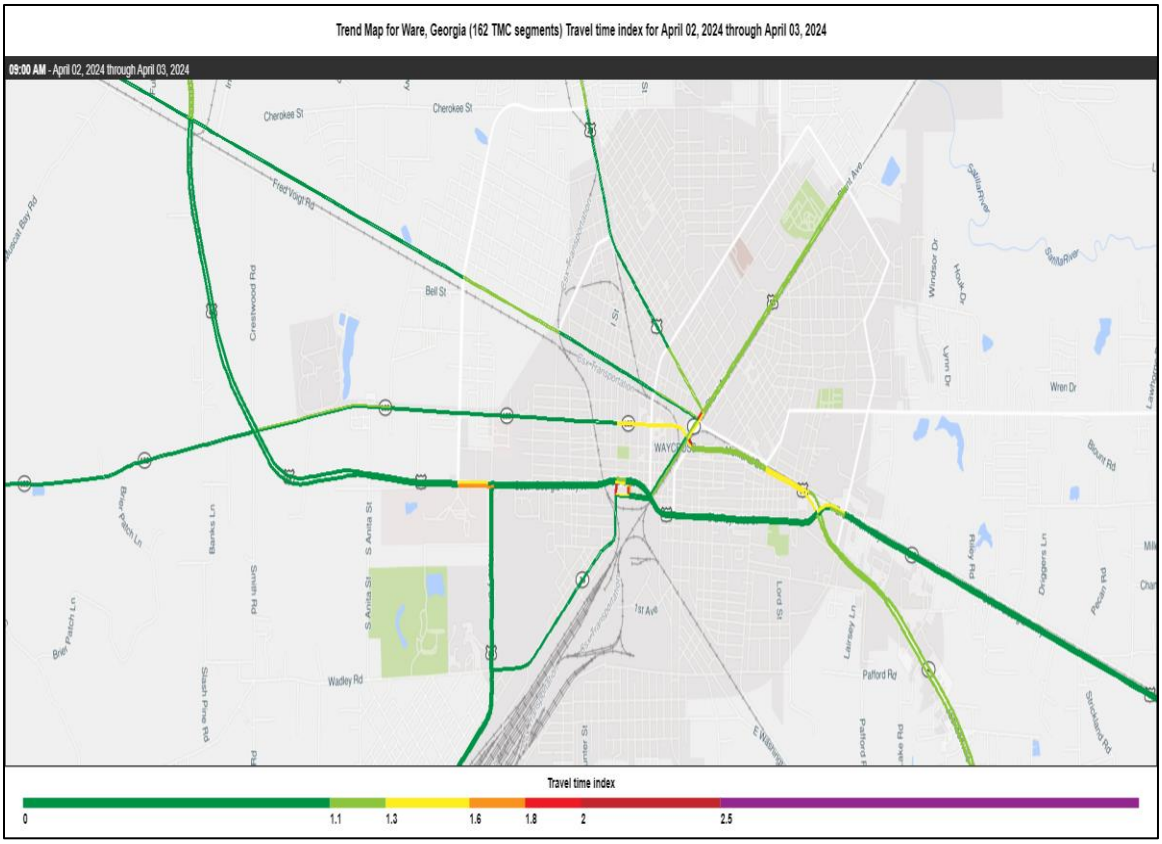

Figure 21: RITIS Travel Time Index - AM Peak Hour (April 2024)

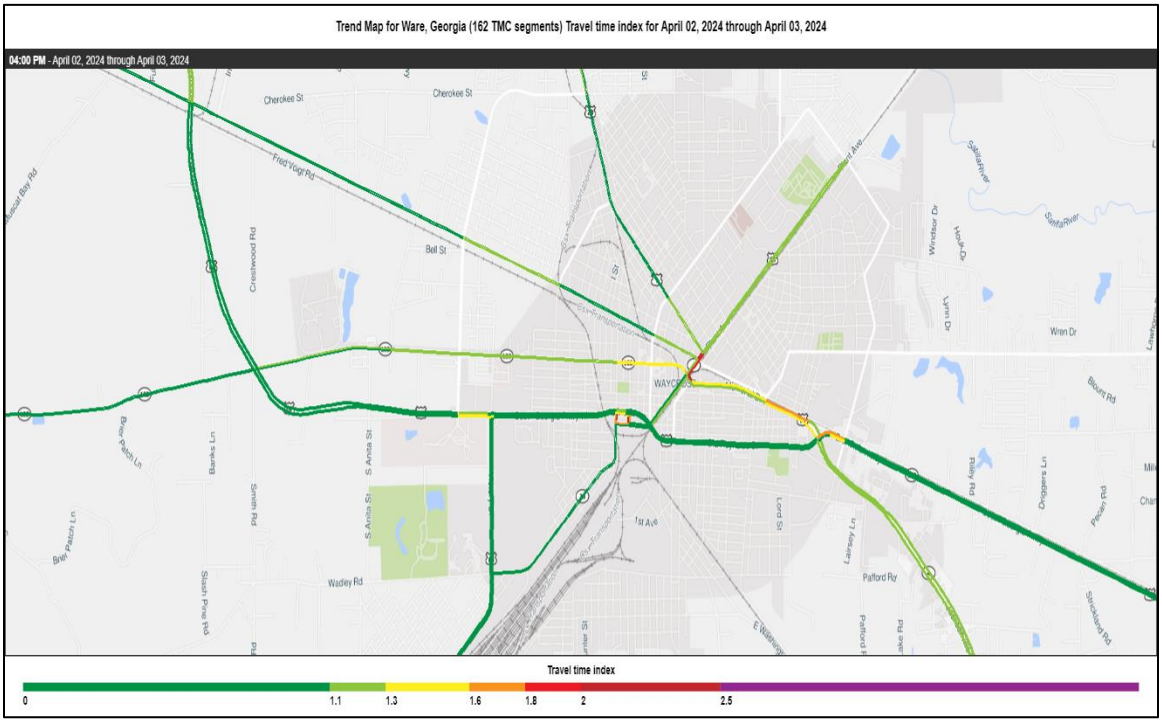

Figure 22: RITIS Travel Time Index - PM Peak Hour (April 2024)

Bottleneck Rankings

Congestion conditions in Waycross were further evaluated using the Bottleneck Ranking tool available in RITIS. The RITIS platform integrates data from roadway sensors and probe sources to generate traffic performance measures that reflect real-world operating conditions. The Bottleneck Ranking tool was applied to identify locations experiencing recurring congestion during April 2024.

A traffic bottleneck occurs when speeds are reduced due to congestion or excess demand relative to roadway capacity. RITIS defines a bottleneck as an event in which vehicular speeds fall below 60 percent of the free-flow speed for an extended duration. Intersection and corridor bottlenecks are ranked by total delay, which is a composite measure incorporating duration, length, and frequency of congestion.

Table 6 presents the 10 roadway locations in Waycross with the highest total delay as identified through the RITIS Bottleneck Ranking tool.

Table 6: Top 10 Bottleneck Rankings

Rank	Queue Origin	Queue Direction	Average Length of Queue (Miles)	Average Daily Duration
1	Plant Ave at Carswell Ave	Westbound along US Business 1 / Memorial Drive	0.09	6h 40m
2	US 84 at US Business 1	GA 38 & Plant Ave	0.25	4h 17m
3	US 82 / S. GA Pkwy West	George St & Victory Drive	0.3	3h 11m
4	US 1 / GA 4	Wilkerson ST & Harrison St	0.39	2h 11m
5	US 23 / GA 4	US 1 / Memorial Dr	0.24	3h 26m
6	US 84	GA 38 & Francis St	0.07	12h 42m
7	US 1 / GA 4	GA 520 & Reynolds St	0.55	1h 12m
8	US 84 W	Carswell Ave & Memorial Dr	0.18	2h 30m
9	US 23 / GA 4	State St	0.2	3h 58m
10	US 84	GA 38 / Caswell Ave	0.18	1h 23m

Roadway and Bridge Assessment

The assessment of roadway facilities directly influences community development, economic activity, and the mobility of residents and visitors in Ware County. This section provides an overview of the current state of the county's roadway network and evaluates how effectively it serves the needs of all users.

Functional Classification

Functional classification describes the current role and character of streets and highways within the roadway network. A functional classification system organizes roadways into a hierarchy that reflects the balance between mobility and land access. Roadways designed to accommodate higher speeds and volumes generally provide limited direct access, while lower-volume, lower-

speed roadways primarily serve trips directly to destinations such as homes, businesses, and community facilities.

The following summarizes the functional classification of roadways in Ware County:

- **Principal/Major Arterials**: These facilities carry higher traffic volumes and provide regional access to both urban and rural areas. They typically radiate outward from the City of Waycross to serve the surrounding region.
- **Minor Arterials**: These roadways accommodate trips of moderate length and connect to the principal arterial network. In rural areas, they often serve as an integrated system providing both interstate and intrastate access.
- **Collectors (Major and Minor)**: Collector roadways provide connections between local streets and the arterial network. Major collectors are generally longer, carry higher volumes, and support higher travel speeds, while minor collectors are shorter, carry lower volumes, and provide more frequent property access.
- **Local Roads**: These roads provide direct access to properties at the beginning and end of trips. They typically have lower design speeds and are intended to discourage cut-through traffic.

Approximately 70 percent of the county's roadway mileage is classified as local either in unincorporated Ware County or the City of Waycross. Table 7 summarizes the percentage of roadway mileage by classification type, and Figure 23 illustrates the functional classification of roadways in Ware County.

Table 7: Functional Classification of Roadways by Percentage

Functional Classification	Percentage of Roadway Mileage
Principal Arterial	10%
Minor Arterial	4%
Major Collector	11%
Minor Collector	5%
Local	70%

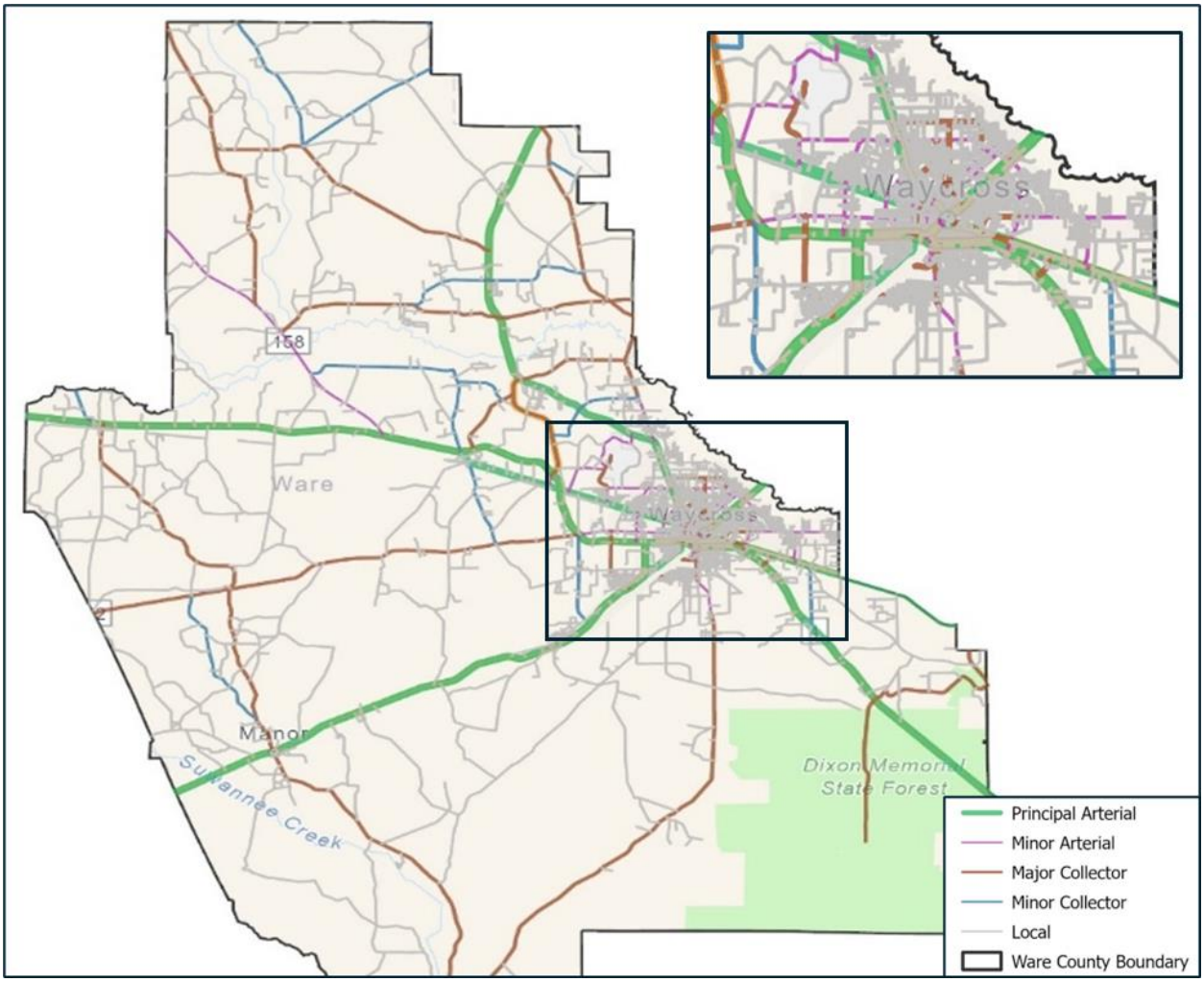

Figure 23: Functional Classification Map

Roadway Network Ownership

Ware County's roadway network is predominantly composed of county-maintained facilities, with a smaller share of state routes providing regional connectivity. According to GDOT's Public Road Mileage by County Report 437 (December 31, 2022) and shown in Table 8, Ware County has approximately 925 miles of public roads. Of this total, 135 miles are part of the state highway system, while 790 miles are maintained by the county. Report 437 does not list municipal street mileage separately for Ware County; therefore, the total reflects the combined mileage of state and county facilities.

This distribution underscores the importance of county roads in providing local access and mobility, particularly in rural areas outside of Waycross. At the same time, the 135 miles of state routes serve as critical corridors linking Waycross and surrounding communities to the regional and statewide highway system. Together, these facilities form the backbone of Ware County's transportation system, supporting freight movement, commuting patterns, and access to essential services.

Table 8: Public Roadway Classification

Ownership Public Road System	Mileage in Ware County	Percentage of Total
State Highway	Approx. 135 mi	15%
County Road	Approx. 790 mi	85%
Total Public Road Mileage	Approx. 925+ mi	100%

Road Lanes and Intersection Control

Although the majority of intersections in Ware County are stop-controlled, there are nineteen signalized intersections, all of which are located within the City of Waycross. The locations of these signalized intersections are illustrated in Figure 24.

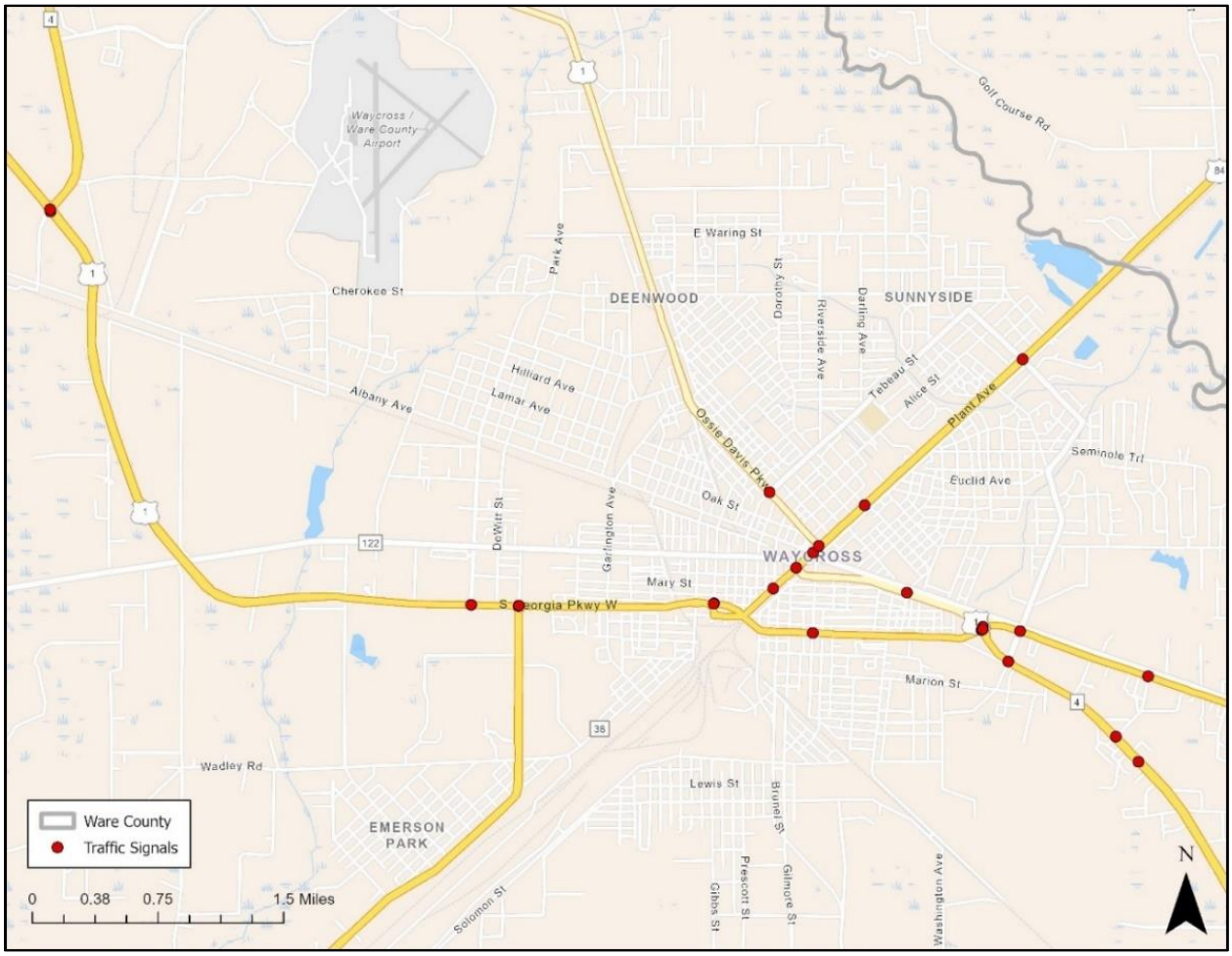

Figure 24: Signalized Intersections in Waycross

Bridge Condition Assessment

Existing 2024 bridge data for Ware County was collected from GDOT and analyzed to evaluate the condition and operational status of bridge structures across the county. GDOT regularly inspects and updates bridge condition data to ensure public safety and maintain the efficiency of

the transportation network. A cross-reference with the National Bridge Inventory confirms that all bridges in Ware County are currently rated in either good or fair condition.

An important factor in the inventory is whether a bridge is designated as posted or non-posted. Posted or restricted bridges limit truck travel based on loaded vehicle weight and therefore influence freight movement and route planning. Load-limit postings notify truck drivers of the maximum weight a bridge can safely carry. In accordance with GDOT guidance, roadway signs are installed in advance of posted bridges indicating the allowable truck type and corresponding weight limits. Vehicles exceeding the posted limits are required to take alternate routes, which necessitates advanced planning for freight operators and can affect overall network efficiency.

Figure 25 presents the percentage distribution of posted versus non-posted bridges, while Figure 26 illustrates the location of all posted and non-posted bridges in Ware County. Table 9 provides a summary of the condition of posted bridges within the county.

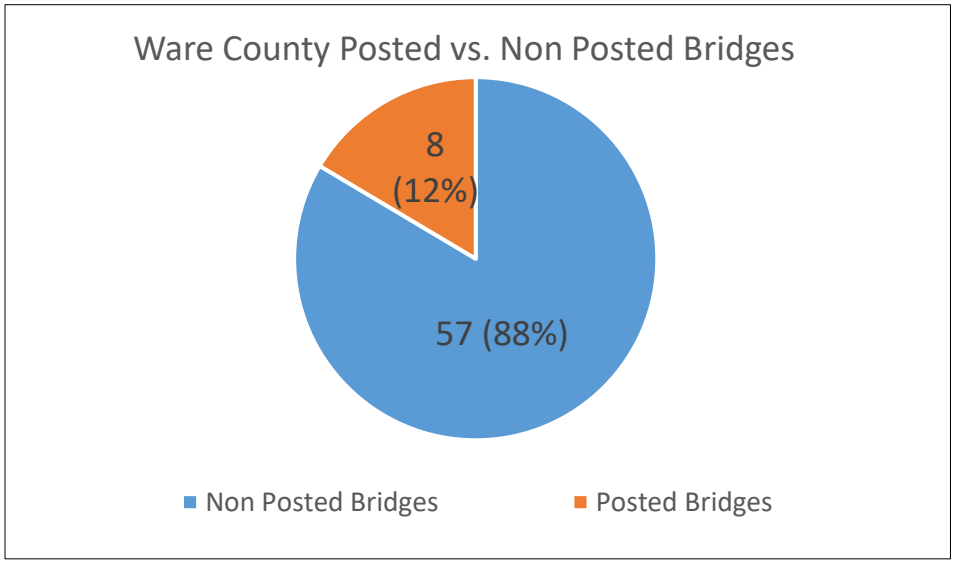

Figure 25: Percentage of Posted vs. Non-Posted Bridges

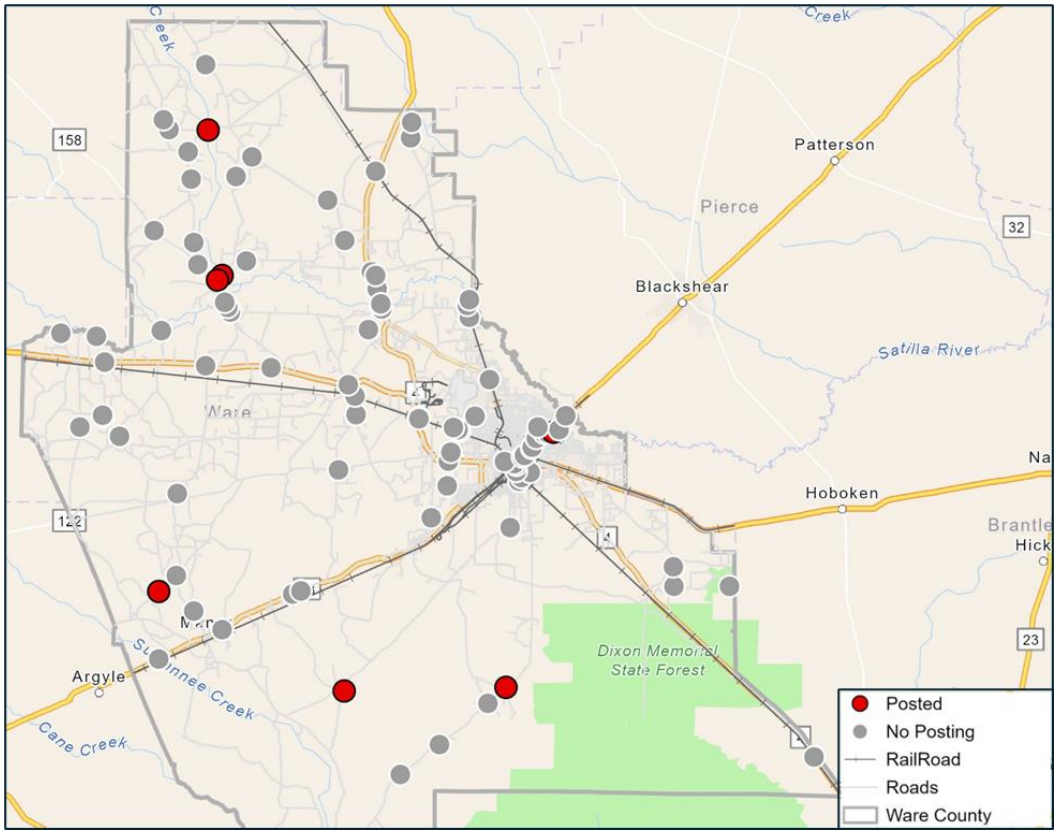

Figure 26: Locations of Posted vs. Non-Posted Bridges in Ware County

Table 9: Conditions of Posted Bridges in Ware County

Location	Deck	Superstructure	Substructure
City of Waycross	7 – Good Condition - some minor problems	7 – Good Condition - some minor problems	7 – Good Condition - some minor problems
13 Miles NW of Waycross	7 – Good Condition - some minor problems	7 – Good Condition - some minor problems	6 – Satisfactory Condition - structural elements show some minor deterioration
10.5 Miles SW of Waycross	6 – Satisfactory Condition - structural elements show some minor deterioration	6 – Satisfactory Condition - structural elements show some minor deterioration	5 – Fair Condition - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour
19 Miles NW of Waycross	7 – Good Condition - some minor problems	7 – Good Condition - some minor problems	6 – Satisfactory Condition - structural elements show some minor deterioration
2 Miles N of Waycross	5 – Fair Condition - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour	5 – Fair Condition - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour	5 – Fair Condition - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour
13 Miles NW of Waycross	7 – Good Condition - some minor problems	7 – Good Condition - some minor problems	6 – Satisfactory Condition - structural elements show some minor deterioration
8 Miles SE of Waycross	6 – Satisfactory Condition - structural elements show some minor deterioration	6 – Satisfactory Condition - structural elements show some minor deterioration	4 – Poor Condition - advanced section loss, deterioration, spalling or scour
2.5 Miles E of Waycross	6 – Satisfactory Condition - structural elements show some minor deterioration	6 – Satisfactory Condition - structural elements show some minor deterioration	6 – Satisfactory Condition - structural elements show some minor deterioration

Crash Safety Assessment

Crash analysis provides critical insight into roadway safety conditions and helps identify locations and factors contributing to transportation system risk. Historical crash data for Ware County was obtained from GDOT's AASHTO Safety (Numetric) platform for the five-year period between 2019 and 2023. The dataset includes information on crash severity, injuries, crash locations, manner of collisions, roadway conditions, and other contributing factors.

Crash Type

Between 2019 and 2023, Ware County recorded a total of 5,588 crashes, as identified through the Numetric crash analysis tool. The most frequent crash types were collisions with fixed objects or other non-vehicle obstacles 28%, angle crashes 27%, and rear-end collisions 24%). Same-direction sideswipe crashes accounted for 11% of incidents, while head-on collisions 5% and opposite-direction sideswipes 4% occurred less frequently. Approximately 1% of crashes were classified as "None" or "Unknown." The "None" category refers to records where no crash type was entered into the reporting system, while the "Unknown" category refers to records where insufficient or unclear information was available to determine the crash type. Crash data from 2019 through 2023 is summarized by incident type in Table 10, while Figure 27 provides a crash heat map illustrating the density and distribution of crashes throughout Ware County.

Table 10: Crashes by type and year (2019-2023)

Crash Type	2019	2020	2021	2022	2023	Total	Percent of Total
Rear End	278	254	289	243	254	1,318	24%
Angle Crash	283	304	337	279	300	1,503	27%
Not a Collision with Motor Vehicle	326	312	337	330	282	1,587	28%
Sideswipe-Same Direction	107	99	124	130	137	597	11%
Head On	47	53	44	82	61	287	5%
Sideswipe-Opposite Direction	31	42	46	57	53	229	4%
Other	22	14	13	12	6	67	1%
Total	1,094	1,078	1,190	1,133	1,093	5,588	100%

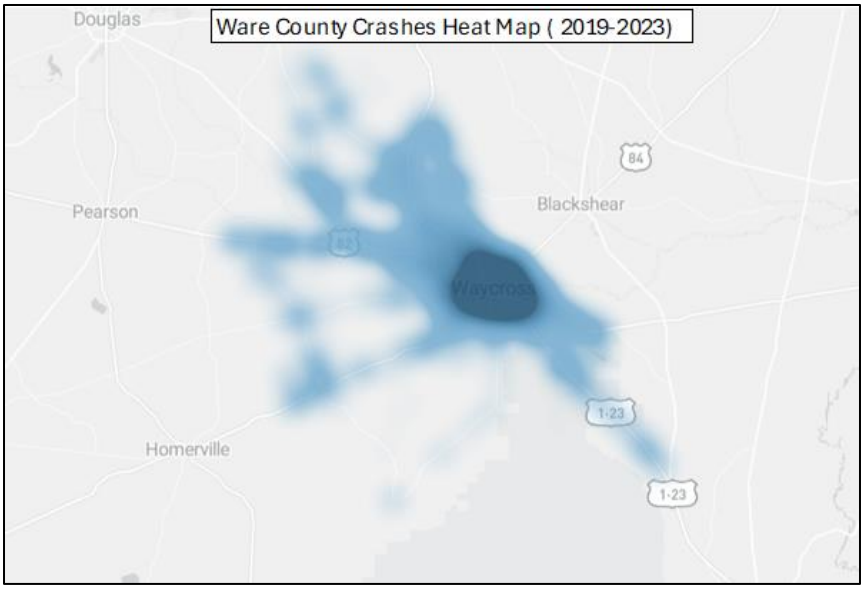

Figure 27: Crash Severity Heat Map – All Crashes (2019-2023)

Crash Severity

Crash severity is rated on the KABCO scale, where K represents the most severe crashes and O represents the least severe crashes. The crash severity categories are defined as follows:

- **K**: Crashes that involve fatalities
- **A**: Crashes with suspected serious injuries
- **B**: Crashes with suspected minor or visible injuries
- **C**: Crashes with possible injuries or complaints of pain
- **O**: Crashes with no injuries and/or property damage only
- **Unknown:** Crashes where insufficient or unclear information was reported to determine severity

During the five-year period from 2019 to 2023, Ware County experienced 48 reported fatalities and 651 reported injuries. An annual breakdown of crash severity is provided in Table 11, while Figure 28 shows the location of fatal and serious injury (KSI) crashes that occurred in Ware County during this timeframe.

Table 11: Crashes by severity and year (2019-2023)

Year	(K)	(A)	(B)	(C)	(O)	Unknown	Total
2019	9	25	102	201	725	32	1,094
2020	9	25	116	187	710	31	1,078
2021	10	20	127	203	799	31	1,190
2022	13	27	100	185	779	29	1,133
2023	7	20	89	187	773	17	1,093
Total	48	117	534	963	3786	140	5,588
Percentage of Total	0.86%	2.09%	9.56%	17.23%	67.76%	2.51%	100%

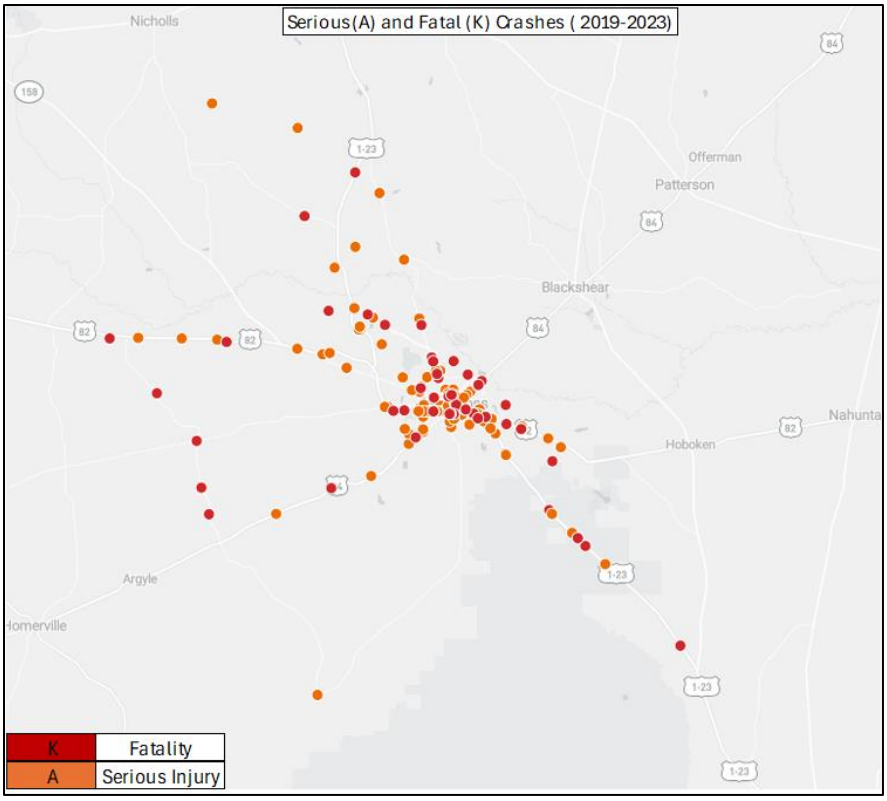

Figure 28: Fatality and Serious Injury Crash Locations (2019-2023)

Bicycle and Pedestrian Crashes

Bicycle and pedestrian crashes involve a collision between a motor vehicle and a person walking or using a form of micromobility, such as a bicycle, electric bicycle, scooter, or skateboard. The Numetric crash analysis narrative was used to identify incidents involving bicycles and pedestrians. Between 2019 and 2023, 34 pedestrians and 27 bicyclists were involved in crashes within Ware County. Table 12 summarizes these crashes by year and type, while Figure 29 illustrates their locations.

Table 12: Pedestrian and Bicycle Involved Crashes (2019-2023)

	Pedestrian Involved					Bicycle Involved				
Year	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
K	0	1	0	3	0	0	3	0	1	0
A	3	1	1	1	0	0	0	1	1	0
B	1	3	1	0	0	4	2	0	0	1
C	3	2	0	1	0	3	1	1	2	1
O	5	2	1	1	2	2	0	1	1	2
Unknown	1	0	0	1	0	0	0	0	0	0
Total	13	9	3	7	2	9	6	3	5	4

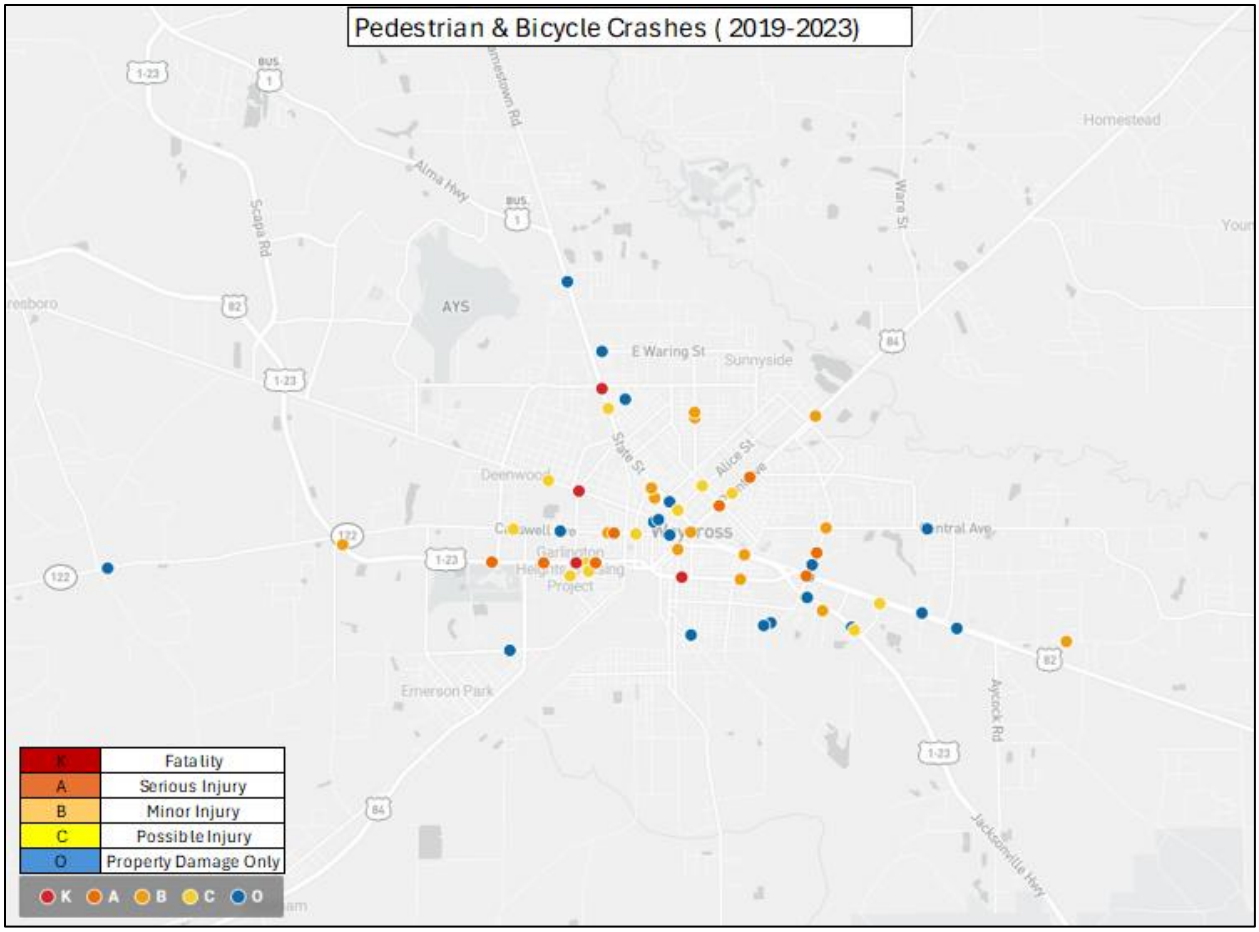

Figure 29: KABCO Severity Map – Pedestrian and Bicycle Crashes (2019-2023)

The crash analysis highlights critical safety challenges on Ware County's roadway network. Between 2019 and 2023, more than 5,500 crashes were reported, with collisions involving fixed objects, angle crashes, and rear-end crashes accounting for the majority of incidents. While most crashes resulted in property damage only, 48 fatalities and 651 injuries underscore the continued need for safety-focused project improvements. Bicycle and pedestrian crashes, though fewer in number, remain an important concern given their vulnerability and severe outcomes. These findings reinforce the importance of targeted safety strategies that address crash-prone locations, especially concentrated in and around Waycross. The project recommendations aim to improve the existing multimodal network within the concentrated crash areas.

Intermodal Freight Assessment

Freight movement in Ware County is supported by a multimodal network of highways, rail lines, and air facilities. The county's location in south Georgia positions it as a critical node in statewide and regional freight flows. Current and future freight routes include state and federal highways that accommodate heavy truck volumes, Class I rail facilities anchored by the CSX Rice Yard, and the Waycross–Ware County Airport.

Truck traffic is a defining feature of Ware County's transportation system. The CSX Rice Yard, the largest rail classification yard in Georgia, processes thousands of railcars daily and anchors the county's role as a logistics hub. This facility, combined with the convergence of multiple U.S. and state highways, drives both the scale of freight operations and the concentration of supporting industries in Waycross.

Data from the Georgia Statewide Travel Demand Model (GSTDM, 2020) highlights the county's primary freight corridors and associated truck volumes shown in Figure 30. The heaviest truck activity is concentrated along U.S. 1, U.S. 82, and U.S. 84 through Waycross, where daily truck volumes exceed 2,000 to 3,000 vehicles. These corridors are critical regional connectors, linking Ware County with Savannah and Brunswick to the east, I-75 and Valdosta to the west, and Jacksonville, Florida to the south.

Important truck corridors include:

- **State Route 520 (South Georgia Parkway):** Carries 1,001–2,000 trucks per day, serving as a major east–west freight connection across south Georgia.
- **U.S. 1 north of Waycross:** Records 700–1,000 trucks per day, providing direct access to I-16 and the Port of Savannah.
- **SR 121 and SR 158:** Carries 150–700 trucks per day, supporting local access movements and rural freight connectivity.

This traffic pattern underscores Ware County's central role in Georgia's freight network. High truck volumes strengthen the freight economy and regional trade but also contribute to roadway wear, congestion, and safety challenges in and around Waycross. Addressing truck routing, safety enhancements, and roadway maintenance will be essential for long-range planning. Strategies such as designated freight corridors, perimeter improvements, and targeted investments in high-volume corridors can help balance freight efficiency with community mobility and safety needs.

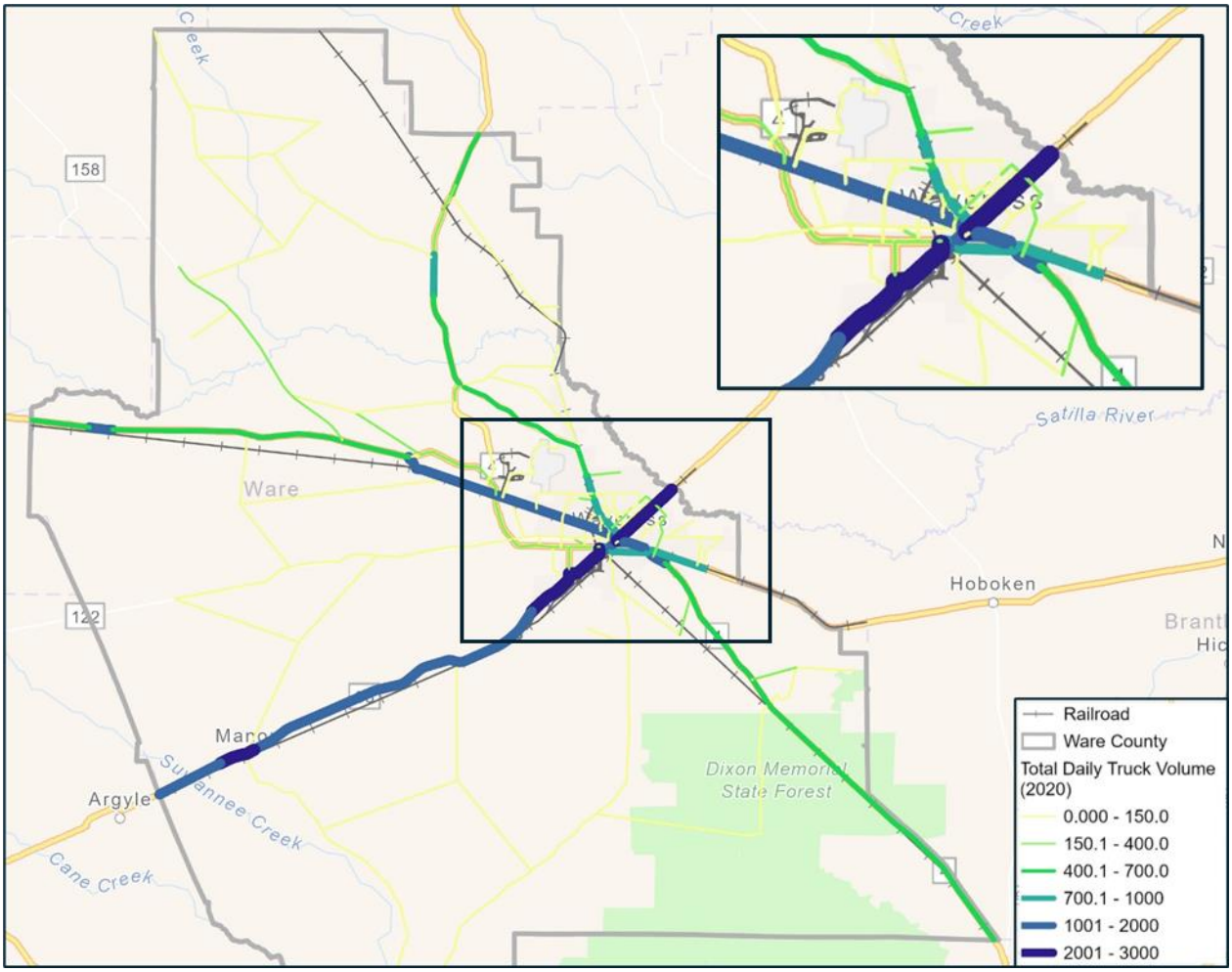

Figure 30: GSTDM Truck Volumes (2020)

As shown in Figure 31, truck volumes in Ware County are projected to increase significantly between 2020 and 2050. Growth is concentrated along the major U.S. highways and state routes radiating from Waycross. The highest projected volumes (1,001–2,000 trucks per day) are focused on the southeast corridor toward Charlton County and the west–southwest corridor toward the Homerville/Manor area. Moderate volumes (401–1,000 trucks per day) extend along other key routes connecting Waycross to neighboring counties, while most secondary roadways remain under 400 trucks per day, indicating limited freight demand.

This forecast highlights the continued centrality of Waycross as a freight hub and underscores the importance of maintaining and enhancing arterial corridors to accommodate long-term growth. Ensuring that the roadway network can support projected truck activity will be critical to sustaining Ware County's economic competitiveness, protecting safety, and minimizing local traffic impacts.

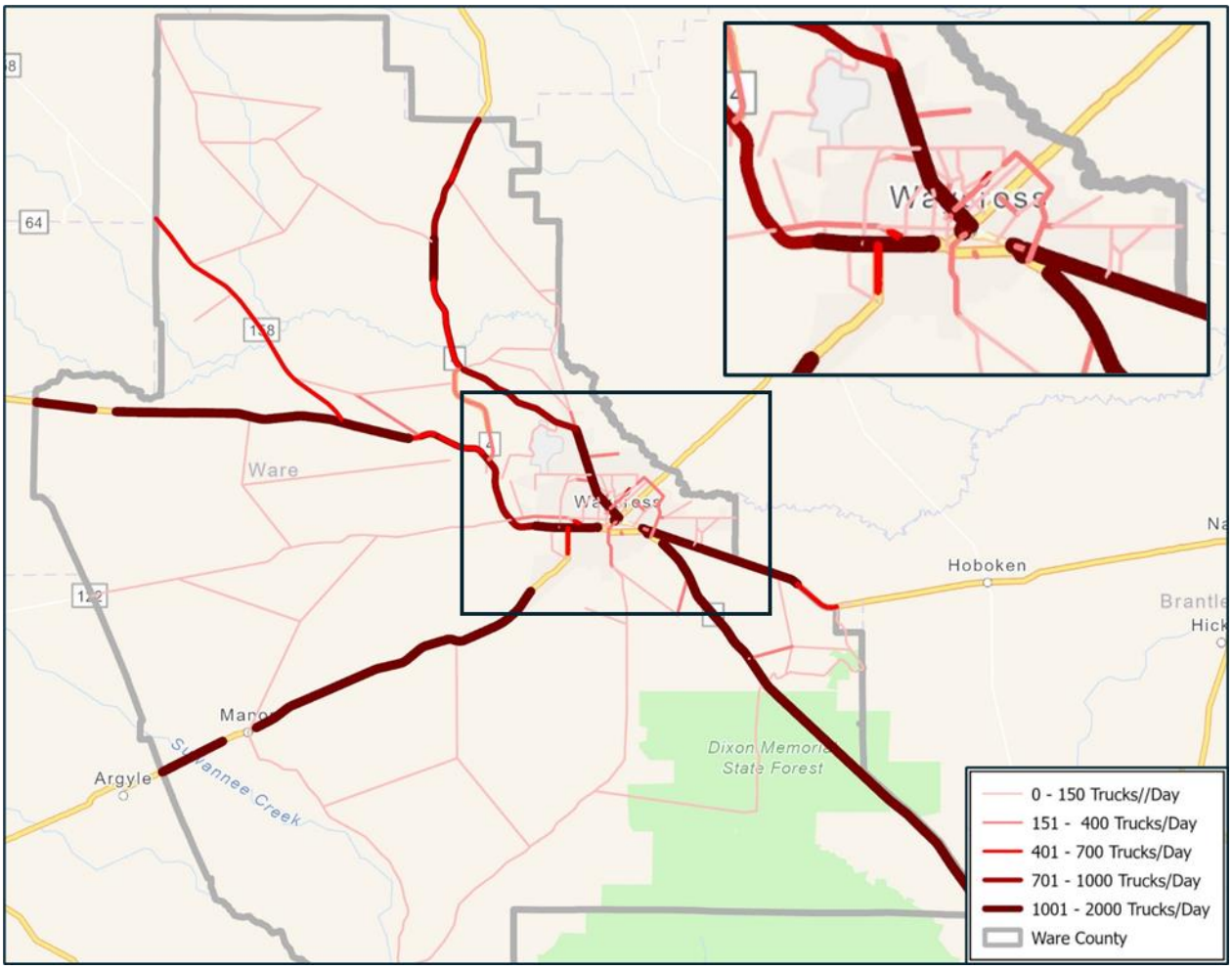

Figure 31: 2050 Truck Volume Map

Railroad Preemption and Signal Analysis

Several signalized intersections in Waycross are located adjacent to rail crossings and are equipped with railroad preemption. Preemption ensures that when a train approaches, traffic signals are adjusted to clear vehicles from the tracks. While critical for safety, preemption disrupts normal signal cycles and can create localized bottlenecks, particularly during high-volume periods.

Traditional signal timing reviews, often conducted every three to five years, provide limited insight because they rely on before-and-after travel-time data or citizen complaints. The use of Advanced Traffic Signal Performance Measures (ATSPMs) allows for continuous monitoring of preemption events and their impacts, using high-resolution data logging integrated into existing signal systems. This provides agencies with proactive tools to improve safety and efficiency while reducing delay.

SR 38/US 84 at Morningside Drive/Pinehurst Drive

This intersection, shown in Figure 32, ranks as the second-highest bottleneck in the Waycross area according to RITIS data (October 2024). Signal operations here are closely tied to adjacent rail crossings, and preemption events were analyzed using arrivals on red and wait time data.

Figure 32: SR 38 at Pinehurst Dr

- Morning Peak (6:00–9:00 AM): Preemption events around 7:30 AM and 8:00 AM correlated with sharp increases in arrivals on red and higher wait times.
- Afternoon Period (2:00–4:00 PM): Multiple preemption events coincided with peaks in both arrivals on red and vehicle wait times, compounding congestion.
- Evening Period (9:00–10:00 PM): While traffic volumes were lower, preemption still produced measurable increases in delay.

Analysis indicates that preemption events disrupt signal coordination and increase average delays, with recovery periods extending congestion even after train activity ends.

The Preemption Details chart in Figure 33 below, illustrates how traffic signal operations respond to rail activity at this crossing. The vertical axis shows “seconds since request,” or the total elapsed time from when a preemption call was received until signals returned to normal service. Each bar represents an individual preemption event, with markers showing intervals such as gate down, dwell time, and track clearance.

This data confirms that train activity at this location introduces both frequent and sometimes lengthy interruptions to normal signal operations, compounding congestion on US 84 and adjacent approaches. Recovery periods after longer events suggest that preemption not only disrupts operations during train movements but also prolongs delay even after tracks are clear.

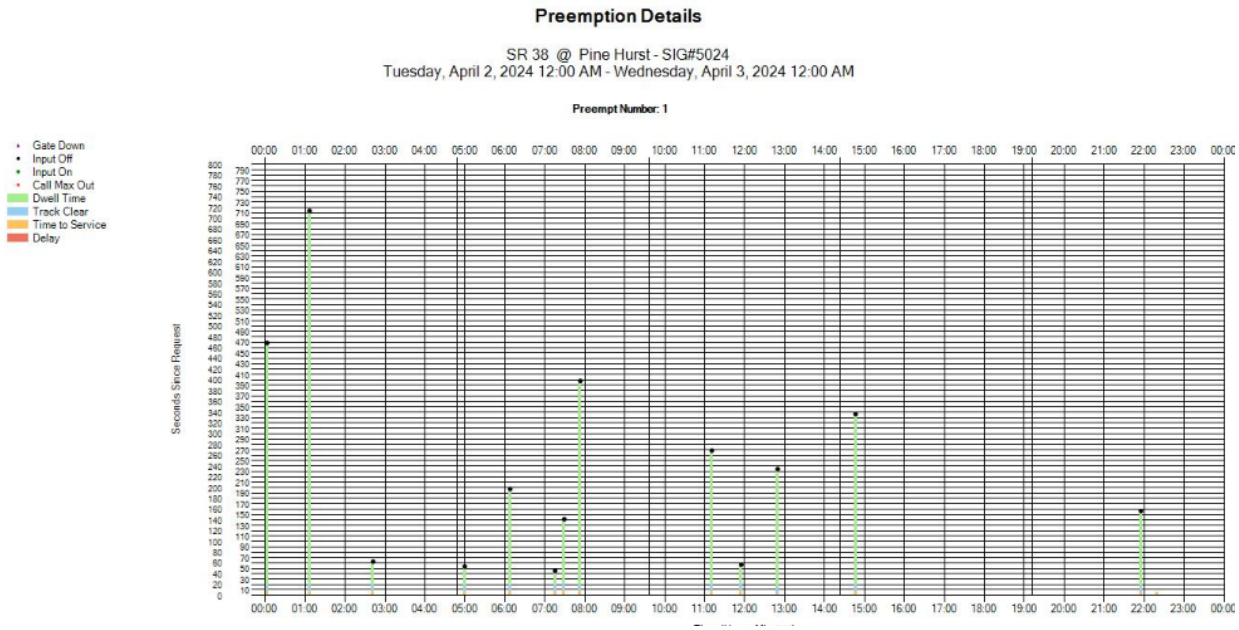

Figure 33: SR 38 at Pinehurst Dr Preemption Details

SR 38/US 84 at Knight Avenue/Albany Avenue

This intersection, shown in Figure 34, also on the US 84 corridor, is heavily influenced by rail preemption activity. Preemption events were most frequent during the morning and midday periods, aligning with high background traffic volumes. Analysis shows these events caused sharp spikes in arrivals on red and vehicle wait times, compounding congestion and extending recovery periods well beyond the duration of train activity.

Figure 34: SR 38/US 84 at Albany Avenue

- Morning Period (6:00–11:00 AM): Frequent preemption events triggered significant increases in arrivals on red and wait times.

- Afternoon Period (12:00–3:00 PM): Multiple preemption events overlapped with midday peak traffic, leading to sustained congestion.
- Evening Peak: Higher volumes combined with preemption produced sharp delays and prolonged recovery.

The preemption details in Figure 35 show multiple train-related interruptions throughout the day at SR 38/US 84 Albany Avenue. Several events, particularly during the early morning, mid-morning, and early afternoon, lasted several minutes, with recovery periods extending well beyond the end of the train movement. These longer preemption events disrupt signal coordination along US 84 and contribute to lasting congestion on the adjacent approaches, demonstrating that rail activity not only pauses operations but also prolongs delay as the intersection returns to normal service.

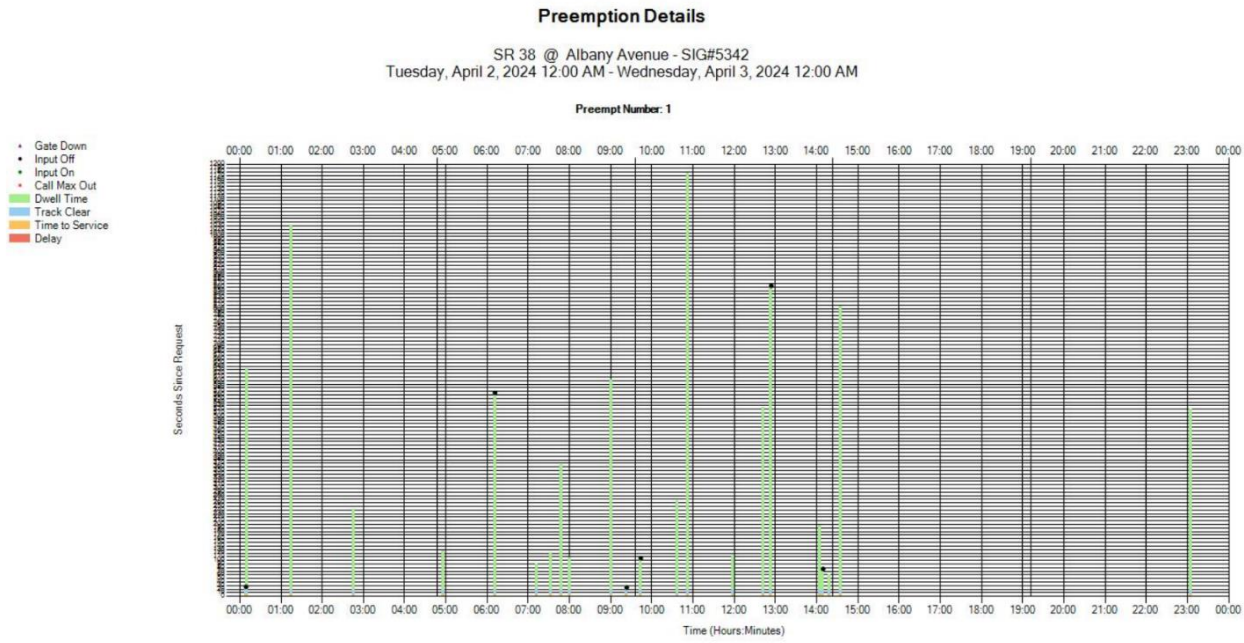

Figure 35: SR 38/US 84 at Albany Avenue Preemption Details

SR 4 Business at Wilkerson Street

Ranked as the fourth-highest bottleneck in the Waycross area, this intersection, shown in Figure 36, is also strongly affected by rail preemption. Events recorded at midday and early afternoon coincided with major spikes in wait times. Although preemption was the dominant factor, high traffic volumes and signal cycle timing appear to have amplified overall delay.

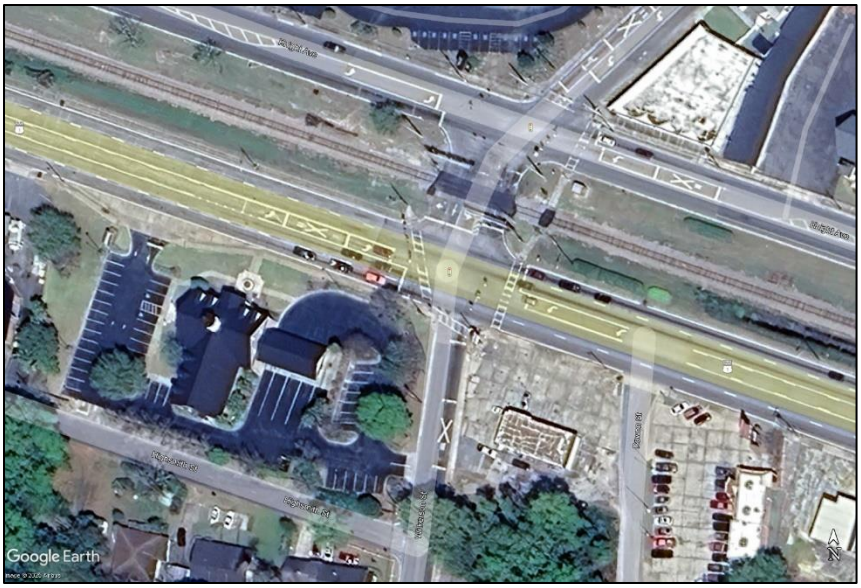

Figure 36: SR 4 BUS at Wilkerson Street

- Midday (11:30 AM–12:00 PM): Preemption activity corresponded with sharp increases in vehicle wait times.
- Afternoon (3:00 PM): Additional preemption event drove further delays, compounding congestion.
- Contributing Factors: Background volumes and cycle length may also contribute to extended delays.

The preemption data for SR 4 BUS at Wilkerson Street in Figure 37 shows several isolated train events throughout the day, with notable activity around 2:00 AM, 11:00 AM, 12:00 PM, 3:00 PM, and 9:00 PM. Each event corresponds to brief gate-down periods, indicating that train movements are infrequent but can temporarily halt traffic. The chart shows minimal extended dwell times or delays, suggesting that while preemption introduces short-term interruptions, overall signal operations recover quickly between events.

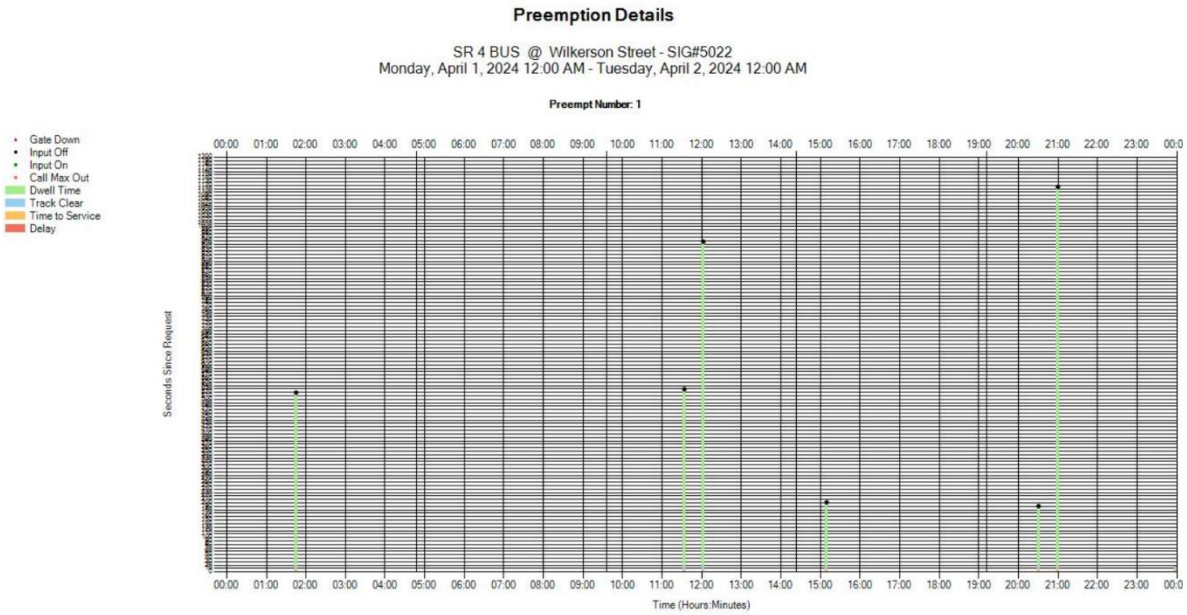

Figure 37: SR 4 BUS at Wilkerson Street Preemption Details

Conclusions

The railroad system is central to Ware County's transportation network, but at-grade crossings listed in Table 13 present recurring challenges for mobility and safety. Analysis of railroad preemption at select intersections in Waycross highlights several consistent trends:

- Preemption events significantly increase arrivals on red and vehicle wait times during and immediately after train activity.
- Morning and afternoon peak periods are most affected when high traffic volumes compound the impacts of disrupted signal cycles.
- Recovery from preemption is often delayed, resulting in extended queues and inefficiency along key corridors.

Several at-grade railroad crossings are located on principal arterials and major collectors, where blockages can delay freight operations, constrain local travel, and hinder emergency response. **A key finding is that improved coordination between traffic signal operations and railroad preemption, coupled with continuous monitoring through Automated Traffic Signal Performance Measures (ATSPMs), can help mitigate these impacts. Addressing rail-related delays at high-volume intersections, particularly along the US 84 corridor, will be essential to maintaining mobility and safety in Waycross.**

Table 13: Critical At-Grade Roadway Rail Crossings

At-Grade Railroad Rail Crossings	Roadway Classification
Ossie Davis Pkwy (2)	Principal Arterial
Albany Ave (2)	
Saint Nicholas St	

At-Grade Railroad Rail Crossings	Roadway Classification
Industrial Blvd	Minor Arterial
Augusta Ave	
Garlington Ave	
Carswell Ave	
Garlington Ave	
Johnson Ave	
E Blackshear Ave	
Morningside Dr	
City Blvd	
Driggers Ln	

Air Facilities

Ware County is served by the Waycross–Ware County Airport, located in Waycross. The facility, shown in Figure 38, includes three runways and supports approximately 18,000 aircraft operations annually. Activity is primarily general aviation, consisting of single-engine aircraft used for business travel, medical transport, and recreational flights, rather than commercial passenger service.

The airport plays a supportive role in the county's transportation network by enhancing connectivity for residents, businesses, and freight-related activities. However, most commercial passenger air service needs are met by Jacksonville International Airport, located approximately 1.5 hours south of Waycross, which provides regional access to national and international destinations.

Figure 38: Waycross–Ware County Airport Location

Flood-Prone Roadway Segments

System resilience in Ware County is also shaped by roadway exposure to flood-prone areas. Segments that overlap with designated floodplains are vulnerable to disruptions during hurricanes, severe storms, and seasonal flooding. When inundated, these corridors can become impassable, isolating communities and limiting access for residents, freight, and emergency services.

Table 14 identifies critical roadway segments that intersect with floodplains and warrant close attention in long-range planning. Proactive strategies such as elevating roadbeds, improving drainage infrastructure, and integrating flood risk considerations into future project design will help safeguard reliable access and support continuity of operations during disruptive events.

Table 14: Critical Roadways in Floodplains

Roadways with Floodplain Overlap	Roadway Classification
Alma Hwy/US 23	Principal Arterial
Douglas Hwy/SR 158	Minor Arterial

Active Transportation

Ware County's active transportation network remains limited, with most sidewalks concentrated in downtown Waycross. Outside the core area, many key corridors lack safe pedestrian facilities, particularly those serving schools, the hospital, and transit stops. Sidewalk coverage gaps, unsafe crossings, and the absence of multi-use trails reduce mobility options and limit safe, non-vehicular travel alternatives.

The City of Waycross requires sidewalks through its development ordinances, but standards for unincorporated Ware County are less defined. Local resurfacing and maintenance programs, including the Local Maintenance and Improvement Grant (LMIG) and the Special Purpose Local Option Sales Tax (SPLOST), present opportunities to incorporate sidewalks cost-effectively. Planned GDOT projects, such as the SR 4 Business/US 1 improvements, also provide opportunities to integrate pedestrian and Americans with Disabilities Act (ADA) upgrades.

Short-term priorities include completing a countywide sidewalk inventory, clarifying sidewalk policies, packaging gap-fill projects near schools and downtown Waycross, and pursuing competitive funding sources such as the Transportation Alternatives Program (TAP) and Safe Routes to School. Together, these strategies would expand mobility choices, improve safety for vulnerable road users (VRUs), and strengthen multimodal connectivity.

Transit service in Ware County is provided by the Southern Georgia Regional Commission through a regional demand-response program that operates similarly to paratransit. Riders may schedule trips up to 24 hours in advance for travel within Ware County and to nearby counties. While valuable, this service remains limited in availability and flexibility compared to fixed-route urban transit systems, leaving most residents reliant on personal vehicles.

Performance and risk assessment tools such as Replica data, Strava Metro, and regional safety datasets can support future analysis by highlighting bicycle and pedestrian travel patterns, levels of traffic stress (LTS) on facilities, and crash locations involving VRUs. Walk-shed evaluations within 0.25- and 0.50-mile buffers around schools, parks, and activity centers will further assist in prioritizing projects.

Looking ahead, Ware County and the City of Waycross can enhance system connectivity over the next five years by addressing sidewalk gaps, integrating multimodal features into roadway projects, and aligning with state and regional funding programs. These efforts will build a safer and more accessible active transportation network that supports health, mobility, and quality of life.

7. FUNDING OVERVIEW

Introduction

Transportation funding in Ware County is a layered and collaborative effort involving local, regional, state, and federal partners. This section describes the sources of funding that support the county's transportation system, identifies the revenues that form the baseline for planning through 2050, and explains how these funds are leveraged to achieve broader transportation objectives. While Ware County and the City of Waycross rely on predictable local revenues, these funds also serve as the foundation for matching state and federal grants, enabling the county to pursue larger-scale infrastructure projects.

The following narrative explains the structure of local funding, the role of state and federal programs, and the assumptions underpinning long-range financial planning. Together, these elements form the framework for developing a financially constrained project list while supporting strategic priorities for mobility, safety, and economic development.

Local Funding Framework

Ware County's transportation program is supported by several complementary local funding sources:

- **Local Maintenance & Improvement Grant (LMIG):** A formula-driven program administered by GDOT, LMIG allocations are based on roadway mileage and population. These funds support resurfacing, bridge repairs, intersection improvements, traffic control upgrades, and other essential maintenance activities. LMIG provides a predictable, recurring revenue stream that forms the backbone of the county's long-range planning.
- **Special Purpose Local Option Sales Tax (SPLOST):** SPLOST revenues are voter-approved sales taxes collected locally and allocated to a range of capital projects. While SPLOST is not exclusively dedicated to transportation, Ware County and Waycross consistently set aside a portion—approximately 25%—for roadway and bridge improvements, safety projects, and mobility enhancements. The recurring nature of SPLOST, supported by strong voter approval in previous cycles, provides a reliable funding source for ongoing and future transportation needs.

- **Southern Georgia Regional Transportation Special Purpose Local Option Sales Tax (Regional TSPLOST):** Through the Transportation Investment Act (TIA), Ware County participates in the Southern Georgia regional program. Regional TSPLOST proceeds are divided between regional projects and local discretionary allocations, with 25% of revenues returned directly to participating counties and municipalities. These discretionary funds support resurfacing, dirt road paving, intersection improvements, and other local priorities. Regional TSPLOST funds complement SPLOST allocations and LMIG to create a robust foundation for long-range planning.
- **County General Fund:** The General Fund provides supplemental support for small-scale projects, emergency repairs, or equipment needs. While the General Fund is not a primary source of capital funding, it plays an important role in addressing unforeseen needs and maintaining operational flexibility.

By combining these sources, Ware County maintains a stable local funding base capable of supporting both routine maintenance and targeted capital improvements. Importantly, these local dollars are leveraged as matching funds to access state and federal programs, stretching the county's resources further.

Baseline CTP Funding Scenario

The Ware County CTP models a single baseline funding scenario reflecting legally available revenue sources and conservative growth assumptions documented in the financial model. Found in

Table 15, this scenario provides a realistic picture of the funding that can be anticipated through 2050.

Key assumptions include:

- LMIG (Ware County + Waycross): Allocations grow at 5% per year, consistent with GDOT's mileage- and population-based formula.
- Regional TSPLOST (Local Discretionary Share): Local shares are projected to grow 2.5% per year; the 75% regional project allocation is tracked separately.
- SPLOST Transportation Set-Asides: Approximately 25% of SPLOST proceeds are dedicated to transportation, assumed to grow 2.5% annually.
- County General Fund: Supplemental only; no growth is assumed.
- Regional TIA Projects: Tracked separately as external investments.
- For purposes of this CTP, we are assuming that both SPLOST and Regional TSPLOST receive public approvals for renewals throughout the period.

All figures are expressed in year-of-expenditure (YOE) dollars, reflecting realistic costs over time. While projections are conservative, they provide a stable framework for prioritizing projects and aligning them with available resources.

Table 15: Category Funding Allocations – Ware County (2026–2050)

Project Category	Short Term Funding (2026-2030)	Mid Term Funding (2031-2040)	Long Term Funding (2041-2050)
Active Transportation	$6,740,623	$28,081,010	$34,752,860
Roadway Capacity	$13,481,246	$56,162,021	$69,505,720
Operations/Safety	$13,481,246	$56,162,021	$69,505,720
Total	$33,703,115	$140,405,052	$173,764,300

State and Federal Funding

While local revenues are essential, many larger projects require additional support from state and federal programs. These programs enable Ware County to implement high-cost, long-term infrastructure projects that exceed the capacity of local funds.

Federal Programs

Federal funding is primarily provided through the Highway Trust Fund (HTF) and includes:

- **Surface Transportation Block Grant (STBG):** Supports a broad range of projects including resurfacing, bridge rehabilitation, and intersection improvements. Often paired with local funds to maximize reach.
- **Highway Safety Improvement Program (HSIP):** Addresses high-crash locations through guardrails, signage, lighting, and other safety measures.
- **Transportation Alternatives Program (TAP):** Funds pedestrian and bicycle infrastructure, ADA improvements, and trails, supporting active transportation initiatives.
- **Federal Transit Administration (FTA) Section 5311, 5310, and 5339:** Supports rural transit operations, mobility for seniors and individuals with disabilities, and capital investment in buses and facilities.

Federal programs are accessed through coordination with GDOT, the Southern Georgia Regional Commission, and other partners, with local revenues often serving as required matching funds.

State Programs

State funding supports routine maintenance and targeted capital projects. Key programs include:

- **LMIG:** Predictable, formula-driven allocations for resurfacing, bridge repair, and intersection improvements.
- **LMIG Off-System Safety (OSS):** Provides discretionary funds for low-cost safety improvements on local roads.
- **GDOT Quick Response (QR) Program:** Expedited funding for minor safety or operational enhancements.
- **House Bill 170 (MVFT):** Streamlined excise tax system enabling consistent funding for LMIG and other programs, with reduced match requirements for TIA participants like Ware County.
- **Georgia Transportation Infrastructure Bank (GTIB):** Competitive grants and low-interest loans for transformative projects, including capacity expansions, bridges, ITS, and multimodal improvements.

By actively pursuing OSS, QR, GTIB, and other state programs, Ware County can expand its funding base, address critical infrastructure needs, and leverage local dollars to maximize impact.

Long-Range Financial Strategy

The CTP's financial approach emphasizes sustainability and prudence. The baseline scenario focuses on existing funding sources with conservative growth assumptions, ensuring that project delivery remains realistic and financially constrained. Allocations are applied across key project categories—resurfacing, roadway capacity, active transportation, safety, and maintenance—while maintaining flexibility to respond to emerging needs.

Local, state, and federal funds are coordinated to optimize impact. LMIG and SPLOST provide a predictable foundation, Regional TSPLOST discretionary funds allow for targeted investments, and state and federal programs are leveraged for high-cost or transformative projects. Transparent reporting and proactive voter engagement will remain critical to sustaining long-term support for transportation funding measures.

Ware County's transportation funding framework combines stable local revenues with strategic state and federal partnerships. By relying on LMIG, SPLOST, and Regional TSPLOST discretionary funds as the baseline, the county can deliver a constrained, realistic program of improvements while positioning itself to pursue larger projects through external grants. This layered approach ensures that Ware County's transportation system can meet the needs of residents, businesses, and visitors through 2050 while maintaining financial sustainability and public trust.

Expenditures

After identifying funding sources and amounts, another element of the financial plan is to match dollars with appropriate expenses. Some federal programs proscribe funds to be used on a certain type of project, such as safety improvements, or to achieve a stated goal. Other funding sources, such as LMIG, allow the local government to use its discretion regarding how the funds are spent. Therefore, an overarching strategy is needed to allocate projected revenues among all of the identified needs. The two primary categories for Ware County are roadway projects and active transportation projects.

Based on forecasted growth and input for the community, the Ware County CTP directs an expenditure split of 80% of projected revenue be dedicated to roadway projects. This includes capital spending for constructing new roads and major improvements to existing ones and to cover the day-to-day expenses of keeping roads in good condition, such as maintenance, repairs, and traffic management. Twenty percent (20%) of the total projected revenue should be applied to the planning, construction, and maintenance of active transportation projects to allow biking or walking as an attractive, safe, and reasonable mobility option in the community.

8. PROJECT RECOMMENDATIONS

The Ware County CTP project team assembled a comprehensive list of transportation improvement projects for inclusion in the final recommendations. Projects were identified from multiple sources, including the 2021 Joint Comprehensive Plan Update for Ware County and the City of Waycross, the 2023 Southern Georgia Regional Commission Regional Plan, the Ware County Transit Development Plan, public feedback, stakeholder input, and the countywide inventory and needs assessment completed earlier in the CTP process.

Project Development and Evaluation

To establish priorities, the project team developed a structured evaluation methodology to score and rank projects. This process ensured that scoring was data-driven, transparent, and equitable. Projects were evaluated only against others in the same category to maintain fairness and account for differences in scope and purpose.

The remainder of this section describes how projects were developed, the categories used to organize them, and the evaluation criteria applied to prioritize investments.

Roadway Improvements, Widening, and New Roadway Connections

Roadway projects in Ware County address a broad range of needs related to pavement condition, drainage, connectivity, and operations. This category includes new roadway construction, paving of unpaved roads, resurfacing, drainage upgrades, operational improvements, safety studies, and access management strategies. It also contains feasibility studies for long-term realignments and perimeter concepts intended to reduce congestion and improve network efficiency.

Projects were developed through technical analysis, field review, and public and stakeholder input. Many paving and resurfacing projects focus on local streets where unpaved or deteriorated conditions hinder reliable access for residents, freight movement, and emergency response. Operational projects emphasize corridor and intersection studies, access management, and perimeter concepts to improve safety and traffic flow.

Evaluation of roadway projects relied on multiple performance criteria. Safety factors, such as the presence of fatal or serious injury crashes, were given high weight. Other measures included posted speed limits, projected 2050 volume-to-capacity (V/C) ratios, and truck volumes to highlight corridors with operational or freight needs. Projects were also scored for their ability to improve roadway conditions, enhance network connectivity, and serve higher roadway classifications. Stakeholder identification and implementation feasibility further informed prioritization.

This evaluation framework ensured that roadway projects were scored consistently and fairly, resulting in a prioritized list that balances local accessibility, regional connectivity, and long-term system performance.

Intersection Improvements

A total of 20 intersection improvement projects were identified in Ware County to address both safety and operational needs. These projects range from signal warrant studies, signal optimization, and turn lane additions to realignments and access management strategies that improve overall traffic flow and safety. Several projects also incorporate pedestrian-focused improvements such as crosswalk striping, ADA curb ramps, and Rectangular Rapid Flashing Beacons (RRFBs), supporting multimodal access at key community locations.

Given the importance of freight movement through Waycross, several projects focus on operational and freight needs, including feasibility studies for grade-separated crossings at at-grade rail intersections. These projects are essential to improving safety, reducing delays, and maintaining efficient freight operations across the county's major corridors.

Intersection projects were prioritized using evaluation criteria that considered crash history, posted speed limits, roadway classification, vehicle-to-capacity (V/C) ratios for 2050 conditions, railroad connectivity, stakeholder identification, and implementation feasibility. This process ensured that the highest-priority projects reflect both data-driven needs and community input.

Collectively, the 20 intersection projects provide targeted, cost-effective improvements that will enhance safety, reduce delays, and strengthen the overall connectivity of Ware County's roadway network.

Active Transportation

A total of 98 active transportation projects were identified to expand and improve pedestrian and bicycle facilities in Ware County. Projects were developed through review of existing conditions, public and stakeholder input, and identification of safety and connectivity gaps. They are organized into two categories: quick action sidewalk gap fill projects and larger-scale sidewalk and multiuse path projects.

The quick action category includes 19 short sidewalk gap fill projects, each less than 500 feet in length. These are low-cost improvements that are not anticipated to require preliminary engineering or right-of-way and could be implemented by in-house staff. The remaining 79 projects consist of larger sidewalk extensions, multiuse paths, and crossing enhancements along major corridors and near schools, parks, and community facilities. These projects aim to close critical gaps, improve pedestrian safety, and establish a connected active transportation network throughout Waycross and Ware County.

To prioritize investments, projects were evaluated using a scoring methodology tailored to active transportation needs. Criteria included safety (fatal or serious injury crashes, pedestrian or bicycle crashes), equity considerations (persistent poverty, households without vehicles), adjacent daily destinations, roadway classification, stakeholder identification, and implementation feasibility. This framework ensures that projects addressing the highest safety and equity needs rise to the top while maintaining a balance of near-term feasibility and long-term connectivity.

Collectively, these projects provide a comprehensive approach to advancing Ware County's active transportation system. Quick action gap fills can be advanced in the short term, while larger sidewalk and multiuse path corridors form the foundation for long-range mobility improvements that enhance safety, accessibility, and quality of life.

Bridges

All bridges identified for improvement in Ware County are recommended for full replacement due to posted weight restrictions. These postings limit truck mobility, constrain freight connectivity, and restrict access for residents and emergency services. Replacement of these structures is therefore critical to maintaining a safe, reliable, and efficient roadway network.

Project prioritization was based on roadway daily traffic (AADT), structural ratings for the deck, superstructure, and substructure, and overall bridge condition. Bridges with higher traffic volumes received greater emphasis, reflecting their importance to countywide mobility and economic activity.

Seven bridges were identified for full replacement. Together, these replacements will remove posted restrictions, restore unrestricted freight access, and ensure long-term safety and resilience within the county's transportation system.

Prioritized Project Lists with Maps

The following tables present the prioritized projects for Ware County, organized in ranked order based on the evaluation methodology described in the previous section. Each project is assigned a unique Project ID and includes the project name, estimated total cost, a brief description, and its overall rank.

Projects are ranked to reflect data-driven needs, community and stakeholder input, and implementation feasibility, ensuring that the highest-priority projects address the most critical safety, operational, connectivity, and multimodal improvements. This ranked approach provides decision-makers with a clear framework for allocating resources and planning near- and long-term investments.

Maps accompanying the project lists illustrate the geographic distribution of projects, highlighting priority corridors, intersections, active transportation routes, and bridges. By presenting both the ranked tables and spatial context, the plan ensures a comprehensive view of the countywide transportation improvements and facilitates informed discussions with stakeholders, funding partners, and the public. Project tables with maps are listed in the tables and figures below.

Roadway Improvement Projects

Table 16: Roadway Improvement Projects

Project ID	Project Name	Estimated Cost	Project Description	Final Rank
R-1	Ware County Southern Perimeter System	$233,500,000	This project proposes roadway operational improvements including a phased perimeter encircling the southern half of the City of Waycross	2
R-2	Memorial Dr / SR 23 Widening	$6,000,000	This project proposes roadway operational and access management improvements along the corridor. A long term solution would be to widen from 4 to 6 lanes if feasible.	1
R-3	Inner Perimeter Road Phase I / Pinehurst Drive Extension	$5,000,000	Pinehurst Drive Extension beginning at Tebeau Street and ending at Sunnyside Drive. Project consists of 2.6 mile roadway with center turn lane. This allows traffic on Blackshear Avenue and Sunnyside Drive to access Pinehurst Drive.	18
R-4	Gilchrist Park Paving & Drainage	$4,470,000	Starting at City Limits pave 2.98 miles of existing dirt roads to improve connectivity of residential areas to work and commercial areas	6
R-5	Waltertown Area Paving & Drainage	$4,350,000	Paving 2.9 miles of existing dirt roads to improve access of residents	6
R-6	Burseville & Pine Island Area Paving & Drainage	$3,450,000	Pave 2.3 miles of existing dirt roads improving access of residential areas to work and commercial areas	8
R-7	Pecan Road and Driggers Road Area Paving & Drainage	$3,315,000	Provide 2.21 miles of paving and drainage improvements to existing dirt roads	8
R-8	Thigpen Road & Palmetto Place Paving & Drainage	$5,040,000	Paving and drainage improvements to 3.36 miles of existing dirt roads	8
R-9	Slash Pine Road Area Paving & Drainage	$3,705,000	Paving and drainage improvements to 2.47 miles of existing dirt roads	8
R-10	Telmore Dixie Union Road Resurfacing	$5,000,000	Resurface 7.09 miles of county roadway	16
R-11	Waresboro Jamestown Connector Resurfacing	$5,000,000	Resurfacing 5.9 miles roadway	14
R-12	Resurfacing Industrial & Commercial Routes	$5,000,000	Resurfacing Industrial Blvd and Devandrene Ave 6.72 miles of county roads	8
R-13	Oak Street Improvements	$1,802,000	Mill, repair, overlay with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed. Approx. 3,057 LF	22
R-14	Gilmore Street Improvements	$1,429,000	Mill, repair, overlay with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed. Approx. 3,838 LF	22
R-15	Forrest Avenue Improvements	$1,169,000	Mill, repair, and overlay with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed. Approx. 2,353 LF	22
R-16	Grove Avenue Improvements	$933,000	Mill, repair, overlay with water, sewer and drainage improvements as needed, Sidewalks with ADA ramps as needed. Approx. 2,897 LF	22
R-17	Myers and Roosevelt Streets Improvements	$2,536,000	Mill, repair, overlay with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed. Approx. 4,900 LF	22
R-18	Blackwell Street Improvements	$1,607,000	Mill, repair and overlay approx. 6,700 LF of Blackwell Street. Repair water, sewer and drainage as needed. Install sidewalks with ADA ramps as required.	22

Project ID	Project Name	Estimated Cost	Project Description	Final Rank
R-19	Ware Street Improvements	$179,000	Mill, repair and overlay 550 LF of Ware Street. Repair or replace water, sewer and drainage as needed. Sidewalks with ADA ramps as needed. Approx. 550 LF	22
R-20	Cherokee Circle Improvements	$573,000	Mill, repair and overlay 600 LF of Cherokee Circle. Water, sewer and drainage improvements as needed. As well as sidewalks with ADA ramps as needed. Approx. 600 LF	22
R-21	Scruggs Street Improvements	$750,000	Mill, repair and overlay 1360 LF of Scruggs Street inside the City Limits of Waycross. Improvements also include water, sewer and drainage where necessary. Sidewalks with ADA ramps as needed. Approx. 1,360 LF	22
R-23	Archer Street Improvements	$905,800	To mill, repair and overlay 1750 LF of Archer Street with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed.	22
R-24	Williams Street & Sycamore Street Improvements	$1,170,000	Mill, repair and overlay 2250 LF of Williams Street and approximately 850 LF of Sycamore Street. Improvements include Water, sewer, drainage and sidewalks with ADA ramps as needed. Sycamore from US1 South to SR520.	22
R-25	Ethel Street Improvements	$1,050,000	Mill, repair and overly 2030 LF of Ethel Street with water, sewer and drainage improvements. Also install sidewalks with ADA ramps as needed.	22
R-26	Georgia Street Improvements	$1,071,400	Mill, repair, overlay 2070 LF of Georgia Street with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed.	22
R-27	Atlantic Avenue Improvements	$700,000	Mill, repair, overlay 1350 LF of Atlantic Avenue with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed	22
R-28	Screven Avenue Improvements	$684,000	Mill, repair, overlay 1320 LF of Screven Avenue with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed.	19
R-29	Parkway Drive Improvements	$310,000	Mill, repair, and overlay 600 LF of Parkway Drive with water, sewer and drainage improvements as needed. Sidewalks with ADA ramps as needed.	22
R-30	Butler Street Improvements	$725,000	Mill, repair, and overlay 1400 LF of Butler Street with water, sewer and drainage. Sidewalks with ADA ramps as needed.	22
R-31	Darling Avenue Improvements	$777,000	Mill, repair, and overlay with water, sewer and drainage improvements as needed. 1,500 LF of Darling Avenue. Sidewalks with ADA ramps as needed.	22
R-32	Alice Street Improvements	$622,000	Mill, repair and overlay 1,200 LF of Alice Street. Improvements include water, sewer and drainage as needed. Install sidewalks with ADA ramps as needed.	19
R-33	Moncure St Traffic Calming	$500,000	This project will evaluate existing conditions, engage stakeholders, and develop context-sensitive traffic calming recommendations to reduce speeds and improve safety along Moncure St.	22
R-34	Tomberlin Rd Traffic Calming	$500,000	This project will evaluate existing conditions, engage stakeholders, and develop context-sensitive traffic calming recommendations to reduce speeds and improve safety along Tomberlin Rd	14
R-35	GA 158 / Douglas Hwy Corridor	$10,000,0000-$50,000,000	This project will evaluate existing conditions, engage stakeholders, and develop context-sensitive traffic recommendations to improve congestion and safety. Long term, evaluate widening from 2 lanes to a 4-lane divided highway.	4
R-36	City Blvd Safety Enhancement Project	$5,000,000	This project proposes a roadway realignment feasibility study for Sunnyside Drive and City Boulevard to enhance safety and operations. The study will evaluate the potential to create a continuous roadway by realigning both roads through the Gospel Lighthouse Church parking lot, including a possible land swap to construct a new parking lot for the church where Sunnyside Drive currently exists. The project would remove the existing skewed intersection of Sunnyside Drive and Tebeau Street and establish a permanent terminus for Hertson Drive at	8

Project ID	Project Name	Estimated Cost	Project Description	Final Rank
			Sunnyside Drive. The proposed roadway will maintain the existing two-lane character of City Blvd and include sidewalks on both sides.	
R-37	Tebeau St Access Management Study		This project proposes an access management study along Tebeau Street to evaluate potential safety and operational improvements.	4
R-38	Verties Ln Roadway Paving	$495,000	Paving 0.33 miles of existing dirt road to improve access of residents	16
R-39	Memorial Dr Access Management Project / Marion St. Extension	$5,000,000	This project proposes access management improvements by extending Marion Street to connect to Havana Avenue, including access to five businesses, thereby enhancing overall connectivity along Memorial Drive.	21
R-40	Downtown Operational Study	$400,000	This project proposes a study to evaluate existing conditions, engage stakeholders, and develop context-sensitive traffic recommendations to address congestion and improve safety and operations at the location.	3

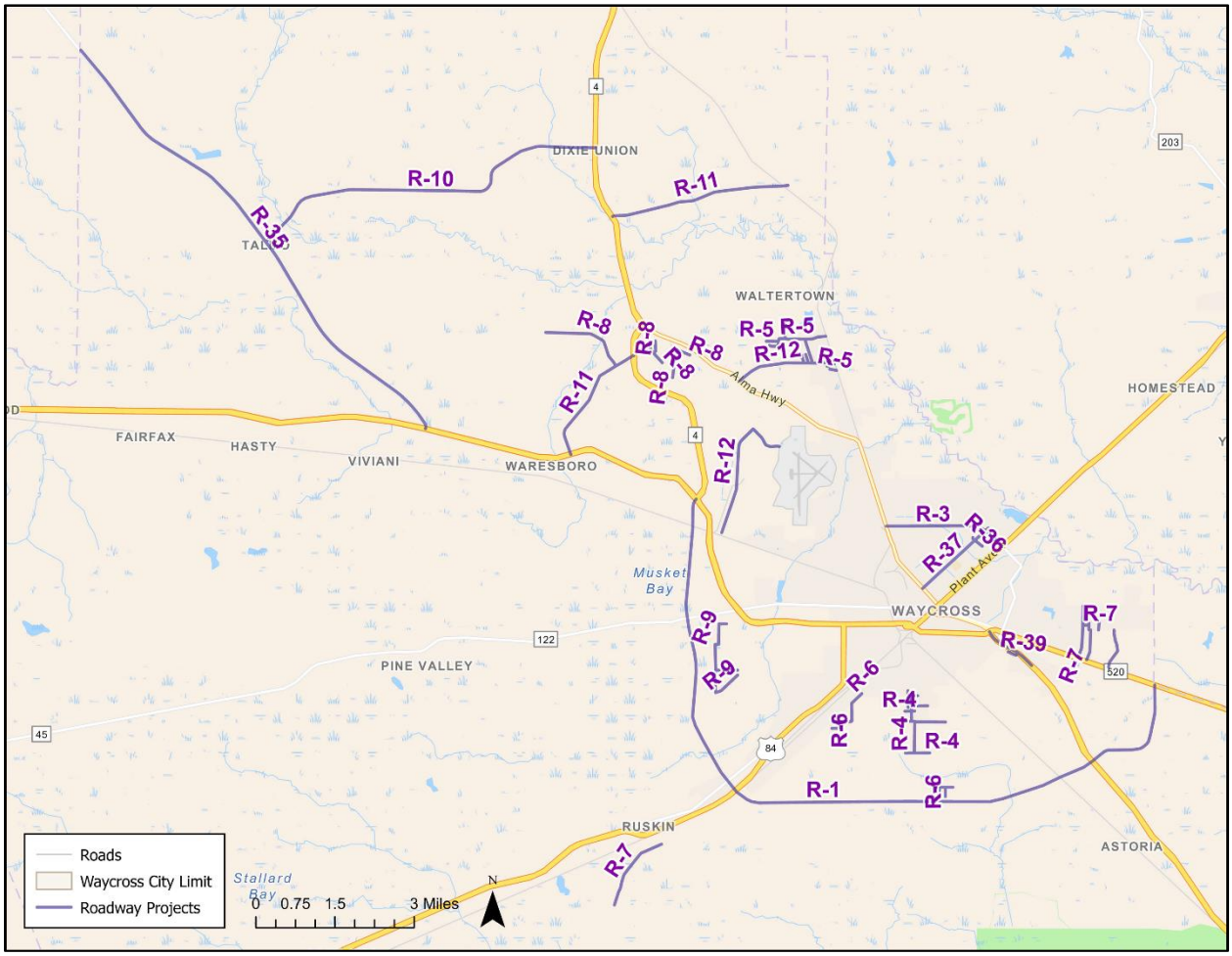

Figure 39: Roadway Improvement Projects

Intersection Improvements

Table 17: Intersection Improvement Projects

Project ID	Project Name	Estimated Total Cost	Project Description	Final Rank
I-1	US 84 / Plant Ave at Carswell Avenue	$400,000	This project proposes intersection safety improvements including sight distance, additional signage, left-turn signal phasing, and other safety enhancements.	13
I-2	Morningside Dr at CSX Crossing Grade Separation Project	$250,000	This project proposes a feasibility study for a grade-separated crossing from the existing rail line.	2
I-3	City Blvd at CSX Crossing Grade Separation Project	$250,000	This project proposes a feasibility study for a grade-separated crossing from the existing rail line.	4
I-6	Dorthy St at Cherry St	$550,000	This project proposes intersection safety improvements and park access including striped crosswalks, enhanced ADA curb ramps, and Rectangular Rapid Flashing Beacons (RRFBs)..	12
I-8	US 82 at Pineview Church Rd	$50,000	This project proposes a traffic signal warrant study to determine the need for signalization at the intersection.	2
I-9	US 82 at Douglas Hwy	$50,000	This project proposes a traffic signal warrant study to determine the need for signalization at the intersection.	6
I-11	Plant Ave at Tebeau	$50,000	This project proposes an Intersection Control Evaluation (ICE) to assess potential operational improvements, including the feasibility of a traffic signal or a roundabout.	7
I-13	Albany Ave at Gorman Rd	$150,000	This project proposes intersection improvements including restriping to add a right turn lane and installation of either a striped or raised concrete island.	9
I-14	Valdosta Highway at New Mexico	$50,000	This project proposes a traffic signal warrant study to determine the need for signalization at the intersection.	7
I-15	Memorial Dr at Lee Ave	$100,000	This project proposes signal optimization by upgrading the signal on all approaches to include dedicated left-turn phasing.	10
I-17	Carswell Ave at Tebeau St	$50,000	This project proposes intersection safety improvements including striping and signing enhancements.	10
I-18	Tebeau St at Albany Ave	$100,000	This project proposes signal optimization by upgrading the signal on all approaches with a left-turn lane to include dedicated left-turn signal phasing.	14
I-19	E Blackshear at CSX Crossing Grade Separation Project	$250,000	This project proposes a feasibility study for a grade-separated crossing from the existing rail line.	1

Project ID	Project Name	Estimated Total Cost	Project Description	Final Rank
I-20	US 23 at S Augusta Ave	$100,000	This project proposes an intersection improvement study to evaluate the addition of dual southbound left-turn lanes and signal optimization by upgrading the signals on the eastbound approach to include dedicated left-turn signal phasing.	5

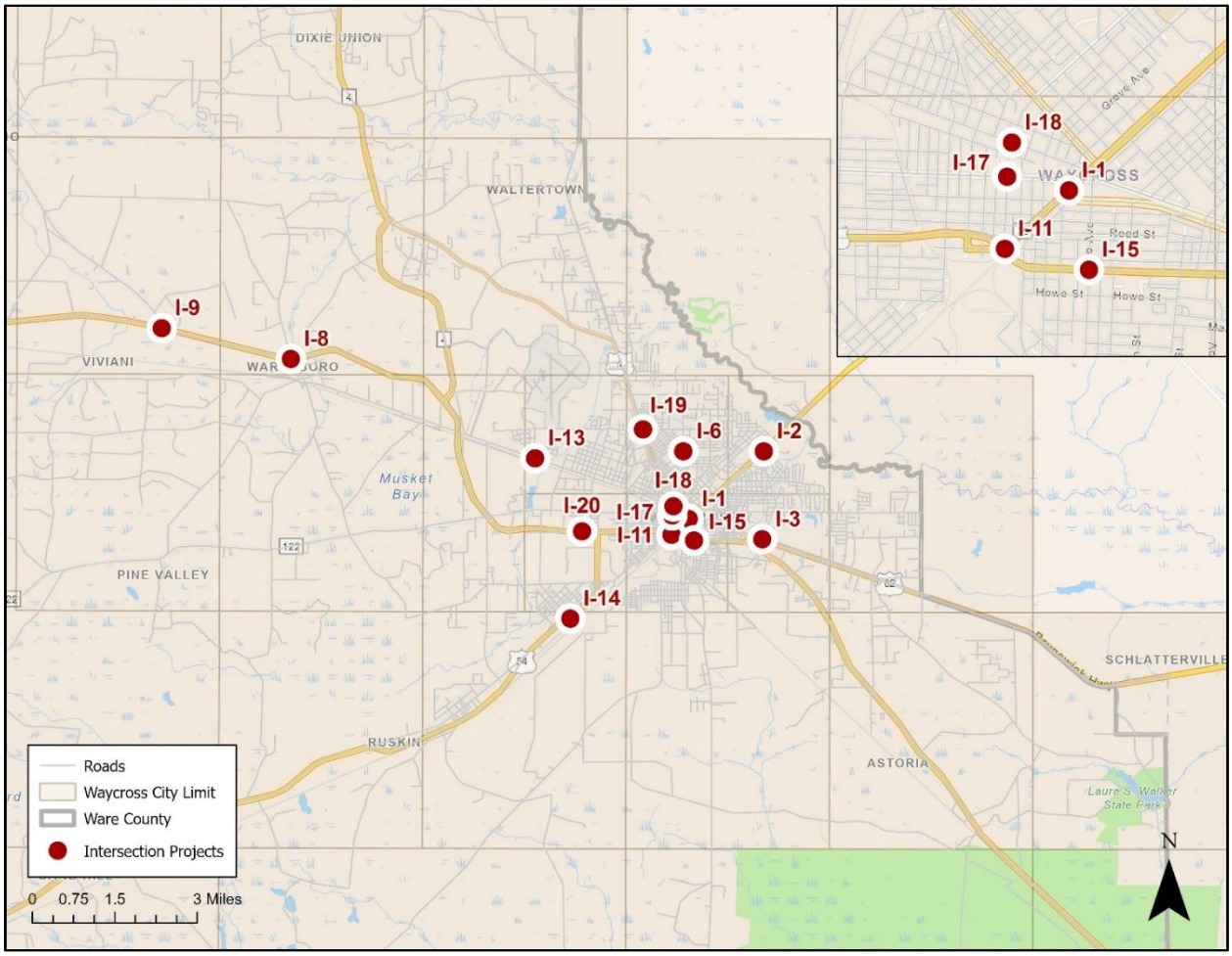

Figure 40: Intersection Improvement Projects

Active Transportation

Table 18: Active Transportation Improvement Projects

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
A-0	Sidewalk Gap Program	NA	These projects propose sidewalk gap fill-in improvements at various locations throughout Ware County. It is anticipated that these smaller projects would not require PE or ROW and could be completed by in-house staff.	97
A-5	Georgia Pkwy / US 23 Sidewalk Extension	$24,791.67	This project proposes new sidewalk construction to fill a gap between Georgia Parkway and Folks Street.+N4:N92	10
A-6	Jane St Sidewalk Connector	$47,708.33	This project proposes new sidewalk construction on the south side of Jane Street to fill an existing sidewalk gap.	6
A-7	Oak St Park Sidewalk Gap Fill Project	$60,416.67	This project proposes new sidewalk construction on the north side of Oak Street to fill an existing sidewalk gap.	32
A-14	Isabella St Northside Sidewalk CSX Crossing	$99,791.67	This project proposes new sidewalk construction on the north side of Isabella Street crossing the CSX rail line to fill an existing sidewalk gap and improve pedestrian connectivity.	59
A-15	Isabella St South Sidewalk Improvements	$66,250.00	This project proposes new sidewalk construction on the south side of Isabella Street crossing the CSX rail line to fill an existing sidewalk gap and improve pedestrian connectivity.	59
A-20	Trembling Earth Park Stadium Sidewalk Improvements	$38,958.33	This project proposes new sidewalk construction from the park stadium south to Wadley Road to improve park access.	90
A-22	Howe St North Sidewalk Improvements	$42,708.33	This project proposes new sidewalk construction on the north side of Howe Street to fill an existing sidewalk gap.	76
A-23	Howe St South Sidewalk Improvements	$60,833.33	This project proposes new sidewalk construction on the south side of Howe Street to fill an existing sidewalk gap.	76
A-24	Stephenson St East Sidewalk Improvements	$33,541.67	This project proposes new sidewalk construction on the east side of Stephenson Street to fill an existing sidewalk gap.	76
A-26	Pendleton St West Section I Sidewalk Project	$63,541.67	This project proposes new sidewalk construction on the west side of Pendleton Street (Section I) to fill an existing sidewalk gap.	50
A-27	Kollock St North Sidewalk Improvements	$83,958.33	This project proposes new sidewalk construction on the north side of Kollock Street to fill an existing sidewalk gap.	50
A-29	Albany Ave West Sidewalk CSX Crossing	$75,625.00	This project proposes new sidewalk construction on the west side of Albany Avenue crossing the CSX rail line to fill an existing sidewalk gap and improve pedestrian connectivity.	59
A-30	Albany Ave Crosswalk Improvements	$17,916.67	This project proposes a new crosswalk on the Lee Street approach to Knight Avenue.	25

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
A-31	Albany Ave East Sidewalk CSX Crossing	$65,833.33	This project proposes new sidewalk construction on the east side of Albany Avenue crossing the CSX rail line to fill an existing sidewalk gap and improve pedestrian connectivity.	59
A-32	Dewey St West Sidewalk CSX Crossing	$84,166.67	This project proposes new sidewalk construction on the west side of Dewey Street crossing the CSX rail line to fill an existing sidewalk gap and improve pedestrian connectivity.	97
A-53	Hatcher Point Rd Sidewalk Improvements	$52,291.67	This project proposes new sidewalk construction on the south side of Hatcher Point Road to improve pedestrian access to the shopping center.	59
A-65	Trembling Earth Park Sidewalk Extension	$74,583.33	This project proposes new sidewalk construction to improve pedestrian facilities and safety.	92
A-88	Uvalda St Sidewalk Gap Project	$49,791.67	This project proposes new sidewalk construction on the west side of Uvalda Street to fill an existing sidewalk gap.	59
A-92	Dorothy St Sidewalk Gap Fill Project	$18,541.67	This project proposes new sidewalk construction on the west side of Dorothy Street to fill an existing sidewalk gap.	14
A-1	Plant Ave / US 84 Pedestrian Improvements (Downtown)	$4,325,162	This project proposes pedestrian safety improvements at various locations along Plant Avenue / US 84 in downtown Waycross, including crosswalk repainting and evaluation of enhanced crosswalk devices such as flashing beacons.	1
A-2	Plant Ave Sidewalk Improvements	$131,041.67	This project proposes new sidewalk construction on the west side of Plant Avenue to fill an existing sidewalk gap.	3
A-3	Georgia Pkwy North / US 23 Sidewalk Improvements	$501,250.00	This project proposes new sidewalk construction on the north side of Georgia Parkway to fill sidewalk gaps from the mid-block crossing (100 feet west of Ethel Street) to Nicholls Street.	10
A-4	Georgia Pkwy South / US 23 Sidewalk Improvements	$485,416.67	This project proposes new sidewalk construction on the south side of Georgia Parkway to fill a sidewalk gap.	10
A-8	Oak St Sidewalk Extension Project	$140,000.00	This project proposes new sidewalk construction on the north side of Oak Street to fill an existing sidewalk gap.	59
A-9	Nicholls St East Sidewalk Improvements	$230,625.00	This project proposes new sidewalk construction on the east side of Nicholls Street to fill an existing sidewalk gap.	32
A-10	Nicholls St West Sidewalk Improvements	$206,666.67	This project proposes new sidewalk construction on the west side of Nicholls Street to fill an existing sidewalk gap.	32
A-11	Elizabeth St Sidewalk Improvements	$432,708.33	This project proposes new sidewalk construction on Elizabeth Street to extend the existing sidewalk.	46

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
A-12	Alice Street East Sidewalk Project	$312,916.67	This project proposes new sidewalk construction on the east side of Alice Street to fill an existing sidewalk gap.	59
A-13	Alice Street West Sidewalk Project	$308,958.33	This project proposes new sidewalk construction on the west side of Alice Street to fill an existing sidewalk gap.	59
A-16	Screven Ave Sidewalk Improvements	$377,083.33	This project proposes new sidewalk construction on the north side of Screven Avenue to fill an existing sidewalk gap.	16
A-17	Wadley Rd Sidewalk Improvements	$1,112,916.67	This project proposes new sidewalk construction on the north side of Wadley Road.	46
A-18	Maintenance Dr Sidewalk Improvements	$139,583.33	This project proposes new sidewalk construction on Maintenance Drive to fill an existing sidewalk gap and provide enhanced park access.	92
A-19	Recreation Dr Sidewalk Improvements	$604,166.67	This project proposes new sidewalk construction on Recreation Drive to enhance pedestrian facilities.	92
A-21	Trembling Earth Park Sidewalk / Multiuse Path Improvements	$1,380,378.79	This project proposes sidewalk and multiuse path improvements at Trembling Earth Park to improve access and connectivity.	83
A-25	Pendleton St East Sidewalk Project	$306,041.67	This project proposes new sidewalk construction on the east side of Pendleton Street to fill an existing sidewalk gap.	59
A-28	Kollock St South Sidewalk Improvements	$128,541.67	This project proposes new sidewalk construction on the south side of Kollock Street to fill an existing sidewalk gap.	50
A-33	Pendleton St West Section II Sidewalk Project	$105,416.67	This project proposes new sidewalk construction on the west side of Pendleton Street (Section II) to fill an existing sidewalk gap.	32
A-34	Screven Ave Sidewalk Extension	$845,625.00	This project proposes a sidewalk extension on Screven Avenue to extend pedestrian facilities to Monroe Park.	74
A-35	Ava St Sidewalk Improvements	$233,750.00	This project proposes new sidewalk construction on Ava Street to fill an existing sidewalk gap.	32
A-36	Morningside Dr Multiuse Path	$760,454.55	This project proposes a new multiuse path that crosses the CSX line and continues along the west side of Morningside Drive to create a perimeter path network.	76
A-37	Coral Rd Multiuse Path	$499,280.30	This project proposes a new multiuse path along the west side of Coral Road to create a perimeter path network.	96
A-38	Oak St South Sidewalk Project	$165,416.67	This project proposes new sidewalk construction on the south side of Oak Street to fill an existing sidewalk gap.	32
A-39	Plant Ave / US 84 - County Line Sidewalk Extension	$387,916.67	This project proposes new sidewalk construction on Plant Avenue / US 84 to extend pedestrian facilities to the county line.	14

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
A-40	S City Blvd Northwest Multiuse Path	$713,787.88	This project proposes a new multiuse path along the northwest side of South City Boulevard to create a perimeter path network.	25
A-41	S City Blvd Northeast Sidewalk Improvements	$179,375.00	This project proposes new sidewalk construction on the northeast side of South City Boulevard.	50
A-42	S City Blvd Southwest Sidewalk Improvements	$235,208.33	This project proposes new sidewalk construction on the west side of South City Boulevard to fill an existing sidewalk gap.	32
A-43	S City Blvd Southeast Sidewalk Improvements	$237,708.33	This project proposes new sidewalk construction on the east side of South City Boulevard to fill an existing sidewalk gap.	32
A-44	Memorial Dr Connector Sidewalk Improvements	$186,666.67	This project proposes new sidewalk construction to fill a sidewalk gap, enhancing connectivity by connecting existing sidewalks along Memorial Drive and Brunswick Highway.	16
A-45	Georgia Parkway South Sidewalk Extension	$214,375.00	This project proposes a sidewalk extension on the south side of Georgia Parkway to extend pedestrian facilities by connecting into existing sidewalks on Memorial Drive.	6
A-46	Georgia Parkway North Sidewalk Extension	$192,083.33	This project proposes a sidewalk extension on the north side of Georgia Parkway to extend pedestrian facilities by connecting into existing sidewalks on Memorial Drive.	6
A-47	Old Reynolds St Sidewalk Improvements	$341,041.67	This project proposes new sidewalk construction on Old Reynolds Street to enhance connectivity.	46
A-48	Memorial Dr North Multiuse Path Phase 1	$713,257.58	This project proposes construction of a multiuse path on the north side of Memorial Drive to provide an alternative transportation mode along this busy corridor.	16
A-49	Memorial Dr North Multiuse Path Phase 2	$1,465,757.58	This project proposes construction of a multiuse path on the north side of Memorial Drive to provide an alternative transportation mode along this busy corridor.	16
A-50	Memorial Dr South Multiuse Path Phase 1	$712,196.97	This project proposes construction of a multiuse path on the south side of Memorial Drive to provide an alternative transportation mode along this busy corridor.	16
A-51	Memorial Dr South Multiuse Path Phase 2	$999,621.21	This project proposes construction of a multiuse path on the south side of Memorial Drive to provide an alternative transportation mode along this busy corridor.	16
A-52	Knight Ave Sidewalk Improvements	$797,500.00	This project proposes new sidewalk construction on Knight Avenue to fill an existing sidewalk gap.	16
A-54	Pafford Rd Sidewalk Improvements	$138,750.00	This project proposes new sidewalk construction on Pafford Road to enhance connectivity and promote walkability.	59
A-55	Woodward Rd Sidewalk Improvements	$453,541.67	This project proposes new sidewalk construction on Woodward Road to enhance connectivity and promote walkability.	83

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
A-56	Carswell Ave North Multiuse Path Phase 1	$1,642,348.48	This project proposes new multiuse path construction on the north side of Carswell Avenue to enhance connectivity and promote walkability.	4
A-57	S City Blvd Sidewalk / Multiuse Path Improvements Phase 2	$666,590.91	This project proposes a new multiuse path along South City Boulevard as part of Phase 2 improvements to create a perimeter path network.	90
A-58	Crawford St East Sidewalk Improvements	$357,916.67	This project proposes new sidewalk construction on the east side of Crawford Street to enhance connectivity and promote walkability.	16
A-59	Goman Dr Sidewalk Improvements	$590,833.33	This project proposes constructing new sidewalk on Goman Drive to enhance connectivity and promote walkability.	50
A-60	Brunel St Sidewalk Extension	$822,500.00	This project proposes extending the sidewalk on Brunel Street to enhance connectivity and promote walkability.	25
A-61	Red Keen Rd Sidewalk Improvements	$675,833.33	This project proposes new sidewalk construction on Red Keen Road to enhance connectivity and promote walkability.	88
A-62	Georgia Pkwy South Sidewalk Extension	$241,458.33	This project proposes a sidewalk extension on the south side of Georgia Parkway to connect pedestrian facilities to SGSC.	30
A-63	Georgia St Sidewalk Improvements	$360,000.00	This project proposes new sidewalk construction on Georgia Street to enhance connectivity and promote walkability.	6
A-64	Victory Dr Multiuse Path	$1,167,462.12	This project proposes a new multiuse path along Victory Drive to enhance connectivity and promote walkability.	2
A-66	Augusta Ave Multiuse Path Phase 1	$506,704.55	This project proposes phase 1 construction of a new multiuse path on Augusta Avenue to create a perimeter path network.	76
A-67	Augusta Ave Multiuse Path Phase 2	$929,090.91	This project proposes phase 2 construction of a new multiuse path on Augusta Avenue to create a perimeter path network.	50
A-68	Augusta Ave Multiuse Path Phase 3	$1,247,537.88	This project proposes phase 3 construction of a new multiuse path on Augusta Avenue to create a perimeter path network.	25
A-69	Albany Ave Multiuse Path Phase 1	$1,839,791.67	This project proposes new multiuse path construction on Albany Avenue (Phase 1) to enhance connectivity and promote walkability.	16
A-70	Albany Ave Multiuse Path Phase 2	$1,037,500.00	This project proposes new multiuse path construction on Albany Avenue (Phase 2) to enhance connectivity and promote walkability.	58
A-71	Carswell Ave South Sidewalk Improvements	$985,833.33	This project proposes new sidewalk construction on Carswell Avenue to extend connectivity and promote walkability.	4
A-73	Carswell Ave North Multiuse Path Phase 2	$1,621,931.82	This project proposes new multiuse path construction on Carswell Avenue to extend connectivity and promote walkability from downtown to Baptist Village.	50

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
A-74	Ware County High School Multiuse Path & Crosswalk Improvement	$372,310.61	This project proposes new multiuse path and crosswalk construction with a HAWK signal to improve connectivity and promote walkability by connecting Ware County Middle School to nearby pedestrian facilities.	92
A-75	Cherokee St Multiuse Path Phase 1	$1,140,151.52	This project proposes new multiuse path construction to improve connectivity and promote walkability by connecting Ware County Middle School to nearby pedestrian facilities.	25
A-76	Cherokee St Multiuse Path Phase 2	$746,401.52	This project proposes new multiuse path construction to improve connectivity and promote walkability by connecting Ware County Middle School to nearby pedestrian facilities.	44
A-77	Ossie Davis Pkwy East Sidewalk Improvements	$323,958.33	This project proposes new sidewalk construction on the east side of Ossie Davis Parkway to fill an existing sidewalk gap.	44
A-78	Ossie Davis Pkwy West Sidewalk Improvements	$477,708.33	This project proposes new sidewalk construction on the west side of Ossie Davis Parkway to fill an existing sidewalk gap.	73
A-79	New Mexico Ave Sidewalk Improvements	$844,375.00	This project proposes new sidewalk construction on New Mexico Avenue to enhance connectivity and promote walkability.	76
A-80	Blackshear Ave Multiuse Path	$1,144,924.24	This project proposes construction of a new multiuse path on Blackshear Avenue to create a perimeter path network.	30
A-81	Clifton Grove St Sidewalk Improvements	$271,458.33	This project proposes new sidewalk construction on Clifton Grove Street to enhance connectivity and promote walkability at William Knights Elementary School.	83
A-82	Dewey St Sidewalk Extension	$442,708.33	This project proposes a sidewalk extension on Dewey Street to fill an existing sidewalk gap.	97
A-83	Red Keen Rd Multiuse Path	$1,641,287.88	This project proposes a new multiuse path along Red Keen Road to enhance connectivity and promote walkability to the Waycross-Ware County Airport.	32
A-84	Satilla Blvd Sidewalk Improvements	$160,208.33	This project proposes new sidewalk construction on Satilla Blvd to enhance connectivity and promote walkability at Waycross Middle School.	83
A-85	Goodwin St Sidewalk Improvements	$166,666.67	This project proposes new sidewalk construction on Goodwin Street to enhance connectivity and promote walkability at Waycross Middle School.	83
A-86	St Marys Dr Sidewalk Improvements	$381,666.67	This project proposes new sidewalk construction on St Marys Drive to enhance connectivity and promote walkability at Waycross Middle School.	88
A-87	Brunswick Ave Multiuse Path	$906,022.73	This project proposes a Rails-to-Trails extension of the existing multi-use path to Albany Avenue. Further exploration should be conducted to identify opportunities for extending the path beyond this point, with the	32

Project ID	Project Name	Estimated Total Cost	Project Description	Project Rank
			goal of creating a continuous multiuse trail corridor that enhances regional connectivity and access.	
A-89	Mc Quaigh St Multiuse path and CSX Pedestrian Tunnel	$7,097,651.52	This project proposes construction of a multiuse path along Mc Quaigh Street and a pedestrian tunnel under US 84 and the CSX rail line to improve non-motorized access and safety.	59
A-90	Glenmore Ave North Sidewalk Extension	$1,239,791.67	This project proposes new sidewalk construction on the north side of Glenmore Avenue to fill an existing sidewalk gap.	32
A-91	Glenmore Ave South Sidewalk Extension	$1,210,416.67	This project proposes new sidewalk construction on the south side of Glenmore Avenue to fill an existing sidewalk gap.	32
A-93	Colley St Sidewalk Gap Fill Project	$299,791.67	This project proposes new sidewalk construction on Colley Street to fill an existing sidewalk gap.	46
A-94	Hicks Road Southside Sidewalk Gap Fill Project	$175,000.00	This project proposes new sidewalk construction on the south side of Hicks Road to fill an existing sidewalk gap.	59
A-95	Hicks Road Northside Sidewalk Gap Fill Project	$201,250.00	This project proposes new sidewalk construction on the north side of Hicks Road to fill an existing sidewalk gap.	59
A-96	Grove Ave Sidewalk Gap Fill	$107,916.67	This project proposes new sidewalk construction on Grove Avenue to fill an existing sidewalk gap.	76
A-97	Alice Street Sidewalk Gap Fill Project	$303,750.00	This project proposes new sidewalk construction on Alice Street to fill an existing sidewalk gap.	10
A-98	Church St - Park Connection Sidewalk Project	$398,958.33	This project proposes new sidewalk construction along Church Street to connect to adjacent park property and enhance pedestrian access.	50
A-99	McDonald - Albany Sidewalk Gap Fill Project	$180,625.00	This project proposes new sidewalk construction on McDonald Street and Albany Avenue to fill an existing sidewalk gap.	74

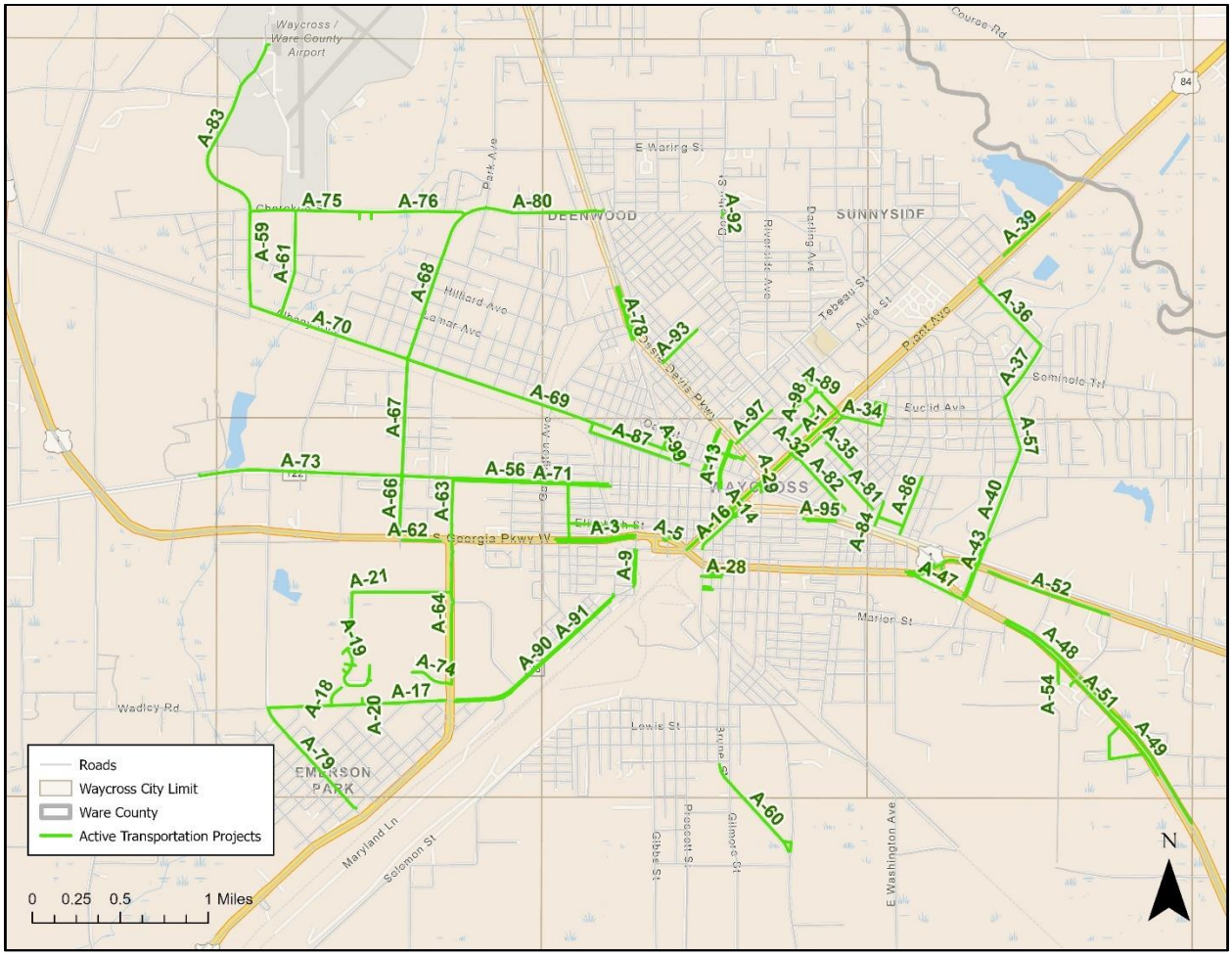

Figure 41: Active Transportation Improvement Projects

Bridges

Table 19: Bridge Improvement Projects

Project ID	Project Name	Estimated Cost	Project Description	Final Rank
B-1	City Boulevard Bridge over Satilla River Tributary	$50,000	A bridge assessment is recommended at this location due to it's posted designation.	7
B-2	Telmore-Dixie Union Rd Bridge over Hog Creek Overflow	$1,000,000	Bridge rehab as needed due to it's posted designation.	4
B-3	Eight Mile Post Rd Bridge over Alligator Cr Overflow	$75,000	Guardrails added on both sides of the bridge deck and a bridge assessment is recommended at this location due to it's posted designation.	3
B-4	Bickley Highway Bridge over Hog Creek (this bridge location is in GDOT's work program and field plan reviews have already been performed)	$1,000,000	Bridge rehab as needed due to it's posted designation.	6
B-5	SR 4 Bus. - US 1 Bridge over Kettle Creek	$4,000,000	A bridge replacement is recommended at this location due to it's posted designation and high traffic volumes.	1

B-6	Telmore-Dixie Uion Rd Bridge over Hog Creek	$1,000,000	Bridge rehab as needed due to it's posted designation.	4
B-7	Swamp Road Bridge over Gum Swamp (this bridge location is in GDOT's work program and field plan reviews have already been performed)	$2,500,000	A bridge replacement is recommended at this location due to it's posted designation and high traffic volumes.	2

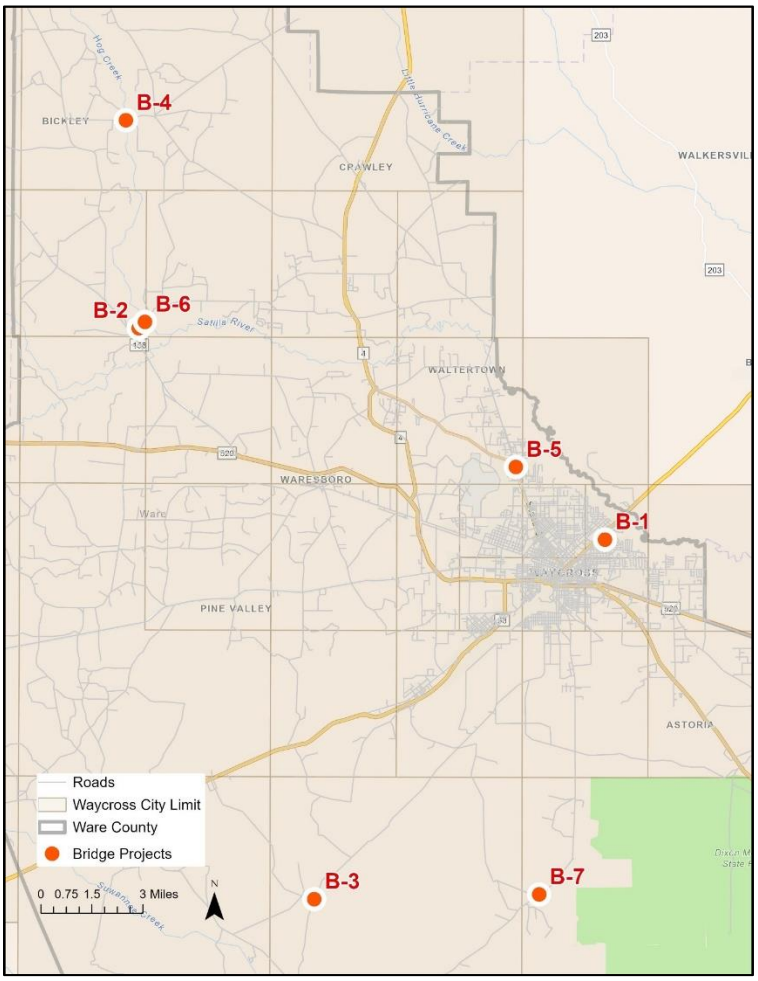

Figure 42: Bridge Improvement Projects

9. Conclusion

The Ware County Comprehensive Transportation Plan builds on the project's foundation, including the introduction, background, purpose, objectives, vision and goals, review of previous plans, stakeholder and public engagement, community overview, assessment of current and future conditions, and funding overview. Based on this foundation, the plan identifies and prioritizes 150 plus projects across roadways, intersection, active transportation, and bridge improvements. Using a structured evaluation methodology considering safety, operations, connectivity, equity, and feasibility, the plan provides ranked project lists and maps to guide investments. These recommendations establish a data-driven framework to enhance mobility, safety, and multimodal access countywide.