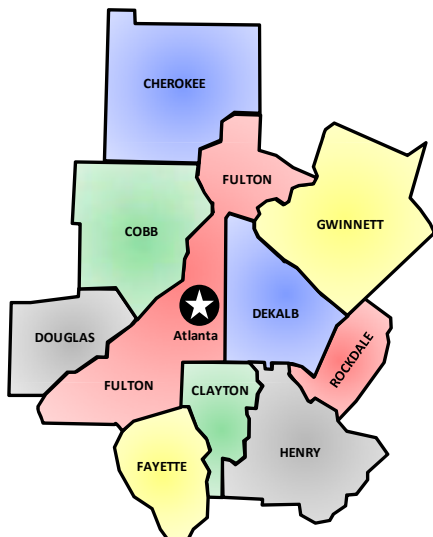


Transportation Investment Act Final Report - Approved Investment List Atlanta Roundtable Region



Prepared by:
Atlanta Regional Commission

In collaboration with:
Georgia Department of Transportation

Submittal date:
October 15, 2011



**Transportation Investment Act
Final Report – Approved Investment List
Atlanta Roundtable Region**

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Overview of the Transportation Investment Act

The Transportation Investment Act of 2010 (TIA 2010) provides a legal mechanism in which regions throughout the state have the ability to impose a 1% sales tax to fund needed transportation improvements within their region. TIA 2010 established 12 transportation districts throughout Georgia that follow state designated Regional Commission (RC) boundaries. Additionally, the law established Regional Transportation Roundtables (RTRs) consisting of elected officials from the counties and cities within each region. An Executive Committee of five members, supplemented with three non-voting members of the Georgia General Assembly, is also required for each Roundtable.

Each RTR was charged with approving a financially constrained Investment List of transportation projects for their district, selected from a financially unconstrained list of example projects provided by the Georgia Department of Transportation (GDOT) Director of Planning. The Unconstrained Example Investment List was developed with input from local governments, Metropolitan Planning Organizations (MPOs), transit operators and other transportation stakeholder agencies, following criteria established by the Roundtable earlier in the process. The Final Investment List was required to be approved by the full Roundtable no later than October 15, 2011, based on initial recommendations made by the RTR Executive Committee.

The graphic on the following page shows the relationship between the key milestones achieved during the process.

In the summer of 2012, voters in each of the 12 regions will have the opportunity to vote “yes” or “no” on the additional 1% sales tax to fund transportation projects in their region. No counties or municipalities are permitted to be exempt from the tax, if approved by a majority of voters across the entire region. Under the provisions of TIA 2010, after the 10 year period expires, a region’s voters may extend the tax through the same process as described in this section. No extension of the sales tax is permissible without the direct approval of voters.



TIA Investment List Development Process

Unconstrained Example Investment List

- Developed by GDOT with input from local governments, MPOs, transit operators and other stakeholders
- Suggestions to GDOT due March 30, 2011
- List released June 1, 2011

Constrained Draft Investment List

- Developed by Roundtable Executive Committee, in collaboration with GDOT Planning Director, based on adopted criteria
- List approved August 15, 2011
- Minimum of two public information meetings must be held to receive feedback on draft list (12 conducted in Atlanta region)

Final Investment List

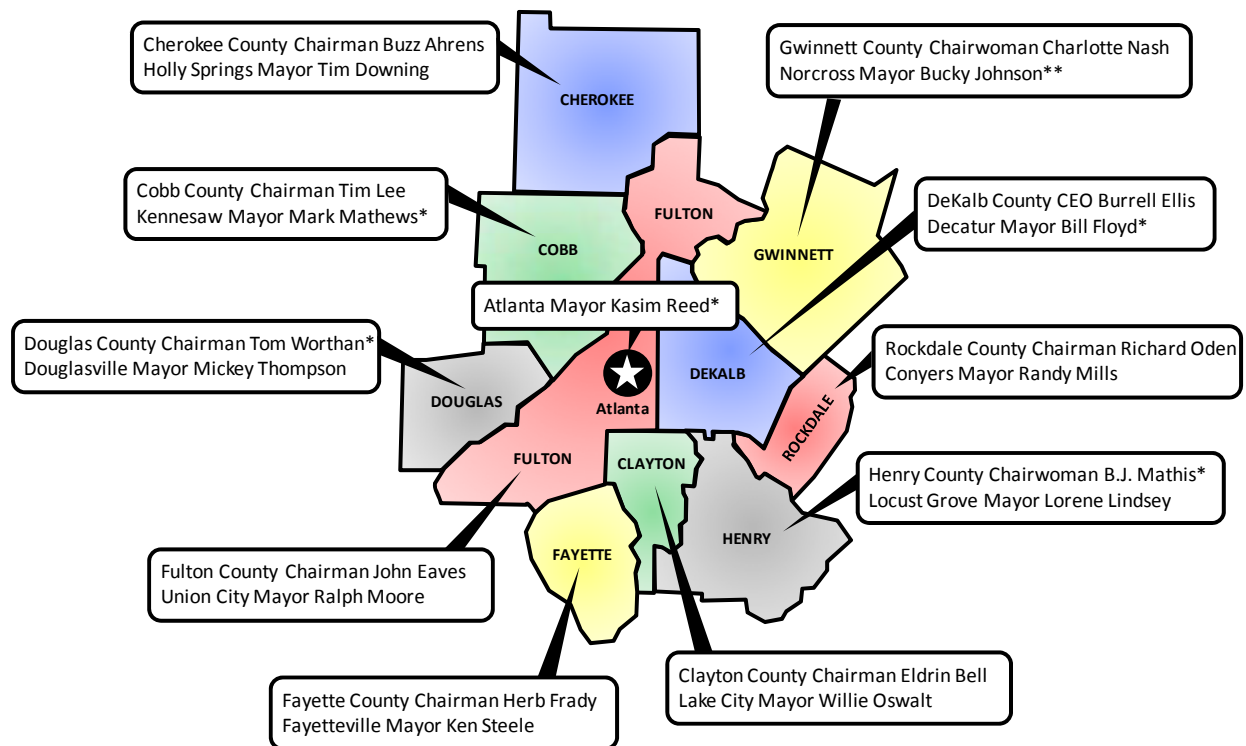
- Approved by full Roundtable, using draft list as a starting point and amending as necessary
- List approved no later than October 15, 2011
(Atlanta region list approved October 13, 2011)



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Atlanta Regional Roundtable

Per the requirements of TIA 2010, the Atlanta Regional Roundtable was comprised of the chief elected official of each of the ten counties, plus a mayor from each county elected at large by all mayors of that county. In addition, the law has a special provision unique to the Atlanta region which permitted an additional seat for the City of Atlanta Mayor. The ten counties and the 21 members of the Atlanta Regional Roundtable are shown below. The five members comprising the Executive Committee, the group charged with developing the Draft Investment List, are denoted. Mayor Bucky Johnson, who served as the Chairman for the Roundtable, also served as the non-voting Chairman of the Executive Committee.



* Executive Committee Member

** Roundtable Chair (Voting) / Executive Committee Chair (Non-Voting)



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In addition to these local elected officials, the Executive Committee included several non-voting members of the Georgia General Assembly. Although TIA 2010 mandated the appointment of only three state officials, participants in the Atlanta region's process included:

- House of Representatives
 - Mike Jacobs, District 80
 - Sean Jerguson, District 22
- Senate
 - Chip Rogers, District 21
 - Jack Murphy, District 27
 - Alternates
 - Valencia Seay, District 34
 - Doug Stoner, District 6
 - Renee Unterman, District 45

The full Roundtable officially convened for the first time on December 17, 2010. One of their initial actions was to designate staff of the Atlanta Regional Commission (ARC) to serve in a support role to help the group meet the requirements of TIA 2010. Between that point and approval of the Draft Investment List on August 15, 2011, the Executive Committee met a total of nine times and convened meetings of the entire Roundtable an additional three times. All meetings were open to the general public and attendance and participation by all members of the Roundtable was encouraged at each of the Executive Committee meetings.

The Executive Committee officially concluded its work by transmitting the Draft Investment List to the GDOT Planning Director and, subsequently, to the full Roundtable on August 15, 2011. Four additional meetings of the Roundtable were conducted during September and October to consider amendments to the list, with a fifth meeting held on October 13, 2011 to approve the final package of amendments and associated documentation.

Public Involvement Process

Atlanta region residents connected to the Roundtable in an unprecedented year of community outreach. From the initial conversations determining criteria for project selection, to suggesting recommendations for the unconstrained project list to providing feedback on the Draft Investment List, more than 200,000 residents were directly involved through the TIA Executive Committee and Roundtable efforts. The Roundtable website has been the focal point for detailed information about the



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legislation, the Roundtable process, and reports on all of the activities. The site provided information and interactive tools used by the Roundtable in their deliberations on the individual projects, fact sheets on each project submittal, as well as the project lists as they evolved throughout the process.

Below is a list of community outreach activities undertaken between August, 2010 through October 13, 2011:

Activity	Connections (approximate)
Comments on TIA Draft Criteria (August / September 2010)	170
Public comments received during the PLAN 2040 outreach process related to the TIA (January 2011 to June 2011)	300
Regional Transportation Roundtable website visits (May 2011 to October 2011)	26,605
Email Alert sign-ups (May 2011 to October 13, 2011)	2,463
Participants in twelve University of Georgia Focus Groups in each county and the City of Atlanta (March / April, 2011)	126
Respondents to Kennesaw State University Quality of Life Survey (April, 2011)	1,100
Attendees at five monthly community briefings (April-October 2011)	150
Respondents to Roundtable online survey (May 2011 to July 2011)	9,812
Participants in an AARP telephone town hall (May 2011)	11,000
Participants in Roundtable telephone town halls (June 2011)	134,405
Respondents to Roundtable online survey (July 2011)	496
Attendees at local elected officials briefings (July 2011)	280
Respondents to Roundtable online survey (August 2011)	199
Attendees to 12 Regional Transportation Forums (September 2011)	1,698
Public comments received (August 2011 to October 13, 2011)	684
Respondents to Draft Investment List online survey (September 2011 to October 13, 2011)	1,392
Various community meetings (throughout 2011)	800+



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Final Investment List and Project Costs

Appendix A of this document includes the Final Investment List for the Atlanta Region. The list represents the transportation projects approved by the Roundtable for funding through TIA 2010 tax revenue collected within the ten-county region. The list is constrained by the amount of funding anticipated to be generated by the 1% sales tax over a ten-year period. To facilitate and streamline discussions among Roundtable members and in order to present consistent information to the public, all costs shown are in current year dollars (2011), as were the revenue projections used during the balancing process.

The final Investment List totals \$6,140,172,377 of TIA funds in current year dollars. The Roundtable recognizes, however, that adopted estimate for the TIA is at least \$7,197,823,885, when adjusted from current year to year of expenditure, and could be as high as the inflation adjusted revenue estimate. As projects are constructed, project estimates will be adjusted for economic inflation.

It should be noted that the list reflects only those projects to be funded from the 85% portion allocated for regionally significant projects identified through the Roundtable process. Under TIA 2010, 15% of the revenue will be distributed via formula directly to counties and municipalities for use on eligible local transportation projects at their discretions. Those projects have not yet been identified and are not included in this document. Individuals interested in learning more about how these discretionary funds will be used within their community should contact their local elected officials and/or planning and public works staff members.

Additional information for each project on the Final Investment List is contained on fact sheets included in Appendix B. These fact sheets show the project's location and provide details on the scope, need and purpose, anticipated benefits, relationship to the Atlanta region's recently adopted PLAN 2040 long range transportation plan, and other information used in the Roundtable's decision making process. Other interim analysis and documents from which the fact sheet information was compiled can be found on the Roundtable's website at www.atlantaregionalroundtable.com.

Anticipated Project Schedules

The timeframe for the transportation sales tax is either ten years or when the anticipated revenue collection level is achieved, whichever comes first. Funding for projects under the overall program will be commensurate with the development status of the individual projects and the schedule of collections. A typical project will have many different stages, including engineering and design, right-of-



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way acquisition and construction, which will occur sequentially over a period of multiple years. Thus, funding for a particular project generally cannot be associated with any specific year during the tax collection period (2013-2022).

For purposes of satisfying the requirements of TIA 2010, the anticipated construction or implementation phase of each project has been assigned to one of three “bands” during the ten-year period. This schedule is represented in Appendix C. The recommendation for each project was made within the context of the overall program and projected revenue streams, while still maintaining the goal of delivering the entire program on an aggressive, yet realistic, schedule. While construction or implementation may not be scheduled until a later band, preparatory work for many projects will likely begin in an earlier band, particularly if the project in question is complex and/or large in scale. In some cases, such as providing operating support or preventive maintenance funds for an existing transit service, the concept of a single “construction” or “implementation” phase may not be applicable. Rather, allocated funds may actually be used across the entire ten-year period and may not produce a readily apparent period of infrastructure construction activity. Or such activity may be spread out into numerous small-scale projects over a long period of time. For these projects, there will be multiple funding bands, as indicated on the table in Appendix C.

A more detailed implementation schedule for each project will be developed in the first half of 2012, in anticipation of the potential need for an amendment to the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The amendment will be processed only in the event that the TIA referendum is approved by voters.

Projected Revenue

The task of estimating the amount of revenue to be generated by a 1% sales tax over a ten-year period within the ten-county region was the responsibility of the State Economist. Two estimates were made available in June 2011 and used in all phases of developing the Final Investment List. One was a very conservative low growth forecast, while the other was a moderate “base case” forecast. No high growth scenario forecast was developed.

The Atlanta Regional Roundtable decided to use the “base case” forecast for constraining the Final Investment List. In “year of collection” (YOC) dollars (i.e., inflated as necessary to reflect actual collections over the ten-year timeframe), that forecast was **\$8,468,028,100**. All discussions during the list development process, however, used current year (2011) dollars since project cost estimates could not be inflated until a constrained list was available and projects prioritized for funding. When



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converted into current year dollars, the revenue forecast used during deliberations of the Roundtable was \$7,223,732,208. All project costs shown in Appendices A and B are in current year dollars.

Under the provisions of TIA 2010, 85% of the revenue collected is to be used on regionally significant projects identified and agreed upon through the Regional Roundtable process. The Final Investment List reflects this 85%, totaling to \$6,140,172,377 (current year dollars) of TIA funds. This same commitment equates to \$7,197,823,885 when inflation is accounted for. The remaining 15% of the revenue collected will be distributed by the Local Assistance Road Program (LARP) formula to counties and municipalities. This amount is \$1,083,559,831 in current year dollars, or \$1,270,204,215 in YOC dollars. These funds may be used on eligible transportation projects at their discretion, including supplementing the cost of projects on the Final Investment List.

The total value of projects to be delivered through this program is actually higher than the amount of funding anticipated to be generated by the sales tax. That is because GDOT and ARC have supplemented the program with a portion of the regular federal formula funds which the state and region will receive over the ten-year period. GDOT has committed \$693,880,000 and ARC has committed \$120,000,000. A resolution passed by the Roundtable related to funding for the GRTA Xpress system requests that ARC give priority to allocating up to an additional \$33,000,000 of federal funds for that service in a future update of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Finally, many local governments and project sponsors have proactively expressed their intent to supplemental project costs through the use of other revenue streams. Over \$100 million has already been identified from other existing local sources to deliver certain projects, bringing the total value of projects on the Final Investment List to well over \$7 billion (current year dollars).

Should the referendum pass, the projects need to be reflected appropriately in the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). This will involve subdividing the total funding into engineering, right-of-way acquisition and construction phases, assigning specific years in which each of those project development activities will occur, then reflecting those costs in nominal dollars.

Next Steps

The October 15, 2011 deadline for the Atlanta Regional Roundtable to approve a Final Investment List, including a list of the projects, their costs, an anticipated implementation schedule and assumed revenue projections, to the GDOT Director of Planning (and for him to subsequently submit this



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information to the Georgia General Assembly) has been achieved. The next milestone in the TIA 2010 process is the public referendum, currently scheduled to take place on July 31, 2012.

In the interim, ARC will continue working with its partner state agencies, local governments, the general public and other stakeholders to provide additional details on the impacts of the TIA 2010 program of projects on congestion, the economy and other metrics. A more detailed implementation schedule for each project will be developed in the first half of 2012, in anticipation of the need for a limited update to the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) in the event the TIA referendum is approved by voters. ARC is the designated Metropolitan Planning Organization (MPO) for an 18-county area, which includes the ten counties within the Roundtable region and all or part of eight additional counties which are distributed among four other Roundtable regions. Projects resulting from other Roundtable processes will also be included in the limited update as appropriate. Project costs included in the TIP/RTP will be inflated, as appropriate, to reflect “year of expenditure” costs, rather than the current year costs shown in the project list in Appendix A.

The Roundtable adopted delivery principles at its regular meeting on October 6, 2011, because it believes strongly that the referendum represents a commitment to deliver the projects. Consistent with the principles, development will begin for detailed project concepts and intergovernmental agreements (IGAs) between project sponsors and the state transportation agencies charged with delivering the projects under TIA 2010 (GDOT and GRTA). Project IGAs must be executed before GDOT and/or GRTA will authorize payments from TIA revenues, with a preference that these agreements be executed prior to the date of the referendum.

Documentation posted on the web will be updated on an as-needed basis as additional information on the scopes and schedules of projects becomes available. Whether the www.atlantaregionalroundtable.com site will remain active or if a different site will be developed remains to be determined.

Should the referendum not pass, the sales tax will not be levied and no changes associated with the TIA project list for the Atlanta Roundtable region will be incorporated into the TIP/RTP. A limited update to the TIP/RTP may still be required in the event that the referendum passes in one or more of the four adjacent Roundtable regions which are partially within the MPO area.

Under the provisions of TIA 2010, if the referendum fails, the region may reconsider the sales tax no sooner than 24 months later. The same list development process would still be in effect, meaning the list to be considered at a future vote would likely be different from the Final Investment List outlined in this document.

Appendix A

Final Investment List

Appendix A - Final Investment List

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011 - all costs shown are in 2011 dollars)

Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-AR-030	I-285 North at SR 400 - Interchange Improvements	Roadway	I-285 Corridor	Fulton	\$ 112,500,000	\$ 337,500,000	\$ -	\$ 450,000,000
TIA-AR-037	MARTA North Heavy Rail Line Extension to SR 140 - Project Development Activities	Transit	North Subregion	Fulton	\$ 37,000,000	\$ -	\$ -	\$ 37,000,000
TIA-AR-040	I-85 North at I-285 - Interchange Improvements	Roadway	I-285 Corridor	DeKalb	\$ 26,500,000	\$ 26,500,000	\$ -	\$ 53,000,000
TIA-AR-041	GRTA Xpress System - Operations and Capital Funding for Existing Services	Transit	Regional	Regional	\$ 95,000,000	\$ 33,000,000	\$ -	\$ 128,000,000
TIA-AR-044	Regional Mobility Call Center and Enhanced Transportation Services for Older Adults and Persons with Disabilities	Transit	Regional	Regional	\$ 17,000,000	\$ -	\$ -	\$ 17,000,000
TIA-AR-046	I-285 West at I-20 West - Interchange Improvements	Roadway	I-285 Corridor	Fulton	\$ 74,500,000	\$ 74,500,000	\$ -	\$ 149,000,000
TIA-AT-001(14)	Pryor Street at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway	Central Subregion	Atlanta	\$ 32,100,000	\$ -	\$ -	\$ 32,100,000
TIA-AT-001(4)	Central Avenue at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway	Central Subregion	Atlanta	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000
TIA-AT-001(40)	Piedmont Avenue from Cheshire Bridge Road to Martin Luther King, Jr. Drive - Multimodal Corridor Improvements	Roadway	Central Subregion	Atlanta	\$ 3,604,908	\$ -	\$ -	\$ 3,604,908
TIA-AT-001(47)	10th Street from Howell Mill Road to Monroe Drive - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 462,500	\$ -	\$ -	\$ 462,500
TIA-AT-001(48)	14th Street from Howell Mill Road to Piedmont Road - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 575,000	\$ -	\$ -	\$ 575,000
TIA-AT-001(49)	Auburn Avenue from Peachtree Street to Boulevard - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 643,750	\$ -	\$ -	\$ 643,750
TIA-AT-001(5)	Courtland Street at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway	Central Subregion	Atlanta	\$ 22,000,000	\$ -	\$ -	\$ 22,000,000
TIA-AT-001(50)	Boulevard from US 78 (Ponce de Leon Avenue) to SR 42 Spur (McDonough Boulevard) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000
TIA-AT-001(51)	Courtland Street from Linden Avenue to Gilmer Street - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 750,000	\$ -	\$ -	\$ 750,000
TIA-AT-001(52)	US 78 (Donald L. Hollowell Parkway) from SR 70 (Fulton Industrial Boulevard) to US 41 (Northside Drive) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 1,025,000	\$ -	\$ -	\$ 1,025,000
TIA-AT-001(53)	Edgewood Avenue from Peachtree Street to Elizabeth Street - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 527,667	\$ -	\$ -	\$ 527,667
TIA-AT-001(54)	Howell Mill Road from I-75 North to 10th Street - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 512,500	\$ -	\$ -	\$ 512,500

(1) Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet.

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(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011 - all costs shown are in 2011 dollars)

Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-AT-001(55)	Joseph E. Lowery Boulevard from West Marietta Street to SR 139 (Ralph David Abernathy Boulevard) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 1,188,750	\$ -	\$ -	\$ 1,188,750
TIA-AT-001(56)	Martin Luther King, Jr. Drive from Fairburn Road to Washington Street - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000
TIA-AT-001(57)	SR 154 (Memorial Drive) from Peachtree Street to SR 155 (Candler Road) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 738,750	\$ -	\$ -	\$ 738,750
TIA-AT-001(58)	Monroe Drive from Piedmont Circle to US 78/278 (Ponce de Leon Avenue) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 706,250	\$ -	\$ -	\$ 706,250
TIA-AT-001(59)	North Avenue from US 41 (Northside Drive) to US 23 (Moreland Avenue) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 457,500	\$ -	\$ -	\$ 457,500
TIA-AT-001(60)	US 19/41 (Northside Drive) from West Paces Ferry Road to Whitehall Street - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 525,325	\$ -	\$ -	\$ 525,325
TIA-AT-001(61)	SR 9 / SR 141 (Peachtree Road) from Peachtree Dunwoody Road to Collier Road - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 1,713,450	\$ -	\$ -	\$ 1,713,450
TIA-AT-001(62)	Peachtree Street from Spring Street to SR 154 (Trinity Avenue) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 434,875	\$ -	\$ -	\$ 434,875
TIA-AT-001(63)	SR 237 (Piedmont Road/Avenue) from SR 9 (Roswell Road) to Edgewood Avenue - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 612,000	\$ -	\$ -	\$ 612,000
TIA-AT-001(64)	US 78/278 (Ponce de Leon Avenue) from Spring Street to Clifton Road - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 618,125	\$ -	\$ -	\$ 618,125
TIA-AT-001(65)	Spring Street from Peachtree Street to SR 154 (Trinity Avenue) - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 1,292,125	\$ -	\$ -	\$ 1,292,125
TIA-AT-001(66)	SR 139 (Martin Luther King, Jr. Drive) from SR 280 (H.E. Holmes Drive) to Lamar Avenue - Multimodal Corridor Improvements	Roadway	Central Subregion	Atlanta	\$ 7,395,000	\$ -	\$ -	\$ 7,395,000
TIA-AT-001(67)	Campbellton Road from SR 139 (Lee Street) to Atlanta City Limits - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 1,259,900	\$ -	\$ -	\$ 1,259,900
TIA-AT-001(68)	SR 54 (Jonesboro Road) from McDonough Boulevard to City Limits - Traffic Improvements	Roadway	Central Subregion	Atlanta	\$ 806,625	\$ -	\$ -	\$ 806,625
TIA-AT-004	Atlanta Beltline and Atlanta Streetcar Transit and Trail - Downtown to Northeast	Transit	Central Subregion	Atlanta	\$ 165,952,132	\$ -	\$ -	\$ 165,952,132
TIA-AT-007	Atlanta Beltline and Atlanta Streetcar Transit and Trail - Downtown and Midtown to Southwest	Transit	Central Subregion	Atlanta	\$ 435,940,345	\$ -	\$ -	\$ 435,940,345
TIA-AT-010	I-285 West at Greenbriar Parkway - New Interchange	Roadway	I-285 Corridor	Atlanta	\$ 36,400,000	\$ -	\$ -	\$ 36,400,000

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(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011 - all costs shown are in 2011 dollars)

Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-AT-021A	SR 237 / SR 9 between Atlanta City Limits and Lindbergh MARTA Station - Bus Rapid Transit and Road Improvements	Roadway/Transit	Central Subregion	Atlanta	\$ 50,000,000	\$ -	\$ -	\$ 50,000,000
TIA-CH-001	Bells Ferry Road at Little River - Bridge Replacement	Roadway	Northwest Subregion	Cherokee	\$ 7,000,000	\$ -	\$ -	\$ 7,000,000
TIA-CH-005	SR 140 (Hickory Flat Highway) from East Cherokee Drive to Mountain Road - Widening	Roadway	North Subregion	Cherokee	\$ 70,000,000	\$ -	\$ -	\$ 70,000,000
TIA-CH-006	SR 140 (Hickory Flat Highway) from I-575 to East Cherokee Drive - Widening	Roadway	North Subregion	Cherokee	\$ 70,000,000	\$ -	\$ -	\$ 70,000,000
TIA-CH-009	SR 140 (Hickory Flat Highway / Arnold Mill Road) from Mountain Road to Fulton County Line - Widening	Roadway	North Subregion	Cherokee	\$ 50,000,000	\$ -	\$ -	\$ 50,000,000
TIA-CL-002	Atlanta to Griffin Commuter Rail - Region 3 (Fulton, Clayton and Henry Counties)	Transit	South Subregion	Clayton	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
TIA-CL-004	Conley Road from I-285 to SR 54 (Jonesboro Road) - Widening	Roadway	South Subregion	Clayton	\$ 28,500,000	\$ -	\$ -	\$ 28,500,000
TIA-CL-005	Jonesboro Connector from US 19/41 (Tara Boulevard) to Lake Jodeco Road - New Alignment	Roadway	South Subregion	Clayton	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000
TIA-CL-006	Clayton County Local Bus / Fixed Route Transit Service	Transit	South Subregion	Clayton	\$ 100,000,000	\$ -	\$ -	\$ 100,000,000
TIA-CL-012	SR 54 (Fayetteville Road) from McDonough Road in Fayette County to US 19/41 (Tara Boulevard) in Clayton County - Widening	Roadway	South Subregion	Clayton/Fayette	\$ 8,100,000	\$ 32,080,000	\$ -	\$ 40,180,000
TIA-CL-013	SR 85 from Adams Drive to I-75 South (includes interchange) - Widening	Roadway	South Subregion	Clayton	\$ 17,200,000	\$ 16,950,000	\$ -	\$ 34,150,000
TIA-CL-014	SR 85 from Pointe South Parkway to Roberts Drive - Widening	Roadway	South Subregion	Clayton	\$ 22,200,000	\$ -	\$ -	\$ 22,200,000
TIA-CL-018	US 19/41 (Tara Boulevard) from I-75 South to Battle Creek Road - Super Arterial Concept	Roadway	South Subregion	Clayton	\$ 102,170,000	\$ -	\$ -	\$ 102,170,000
TIA-CO-001	Busbee Frey Connector from Busbee Parkway to Frey Road - New Alignment	Roadway	Northwest Subregion	Cobb	\$ 19,000,000	\$ -	\$ 2,500,000	\$ 21,500,000
TIA-CO-006	US 41 (Cobb Parkway) from Barrett Parkway to Bartow County - Intersection Improvements at Nine Locations	Roadway	Northwest Subregion	Cobb	\$ 9,800,000	\$ -	\$ -	\$ 9,800,000
TIA-CO-013	I-75 North at Windy Hill Road - Interchange Improvements	Roadway	Northwest Subregion	Cobb	\$ 47,000,000	\$ 30,000,000	\$ -	\$ 77,000,000

(1) Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet.

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(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011 - all costs shown are in 2011 dollars)

Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-CO-016	SR 360 (Macland Road) from Paulding County Line to New Macland Road / Lost Mountain Road - Widening	Roadway	Northwest Subregion	Cobb	\$ 14,500,000	\$ 15,500,000	\$ -	\$ 30,000,000
TIA-CO-018	McCollum Airport - New Air Traffic Control Tower	Aviation	Northwest Subregion	Cobb	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000
TIA-CO-020	McCollum Airport - Runway Approach Lighting System	Aviation	Northwest Subregion	Cobb	\$ 690,000	\$ -	\$ -	\$ 690,000
TIA-CO-021	Moon Station Road at CSX Railroad - New Alignment and Overpass	Roadway	Northwest Subregion	Cobb	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000
TIA-CO-024	River View Road from Nichols Drive to SR 280 (South Cobb Drive) - Corridor Improvements	Roadway	Northwest Subregion	Cobb	\$ 12,500,000	\$ -	\$ 4,000,000	\$ 16,500,000
TIA-CO-026	SR 120 (Roswell Road) from Bridgegate Drive to Timber Ridge Road - Safety and Operational Improvements	Roadway	Northwest Subregion	Cobb	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
TIA-CO-027	SR 280 (South Cobb Drive) from I-285 to Church Road / Oakdale Road - Corridor Improvements	Roadway	Northwest Subregion	Cobb	\$ 9,000,000	\$ -	\$ -	\$ 9,000,000
TIA-CO-035	Enhanced Premium Transit Service - Acworth / Kennesaw / Town Center to MARTA Arts Center Station	Transit	Northwest Subregion	Cobb/Atlanta	\$ 689,000,000	\$ -	\$ 6,000,000	\$ 695,000,000
TIA-CO-037	Windy Hill Road / Terrell Mill Connector - New Alignment	Roadway	Northwest Subregion	Cobb	\$ 14,000,000	\$ -	\$ -	\$ 14,000,000
TIA-CO-043	US 41 (Cobb Parkway) at Windy Hill Road - Grade Separation	Roadway	Northwest Subregion	Cobb	\$ 89,500,000	\$ -	\$ 3,500,000	\$ 93,000,000
TIA-CO-045	SR 92 (Lake Acworth Drive) from US 41 (Cobb Parkway) to Cherokee Street - Widening	Roadway	Northwest Subregion	Cobb	\$ 29,100,000	\$ -	\$ -	\$ 29,100,000
TIA-CO-046	Windy Hill Road from SR 280 (South Cobb Drive) to US 41 (Cobb Parkway) - Widening and Operational Improvements	Roadway	Northwest Subregion	Cobb	\$ 22,999,900	\$ -	\$ 4,000,000	\$ 26,999,900
TIA-DK-007	Decatur to Clifton Corridor - Transit Connectivity and Safety Improvements	Bike/Ped	Central Subregion	DeKalb	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
TIA-DK-014	Ashford Dunwoody Road from SR 141 (Peachtree Road) to I-285 North - Corridor Improvements	Roadway	Central Subregion	DeKalb	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
TIA-DK-018	SR 13 (Buford Hwy) from Lenox Road to Shallowford Terrace - Pedestrian, Landscape and BRT Improvements	Bike/Ped	Central Subregion	DeKalb	\$ 12,000,000	\$ -	\$ -	\$ 12,000,000
TIA-DK-021	Clifton Road at CSX Railroad - Bridge Replacement and Associated Improvements to Haygood Road	Roadway	Central Subregion	DeKalb	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000

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Appendix A - Final Investment List

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011 - all costs shown are in 2011 dollars)

Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-DK-022	US 278 (College Avenue) from Adair Street to North Clarendon Avenue - Corridor Improvements	Roadway	Central Subregion	DeKalb	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
TIA-DK-029	Glenwood Road from SR 155 (Candler Road) to US 278 (Covington Highway) - Corridor Improvements	Roadway	Central Subregion	DeKalb	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
TIA-DK-030	Hayden Quarry Road / Sigman Road Extension from Turner Hill Road to I-20 East - New Alignment	Roadway	East Subregion	DeKalb/Rockdale	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000
TIA-DK-033	North Indian Creek Drive from SR 10 (Memorial Drive) to Montreal Road - Corridor Improvements	Roadway	East Subregion	DeKalb	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
TIA-DK-042	North Druid Hills Road from SR 13 (Buford Highway) to US 29 (Lawrenceville Highway) - Corridor Improvements	Roadway	Central Subregion	DeKalb	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000
TIA-DK-043	Panola Road from Thompson Mill Road to US 278 (Covington Highway) - Widening	Roadway	East Subregion	DeKalb	\$ 15,150,000	\$ 15,150,000	\$ -	\$ 30,300,000
TIA-DK-048	Rockbridge Road from SR 10 (Memorial Drive) to SR 124 (Rock Chapel Road) - Corridor Improvements	Roadway	East Subregion	DeKalb	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000
TIA-DK-055	I-20 East at Panola Road - Interchange Improvements	Roadway	East Subregion	DeKalb	\$ 10,600,000	\$ 10,600,000	\$ -	\$ 21,200,000
TIA-DK-057	US 23 (Buford Hwy) / SR 141 (Peachtree Industrial Boulevard) Connector - New Alignment	Roadway	Central Subregion	DeKalb	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000
TIA-DK-059	Perimeter Center Intelligent Transportation System (ITS) Program	Roadway	North Subregion	DeKalb	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
TIA-DK-069	Mt Vernon Road from Fulton County Line to Dunwoody Club Drive - Corridor Improvements	Roadway	North Subregion	DeKalb	\$ 12,000,000	\$ -	\$ -	\$ 12,000,000
TIA-DO-002	I-20 West from I-285 West to SR 5 - ITS and Western Regional Traffic Control Center	Roadway	West Subregion	Douglas	\$ 9,500,000	\$ 9,500,000	\$ -	\$ 19,000,000
TIA-DO-003	SR 92 from Fairburn Road to Dallas Highway - Phases I, II and III Realignment	Roadway	West Subregion	Douglas	\$ 24,500,000	\$ 24,500,000	\$ -	\$ 49,000,000
TIA-DO-006	Lee Road / South Sweetwater Road from I-20 West to US 78 (Bankhead Highway) - Widening	Roadway	West Subregion	Douglas	\$ 18,900,000	\$ -	\$ -	\$ 18,900,000
TIA-DO-007	US 78 (Veterans Memorial Highway) from SR 6 (Thornton Road) to Sweetwater Road - Widening	Roadway	West Subregion	Douglas	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
TIA-DO-009	Dorris Road Multiuse Path Phase 1 - Transportation Center to Prestley Mill Road	Bike/Ped	West Subregion	Douglas	\$ 650,000	\$ -	\$ -	\$ 650,000
TIA-DO-010	Dorris Road Multiuse Path Phase 2 - Prestley Mill Road from I-20 West to Slater Mill Road	Bike/Ped	West Subregion	Douglas	\$ 2,210,000	\$ -	\$ -	\$ 2,210,000
TIA-DO-018	SR 6 (Thornton Road) from Paulding County Line to Riverside Parkway - Truck Friendly Lanes, ITS, Intersection Improvements and Partial Widening	Roadway	West Subregion	Douglas/Cobb	\$ 43,000,000	\$ -	\$ -	\$ 43,000,000

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Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-FA-003	East Fayetteville Bypass Segment 1 (South) from South Jeff Davis Road to SR 54 (East Lanier Avenue) - New Alignment and Widening	Roadway	South Subregion	Fayette	\$ 35,000,000	\$ -	\$ -	\$ 35,000,000
TIA-FA-004	East Fayetteville Bypass Segment 2 (North) from SR 54 (East Lanier Avenue) to SR 85 - New Alignment and Widening	Roadway	South Subregion	Fayette	\$ 14,000,000	\$ -	\$ -	\$ 14,000,000
TIA-FA-005	MacDuff Parkway Extension Phase 2 - New Alignment to Connect SR 54 to SR 74 - New Alignment	Roadway	Southwest Subregion	Fayette	\$ 6,400,000	\$ -	\$ -	\$ 6,400,000
TIA-FA-006	SR 85 Phase 1 from Bernhard Road to Grady Avenue - Widening	Roadway	Southwest Subregion	Fayette	\$ 12,000,000	\$ 12,000,000	\$ -	\$ 24,000,000
TIA-FA-010	South Industrial Park Path Connection	Bike/Ped	Southwest Subregion	Fayette	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
TIA-FA-013	SR 92 from Jimmy Mayfield Boulevard to McBride Road - Widening	Roadway	South Subregion	Fayette	\$ 15,900,000	\$ -	\$ -	\$ 15,900,000
TIA-FA-014	SR 85 from Bernhard Road to SR 74 - Operational Improvements	Roadway	Southwest Subregion	Fayette	\$ 5,900,000	\$ -	\$ -	\$ 5,900,000
TIA-FA-022	Southeast Industrial Park Path Connection	Bike/Ped	Southwest Subregion	Fayette	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000
TIA-FA-026	SR 92 to SR 138 Connector - New Alignment from SR 138 in Fulton County to SR 92 in Fayette County	Roadway	Southwest Subregion	Fayette/Fulton	\$ 18,300,000	\$ -	\$ -	\$ 18,300,000
TIA-FA-028	SR 92 (Forrest Avenue) from SR 85 (Glynn Street) in Fayette County to Oakley Industrial Boulevard in Fulton County - Operational Improvements	Roadway	Southwest Subregion	Fayette	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
TIA-FN-002	SR 120 (Kimball Bridge Road) from State Bridge Road to Jones Bridge Road - Widening	Roadway	North Subregion	Fulton	\$ 21,000,000	\$ -	\$ -	\$ 21,000,000
TIA-FN-003	SR 120 (Old Milton Parkway) from SR 400 to Kimball Bridge Road - Widening	Roadway	North Subregion	Fulton	\$ 37,000,000	\$ -	\$ -	\$ 37,000,000
TIA-FN-005	SR 120 (Old Milton Parkway) at SR 400 and Morris Road - Interchange/Intersection Improvements	Roadway	North Subregion	Fulton	\$ 1,900,000	\$ -	\$ -	\$ 1,900,000
TIA-FN-007	Rucker Road from Hardscrabble Road to Willis Road - Operational Improvements	Roadway	North Subregion	Fulton	\$ 19,000,000	\$ -	\$ -	\$ 19,000,000
TIA-FN-013	Hammond Drive from SR 9 (Roswell Road) to SR 400 - Improvements	Roadway	North Subregion	Fulton	\$ 10,000,000	\$ -	\$ 23,500,000	\$ 33,500,000
TIA-FN-014	SR 400 from I-285 North to Spalding Drive - Collector Distributor Lanes	Roadway	North Subregion	Fulton	\$ 160,000,000	\$ 30,000,000	\$ -	\$ 190,000,000
TIA-FN-030	SR 140 (Arnold Mill Road) from Cherokee County Line to Rucker Road - Widening	Roadway	North Subregion	Fulton	\$ 46,000,000	\$ -	\$ -	\$ 46,000,000

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Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-FN-034	SR 400 at SR 140 (Holcomb Bridge Road) - Interchange Improvements	Roadway	North Subregion	Fulton	\$ 23,000,000	\$ 25,000,000	\$ -	\$ 48,000,000
TIA-FN-035	SR 9 (Atlanta Street) from Chattahoochee River to SR 120 (Marietta Highway) - Widening and Corridor Improvements	Roadway	North Subregion	Fulton	\$ 20,400,000	\$ -	\$ -	\$ 20,400,000
TIA-FN-036	SR 140 (Houze Road) from Rucker Road to Mansell Road - Operational Improvements	Roadway	North Subregion	Fulton	\$ 18,600,000	\$ -	\$ -	\$ 18,600,000
TIA-FN-043	SR 120 (Abbotts Bridge Road) from Parsons Road (east of SR 141) to Peachtree Industrial Boulevard - Widening	Roadway	North Subregion	Fulton	\$ 28,000,000	\$ -	\$ -	\$ 28,000,000
TIA-FS-003	Hutcheson Ferry Rd at Atlanta Newnan Road and Rico Road - Roundabout	Roadway	Southwest Subregion	Fulton	\$ 1,750,000	\$ -	\$ -	\$ 1,750,000
TIA-FS-004	SR 6 (Camp Creek Parkway) from I-85 South to Welcome All Road - Widening	Roadway	Southwest Subregion	Fulton	\$ 60,250,000	\$ -	\$ -	\$ 60,250,000
TIA-FS-008	I-85 South at SR 74 - Interchange Improvements	Roadway	Southwest Subregion	Fulton	\$ 11,250,000	\$ 11,250,000	\$ -	\$ 22,500,000
TIA-FS-016	Butner Road at SR 6 (Camp Creek Parkway) Intersection Improvements and Butner Road over SR 6 (Camp Creek Parkway) Bridge Replacement	Roadway	Southwest Subregion	Fulton	\$ 3,500,000	\$ -	\$ -	\$ 3,500,000
TIA-FS-018	I-285 West at Cascade Road - Interchange Improvements	Roadway	I-285 Corridor	Fulton	\$ 11,800,000	\$ 11,800,000	\$ -	\$ 23,600,000
TIA-FS-019	SR 70 (Fulton Industrial Blvd) from SR 6 (Camp Creek Parkway) to Frederick Drive - Intersection Improvements at Multiple Locations	Roadway	West Subregion	Fulton	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000
TIA-FS-026	SR 92 (Campbellton Fairburn Road) at South Fulton Parkway and Hall Road - Intersection Improvements	Roadway	Southwest Subregion	Fulton	\$ 16,000,000	\$ -	\$ -	\$ 16,000,000
TIA-GW-003	US 23 (Buford Highway) from George Pierce Park to McGinnis Ferry Road - Corridor Improvements	Roadway	Northeast Subregion	Gwinnett	\$ 5,500,000	\$ -	\$ -	\$ 5,500,000
TIA-GW-004	US 23 (Buford Highway) from Old Peachtree Road to Sugarloaf Parkway - Widening and Corridor Improvements	Roadway	Northeast Subregion	Gwinnett	\$ 14,000,000	\$ -	\$ -	\$ 14,000,000
TIA-GW-006	US 23 (Buford Highway) from Sawnee Avenue to SR 347 in Hall County - Widening	Roadway	Northeast Subregion	Gwinnett	\$ 8,000,000	\$ 20,000,000	\$ -	\$ 28,000,000
TIA-GW-009	Dacula Road at CSX Rail Line North of US 29 - Bridge Upgrade	Roadway	Northeast Subregion	Gwinnett	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000
TIA-GW-011	Five Forks Trickum Road from Killian Hill Road to Oak Road - Widening	Roadway	Northeast Subregion	Gwinnett	\$ 10,400,000	\$ -	\$ -	\$ 10,400,000

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Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-GW-018	Hillcrest Road / Satellite Boulevard Connector - New Alignment and Overpass at I-85 North	Roadway	Northeast Subregion	Gwinnett	\$ 19,900,000	\$ -	\$ -	\$ 19,900,000
TIA-GW-025	I-85 North at SR 324 (Gravel Springs Road) - New Interchange	Roadway	Northeast Subregion	Gwinnett	\$ 33,300,000	\$ -	\$ -	\$ 33,300,000
TIA-GW-030	US 29 (Lawrenceville Hwy) from Hood Road to Hillcrest Road - Multiuse Trail and Pedestrian Improvements	Bike/Ped	Northeast Subregion	Gwinnett	\$ 1,850,000	\$ -	\$ -	\$ 1,850,000
TIA-GW-031	I-85 North Transit Corridor (all phases)	Transit	Northeast Subregion	Gwinnett	\$ 95,000,000	\$ -	\$ -	\$ 95,000,000
TIA-GW-042	Pleasant Hill Road from Howell Ferry Road to Chattahoochee River - Widening (Includes Bridge)	Roadway	Northeast Subregion	Gwinnett	\$ 11,600,000	\$ -	\$ -	\$ 11,600,000
TIA-GW-048	SR 20 (Nelson Brogdon Boulevard / Cumming Highway) from Peachtree Industrial Boulevard to Chattahoochee River - Widening	Roadway	Northeast Subregion	Gwinnett	\$ 8,000,000	\$ 32,000,000	\$ -	\$ 40,000,000
TIA-GW-049	SR 20 (Buford Drive) from I-985 to US 23 (Buford Highway) - Widening	Roadway	Northeast Subregion	Gwinnett	\$ 4,100,000	\$ -	\$ -	\$ 4,100,000
TIA-GW-052	SR 120 (Duluth Highway) from Langley Drive to SR 317 (Lawrenceville Suwanee Road) - Widening	Roadway	Northeast Subregion	Gwinnett	\$ 38,400,000	\$ -	\$ -	\$ 38,400,000
TIA-GW-056	SR 141 (Peachtree Parkway) from Peachtree Industrial Boulevard to Chattahoochee River - Widening	Roadway	Northeast Subregion	Gwinnett	\$ 46,000,000	\$ -	\$ -	\$ 46,000,000
TIA-GW-057	SR 316 at Harbins Road - Grade Separation	Roadway	Northeast Subregion	Gwinnett	\$ 23,000,000	\$ -	\$ -	\$ 23,000,000
TIA-GW-058	SR 316 at Hi Hope Road / Cedars Road - Grade Separation	Roadway	Northeast Subregion	Gwinnett	\$ 61,900,000	\$ -	\$ -	\$ 61,900,000
TIA-GW-059	SR 316 at US 29 - Grade Separation	Roadway	Northeast Subregion	Gwinnett	\$ 51,000,000	\$ -	\$ -	\$ 51,000,000
TIA-GW-060	Sugarloaf Parkway Phase 2 Extension from SR 316 to SR 20 (Buford Drive) - New Alignment	Roadway	Northeast Subregion	Gwinnett	\$ 296,000,000	\$ -	\$ -	\$ 296,000,000
TIA-GW-067	US 78 (Main Street) at SR 124 (Scenic Hwy) - Intersection Improvements	Roadway	East Subregion	Gwinnett	\$ 9,550,000	\$ 9,550,000	\$ -	\$ 19,100,000
TIA-GW-069	Walther Boulevard North/South Connection - New Alignment and Overpass at SR 316	Roadway	Northeast Subregion	Gwinnett	\$ 10,600,000	\$ -	\$ -	\$ 10,600,000
TIA-GW-070	West Liddell Road / Club Drive Connector - New Alignment and Overpass at I-85 North	Roadway	Northeast Subregion	Gwinnett	\$ 39,300,000	\$ -	\$ -	\$ 39,300,000
TIA-GW-073	Gwinnett County Bus Services	Transit	Northeast Subregion	Gwinnett	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000

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Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-HE-001	US 23 / SR 42 from SR 138 to SR 155 - Widening	Roadway	Southeast Subregion	Henry	\$ 44,000,000	\$ -	\$ -	\$ 44,000,000
TIA-HE-003	SR 155 (North McDonough Road) from Bill Gardner Parkway to Racetrack Road - Widening (Phase 1)	Roadway	Southeast Subregion	Henry	\$ 48,000,000	\$ -	\$ -	\$ 48,000,000
TIA-HE-005	Bill Gardner Parkway from SR 155 (North McDonough Road) to I-75 South - Widening	Roadway	Southeast Subregion	Henry	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000
TIA-HE-008	SR 20/81 (Hampton Street / Keys Ferry Road) from Jonesboro Road at Norfolk Southern Railroad to Lemon Street - Extension and Upgrade of One-Way Pair through McDonough	Roadway	Southeast Subregion	Henry	\$ 11,000,000	\$ -	\$ -	\$ 11,000,000
TIA-HE-011	Western Parallel Connector from Hudson Bridge Road to SR 920 (Jonesboro Road) - New Alignment	Roadway	Southeast Subregion	Henry	\$ 17,000,000	\$ -	\$ -	\$ 17,000,000
TIA-HE-015	I-75 South at Bill Gardner Parkway - Interchange Improvements	Roadway	Southeast Subregion	Henry	\$ 9,500,000	\$ 9,500,000	\$ -	\$ 19,000,000
TIA-HE-016	SR 81 (Keys Road) from Lemon Street to Bethany Road - Widening	Roadway	Southeast Subregion	Henry	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000
TIA-M-001	MARTA Train Control Systems Upgrade	Transit	Regional	Regional	\$ 4,440,000	\$ -	\$ -	\$ 4,440,000
TIA-M-002	MARTA Elevator and Escalator Rehabilitation Program	Transit	Regional	Regional	\$ 97,600,000	\$ -	\$ 21,100,000	\$ 118,700,000
TIA-M-003	MARTA Unified Transit Communication Infrastructure	Transit	Regional	Regional	\$ 27,200,000	\$ -	\$ -	\$ 27,200,000
TIA-M-004	MARTA Passenger Information System, Audio Visual Information System and Wayfinding	Transit	Regional	Regional	\$ 30,500,000	\$ -	\$ -	\$ 30,500,000
TIA-M-005	MARTA Tunnel and Platform Lighting Upgrade	Transit	Regional	Regional	\$ 28,000,000	\$ -	\$ -	\$ 28,000,000
TIA-M-006	MARTA Tunnel Ventilation Rehabilitation	Transit	Regional	Regional	\$ 700,000	\$ -	\$ -	\$ 700,000
TIA-M-007	MARTA Electrical Power Rehabilitation	Transit	Regional	Regional	\$ 248,800,000	\$ 60,000,000	\$ 45,600,000	\$ 354,400,000
TIA-M-008	MARTA Track Rehabilitation	Transit	Regional	Regional	\$ 5,600,000	\$ -	\$ -	\$ 5,600,000
TIA-M-009	MARTA Aerial Structure Rehabilitation	Transit	Regional	Regional	\$ 90,000,000	\$ -	\$ 2,700,000	\$ 92,700,000
TIA-M-014	MARTA Airport Station Improvements	Transit	Regional	Regional	\$ 7,160,000	\$ -	\$ -	\$ 7,160,000
TIA-M-023	I-20 East Transit Corridor Investments	Transit	East Subregion	DeKalb	\$ 225,000,000	\$ -	\$ -	\$ 225,000,000
TIA-M-028	Clifton Corridor Transit - Lindbergh Center to Emory University / Centers for Disease Control	Transit	Central Subregion	DeKalb/Atlanta	\$ 700,000,000	\$ -	\$ -	\$ 700,000,000
TIA-RO-001	Sigman Road from Lester Road to Dogwood Connector - Widening and Corridor Improvements	Roadway	East Subregion	Rockdale	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000
TIA-RO-003	Commerce Crossing from Old Salem Road to Old Covington Highway - New Alignment and Overpass at I-20 East	Roadway	East Subregion	Rockdale	\$ 25,900,000	\$ -	\$ -	\$ 25,900,000

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Project ID	Project Name	Project Type	Subregion	Jurisdiction	TIA Funds Committed	Federal Funds Committed	Local Funds Committed (see note 1)	Total Funding Commitment
TIA-RO-008	Flat Shoals Road from SR 162 (Salem Road) to Old Salem Road - Widening	Roadway	East Subregion	Rockdale	\$ 11,400,000	\$ -	\$ -	\$ 11,400,000

<i>Total Funding Commitments</i>	\$ 6,140,172,377	\$ 846,880,000	\$ 112,900,000
<i>Total Value of Projects to be Delivered</i>	└──────────────────┘		\$ 7,099,952,377

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Appendix B

Project Fact Sheets



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AR-030** **On Final Investment List? Yes**

Project Name I-285 North at SR 400 - Interchange Improvements

Project Type

Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: I-285 Corridor



PLAN 2040 Status Not identified as a separate line item in PLAN 2040 because it is integrated into broader managed lanes project

Related Project Numbers: AR-ML-200

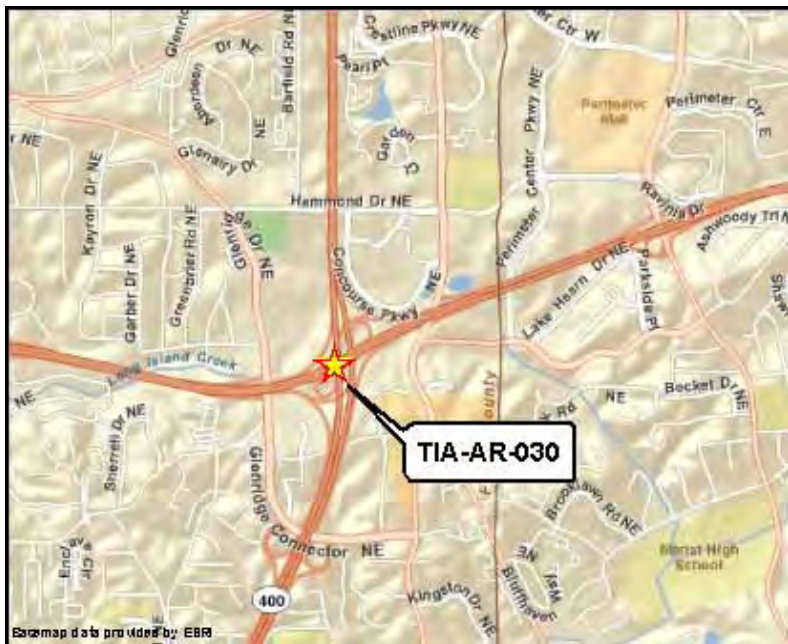
Description, Purpose and Benefits

The I-285 North at SR 400 interchange is one of the most congested interchanges in the entire region and southeast. Both freeways carry large volumes of traffic and serve major employment centers. This project would reconstruct the interchange to facilitate the flow of traffic. This project serves as a companion project to Project ID TIA-FN-014.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$112,500,000
Federal Funds	\$337,500,000
Local Funds*	\$0
Total Funding	\$450,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 3 (2020-2022)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AR-037

On Final Investment List? Yes

Location: North Subregion

Project Name

MARTA North Heavy Rail Line Extension to SR 140 - Project Development Activities

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-AR-424



Description, Purpose and Benefits

This project funds the corridor planning, engineering, environmental review and assessment, improved interim bus services, and possible limited right-of-way acquisition for the extension of the MARTA North (Red) Line. The build out project extends the MARTA North (Red) Line from its existing terminus, located at North Springs station in the city of Sandy Springs, to a new terminus station at SR 140 (Holcomb Bridge Road) in Roswell. The project runs parallel to the existing SR 400 expressway, including a new station at Northridge Road. Addressing heavy travel demand in the SR 400 corridor, the community north of the North Springs station is currently underserved by transit. The project also provides a foundation for future rail extensions northward that serve additional activity centers in North Fulton County. When opened, the project is forecast to support an average 11,800 weekday boardings (in 2025).

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$37,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$37,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Project development activities likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AR-040

On Final Investment List? **Yes**

Location: I-285 Corridor

Project Name

I-85 North at I-285 - Interchange Improvements

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

I-85 at I-285 is a heavily congested interchange in northeast metro Atlanta. This improvement would re-route the northbound exit ramps to Northcrest Road/ Pleasantdale Road and improve operations on the ramps from I-285 to I-85 northbound.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$26,500,000
Federal Funds	\$26,500,000
Local Funds*	\$0
Total Funding	\$53,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AR-041

On Final Investment List?

Yes

Location: Regional

Project Name

GRTA Xpress System - Operations and Capital Funding for Existing Services

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040

Related Project Numbers: AR-280 series

Description, Purpose and Benefits

This project provides operations and capital funding to support the existing Xpress Regional Commuter Service. The proposed level of funding will maintain current levels of service and the existing route structure for ten years, with the remaining funds sufficient to meet capital needs through 2017. In conjunction with development of the project list, a resolution was passed by the Roundtable encouraging ARC to commit up to \$33 million in future federal funds through a future TIP/RTP update and the state to contribute funding gap for capital needs beyond 2017. The Xpress Regional Commuter Service improves the passenger carrying capacity of the Atlanta Region's interstate highways during peak periods and increases the number of reliable transit trips to major employment centers. This project assists with congestion relief and increasing modal options for the Atlanta region. Xpress does not currently receive any local or state government appropriations, nor does it benefit from a dedicated fund source. During FY 2012, 33 Xpress routes will be in operation carrying 2.4 million annual passenger trips and 62 million passenger miles. 137 replacement coaches are proposed during the FY 2012 period.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$95,000,000
Federal Funds	\$33,000,000
Local Funds*	\$0
Total Funding	\$128,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Funds likely to be used throughout all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AR-044

On Final Investment List? Yes

Location: Regional

Project Name

Regional Mobility Call Center and Enhanced Transportation Services for Older Adults and Persons with Disabilities

Project Type

Transit

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but related to implementation study with PE in 2012
Related Project Numbers: AR-024



Description, Purpose and Benefits

This project provides funding for a fully integrated Mobility Management Call Center and enhanced transportation services for older adults and persons with disabilities in the ten county Atlanta region. As the region's population ages and doubles between now and 2030, the demand for mobility options and transportation services will continue to grow. The project implements a one-stop call center to provide comprehensive information on human services transportation and trip planning assistance that matches older adults, persons with disabilities, and low income citizens with the most efficient and least expensive travel option. The Center creates a physical system that allows centralized scheduling, dispatching, vehicle tracking and trip booking, while ultimately providing a fully integrated human service transportation system across the 10-county region. In the first two years of operation, the call center is expected to provide over 200,000 people per year with information, eligibility screening and trip planning assistance. When fully operational, with an integrated technology system, the center is estimated to schedule over 400,000 trips yearly. To increase the availability of rides, the project also funds a Regional Voucher Program to provide approximately 12,000 one-way trips per year to medical appointments and other vital services. The cost per trip is substantially lower than paratransit services and serves individuals where no such transportation options exist. A travel training program will support this effort and promote the use of the existing transportation system.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$17,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$17,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

Funds likely to be used throughout all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AR-046** **On Final Investment List? Yes**

Project Name I-285 West at I-20 West - Interchange Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: I-285 Corridor



PLAN 2040 Status Related project identified as a line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: AT-244

Description, Purpose and Benefits

The proposed project would partially reconstruct the interchange of I-285 West and I-20 West. The project would reconstruct the I-285 southbound to I-20 westbound ramp to meet 50 mph design speed. An auxiliary lane would be constructed along southbound I-285 from DL Hollowell Parkway to the ramp, then along I-20 westbound to Six Flags Parkway. The project would also reconstruct the I-20 eastbound to I-285 northbound ramp as a 50 mph design speed flyover, bridging over Fairburn Road and the mainlines of I-20 and I-285. An auxiliary lane would be constructed along eastbound I-20 from west of Fulton Industrial Boulevard to the ramp. The northbound exit ramp to DL Hollowell Parkway would be reconstructed as a braided ramp with the I-20 eastbound to I-285 northbound ramp. The I-20 bridges over the Chattahoochee River and CSX Railroad would be widened on the westbound side. I-20 bridges over Fulton Industrial Boulevard and Martin Luther King, Jr. Drive would be widened on both sides. The project concept is intended to address the most critical safety and congestion deficiencies at this system regional interchange. Specifically, this project will improve congestions and reduce crashes that often occur during peak travel periods. Operational deficiencies of the southbound to westbound ramp and the eastbound to northbound ramp consistently cause severe travel delays and crashes. The project serves trips to/from multiple jurisdictions including Fulton, Cobb, Douglas, Carroll and Paulding Counties and also serves freight traffic traveling in the southeastern United States and passing through the region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$74,500,000
Federal Funds	\$74,500,000
Local Funds*	\$0
Total Funding	\$149,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 3 (2020-2022)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AT-001(14)** **On Final Investment List? Yes**

Project Name Pryor Street at CSX Rail Line and MARTA East Line - Bridge Replacement

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Location: Central Subregion



Description, Purpose and Benefits This project will replace the Pryor Street bridge between Wall Street and Alabama Street, which was built in 1929 and has a sufficiency rating of 35.00 out of 100.00. The bridge will be designed to accommodate multiple modes of transportation, including bicycles, pedestrians, transit and freight vehicles. The bridge is located in downtown Atlanta within a major regional employment center, as designated by the ARC. Bridge serves several regional express and MARTA local bus routes and provides a direct link to the Regional Freeway System.

Funding Commitments	TIA Funds	\$32,100,000
	Federal Funds	\$0
	Local Funds*	\$0
	Total Funding	\$32,100,000

(all amounts shown in current year 2011 dollars)

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(4)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Central Avenue at CSX Rail Line and MARTA East Line - Bridge Replacement

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

This project will replace the Central Avenue bridge between Decatur Street and Alabama Street, which was built in 1926 and has a sufficiency rating of 49.87 out of 100.00. The bridge will be designed to accommodate multiple modes of transportation, including bicycles, pedestrians, transit and freight vehicles. The bridge is located in downtown Atlanta within a major regional employment center, as designated by the ARC. Bridge serves several regional express and MARTA local bus routes and provides a direct link to the Regional Freeway System.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$27,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$27,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(40)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Piedmont Avenue from Cheshire Bridge Road to Martin Luther King, Jr. Drive - Multimodal Corridor Improvements

Project Type

Roadway

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input checked="" type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes sidewalk repair and installation, ADA improvements, milling and resurfacing, associated traffic studies, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System and Regional Thoroughfare Network, as defined by ARC. Piedmont Avenue between Cheshire Bridge Road and Ralph McGill Boulevard is designated as a Core Bicycle Connection in the Connect Atlanta Plan.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$3,604,908
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$3,604,908

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(47)

On Final Investment List? Yes

Location: Central Subregion

Project Name

10th Street from Howell Mill Road to Monroe Drive - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

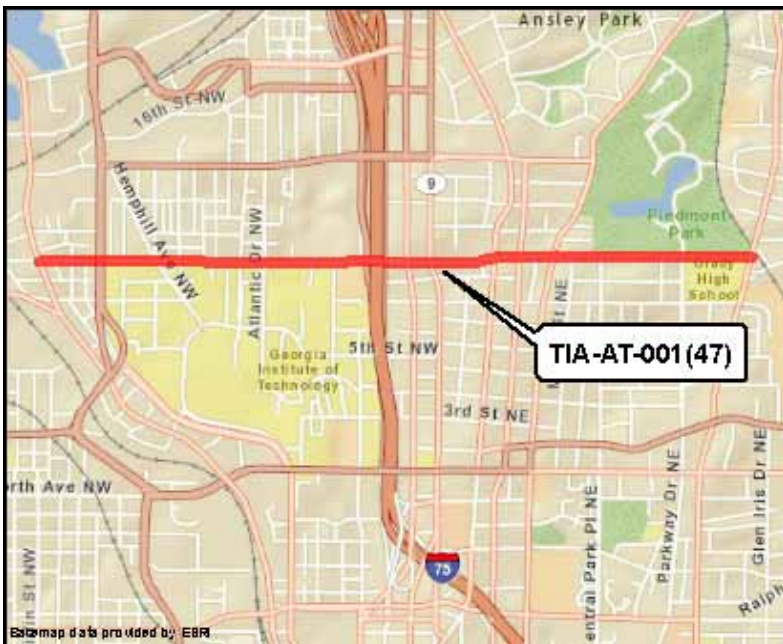
(all amounts shown in current year 2011 dollars)

TIA Funds	\$462,500
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$462,500

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AT-001(48)** **On Final Investment List? Yes**

Project Name 14th Street from Howell Mill Road to Piedmont Road - Traffic Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Location: Central Subregion



Description, Purpose and Benefits This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments	<i>TIA Funds</i>	\$575,000
	<i>Federal Funds</i>	\$0
	<i>Local Funds*</i>	\$0
	Total Funding	\$575,000

(all amounts shown in current year 2011 dollars)

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(49)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Auburn Avenue from Peachtree Street to Boulevard - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$643,750
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$643,750

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(5)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Courtland Street at CSX Rail Line and MARTA East Line - Bridge Replacement

Project Type

Roadway

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input checked="" type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2017.

Related Project Numbers: AT-070

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$22,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$22,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(50)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Boulevard from US 78 (Ponce de Leon Avenue) to SR 42 Spur (McDonough Boulevard) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,150,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,150,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(51)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Courtland Street from Linden Avenue to Gilmer Street - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$750,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$750,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AT-001(52)** **On Final Investment List? Yes**

Project Name US 78 (Donald L. Hollowell Parkway) from SR 70 (Fulton Industrial Boulevard) to US 41 (Northside Drive) - Traffic Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Location: Central Subregion



Description, Purpose and Benefits

This project includes Traffic coordination, modernization, optimization and associated ADA pedestrian improvements, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,025,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,025,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(53)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Edgewood Avenue from Peachtree Street to Elizabeth Street - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$527,667
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$527,667

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AT-001(54)** **On Final Investment List? Yes**

Project Name Howell Mill Road from I-75 North to 10th Street - Traffic Improvements

Project Type

Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Location: Central Subregion



Description, Purpose and Benefits This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$512,500
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$512,500

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(55)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Joseph E. Lowery Boulevard from West Marietta Street to SR 139
(Ralph David Abernathy Boulevard) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,188,750
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,188,750

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(56)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Martin Luther King, Jr. Drive from Fairburn Road to Washington Street - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$3,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$3,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(57)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

SR 154 (Memorial Drive) from Peachtree Street to SR 155 (Candler Road) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

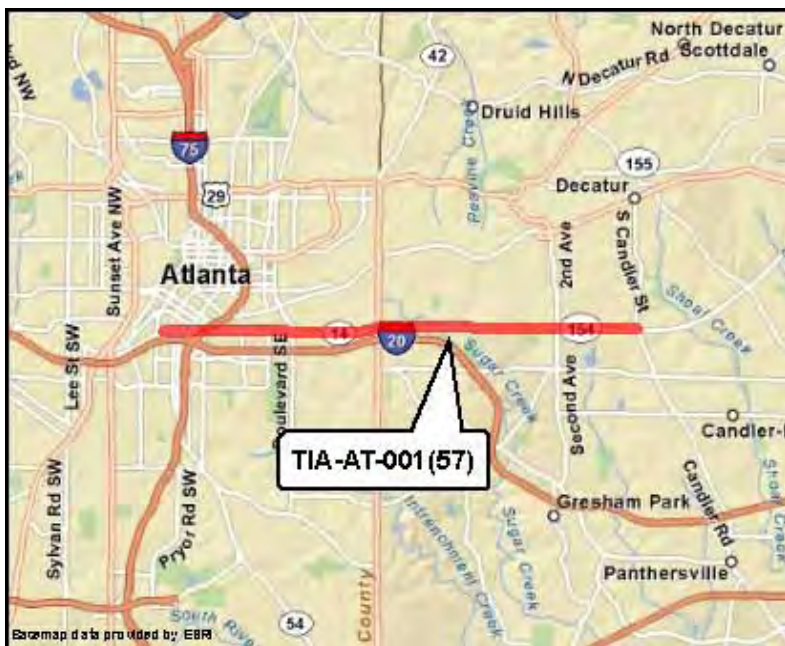
(all amounts shown in current year 2011 dollars)

TIA Funds	\$738,750
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$738,750

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(58)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Monroe Drive from Piedmont Circle to US 78/278 (Ponce de Leon Avenue) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$706,250
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$706,250

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(59)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

North Avenue from US 41 (Northside Drive) to US 23 (Moreland Avenue) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$457,500
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$457,500

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(60)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

US 19/41 (Northside Drive) from West Paces Ferry Road to Whitehall Street - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$525,325
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$525,325

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(61)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

SR 9 / SR 141 (Peachtree Road) from Peachtree Dunwoody Road to Collier Road - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,713,450
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,713,450

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(62)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Peachtree Street from Spring Street to SR 154 (Trinity Avenue) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion

Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$434,875
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$434,875

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(63)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

SR 237 (Piedmont Road/Avenue) from SR 9 (Roswell Road) to Edgewood Avenue - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion

Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$612,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$612,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(64)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

US 78/278 (Ponce de Leon Avenue) from Spring Street to Clifton Road - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$618,125
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$618,125

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(65)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Spring Street from Peachtree Street to SR 154 (Trinity Avenue) - Traffic Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion

Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,292,125
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,292,125

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(66)

On Final Investment List?

Yes

Location: Central Subregion

Project Name

SR 139 (Martin Luther King, Jr. Drive) from SR 280 (H.E. Holmes Drive) to Lamar Avenue - Multimodal Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

This project would widen SR 139 (ML King, Jr Drive) between SR 280 (HE Holmes Drive) and Barfield Avenue to improve safety and accommodate multiple modes of transportation. The purpose of the proposed project is to reduce angle and rear-end crashes and improve operations and safety along this segment of roadway. The construction of a four-lane cross-section with left-turn lanes, bicycle accommodations, curb and gutter, and sidewalks on a partially new alignment would meet these objectives. The crash and injury rates in this corridor exceed statewide averages and will likely worsen with increasing traffic volumes predicted for the corridor. The purpose of the project is to improve traffic flow and reduce the left-turn, angle, and rear-end crashes along this corridor. The left-turn lanes will provide safe opportunities to slow down and turn into the three cross streets and the project termini intersections. Project is located within and/or provides access to a regional employment and activity center, as designated by the ARC. Project is located on the Regional Strategic Transportation System, as defined by ARC. SR 139 (ML King, Jr Drive) is designated as a Core Bicycle Connection in the Connect Atlanta Plan.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$7,395,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$7,395,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-001(67)

On Final Investment List? Yes

Location: Central Subregion

Project Name

Campbellton Road from SR 139 (Lee Street) to Atlanta City Limits - Traffic Improvements

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System and Regional Thoroughfare Network, as defined by ARC.

Funding Commitments

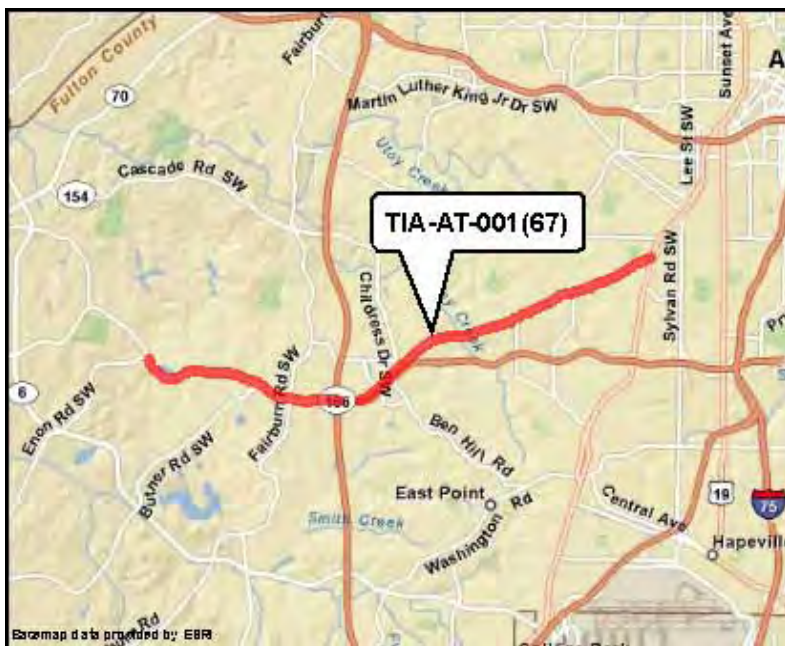
(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,259,900
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,259,900

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AT-001(68)** **On Final Investment List? Yes**

Project Name SR 54 (Jonesboro Road) from McDonough Boulevard to City Limits - Traffic Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Central Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits This project includes traffic signal coordination, modernization, optimization and associated traffic studies, ADA improvements, milling and resurfacing, pavement markings, signage and street lights, as appropriate. Project is located within and/or provides access to a regional employment and activity center, as designated by ARC. Project is located on the Regional Strategic Transportation System and Regional Thoroughfare Network, as defined by ARC.

Funding Commitments	<i>TIA Funds</i>	\$806,625
	<i>Federal Funds</i>	\$0
	<i>Local Funds*</i>	\$0
	Total Funding	\$806,625

(all amounts shown in current year 2011 dollars)

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*



Implementation Band Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-004

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Atlanta Beltline and Atlanta Streetcar Transit and Trail - Downtown to Northeast

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2031-2040 timeframe

Related Project Numbers: AR-451 series

Description, Purpose and Benefits

This project will improve rail transit access to multiple regional employment and activity centers, including downtown Atlanta, by extending the TIGER II-funded streetcar to the northeast Atlanta BeltLine corridor. The project includes the construction of a streetcar line with stations approximately every ½ mile and 10 years of operations and maintenance funding. It also includes upgrades to the TIGER II-funded streetcar light maintenance facility at Edgewood Avenue and I-75/85 as necessary to support a larger vehicle fleet. This project is included in the Atlanta BeltLine Redevelopment Plan, Connect Atlanta Plan, and PLAN 2040. The project begins at the eastern terminus of the TIGER II-funded streetcar and proceeds through the King Historic District to join the BeltLine corridor at Edgewood Avenue or Irwin Street. The alignment follows the Atlanta BeltLine corridor across North Highland Avenue, SR 10 (Freedom Parkway), North Avenue and US 78/278 (Ponce De Leon Avenue) to Piedmont Park. The project connects Centennial Olympic Park, Downtown Atlanta, Georgia State University, Inman Park Village, Martin Luther King, Jr. National Historic Site, Peachtree Center MARTA Station, Piedmont Park, Ponce City Market (AKA City Hall East), The Carter Center, and Woodruff Park. In conjunction with TIA-AT-007, this project is estimated to support an average of 11,300 daily boardings in 2025.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$165,952,132
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$165,952,132

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-007

On Final Investment List? **Yes**

Location: Central Subregion

Project Name

Atlanta Beltline and Atlanta Streetcar Transit and Trail - Downtown and Midtown to Southwest

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2031-2040 timeframe

Related Project Numbers: AR-451 series

Description, Purpose and Benefits

This project will improve rail transit access to multiple regional employment and activity centers, including downtown and midtown Atlanta, by extending the TIGER II-funded streetcar to the southwest Atlanta BeltLine corridor. The project includes the construction of a streetcar line with stations approximately every 1/2 mile, an infill station on the MARTA Green Line and 10 years of operations and maintenance funding. It also includes upgrades to the TIGER II-funded streetcar light maintenance facility at Edgewood Avenue and I-75/85 as necessary to support a larger vehicle fleet or a new light maintenance facility on the west side of Atlanta. This project is included in the Atlanta BeltLine Redevelopment Plan, Connect Atlanta Plan, and PLAN 2040. The alignment begins at the intersection of SR 139 (Ralph David Abernathy) and Cascade Avenue and follows the Atlanta BeltLine corridor north across I-20, Martin Luther King, Jr. Drive and Joseph E. Boone Boulevard. At US 78/278 (Donald L. Hollowell Parkway), the alignment transitions to the street and follows US 78/278 (Donald L. Hollowell Parkway, Northside Drive and North Avenue) east to Luckie Street. At this point, the line splits with one branch turning south on Luckie Street to connect to the TIGER II-funded streetcar at Centennial Olympic Park and the other branch continuing east on US 78/278 (North Avenue) to the North Avenue MARTA Station and Ponce City Market (AKA City Hall East). The project includes an infill station on the MARTA Green Line at Joseph E. Boone Boulevard. The project connects Centennial Olympic Park, Coca-Cola Company headquarters, downtown Atlanta, Georgia Aquarium, Georgia Institute of Technology, Georgia State University, Historic West End, Martin Luther King, Jr. National Historic Site, midtown Atlanta, Peachtree Center MARTA Station, Ponce City Market (AKA City Hall East), Washington Park, Woodruff Park and the World of Coca-Cola. In conjunction with TIA-AT-004, this project is estimated to support an average of 11,300 daily boardings in 2025.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$435,940,345
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$435,940,345

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-AT-010** **On Final Investment List? Yes**

Project Name I-285 West at Greenbriar Parkway - New Interchange

Project Type

Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-AT-259

Location: I-285 Corridor



Description, Purpose and Benefits

This project will improve vehicle access between south Fulton County and the Greenbriar Livable Centers Initiative (LCI) area, by making improvements to the area south of the existing interchange at I-285 West and SR 154/166 (Langford Parkway). The goal of the project is to reduce the travel time between I-285 West and the Greenbriar LCI area. The Greenbriar LCI area, which is located within an ARC-defined Equitable Target Area (ETA), has been identified as a priority area for economic development by the City of Atlanta. This project is identified in the Connect Atlanta Plan and is located on the Regional Freeway System. SR 154/166 (Campbellton Road) west of I-285 West is in the top 10% of the Most Congested Facilities: Major Roads, according to ARC.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$36,400,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$36,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 3 (2020-2022)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-AT-021A

On Final Investment List? Yes

Location: Central Subregion

Project Name

SR 237 / SR 9 between Atlanta City Limits and Lindbergh MARTA Station - Bus Rapid Transit and Road Improvements

Project Type

Roadway/Transit

- | | |
|---|---|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Comparable projects in PLAN 2040; majority of construction planned beyond 2040
Related Project Numbers: ASP-AR-478; ASP-AT-257; AT-246

Description, Purpose and Benefits

This project will improve the accessibility, availability and reliability of transit service along the SR 237 (Piedmont Road) and US 19 (Roswell Road) corridor between Lindbergh Center MARTA Station and the Atlanta city limits, while also addressing key congestion points and reducing delay for all modes of transportation traveling along the corridor. Project includes bus rapid transit and pedestrian improvements along entire corridor, multi-modal widening of SR 237 (Piedmont Road) between Lindbergh Drive and Miami Circle, multi-modal intersection improvements at SR 237 (Piedmont Road) and Darlington Road/East Wesley Road, lane conversion on SR 237 (Piedmont Road) between Miami Circle and Pharr Road, multi-modal widening of SR 237 (Piedmont Road) between Pharr Road and SR 141(Peachtree Road), multi-modal intersection improvements at SR 141 (Piedmont Road) and Tower Place Drive, and assorted signal and operational improvements. Project is located within and/or provides access to multiple regional employment centers, as designated by ARC. This corridor is an important alternative to GA 400. Composite projects are identified in the Piedmont Area Transportation Study, Connect Atlanta Plan and PLAN 2040. Project is located on the Regional Strategic Transportation System and the Regional Thoroughfare Network. SR 237 (Piedmont Road) between US 19 (Roswell Road) and I-85 is in the top 10% of the Most Congested Facilities: Major Roads according to ARC. The existing 5 Piedmont Road/Sandy Springs bus service, which runs along the corridor from Lindbergh MARTA Station to Dunwoody MARTA Station, carries over 4,000 riders per weekday, operates on a peak-hour frequency of every 15 minutes, and is one of MARTA's top five highest ridership bus routes. When opened, the project is forecast to support an average 3,700 weekday boardings (in 2025).

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$50,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$50,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CH-001

On Final Investment List?

Yes

Location: Northwest Subregion

Project Name

Bells Ferry Road at Little River - Bridge Replacement

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CH-010B



Description, Purpose and Benefits

This project replaces the existing Bells Ferry Road bridge over the Little River. The existing bridge has a low sufficiency rating of 43.99. The existing bridge width is a concern for the Cherokee County School System and public safety agencies. School buses will not cross the bridge due to its narrow width. This significantly increases school transportation costs as they have to find alternate routes to avoid this bridge. This project is a bridge replacement project on an RSTS facility on the Regional Strategic Transportation System. Bells Ferry Road runs between the City of Canton, near SR 20, in Cherokee County, to the City of Marietta, SR 41/Cobb Parkway, in Cobb County. Bells Ferry Road serves as an alternate/parallel route to I-575 for many residents residing in western Cherokee County and traveling to Cobb County. This project is included in Plan 2040. The project concept was approved by GDOT in 1998. The wider bridge will open up options for adjusting school bus routes and local transit routes.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$7,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$7,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CH-005

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 140 (Hickory Flat Highway) from East Cherokee Drive to Mountain Road - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CH-140E3



Description, Purpose and Benefits

This project widens and realigns 3.30 miles of SR 140, from East Cherokee Drive to Mountain Road, from 2 to 4 lanes. SR 140 is identified as a thoroughfare on the RSTS regional network plan. This section of SR 140 is one of the top 10% most congested arterials/major roads in the Atlanta Metro area. SR 140 connects the City of Canton at I-575 in Cherokee County, and central and eastern Cherokee County, with employment, activity centers and regional attractors in North Fulton County and the cities of Alpharetta and Roswell. Concept 3 identifies SR 140 as a future express bus route. This project is included in Plan 2040. The proposed improvement will include sidewalks and bicycle lanes.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$70,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$70,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CH-006

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 140 (Hickory Flat Highway) from I-575 to East Cherokee Drive - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CH-140D2



Description, Purpose and Benefits

This project widens and realigns 5.63 miles of SR 140, from I-575 to East Cherokee Drive, from 2 to 4 lanes. SR 140 is identified as a thoroughfare on the RSTS regional network plan. This section of SR 140 is one of the top 10% most congested arterials/major roads in the Atlanta Metro area. SR 140 connects the City of Canton at I-575 in Cherokee County, and central and eastern Cherokee County, with employment, activity centers and regional attractors in North Fulton County and the cities of Alpharetta and Roswell. Concept 3 identifies SR 140 as a future express bus route. This project is included in Plan 2040. The proposed improvement will include sidewalks and bicycle lanes.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$70,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$70,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CH-009** **On Final Investment List?** **Yes**

Project Name SR 140 (Hickory Flat Highway / Arnold Mill Road) from Mountain Road to Fulton County Line - Widening

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: FN-232A

Location: North Subregion



Description, Purpose and Benefits

This project widens and realigns approximately 2.0 miles of SR 140, from Mountain Road in Cherokee County to the Fulton County line, from 2 to 4 lanes. The project also includes a new 4-lane bridge over the Little River. SR 140 is identified as a thoroughfare on the RSTS regional network plan. This section of SR 140 is one of the top 10% most congested arterials/major roads in the Atlanta Metro area. SR 140 connects the City of Canton at I-575 in Cherokee County, and central and eastern Cherokee County, with employment, activity centers and regional attractors in North Fulton County and the cities of Alpharetta and Roswell. Concept 3 identifies SR 140 as a future express bus route. This project is included in Plan 2040. The proposed improvement will include sidewalks and bicycle lanes. This project is also included in the North Fulton Comprehensive Transportation Plan. This project, as originally submitted, extended to Ranchette Road in Fulton County, but the limits have been shortened to end at the Cherokee County/Fulton County line. This aligns the project with another widening submitted as TIA-FN-030, which carries the four lanes concept southward from the Cherokee County/Fulton County line to Rucker Road / Hardscrabble Road.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$50,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$50,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CL-002

On Final Investment List?

Yes

Location: South Subregion

Project Name

Atlanta to Griffin Commuter Rail - Region 3 (Fulton, Clayton and Henry Counties)

Project Type

Transit

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-AR-435; ASP-AR-436



Description, Purpose and Benefits

This project will continue development and engineering activities for the Atlanta to Griffin Commuter Rail Project, positioning it as a strong candidate for construction in the future. Planning, preliminary engineering, and rail readiness activities include the following: Coordination, documentation, and preliminary negotiation for a Norfolk Southern Railway Agreement; produce and maintain a current Environmental Impact Statement; preparation of a business operation plan; development of local funding assistance programs and options including a potential Tax Allocation District, land use features, and various intergovernmental agreements; review, evaluate, and potentially acquire future right of way or easements; and review, evaluate, and potentially provide initial safety enhancements related to the rail service and various vehicular and pedestrian interface locations, leveraging possible funds for railway construction and related items in existing and future federal programs. A similar rail project is also being sponsored by the Three Rivers Region. The Commuter rail project was initially identified in the 1995 GDOT Commuter Rail Plan and has subsequently been included in Atlanta Regional Commission (ARC) Regional Transportation Plans, 2009 GDOT State Rail Plan, 2007 Transit Planning Board (TPB)/Metro Atlanta Chamber of Commerce/GDOT Commuter Rail Plan Update, 2008 TPB Concept 3 Plan, 2010 Georgians for Passenger Rail/Brookings Institute Economic Development, Capital and Operating Cost Estimates, Station Area Plans, Market Assessment and Financing Options for the Macon to Atlanta Passenger Rail Corridor, and the 2008 Clayton County Comprehensive Transportation Plan (CTP).

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$20,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$20,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

N/A (not recommended for constrained list)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CL-004

On Final Investment List? Yes

Location: South Subregion

Project Name

Conley Road from I-285 to SR 54 (Jonesboro Road) - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-CL-074



Description, Purpose and Benefits

The project consists of the widening and reconstruction of Conley Rd from I-285 to SR 54 Jonesboro Rd to improve east-west connectivity, capacity, safety, freight movement, and system linkage needs. The 1.13 mile project would provide an urban four-lane roadway with 12 foot travel lanes, a 20 foot raised median, and urban shoulders consisting of curb and gutter, grassed strip, and 5 foot sidewalk on both sides of the roadway. The approved Concept Report (December 2006) indicates that crash rates along this corridor exceed the statewide average for similar corridors. The project supports the Mountain View and Fort Gillem redevelopment plans to encourage redevelopment in an economically depressed area for industrial and commercial use, access to Hartsfield-Jackson Atlanta International Airport (HJIA), and connection to the proposed Southern Crescent Transportation Service Center. This project is the second segment of a group of projects to provide improved access in northern Clayton County. It is an extension of the currently funded grade separation project at the Norfolk Southern railroad, SR 3 Old Dixie Rd, CW Grant Pkwy, and Conley Rd intersection. It also complements the proposed interchange of I-285 @ Conley Rd. The project is included in Georgia DOT's Construction Work Program, ARC RTP, Clayton County's Transportation Plan, and Mountain View's Redevelopment Plan and supports the findings of the Fort Gillem Strategic Reuse Plan. Currently, a preliminary design layout exists along with an approved environmental document. The requested funding will be utilized for all remaining aspects of the project.

Funding Commitments

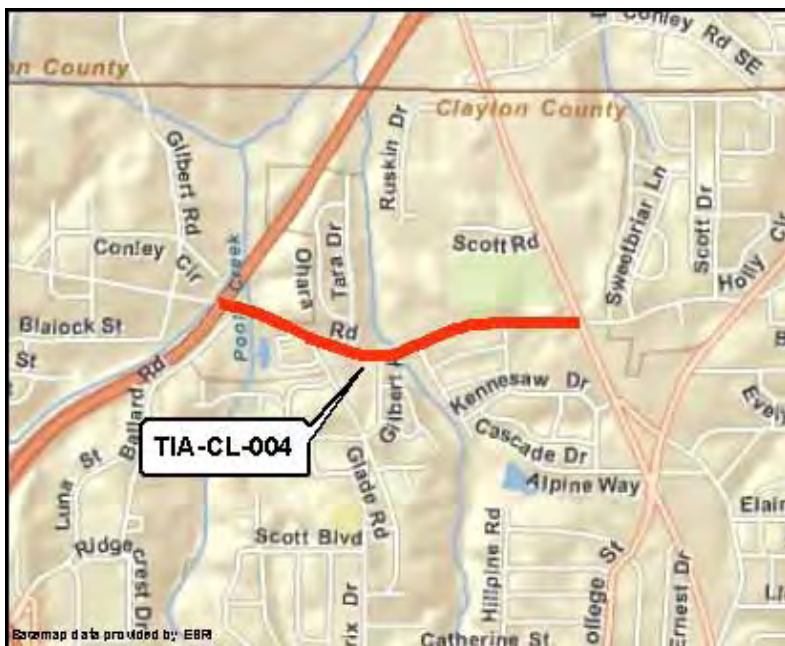
(all amounts shown in current year 2011 dollars)

TIA Funds	\$28,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$28,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CL-005** **On Final Investment List? Yes**

Project Name Jonesboro Connector from US 19/41 (Tara Boulevard) to Lake Jodeco Road - New Alignment

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Location: South Subregion



Description, Purpose and Benefits

This project would create a bypass at the southern edge of the City of Jonesboro extending from Tara Boulevard/US 19/41/SR 3 and the Flint River Road/SR 54 area on the west end and connect to Lake Jodeco Road on the east end. This project is intended to decrease east-west congestion on local streets in downtown Jonesboro by providing a direct through east-west connector route on the south side of Jonesboro. This project would support Livable Centers Initiative (LCI) activities in downtown Jonesboro, enhancing the ability to walk and bicycle on downtown streets, by encouraging vehicular and freight through-traffic to bypass the center city thus decreasing traffic within the downtown area. A detailed concept and traffic study will be performed during the initial stages of the project to identify the road alignment. The 1.0 mile project also anticipates a bridge over the Norfolk Southern Railroad which will provide access for emergency vehicles to the opposite side of the tracks in the event of a prolonged rail crossing blockage by train or other emergency. The project is included in Clayton County's Transportation Plan as a freight corridor to support preservation of downtown Jonesboro as a traditional town center. The Clayton Transportation Plan evaluated the ARC travel demand model and showed a 31% reduction in peak hour delay, a 54% reduction in congestion and a 31% reduction in total delay. The requested funding will be utilized for all aspects of the project.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$15,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$15,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CL-006

On Final Investment List? Yes

Location: South Subregion

Project Name

Clayton County Local Bus / Fixed Route Transit Service

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but Project identified as line item in plan policy to expand modal options

Related Project Numbers: N/A



Description, Purpose and Benefits

This project implements fixed route local bus service and complementary paratransit service in Clayton County. While it is anticipated there will be some similarities to the County's previous bus service, connections to existing and new regional transit services included in the Transit Planning Board's Concept 3 Plan will be analyzed through a transit development plan. As the need for transit is evident by the dynamic ridership growth previously experienced, exceeding 8,500 weekday boardings in 2009, this project provides increased mobility options for the County's citizens and expand existing economic development opportunities. The new service will directly connect to regional employment/activity centers of Hartsfield-Jackson Atlanta International Airport, Clayton State University, Southern Regional Medical Center, Clayton County Justice Complex, Fort Gillem, and Southlake Mall. Potential corridors for service analysis include SR 3 Tara Blvd, SR 85, SR 54, Upper Riverdale Rd, SR 331 Forest Pkwy, SR 139 Riverdale Rd, and Mt Zion Rd. The desire for service is evident by a non-binding referendum where 70% approved participation in a regional transit system, including levying a sales tax to support system funding. Following the transit development plan, implementation of the local bus service is expected to be straight forward and achievable within a two to four year time frame. Required resources will include buses, paratransit vans, bus shelters, maintenance / storage facility and other support elements such as service vehicles and office equipment. Funding will also be utilized to offset operation costs not covered by the farebox for the next 10 years. When opened, the project is forecast to support an average 13,100 weekday boardings (in 2025).

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$100,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$100,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Funds likely to be used throughout all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CL-012

On Final Investment List? Yes

Location: South Subregion

Project Name

SR 54 (Fayetteville Road) from McDonough Road in Fayette County to US 19/41 (Tara Boulevard) in Clayton County - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CL-041



Description, Purpose and Benefits

The project will widen SR 54 Fayetteville Rd from McDonough Rd to SR 3 Tara Blvd. The 5.49 mile project would provide an urban four-lane roadway with 12 foot travel lanes, a 24 foot raised median, 4 foot bicycle lanes, and urban shoulders consisting of curb and gutter, grassed strip, and 5 foot sidewalk on both sides of the roadway. This project will provide last mile connectivity as it links to existing four-lane sections in both Fayette and Clayton Counties. According to the Approved Concept Report, the project will improve the current level of service (LOS) from an E to a C at the northern terminus and a B at the southern terminus. Also, several intersections within the project limits experience a high level of crashes. The Clayton Transportation Plan evaluated the ARC travel demand model and showed a 49% reduction in peak hour delay, a 77% reduction in congestion and a 48% reduction in total delay. The project is included in Georgia DOT's Construction Work Program, ARC RTP, Clayton County's Transportation Plan, Fayette County's Transportation Plan, ARC's Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan, and ARC's Southern Regional Accessibility Study and SR 54 is identified as a Regional Strategic Transportation System Thoroughfare and as a Strategic Freight Corridor. SR 54 provides a critical regional travel corridor between Clayton County and Fayette County and between the Cities of Jonesboro and Fayetteville. Currently, design plans are complete with Georgia DOT acquiring the necessary right of way. The project should be "shovel ready" when TIA2010 funds become available with funding being utilized for the construction phase.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$8,100,000
Federal Funds	\$32,080,000
Local Funds*	\$0
Total Funding	\$40,180,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CL-013

On Final Investment List? **Yes**

Location: South Subregion

Project Name

SR 85 from Adams Drive to I-75 South (includes interchange) - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CL-014



Description, Purpose and Benefits

The project will widen SR 85 from Adams Dr to I-75 and includes an interchange modification at SR 331 Forest Pkwy/SR 85 and I-75. The 3.1 mile project would provide an urban six-lane roadway with 12 foot travel lanes, a 20 foot raised median, and urban shoulders consisting of curb and gutter, grassed strip, and 5 foot sidewalk on both sides of the roadway. This project will provide last mile connectivity by connecting I-75 to an existing six-lane section at Adams Dr. The project will reduce congestion and improve safety and mobility. SR 85, over 41,000 daily vehicles, is identified as the most congested corridor in Clayton County by ARC and the Clayton Transportation Plan identified high frequency crash locations at 3 intersections. This road is a bottleneck during the morning with over 2,000 vehicles per hour traveling to I-75. The Clayton Transportation Plan evaluated the ARC travel demand model and showed a 32% reduction in peak hour delay, a 50% reduction in congestion and a 36% reduction in total delay. The project is included in Georgia DOT's Construction Work Program, ARC RTP, Clayton County's Transportation Plan, and ARC's Southern Regional Accessibility Study and SR 85 is identified as a Regional Strategic Transportation System Thoroughfare and as a Strategic Freight Corridor. SR 85 provides a critical travel corridor within Clayton County between the Cities of Riverdale and Forest Park and provides regional capacity for traffic from Fayette County through Clayton County to I-75. This project has been in Georgia DOT's program for many years with design originally authorized in 1992. The requested funding will be utilized for all aspects of the project.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$17,200,000
Federal Funds	\$16,950,000
Local Funds*	\$0
Total Funding	\$34,150,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CL-014

On Final Investment List?

Yes

Location: South Subregion

Project Name

SR 85 from Pointe South Parkway to Roberts Drive - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CL-015



Description, Purpose and Benefits

The project will widen SR 85 from Pointe South Pkwy. to Roberts Dr. The 3.2 mile project would provide an urban six-lane roadway with 12 foot travel lanes, a 20 foot raised median, and urban shoulders consisting of curb and gutter, grassed strip, and 5 foot sidewalk on both sides of the roadway. The project will reduce congestion and improve safety and mobility. SR 85 is identified as the most congested corridor in Clayton County by ARC and the Clayton Transportation Plan identified high frequency crash locations at 6 intersections. The Clayton Transportation Plan evaluated the ARC travel demand model and showed a 46% reduction in peak hour delay, a 53% reduction in congestion and a 47% reduction in total delay. The project is included in Georgia DOT's Construction Work Program, ARC RTP, Clayton County's Transportation Plan, Fayette County's Transportation Plan, and ARC's Southern Regional Accessibility Study and SR 85 is identified as a Regional Strategic Transportation System Thoroughfare and as a Strategic Freight Corridor. SR 85 provides a critical regional travel corridor for Clayton and Fayette Counties and connects both to I-75. As stated in the Fayette Transportation Plan, SR 85 is the main access for Fayette County to I-75. This project has been in Georgia DOT's program for many years with design originally authorized in 1992. The requested funding will be utilized for all aspects of the project.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$22,200,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$22,200,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CL-018** **On Final Investment List? Yes**

Project Name US 19/41 (Tara Boulevard) from I-75 South to Battle Creek Road - Super Arterial Concept

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: South Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

The project will remake US 19/41/SR 3 Tara Blvd from I-75 to approximately Battle Creek Rd into a "super arterial" road complete with multiple grade separations and limited-access highway locations. It is envisioned that the project will provide two-lane parallel access roads on the east and west sides of the limited access highway. The arterial and access roads would be connected with a collector-distributor (C-D) system. Some east-west cross streets will be grade separated with others connected into the C-D system. A detailed concept and traffic study will be performed during the initial stages of the project to identify grade separation locations and designs, C-D interaction, and specific limits of the project. With over 55,000 daily vehicles on Tara Blvd and over 95,000 vehicles utilizing the Upper Riverdale Rd intersection daily, the redesign's purpose of separating through traffic from local traffic will provide long range regional mobility. Also, local multimodal travel on the parallel access roads will have a safer and more manageable operation. The project will be a catalyst for corridor wide economic redevelopment opportunities and land use changes as it is the primary roadway through the heart of Clayton County. The Clayton Transportation Plan evaluated the ARC travel demand model and showed an 81% reduction in congestion and a 37% reduction in total delay. The project is included in Clayton County's Transportation Plan, ARC's Tara Blvd Multimodal Corridor Study and ARC's Southern Regional Accessibility Study and Tara Blvd is identified as a Regional Strategic Transportation System Thoroughfare and as a Strategic Freight Corridor. Tara Blvd provides a critical regional travel corridor for Clayton, Henry, and Spalding Counties connecting multiple town centers and regional activity centers such as Hartsfield-Jackson Atlanta International Airport and the Atlanta Motor Speedway.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$102,170,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$102,170,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 3 (2020-2022)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-001

On Final Investment List?

Yes

Location: Northwest Subregion

Project Name

Busbee Frey Connector from Busbee Parkway to Frey Road - New Alignment

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with planned for construction in 2016

Related Project Numbers: CO-400

Description, Purpose and Benefits

The project consists of adding a new bridge and connector roadway over I-75 from Frey Road to Busbee Drive, north of the existing Chastain Road/I-75 Interchange. In addition, new on-ramps to I-75 North from Busbee Drive and to I-75 South from Frey Road are included to eliminate the existing need for this traffic to utilize Chastain Road. KSU is experiencing significant growth with enrollment expected to grow from 23,000 to over 30,000 by 2017. The campus has expanded east across I-75, resulting in increased university traffic on Chastain Road. This project will enhance regional mobility and corridor safety by providing improvements to the congested Chastain Road corridor, a Regionally Strategic Transportation System (RSTS) route. Improved accessibility is vital to the continued economic development of the Town Center CID and growth of KSU. In addition, improvements should alleviate traffic crashes on Chastain Road resulting from current short distances to merge from interstate ramps in order to access nearby Frey and Busbee Roads. Alternate modes of transportation will benefit from planned pedestrian improvements and direct Cobb Community Transit (CCT) access to KSU from I-75. Access to McCollum Airport will be benefit since the I-75 and Chastain Road interchange provides the most direct interstate access to this Airport. Less congestion along the Chastain Road corridor should also facilitate increased use of existing bicycle lanes on this roadway.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$19,000,000
Federal Funds	\$0
Local Funds*	\$2,500,000
Total Funding	\$21,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CO-006** **On Final Investment List?** **Yes**

Project Name US 41 (Cobb Parkway) from Barrett Parkway to Bartow County - Intersection Improvements at Nine Locations

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Location: Northwest Subregion



Description, Purpose and Benefits

This project consists of turn lane, traffic signal, pedestrian and other improvements to nine (9) key intersections along Cobb Parkway/US 41/SR 3 from Barrett Parkway to the Bartow County Line as follows: Cedarcrest Road, SR 92/Dallas Acworth Hwy, Acworth Summit Blvd, Blue Springs/Jim Owens Road, Mack Dobbs/Rutledge Road, Watts Drive, Kennesaw Due West Road, McCollum Parkway, Old 41 Highway, and other locations in the project limits. All of the above intersections are locations with significant delays and associated poor Levels of Service (LOS) due to inadequate turn lane capacity. Deficient turn lane lengths result in vehicles backed up into the through lanes and unsafe lane changes as drivers seek to bypass unexpected through lane queues. The project purpose is to improve traffic operation and safety along this corridor through enhanced signal coordination and timing, by lengthening turn lanes and/or providing dual left turn lanes where warranted and feasible, and providing pedestrian and other improvements. Cobb Parkway/US 41/SR 3 is a Regionally Strategic Transportation System (RSTS) route and an ARC Strategic Freight Highway Subsystem. During major incidents on I-75, Cobb Parkway operates as the primary alternate north-south route for diverted interstate traffic. Proposed improvements will raise the overall level of service along this corridor for freight and other traffic usage. Safety will be improved by eliminating the need for lane weaving due to turn lane congestion spilling back into adjacent through lanes. Intersection through movements will be improved by lengthening and/or adding turn lanes. Adjacent commercial areas will benefit by being more accessible from the improved traffic flow.

Funding Commitments

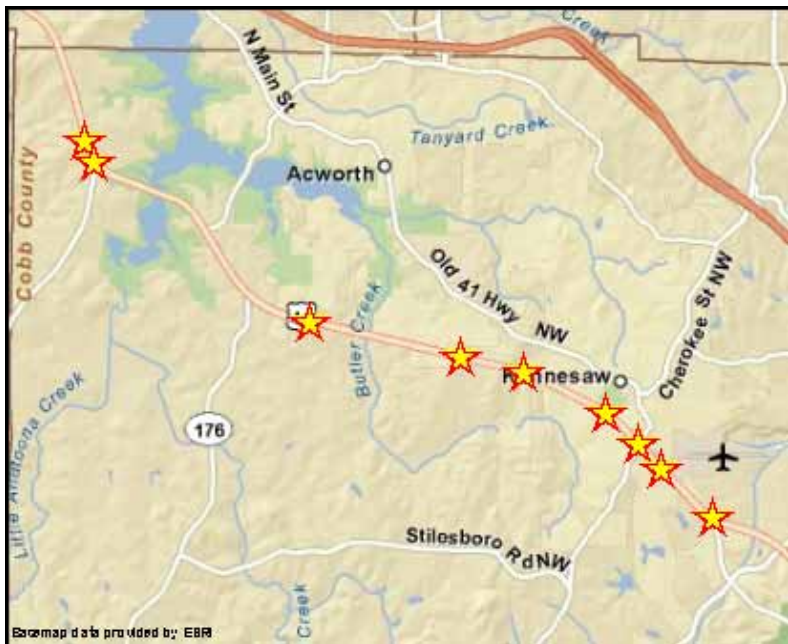
(all amounts shown in current year 2011 dollars)

TIA Funds	\$9,800,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$9,800,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-013

On Final Investment List? **Yes**

Location: Northwest Subregion

Project Name

I-75 North at Windy Hill Road - Interchange Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CO-AR-238

Description, Purpose and Benefits

The project consists of modifying the existing I-75/Windy Hill Road Interchange by reconstructing the exit and entrance ramps on Windy Hill Road and providing additional capacity along Windy Hill Road in the interchange area. Windy Hill Road currently is planned to be widened on each side of the interchange as part of another locally funded project. Sidewalks will be provided across the bridge to match proposed sidewalks on each side of the bridge. Major components of the proposed project include widening the I-75 and I-285 northbound ramp to Windy Hill Road, relocating and improving the I-285 exit to Windy Hill Road. The project goal is to reduce congestion and alleviate crashes at this major regional interstate interchange. Major capacity improvements include a new Interstate North Parkway widening to 5 lanes and grade separated under Windy Hill Road to connect with Leland Drive (or an alternate alignment for the Windy Hill Road/Terrell Mill Connector), and an I-75 northbound loop ramp from Leland Drive (or an alternate alignment for the Windy Hill Road/Terrell Mill Connector), joining with the westbound Windy Hill Road ramp to I-75 northbound. The project will relocate Circle 75 Parkway in order to alleviate an existing high crash intersection. This project is in the RTP, STIP, and CTP. Windy Hill Road is a Regionally Strategic Transportation System (RSTS) route and on the RTN. It provides direct connectivity to I-75 for major portions of east Cobb, west Cobb, and portions of Paulding County, especially with the construction of the Windy Hill Road/Macland Road Connector. The public will benefit from reduced traffic congestion and safety improvements. Pedestrians will benefit from sidewalk enhancements.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$47,000,000
Federal Funds	\$30,000,000
Local Funds*	\$0
Total Funding	\$77,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

N/A (not recommended for constrained list)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CO-016** **On Final Investment List? Yes**

Project Name SR 360 (Macland Road) from Paulding County Line to New Macland Road / Lost Mountain Road - Widening

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Northwest Subregion



PLAN 2040 Status Project identified as line item in PLAN 2040 although limits of plan project extend beyond roundtable area; construction planned 2016;
Related Project Numbers: CO-367

Description, Purpose and Benefits

This project will reconstruct and widen Macland Road/SR 360 from the Paulding County Line to New Macland Road/Lost Mountain Road in Cobb County. Paulding County is submitting the portion from Dallas Highway/SR 120 to the Paulding County Line. The proposed typical section will consist of four 12-foot lanes (two lanes in each direction), with curb & gutter and sidewalks (urban shoulders) and a 20 foot raised median. Proposed right-of-way will be approximately 150 feet, possibly less at some locations to avoid or minimize impacts. This project is included in both the Atlanta Regional Commission's (ARC) Mobility 2030 Regional Transportation Plan (RTP), in the Cobb County 2030 Comprehensive Transportation Plan (CTP), and in the 2006-2011 Transportation Improvement Program (TIP). The corridor is also listed in the Georgia State Transportation Improvement Program (STIP) and is TIP number CO-367. In two of these documents, widening the SR 360 facility is recommended to improve increasing congestion. In Cobb County, the 1995-2015 Comprehensive Plan cited SR 360 Macland Road into Paulding County as a major facility experiencing increasing traffic congestion. In all three plans, the SR 360 corridor is identified as a congested route connecting Paulding County, which is listed as one of the fastest-growing counties in the nation, with Cobb County, a heavily developed suburban area. Freight movements will be enhanced by these improvements with pedestrians benefiting from added sidewalks. The connectivity of Macland Road, Paulding County to I-75 via Windy Hill Connector/Windy Hill Road, ensures that this project aids regional mobility.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$14,500,000
Federal Funds	\$15,500,000
Local Funds*	\$0
Total Funding	\$30,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-018

On Final Investment List?

Yes

Location: Northwest Subregion

Project Name

McCullum Airport - New Air Traffic Control Tower

Project Type

Aviation

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input checked="" type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040

Related Project Numbers: N/A



Description, Purpose and Benefits

The new Air Traffic Control Tower at Cobb County Airport-McCollum Field will be constructed on existing airport property, providing numerous modern enhancements, including new Federal Aviation Administration (FAA) standards, which are not possible with the current control tower. The existing air traffic control tower was constructed in 1995 when the Airport was not as developed or heavily used. This control tower has glare and blind spots from both man-made and natural features. The facility has been upgraded over the years with additional new equipment to improve the safety and efficiency of operations, exceeding the original tower's equipment capacity. In addition, it was constructed prior to the advent of current security standards. All available space in the tower has been converted to handle the amount of equipment that is currently necessary to operate the tower. A new control tower would allow the proper layout of equipment, eliminate blind spots, alleviate glare, incorporate FAA security standards, offer a break room for controllers, and provide office space for airport administration. Cobb County Airport-McCollum Field is a major economic generator in the region. Over 200 employees provide aviation services and connect the region with the national air transportation system. Providing a safe, convenient, and well-equipped airport provides opportunities for economic development with industries and corporations that are dependent on air transportation.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$2,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$2,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CO-020** **On Final Investment List?** **Yes**

Project Name McCollum Airport - Runway Approach Lighting System

Project Type

Aviation

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Location: Northwest Subregion



Description, Purpose and Benefits

This project will provide new runway approach lights (MALSF) at the Cobb County Airport-McCollum Field. The lights will be installed on existing airport property that is maintained as a protection zone below approaching aircraft. Installation of the MALSF to Runway 27, a medium intensity approach lighting system with sequenced flashers that include multiple rows of lights that align an aircraft with the runway, will aid pilots in making visual contact with the runway environment earlier. When the pilot arrives at a prescribed point on an approach to Runway 27, the MALSF will provide added cues as to his position adding to the safety of the airport, especially in inclement weather or nighttime conditions. The addition of the approach lights will increase the probability of an aircraft making a successful approach to the runway in marginal weather conditions, and therefore reduce the number of "go-arounds" that create added stress to the regional aviation system. This approaching lighting project is identified on the Federal Aviation Administration (FAA) approved Airport Master Plan, an element of the Georgia Aviation System Plan. In addition, Cobb County Airport-McCollum Field is a designated reliever airport for Hartsfield-Jackson International Airport. Improvements at McCollum Field provide operational benefits at Hartsfield-Jackson by enhancing likelihood for it to serve as an alternate airport designation. Cobb County Airport-McCollum Field is a major economic generator in the region. Providing a safe, convenient, and well-equipped airport increases opportunities for economic development with industries and corporations dependent on air transportation.

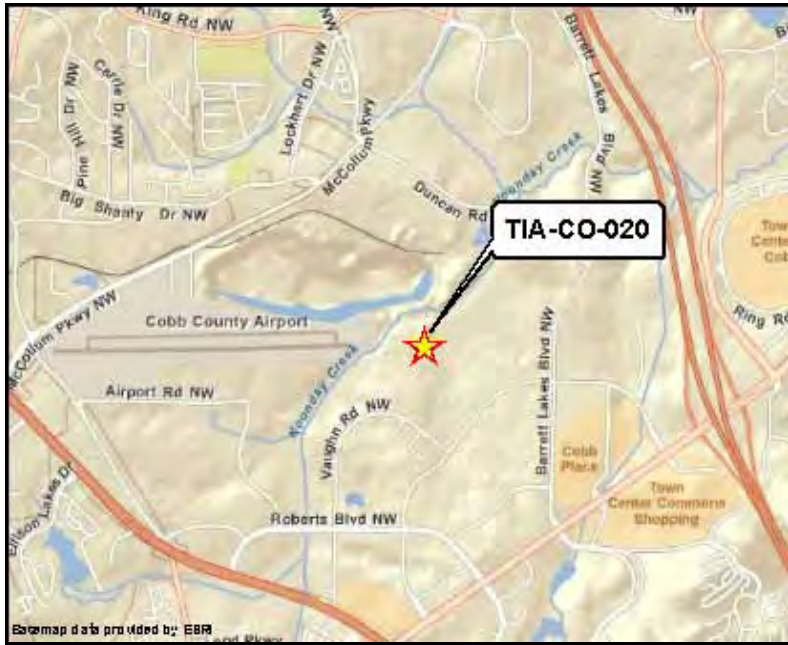
Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$690,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$690,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CO-021** **On Final Investment List?** **Yes**

Project Name Moon Station Road at CSX Railroad - New Alignment and Overpass

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Northwest Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

The project constructs a new overpass over CSX Railroad, realigns Whitfield Place, from Main Street/Old Hwy 41 to Moon Station Road, and adds a new connector road to Cherokee Street, all within the downtown Kennesaw area. Whitfield Place, from Main Street/Old Hwy 41 to Moon Station Road, will be widened, a new bridge constructed over the CSX Railroad, and construction of a new road connecting to Cherokee Street. The project also includes widening existing roads, and providing sidewalks, bike lanes and improved drainage. Right-of-way purchase and coordination with CSX Railroad will be required. The project also encompasses closing the existing Cherokee Street/CSX Railroad crossing at Main Street/Old Hwy 41. The Cherokee Street/CSX Railroad crossing is on their Atlanta to Chattanooga line, one of the busiest freight rail lines in the nation averaging 50+ trains per day. As a result, train generated traffic delays in downtown Kennesaw are a common and daily occurrence with pedestrian and other traffic being hampered by these delays. This project conforms to the City's Downtown/Depot Master Plan which involves transforming this area into a "pedestrian friendly zone", accessible to the Southern Museum and community events held in the Depot area. The project benefits public safety and traffic mobility by eliminating an existing at-grade railroad on a busy freight rail line and replacing it with a grade separated crossing. Improvements will also allow for easier and safer pedestrian and bicycle use. Traffic improvement in the downtown Kennesaw promotes economic development by enhancing accessibility to area businesses and venues.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$4,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$4,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-024

On Final Investment List? **Yes**

Location: Northwest Subregion

Project Name

River View Road from Nichols Drive to SR 280 (South Cobb Drive) - Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

Description, Purpose and Benefits

River View Road is currently a two lane major collector connecting Veterans Memorial Highway/US 78/US 278/SR 8 to South Cobb Drive/SR 280. This project consists of adding left turn lanes from Nichols Drive to South Cobb Drive/SR 280 and providing drainage improvements. Cobb County has fully funded turn lane improvements from Veterans Memorial Highway/US 78/US 278/SR 8 to Nichols Drive as part of the 2011 Cobb SPLOST. Other improvements include repairing damaged shoulders and improving radii to accommodate large trucks. Currently, portions of this roadway are restricted by standing water during heavy rains. This is a result of low roadway elevations and close proximity to the Chattahoochee River. Land use along River View Road favors continued industrial and other mixed-use developments since this roadway has access to Norfolk Southern Railroad, two state routes, and nearby I-285. This results in a large percentage of truck traffic on a roadway with other traffic use. Recently over 80 acres that access River View Road were re-zoned to Planned Village Community with a projected build out of 2018. This new development will create an increase in vehicular usage to River View Road and more traffic co-existing with freight users. However, currently this road lacks any left turn lanes. The public will benefit from improvements with exclusive left turn lanes removing stopped vehicles from through lanes and reducing rear-end crashes. Left turn lanes also increase roadway capacity which will enhance the flow of freight through the corridor by reducing the total number of stops with a corresponding improvement in fuel efficiency and reduced emissions.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$12,500,000
Federal Funds	\$0
Local Funds*	\$4,000,000
Total Funding	\$16,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-CO-026** **On Final Investment List? Yes**

Project Name SR 120 (Roswell Road) from Bridgegate Drive to Timber Ridge Road - Safety and Operational Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Western section in PLAN 2040 as CO-426 with construction planned in 2031-2040 timeframe; eastern portion is within limits of ASP-CO-413 with construction beyond 2040
Related Project Numbers: CO-426; ASP-CO-413

Location: Northwest Subregion



Description, Purpose and Benefits

The proposed project will provide safety and operational improvements on Roswell Road/SR 120 from Bridgegate Drive to Timber Ridge Road. The proposed improvements includes intersection improvements, interparcel access management, and a possible quadrant roadway intersection improvement at Johnson Ferry Road. Roswell Road/SR 120 is a major regional state route that currently experiences congestion and delays, particularly during peak traffic times. This heavily traveled route continues to be an alternative route to I-285 between Cobb County and Northern Fulton County and beyond. The section from the North Marietta Parkway (SR 120 Loop) to the Fulton County line was identified as a "Key Multimodal Corridor" in the Cobb County 2030 Comprehensive Transportation Plan (2008). The corridor is also designated as a truck route. The section of Roswell Road/SR 120 from the Marietta Parkway/SR 120 Loop to Bridgegate Drive is currently being widening to 6 lanes divided. The project benefits the public by improving corridor operation, providing congestion reduction, and including pedestrian and safety enhancements. Economic development is promoted by improving accessibility to retail/shopping centers along this major corridor.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$20,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$20,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

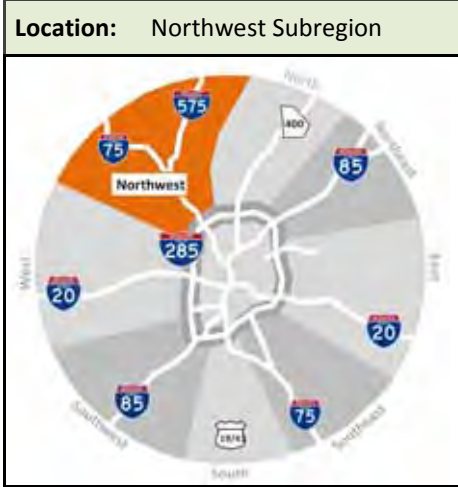
N/A (not recommended for constrained list)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification	TIA-CO-027	On Final Investment List?	Yes
Project Name	SR 280 (South Cobb Drive) from I-285 to Church Road / Oakdale Road - Corridor Improvements		
Project Type	Roadway <input checked="" type="checkbox"/> Roadway Capital <input type="checkbox"/> Asset Management <input checked="" type="checkbox"/> Safety / Traffic Operations <input checked="" type="checkbox"/> Freight / Logistics <input type="checkbox"/> Aviation <input checked="" type="checkbox"/> Bicycle / Pedestrian <input type="checkbox"/> Transit Capital <input type="checkbox"/> Transit Operations / Maint.		



PLAN 2040 Status

Project identified as line item in PLAN 2040 although limits of plan project extend further south to SR 70 in City of Atlanta

Related Project Numbers: ASP-CO-175A

Description, Purpose and Benefits

The proposed project enhances safety by installing a raised median and turn lanes in the existing center two way left turn lane from I-285 to Oakdale Road/Church Road. Intersection improvements, including possible realignment at the intersection of South Cobb Drive/SR 280 and Church Street/Oakdale Road, are also included. The South Cobb Drive/SR 280 corridor is part of the Regional Strategic Transportation System and serves as a critical north-south connection between I-285, the City of Smyrna, and the southern portion of the City of Marietta. South Cobb Drive/SR 280, between I-285 and Oakdale Road/Church Road is currently a five-lane, flush median, two-way turn lane roadway with numerous uncontrolled driveway access points. The purpose of the project is to improve efficiency, enhance the corridor for transportation, especially freight traffic, and provide safety and operational improvements that will benefit all travelers. In addition, sidewalks will be placed where not existing thus providing a facility for enhanced pedestrian use. The project benefits the Region by improving the major connection between the Cities of Marietta and Smyrna (major employment centers), and I-285. The project also improves freight access to two of the Atlanta Region's major railroads, CSX Transportation at Plant Atkinson Road and Norfolk Southern Railway near Highlands Parkway.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$9,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$9,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-035

On Final Investment List?

Yes

Location: Northwest Subregion

Project Name

Enhanced Premium Transit Service - Acworth / Kennesaw / Town Center to MARTA Arts Center Station

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-AR-415



Description, Purpose and Benefits

This project will implement enhanced premium transit service along the Northwest Corridor between Acworth/Kennesaw/Town Center and the MARTA Arts Center Station including express commuter service in northern Cobb County and Cherokee County. Operational improvements include Queue Jumper Lanes and Smart Corridor Implementation (signal pre-emption) which benefit the Region by improving safety and operations of Cobb Community Transit Route 10, currently one of the busiest public transit bus routes in the Southeast. The project includes design, right of way and construction. Also included is a maintenance depot, parking facilities and the purchase of transit vehicles. Premium transit service benefits residents of the Region by improving access between CCT and MARTA, and alleviating traffic congestion on major corridors. Contingent upon additional funding, this project may also provide a fixed guideway rail service along a route generally parallel to I-75/US 41. Phase 1 would provide fixed guideway improvements between Cumberland/Galleria and the MARTA Arts Center Station. Numerous studies support the feasibility of this project. The 2010 update of the Northwest Corridor Transit Implementation Study (2001) estimates projected ridership of 92,600 boardings by 2025, including circulators. The Northwest Corridor High Capacity Transit System is defined in the Regional Transportation Plan (RTP), and is included in both the Cobb County 2030 Comprehensive Transportation Plan (CTP) and Concept 3 as developed by the Transit Planning Board. If implemented, Phase 1 would provide economic and traffic benefits for the Region as a whole. Specific details will be further determined in an Alternatives Analysis Study, which is currently underway.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$689,000,000
Federal Funds	\$0
Local Funds*	\$6,000,000
Total Funding	\$695,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-037

On Final Investment List?

Yes

Location: Northwest Subregion

Project Name

Windy Hill Road / Terrell Mill Connector - New Alignment

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2012

Related Project Numbers: CO-380

Description, Purpose and Benefits

This project will construct a new 4-lane median divided roadway, parallel to I-75, between Windy Hill Road and Terrell Mill Road. Leland Drive, an existing dead end street intersecting Windy Hill Road at Interstate North Parkway West, will likely be improved and extended north over Rottenwood Creek to connect with Terrell Mill Road between Woodchase Lane and Bentley Road. However, an alternative alignment would either utilize existing Spectrum Circle in lieu of Leland Drive or construct an entirely new roadway intersecting Windy Hill Road somewhere between Leland Drive and Spectrum Circle. Depending upon final alignment this new roadway will function as a northern extension of either Interstate North Parkway or Interstate North Parkway West. Further enhanced utilization of this new connector roadway will be realized via the I-75 Interchange at Windy Hill Road Project, which will improve access to I-75 for motorists using the Windy Hill Road/Terrell Mill Connector. Windy Hill Road is a major east-west arterial roadway for Cobb County. With the opening of the new Windy Hill Road/Macland Road Connector in 2011, the Windy Hill Road/Macland Road corridor will operate at a greater regional level as a major east-west route connecting Paulding County/western Cobb County with Smyrna, Cobb Parkway, I-75, Cumberland CID, and Powers Ferry Road. The Windy Hill Road/Terrell Mill Road Connector will be an alternate route for motorists currently using Powers Ferry Road and the congested Windy Hill Road at Power Ferry Road intersection. By functioning as an extension of either Interstate North Parkway or Interstate North Parkway West, this improvement creates an alternate north-south route for area motorists and alleviates the need for many motorists to utilize both Windy Hill Road and Powers Ferry Road. Consequently, it enhances the efficiency and safety of both major roadways. As a result the project will also improve travel times to and from I-75, other major area roadways and area activity/employment centers. The project supports economic development for Georgia by enhancing vehicular access to and from the Cumberland CID, Interstate 75 and other area major roadways.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$14,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$14,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-043

On Final Investment List? **Yes**

Location: Northwest Subregion

Project Name

US 41 (Cobb Parkway) at Windy Hill Road - Grade Separation

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040 but included in a previous plan; need and purpose proposed to be evaluated in a scoping study
Related Project Numbers: N/A

Description, Purpose and Benefits

This project will provide safety and operational improvements to the intersection of Cobb Parkway/US 41/SR 3 and Windy Hill Road through the construction of a flyover bridge or some other type of grade separation which will carry east-west through traffic on Windy Hill Road over north-south traffic on Cobb Parkway/US 41/SR 3. Enhancements include modified turning movements off Cobb Parkway. The Cobb Parkway/US 41/SR 3 corridor is a major regional arterial providing critical north-south connectivity to the City of Atlanta. In addition, Cobb Parkway serves as the primary alternate route for interstate traffic when major incidents occur on nearby I-75. The intersection of Cobb Parkway and Windy Hill Road is one of the most congested intersections in the metro region and consistently ranks as one of the highest crash locations for Cobb County. Windy Hill Road is one of the primary east-west routes in the Atlanta area linking Paulding County and western Cobb County with Smyrna, I-75 and eastern Cobb County. The overall Cobb Parkway corridor is a Regional Strategic Transportation System (RSTS) route and part of the ARC Strategic Freight Highway Subsystem. Windy Hill Road is a major thoroughfare that serves as a primary connection for West Cobb and the City of Smyrna to I-75. Cobb Parkway is a major thoroughfare that serves as a primary alternate to I-75 for travel along the northwest corridor of the Metropolitan Atlanta Region. The public and regional transportation network will benefit greatly from the safety enhancements and congestion relief provided by this project allowing unrestricted through movements on Cobb Parkway. Other benefits include greatly improved Windy Hill Road through movements coupled with improved intersection turning movements. Existing and proposed future transit use will also benefit.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$89,500,000
Federal Funds	\$0
Local Funds*	\$3,500,000
Total Funding	\$93,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

N/A (not recommended for constrained list)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-045

On Final Investment List? **Yes**

Location: Northwest Subregion

Project Name

SR 92 (Lake Acworth Drive) from US 41 (Cobb Parkway) to Cherokee Street - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: CO-301

Description, Purpose and Benefits

The project purpose is to increase capacity and provide operational and safety improvements to Lake Acworth Drive/SR 92, a major regional roadway connecting Cobb Parkway with I-75. The project consists of the widening of Lake Acworth Drive/SR 92 to a 4-lane median divided roadway from Cobb Parkway to Cherokee Street/Glade Road, including new bridges at Lake Allatoona/Lake Acworth, and at CSX Railroad/North Main Street. Intersection improvements for increased safety and operational efficiency will also be included. This project will ease traffic congestion, facilitate more efficient and safe operations through the addition of a median, correct geometric deficiencies, and improve transportation options through the addition of sidewalks and a multi use trail. This will be a significant improvement to a designated truck route. The project will improve mobility for the traveling public and provide a more suitable avenue for freight transfer. This will enhance the region's economic viability by providing infrastructure improvements that will establish a base for further economic growth. SR 92 is designated as a route for oversized trucks, further warranting improvement. By building upon and expanding the existing roadway alignment, the most efficient design and construction will result thus giving the citizens of the region the best value for the investment while minimizing environmental impacts. The corridor provides connection to I-75 and Cobb and Paulding counties, linking those areas to major employment centers adjacent to I-75 and I-285. An existing transit park and ride lot is located on the eastern end of the corridor. Proposed improvements will enhance access to this facility, ensuring maximum benefit for the public's investment in this transit facility.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$29,100,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$29,100,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-CO-046

On Final Investment List? Yes

Location: Northwest Subregion

Project Name

Windy Hill Road from SR 280 (South Cobb Drive) to US 41 (Cobb Parkway) - Widening and Operational Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Within limits of a PLAN 2040 project; construction planned beyond 2040

Related Project Numbers: ASP-CO-428

Description, Purpose and Benefits

The Windy Hill Road project consists of capacity and operational improvements, from South Cobb Drive/SR 280 to Cobb Parkway/US 41/SR 3, including a raised median and a possible Boulevard concept, on the current 5 lane section, in order to reduce congestion and delay, and improve safety along the corridor. Improvements include possible grade separations at South Cobb Drive/SR 280 and at Atlanta Road. The separation of through traffic will result in decreased travel time for regional commuters. The associated benefits will be reduced fuel consumption and fewer pollutants emitted. The raised median will concentrate turning and crossing maneuvers at a limited number of intersections and provide a physical barrier between the opposing directions of travel. A reduction in the frequency and severity of crashes will be realized through corridor improvements. Based on the ARC Cobb County Crash Profile, two of the intersections within the project limits are ranked in the top 15 with respect to frequency of accidents. With the reconstruction of Windy Hill Road, infrastructure supportive of multi-modal trips will be available. The arterial will be a more complete transportation facility with enhanced opportunities for pedestrian and bicycle travel. The reconstructed arterial can easily be adapted in the future as a high capacity transit facility. An additional purpose for the Windy Hill Road project is to construct a facility that better coordinates with redevelopment plans for the City of Smyrna. Improved local access and circulation will support the vision for a better mix of residential and commercial uses along this corridor.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$22,999,900
Federal Funds	\$0
Local Funds*	\$4,000,000
Total Funding	\$26,999,900

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

N/A (not recommended for constrained list)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-007

On Final Investment List? **Yes**

Location: Central Subregion

Project Name

Decatur to Clifton Corridor - Transit Connectivity and Safety Improvements

Project Type

Bike/Ped

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Description, Purpose and Benefits

The Downtown Decatur to Clifton Corridor Connectivity Project will redesign existing roads and intersections to create complete streets connecting the 19,000+ Decatur residents and those traveling on MARTA's East/West line to the Clifton Corridor regional employment center and proposed transit improvements on North Decatur Road. The purpose of this project is to increase the safety of these streets and connectivity to existing and planned transit facilities. Commerce Drive and Clairmont Avenue will be redesigned to provide safe bicycle and pedestrian facilities like sidewalks, bicycle lanes and streetscaping. This will supplement existing TE funded projects for Church Street bicycle lanes and the reconfiguration of the intersections of Church/Commerce and Clairmont/Commerce to reduce vehicular congestion and increase pedestrian safety through the use of roundabouts, narrowed pedestrian crossings and/or improved signal timing. The design of improvements for Church Street and the two intersections at Commerce Avenue will be complete by summer of 2012. The TIA funds will be used to design and construct the improvements to Clairmont Avenue and Commerce Drive. This project was rated as a top priority by Decatur residents in the 2008 Community Transportation Plan, the 2000 & 2010 Decatur Strategic Plan as well as identified in the Decatur LCI and Comprehensive Plans. Commerce Drive is one of the highest crash locations for cyclists in the Metro Atlanta region and safety improvements are needed. Decatur is characterized as a Regional Town & Activity Center and these improvements will allow those living and traveling through Decatur/DeKalb County/Atlanta to choose from multiple modes of travel to access to Emory University, the Centers for Disease Control and the many medical facilities and services that comprise the Clifton Corridor area. This project will maximize the use of the existing state highway and transit network by increasing connectivity and providing new, safe modes of travel.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-014

On Final Investment List?

Yes

Location: Central Subregion

Project Name

Ashford Dunwoody Road from SR 141 (Peachtree Road) to I-285
North - Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

Description, Purpose and Benefits

The recommended project management approach to the Ashford Dunwoody Rd corridor by DeKalb County is to initially perform traffic analysis and environmental screening, followed by public input of conceptual alternatives. After a conceptual footprint of the corridor is finalized, preliminary design would proceed. The scope of the project may include intersection improvements at key intersections (such as Johnson Ferry Road), sidewalk gap elimination, improving pedestrian access/safety, upgrading traffic signals/timing/ATMS, resurfacing and adding bike lanes to improve safety, improve traffic flow and eliminate congestion. Ashford Dunwoody Rd, a two-lane road, carries approximately 20,000 vehicles per day between Peachtree Industrial Blvd. and I-285. It is on the Regional Strategic Thoroughfare Plan and a MARTA bus route. While connecting neighborhoods to the local activity centers/parks, this project will also provide relief to the interstate system and improved access to hospitals in Sandy Springs, the Peachtree Road corridor and the I-285 interchange. The improvements at the northern end will tie into the proposed diverging diamond interchange and into Perimeter Summit Parkway, which has access into the remainder of the PCID via a bridge over I-285.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-018

On Final Investment List? Yes

Location: Central Subregion

Project Name

SR 13 (Buford Hwy) from Lenox Road to Shallowford Terrace - Pedestrian, Landscape and BRT Improvements

Project Type

Bike/Ped

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Pedestrian elements - project identified as line item in PLAN 2040 project with construction planned in FY 2013; BRT elements - within limits of Aspirations project for corridor.
Related Project Numbers: DK-324D, ASP-AR-488

Description, Purpose and Benefits

The Buford Hwy Corridor project will expand the limits of the current streetscape projects and eliminate the sidewalk/streetscape gap between Afton Road and Shallowford Terrace. Design features may include raised medians, sidewalks, landscaping, enhanced pedestrian crossings, pedestrian scale street lighting, improved traffic signals/timings/ATMS and other traditional streetscape elements. The primary focus will be to improve encourage transit use by improving pedestrian safety and accessibility. Improvements related to Bus Rapid Transit will be considered based on the results of the traffic analysis. The existing corridor carries approximately 25,000 vehicles per day across 7 lanes. Buford Highway is on ARC's Regional Strategic Thoroughfare System, a major State/County thoroughfare, and a MARTA route (among other local transit providers).

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$12,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$12,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-021

On Final Investment List? **Yes**

Location: Central Subregion

Project Name

Clifton Road at CSX Railroad - Bridge Replacement and Associated Improvements to Haygood Road

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input checked="" type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project recognized by PLAN 2040 as advancing locally, but with no construction schedule defined

Related Project Numbers: ORP-DK-219

Description, Purpose and Benefits

The project will rebuild and expand the bridge over CSX Railroad, add sidewalks, bike lanes, resurfacing and realign Haygood Rd. The project contains design elements that have been coordinated with the Emory University Master Plan, Emory Village LCI plan, relevant DRI's, CSX Railroad, regional commuter rail concepts, MARTA and the CDC. This area (Emory/CDC/CHOA Hospitals and Offices) is the largest employment center in DeKalb County. While providing better local bike/pedestrian and transit access to the activity center, the main purpose of this project is congestion relief for the University, CDC and hospitals. Clifton is a major County thoroughfare carrying approximately 20,000 vehicles per day. The bridge is designed to accommodate future commuter rail (plus station), future CSX rail and the existing Emory shuttle bus system- which serves 3,000,000 riders per year. This project will help organize traffic flow by separating a portion of local Emory traffic from the through traffic on Clifton and providing a separate route for Emory shuttle buses. This project also includes relocating Haygood Rd starting at North Decatur at North Druid Hills High School on the south/east end of the project and will tie into the improvements recently completed at the CDC campus.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$25,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$25,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-022

On Final Investment List? **Yes**

Location: Central Subregion

Project Name

US 278 (College Avenue) from Adair Street to North Clarendon Avenue - Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input checked="" type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

Description, Purpose and Benefits

College Avenue (US 278/SR 10) from Adair Street to North Clarendon Avenue - Corridor Improvements is a cross-jurisdictional partnership between the Cities of Avondale and Decatur and DeKalb County. The corridor, SR 10, passes through each jurisdiction and is proposed to be designed and constructed as one project. The project is in LCI areas for each City, has activity centers, Agnes Scott college and major intersections at Clarendon, Sims Crossing, Columbia/Commerce, Candler, McDonough and Adair. The corridor has an approx 19,000 VPD and acts as an east west arterial for local as well as regional traffic from primarily Atlanta/Decatur area to Covington/Memorial and 285 corridors. The project may consist of adding bike lanes, sidewalks, enhanced crossings to transit and businesses, infrastructure improvements to shoulders and pavement, as well as traditional streetscape enhancements such as street lighting and landscaping. The project may also include intersection improvements on the east end of the project at College/Covington @ Clarendon. The corridor is on the ARC's RSTS, County truck route plan, a major County thoroughfare and on Marta bus route, as well as connects to Marta Avondale station.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-029

On Final Investment List? Yes

Location: Central Subregion

Project Name

Glenwood Road from SR 155 (Candler Road) to US 278 (Covington Highway) - Corridor Improvements

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Western half of project included in PLAN 2040 as DK-032B with construction in 2018-2030 timeframe, but eastern half of project not identified as line item in the PLAN 2040
Related Project Numbers: DK-032B

Description, Purpose and Benefits

Glenwood Road, with approximately 18,000 vehicles per day, is traditionally one of the top 3 corridors in DeKalb County for pedestrian related accidents/fatalities. This project will expand the streetscape project from Candler Rd (SR155) to Covington Hwy (SR 12) by adding sidewalks, traffic signal upgrades, enhanced pedestrian crossings and resurfacing. Design features may include raised medians, sidewalks, landscaping, enhanced pedestrian crossings, pedestrian scale street lighting, improved traffic signals/timings/ATMS and other traditional streetscape elements. The primary focus will be to improve encourage transit use by improving pedestrian safety and accessibility, especially in areas around MARTA stops and activity centers. The first phase from I-20 to Candler Rd was completed as a local project in 2010. The second phase (PI 0002415) from Candler Rd to Columbia Dr, part of this project, is currently under design, but with no funding in the TIP funds for right of way and construction. Additionally, the third phase which is also part of this project is from Columbia to Covington (SR 12, US 278). Glenwood Road is on ARC's RSTS, County Truck Route Plan, MARTA bus routes and a major County thoroughfare.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-030

On Final Investment List? Yes

Location: East Subregion

Project Name

Hayden Quarry Road / Sigman Road Extension from Turner Hill Road to I-20 East - New Alignment

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned in 2031-2040 timeframe

Related Project Numbers: DK-327A & RO-235A



Description, Purpose and Benefits

This project will extend Sigman Road south of I-20 on a new alignment road from the I-20 Sigman Road/ I-20 interchange (Exit 78) in Rockdale County to Hayden Quarry Road in DeKalb County. The 4 lane road extension will provide an alternate route for access to the Stonecrest Mall area that allows traffic to avoid the heavily congested Turner Hill Road (SR 124) / I-20 interchange. It will also provide congestion relief at the SR 124/I-20 interchange by dispersing Stonecrest Mall traffic away from the interchange. The new alignment road will also provide some economic development opportunities within Rockdale County and improved cross-county connectivity that does not require travel on I-20.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$27,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$27,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-033

On Final Investment List? Yes

Location: East Subregion

Project Name

North Indian Creek Drive from SR 10 (Memorial Drive) to Montreal Road - Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input checked="" type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

Description, Purpose and Benefits

The Indian Creek Corridor improvements are along Indian Creek Drive from Memorial Drive (SR 10) to Montreal Rd - carrying approximately 12,000 vehicles per day with a significant transit and pedestrian population. This project may consist of adding sidewalks, bike lanes, traffic signal/ITS upgrades, turn lanes, enhanced pedestrian crossings and other improvements to infrastructure such as ADA, shoulder upgrades and resurfacing. The improvements may be accomplished by implementing a road diet to allow for bike lanes, turn lanes and medians-pending results of a traffic study. Major intersections include E Ponce de Leon Avenue, Church Street, Memorial College Drive and North Decatur Rd. This corridor serves Indian Creek Elementary School, Clarkston High School, Atlanta Area School for the Deaf, DeKalb Tech, Georgia Perimeter College, as well as several activity centers. This corridor project will also address pedestrian safety and streetscape enhancements according to the City of Clarkston's Master Plan and LCI Plan. Sidewalks and bike lanes will tie into the Atlanta to Stone Mountain multi use trail.

Funding Commitments

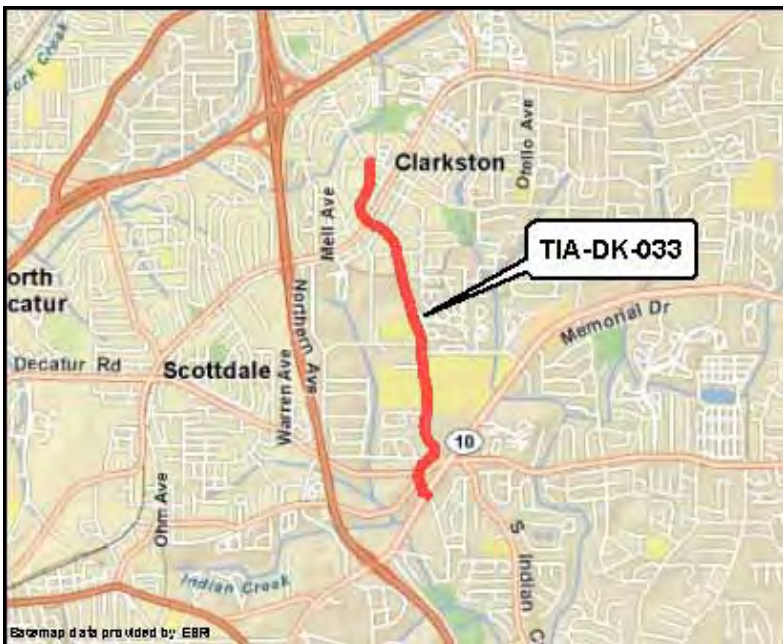
(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-DK-042** **On Final Investment List?** **Yes**

Location: Central Subregion

Project Name North Druid Hills Road from SR 13 (Buford Highway) to US 29 (Lawrenceville Highway) - Corridor Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.



PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

Description, Purpose and Benefits

The North Druid Hills (portions SR 42) corridor project from Buford Hwy (SR 23) to Lawrenceville Hwy (SR 29) carries between 25,000 and 50,000 vehicles per day- depending on the section of roadway. This project will require additional public involvement after concepts have been developed to determine project priorities due to the reduced funding amounts. Additional traffic analysis on key intersections starting at Buford Hwy, I-85 interchange, Briarcliff Rd, LaVista Rd, Clairmont Rd and Lawrenceville Hwy is required. The vision of the corridor may add medians at high accident locations, enhanced pedestrian crossings, bike/pedestrian improvements throughout that will tie into the multi-use trail system in the Mason Mill/Southfork Peachtree Creek trail. The project may also include traffic signalization/ITS system upgrades, as well as shoulder and paving improvements. N Druid Hills Rd is on ARC's RSTS, County Truck Route Plan, a major County thoroughfare and MARTA and Emory Cliff bus routes. The corridor contains several DRI's, an LCI, community activity center and a regional attractor.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$25,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$25,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-043

On Final Investment List? Yes

Location: East Subregion

Project Name

Panola Road from Thompson Mill Road to US 278 (Covington Highway) - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction for DK-065B & C planned in FY 2015 and construction for DK-065A & E in 2018-2030 timeframe. No construction date for ORP-DK-381.
Related Project Numbers: DK-065C,E

Description, Purpose and Benefits

The Panola Road widening project from Thompson Mill Rd to Covington Hay (SR 12) will be additional local right of way and construction funding match to leverage the proposed federal funding in DK-065B, C, E (PIs 0006879, 0005905, and 0006890)in Plan 2040.

Funding Commitments

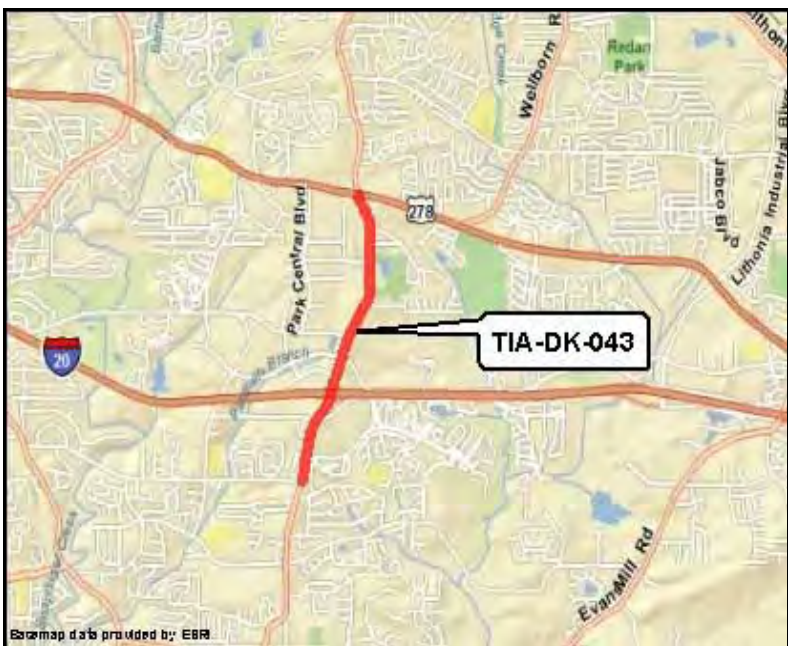
(all amounts shown in current year 2011 dollars)

TIA Funds	\$15,150,000
Federal Funds	\$15,150,000
Local Funds*	\$0
Total Funding	\$30,300,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

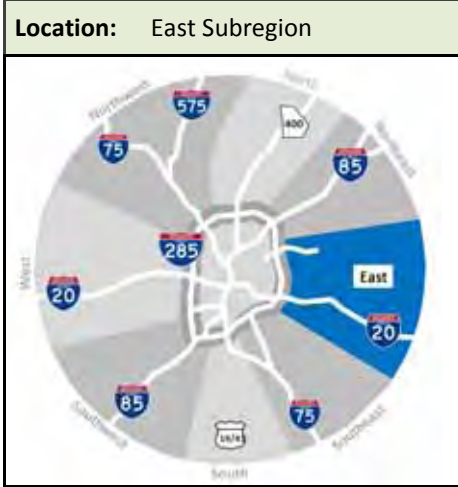
Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification	TIA-DK-048	On Final Investment List?	Yes
Project Name	Rockbridge Road from SR 10 (Memorial Drive) to SR 124 (Rock Chapel Road) - Corridor Improvements		
Project Type	<input type="checkbox"/> Roadway Capital <input checked="" type="checkbox"/> Asset Management <input checked="" type="checkbox"/> Safety / Traffic Operations <input type="checkbox"/> Freight / Logistics <input type="checkbox"/> Aviation <input checked="" type="checkbox"/> Bicycle / Pedestrian <input type="checkbox"/> Transit Capital <input type="checkbox"/> Transit Operations / Maint.		



PLAN 2040 Status
 Project identified as line item in PLAN 2040 with construction for western half of project (DK-342A & DK-AR-BP049) planned for 2018-2030 timeframe. No timeframe for ORP-DK-342B.
Related Project Numbers: DK-342A, DK-AR-BP049, ORP-DK-342B

Description, Purpose and Benefits
 The Rockbridge Road Corridor Project from Memorial Drive (SR 10) to Rock Chapel Road (SR 124) carries approximately 10,000 to 21,000 vehicles per day, depending on the section of roadway. As a major east west corridor, Rockbridge Rd serves DeKalb and Gwinnett commuters and acts as a reliever to the Stone Mountain Freeway (Hwy 78). This project is to fund the remainder of the project, DK 342A (PI 0008401), and continue advancing DK 342B. Rockbridge Rd is on the ARC's RSTS, County truck route plan, MARTA bus routes and a major County thoroughfare. Based on the detailed public involvement plan and concept work currently underway, the public information and citizen action committee made the recommendation of adding turn lanes at key intersections, traffic signalization/ITS upgrades, adding sidewalk/bike lanes and adding enhanced pedestrian crossings around activity areas and MARTA locations. Pedestrian facilities and bike lanes will tie into existing and proposed trail locations.

Funding Commitments	<i>TIA Funds</i>	\$7,500,000
	<i>Federal Funds</i>	\$0
	<i>Local Funds*</i>	\$0
	Total Funding	\$7,500,000

(all amounts shown in current year 2011 dollars)

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band
 Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-DK-055** **On Final Investment List?** **Yes**

Project Name I-20 East at Panola Road - Interchange Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe.

Related Project Numbers: DK-AR-242

Location: East Subregion



Description, Purpose and Benefits The Panola Rd at I-20 Interchange project will support right of way acquisition and modification/reconstruct the current interchange per DK-AR-242 (PI 0002868). This project is to be coordinated with TIA-DK-043. This project supports the County's desire to complete this project within the same time period as the Panola Road Widening projects, per the TIP projects timelines. Panola Rd is on the ARC RSTS, a county truck route, County major thoroughfare and on MARTA bus routes.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$10,600,000
Federal Funds	\$10,600,000
Local Funds*	\$0
Total Funding	\$21,200,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

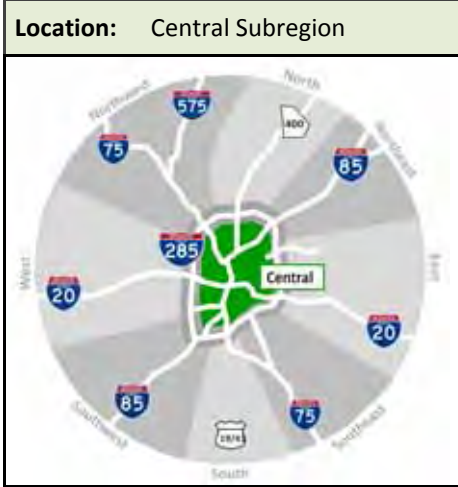
Implementation Band Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification	TIA-DK-057	On Final Investment List?	Yes
Project Name	US 23 (Buford Hwy) / SR 141 (Peachtree Industrial Boulevard) Connector - New Alignment		
Project Type	Roadway <input checked="" type="checkbox"/> Roadway Capital <input type="checkbox"/> Asset Management <input type="checkbox"/> Safety / Traffic Operations <input type="checkbox"/> Freight / Logistics <input type="checkbox"/> Aviation <input checked="" type="checkbox"/> Bicycle / Pedestrian <input type="checkbox"/> Transit Capital <input type="checkbox"/> Transit Operations / Maint.		



PLAN 2040 Status

Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

The project completes a regional link from Buford Hwy. (SR 13) to Peachtree Blvd. (SR 141). It begins at the Shallowford Rd./ Buford Hwy. intersection, then follows Shallowford Rd. and a new roadway to Peachtree Rd. From here, it follows Peachtree Rd. to a new roadway connecting to Clyde Dr., then follows Clyde Dr. to the North Peachtree Rd./ Peachtree Blvd. intersection. The project includes intersection upgrades to Shallowford Rd. at Buford Hwy. and North Peachtree Rd. at Peachtree Blvd., and roadway upgrades to Shallowford & Peachtree roads, Clyde Dr. and North Peachtree Rd. It also includes a bridge over the existing New Peachtree Rd./ rail corridor, and connecting existing roads to the new connector. The proposed typical section includes four travel lanes, two cycle tracks, sidewalks, street trees, lighting & other pedestrian facilities. This new arterial and bridge would not only connect I-85 to Dunwoody, thus alleviating much of the gridlock on I-285; but, more importantly, it would establish crucial connectivity to the GM site from Doraville and Chamblee. This proposed connector also carries the additional advantage of remaining entirely outside the footprint of the GM redevelopment site. The redeveloped GM site has the potential of creating up to 20,000 jobs if the infrastructure is in place.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$25,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$25,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-059

On Final Investment List? Yes

Location: North Subregion

Project Name

Perimeter Center Intelligent Transportation System (ITS) Program

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system enhancement and investment in existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

The City of Dunwoody's recently adopted transportation plan identifies the Central Perimeter Intelligent Transportation System (ITS) as a high priority project to relieve congestion in the Perimeter Community Improvement Districts (PCIDs) which includes portions of Sandy Springs, Dunwoody and DeKalb County. As a major employment center, the PCIDs experience a tremendous influx of commuter traffic from S.R. 400 and I-285 on a daily basis. The individual jurisdictions have invested over \$3,000,000 to modernize traffic signal communication equipment on individual corridors but the district lacks inter-corridor and interjurisdictional signal coordination. The purpose of this project is to implement an ITS network of over 70 signals that will maximize operational efficiency and relieve congestion across major corridors including Ashford Dunwoody Road, Abernathy Road, Peachtree Dunwoody Road, Chamblee Dunwoody Road, Hammond Drive, and Mount Vernon Road. The project can be implemented quickly since much of the infrastructure is already in place and no new Right of Way is needed. The primary public benefit of this project is congestion relief.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DK-069

On Final Investment List? Yes

Location: North Subregion

Project Name

Mt Vernon Road from Fulton County Line to Dunwoody Club Drive - Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

Description, Purpose and Benefits

The Mount Vernon Road corridor improvement project will relieve congestion, improve safety and provide multi-modal transportation options along a heavily traveled commuter corridor. Most of the Mount Vernon corridor, which is a major east west connection between the Peachtree Corners area of Gwinnett County and the Central Perimeter business center, currently consists of two lanes that carry over 19,000 vehicles per day. Several signalized intersections lack basic operational improvements such as left turn lanes. Sidewalks are present on only one side of the street despite bus service along the corridor. The Mount Vernon Road corridor improvement project includes center turn lanes, bike lanes and sidewalks between Ashford Dunwoody Road and Mount Vernon Place. Intersection improvements will occur at Vermack Road and Tilly Mill Road. The proposed project can be constructed within the existing right of way over most of the corridor. Where additional right of way is needed (mostly at intersections) very few parcels will be involved. The project is identified in City of Dunwoody's recently adopted transportation plan.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$12,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$12,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-002

On Final Investment List? Yes

Location: West Subregion

Project Name

I-20 West from I-285 West to SR 5 - ITS and Western Regional Traffic Control Center

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

The proposed project will extend the existing ITS Navigator System along I-20 for approximately 16 miles from I-285 to SR 5. The project includes fiber optic communications infrastructure, surveillance cameras, video detection systems, changeable message signs, data collection systems, other ITS technologies, and a western regional traffic control center to be located at the administration offices of the Douglas County Department of Transportation. The system will connect existing regionally significant arterials such as SR 6, SR 92, and SR 5 to the Navigator which already have advanced traffic management systems and fiber optic communications capabilities. Future arterials that would be connected include US Hwy 78, Chapel Hill Rd. and Lee Rd. The shared data from the system will be available to all agencies connected to the Georgia Navigator System. The ITS system will especially be valuable to the western region including Carroll, Douglas, Cobb, Fulton, and Paulding counties. The project will improve incident management, reduction in incident response times, traffic management, communications and information sharing, and improve regional integration, storage, and retrieval of ITS data for system planning and performance measures, tracking, and incident documentation. Project also improves overall safety of the transportation network, reduces crashes, reduces non-recurring congestion, reduces delay and travel time and improves traffic flow and travel speed. This project provides ITS surveillance, detection, dissemination, communications, and connectivity along I-20 from SR 5 in Douglas County to I-285 in Fulton County and connects to the GDOT Navigator System.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$9,500,000
Federal Funds	\$9,500,000
Local Funds*	\$0
Total Funding	\$19,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-003

On Final Investment List? **Yes**

Location: West Subregion

Project Name

SR 92 from Fairburn Road to Dallas Highway - Phases I, II and III Realignment

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2016

Related Project Numbers: DO-282A; DO-282B; DO-282C

Description, Purpose and Benefits

The proposed project is multi-modal and will widen and relocate portions of SR 92 (Metro Arterial Connector). The project consists of approximately 3.52 miles of roadway construction of SR 92 from Pine Dr (just south of I-20) through the City of Douglasville to Malone Rd in northern Douglas County. The SR 92 project concept consists of a six lane median separated roadway section which includes bicycle and pedestrian accommodations. The new alignment includes a grade separation railroad crossing as well as the closure of several existing at-grade crossings. The project also includes traffic signal upgrades throughout the length of the project at major intersections. This project provides a direct connection for Douglasville, Douglas County, and Paulding County commuters as well as major freight traffic to Interstate 20. The project is needed to improve the safety and level of service on the heavily traveled SR 92 corridor. The proposed project would improve the operations of SR 92 by providing an additional safe crossing adequate for trucks, re-directing through and truck traffic away from the downtown area, and providing a direct free-flowing corridor to Interstate 20. Furthermore, the additional capacity provided by the proposed project would provide congestion relief along SR 92/Fairburn Road and SR 92/Bankhead Highway. The project further supports region wide mobility as part of the Metro Arterial Connector network of state highways approximately 180 miles in length encircling Atlanta. This project supports economic growth through increased utilization of the existing network for freight and commute traffic on the western side of the Atlanta region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$24,500,000
Federal Funds	\$24,500,000
Local Funds*	\$0
Total Funding	\$49,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-006

On Final Investment List? **Yes**

Location: West Subregion

Project Name

Lee Road / South Sweetwater Road from I-20 West to US 78
(Bankhead Highway) - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: DO-022

Description, Purpose and Benefits

This proposed multi-modal project would add additional lanes to this major arterial corridor used to access interstate 20. The project consists of 1.9 miles of widening and reconstruction from I-20 to US Hwy 78. The project concept consists of a four lane median separated roadway section from I-20 to Skyview Dr and a three lane section from Skyview Dr to US Hwy 78. The project also includes a multi-use trail and sidewalk throughout the length of the project. Signalized intersections will be upgraded as part of the project. The project will provide north-south connectivity for commuter traffic to I-20 for Paulding, Cobb, and Douglas County commuters. The proposed project widens South Sweetwater Rd/Lee Rd from US Hwy 78/SR 8 to the I-20 interchange as an alternative travel corridor to SR 6 for non-freight traffic as identified in the Connect 6 study performed by ARC. This project is identified as part of GRTA's Arterial Improvement program. This project, recommended in the Connect 6 Corridor Study, provides a vital commute link between US Hwy 78 and I-20 that will serve as an alternate north-south travel corridor other than SR 6 for Cobb, Paulding, and Douglas County commuters. Thereby, providing additional capacity between the Whitaker Intermodal Facility and Interstate 20 for the expected increase in freight traffic on SR 6. This project will provide capacity, connectivity, and improve safety for regional commuter traffic and freight handlers accessing I-20. This project represents the first phase of a major north-south arterial route to further connect Paulding, Cobb, and Douglas County travelers to interstate 20 at the upgraded Lee Rd interchange.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$18,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$18,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-007

On Final Investment List? Yes

Location: West Subregion

Project Name

US 78 (Veterans Memorial Highway) from SR 6 (Thornton Road) to Sweetwater Road - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: DO-016; ASP-DO-029A

Description, Purpose and Benefits

The proposed project will extend the existing multi lane roadway section that presently exists through the City of Atlanta, Cobb County and the City of Austell approximately 1.80 miles west through the intersection of South Sweetwater Road in the center of the Lithia Springs Community. The project concept consists of a four lane grass median separated roadway section to include bicycle and pedestrian facilities and intense context sensitive applications through the core activity center of the Lithia Springs Community. The project also includes traffic signal upgrades and auxiliary lane additions at major intersections along the improved project route segment. Coupled with the Lee Road Interchange upgrade and South Sweetwater Road projects an improved travel alternative/option will be provided to access other employment and activity centers in this diverse area of Douglas County and other areas in the Atlanta Region. This proposed project is identified as phased segment one in the Regional Transportation Plan (RTP). The second planned phase of the project that is also supported in the RTP will ultimately position US 78 for planned premium BRT and create a very viable and more extensive travel option to Interstate 20 especially for freeway incident management.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$20,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$20,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-009

On Final Investment List? **Yes**

Location: West Subregion

Project Name

Dorris Road Multiuse Path Phase 1 - Transportation Center to Prestley Mill Road

Project Type

Bike/Ped

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on expanding modal options

Related Project Numbers: N/A

Description, Purpose and Benefits

The project would be Phase I of a 10' multi-use path going to the Douglas County Multi-modal Transportation Center then to Prestley Mill Road. The project would be on the old Dorris Road bed alignment from Prestley Mill Road to the Transportation Center. The proposed multi-use path would connect West Central Technical College, the Douglas County Transportation Center, Wellstar Hospital, various medical offices, the Douglas County Senior Center, the new jail, and the Douglas County Courthouse. This segment of the project would not require right of way acquisition for the project, since it is on an existing city road. The project would have a minimal impact on the environment, is publicly supported, encourages pedestrian access to a transportation center, has a short deliverability and is in the City's Bicycle Pedestrian Plan and Prestley Mill Corridor Study.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$650,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$650,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-010

On Final Investment List? Yes

Location: West Subregion

Project Name

Dorris Road Multiuse Path Phase 2 - Prestley Mill Road from I-20 West to Slater Mill Road

Project Type

Bike/Ped

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on expanding modal options

Related Project Numbers: N/A

Description, Purpose and Benefits

The project would be Phase II of 10' multi-use path going to the Douglas County Multi-modal Transportation Center. The project would be on Prestley Mill Road from I-20 to Slater Mill Road. The proposed multi-use path would connect West Central Technical College, the Douglas County Transportation Center, Wellstar Hospital, and various medical offices, the new Jail, the Douglas County Senior Center and the Douglas County Courthouse. This segment of the project would require ROW acquisition for the project. The project would have a minimal impact on the environment, is publicly supported, encourages pedestrian access to a transportation center, has a short deliverability, and is in the City's Bicycle Pedestrian Plan and Prestley Mill Corridor Study.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$2,210,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$2,210,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-DO-018

On Final Investment List? Yes

Location: West Subregion

Project Name

SR 6 (Thornton Road) from Paulding County Line to Riverside Parkway - Truck Friendly Lanes, ITS, Intersection Improvements and

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

A portion planned for widening in PLAN 2040, but most of project consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: ASP-CO-416

Description, Purpose and Benefits

This project includes road widening, truck friendly lanes, intersection improvements, and ITS technologies from the Paulding County line to Fulton Industrial Boulevard in Fulton County. The segment from SR 8 through Cobb County to the Paulding County line includes widening from 4 lanes to 6 lanes. The segment from the Whitaker Intermodal Facility to Interstate 20 includes adding truck friendly lanes to accommodate the heavy freight traffic travelling to and from Interstate 20. Overhead way-finding signage will be included in the project to aid freight and other vehicles approaching the interstate and to minimize sudden lane changes that presently occur in the areas near the interstate. ITS technologies are included in the project that will monitor traffic data including volumes, speeds, and vehicular classification will be used to manipulate green time to maximize freight vehicle progression in the truck friendly lanes and where roadway gradient slows truck vehicle progression. Advanced traffic management systems including fiber optic communication expansion, closed circuit television, and adaptive traffic signal systems are included in the project. In addition to the improvements to the freight corridor, the project includes intersection operational improvements such as addition and extension of turn lanes, signal upgrades, and radii improvements to major intersections that will improve safety and reduce crashes. The project is part of the SR 6 Corridor Study recommendation. This project will provide improved safety and regional mobility for Paulding, Cobb, Douglas, and Fulton Counties and their associated municipalities.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$43,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$43,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FA-003

On Final Investment List?

Yes

Location: South Subregion

Project Name

East Fayetteville Bypass Segment 1 (South) from South Jeff Davis Road to SR 54 (East Lanier Avenue) - New Alignment and Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2015

Related Project Numbers: FA-236A



Description, Purpose and Benefits

This project is one of two segments, totaling 6.2 miles, which comprise the East Fayetteville Bypass. Segment 1, the southern section, is 4.2 miles long and a combination of new road construction and improvements to existing road. The project extends from the existing intersection of South Jeff Davis Road, County Line Road, Inman Road and North Bridge Road and extends north to SR 54. A portion of the project straddles the Fayette and Clayton County line. The project consists of a two-lane road but with 120-ft of right-of-way for possible future expansion to four lanes. Access management along the corridor and intersection optimization are key components of the design. The purpose of the project is to improve north-south connectivity through Fayette County and provide network options around downtown Fayetteville. Doing so will ease existing congestion problems in Fayetteville and, subsequently, improve safety at several problematic intersections. The project will serve residents of Fayette, Clayton and Spalding Counties and is expected to carry heavy commuter traffic to and from the Atlanta area, including the airport. The project is in Plan 2040, is a Regional Strategic Thoroughfare System (RSTS) future alignment, and is supported by the Southern Regional Accessibility Study and Fayette County's 2003 and 2010 Comprehensive Transportation Plans. The project compliments the East Fayetteville Bypass, Segment 2 (TIA-FA-004). Design work is already underway.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$35,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$35,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FA-004** **On Final Investment List?** **Yes**

Project Name East Fayetteville Bypass Segment 2 (North) from SR 54 (East Lanier Avenue) to SR 85 - New Alignment and Widening

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: South Subregion



PLAN 2040 Status Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: FA-236B

Description, Purpose and Benefits

This project is one of two segments, totaling 6.2 miles, which comprise the East Fayetteville Bypass. Segment 2, the northern section, is 2.0 miles long and is predominantly a corridor improvement project along existing Corinth Road. The project extends from the intersection of Corinth Road and SR 54 north to the intersection of Corinth Road and SR 85. Approximately 0.3 miles of the project is within Clayton County. Changes to Corinth Road include minor realignments, horizontal and vertical curve improvements, shoulder widening, drainage improvements, access management, and intersection optimization. The project scope includes acquisition of 120-ft of right-of-way to accommodate potential future widening of the Bypass. The purpose of the project is to improve north-south connectivity through Fayette County and provide network options around downtown Fayetteville. Doing so will ease existing congestion problems in Fayetteville and, subsequently, improve safety at several problematic intersections. The project will serve residents of Fayette, Clayton and Spalding Counties and is expected to carry heavy commuter traffic to and from the Atlanta area, including the airport. The project is in Plan 2040, is a Regional Strategic Thoroughfare System (RSTS) future alignment, and is supported by the Southern Regional Accessibility Study and Fayette County's 2003 and 2010 Comprehensive Transportation Plans. The project compliments the East Fayetteville Bypass, Segment 1 (TIA-FA-003). Design work is already underway.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$14,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$14,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FA-005** **On Final Investment List?** **Yes**

Project Name MacDuff Parkway Extension Phase 2 - New Alignment to Connect SR 54 to SR 74 - New Alignment

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Southwest Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

This project is the construction of a collector road from the end of MacDuff Parkway (off of SR 54), through undeveloped land (in Peachtree City and Unincorporated Fayette County), over an existing railroad (grade separated crossing with bridge) and terminate at the northern end of Kedron Drive (off of SR 74). The project will also involve the signalization of the intersection with MacDuff Parkway Extension and Senoia Road. This project will improve regional mobility by helping to mitigate traffic congestion at SR 54/SR 74 Intersection. The design plans for the roadway extension are complete and were approved by the City of Peachtree City. The bridge plans (for grade separated crossing) are near completion. However due to the economy the project was halted. The City would have to re-do any environmental permitting at this point and finish the bridge design. The project is identified and supported by Plan 2040.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$6,400,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$6,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FA-006** **On Final Investment List?** **Yes**

Project Name SR 85 Phase 1 from Bernhard Road to Grady Avenue - Widening

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Southwest Subregion



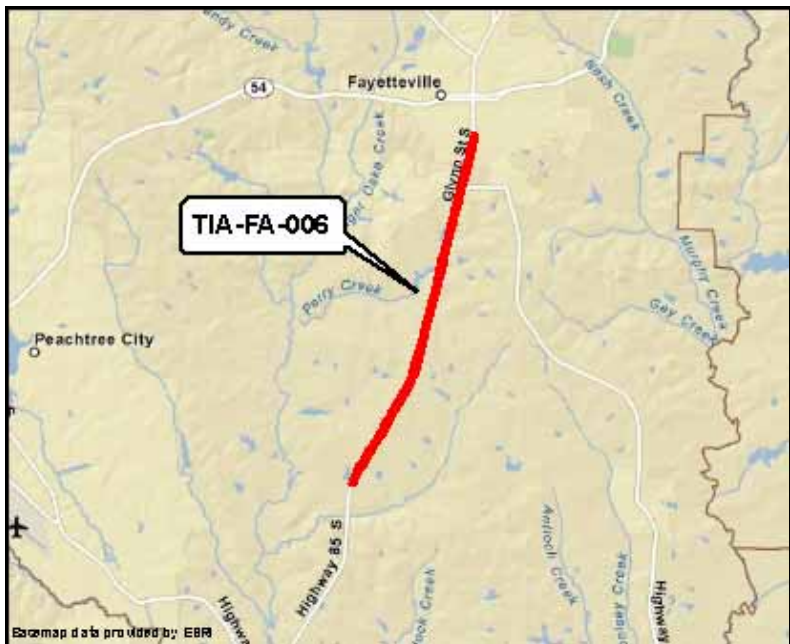
PLAN 2040 Status Project identified as line item in PLAN 2040 with northern section planned for construction in 2018-2030 timeframe and southern section planned for construction beyond 2040
Related Project Numbers: FA-085; ASP-FA-348

Description, Purpose and Benefits This project is a 5.4-mile road widening project along SR 85, south of Fayetteville. The project's limits are Bernhard Road to the south and Grady Avenue to the north. Growth within Fayetteville and surrounding regions has resulted in safety and congestion problems at various locations along this portion of SR 85. Areas of particular concern are existing lane reductions within the City limits of Fayetteville (between Ramah Road and Grady Avenue) and two school zones located between the Goza and Harp Road intersections. Operational improvements are proposed along SR 85 south of Bernhard Road (see TIA-FA-014). The purpose of the project is to improve safety (e.g., at the Harp Road & SR 85 intersection) and reduce congestion. The project is consistent with PLAN 2040, is entirely located on a regional thoroughfare, and is a designated Truck Route in the Atlanta Region Freight Mobility Plan (ARFMP). The corridor is a major commuter corridor for Fayette, Coweta and Spalding Counties. Preliminary Engineering work (PE) has been authorized by the GDOT.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$12,000,000
Federal Funds	\$12,000,000
Local Funds*	\$0
Total Funding	\$24,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FA-010

On Final Investment List?

Yes

Location: Southwest Subregion

Project Name

South Industrial Park Path Connection

Project Type

Bike/Ped

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on expanding modal options

Related Project Numbers: N/A



Description, Purpose and Benefits

This project consists of a 10' wide asphalt multi-use path with 2' shoulders starting at the recently finished Flat Creek Bridge which connects the industrial park to the existing 100+ mile network of multi-use paths. This project will enhance pedestrian/bicyclist/golf cart safety, relieve SR 74 congestion, entice international industries to locate within the region, and provide a clean, safe transportation alternative to work other than the automobile. This path would connect the Federal Aviation Administration (FAA) facility, the existing GDOT tunnel under SR 74 South to the Baseball & Soccer Complex, and numerous regional employers such as Storage Xxtra, Cooper Lighting, SANY America, and Sigvarius. The logical termini for the path would be at Dividend Drive which connects to the Atlanta Regional Airport (Falcon Field), the rest of the industrial park and the LCI activity center on SR 54. The project compliments the Southeast Industrial Park connection (TIA-FA-022).

Funding Commitments

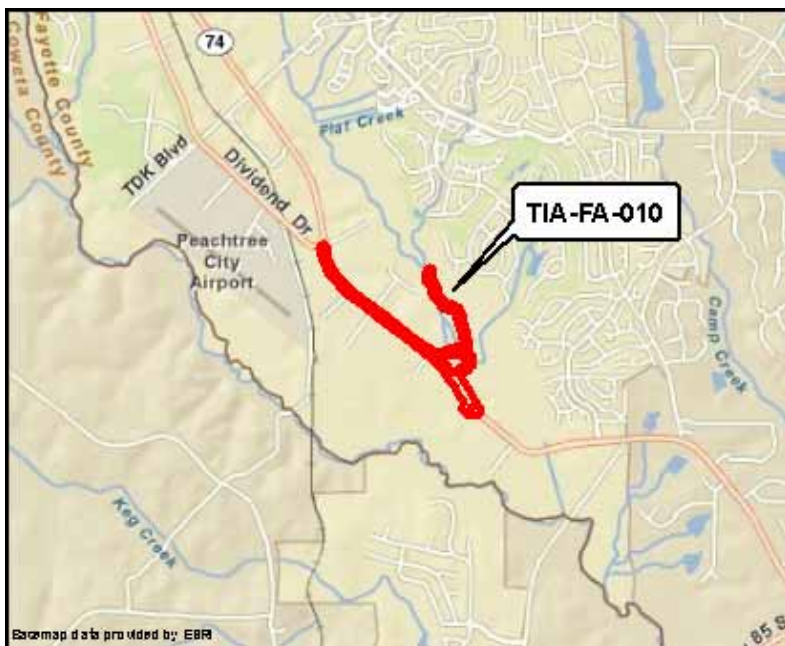
(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,210,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,210,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FA-013

On Final Investment List? Yes

Location: South Subregion

Project Name

SR 92 from Jimmy Mayfield Boulevard to McBride Road - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-FA-003



Description, Purpose and Benefits

This project is a 3.4-mile road widening (2 to 4 lanes) project along SR 92, south of Fayetteville. The project's limits are McBride Road to the south and Jimmy Mayfield Boulevard to the north. Growth within Fayetteville and surrounding areas has resulted in safety and congestion problems at multiple locations along this segment of SR 92. The corridor experiences delays during morning and afternoon commute times because of the traffic volumes (AADT of 17,100 near Hilo Road) and the large number of subdivision and side-street intersections. Long-range operational improvements are proposed for SR 92 south of McBride (see TIA-FA-027). The purpose of the project is to improve safety (multiple intersection improvements needed) and reduce congestion. The project is supported by Plan 2040 and entirely located on the thoroughfare network. The corridor is a major commuter corridor for Fayette and Spalding Counties.

Funding Commitments

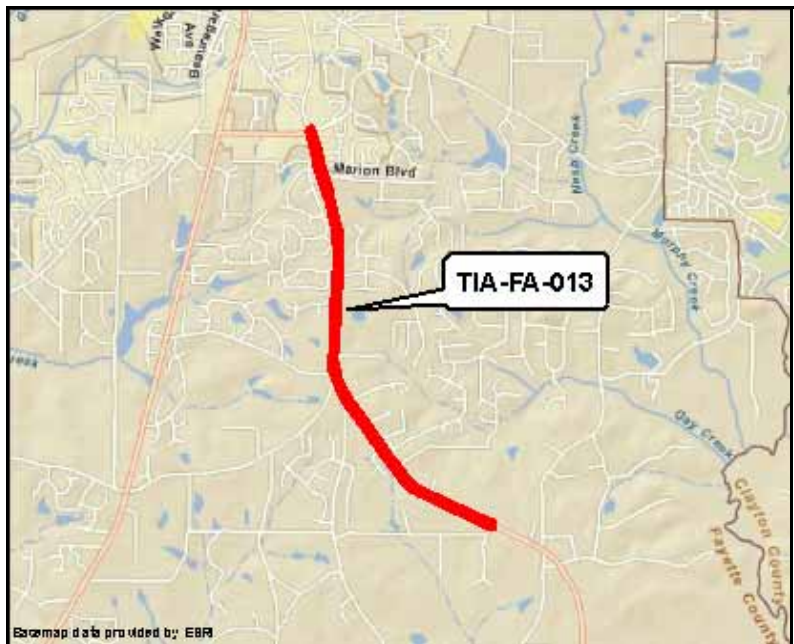
(all amounts shown in current year 2011 dollars)

TIA Funds	\$15,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$15,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FA-014

On Final Investment List? Yes

Location: Southwest Subregion

Project Name

SR 85 from Bernhard Road to SR 74 - Operational Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements instead of major capacity expansion; widening project is proposed beyond 2040
Related Project Numbers: N/A



Description, Purpose and Benefits

This project is a 3.3-mile operational improvement project along SR 85, south of Fayetteville. The project's limits are SR 74 to the south and Bernhard Road to the north. Improvements would target safety and efficiency improvements at existing intersections, such as realignments and addition of turn lanes. A road widening project is proposed on SR 85 north of Bernhard Road (see TIA-FA-006). The purpose of the project is to improve safety and traffic flow via intersection upgrades. Fayette County's 2010 Comprehensive Transportation Plan determined this segment of SR 85 could handle future traffic demands with cost-effective operational improvements in lieu of widening. This is also consistent with the County's land use plan for the area. The AADT on SR 85 north of the SR 74 intersection is approximately 11,000 vpd. The project is entirely located on a regional thoroughfare, and is a designated Truck Route in the Atlanta Region Freight Mobility Plan (ARFMP). The corridor is a major commuter corridor for Fayette, Coweta and Spalding Counties. A widening project for this segment of SR 85 is included in the PLAN 2040 aspirations list.

Funding Commitments

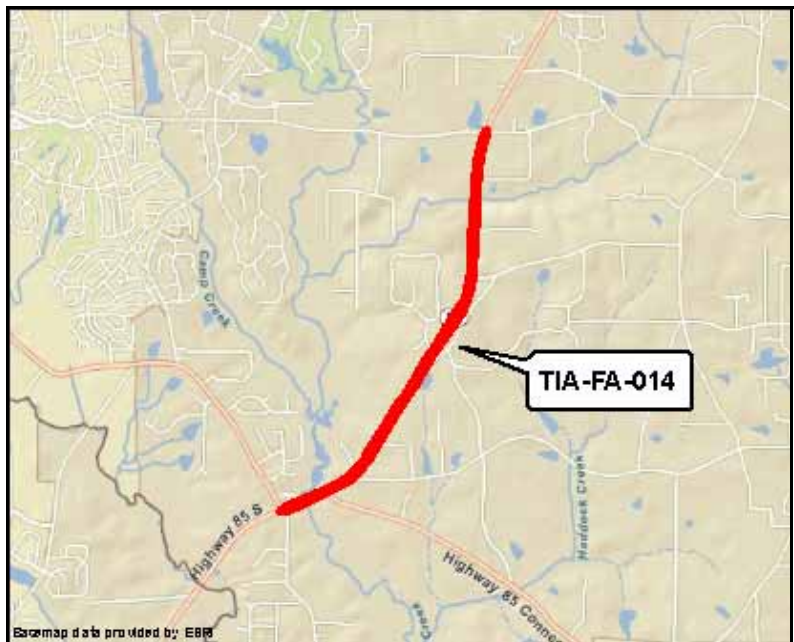
(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FA-022

On Final Investment List?

Yes

Location: Southwest Subregion

Project Name

Southeast Industrial Park Path Connection

Project Type

Bike/Ped

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on expanding modal options

Related Project Numbers: N/A

Description, Purpose and Benefits

This project consists of a 10' wide asphalt with 2' shoulders that will start at the recently finished Flat Creek Bridge which connects the industrial park to Peachtree City's existing 100+ mile network of multi-use paths. This project would enhance pedestrian/bicyclist/golf cart safety, relieve SR 74 congestion, and provide a clean, safe transportation alternative other than use of an automobile to get from home, to work, and to shopping. From the bridge the proposed path would travel north along a greenbelt/sewer line easement behind several industrial employers to the retail/restaurant corridor on Crosstown Drive. The project would follow an existing unpaved trail currently used by joggers and mountain bikers. However, since the path is dirt and lacks any formal connection to the adjacent industrial tenants, employees drive to work instead of using alternative modes of transportation (walking, bike, golf cart, etc.) and thus add to congestion on SR 74 South several times each day. Crosstown Drive serves as the retail corridor to Braelinn Village Shopping Center, medical offices, residences, and parks. The second part of this path would cross Crosstown Drive (at-grade) and connect the retail on Crosstown Court to the existing path network. Both of the retail centers are highly utilized by the industrial tenants. This project compliments the South Industrial Park Path connection (TIA-FA-010).

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,150,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,150,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FA-026** **On Final Investment List?** **Yes**

Project Name SR 92 to SR 138 Connector - New Alignment from SR 138 in Fulton County to SR 92 in Fayette County

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Southwest Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

The goal of this project is to improve connectivity between two regional thoroughfares, SR 92 in north Fayette County and SR 138 in south Fulton County, and increase accessibility to and from Interstate I-85. The existing roads between SR 92 and SR 138 are under-designed and not suited for the growing traffic volumes (i.e., Lester Road and Peters) or located along an industrial park (i.e., Oakley Industrial Boulevard) and not suited for heavy commuter traffic. The project is conceptual; no work on alignment alternatives has been completed. For cost estimating purposes, a two-to- four-lane widening of Peters Road (approximately 2 miles) was assumed, although other options exist to meet the project goals. The cost estimate included the addition of turn lanes, two traffic signals and the GDOT's typical urban cross-section. A scoping study is recommended at the start of the project to evaluate alternatives and determine feasibility. The project is recommended in Fayette County's 2010 CTP. TIA funding is requested for all phases of the project. The project would enhance safety, relief congestion and spur economic growth via new development and/or redevelopment. Jurisdictions impacted by the project would include the Counties of Fayette and Fulton, the Cities of Fairburn and Union City, and the Christian City community.

Funding Commitments	<i>TIA Funds</i>	\$18,300,000
	<i>Federal Funds</i>	\$0
	<i>Local Funds*</i>	\$0
	Total Funding	\$18,300,000

(all amounts shown in current year 2011 dollars)

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FA-028

On Final Investment List? **Yes**

Location: Southwest Subregion

Project Name

SR 92 (Forrest Avenue) from SR 85 (Glynn Street) in Fayette County to Oakley Industrial Boulevard in Fulton County - Operational

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements instead of major capacity expansion; widening project is proposed beyond 2040
Related Project Numbers: ASP-FA-347



Description, Purpose and Benefits

This is an operational improvement project along a portion of SR 92 with the goal of improving traffic flow and safety, particularly at intersections. The project is 9.7 mile long and extends from Fayetteville to Oakley Industrial Boulevard near Fairburn and Union City. The project compliments the proposed widening of SR 92 south of Fayetteville (TIA-FA-013), the SR 92 and Hood Avenue Connector proposed in Fayetteville (TIA-FA-002), and the SR 92 to SR 138 Connector (TIA-FA-26). Based on concepts proposed in Fayette County's 2010 CTP, Fayetteville and Fayette County prefer that operational improvements be considered in lieu of traditional widening wherever traffic studies show adequate Level of Service can be maintained. This approach is economically efficient and is consistent with the County's Land Use Plan. The AADT on this segment of SR 92 is approximately 12,460 vpd south of Westbridge Road and 8,590 vpd north of Peters Road. SR 92 is a major commuter corridor for Fayette, Spalding and other Counties. The project is supported in Fayette County's 2010 CTP and PLAN 2040 (Aspirations). The corridor is part of the Thoroughfare Network and indicated on the ASTRoMap for freight traffic. The project would start with a traffic study along the corridor, followed by prioritized improvements, as funding allows.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$20,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$20,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-002

On Final Investment List?

Yes

Location: North Subregion

Project Name

SR 120 (Kimball Bridge Road) from State Bridge Road to Jones Bridge Road - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-263

Description, Purpose and Benefits

DESCRIPTION: Widen 1.25 miles of Kimball Bridge from 2 to 4 lanes from Old Milton Parkway (SR 120) to Jones Bridge Road. Pedestrian and Bike improvements will include multi-use trail along the northern shoulder to align with the City of Johns Creek Future Sidewalk and Trail Network Map. This is a smaller segment of the GDOT project PI#721000. NEED/PURPOSE/BENEFIT: State Route 120 / Kimball Bridge Road has been identified as part of the Regional Strategic Transportation System and the Regional Thoroughfare Network. This project is also included in the draft version of the ARC's Plan 2040 as FN-263 or CTP-FN-009. The section of SR 120 between Jones Bridge Road and State Bridge Road narrows from four to two lanes just east of State Bridge Road. The section between Web Bridgeway and Fox Road is two lanes with no turn lanes. As a result, the traffic in the am and pm peak hours are trapped in a bottleneck that is blocked by a single left turning vehicle. Additionally, there is a school zone for the Bridgeway Christian Academy on the narrowest section. School traffic jams traffic on its way to GA 400 and SR 141 every morning. Widening the section to four lanes will enable traffic to transition to and from Jones Bridge and Old Milton Parkway/SR 120.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$21,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$21,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-003

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 120 (Old Milton Parkway) from SR 400 to Kimball Bridge Road - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for beyond 2040.
Related Project Numbers: ASP-FN-271

Description, Purpose and Benefits

Enhance safety, provide congestion relief, improve economic development opportunities, and increase modal options along the roadway.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$37,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$37,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FN-005** **On Final Investment List? Yes**

Project Name SR 120 (Old Milton Parkway) at SR 400 and Morris Road - Interchange/Intersection Improvements

Project Type

Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Location: North Subregion



Description, Purpose and Benefits

Operational improvements at the interchange

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-007

On Final Investment List?

Yes

Location: North Subregion

Project Name

Rucker Road from Hardscrabble Road to Willis Road - Operational Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe.

Related Project Numbers: FN-126C



Description, Purpose and Benefits

Operational improvements

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$19,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$19,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-013

On Final Investment List?

Yes

Location: North Subregion

Project Name

Hammond Drive from SR 9 (Roswell Road) to SR 400 - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-267

Description, Purpose and Benefits

Hammond Drive (CR 262) is a major east-west roadway of the City of Sandy Springs within the Perimeter Community Improvement District (PCID) that runs between Mt. Vernon Highway and Ashford-Dunwoody Road in Fulton and DeKalb Counties. The total length of this roadway is approximately 3.0 miles. Hammond Drive is primarily a four-lane roadway with a two-lane section between Roswell Road (SR 9) and Glenridge Drive and a six-lane section from east of Turner McDonald Parkway (SR 400) to Ashford-Dunwoody Road. The desired project, to be constructed if additional funding above the TIA commitment can be secured, would widen the existing typical section of Hammond Drive between Roswell Road (SR 9) and Barfield Road at the interchange of Hammond Drive and SR 400 (under construction). Between Roswell Road (SR 9) and Glenridge Drive the typical section would consist of four travel lanes. Between Glenridge Drive and SR 400, the typical section would consist of six travel lanes. The total length of the proposed project is 1.2 miles. The typical section would include a 20 to 44-foot grassed or raised median with median breaks provided for vehicle turning at key intersections. The project would also include 10-16-foot shoulders and possible multi-use paths along both sides of the roadway. In addition to the roadway widening, a linear park is proposed from the City of Sandy Springs' downtown at Roswell Road (SR 9) along Hammond Drive to Hammond Park, located at the southeast corner of Hammond Drive and Glenridge Drive. This project will provide a benefit to the region by connecting the business centers of the City of Sandy Springs and the Perimeter Center Improvement District as well as improving the connection to the newly constructed interchange at State Route 400. TIA funds committed to this project will advance it to the extent possible and, in the meantime, the City of Sandy Springs, will explore all possible opportunities to identify other revenue sources to complete the project within the timeframe of the sales tax collection. Should additional funding not be available, the project may be converted to operational and safety improvements.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$10,000,000
Federal Funds	\$0
Local Funds*	\$23,500,000
Total Funding	\$33,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

N/A (not recommended for constrained list)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-014

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 400 from I-285 North to Spalding Drive - Collector Distributor Lanes

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-AR-100A

Description, Purpose and Benefits

GA 400 CD system from south of I-285 to Spalding Drive in Sandy Springs roadway system potentially would include two lanes in each direction parallel to GA 400. This additional access to Sandy Springs would allow vehicles to access the southern portion of North Fulton without having to directly use GA 400. This CD system has the potential to reduce delay by approximately 400,000 person-hours per day according to preliminary modeling.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$160,000,000
Federal Funds	\$30,000,000
Local Funds*	\$0
Total Funding	\$190,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-030

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 140 (Arnold Mill Road) from Cherokee County Line to Rucker Road - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for FY 2017 for FN-232B, 2018-2030 timeframe for FN-126 & FN-232A
Related Project Numbers: FN-126, FN-232A, FN-232B



Description, Purpose and Benefits

Improvements to SR 140 (Arnold Mill Road) require working with regional partners to create a facility that services Fulton County and Cherokee County. This improved corridor would collect traffic and carry it efficiently to GA 400 to the south and I-575/I-75 to the north and would better serve employment and activity centers in the region. SR 140 widening along with proposed Houze Road Operational Improvements and Operational Improvements to Rucker Road are intended to work together as a system of projects to improve the corridor that facilitates traffic flow through the region. SR 140 widening project would begin at the Cherokee/Fulton County line including the planned improvements to the bridge over Little River (PI#721308) and continue south into Fulton County through the City of Milton and the City of Roswell to the intersection with Rucker Road. The improvements to SR 140 would include widening 3.5 miles of roadway from 2 lanes to 4 lanes, adding median and pedestrian facilities. The functional improvements to the corridor would include improved roadway geometry, access control, intersection improvements, turn lanes, and traffic signal synchronization. This project will improve regional mobility and was identified as a high priority Tier 1 project in the North Fulton Comprehensive Transportation Plan. SR 140 widening is needed to reduce congestion, accommodate anticipated traffic growth, and improve safety and north-south mobility along this rapidly developing corridor.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$46,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$46,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-034

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 400 at SR 140 (Holcomb Bridge Road) - Interchange Improvements

Project Type

Roadway

- | | |
|---|---|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input checked="" type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, however there is an ATMS project along same corridor with CST in FY 2012

Related Project Numbers: ASP-FN-272



Description, Purpose and Benefits

This project will implement the recommendations that come out of the Holcomb Bridge Road Corridor Study currently underway. It is expected this study will recommend a variety of solutions including improved signalization, turn lane modification, the addition of travel or turn lanes, investigation of a diverging diamond intersection, ramp modification, improved bus (and possible future rail) access, bicycle and pedestrian connectivity, and stimulate redevelopment activity in the surrounding area.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$23,000,000
Federal Funds	\$25,000,000
Local Funds*	\$0
Total Funding	\$48,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-035

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 9 (Atlanta Street) from Chattahoochee River to SR 120 (Marietta Highway) - Widening and Corridor Improvements

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe
Related Project Numbers: FN-269

Description, Purpose and Benefits

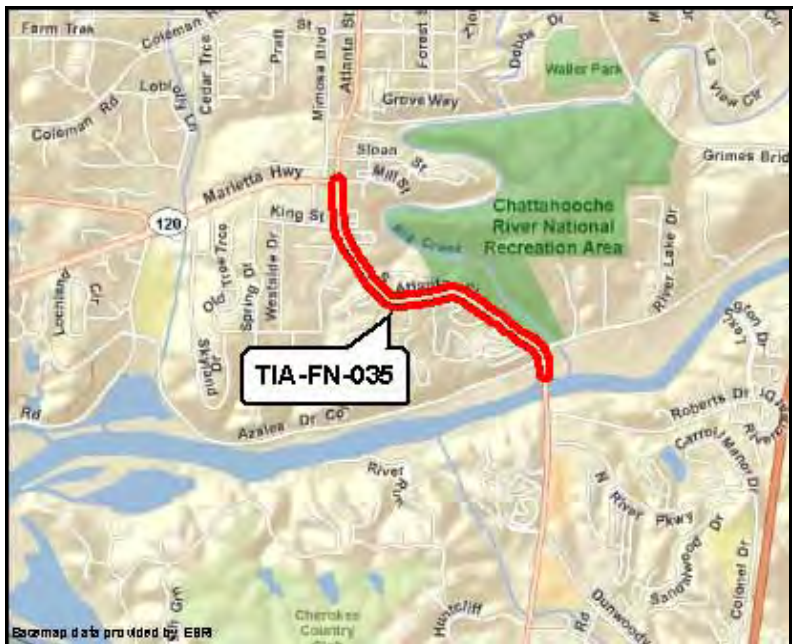
This project will address four specific safety and operational issues on this principal arterial that acts as the only north-south alternate to SR 400 within 15 miles. First, the project will remove the obsolete and dangerous reversible lane system by adding one additional through lane between the Chattahoochee River and SR 120 (approx. 1.1 miles). Second, the project will address the operational deficiencies at the intersection of SR 9 and Riverside Road/Azalea Drive immediately adjacent to the river crossing. Third, the project will replace a structurally deficient bridge on Riverside Road over Big Creek just east of the SR 9/Riverside/Azalea intersection. Lastly, the project will improve multimodal connections between the riverfront and Roswell's Historic District.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$20,400,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$20,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-036

On Final Investment List? Yes

Location: North Subregion

Project Name

SR 140 (Houze Road) from Rucker Road to Mansell Road - Operational Improvements

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-126B

Description, Purpose and Benefits

Working with the roadway capacity project on Arnold Mill Road (TIA-FN-030) and the operational upgrade project on Rucker Road (TIA-FN-007), this project provides operational upgrades along the Houze Road (SR 140) corridor. Operational improvements will include intersection upgrades in certain areas as well as improvements for safety-related issues such as substandard vertical curves and poor sight distance.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$18,600,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$18,600,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FN-043

On Final Investment List? **Yes**

Location: North Subregion

Project Name

SR 120 (Abbotts Bridge Road) from Parsons Road (east of SR 141) to Peachtree Industrial Boulevard - Widening

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-264

Description, Purpose and Benefits

DESCRIPTION: Widen 1.35 miles of Abbotts Bridge from 2 lanes to 4 lanes from Parsons Road located east of Medlock Bridge to Peachtree Industrial Blvd. This project will also include the widening of a 300 foot bridge over the Chattahoochee River. Pedestrian and Bike improvements will include sidewalk along the southern shoulder and a multi-use trail along the northern shoulder to align with the City of Johns Creek Future Sidewalk and Trail Network Map. This project is a smaller segment of the GDOT Project PI#721000. State Route 120 / Abbotts Bridge Road has been identified as part of the Regional Strategic Transportation System and the Regional Through fare Network. This project is also included in the draft version of the ARC's Plan 2040 as ASP-FN-264 or CTP-FN-010 and is a smaller segment of the proposed project limits of CTP-FN-011 or FN-265. NEED/PURPOSE/BENEFIT: Congestion Relief, SR 120 between Johns Creek to the west and Gwinnett County/City of Duluth to the east is a major commuter route. The narrow two lane cross section forces many drivers to divert several miles out of their way to use the multi-lane crossing at State Bridge Road/Pleasant Hill Road. Widening of Abbotts Bridge Road would reduce the trip distance for these diverted trips and result in a reduced VMT (Vehicle Miles Traveled) for the region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$28,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$28,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FS-003

On Final Investment List?

Yes

Location: Southwest Subregion

Project Name

Hutcheson Ferry Rd at Atlanta Newnan Road and Rico Road - Roundabout

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements instead of major capacity expansion
Related Project Numbers: N/A



Description, Purpose and Benefits

The place where Hutcheson Ferry Road, Rico Road and Atlanta Newnan Road all meet is an old, country intersection that no longer safely serves the needs of the vehicles that pass there. The proposed roundabout offers the most efficient solution. Hutcheson Ferry Road is part of the Regional Strategic Transportation System (RSTS) as identified by ARC. It is the only east-west connector on the south side of the South Fulton Parkway crossing through Chattahoochee Hills between Palmetto to the east and S.R. 70 (Campbellton Redwine Road) to the west, near the Chattahoochee River. Atlanta Newnan Road is an important north-south connector to and from Coweta County and the hamlet of Serenbe, which is primarily accessed from that road. Rico Road is an important northwest-southeast connector to City Hall and to the fire and police departments. Thus the intersection serves local traffic as well as travelers from neighboring cities and counties, and is critical to public safety. The significance of the intersection of these roads with its existing offset road entrances and acute angles cannot be denied. One option for improvement might be to square up the intersecting roadways and install traffic signals for control and safety. A far more appropriate solution is the proposed roundabout, which will by its nature improve the safety, visibility, and speed of traffic entering and leaving the intersection, all while maintaining the traffic flow in every direction. The roundabout can be made to fit almost naturally into the surrounding area, and will be vital to meeting the changing needs of the roads that it connects.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,750,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,750,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FS-004

On Final Investment List? Yes

Location: Southwest Subregion

Project Name

SR 6 (Camp Creek Parkway) from I-85 South to Welcome All Road - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input checked="" type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for beyond 2040 timeframe, however proposed project's western terminus extends beyond western terminus of PLAN 2040
~~Revised~~ Project Numbers: ASP-FS-227

Description, Purpose and Benefits

Increase capacity by 50%. Automated transportation management system extension of fiber optics from Herschel Road west to Interstate 285 and Camp Creek Marketplace. Atlanta Mayor Kasim Reed's goal to increase air cargo at Hartsfield-Jackson Atlanta International Airport (HJIA) and South end of Fulton Industrial Boulevard. Parkway Trail Phases II and III could be extended from College Park MARTA Station to Georgia International Convention Center; Golf Course Pond Recreation Trail, 1000 apartment units at Diplomat, Highland Square and Southern Heights Apartments; and Camp Creek Marketplace. SR 6/Camp Creek Parkway provides a critical link to HJIA as well as the surrounding associated development. According to HJIA, over 89.3 million passengers passed through the airport in 2010, ranking it number one in passenger volume globally. As an employment center, HJIA employs over 56,500 workers directly. As part of the HJIA master plan, continued expansion of the airport facilities is underway, with development of a consolidated rental car facility (CONRAC), new international terminal, renovations to the central passenger terminal, and south complex expansion. Airport expansion, coupled with continued development along SR 6 will increase travel along the corridor. Growth and redevelopment with East Point and College Park is also anticipated. The needs assessment found that without any additional capacity, the section of SR 6, east of I-285, will operate at level of service (LOS) F by 2030. Scope will need to incorporate significant upgrade to I-285 interchange.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$60,250,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$60,250,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FS-008

On Final Investment List?

Yes

Location: Southwest Subregion

Project Name

I-85 South at SR 74 - Interchange Improvements

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FS-AR-182



Description, Purpose and Benefits

Located at mile marker 61 on Interstate 85, about 10 miles southwest of Hartsfield-Jackson International Airport, the subject interchange modifications would include ramp improvements, extending the project limits in either direction toward the SR-92 and the Bohannon Road overpasses, which include the city limits of Fairburn and the unincorporated Fulton County areas. Key stakeholders in the project are motorists from Fayette and Fulton Counties as well as the municipalities of Fairburn, Tyrone, and Peachtree City. The existing design of the interchange at the current traffic volumes results in significant transportation inefficiencies by delaying offramp movements, creating backups on I-85, limiting left-turn storage on the overpasses, and creating unsafe speed differences on I-85. These conditions place a disproportionate burden on the drivers as well as the homes and businesses they represent, resulting in high stress levels, lost productivity, and economic attrition. The goal of the project will be to reconstruct the design features necessary to improve the level of service for the interchange. Future traffic conditions and pace of development in the area will simply not allow consideration of a no-build condition without significant impacts to the level of service on I-85 and state route 74.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$11,250,000
Federal Funds	\$11,250,000
Local Funds*	\$0
Total Funding	\$22,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FS-016** **On Final Investment List? Yes**

Project Name Butner Road at SR 6 (Camp Creek Parkway) Intersection Improvements and Butner Road over SR 6 (Camp Creek Parkway)

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Southwest Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and low cost operational improvements instead of major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits Project proposes to replace the deficient bridge on Butner Road Bridge over Camp Creek Parkway and to improve the intersection of Butner Road at Camp Creek Parkway. The proposed bridge will be wide enough to accommodate four traffic lanes of 12ft wide and 24in curb and gutter and 12 feet wide pedestrian sidewalk on the west side to tie into the multi-use trail off the bridge and six foot sidewalk on the east side. There will be one SB traffic lane, one NB Left turn lane, one NB through traffic lane and one NB right turn lane. Both the left turn lane and the right turn lane will extend on to the proposed bridge to furnish free flow and stacking length up to the intersection with Camp Creek Parkway.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$3,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$3,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band N/A (not recommended for constrained list)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FS-018** **On Final Investment List? Yes**

Project Name I-285 West at Cascade Road - Interchange Improvements

Project Type

Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: I-285 Corridor



PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

Cascade Road is a major thoroughfare serving the city of Atlanta, the Fulton Industrial Area, Cobb and Douglas counties. The project consists of improving the Interchange at Cascade Road and I-285 South. The need exists to improve access, congestion, safety and operations along the Cascade Road corridor; to accommodate the growing residential population and employment generators in the City of Atlanta, Cascade area and the Sandtown community. The purpose of the project is to provide additional capacity to enter and exit I-285 and to accommodate the existing and projected volume of trips needing access to the Cascade Road corridor. Currently, the Cascade Road/I-285 interchange peak hour traffic conditions cause excessive queuing, extending back into Utoy Springs to the West and Shanter Trail to the East. The results of the level of service (LOS) analysis demonstrate that with the construction of the Cascade Road/I-285 Interchange, the LOS would improve significantly along the corridor. The project would also replace the existing bridge at Cascade Road/I-285 and at Cascade Road over Utoy Creek to the West. The interchange will be widened, as appropriate, with adequate turning lanes at all approaches. Sidewalks (6' wide) would be also considered on both sides of Cascade Road.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$11,800,000
Federal Funds	\$11,800,000
Local Funds*	\$0
Total Funding	\$23,600,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-FS-019

On Final Investment List?

Yes

Location: West Subregion

Project Name

SR 70 (Fulton Industrial Blvd) from SR 6 (Camp Creek Parkway) to Frederick Drive - Intersection Improvements at Multiple Locations

Project Type

Roadway

- | | |
|---|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Proposed project is for operational improvements at intersections along corridor, but PLAN 2040 project is to widen the corridor with construction planned for 2018-2030 timeframe.

Related Project Numbers: FS-003



Description, Purpose and Benefits

Fulton Industrial Boulevard (SR70) is a major thoroughfare serving the city of Atlanta, the Fulton Industrial business district Cobb and Douglas counties. This project is included as part of the Regional Transportation Plan (RTP) developed by the Atlanta Regional Commission (Project FS-003). It proposes to rectify roadway geometric deficiencies and address safety issues along the corridor, from camp Creek Parkway to Frederick drive. Fulton Industrial Boulevard is a 6-lane highway that narrows down to four lanes at the intersections of Patton Drive. The road is heavily used by freight trucks providing services to neighboring counties and the airport. According to the ARC travel demand model for network year 2010, the proposed segment of SR 70 operated at a level of service (LOS) "D" with nearly 20% of truck traffic during peak hours. By 2030, it is forecast to reach a LOS "E". Accident data collected from the Georgia DOT accident reporting system between 2006 and 2008 indicate 1,136 accidents and 5 fatalities are recorded along the corridor.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$7,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$7,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-FS-026** **On Final Investment List? Yes**

Project Name SR 92 (Campbellton Fairburn Road) at South Fulton Parkway and Hall Road - Intersection Improvements

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Southwest Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements instead of major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

The proposed project is an intersection improvement of the intersection of SR 92 and South Fulton Parkway and Hall Road. These intersections are located in South Fulton County. SR 92 extends from the Douglas/Fulton County line to downtown Fairburn City. SR92 is classified as Urban Minor Arterial. South Fulton Parkway is classified as an Urban Principal Arterial. This project is included as part of the Access Management Plan for South Fulton Parkway developed by the GDOT. This project proposes to improve operational and pedestrian efficiency and safety. The total number of crashes at the intersections is a high concern for the community due to the numerous injuries and fatality rates at the intersection. Over 50 percent of the crashes are due to the right-angle crashes at Hall Rd and SR 92. This project is needed to reduce crash severity. The signal currently operates at a level of service F. The project will construct a continuous flow intersection to replace the existing configuration. Additionally, the project will widen SR 92 to six lanes to include a raised concrete median for approximately 1.6 miles. Additional turn lanes will be included at the intersection as well to improve the level of service. Proposed improvements will meet future traffic demands, meet existing design standards, address access along SF Parkway, and reduce conflicts at both Hall Rd and SF Parkway along SR 92.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$16,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$16,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-003

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

US 23 (Buford Highway) from George Pierce Park to McGinnis Ferry Road - Corridor Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on low cost operational improvements instead of major capacity expansion
Related Project Numbers: N/A

Description, Purpose and Benefits

The project is intended to convert Buford Highway into a multi-modal transportation corridor that is sensitive to the existing and future environment of the surrounding area. The project will extend from McGinnis Ferry Road to the entrance of George Pierce Park. The purpose of the improvement is to make the road more capable of accommodating pedestrians and cyclists and remain sensitive to the successful LCI project, Town Center, and Historic Suwanee both of which include a number of destinations for pedestrians, cyclists and vehicles. The proposed Buford Highway corridor improvement is the result of the City of Suwanee 2030 Comprehensive Plan, the Downtown Suwanee Master Plan and Buford Highway Transportation Study. The design concept presents a multi-modal Buford Highway running through a compact walkable Town Center. The reason for the improvement is to ensure the long term viability of Suwanee's Town Center which is a regional model for successful development of new downtowns. Suwanee's Town Center is anchored by a number of restaurants, shops and offices that rely on a viable town center. Additionally, Town Center is a draw for larger companies seeking to relocate that are looking for an improved quality of life for their employees. A context sensitive design will also be safer for use by pedestrians and cyclists. The proposed 2 lanes will have substantially less environmental impact than a 4 lane road would have (less disturbed area, less impervious surface, less tree removal, less impact to surrounding streams).

Funding Commitments

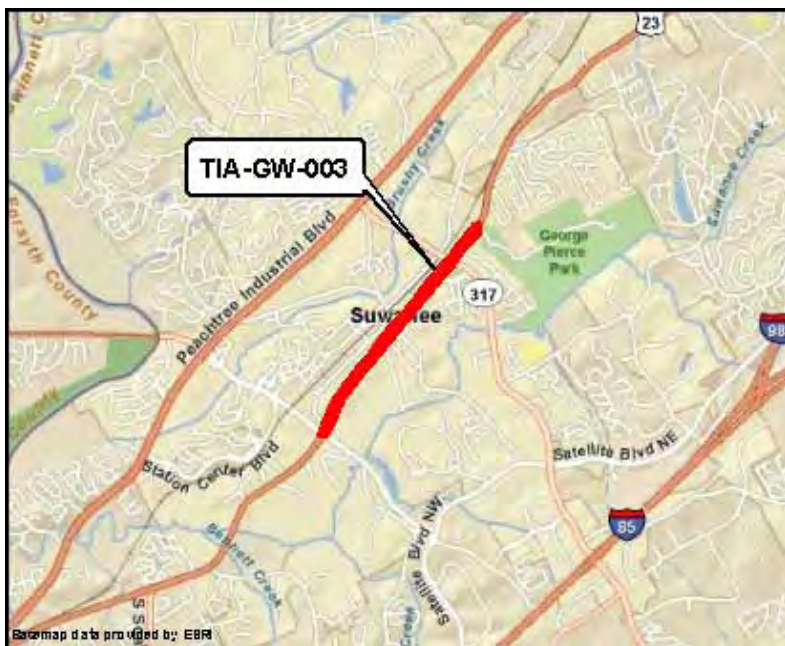
(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,500,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-004

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

US 23 (Buford Highway) from Old Peachtree Road to Sugarloaf Parkway - Widening and Corridor Improvements

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2031-2040 timeframe
Related Project Numbers: GW-099A

Description, Purpose and Benefits

The project will relieve congestion and improve safety. This roadway was initially designed to be a rural facility, not intended to serve suburban and urban areas and their associated travel demand. The project is under the Roadway Capital program area and is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region. All phases of the project could be completed within a 10 year time frame.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$14,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$14,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-GW-006** **On Final Investment List? Yes**

Project Name US 23 (Buford Highway) from Sawnee Avenue to SR 347 in Hall County - Widening

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Project identified as a line item in PLAN 2040 with construction planned for 2016

Related Project Numbers: GW-099C

Location: Northeast Subregion



Description, Purpose and Benefits Project is included in the ARC's FY 2008-13 Transportation Improvement Program (TIP) to provide improvements in the Buford Highway-Peachtree Industrial Boulevard (PIB) corridor. By 2020, household growth in this corridor is projected to increase by 91% and employment is expected to increase by 58%. Under the 2020 No Build scenario, the corridor is forecast to have a LOS F for most of its length through the County. The project is under the Roadway Capital program area and is intended to improve one of the most congested regional corridors (Buford Highway-PIB).

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$8,000,000
Federal Funds	\$20,000,000
Local Funds*	\$0
Total Funding	\$28,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-GW-009** **On Final Investment List?** **Yes**

Project Name Dacula Road at CSX Rail Line North of US 29 - Bridge Upgrade

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

Location: Northeast Subregion



PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation and investment within existing activity centers
Related Project Numbers: N/A

Description, Purpose and Benefits

The bridge over the CSX railroad rack is in need of upgrade and/or replacement. The intersection approaches are at skewed angles. Corrections to both horizontal and vertical curves at the intersection are needed. Operational improvements will enhance safety and reduce delays at the intersection.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$10,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$10,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-GW-011** **On Final Investment List? Yes**

Project Name Five Forks Trickum Road from Killian Hill Road to Oak Road - Widening

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Project recognized by PLAN 2040 as advancing locally, but with no construction schedule defined

Related Project Numbers: N/A

Location: Northeast Subregion



Description, Purpose and Benefits

The project will relieve congestion and improve safety. This regionally significant corridor was initially designed to be a rural facility, not intended to serve suburban and urban areas and their associated travel demand. The project is under the Roadway Capital program area and is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region. Project will include sidewalks and upgraded pedestrian infrastructure.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$10,400,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$10,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-GW-018** **On Final Investment List? Yes**

Project Name Hillcrest Road / Satellite Boulevard Connector - New Alignment and Overpass at I-85 North

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Location: Northeast Subregion



Description, Purpose and Benefits

A major recommendation of the 2001 Gwinnett County Comprehensive Transportation Plan and the 2006 Jimmy Carter Boulevard LCI was additional crossings of I-85. The purpose of the project is to address existing and projected traffic needs along the I-85 corridor. This crossing will not only relieve the interchanges at Jimmy Carter Boulevard, Indian Trail Road, Steve Reynolds Boulevard, and Pleasant Hill Road, but will also increase economic activity in redeveloping southwest Gwinnett. The project also connects the Lilburn community to the Norcross and Duluth community. The project will allow for further pedestrian connections across I-85. The project is under the Roadway Capital program area and is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$19,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$19,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-025

On Final Investment List? **Yes**

Location: Northeast Subregion

Project Name

I-85 North at SR 324 (Gravel Springs Road) - New Interchange

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for beyond 2040

Related Project Numbers: ASP-GW-359

Description, Purpose and Benefits

The project purpose is to provide access to existing development within the area and provide a solution to address the anticipated increase in local traffic volume (including trucks) resulting from planned development. The project serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region. The project improves one of the most congested regional corridors as determined through ARC's Congestion Management Process, Regional Strategic Transportation System and Regional Thoroughfare Network.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$33,300,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$33,300,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-030

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

US 29 (Lawrenceville Hwy) from Hood Road to Hillcrest Road -
Multiuse Trail and Pedestrian Improvements

Project Type

Bike/Ped

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on expanding modal options

Related Project Numbers: N/A



Description, Purpose and Benefits

The inventory of sidewalks and trails in the area shows that while there are a good number of existing and planned facilities, there are areas where sidewalks are disconnected. Sidewalks exist along a number of the segments of Highway 29, but often only on one side. This creates an impediment to normal pedestrian activity and is especially a hindrance to those with mobility challenges.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$1,850,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$1,850,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-031

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

I-85 North Transit Corridor (all phases)

Project Type

Transit

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for beyond 2040
Related Project Numbers: ASP-AR-401, 402, 403, 404

Description, Purpose and Benefits

This project funds the corridor planning, engineering, environmental review and assessment, and possible limited right-of-way acquisition for the implementation of I-85 North Transit Corridor. During the preliminary engineering phase of project development, local project sponsors refine the design of the proposal, taking into consideration all reasonable design alternatives. Preliminary engineering results in estimates of project costs, benefits, and impacts at a level of detail necessary to complete the NEPA process. The project is highly beneficial due to economic benefit, lowest environmental impact and overall utility. The proposed service will cross a county border while directly serving a major regional employment or activity center. When opened, the project is forecast to support an average 13,800 weekday boardings (in 2025) while connecting to an existing fixed guideway facility. This transit project serves areas with land use ordinances that enable increased development densities around stops and stations. This project will carry forward the Locally Preferred Alternative for a premium transit improvement in the I-85 North corridor with the evaluation and decision-making based on the requirements of the FTA New Starts and NEPA project development. The major steps will include preliminary engineering, economic and environmental analysis, and final design.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$95,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$95,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-042

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

Pleasant Hill Road from Howell Ferry Road to Chattahoochee River - Widening (Includes Bridge)

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for LR 2031-2040
Related Project Numbers: GW-271B

Description, Purpose and Benefits

The purpose of the project is to meet existing and projected traffic needs. The resulting reduction in traffic congestion will save traveling time and costs. The project is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$11,600,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$11,600,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-048

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

SR 20 (Nelson Brogdon Boulevard / Cumming Highway) from Peachtree Industrial Boulevard to Chattahoochee River - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2015

Related Project Numbers: GW-020A1 & GW-020A2

Description, Purpose and Benefits

The purpose of the project is to improve east-west mobility along SR 20, which is classified as an urban principal arterial. With SR 20 currently experiencing high traffic volumes, the widening of this section of the roadway and the adjacent section in Forsyth County will enhance traffic movement and improve vehicle and pedestrian safety on this important east-west arterial. The project is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$8,000,000
Federal Funds	\$32,000,000
Local Funds*	\$0
Total Funding	\$40,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-049

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

SR 20 (Buford Drive) from I-985 to US 23 (Buford Highway) - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Description, Purpose and Benefits

The purpose of the project is to meet existing and projected traffic needs. The resulting reduction in traffic congestion will save traveling time and costs. The project is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$4,100,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$4,100,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-052

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

SR 120 (Duluth Highway) from Langley Drive to SR 317
(Lawrenceville Suwanee Road) - Widening

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040

Related Project Numbers: N/A



**Description,
Purpose and
Benefits**

The purpose of the project is to meet existing and projected traffic needs. The resulting reduction in traffic congestion will save traveling time and costs. The project is intended to improve one of the most congested regional corridors. The roadway serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region.

**Funding
Commitments**

*(all amounts shown
in current year 2011
dollars)*

TIA Funds	\$38,400,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$38,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

**Implementation
Band**

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-056

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

SR 141 (Peachtree Parkway) from Peachtree Industrial Boulevard to Chattahoochee River - Widening

Project Type

Roadway

- | | |
|---|---|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2031-2040

Related Project Numbers: GW-374



Description, Purpose and Benefits

The purpose of the project is to meet existing and projected traffic needs. The resulting reduction in traffic congestion will save traveling time and costs. The roadway capacity project will improve mobility and relieve congestion on I-285, SR 141 and several local roadways. This project will enhance related movement of goods and truck operations resulting in improved economic competitiveness of the state/county and serves GRTA Express Route # 408 - Doraville to Johns Creek.

Funding Commitments

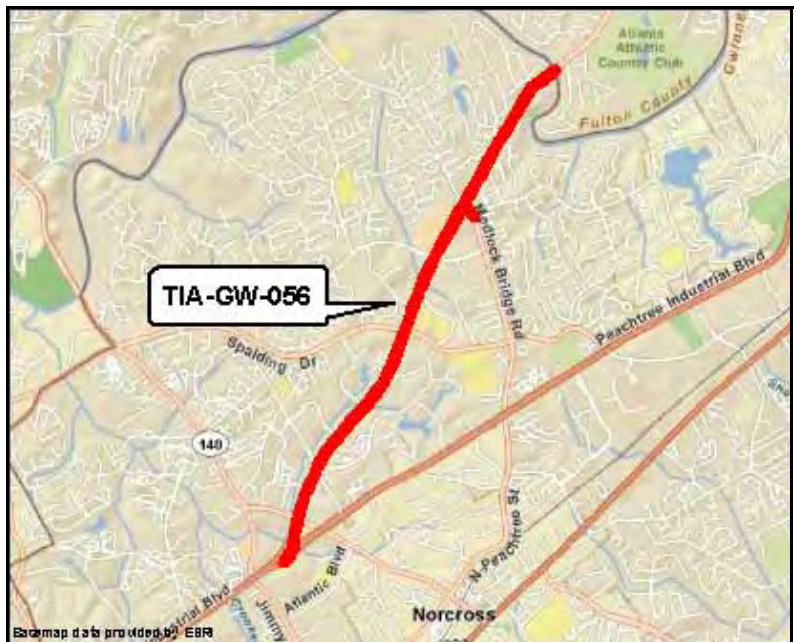
(all amounts shown in current year 2011 dollars)

TIA Funds	\$46,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$46,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-057

On Final Investment List? **Yes**

Location: Northeast Subregion

Project Name

SR 316 at Harbins Road - Grade Separation

Project Type

Roadway

- | | |
|---|---|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040

Related Project Numbers: ASP-AR-ML-440 or ASP-AR-ML-450

Description, Purpose and Benefits

This grade separation project will help improve safety and traffic delays and eliminate at-grade crossings. In turn, eliminating traffic backups at crossings will help reduce cut-through traffic on neighborhood streets. The project serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region. The project improves one of the most congested regional corridors as determined through ARC's Congestion Management Process, Regional Strategic Transportation System and Regional Thoroughfare Network. The project serves GRTA X-press routes.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$23,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$23,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-058

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

SR 316 at Hi Hope Road / Cedars Road - Grade Separation

Project Type

Roadway

- | | |
|---|---|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as line item in PLAN 2040

Related Project Numbers: ASP-AR-ML-440 or ASP-AR-ML-450



Description, Purpose and Benefits

This grade separation project will help improve safety and traffic delays and eliminate at-grade crossings. In turn, eliminating traffic backups at crossings will help reduce cut-through traffic on neighborhood streets. The project serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region. The project improves one of the most congested regional corridors as determined through ARC's Congestion Management Process, Regional Strategic Transportation System and Regional Thoroughfare Network. The project serves GRTA X-press routes.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$61,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$61,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-059

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

SR 316 at US 29 - Grade Separation

Project Type

Roadway

- | | |
|---|---|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in PLAN 2040

Related Project Numbers: ASP-AR-ML-440 or ASP-AR-ML-450

**Description,
Purpose and
Benefits**

This grade separation project will help improve safety and traffic delays and eliminate at-grade crossings. In turn, eliminating traffic backups at crossings will help reduce cut-through traffic on neighborhood streets. The project serves origins or destinations of trips to/from and within major existing and proposed employment and activity centers throughout the region. The project improves one of the most congested regional corridors as determined through ARC's Congestion Management Process, Regional Strategic Transportation System and Regional Thoroughfare Network. The project serves GRTA X-press routes.

**Funding
Commitments**

*(all amounts shown
in current year 2011
dollars)*

TIA Funds	\$51,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$51,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

**Implementation
Band**

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-GW-060** **On Final Investment List?** **Yes**

Project Name Sugarloaf Parkway Phase 2 Extension from SR 316 to SR 20 (Buford Drive) - New Alignment

Project Type Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Project identified as a line item in PLAN 2040 with construction planned for 2018-2030

Related Project Numbers: GW-308B

Location: Northeast Subregion



Description, Purpose and Benefits

The proposed project extends Sugarloaf Parkway eight and one-half miles from State Route 316 to State Route 20 south of the City of Buford. The project would provide a limited-access route to reduce local traffic congestion in surrounding communities and commuter traffic congestion during rush hours by providing much needed cross-county connectivity. This project will enhance related movement of goods and truck operations resulting in improved economic competitiveness of the state/county. Reduced vehicle miles on local two-lane roads will result in fewer crashes. Traffic will shift to safer facility.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$296,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$296,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-067

On Final Investment List? Yes

Location: East Subregion

Project Name

US 78 (Main Street) at SR 124 (Scenic Hwy) - Intersection Improvements

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2018-2030

Related Project Numbers: GW-078C

Description, Purpose and Benefits

Project was identified in the 2001 Comprehensive Transportation Plan Project and is included in the ARC's FY 2008-13 Transportation Improvement Program (TIP) to provide improvements in the US 78 corridor. By 2020, household growth in this corridor is projected to increase by 56% and employment is expected to increase by 75%. Under the 2020 No Build scenario, the intersection is forecast to have a LOS F for most approaches. Reduced number of conflict points has resulted in a reduction in total crashes and a reduction in fatal and injury crashes. The CFI conversion will enable the roadway to maintain an acceptable LOS beyond planning horizon year. Project will include sidewalks and upgraded pedestrian infrastructure.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$9,550,000
Federal Funds	\$9,550,000
Local Funds*	\$0
Total Funding	\$19,100,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-069

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

Walther Boulevard North/South Connection - New Alignment and Overpass at SR 316

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2015
Related Project Numbers: GW-379

Description, Purpose and Benefits

The purpose of the project is to provide Georgia Gwinnett College an alternative vehicle, bicycle and pedestrian access across SR 316. This extension will provide a route for college traffic to access living and shopping areas thereby providing congestion relief to SR 316, SR 20, SR 124 and numerous local roads. The project will enhance the related movement of goods and truck operations resulting in improved economic competitiveness of this region. Project will include sidewalks and upgraded pedestrian infrastructure.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$10,600,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$10,600,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 1 (2013-2015)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-GW-070

On Final Investment List? Yes

Location: Northeast Subregion

Project Name

West Liddell Road / Club Drive Connector - New Alignment and Overpass at I-85 North

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2018-2030

Related Project Numbers: GW-309



Description, Purpose and Benefits

The purpose of the project is to meet existing and projected traffic needs. The resulting reduction in traffic congestion will save traveling time and costs. A major recommendation of the 2001 Gwinnett County Comprehensive Transportation Plan was additional crossings of I-85. This crossing will not only relieve the interchanges at Jimmy Carter Boulevard, Indian Trail Road, Steve Reynolds Boulevard, and Pleasant Hill Road, but will also increase economic activity. The project will result in improved mobility for a variety of travel modes. Reduced traffic back ups on interstate and interstate ramps will result in fewer rear end crashes. The project will result in improved mobility for a variety of travel modes, including pedestrians and bicyclists.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$39,300,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$39,300,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-GW-073** **On Final Investment List?** **Yes**

Project Name Gwinnett County Bus Services

Project Type

Roadway Capital
 Aviation
 Asset Management
 Bicycle / Pedestrian
 Safety / Traffic Operations
 Transit Capital
 Freight / Logistics
 Transit Operations / Maint.

PLAN 2040 Status Project not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Location: Northeast Subregion



Description, Purpose and Benefits

The purpose of this project is to help support the day-to-day operations and potentially implement ongoing planning recommendations for the Gwinnett County Transit (GCT) which includes maintaining buses, facilities and equipment in a state of good repair. This funding will help support the existing GCT service level, while potentially expanding and/or altering service, as well as providing a better quality and level of service. GCT is a vital component of the overall regional transit network providing over 2.2 million trips annually, with the majority being work trips. Maintaining a high quality, high level of service as well as state of good repair will help to maintain existing riders and attract new riders, which supports job creation, economic development, improves air quality, reduces congestion, and improves safety on the roadway network.

Funding Commitments	<i>TIA Funds</i>	\$40,000,000
	<i>Federal Funds</i>	\$0
	<i>Local Funds*</i>	\$0
	Total Funding	\$40,000,000

(all amounts shown in current year 2011 dollars)

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band Funds will be used throughout 2013-2022 timeframe





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-HE-001

On Final Investment List?

Yes

Location: Southeast Subregion

Project Name

US 23 / SR 42 from SR 138 to SR 155 - Widening

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction north of McDonough planned for 2018-2030, construction south of McDonough planned beyond 2040
Related Project Numbers: HE-107; ASP-HE-190



Description, Purpose and Benefits

An innovative element of the Joint Henry County/Cities CTP was the identification and detailed analysis of the US 23/SR 42 key transportation corridor. This corridor was analyzed from US 23/SR 42 Corridor from SR 138 to the Butts County Line and improvement concepts were developed to address deficiencies. This roadway capacity project was identified as a high priority in the Joint County/City adopted Comprehensive Transportation Plan. The US 23/SR 42 roadway widening project was divided into three segments based on adjacent land use, traffic characteristics and roadway geometry. This roadway widening project will consist of the construction of Segment One, which will begin at SR 138 and terminate at SR 155, consisting of approximately 9 miles. The roadway design will be an urban section from two (2) to four (4) lanes, encompassing unincorporated Henry County and the Cities of McDonough and Stockbridge. This roadway improvement will provide a much needed critical north-south roadway alternative to Interstate 75 and a true alternative route to I-75. It will enable citizens to traverse through Henry County to Butts and DeKalb Counties.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$44,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$44,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-HE-003

On Final Investment List? Yes

Location: Southeast Subregion

Project Name

SR 155 (North McDonough Road) from Bill Gardner Parkway to Racetrack Road - Widening (Phase 1)

Project Type

Roadway

- | | |
|---|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as line item in PLAN 2040 (different termini); construction north of I-75 planned for 2018-2030, construction south of I-75 planned beyond 2040
Related Project Numbers: HE-113; ASP-HE-189



Description, Purpose and Benefits

This project is Phase 1 starts at the intersection of SR 155 & Bill Gardner Parkway in the Luella area of Henry County and continues north through the heavily developed freight corridor southwest of McDonough to Interstate 75 and then continues through southern portion of McDonough to SR 42/us 23 and additional 0.5 miles to Racetrack Road. Currently, this stretch of highway is 2 lanes with turning lanes only and is one the Top 25 congested arterials in the region. SR 155 is a strategic thoroughfare in the region and serves over 20 million square feet of warehouse space employing thousands of persons in Clayton, Henry, Butts and Spalding Counties. The road also connects Griffin to McDonough and then the urbanized Atlanta Region through southeast DeKalb at I-286 and I-20 then into Decatur and eventually I-85. A portion is already in the state's work program and the RTP, with the entire stretch prioritized by our own CTP and the SRAS for improvements. Completion of this project will reduce the chronic congestion and increase the attractiveness for this major employment center for more growth and investment that would far exceed the outlay of \$37 million to fully engineer and complete.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$48,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$48,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-HE-005

On Final Investment List? Yes

Location: Southeast Subregion

Project Name

Bill Gardner Parkway from SR 155 (North McDonough Road) to I-75
South - Widening

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2018-2030

Related Project Numbers: HE-126B



Description, Purpose and Benefits

This project is currently in the TIP (HE-126B) and has been under development since the late 1990s. Initially as a rehabilitation of the existing 2-lane narrow roadway until later transportation models showed the need for widening to 4 lanes between SR 155 and Lester Mill Road and then to 6 lanes between Lester Mill Road to I-75 in the City of Locust Grove. Design and Engineering work has been underway since 2004, but then was halted when a change in project scope was necessary as well as the IMR by the City. The project will incorporate access management via raised medians and have a couple of minor alignment changes due to cemeteries along the existing rights-of-way. This corridor is rated as Highest Priority in the Henry County/Cities Joint CTPP. Completion of this important link to I-75 for Spalding County, Luella and the City of Locust Grove will ensure safe, responsible development to continue as well as alleviate existing and future congestion.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$27,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$27,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-HE-008

On Final Investment List? Yes

Location: Southeast Subregion

Project Name

SR 20/81 (Hampton Street / Keys Ferry Road) from Jonesboro Road at Norfolk Southern Railroad to Lemon Street - Extension and

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2017

Related Project Numbers: HE-020B



Description, Purpose and Benefits

This project will consist of extending the 4 lane portion of Jonesboro Road thru the City of McDonough. Jonesboro Street will be converted into two lanes west bound while Keys Ferry Street will be converted into 2 lanes east bound. See attached map. The project will also ease congestion in the City of McDonough and allow the City to develop the Town Center in a more pedestrian friendly way, which ultimately improves the economic development for the area

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$11,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$11,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-HE-011

On Final Investment List? Yes

Location: Southeast Subregion

Project Name

Western Parallel Connector from Hudson Bridge Road to SR 920 (Jonesboro Road) - New Alignment

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.

PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned for 2015

Related Project Numbers: HE-179



Description, Purpose and Benefits

The proposed roadway capacity project will include the construction of a 2-lane urban roadway, with a median (4-lane design), along a 3-mile stretch, parallel to the western side of Interstate 75. The project traverses the Unincorporated boundaries of Henry County and the City Limits of Stockbridge. This parallel connector is critical to the continual mobility and functionality of Interstate 75, which is part of a nationally significant segment of the Country's National System of Interstate and Defense Highways between Atlanta and Macon, funneling freight and travelers from ports and producers to distribution centers and consumers between states and between local points. This roadway is envisioned as an integral part of the I-75 system through Henry County, providing local travelers with a direct and time saving route between Jonesboro Road and Hudson Bridge Road along the western side of the interstate. The proposed connector will also serve as the main artery to the Hudson Bridge-Jonesboro Road LCI Study area.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$17,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$17,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-HE-015** **On Final Investment List? Yes**

Project Name I-75 South at Bill Gardner Parkway - Interchange Improvements

Project Type

Roadway

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040

Related Project Numbers: N/A

Location: Southeast Subregion



Description, Purpose and Benefits

The proposed project for reconstruction has been under development since 2004 as part of the DRI studies showing that additional improvements will and part of the City of Locust Grove's impact Fee Methodology Report showing it necessary to widen Bill Gardner to six lanes underneath the narrow bridge. To meet this challenge, the City of Locust Grove recently completed an Interchange Modification Report sponsored by GDOT and performed by RS&H Engineers in January 2011. This can be done efficiently and effectively within the existing rights-of-way and will little environmental impact. In discussions with ARC staff, the nature of this project affords it to lie within the Lump Sum Plan 2040 Operations and Maintenance section. This project has one of the highest priorities of both the City of Locust Grove to be completed in light of the need, the ease of construction and the relative benefit/cost for approximately \$20 million.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$9,500,000
Federal Funds	\$9,500,000
Local Funds*	\$0
Total Funding	\$19,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-HE-016

On Final Investment List? Yes

Location: Southeast Subregion

Project Name

SR 81 (Keys Road) from Lemon Street to Bethany Road - Widening

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned beyond 2040

Related Project Numbers: ASP-HE-191

Description, Purpose and Benefits

SR 81 is a congested roadway, serving traffic needs in south metro Atlanta. The area around McDonough has grown in recent years to include lots of residences, retail and increasing levels of freight generators. This will be widened from two to four lanes along SR 81 (Keys Road) in Henry County improving access to and from a town center. SR 81 is also located on the regional thoroughfare network.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$27,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$27,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-M-001** **On Final Investment List?** **Yes**

Project Name MARTA Train Control Systems Upgrade

Project Type

Roadway Capital
 Aviation
 Asset Management
 Bicycle / Pedestrian
 Safety / Traffic Operations
 Transit Capital
 Freight / Logistics
 Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Location: Regional



Description, Purpose and Benefits

This project will upgrade MARTA's train control system and its supervisory control and data acquisition ("SCADA") systems. In addition this project will integrate the various elements of the train control system into a single platform for ease of use, efficiency and to eliminate clutter in the control center. The project will create a single integrated platform that directs the movements of all trains, controls propulsion power, provides precision docking, train approaching lights, and monitors other auxiliary functions, and it will also replace current controls systems at all MARTA yards and establish new Rail Services Control and a Back-Up Control Centers. This project could also lay the foundation for a regionally integrated control center capable of accommodating the train control systems for future light rail, commuter and bus rapid transit services. The precision docking component will upgrade MARTA's entire rail fleet and wayside equipment to allow trains to stop at pre-marked locations on the platforms. All rail cars will be upgraded to latest technology to communicate with the wayside for precision stopping. Platforms will be appropriately marked to indicate the location of car doors.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$4,440,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$4,440,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur during all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-002

On Final Investment List?

Yes

Location: Regional

Project Name

MARTA Elevator and Escalator Rehabilitation Program

Project Type

Transit

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Description, Purpose and Benefits

This program consists of the multiple phased renovation of escalators and elevators throughout MARTA's rail stations. This is a safety-critical program, which consists of major capital overhauls of existing elevators and escalators, some of which have been in service for over 30 years. First priority will be given to the oldest elevators and escalators, which are located in rail stations along the Blue Line, between Hamilton E. Holmes and Avondale Stations, on the Gold Line, between Airport and Doraville stations. The total cost of this program is \$118.7 million, of which \$97.6 million will be provided by TIA funding.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$97,600,000
Federal Funds	\$0
Local Funds*	\$21,100,000
Total Funding	\$118,700,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur during all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-M-003** **On Final Investment List? Yes**

Project Name MARTA Unified Transit Communication Infrastructure

Project Type

Transit

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Location: Regional



Description, Purpose and Benefits

The unified transit communications project entails the upgrade and / or replacement of the 30 year old telephone and public address systems including switching the system from a copper based system to a digital based system.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	\$27,200,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$27,200,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in bands 1 and 2 (2013-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-004 **On Final Investment List? Yes**

Location: Regional

Project Name

MARTA Passenger Information System, Audio Visual Information System and Wayfinding

Project Type

Transit

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Description, Purpose and Benefits

This project involves the development and installation of a comprehensive Passenger Information System which will provide real time information to passengers using existing information systems. Under a previous Visual Public Address (VPAS) Project, MARTA has implemented single-line visual messaging systems in nine "key" transit stations. The existing VPAS System operates independently from the Public Address (PA) System and requires duplicate entries in both systems. Several years ago, MARTA began a phased replacement of both the PA and VPAS Systems. These two systems will be combined into a single entity called the Audio Visual Information System (AVIS). AVIS will provide synchronized ADA compliant messaging in all 38 rail transit stations. It consists of a server-based application program, audible delivery announcement equipment (speakers & amplifiers) and visual display signs. These new signs will be located in the rail transit stations, bus loops, concourses and platforms. This project also includes an overall replacement of MARTA Wayfinding signage. (Total: \$58 million with PIS: \$24 million, AVIS: \$29 million, Wayfinding: \$5 million)

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$30,500,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$30,500,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

Construction likely to occur in bands 1 and 2 (2013-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-M-005** **On Final Investment List?** **Yes**

Project Name MARTA Tunnel and Platform Lighting Upgrade

Project Type

Roadway Capital
 Aviation
 Asset Management
 Bicycle / Pedestrian
 Safety / Traffic Operations
 Transit Capital
 Freight / Logistics
 Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Location: Regional



Description, Purpose and Benefits

This project will upgrade and expand the lighting in underground tunnels throughout the MARTA rail system as part of supports the national Homeland Security transit security priority. High pressure sodium lighting fixtures will be replaced with fluorescent and LED fixtures and other new energy efficient and environmentally friendly lighting technology to achieve the lighting levels for the tunnels required by NFPA 130. Directional signage and fire line markings within the tunnels will be replaced and updated to meet NFPA 130 code requirements, and additional lighting will be installed at emergency exits. In addition all doorways within the tunnels will be replaced. Phase 1 of this project will upgrade the tunnels in the vicinity of Vine City, Ashby and Bankhead Rail Stations that opened in 1979. Phase 2 will upgrade the remainder of MARTA's rail tunnels between Garnett and Arts Center stations, north of Lindbergh Center Station, in the vicinity of Decatur Station, in the vicinity of Sandy Springs Station, in the vicinity of Kensington Station, between Garnett and West End Station, in the vicinity of Medical Center station and at other small underground locations requiring lighting. This project will also install LED Train Arrival Lights on all 38 MARTA stations - 83 platforms - to advise patrons of arriving trains. The light fixtures will be mounted at specific locations along the station platform. The lights will use LED technology for energy efficiency, minimal maintenance and maximum life. The train arrival light circuitry will be driven from the train control management system.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$28,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$28,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur during all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-006

On Final Investment List?

Yes

Location: Regional

Project Name

MARTA Tunnel Ventilation Rehabilitation

Project Type

Transit

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A



Description, Purpose and Benefits

Upgrade and refurbishment of tunnel ventilation systems throughout the MARTA system, which is critical to the continuous movement of fresh air throughout the various stations and tunnels in the MARTA system. This is critical for efficient smoke removal and air circulation during a fire in the tunnels.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$700,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$700,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-M-007** **On Final Investment List?** **Yes**

Project Name MARTA Electrical Power Rehabilitation

Project Type

Roadway Capital
 Aviation
 Asset Management
 Bicycle / Pedestrian
 Safety / Traffic Operations
 Transit Capital
 Freight / Logistics
 Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Location: Regional



Description, Purpose and Benefits

This program will replace, renovate, or upgrade various electrical power equipment throughout MARTA's thirty-year old rail system. The assets it addresses includes traction power substations at various rail stations; auxiliary power switch gear at Avondale, King Memorial, and Indian Creek rail stations; emergency fan motor control centers at Decatur and Ashby rail stations, an uninterruptible power supply at Civic Center rail station, and emergency trip stations on the Gold Line. The total cost of this program is \$354.4 million, of which \$248.8 million will be provided by TIA funding.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$248,800,000
Federal Funds	\$60,000,000
Local Funds*	\$45,600,000
Total Funding	\$354,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur during all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification **TIA-M-008** **On Final Investment List?** **Yes**

Project Name MARTA Track Rehabilitation

Project Type

Transit

Roadway Capital Aviation
 Asset Management Bicycle / Pedestrian
 Safety / Traffic Operations Transit Capital
 Freight / Logistics Transit Operations / Maint.

PLAN 2040 Status Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Location: Regional



Description, Purpose and Benefits

This project will replace elements of aging track along MARTA's rail lines, primarily along section of track that are curved or are approaching curves and includes the replacement of direct fixation fasteners, cross-ties, and running rail. Examples of locations of this type of track include the curves between Inman Park Station and East Lake Station, Avondale and Kensington Stations, Arts Center and Lindbergh Center Stations, Buckhead and Medical Center stations, Medical Center and Dunwoody stations, and at other locations throughout the system. This work is essential in providing safe and reliable rail service along the entire track network.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$5,600,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$5,600,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band Construction likely to occur in bands 1 and 2 (2013-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-009

On Final Investment List?

Yes

Location: Regional

Project Name

MARTA Aerial Structure Rehabilitation

Project Type

Transit

- | | |
|--|--|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Description, Purpose and Benefits

This program will renovate elements of the structures supporting the aerial sections of MARTA's rail lines, and it includes efforts to renovate pedestrian bridges over MARTA and adjacent railroad track way, replace expansion joints between sections of aerial structures, and replace metal pads supporting the structures. Aerials structures that were built prior to 1990 are a priority, especially those sections between: 1) Georgia State and Inman Park/Reynoldstown Stations, 2) Edgewood/Candler Park and East Lake Stations, 3) Garnett and Oakland City Stations, 4) Lakewood/Ft. McPherson and East Point Stations, 5) Arts Center and Lindbergh Stations, 6) Lindbergh and Lenox Stations, 7) Brookhaven/Oglethorpe University and Doraville Stations, 8) College Park and Airport Stations (including approaches to South Yard), and 9) West Lake and Hamilton E. Holmes Stations. The pedestrian bridges included in the program are located at the Avondale, East Lake, Edgewood/Candler Park, Inman Park/Reynoldstown, and Lakewood/Ft. McPherson stations. The total cost of this program is \$92.7 million, of which \$90.0 million will be provided by TIA funding.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$90,000,000
Federal Funds	\$0
Local Funds*	\$2,700,000
Total Funding	\$92,700,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Funds likely to be used throughout all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-014

On Final Investment List?

Yes

Location: Regional

Project Name

MARTA Airport Station Improvements

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Not identified as a line item in PLAN 2040, but consistent with plan emphasis on preservation of existing transit services

Related Project Numbers: N/A

Description, Purpose and Benefits

This project involves improvements to the MARTA station at Atlanta's Airport which is the nation's busiest airport. MARTA's Airport Station should be considered one of MARTA's signature stations. This is where first-time visitors get a glimpse of MARTA's service and it should serve as a welcoming mat for all other service. The following recommendation initiates the round of improvements which entail upgrading most of all station finishes as follows: Upgrade concourse lighting with LED lights, paint entire canopy structure, all walls along concourse and platform, replace all furnishings, and replace dated floor finishes to match Airport terrazzo floor finish, update all signage, repair stucco and concrete beams, replace light poles, replace warning strips along boarding edge, and replace supervisors' booth. These improvements will help the station meet MARTA's sustainability guidelines. Note that escalators, elevators and tunnel lighting improvements are covered under different programs.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$7,160,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$7,160,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-023

On Final Investment List?

Yes

Location: East Subregion

Project Name

I-20 East Transit Corridor Investments

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

PLAN 2040 includes a freeway BRT project along much of the proposed corridor, but no heavy rail service

Related Project Numbers: ASP-AR-463



Description, Purpose and Benefits

This project supports uses the TIA funds to start a phased implementation of investments in the I-20 East Corridor by constructing future stations of a fixed guideway system as identified through the long-term vision for the corridor of providing fixed guideway service between the Mall at Stonecrest and Central Atlanta. Funding is provided for park & ride / transit center infrastructure investments; bus transit operations designed to increase transit market share; Bus services anticipated include all day services between the transit centers and Downtown Atlanta, Perimeter Center, Cumberland, and the Airport employment centers to increase the employment opportunities available to residents of South DeKalb and expand the workforce available to employers in Fulton, Clayton, Cobb and DeKalb counties. Services will be provided for at least 18 hours a day with a 15 minute peak and 30 minute off peak initially. Services will be adjusted once in place to meet demand and performance standards. When opened, the project is forecast to support an average 11,700 weekday boardings (in 2025). Contingent upon additional funding, this project may also provide a fixed guideway rail service along a route generally parallel to I-20 and connecting in with the existing MARTA system either in downtown Atlanta or at the Indian Creek station.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$225,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$225,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

Funds likely to be used throughout all bands (2013-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-M-028

On Final Investment List? Yes

Location: Central Subregion

Project Name

Clifton Corridor Transit - Lindbergh Center to Emory University / Centers for Disease Control

Project Type

Transit

- | | |
|--|---|
| <input type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input checked="" type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Elements of transit on this corridor in plan with construction in 2031-2040 timeframe; refer to transit comments for additional information on consistency with PLAN 2040
Related Project Numbers: AR-411; AR-412

Description, Purpose and Benefits

This project supports construction of the initial fixed-guideway phase in the Clifton Corridor. The strategy includes funding for new rail transit infrastructure from Lindbergh Center to the Emory/CDC activity center (although track cross-over configuration will require that trains also operate along the existing Gold Line between Lindbergh Center and Lenox stations); rail guideway elements, and 5 to 6 stations; major infrastructure treatments to minimize impacts to adjacent properties (tunnels, aerial structure); and operating and maintenance costs. The project implements rail service to meet the complex travel patterns and needs within the service corridor as identified within the Clifton Corridor Transit Initiative - Alternatives Analysis (AA). The project provides long distance travelers approaching the Clifton Corridor from points along the Gold line or Red line with rail service into the Emory/CDC complex. The alignment includes options to interline with other regional rail services at either end of the corridor for service into the Beltline Corridor and connections with the Avondale Station (on MARTA Blue line), as recommended by the Clifton Corridor AA. When opened, the project is forecast to support an average of 10,200 weekday boardings (in 2025).

Funding Commitments

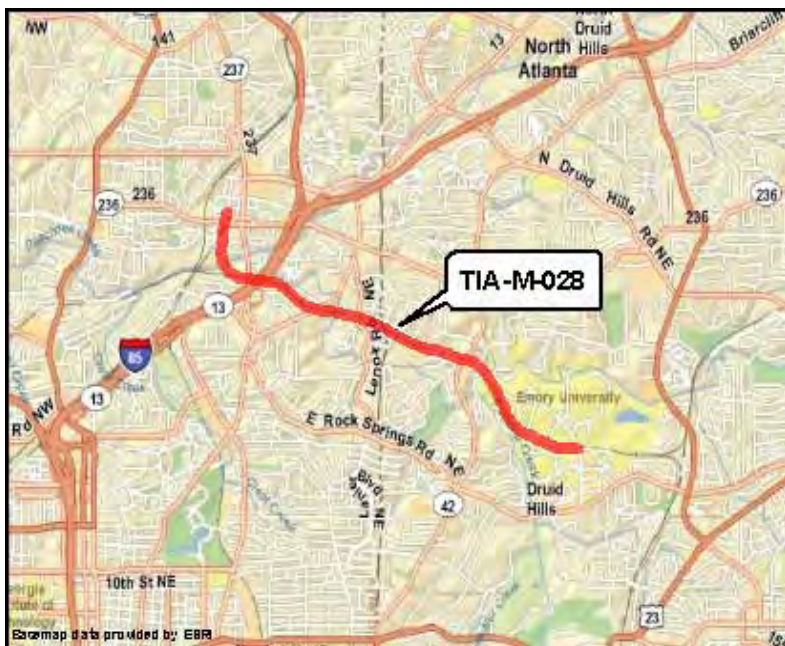
(all amounts shown in current year 2011 dollars)

TIA Funds	\$700,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$700,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 3 (2020-2022)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-RO-001

On Final Investment List? Yes

Location: East Subregion

Project Name

Sigman Road from Lester Road to Dogwood Connector - Widening and Corridor Improvements

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as line item in three PLAN 2040 projects along corridor; construction on western end planned for 2017, in middle section for 2018-2030 timeframe and on eastern end for 2031-2040 timeframe.
Related Project Numbers: RO-235C; RO-235D; RO-235E1

Description, Purpose and Benefits

This project will widen Sigman Road to 4 lanes, a vital principal arterial on the recently completed Regional Thoroughfare Network that provides access to I-20 for traffic from northern areas of the county and counties to the north. Sigman Road connects to I-20 at two different locations; Exit 78 and Exit 84 and was widened from I-20 (Exit 78) to Lester Road several years ago. Widening the remaining sections of the road will improve connectivity to I-20 and facilitate vehicular and freight mobility around the periphery of the City of Conyers. The road segment from Milstead Avenue to SR 138 is designated as SR 20 and carries a significant amount of southbound thru-traffic from Gwinnett and Walton counties. The project will also improve the response time for emergency vehicles as this road serves the sheriff's office located on Farmer Road, and to the county's regional hospital, located at the intersection of SR 20. In addition, this project will improve intermodal connectivity by providing direct access to the GRTA park & ride lot on Chambers Rd.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$30,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$30,000,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)





Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-RO-003

On Final Investment List? Yes

Location: East Subregion

Project Name

Commerce Crossing from Old Salem Road to Old Covington Highway - New Alignment and Overpass at I-20 East

Project Type

Roadway

- Roadway Capital
- Asset Management
- Safety / Traffic Operations
- Freight / Logistics
- Aviation
- Bicycle / Pedestrian
- Transit Capital
- Transit Operations / Maint.



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2018-2030 timeframe

Related Project Numbers: RO-243

Description, Purpose and Benefits

This project will construct a non-access bridge over I-20 to greatly improve connectivity to the City of Conyers' highest activity center from areas south of I-20, and help relieve the severe congestion at the SR 138/SR 20 & I-20 interchange (Exit 82). The hotel and commercial activity center just north of I-20, with major anchor stores such as Walmart, Home Depot and Kohls, is currently accessed via the intersection of SR 138 & Dogwood Drive, which is just 800 feet north of I-20. The proximity of the Dogwood drive intersection to the I-20 access ramps leads to severe congestion and the highest accident rate of any intersection in the county. This project would improve safety at the intersection and improve connectivity to Old Town Conyers by way of the Old Covington Hwy /SR 138 underpass project (TIA-RO-004), by providing an alternate route for traffic to bypass the SR 138/I-20 bridge and the SR 138/Dogwood Drive intersection. This project will improve the operation of SR 138, which is a very significant regional thoroughfare.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$25,900,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$25,900,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.



Implementation Band

Construction likely to occur in Band 2 (2016-2019)



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet

Identification

TIA-RO-008

On Final Investment List? Yes

Location: East Subregion

Project Name

Flat Shoals Road from SR 162 (Salem Road) to Old Salem Road - Widening

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Roadway Capital | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Safety / Traffic Operations | <input type="checkbox"/> Transit Capital |
| <input type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |



PLAN 2040 Status

Project identified as a line item in PLAN 2040 with construction planned in 2031-2040 timeframe

Related Project Numbers: RO-025C

Description, Purpose and Benefits

This project will widen a segment of Flat Shoals Road, an arterial road extending from the eastern county boundary close to Newton County, through Rockdale and into DeKalb County. It connects SR 162 to SR 138 and provides regional cross-county connectivity and an alternate route for motorists on SR 162 seeking to access I-20. Widening Flat Shoals road from SR 162 to Old Salem Road will also serve as an alternate connector road paralleling I-20 in the event I-20 is heavily congested or obstructed. Additionally it will help disperse traffic away from the most heavily congested segment of SR 162 near the I-20 when the interchange is at or near capacity, which is experienced on a regular basis during peak hours. This project will improve the operation of SR 162 which is a very significant regional thoroughfare.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$11,400,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$11,400,000

* Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.

Implementation Band

Construction likely to occur in Band 1 (2013-2015)



Appendix C

Anticipated Project Schedules

Appendix C - Anticipated Project Schedules

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011)

Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-AR-030	I-285 North at SR 400 - Interchange Improvements	Roadway			●
TIA-AR-037	MARTA North Heavy Rail Line Extension to SR 140 - Project Development Activities	Transit	●		
TIA-AR-040	I-85 North at I-285 - Interchange Improvements	Roadway		●	
TIA-AR-041	GRTA Xpress System - Operations and Capital Funding for Existing Services	Transit	●	●	●
TIA-AR-044	Regional Mobility Call Center and Enhanced Transportation Services for Older Adults and Persons with Disabilities	Transit	●	●	●
TIA-AR-046	I-285 West at I-20 West - Interchange Improvements	Roadway			●
TIA-AT-001(14)	Pryor Street at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway		●	
TIA-AT-001(4)	Central Avenue at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway		●	
TIA-AT-001(40)	Piedmont Avenue from Cheshire Bridge Road to Martin Luther King, Jr. Drive - Multimodal Corridor Improvements	Roadway	●		
TIA-AT-001(47)	10th Street from Howell Mill Road to Monroe Drive - Traffic Improvements	Roadway	●		
TIA-AT-001(48)	14th Street from Howell Mill Road to Piedmont Road - Traffic Improvements	Roadway	●		
TIA-AT-001(49)	Auburn Avenue from Peachtree Street to Boulevard - Traffic Improvements	Roadway	●		
TIA-AT-001(5)	Courtland Street at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway	●		
TIA-AT-001(50)	Boulevard from US 78 (Ponce de Leon Avenue) to SR 42 Spur (McDonough Boulevard) - Traffic Improvements	Roadway	●		
TIA-AT-001(51)	Courtland Street from Linden Avenue to Gilmer Street - Traffic Improvements	Roadway	●		

(1) Design, engineering, and right-of-way acquisition activities will occur earlier for many projects. Detailed implementation schedule to be developed during TIP/RTP update in late 2012 (pending passage of referendum).

Appendix C - Anticipated Project Schedules

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011)

Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-AT-001(52)	US 78 (Donald L. Hollowell Parkway) from SR 70 (Fulton Industrial Boulevard) to US 41 (Northside Drive) - Traffic Improvements	Roadway	●		
TIA-AT-001(53)	Edgewood Avenue from Peachtree Street to Elizabeth Street - Traffic Improvements	Roadway	●		
TIA-AT-001(54)	Howell Mill Road from I-75 North to 10th Street - Traffic Improvements	Roadway	●		
TIA-AT-001(55)	Joseph E. Lowery Boulevard from West Marietta Street to SR 139 (Ralph David Abernathy Boulevard) - Traffic Improvements	Roadway	●		
TIA-AT-001(56)	Martin Luther King, Jr. Drive from Fairburn Road to Washington Street - Traffic Improvements	Roadway	●		
TIA-AT-001(57)	SR 154 (Memorial Drive) from Peachtree Street to SR 155 (Candler Road) - Traffic Improvements	Roadway	●		
TIA-AT-001(58)	Monroe Drive from Piedmont Circle to US 78/278 (Ponce de Leon Avenue) - Traffic Improvements	Roadway	●		
TIA-AT-001(59)	North Avenue from US 41 (Northside Drive) to US 23 (Moreland Avenue) - Traffic Improvements	Roadway	●		
TIA-AT-001(60)	US 19/41 (Northside Drive) from West Paces Ferry Road to Whitehall Street - Traffic Improvements	Roadway	●		
TIA-AT-001(61)	SR 9 / SR 141 (Peachtree Road) from Peachtree Dunwoody Road to Collier Road - Traffic Improvements	Roadway	●		
TIA-AT-001(62)	Peachtree Street from Spring Street to SR 154 (Trinity Avenue) - Traffic Improvements	Roadway	●		
TIA-AT-001(63)	SR 237 (Piedmont Road/Avenue) from SR 9 (Roswell Road) to Edgewood Avenue - Traffic Improvements	Roadway	●		
TIA-AT-001(64)	US 78/278 (Ponce de Leon Avenue) from Spring Street to Clifton Road - Traffic Improvements	Roadway	●		
TIA-AT-001(65)	Spring Street from Peachtree Street to SR 154 (Trinity Avenue) - Traffic Improvements	Roadway	●		

(1) Design, engineering, and right-of-way acquisition activities will occur earlier for many projects. Detailed implementation schedule to be developed during TIP/RTP update in late 2012 (pending passage of referendum).

Appendix C - Anticipated Project Schedules

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011)

Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-AT-001(66)	SR 139 (Martin Luther King, Jr. Drive) from SR 280 (H.E. Holmes Drive) to Lamar Avenue - Multimodal Corridor Improvements	Roadway	●		
TIA-AT-001(67)	Campbellton Road from SR 139 (Lee Street) to Atlanta City Limits - Traffic Improvements	Roadway	●		
TIA-AT-001(68)	SR 54 (Jonesboro Road) from McDonough Boulevard to City Limits - Traffic Improvements	Roadway	●		
TIA-AT-004	Atlanta Beltline and Atlanta Streetcar Transit and Trail - Downtown to Northeast	Transit		●	
TIA-AT-007	Atlanta Beltline and Atlanta Streetcar Transit and Trail - Downtown and Midtown to Southwest	Transit		●	
TIA-AT-010	I-285 West at Greenbriar Parkway - New Interchange	Roadway			●
TIA-AT-021A	SR 237 / SR 9 between Atlanta City Limits and Lindbergh MARTA Station - Bus Rapid Transit and Road Improvements	Roadway/Transit		●	
TIA-CH-001	Bells Ferry Road at Little River - Bridge Replacement	Roadway	●		
TIA-CH-005	SR 140 (Hickory Flat Highway) from East Cherokee Drive to Mountain Road - Widening	Roadway		●	
TIA-CH-006	SR 140 (Hickory Flat Highway) from I-575 to East Cherokee Drive - Widening	Roadway		●	
TIA-CH-009	SR 140 (Hickory Flat Highway / Arnold Mill Road) from Mountain Road to Fulton County Line - Widening	Roadway		●	
TIA-CL-002	Atlanta to Griffin Commuter Rail - Region 3 (Fulton, Clayton and Henry Counties)	Transit	●		
TIA-CL-004	Conley Road from I-285 to SR 54 (Jonesboro Road) - Widening	Roadway		●	
TIA-CL-005	Jonesboro Connector from US 19/41 (Tara Boulevard) to Lake Jodeco Road - New Alignment	Roadway			●
TIA-CL-006	Clayton County Local Bus / Fixed Route Transit Service	Transit	●	●	●

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Appendix C - Anticipated Project Schedules

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011)

Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-CL-012	SR 54 (Fayetteville Road) from McDonough Road in Fayette County to US 19/41 (Tara Boulevard) in Clayton County - Widening	Roadway	●		
TIA-CL-013	SR 85 from Adams Drive to I-75 South (includes interchange) - Widening	Roadway		●	
TIA-CL-014	SR 85 from Pointe South Parkway to Roberts Drive - Widening	Roadway		●	
TIA-CL-018	US 19/41 (Tara Boulevard) from I-75 South to Battle Creek Road - Super Arterial Concept	Roadway			●
TIA-CO-001	Busbee Frey Connector from Busbeee Parkway to Frey Road - New Alignment	Roadway	●		
TIA-CO-006	US 41 (Cobb Parkway) from Barrett Parkway to Bartow County - Intersection Improvements at Nine Locations	Roadway		●	
TIA-CO-013	I-75 North at Windy Hill Road - Interchange Improvements	Roadway			●
TIA-CO-016	SR 360 (Macland Road) from Paulding County Line to New Macland Road / Lost Mountain Road - Widening	Roadway		●	
TIA-CO-018	McCollum Airport - New Air Traffic Control Tower	Aviation	●		
TIA-CO-020	McCollum Airport - Runway Approach Lighting System	Aviation	●		
TIA-CO-021	Moon Station Road at CSX Railroad - New Alignment and Overpass	Roadway		●	
TIA-CO-024	River View Road from Nichols Drive to SR 280 (South Cobb Drive) - Corridor Improvements	Roadway	●		
TIA-CO-026	SR 120 (Roswell Road) from Bridgegate Drive to Timber Ridge Road - Safety and Operational Improvements	Roadway		●	
TIA-CO-027	SR 280 (South Cobb Drive) from I-285 to Church Road / Oakdale Road - Corridor Improvements	Roadway		●	
TIA-CO-035	Enhanced Premium Transit Service - Acworth / Kennesaw / Town Center to MARTA Arts Center Station	Transit			●
TIA-CO-037	Windy Hill Road / Terrell Mill Connector - New Alignment	Roadway	●		

(1) Design, engineering, and right-of-way acquisition activities will occur earlier for many projects. Detailed implementation schedule to be developed during TIP/RTP update in late 2012 (pending passage of referendum).

Appendix C - Anticipated Project Schedules

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011)

Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-CO-043	US 41 (Cobb Parkway) at Windy Hill Road - Grade Separation	Roadway			●
TIA-CO-045	SR 92 (Lake Acworth Drive) from US 41 (Cobb Parkway) to Cherokee Street - Widening	Roadway		●	
TIA-CO-046	Windy Hill Road from SR 280 (South Cobb Drive) to US 41 (Cobb Parkway) - Widening and Operational Improvements	Roadway			●
TIA-DK-007	Decatur to Clifton Corridor - Transit Connectivity and Safety Improvements	Bike/Ped	●		
TIA-DK-014	Ashford Dunwoody Road from SR 141 (Peachtree Road) to I-285 North - Corridor Improvements	Roadway	●		
TIA-DK-018	SR 13 (Buford Hwy) from Lenox Road to Shallowford Terrace - Pedestrian, Landscape and BRT Improvements	Bike/Ped		●	
TIA-DK-021	Clifton Road at CSX Railroad - Bridge Replacement and Associated Improvements to Haygood Road	Roadway		●	
TIA-DK-022	US 278 (College Avenue) from Adair Street to North Clarendon Avenue - Corridor Improvements	Roadway	●		
TIA-DK-029	Glenwood Road from SR 155 (Candler Road) to US 278 (Covington Highway) - Corridor Improvements	Roadway	●		
TIA-DK-030	Hayden Quarry Road / Sigman Road Extension from Turner Hill Road to I-20 East - New Alignment	Roadway		●	
TIA-DK-033	North Indian Creek Drive from SR 10 (Memorial Drive) to Montreal Road - Corridor Improvements	Roadway	●		
TIA-DK-042	North Druid Hills Road from SR 13 (Buford Highway) to US 29 (Lawrenceville Highway) - Corridor Improvements	Roadway	●		
TIA-DK-043	Panola Road from Thompson Mill Road to US 278 (Covington Highway) - Widening	Roadway	●		
TIA-DK-048	Rockbridge Road from SR 10 (Memorial Drive) to SR 124 (Rock Chapel Road) - Corridor Improvements	Roadway	●		
TIA-DK-055	I-20 East at Panola Road - Interchange Improvements	Roadway		●	

(1) Design, engineering, and right-of-way acquisition activities will occur earlier for many projects. Detailed implementation schedule to be developed during TIP/RTP update in late 2012 (pending passage of referendum).

Appendix C - Anticipated Project Schedules

(Approved by Atlanta Region Transportation Investment Act (TIA) Roundtable - October 13, 2011)

Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-DK-057	US 23 (Buford Hwy) / SR 141 (Peachtree Industrial Boulevard) Connector - New Alignment	Roadway		●	
TIA-DK-059	Perimeter Center Intelligent Transportation System (ITS) Program	Roadway	●		
TIA-DK-069	Mt Vernon Road from Fulton County Line to Dunwoody Club Drive - Corridor Improvements	Roadway		●	
TIA-DO-002	I-20 West from I-285 West to SR 5 - ITS and Western Regional Traffic Control Center	Roadway	●		
TIA-DO-003	SR 92 from Fairburn Road to Dallas Highway - Phases I, II and III Realignment	Roadway	●		
TIA-DO-006	Lee Road / South Sweetwater Road from I-20 West to US 78 (Bankhead Highway) - Widening	Roadway		●	
TIA-DO-007	US 78 (Veterans Memorial Highway) from SR 6 (Thornton Road) to Sweetwater Road - Widening	Roadway		●	
TIA-DO-009	Dorris Road Multiuse Path Phase 1 - Transportation Center to Prestley Mill Road	Bike/Ped	●		
TIA-DO-010	Dorris Road Multiuse Path Phase 2 - Prestley Mill Road from I-20 West to Slater Mill Road	Bike/Ped	●		
TIA-DO-018	SR 6 (Thornton Road) from Paulding County Line to Riverside Parkway - Truck Friendly Lanes, ITS, Intersection Improvements and Partial Widening	Roadway		●	
TIA-FA-003	East Fayetteville Bypass Segment 1 (South) from South Jeff Davis Road to SR 54 (East Lanier Avenue) - New Alignment and Widening	Roadway		●	
TIA-FA-004	East Fayetteville Bypass Segment 2 (North) from SR 54 (East Lanier Avenue) to SR 85 - New Alignment and Widening	Roadway		●	
TIA-FA-005	MacDuff Parkway Extension Phase 2 - New Alignment to Connect SR 54 to SR 74 - New Alignment	Roadway		●	

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Appendix C - Anticipated Project Schedules

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Project ID	Project Name	Project Type	Anticipated Schedule for Beginning Construction or Implementation (see note 1)		
			2013-2015	2016-2019	2020-2022
TIA-FA-006	SR 85 Phase 1 from Bernhard Road to Grady Avenue - Widening	Roadway		●	
TIA-FA-010	South Industrial Park Path Connection	Bike/Ped	●		
TIA-FA-013	SR 92 from Jimmy Mayfield Boulevard to McBride Road - Widening	Roadway		●	
TIA-FA-014	SR 85 from Bernhard Road to SR 74 - Operational Improvements	Roadway	●		
TIA-FA-022	Southeast Industrial Park Path Connection	Bike/Ped	●		
TIA-FA-026	SR 92 to SR 138 Connector - New Alignment from SR 138 in Fulton County to SR 92 in Fayette County	Roadway		●	
TIA-FA-028	SR 92 (Forrest Avenue) from SR 85 (Glynn Street) in Fayette County to Oakley Industrial Boulevard in Fulton County - Operational Improvements	Roadway		●	
TIA-FN-002	SR 120 (Kimball Bridge Road) from State Bridge Road to Jones Bridge Road - Widening	Roadway		●	
TIA-FN-003	SR 120 (Old Milton Parkway) from SR 400 to Kimball Bridge Road - Widening	Roadway		●	
TIA-FN-005	SR 120 (Old Milton Parkway) at SR 400 and Morris Road - Interchange/Intersection Improvements	Roadway		●	
TIA-FN-007	Rucker Road from Hardscrabble Road to Willis Road - Operational Improvements	Roadway	●		
TIA-FN-013	Hammond Drive from SR 9 (Roswell Road) to SR 400 - Improvements	Roadway	●		
TIA-FN-014	SR 400 from I-285 North to Spalding Drive - Collector Distributor Lanes	Roadway			●
TIA-FN-030	SR 140 (Arnold Mill Road) from Cherokee County Line to Rucker Road - Widening	Roadway		●	
TIA-FN-034	SR 400 at SR 140 (Holcomb Bridge Road) - Interchange Improvements	Roadway		●	

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			2013-2015	2016-2019	2020-2022
TIA-FN-035	SR 9 (Atlanta Street) from Chattahoochee River to SR 120 (Marietta Highway) - Widening and Corridor Improvements	Roadway		●	
TIA-FN-036	SR 140 (Houze Road) from Rucker Road to Mansell Road - Operational Improvements	Roadway	●		
TIA-FN-043	SR 120 (Abbotts Bridge Road) from Parsons Road (east of SR 141) to Peachtree Industrial Boulevard - Widening	Roadway		●	
TIA-FS-003	Hutcheson Ferry Rd at Atlanta Newnan Road and Rico Road - Roundabout	Roadway	●		
TIA-FS-004	SR 6 (Camp Creek Parkway) from I-85 South to Welcome All Road - Widening	Roadway			●
TIA-FS-008	I-85 South at SR 74 - Interchange Improvements	Roadway		●	
TIA-FS-016	Butner Road at SR 6 (Camp Creek Parkway) Intersection Improvements and Butner Road over SR 6 (Camp Creek Parkway) Bridge Replacement	Roadway		●	
TIA-FS-018	I-285 West at Cascade Road - Interchange Improvements	Roadway		●	
TIA-FS-019	SR 70 (Fulton Industrial Blvd) from SR 6 (Camp Creek Parkway) to Frederick Drive - Intersection Improvements at Multiple Locations	Roadway		●	
TIA-FS-026	SR 92 (Campbellton Fairburn Road) at South Fulton Parkway and Hall Road - Intersection Improvements	Roadway		●	
TIA-GW-003	US 23 (Buford Highway) from George Pierce Park to McGinnis Ferry Road - Corridor Improvements	Roadway	●		
TIA-GW-004	US 23 (Buford Highway) from Old Peachtree Road to Sugarloaf Parkway - Widening and Corridor Improvements	Roadway		●	
TIA-GW-006	US 23 (Buford Highway) from Sawnee Avenue to SR 347 in Hall County - Widening	Roadway		●	
TIA-GW-009	Dacula Road at CSX Rail Line North of US 29 - Bridge Upgrade	Roadway		●	

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			2013-2015	2016-2019	2020-2022
TIA-GW-011	Five Forks Trickum Road from Killian Hill Road to Oak Road - Widening	Roadway	●		
TIA-GW-018	Hillcrest Road / Satellite Boulevard Connector - New Alignment and Overpass at I-85 North	Roadway		●	
TIA-GW-025	I-85 North at SR 324 (Gravel Springs Road) - New Interchange	Roadway		●	
TIA-GW-030	US 29 (Lawrenceville Hwy) from Hood Road to Hillcrest Road - Multiuse Trail and Pedestrian Improvements	Bike/Ped	●		
TIA-GW-031	I-85 North Transit Corridor (all phases)	Transit		●	
TIA-GW-042	Pleasant Hill Road from Howell Ferry Road to Chattahoochee River - Widening (Includes Bridge)	Roadway	●		
TIA-GW-048	SR 20 (Nelson Brogdon Boulevard / Cumming Highway) from Peachtree Industrial Boulevard to Chattahoochee River - Widening	Roadway	●		
TIA-GW-049	SR 20 (Buford Drive) from I-985 to US 23 (Buford Highway) - Widening	Roadway	●		
TIA-GW-052	SR 120 (Duluth Highway) from Langley Drive to SR 317 (Lawrenceville Suwanee Road) - Widening	Roadway		●	
TIA-GW-056	SR 141 (Peachtree Parkway) from Peachtree Industrial Boulevard to Chattahoochee River - Widening	Roadway		●	
TIA-GW-057	SR 316 at Harbins Road - Grade Separation	Roadway			●
TIA-GW-058	SR 316 at Hi Hope Road / Cedars Road - Grade Separation	Roadway		●	
TIA-GW-059	SR 316 at US 29 - Grade Separation	Roadway		●	
TIA-GW-060	Sugarloaf Parkway Phase 2 Extension from SR 316 to SR 20 (Buford Drive) - New Alignment	Roadway			●
TIA-GW-067	US 78 (Main Street) at SR 124 (Scenic Hwy) - Intersection Improvements	Roadway	●		
TIA-GW-069	Walther Boulevard North/South Connection - New Alignment and Overpass at SR 316	Roadway	●		

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			2013-2015	2016-2019	2020-2022
TIA-GW-070	West Liddell Road / Club Drive Connector - New Alignment and Overpass at I-85 North	Roadway		●	
TIA-GW-073	Gwinnett County Bus Services	Transit	●	●	●
TIA-HE-001	US 23 / SR 42 from SR 138 to SR 155 - Widening	Roadway			●
TIA-HE-003	SR 155 (North McDonough Road) from Bill Gardner Parkway to Racetrack Road - Widening (Phase 1)	Roadway			●
TIA-HE-005	Bill Gardner Parkway from SR 155 (North McDonough Road) to I-75 South - Widening	Roadway		●	
TIA-HE-008	SR 20/81 (Hampton Street / Keys Ferry Road) from Jonesboro Road at Norfolk Southern Railroad to Lemon Street - Extension and Upgrade of One-Way Pair through McDonough	Roadway	●		
TIA-HE-011	Western Parallel Connector from Hudson Bridge Road to SR 920 (Jonesboro Road) - New Alignment	Roadway		●	
TIA-HE-015	I-75 South at Bill Gardner Parkway - Interchange Improvements	Roadway	●		
TIA-HE-016	SR 81 (Keys Road) from Lemon Street to Bethany Road - Widening	Roadway		●	
TIA-M-001	MARTA Train Control Systems Upgrade	Transit	●	●	●
TIA-M-002	MARTA Elevator and Escalator Rehabilitation Program	Transit	●	●	●
TIA-M-003	MARTA Unified Transit Communication Infrastructure	Transit	●	●	
TIA-M-004	MARTA Passenger Information System, Audio Visual Information System and Wayfinding	Transit	●	●	
TIA-M-005	MARTA Tunnel and Platform Lighting Upgrade	Transit	●	●	●
TIA-M-006	MARTA Tunnel Ventilation Rehabilitation	Transit	●		
TIA-M-007	MARTA Electrical Power Rehabilitation	Transit	●	●	●
TIA-M-008	MARTA Track Rehabilitation	Transit	●	●	
TIA-M-009	MARTA Aerial Structure Rehabilitation	Transit	●	●	●
TIA-M-014	MARTA Airport Station Improvements	Transit		●	
TIA-M-023	I-20 East Transit Corridor Investments	Transit	●	●	●

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TIA-M-028	Clifton Corridor Transit - Lindbergh Center to Emory University / Centers for Disease Control	Transit			●
TIA-RO-001	Sigman Road from Lester Road to Dogwood Connector - Widening and Corridor Improvements	Roadway	●		
TIA-RO-003	Commerce Crossing from Old Salem Road to Old Covington Highway - New Alignment and Overpass at I-20 East	Roadway		●	
TIA-RO-008	Flat Shoals Road from SR 162 (Salem Road) to Old Salem Road - Widening	Roadway	●		

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