COUNTY AGENDA REQUEST

Department:	Public Works	Presenter(s):	Phil Mallon
Meeting Date:	Thursday, May 24, 2012	Type of Request:	New Business

Wording for the Agenda:

Consideration of proposed funding categories for Transportation Referendum discretionary money.

Background/History/Details:

If approved by voters on July 31, 2012, the Transportation Referendum would distribute 15 percent of the collected sales tax back to local governments for use on discretionary transportation projects. Fayette County (including municipalities) is expected to receive over $45,600,000 back for discretionary use. Of this amount, unincorporated Fayette County would receive approximately $26,482,000 during the ten year period.

In lieu of specific projects, staff proposes that the Board adopt several funding categories with spending ranges that guide how the money is spent. The proposed categories and spending ranges (expressed as a percentage of revenue) are provided with the back-up material to this agenda request, along with a Transportation Investment Act (TIA) summary package.

The proposed categories and spending values reflect input provided by the Board during the March Retreat and at previous workshop meetings.

What action are you seeking from the Board of Commissioners?

Approval of the proposed funding categories for the Transportation Referendum discretionary money.

If this item requires funding, please describe:

Not Applicable.

Has this request been considered within the past two years?	Yes	If so, when?	Saturday, March 10, 2012
Is Audio-Visual Equipment Required for this Request?*	Yes	Backup Provided with Request?	Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance	Not Applicable	Reviewed by Legal	Yes
Approved by Purchasing	Not Applicable	County Clerk's Approval	Yes
Administrator's Approval	Yes		

Staff Notes:

Fayette County
Transportation Referendum
Draft Discretionary Project Categories

Category 1 – New Capacity and Paving Projects *10 to 20% of Discretionary Funds*
This category funds projects that improve the County's road network by 1) constructing new roads; 2) adding lanes to an existing road; or 3) paving gravel roads. One project specifically identified for delivery under this Category is the SR 54 to First Manassas Mile Connector (NW-009). This is a new road construction project with a preliminary cost estimate of $2,000,000.

Category 2 – Safety and Operational Improvements *35 to 45% of Discretionary Funds*
This category funds projects that provide safety or operational improvements to the existing road network. Types of projects envisioned for this category include signalization of an intersection; conversion of a stop control intersections to roundabouts; addition of turn lanes and/or deceleration lanes; installation of sidewalks, bicycle or multiuse paths for pedestrian/cyclist safety; corridor safety improvements (e.g, widen shoulders, install guard rails, establish clear zones), etc.

Category 3 – Road and Bridge Operations and Maintenance *25 to 35% of Discretionary Funds*
This category funds preventative maintenance and repairs on existing roads and bridges. Work activities may include but are not limited to asphalt resurfacing, milling, patching, sign replacement, striping and bridge repairs per inspection reports from the Georgia Department of Transportation.

Category 4 – Equipment Replacement *5 to 10% of Discretionary Funds*
This category funds replacement and/or new equipment for the County's Road Department. The Department's fleet includes an asphalt paving machine, pneumatic-tire and steel drum rollers, dump trucks, tractors, motor graders, trailers, crew cab trucks, and a variety of off-road heavy equipment. Much of the Department's equipment is old and in need of replacement.

Category 5 – Contingency and Administration *5 to 15% of Discretionary Funds*
This category serves two purposes. First, it funds administrative costs associated with implementation of the Transportation Referendum. Second, it provides a small amount of contingency in case of project overruns during implementation of the other Fayette-sponsored TIA projects. As projects are completed, the contingency reserve shall be drawn down and re-directed to one of the other Discretionary Fund Categories.

TIA and Fayette County

May 7, 2012

What is the TIA?

The Transportation Investment Act of 2010 is State Legislation that creates the opportunity for residents to vote on a one-cent sales tax to fund transportation improvements throughout a ten-county Atlanta Region (other regions across the State of Georgia will vote on their list of projects independent of our region). In the Atlanta Region, the list of projects was developed during the summer and fall of 2011 by a Roundtable of county commissioners and mayors. The final list was unanimously approved by the Roundtable on October 13, 2011 and reflects significant input from the public and local officials.

Why have a regional TIA referendum?

The purpose of the TIA is to allow voters to decide if they support funding a specific list of regional transportation projects with a ten-year, one-cent sales tax. Traditional funding sources, such as the gasoline tax, are not sufficient to meet the growing congestion, safety and maintenance problems in the Atlanta region. Also, since the TIA is regional in scope it allows for the development of projects that cross jurisdictional lines which can be difficult with traditional local SPLOSTS.

When is the TIA vote?

Tuesday, July 31, 2012.

Can Fayette, or any County, opt-out?

No. If the majority of voters in the region vote yes, then the TIA passes for the entire region and the sales tax will go into effect January 1, 2013. If the majority of voters in the region vote no, then the TIA does not pass for any part of the region.

What are the predicted TIA revenues?

For the 10-County Atlanta Region the 100 percent Baseline Value for 2013 to 2022 is $7,223,732,208 (expressed in 2011 dollars).

- 85 percent of this revenue ($6,140,172,377) will be used to deliver all projects on the Atlanta Region's Final Investment List, which includes over 150 projects;
- 15 percent of the revenue ($1,083,559,831) will be distributed to the region's counties and cities for local, discretionary transportation projects.

The revenue estimates were developed by the State Economist.

What's the return to Fayette County?
If approved, the TIA sales tax would raise an estimated $190,238,475 from Fayette County during the ten-year period between 2013 and 2022[1]. In return, the following projects would be delivered for use/benefit by the County citizens:

- Ten projects sponsored by Fayette County;
- Three projects proximate to (or partially within) Fayette County but sponsored by others;
- Approximately $45,606,000 for spending on local, discretionary projects; and
- Delivery of the remaining regional projects on the Final Investment List.

Excluding the amount of Federal Aid programed as "matching" dollars for three of the projects, the total return to Fayette County for the first three bulleted items is $217,016,000. See the attached Table of Projects for the list of projects in and around Fayette County.

What are the impacts to transportation?
Collectively, the 13 projects most important to Fayette County have the following transportation goals:

1. *Improve Capacity and Operational Efficiency of State Routes* – State Routes are the backbone of transportation within Fayette County and several segments need upgrades to meet existing and growing traffic demands. The TIA includes three widening or operational improvement projects along SR 85; two projects along the SR 92 corridor (totaling nearly 12 miles); and a widening project on SR 54 east of Fayetteville.
2. *Relieve Congestion in Peachtree City and Fayetteville* – Intersections of State Routes within the County's largest cities are among our most congested areas and have some of the highest crash rates. One method for helping these locations is to provide new connectivity so drivers have options for avoiding these areas. The MacDuff Parkway extension project, which includes a bridge over the railroad, provides an option for the SR 54/74 intersection in Peachtree City. The East Fayetteville Bypass provides similar relief for downtown Fayetteville and multiple intersections along SR 85.
3. *Improve Access to I*-85 – Many citizens within Fayette County commute to the airport, Atlanta and beyond and inadequate access to I-85 is a significant source of frustration and delay. The I-85/SR 74 interchange project uses TIA money to match programmed Federal Aid to rebuild this interchange to improve capacity and safety. The SR 92 to SR 138 connector project improves connectivity

between these roads (via upgrades to existing roads or construction of new road) and thereby improves access to I-85 via SR 138.

4. *Expand Multiuse Path Network* – Within Peachtree City multiuse paths provide a real and viable alternative to travel by automobile. The TIA includes two path projects that would expand the existing path network to serve several major employers within Peachtree City, including the Federal Aviation Administration facility, Storage Xxtra, Cooper Lighting, SANY America and Sigvarius.

What is "Discretionary"?

In addition to funding the projects on the Final Investment List, 15 percent of the TIA taxes collected in the Region will be returned directly to local jurisdictions for spending on any transportation-related item. The return to Fayette County over the ten year period is estimated at $45,606,000[2]. The breakdown by jurisdiction is as follows:

- Unincorporated Fayette County – $26,482,000;
- Peachtree City – $10,462,000;
- Fayetteville – $5,033,000;
- Tyrone – $2,981,000;
- Brooks – $543,000; and
- Woolsey – $105,000.
  (all values are ten-year totals)

Each jurisdiction is responsible for determining how it will spend its discretionary money. As an example, unincorporated Fayette County may allocate its money to resurfacing, equipment replacement, safety improvements, path projects, etc. Disbursements to local governments would begin in the spring of 2013.

What if TIA doesn't pass?

If the TIA is voted down then: 1) there would be no regional transportation sales tax; 2) funding levels would remain at current levels; and 3) there would be no discretionary money. Additionally, every jurisdiction in the region will see an increase in the match requirements for the Local Maintenance and Improvement Grant (LMIG) program from 10% to 30%[3]. The match increase would only apply if the TIA is voted down region-wide (i.e., it is not a function of how a specific County votes, only the total vote of the ten-county region).

Without TIA, it is likely, although not certain, that three of the projects on the "Table of Projects" would continue to move forward, even if at reduced scope. These include TIA-CL-012 (SR 54 Widening), TIA-FS-008 (I-85 & SR 74 Interchange); and some portion of the East Fayetteville Bypass projects (TIA-FA-003 and TIA-FA-004). The other projects have no "back-up" funding source at this time.

Impact of TIA on I-85 and SR 74 Interchange
Currently there is a private-public partnership funding a study at this interchange to identify one or more alternatives for improvements. Without passage of TIA, the project has $12.6 million programmed for construction in or after 2020. With TIA, the project would have $22.5 million in funding and a construction timeframe of 2016-2019.

Transit in Fayette County
The TIA does not have any transit projects (bus, light rail, heavy rail, etc.) in Fayette County[4].

The Final Investment List does, however, include a regional mobility call center (TIA-AR-044) that may be used by citizens in Fayette needing transportation services, such as senior citizens or persons with disabilities. Fayette Senior Services would likely be one group within Fayette that coordinates with the regional mobility call center.

Transit and the TIA
Although there are no transit projects in Fayette County, the TIA allocates approximately 52% (or $3.185 billion) of the projected revenue to a variety of transit projects including bus, rail and state of good repair (all in Counties other than Fayette). The projects were nominated for the TIA by Counties supportive of transit and who were willing to have a portion of their "return" go towards transit instead of road projects.

Because of the large costs associated with certain types of transit projects, the TIA does not fully fund all phases of certain transit projects. In addition, several people/groups have raised concerns about long-term (i.e., beyond ten years) operation and maintenance costs associated with transit projects that are beyond the scope of the TIA.

Please see the Project Fact Sheets for more information on the individual projects and what will be delivered under the TIA.

Sources of additional information
There are several sources of information on TIA available on-line. Two sites with factual information on the legislation, list of projects, frequently ask questions, revenue projects and other topics are the webpages maintained by the Atlanta Regional Commission and the Georgia Department of Transportation.

- http://www.metroatlantatransportationreferendum.com/
- http://www.dot.state.ga.us/localgovernment/FundingPrograms/transreferendum/Pages/default.aspx

Additional information from Fayette County may be obtained by calling 770-320-6010 or emailing publicworks@fayettecountyga.gov.

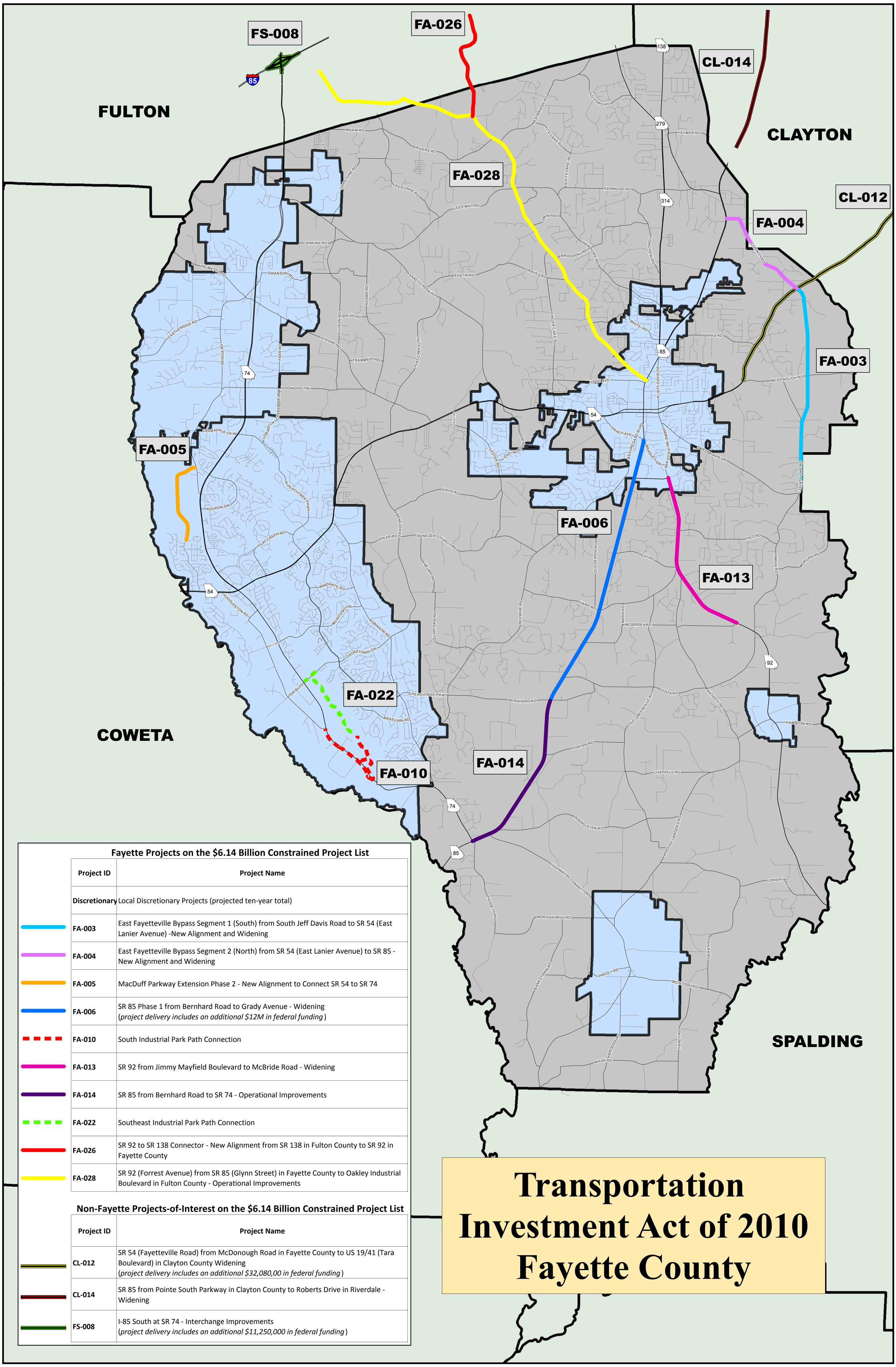
Notes:

1. For perspective, Fayette collected approximately $97,584,000 during the County's five-year transportation SPLOST in place from April 2005 thru March 2010. The TIA, however, has several sale tax exemptions that were not in effect for Fayette's transportation SPLOST. These include: motor fuel; jet fuel; off-road fuel for heavy-duty, farm or agricultural equipment; locomotive fuel; public mass transit fuel; the sale or use of energy used in manufacturing or processing tangible goods; and, building and construction materials. In addition, the TIA tax would only be levied on the first $5,000 of any transaction involving the sale or lease of a motor vehicle.

2. Discretionary money (i.e., 15% of the total revenue) will be allocated to each jurisdiction by the Georgia State Financing & Investment Commission using the GDOT's Local Assistance Road Program (LARP) formula. This formula is a function of a jurisdiction's population and centerline road miles relative to the region. If the TIA is approved, disbursements to local governments will begin in spring 2013.

3. Under the LMIG program, unincorporated Fayette typically receives approximately $430,000 per year to assist with road projects. A change in match requirements from 10 to 30% would increase the County's contribution towards the LMIG projects from $43,000 to $129,000 per year. The incorporated areas would see a similar percent increase in their local match requirement.

4. *Concept 3* is the Atlanta region's official long-term transit vision. The original plan, approved in 2008, included several potential public transit projects in Fayette, including a commuter rail line thru Tyrone and Peachtree City; arterial rapid bus routes on SR 85 and SR 54; and an express bus route into Peachtree City. *Concept 3* is in the process of being updated and all of the transit projects in Fayette are removed in the new plan. The ARC Board is expected to adopt the new plan in 2013. Furthermore, none of these projects are supported in the TIA or PLAN 2040, the region's Regional Transportation Plan (RTP) which prioritizes funding for all types of transportation projects through the year 2040.



Fayette Projects on the $6.14 Billion Constrained Project List

Project ID	Project Name
Discretionary	Local Discretionary Projects (projected ten-year total)
FA-003	East Fayetteville Bypass Segment 1 (South) from South Jeff Davis Road to SR 54 (East Lanier Avenue) -New Alignment and Widening
FA-004	East Fayetteville Bypass Segment 2 (North) from SR 54 (East Lanier Avenue) to SR 85 - New Alignment and Widening
FA-005	MacDuff Parkway Extension Phase 2 - New Alignment to Connect SR 54 to SR 74
FA-006	SR 85 Phase 1 from Bernhard Road to Grady Avenue - Widening (*project delivery includes an additional $12M in federal funding*)
FA-010	South Industrial Park Path Connection
FA-013	SR 92 from Jimmy Mayfield Boulevard to McBride Road - Widening
FA-014	SR 85 from Bernhard Road to SR 74 - Operational Improvements
FA-022	Southeast Industrial Park Path Connection
FA-026	SR 92 to SR 138 Connector - New Alignment from SR 138 in Fulton County to SR 92 in Fayette County
FA-028	SR 92 (Forrest Avenue) from SR 85 (Glynn Street) in Fayette County to Oakley Industrial Boulevard in Fulton County - Operational Improvements

Non-Fayette Projects-of-Interest on the $6.14 Billion Constrained Project List

Project ID	Project Name
CL-012	SR 54 (Fayetteville Road) from McDonough Road in Fayette County to US 19/41 (Tara Boulevard) in Clayton County Widening (*project delivery includes an additional $32,080,00 in federal funding*)
CL-014	SR 85 from Pointe South Parkway in Clayton County to Roberts Drive in Riverdale - Widening
FS-008	I-85 South at SR 74 - Interchange Improvements (*project delivery includes an additional $11,250,000 in federal funding*)

Table of Projects
Transportation Investment Act - Fayette County

Project ID	Project Name	TIA Funding Commitment		Year
		Sponsored by Fayette	Sponsored by Others	
Discretionary Projects (County and Cities)				
NA	Local Discretionary Projects (projected ten-year total)	$45,606,000		2013-2022
State Route Improvements				
TIA-FA-006	SR 85 Phase 1 from Bernhard Road to Grady Avenue - Widening (*project delivery includes an additional $12M of federal funding*)	$12,000,000		2016-2019
TIA-FA-014	SR 85 from Bernhard Road to SR 74 - Operational Improvements	$5,900,000		2013-2015
TIA-CL-014	SR 85 from Pointe South Parkway in Clayton County to Roberts Drive in Riverdale - Widening		$22,200,000	2016-2019
TIA-FA-013	SR 92 from Jimmy Mayfield Boulevard to McBride Road - Widening	$15,900,000		2016-2019
TIA-FA-028	SR 92 (Forrest Avenue) from SR 85 (Glynn Street) in Fayette County to Oakley Industrial Boulevard in Fulton County - Operational Improvements	$20,000,000		2016-2019
TIA-CL-012	SR 54 (Fayetteville Road) from McDonough Road in Fayette County to US 19/41 (Tara Boulevard) in Clayton County - Widening *(project delivery includes an additional $32,080,000 of federal funding*)		$8,100,000	2013-2015
Congestion Relief / New Capacity in Peachtree City and Fayetteville				
TIA-FA-005	MacDuff Parkway Extension Phase 2 - New Alignment to Connect SR 54 to SR 74	$6,400,000		2016-2019
TIA-FA-003	East Fayetteville Bypass Segment 1 (South) from South Jeff Davis Road to SR 54 (East Lanier Avenue) - New Alignment and Widening	$35,000,000		2016-2019
TIA-FA-004	East Fayetteville Bypass Segment 2 (North) from SR 54 (East Lanier Avenue) to SR 85 - Operational Improvements	$14,000,000		2016-2019

Table of Projects
Transportation Investment Act - Fayette County

Project ID	Project Name	TIA Funding Commitment		Year
		Sponsored by Fayette	Sponsored by Others	
Improved Access to Interstate				
TIA-FS-008	I-85 South at SR 74 - Interchange Improvements (*project delivery includes an additional $11,250,000 in federal funding*)		$11,250,000	2016-2019
TIA-FA-026	SR 92 to SR 138 Connector - New Alignment from SR 138 in Fulton County to SR 92 in Fayette County	$18,300,000		2016-2019
Multiuse Paths in Peachtree City				
TIA-FA-010	South Industrial Park Path Connection	$1,210,000		2013-2015
TIA-FA-022	Southeast Industrial Park Path Connection	$1,150,000		2013-2015
TIA Investment (excluding Federal Aid contribution)		**$175,466,000**	**$41,550,000**	
Total Project Value (including Federal Aid contribution)		**$187,466,000**	**$84,880,000**	

Table Notes

1. *The "Project ID" matches the ID used in the Atlanta Region's Final Investment List, which includes over 150 discrete projects.*
2. *Projects "Sponsored by Fayette" are projects located partially or entirely in Fayette County and will be managed by Fayette or the GDOT.*
3. *Projects "Sponsored by Others" are projects of particular benefit to Fayette County but located partially or entirely in another County and will be managed by that County or the GDOT.*
4. *"Year" indicates the tentative schedule for construction activities.*

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-003**

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

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [ ] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] 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 roads. 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' wide 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 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 complements the East Fayetteville Bypass, Segment 2 (TIA-FA-004). Design work is already underway. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along SR 54 by 36% compared to current conditions, even after accounting for several years of growth in development and traffic volumes between today and when the project is completed. The total cost of the project is $35,000,000, which will be entirely funded under TIA.

Project Length 4.2 **miles**

Lanes (Current) 2

Lanes (Proposed) 2

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

Implementation Band

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

** This fact sheet provides supplemental scope information related to projects approved by the Atlanta Regional Roundtable on October 13, 2011. For certain project types, it may also include performance data derived through a technical analysis conducted by the Atlanta Regional Commission following approval of the investment list. Grammatical corrections and clarifications were also made to the text as necessary. No changes to project scopes, schedules or budgets were made. For the original fact sheets, as approved by the Roundtable, refer to the Final Report available at www.atlantaregionalroundtable.com.*

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-004**

Location: South Subregion

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

Project Type Roadway

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [ ] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] 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: 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' wide 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 complements the East Fayetteville Bypass, Segment 1 (TIA-FA-003). Design work is already underway. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along McDonough Road by 9% compared to future conditions without the project. The total cost of the project is $14,000,000, which will be entirely funded under TIA.

Project Length 2.0 **miles**

Lanes (Current) 2

Lanes (Proposed) 2

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-005**

Location: Southwest Subregion

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

Project Type Roadway

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [x] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] Transit Operations / Maint.

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 terminating 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 the grade separated crossing are near completion. However due to the economy, the project was halted. The City will have to re-do any environmental permitting at this point and finish the bridge design. The project is identified and supported by PLAN 2040. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along adjacent sections of SR 54 by 8% compared to future conditions without the project. The total cost of the project is $6,400,000, which will be entirely funded under TIA.

Project Length 1.9 **miles**

Lanes (Current) 0

Lanes (Proposed) 2

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

** This fact sheet provides supplemental scope information related to projects approved by the Atlanta Regional Roundtable on October 13, 2011. For certain project types, it may also include performance data derived through a technical analysis conducted by the Atlanta Regional Commission following approval of the investment list. Grammatical corrections and clarifications were also made to the text as necessary. No changes to project scopes, schedules or budgets were made. For the original fact sheets, as approved by the Roundtable, refer to the Final Report available at www.atlantaregionalroundtable.com.*

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification TIA-FA-006

Location: Southwest Subregion

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

Project Type Roadway

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [x] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] Transit Operations / Maint.

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 long 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. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along the corridor by 40% compared to current conditions, even after accounting for several years of growth in development and traffic volumes between today and when the project is completed. The total cost of the project is $24,000,000, of which $12,000,000 will be funded under TIA and the remaining $12,000,000 covered by traditional federal formula funds.

Project Length 5.4 **miles**

Lanes (Current) 2

Lanes (Proposed) 4

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-010**

Location: Southwest Subregion

Project Name South Industrial Park Path Connection

Project Type Bike/Ped

- ☐ Road Capacity Expansion
- ☐ Road Asset Management
- ☐ Road Safety / Operations
- ☐ Freight / Logistics
- ☐ Aviation
- ☑ Bicycle / Pedestrian
- ☐ Transit Network Expansion
- ☐ 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 will 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 will 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 complements the Southeast Industrial Park connection (TIA-FA-022). The total cost of the project is $1,210,000, which will be entirely funded under TIA.

Project Length 2.5 **miles**

Lanes (Current) N/A

Lanes (Proposed) N/A

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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Project Description Summary | South Industrial Park Path Connection
Peachtree City, Georgia

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-013**

Location: South Subregion

Project Name SR 92 from Jimmy Mayfield Boulevard to McBride Road - Widening

Project Type Roadway

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [ ] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] 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 long road widening (two to four lanes) 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 Regional Thoroughfare Network. The corridor is a major commuter corridor for Fayette and Spalding Counties. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along the corridor by 32% compared to current conditions, even after accounting for several years of growth in development and traffic volumes between today and when the project is completed. The total cost of the project is $15,900,000, which will be entirely funded under TIA.

Project Length 3.4 **miles**

Lanes (Current) 2

Lanes (Proposed) 4

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification TIA-FA-014

Location: Southwest Subregion

Project Name SR 85 from Bernhard Road to SR 74 - Operational Improvements

Project Type Roadway

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [x] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] 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 long 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 will 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. The total cost of the project is $5,900,000, which will be entirely funded under TIA.

Project Length 3.3 **miles**

Lanes (Current) 2

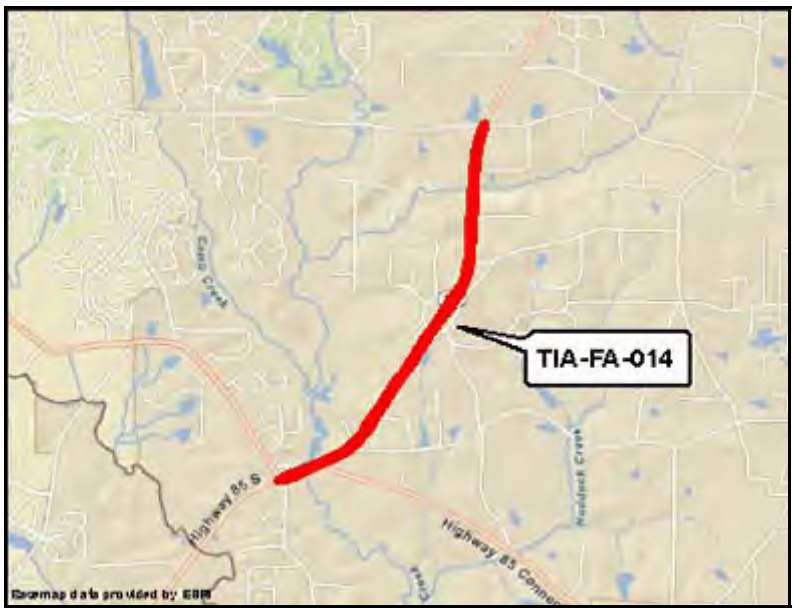
Lanes (Proposed) 2

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*



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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification TIA-FA-022

Location: Southwest Subregion

Project Name Southeast Industrial Park Path Connection

Project Type Bike/Ped

- ☐ Road Capacity Expansion
- ☐ Road Asset Management
- ☐ Road Safety / Operations
- ☐ Freight / Logistics
- ☐ Aviation
- ☑ Bicycle / Pedestrian
- ☐ Transit Network Expansion
- ☐ 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 will 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 will travel north along a greenbelt/sewer line easement behind several industrial employers to the retail/restaurant corridor on Crosstown Drive. The project will 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 will 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 complements the South Industrial Park Path connection (TIA-FA-010). The total cost of the project is $1,150,000, which will be entirely funded under TIA.

Project Length 1.6 **miles**

Lanes (Current) N/A

Lanes (Proposed) N/A

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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Project Description Summary | Southeast Industrial Park Path Connection
Peachtree City, Georgia

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-026**

Location: Southwest Subregion

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

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [x] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] Transit Operations / Maint.

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

Related Project Numbers: N/A

Description, Purpose and Benefits

This project will 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 widening of Peters Road to four lanes (approximately 2.2 miles in length) 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 will enhance safety, relief congestion and spur economic growth via new development and/or redevelopment. Jurisdictions impacted by the project will include the Counties of Fayette and Fulton, the Cities of Fairburn and Union City, and the Christian City community. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along the corridor by 30% compared to current conditions, even after accounting for several years of growth in development and traffic volumes between today and when the project is completed. The total cost of the project is $18,300,000, which will be entirely funded under TIA.

Project Length 2.2 **miles**

Lanes (Current) 2

Lanes (Proposed) 4

These fields are only applicable to certain types of projects.

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

TIA Funds	$18,300,000
Federal Funds	$0
*Local Funds**	$0
Total Funding	$18,300,000

** Additional local funds may be identified prior to the referendum to deliver some projects.*

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FA-028**

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 Improvements

Project Type Roadway

- ☐ Road Capacity Expansion
- ☐ Road Asset Management
- ☑ Road Safety / Operations
- ☐ Freight / Logistics
- ☐ Aviation
- ☐ Bicycle / Pedestrian
- ☐ Transit Network Expansion
- ☐ 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 project involves operational improvements along a portion of SR 92 with the goal of improving traffic flow and safety, particularly at intersections. The project is 9.7 miles long and extends from Fayetteville to Oakley Industrial Boulevard near Fairburn and Union City. The project complements 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 traffic on this segment of SR 92 is approximately 12,460 vehicles per day (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 Comprehensive Transportation Plan (CTP) and the region's PLAN 2040 (aspirations element). The corridor is part of the Thoroughfare Network and included on the Regional Truck Route Network. The project will start with a traffic study along the corridor, followed by prioritized improvements, as funding allows. The total amount of TIA funding committed to advance the scope of this project is $20,000,000.

Project Length 9.7 **miles**

Lanes (Current) 2

Lanes (Proposed) 2

These fields are only applicable to certain types of projects.

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

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-CL-012**

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

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [x] Freight / Logistics
- [ ] Aviation
- [x] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] 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

This project will widen SR 54 (Fayetteville Road) from McDonough Road to US 19/41 (Tara Boulevard). The 5.5 mile long project will provide an urban four-lane roadway with 12' wide travel lanes, a 24' wide raised median, 4' wide bicycle lanes, and urban shoulders consisting of curb and gutter, grassed strip, and 5' wide 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. Several intersections within the project limits experience a high level of crashes. The Clayton Transportation Plan, using the ARC regional travel demand model, analyzed this project and determined it will provide a 49% reduction in peak hour delay, a 77% reduction in congestion and a 48% reduction in total delay compared to today's conditions. 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 Thoroughfare and as a Regional Truck Route. 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. The total cost of the project is $40,180,000, of which $8,100,000 will be funded under TIA and the remaining $32,080,000 covered by traditional federal formula funds.

Project Length 5.5 **miles**

Lanes (Current) 2

Lanes (Proposed) 4

These fields are only applicable to certain types of projects.

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

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-CL-014**

Location: South Subregion

Project Name SR 85 from Pointe South Parkway to Roberts Drive - Widening

Project Type Roadway

- [x] Road Capacity Expansion
- [ ] Road Asset Management
- [x] Road Safety / Operations
- [x] Freight / Logistics
- [ ] Aviation
- [x] Bicycle / Pedestrian
- [ ] Transit Network Expansion
- [ ] 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

This project will widen SR 85 from Pointe South Parkway to Roberts Drive. The 3.2 mile project will provide an urban six-lane roadway with 12' wide travel lanes, a 20' wide raised median, and urban shoulders consisting of curb and gutter, grassed strip, and 5' wide 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, using the ARC regional travel demand model, analyzed this project and determined it will provide a 46% reduction in peak hour delay, a 53% reduction in congestion and a 47% reduction in total delay compared to today's conditions. 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 Thoroughfare. 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. The total cost of the project is $22,200,000, which will be entirely funded under TIA.

Project Length 3.2 **miles**

Lanes (Current) 4

Lanes (Proposed) 6

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet (FINAL - January 2012)*

Identification **TIA-FS-008**

Location: Southwest Subregion

Project Name I-85 South at SR 74 - Interchange Improvements

Project Type Roadway

- ☐ Road Capacity Expansion
- ☐ Road Asset Management
- ☑ Road Safety / Operations
- ☑ Freight / Logistics
- ☐ Aviation
- ☐ Bicycle / Pedestrian
- ☐ Transit Network Expansion
- ☐ 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

This project will provide improvements at the I-85 South at SR 74 (Joel Cowan Parkway) interchange. Located about 10 miles southwest of Hartsfield-Jackson International Airport, the subject interchange modifications will include ramp improvements that extend the interchange footprint in either direction toward the SR 92 and the Bohannon Road overpasses. 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 the pace of development warrant improvements to avoid significant negative impacts to the level of service on I-85 and SR 74. SR 74 is designated as both a Regional Thoroughfare and a Regional Truck Route. ARC regional travel demand model calculations indicate that the completed project, based on an initial design concept, will reduce congestion on the I-85 southbound offramp by 64% compared to current conditions, even after accounting for several years of growth in development and traffic volumes between today and when the project is completed. The total cost of the project is $22,500,000, of which $11,250,000 will be funded under TIA and the remaining $11,250,000 covered by traditional federal formula funds.

Project Length N/A **miles**

Lanes (Current) N/A

Lanes (Proposed) N/A

These fields are only applicable to certain types of projects.

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 may be identified prior to the referendum to deliver some projects.*

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

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