

<b>Short Title</b>	PRIORITIZED REGIONWIDE SIGNAL RETIMING PROGRAM - PHASE 2
<b>GDOT Project No.</b>	0012585
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Operations & Safety
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)
<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A



No Image Available

Network Year 2020

Corridor Length N/A miles

**Detailed Description and Justification**

GDOT, in partnership with local governments throughout the region, will retime signal systems on multiple corridors. This is the first round of funding proposed to begin comprehensively addressing a major problem with smooth and efficient traffic flow. A preliminary list of priorities for the first round of funding included over 1400 signals on about 80 corridors in seven counties. A specific list of intersections has not yet been developed for this round of funding, but corridors in parts of the region which were not addressed in the first round will receive priority consideration for these funds. The State Strategic Transportation Plan (SSTP) identifies a series of approaches to maximize the use of existing infrastructure. A key component of the plan includes expanded and skillful use of Intelligent Transportation Systems (ITS), based on national studies which indicate a benefit/cost ratio exceeding 40:1 for such projects. This program will enable more of the region's traffic signal infrastructure to be consistent with the concepts and goals of a comprehensive ITS strategy. The project is being jointly funded under the Roadway Operations and Safety Program and the Freight Operations and Safety Program. The first is a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. The second is a regional program defined in PLAN 2040 to improve mobility and safety for freight operators and other roadway users along a defined regional truck route network (ASTRoMaP) and at rail crossings, as well as enhancing accessibility to, from and within industrial areas located along or near that network.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST STP - Urban (>200K) (ARC)		2015	\$5,000,000	\$4,000,000	\$1,000,000	\$0,000	\$0,000
			\$5,000,000	\$4,000,000	\$1,000,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).

