



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

## Identification

**TIA-FS-018**

## Project Name

I-285 West at Cascade Road - Interchange Improvements

## Project Type

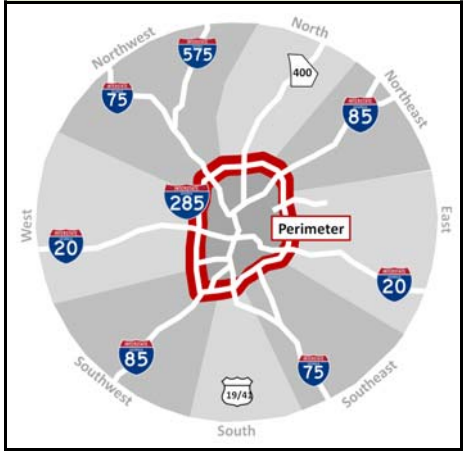
Roadway

- |  |  |
|--|--|
| <input type="checkbox"/> Road Capacity Expansion             | <input type="checkbox"/> Aviation                        |
| <input type="checkbox"/> Road Asset Management               | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Road Safety / Operations | <input type="checkbox"/> Transit Network Expansion       |
| <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*

Location: I-285 Corridor



## Description, Purpose and Benefits

This project consists of upgrading the interchange of Cascade Road and I-285. Cascade Road is on the Regional Strategic Transportation System and serves the city of Atlanta, the Fulton Industrial area, Cobb County and Douglas County. The need exists to improve access, congestion, safety and operations along the Cascade Road corridor in order 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. The project will 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) will be also considered on both sides of Cascade Road. 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. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along the corridor by 26% 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 \$23,600,000, of which \$11,800,000 will be funded under TIA and the remaining \$11,800,000 covered by traditional federal formula funds.

## Project Length

N/A miles

*These fields are only applicable to certain types of projects.*

## Lanes (Current)

N/A

## Lanes (Proposed)

N/A

## Funding Commitments

*(all amounts shown in current year 2011 dollars)*

TIA Funds	\$11,800,000
Federal Funds	\$11,800,000
Local Funds*	\$0
<b>Total Funding</b>	<b>\$23,600,000</b>

*\* 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](http://www.atlantaregionalroundtable.com).