

## Short Title

TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS (PE AND ROW ACTIVITIES ONLY) ALONG I-285 AT FROM ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I- 285 / SR 400 INTERCHANGE

## GDOT Project No.

0001758

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Express Lanes

## Sponsor

GDOT

## Jurisdiction

Regional - Perimeter

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☐

## Network Year

TBD

## Corridor Length

19.27 miles



## Detailed Description and Justification

This project provides travel options and more reliable trip times by providing PE and ROW for two new Express Lanes in each direction along I-285 from Paces Ferry Road to Henderson Road, and along SR 400 from North Springs MARTA station to the interchange at I-285/SR 400. The I-285 Top End Express Lanes will be part of the larger Georgia Express Lanes network.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2006	\$21,192,897	\$16,954,318	\$4,238,579	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$2,701,631	\$2,161,305	\$540,326	\$0,000	\$0,000
PE	Transit Project Bond (2007) - State	AUTH	2007	\$217,190	\$0,000	\$217,190	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$9,000,000	\$0,000	\$9,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$2,678,210	\$2,142,568	\$535,642	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$2,021,790	\$1,617,432	\$404,358	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2019	\$4,400,000	\$0,000	\$4,400,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$26,200,000	\$0,000	\$26,200,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2021	\$29,900,000	\$0,000	\$29,900,000	\$0,000	\$0,000



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



PE	National Highway Performance Program (NHPP)	AUTH	2022	<b>\$30,070,188</b>	<del>\$24,056,150</del>	<del>\$6,014,038</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway Performance Program (NHPP)		2023	<b>\$44,008,000</b>	\$35,206,400	\$8,801,600	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2025	<b>\$12,302,000</b>	\$9,841,600	\$2,460,400	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2026	<b>\$21,762,000</b>	\$17,409,600	\$4,352,400	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2027	<b>\$2,500,000</b>	\$2,000,000	\$500,000	\$0,000	\$0,000
ROW	GARVEE Bonds (GRVA2)	AUTH	2018	<b>\$49,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$49,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2021	<b>\$5,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$5,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)	AUTH	2022	<b>\$98,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$98,000,000</del>	<del>\$0,000</del>
ROW	Transportation Funding Act (HB 170)	AUTH	2022	<b>\$232,000</b>	<del>\$0,000</del>	<del>\$232,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRV-2)		2023	<b>\$125,000,000</b>	\$0,000	\$0,000	\$125,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2024	<b>\$100,000,000</b>	\$0,000	\$0,000	\$100,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2025	<b>\$54,000,000</b>	\$0,000	\$0,000	\$54,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	<b>\$46,000,000</b>	\$36,800,000	\$9,200,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	<b>\$100,000,000</b>	\$80,000,000	\$20,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	<b>\$40,000,000</b>	\$32,000,000	\$8,000,000	\$0,000	\$0,000
				<b>\$828,435,906</b>	<b>\$262,114,373</b>	<b>\$135,321,533</b>	<b>\$431,000,000</b>	<b>\$0,000</b>

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



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Short Title

SR 3/US 41 (NORTHSIDE DRIVE) AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)

GDOT Project No.

0018298

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

GDOT

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐



Network Year

TBD

Corridor Length

0.4 miles

Detailed Description and Justification

The proposed project extends along SR 3/Northside Drive, an urban principal arterial, from just south of Donald Lee Hollowell Parkway to just north of this intersection to an existing bridge over a NS/CSX railroad. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$750,000	\$600,000	\$150,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	\$4,460,000	\$3,568,000	\$892,000	\$0,000	\$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	\$3,485,120	\$2,788,096	\$697,024	\$0,000	\$0,000
				\$8,695,120	\$6,956,096	\$1,739,024	\$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

## Short Title

15TH STREET EXTENSION FROM WEST PEACHTREE STREET TO WILLIAMS STREET

## GDOT Project No.

0015019

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / General Purpose Capacity

## Sponsor

City of Atlanta, Midtown Alliance

## Jurisdiction

City of Atlanta

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

0

## LCI

X

## Planned Thru Lane

1

## Flex

## Network Year

2030

## Corridor Length

0.2 miles



## Detailed Description and Justification

The project is a multi-modal connection that extends 15th Street from its current end point at West Peachtree two blocks west to Williams Street. The entire extension will be implemented on GDOT right-of-way eliminating the need for costly and time consuming land acquisition. The project is designed as a three lane section between West Peachtree Street and Spring Street with one through lane, a dedicated turn lane at Spring Street and a shared left/through lane and a dedicated turn lane at West Peachtree Street. There is a single through lane in each direction between Spring Street and Williams Street. Travel lanes are planned to be 11-feet wide. New traffic signals are required at 15th and Spring Street and at Williams Street. The corridor will have 10-foot sidewalks with a 5-foot furniture zone with trees and street lights, and striped 5-foot wide bike lanes providing a direct connection to the Arts Center MARTA station. GDOT planned to extend 15th Street between West Peachtree and Spring Streets as part of a DRI project that was never built. As part of the redesign of the 14th Street bridge, GDOT developed concept plans for a future 15th Street bridge that would provide HOV access from the Interstate. The 15th Street interchange is currently listed as an unfunded project in the Regional Transportation Plan. Given the existing GDOT owned right-of-way and alignment of the extension, this project is designed so a future 15th Street bridge could easily be accommodated in the future.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$316,947	\$188,625	\$0,000	\$0,000	\$128,322
ROW	Local Jurisdiction/Municipality Funds	AUTH	2020	\$509,000	\$0,000	\$0,000	\$0,000	\$509,000
UTL	Local Jurisdiction/Municipality Funds	AUTH	2022	\$75,000	\$0,000	\$0,000	\$0,000	\$75,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2022	\$2,529,320	\$2,023,456	\$0,000	\$0,000	\$505,864
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2022	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$7,200,000	\$5,760,000	\$0,000	\$0,000	\$1,440,000
				\$11,630,267	\$8,772,081	\$200,000	\$0,000	\$2,658,186

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



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## Short Title

LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)

## GDOT Project No.

0015999

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Last Mile Connectivity / Pedestrian Facility

## Sponsor

Buckhead CID, City of Atlanta

## Jurisdiction

City of Atlanta

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☐

## Network Year

TBD

## Corridor Length

N/A miles



## Detailed Description and Justification

This project would provide pedestrian safety improvements and a multiuse trail on Lenox Road between SR 141 (Peachtree Road) and East Paces Ferry Road, near the Lenox MARTA rail station. The need for these improvements has been previously documented in the City of Atlanta Comprehensive Transportation Plan (CTP) and the Buckhead LCI study update.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2019	\$300,000	\$0,000	\$0,000	\$0,000	\$300,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2022	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
UTL	Local Jurisdiction/Municipality Funds		2023	\$250,000	\$0,000	\$0,000	\$0,000	\$250,000
CST	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)		2023	\$3,675,036	\$3,675,036	\$0,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$6,149,803	\$4,919,842	\$0,000	\$0,000	\$1,229,961
				<b>\$11,374,839</b>	<b>\$8,594,878</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$2,779,961</b>

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



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<b>Short Title</b>	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES FROM I-285 TO SR 331 (FOREST PARKWAY)		
<b>GDOT Project No.</b>	0012759		
<b>Federal ID No.</b>			
<b>Status</b>	Programmed		
<b>Service Type</b>	Roadway / Interchange Capacity		
<b>Sponsor</b>	GDOT		
<b>Jurisdiction</b>	Regional		
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis		



<b>Existing Thru Lane</b>	<input type="text" value="0"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="2030"/>
<b>Planned Thru Lane</b>	<input type="text" value="2"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="0.4"/> miles

#### Detailed Description and Justification

This project will consist of interchange ramp modifications and new collector-distributor adjacent to southbound I-75 connecting to SR 331 (Forest Parkway) and I-285 in Clayton County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Transportation Funding Act (HB 170)	AUTH	2019	\$1,000,000	\$0,000	\$1,000,000	\$0,000	\$0,000
SCP	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)	AUTH	2022	\$2,800,001	\$2,240,001	\$560,000	\$0,000	\$0,000
SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2022	\$4,641,999	\$3,713,599	\$928,400	\$0,000	\$0,000
PE	Surface Transportation Block Grant Program (STBG) Flexible		2028	\$3,000,000	\$2,400,000	\$600,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant Program (STBG) Flexible		2028	\$5,000,000	\$4,000,000	\$1,000,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	\$40,000,000	\$32,000,000	\$8,000,000	\$0,000	\$0,000
				<b>\$56,442,000</b>	<b>\$44,353,600</b>	<b>\$12,088,400</b>	<b>\$0,000</b>	<b>\$0,000</b>

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



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## Short Title

SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY

## GDOT Project No.

0012788

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

City of Johns Creek

## Jurisdiction

Fulton County (North)

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

2

## LCI

☐

## Planned Thru Lane

2

## Flex

☐

## Network Year

TBD

## Corridor Length

1.5 miles



## Detailed Description and Justification

This project will involve adding a three lane section along SR 120 (Abbotts Bridge Road) from Parsons Road (West) to Primrose Parkway. There is a sharp curve that needs to be corrected which would involve cutting back a large hill / rock. The proposed typical section will consist of two 12-foot travel lanes, a variable width raised, landscaped median, and a 7-foot bike lane on both sides of the roadway (includes a 3-foot buffer). The project would also include construction of a 10-foot enhanced width sidewalk along the north and south side of the roadway. The pedestrian improvements are consistent with the Johns Creek Future Sidewalk and Trail Network. This project will also connect to revised project limits of SR 120 Widening from Medlock Bridge Road to Peachtree Industrial Road in Gwinnett County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	High Priority Projects from TEA-21	AUTH	2014	\$500,000	\$400,000	\$0,000	\$0,000	\$100,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$500,000	\$400,000	\$0,000	\$0,000	\$100,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2018	\$125,000	\$100,000	\$0,000	\$0,000	\$25,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2022	\$250,000	\$200,000	\$0,000	\$0,000	\$50,000
ROW	High Priority Projects from TEA-21	AUTH	2017	\$1,650,000	\$133,322	\$0,000	\$0,000	\$1,516,678
ROW	Transportation Funding Act (HB 170)	AUTH	2017	\$2,400,000	\$0,000	\$2,400,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2018	\$1,483,347	\$0,000	\$0,000	\$0,000	\$1,483,347
ROW	Transportation Funding Act (HB 170)	AUTH	2018	\$600,000	\$0,000	\$600,000	\$0,000	\$0,000



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CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$24,201,010	\$19,360,808	\$0,000	\$0,000	\$4,840,202
				\$31,709,357	\$20,594,130	\$3,000,000	\$0,000	\$8,115,227

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



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Short Title

SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE AT AT SR 14 ALT (SOUTH FULTON PARKWAY)

GDOT Project No.

0014081

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

GDOT

Jurisdiction

Fulton County (South)

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

4

LCI

☐

Planned Thru Lane

4

Flex

☐

Network Year

TBD

Corridor Length

0.8 miles

Detailed Description and Justification

This project will install a continuous flow intersection at the intersection of SR 92 and South Fulton Parkway.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2022	\$100,000	\$0,000	\$100,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2023	\$900,000	\$720,000	\$180,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	\$7,200,000	\$5,760,000	\$1,440,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	\$10,000,000	\$8,000,000	\$2,000,000	\$0,000	\$0,000
				\$18,200,000	\$14,480,000	\$3,720,000	\$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

## Short Title

NORTH EVERMORE PARKWAY - NEW ALIGNMENT FROM  
HEWATT ROAD TO BRITT ROAD

## GDOT Project No.

0007535

## Federal ID No.

CSHPP-0007-00(535)

## Status

Programmed

## Service Type

Roadway / General Purpose Capacity

## Sponsor

Gwinnett County

## Jurisdiction

Gwinnett County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

0

## LCI

☐

## Planned Thru Lane

2

## Flex

☐

## Network Year

2030

## Corridor Length

1 miles



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## Detailed Description and Justification

This project consists of constructing a new two-lane locally-classified roadway along US 78 between Hewatt Road and Britt Road within the city limits of Snellville to preserve capacity along US 78. The proposed road alignment was selected to avoid residential or commercial displacements. This project will begin approximately 430 feet north of the intersection with US 78 and Hewatt Road, and proceed east following the existing funeral home driveway for 0.16 miles before continuing on the new roadway alignment for 0.16 miles to Parkwood Road. It will then continue east on the new roadway alignment for 0.52 miles to Elmwood Circle and then follow 0.07 miles of existing roadway to Britt Road. Pedestrian safety would be provided via sidewalks, pedestrian crossings, pedestrian refuge islands, and landscaped buffers.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2008	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
PE	Federal Earmark	AUTH	2014	\$50,000	\$40,000	\$0,000	\$0,000	\$10,000
PE	Georgia Transportation Infrastructure Bank	AUTH	2015	\$763,961	\$0,000	\$763,961	\$0,000	\$0,000
ROW	Federal Earmark	AUTH	2015	\$2,573,433	\$2,058,746	\$0,000	\$0,000	\$514,687
ROW	Federal Earmark Funding	AUTH	2015	\$106,934	\$85,547	\$21,387	\$0,000	\$0,000
ROW	Federal Earmark Funding	AUTH	2015	\$976,568	\$781,254	\$0,000	\$0,000	\$195,314
ROW	Local Jurisdiction/Municipality Funds	AUTH	2015	\$1,767,563	\$0,000	\$0,000	\$0,000	\$1,767,563
ROW	SAFETEA-LU Earmark	AUTH	2015	\$455,504	\$364,403	\$91,101	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$2,500,000	\$2,000,000	\$0,000	\$0,000	\$500,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$1,025,000	\$820,000	\$0,000	\$0,000	\$205,000



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



CST	Federal Earmark Funding	AUTH	2022	<b>\$45,419</b>	<del>\$36,335</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$9,084</del>
CST	Federal Earmark Funding	AUTH	2022	<b>\$1,799,400</b>	<del>\$1,439,520</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$359,880</del>
CST	SAFETEA-LU Earmark	AUTH	2022	<b>\$18,065</b>	<del>\$14,452</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$3,613</del>
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	<b>\$16,134,744</b>	\$12,907,795	\$0,000	\$0,000	\$3,226,949
				<b>\$28,216,591</b>	<b>\$20,548,052</b>	<b>\$876,449</b>	<b>\$0,000</b>	<b>\$6,792,090</b>

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).



Short Title

I-85 NORTH - NEW INTERCHANGE - PHASE I AT MCGINNIS FERRY ROAD

GDOT Project No.

0013104

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Interchange Capacity

Sponsor

Gwinnett County

Jurisdiction

Gwinnett County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐



Network Year

2030

Corridor Length

0.8 miles

Detailed Description and Justification

The project serves trips to/from multiple jurisdictions including Gwinnett, Hall, Fulton, DeKalb and Forsyth Counties and also serves freight traffic traveling in the southeastern United States. This new interchange will provide access to existing development within the area and result in an important freight corridor between I-85 and Georgia 400 where an interchange at McGinnis Ferry Road is planned. I-85 North is included on GDOT's official Freight Corridor Network and therefore designated as a key strategic highway route that handles the flow of freight to and from locations in Georgia. The proposed project would also relieve the highly congested interchange at Lawrenceville Suwanee Road, which has no apparent reasonable or cost effective solution. Initial discussions with FHWA and GDOT have been favorable and a preferred concept has been developed. Extended ramps and collector-distributor roads would connect the new interchange with the existing interchange at Lawrenceville-Suwanee Road effectively creating a split diamond operation and eliminating the need for additional interstate access points due to the new interchange. The recently constructed roadway extension of McGinnis Ferry Road and new bridge construction over I-85 were designed and constructed to accommodate a future interchange at this location. Also, right-of-way acquisitions for the roadway and bridge projects considered a future interchange at this location.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2015	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2018	\$3,125,000	\$2,500,000	\$0,000	\$0,000	\$625,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2022	\$485,000	\$388,000	\$0,000	\$0,000	\$97,000
ROW	Local Jurisdiction/Municipality Funds		2023	\$6,183,546	\$0,000	\$0,000	\$0,000	\$6,183,546
UTL	National Highway Performance Program (NHPP)		2023	\$133,159	\$106,527	\$26,632	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2023	\$17,754,448	\$14,203,558	\$3,550,890	\$0,000	\$0,000
				\$29,681,153	\$17,198,085	\$3,577,522	\$0,000	\$8,905,546

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

## Short Title

ROCK QUARRY ROAD WIDENING FROM NORTH OF  
EAGLE SPRINGS DRIVE TO SR 42 / SR 138

## GDOT Project No.

0015090

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / General Purpose Capacity

## Sponsor

Henry County

## Jurisdiction

Henry County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

2

## LCI

☐

## Planned Thru Lane

4

## Flex

☐

## Network Year

2030

## Corridor Length

2.43 miles



## Detailed Description and Justification

This project will widen Rock Quarry Road from two to four lanes between north of Eagle Springs Drive and SR42/138 to address congestion related to the hospital near the I-75 South interchange. This project will feature a 10-foot multi-use path.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	<b>\$1,500,000</b>	\$1,200,000	\$0,000	\$0,000	\$300,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2020	<b>\$7,171,200</b>	\$5,600,000	\$0,000	\$0,000	\$1,571,200
UTL	Local Jurisdiction/Municipality Funds		2023	<b>\$2,180,000</b>	\$0,000	\$0,000	\$0,000	\$2,180,000
CST	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z910)		2023	<b>\$1,610,516</b>	\$1,288,413	\$0,000	\$0,000	\$322,103
CST	Local Jurisdiction/Municipality Funds		2023	<b>\$5,029,111</b>	\$0,000	\$0,000	\$0,000	\$5,029,111
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	<b>\$23,860,373</b>	\$19,088,298	\$0,000	\$0,000	\$4,772,075
				<b>\$41,351,200</b>	<b>\$27,176,711</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$14,174,489</b>

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



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Short Title

SR 42 BRIDGE REPLACEMENT AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH

GDOT Project No.

0013995

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Bridge Upgrade

Sponsor

GDOT

Jurisdiction

Henry County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

2

LCI

☐

Planned Thru Lane

2

Flex

☐

Network Year

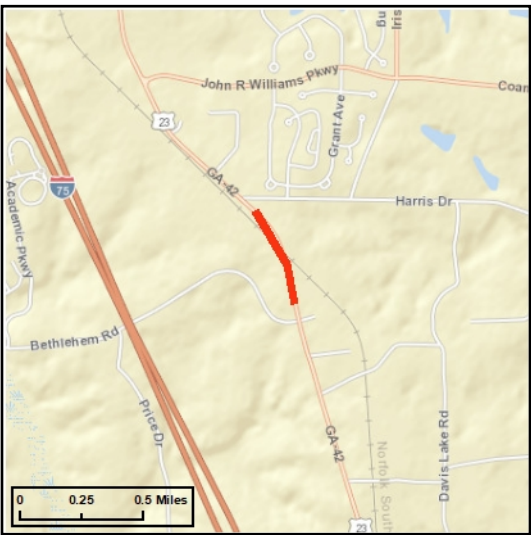
TBD

Corridor Length

0.4 miles

Detailed Description and Justification

This project will replace the bridge at SR 42 at the Norfolk Southern rail line 5 miles south of McDonough.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2017	\$600,000	\$480,000	\$120,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$1,760,000	\$1,408,000	\$352,000	\$0,000	\$0,000
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$154,074	\$123,259	\$30,815	\$0,000	\$0,000
CST	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$14,688,478	\$11,750,782	\$2,937,696	\$0,000	\$0,000
				\$17,202,552	\$13,762,041	\$3,440,511	\$0,000	\$0,000

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UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases