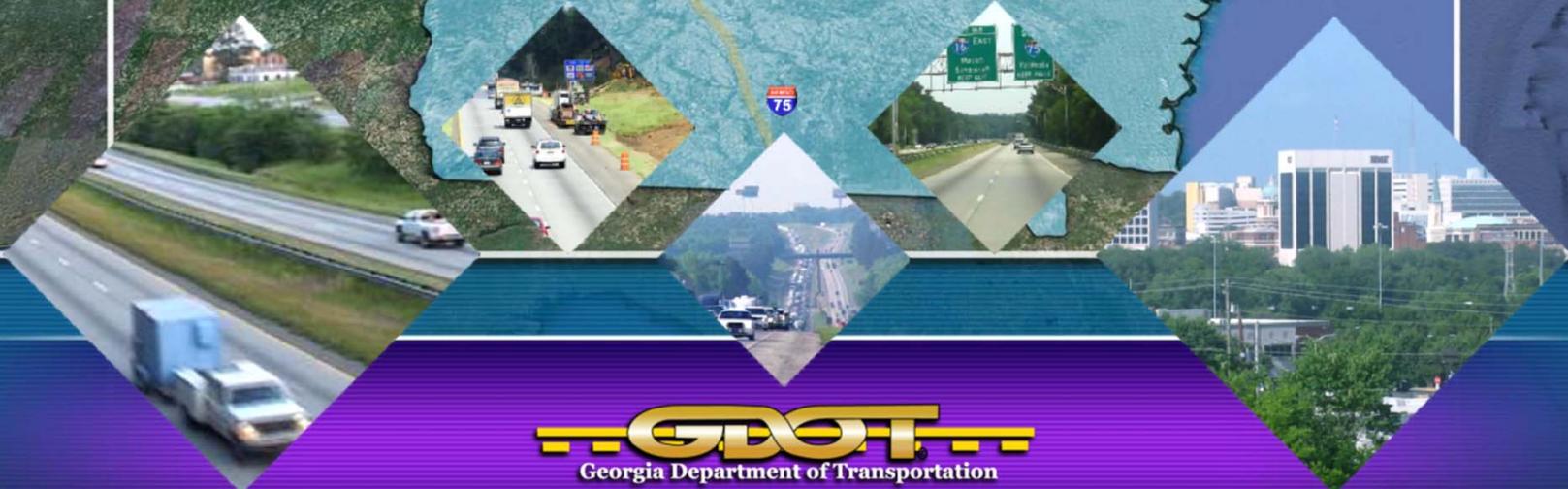




# I-75 South Corridor and Subarea Master Planning Study

Joint Meeting of the  
Project Steering Committee (PSC) and Stakeholder Committee

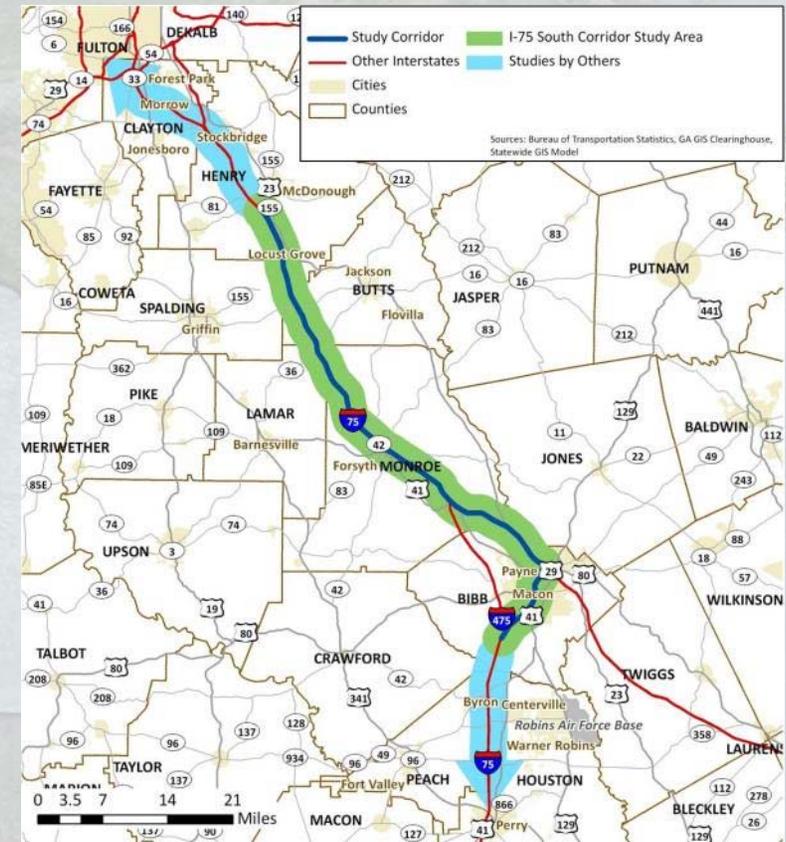
August 20, 2013



# Agenda



- **Introductions**
- **Recap of Previous Meeting**
- **Overview of Future Operational Conditions**
- **Integrated Corridor Freight Planning (ICFP)**
- **Development of Alternatives and Preliminary Results**
- **Group Discussion**
  - **Study Performance Measures**
- **Project Status and Next Steps**





**Recap of  
Summary of Needs**

I-75 South Corridor

# Summary of Transportation Issues / Needs



## • Roadway

- I-75 Existing and Projected Capacity Deficiencies
  - Locations Within Henry County
  - Locations Within Macon/Bibb County
- I-16/I-75 Interchange
- Existing Operational Deficiencies in Macon Area Interchanges
- Locations Along Parallel / Intersecting Facilities Capacity Deficiencies



## • Freight: Truck

- Large Number of Through Truck Movements
- Locations of Parallel / Intersecting Corridor Deficiencies
- Truck Parking
- Consistent with Other Sources and Plans

# Summary of Transportation Issues / Needs



## • Freight: Rail

- Through Freight Shipments May Increase by 30% by 2040
- Increased Congestion Due to Recent and Anticipated Port-related Growth
  - Bottleneck Between Atlanta and Macon



## • Transit

- Limited Transit Through / Within Corridor
  - Express Service in North Corridor (Atlanta region)
  - Local Service in South Corridor (Macon)
  - Limited Private-Sector Vanpool Services

# Overview of Future Operational Conditions

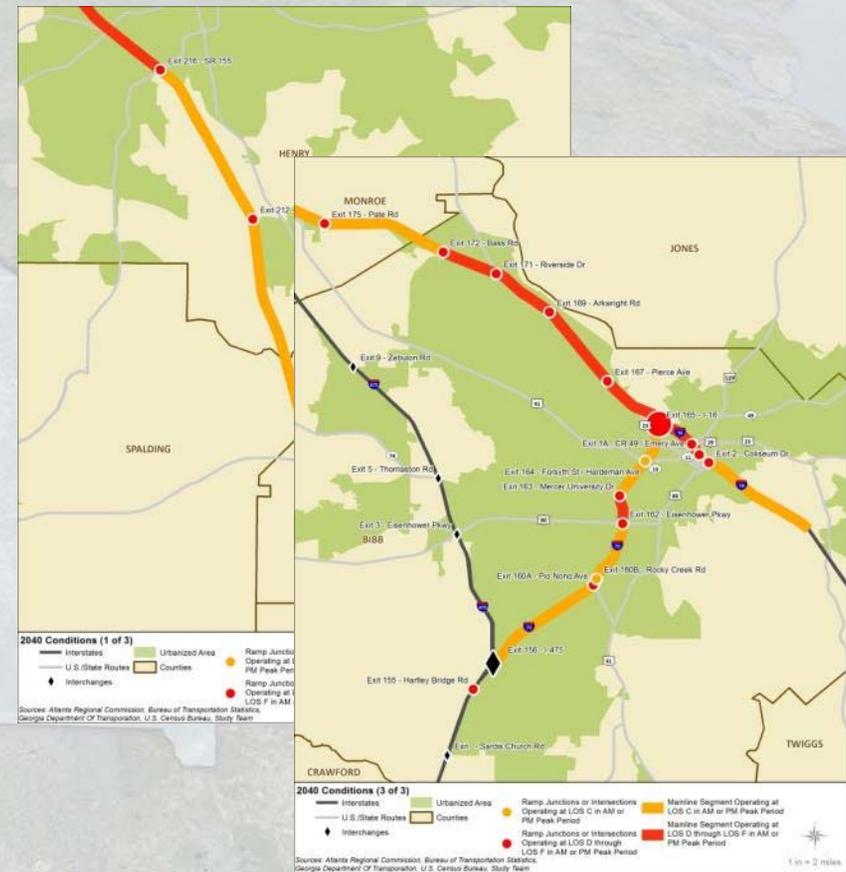


# 2040 Operations: LOS D thru LOS F



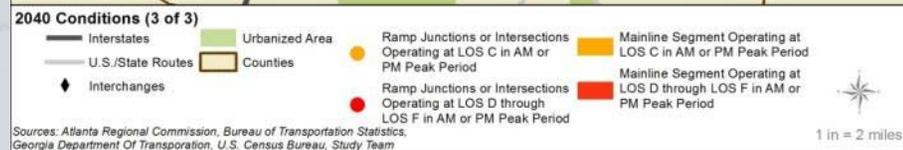
- **Certain Segments / Intersections Operating at LOS D through LOS F in AM or PM Peak Period (2040)**

- 7 Mainline Segments
- 22 Ramp Junctions
- 11 Signalized Ramps
- 10 Unsignalized Ramps



Sources: ARC, BTS, GDOT and Study Analysis

# 2040 Operations: LOS C thru LOS F



## South Corridor: Segments / Intersections Operating at LOS C through LOS F in AM or PM Peak Period (2040)

- Mainline Segment Operating at LOS C in AM or PM Peak Period
- Mainline Segment Operating at LOS D through LOS F in AM or PM Peak Period
- Ramp Junctions or Intersections Operating at LOS C in AM or PM Peak Period
- Ramp Junctions or Intersections Operating at LOS D through LOS F in AM or PM Peak Period

Sources: ARC, BTS, GDOT and Study Analysis

# 2040 Operations: LOS C thru LOS F



## North Corridor: Segments / Intersections Operating at LOS C through LOS F in AM or PM Peak Period (2040)



- Mainline Segment Operating at LOS C in AM or PM Peak Period
- Mainline Segment Operating at LOS D through LOS F in AM or PM Peak Period
- Ramp Junctions or Intersections Operating at LOS C in AM or PM Peak Period
- Ramp Junctions or Intersections Operating at LOS D through LOS F in AM or PM Peak Period

**2040 Conditions (1 of 3)**

Interstates	Urbanized Area	Ramp Junctions or Intersections Operating at LOS C in AM or PM Peak Period	Mainline Segment Operating at LOS C in AM or PM Peak Period
U.S./State Routes	Counties	Ramp Junctions or Intersections Operating at LOS D through LOS F in AM or PM Peak Period	Mainline Segment Operating at LOS D through LOS F in AM or PM Peak Period
Interchanges			

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

1 in = 2 miles

**Sources: ARC, BTS, GDOT and Study Analysis**

Office of Planning

# 2040 Operations: LOS C - LOS F



Major Movements		2040 E+C	
		AM Peak	PM Peak
		LOS	LOS
<b>Mainline Segments</b>	I-75 SB Between Eisenhower Parkway and Mercer University Drive	B	C
	I-75 NB Between I-16 and North Pierce Avenue	D	F
	I-75 SB Between I-16 and North Pierce Avenue	F	D
	I-75 NB Between North Pierce Avenue and Arkwright Road	B	D
	I-75 SB Between North Pierce Avenue and Arkwright Road	E	C
	I-75 NB Between Arkwright Road and Riverside Drive	B	D
	I-75 SB Between Arkwright Road and Riverside Drive	E	C
	I-75 NB Between Riverside Drive and Bass Road	B	D
	I-75 SB Between Riverside Drive and Bass Road	D	C
	I-75 NB North of SR 155	D	C
	I-75 SB North of SR 155	C	D
	I-16 NB Between 2nd Street and North Street	B	D
I-16 NB Between North Street and I-75	C	D	

# 2040 Operations: LOS C - LOS F



Major Movements		2040 E+C	
		AM Peak	PM Peak
		LOS	LOS
Ramp Junctions	I-75 SB Off-Ramp at Hartley Bridge Road	B	D
	I-75 SB Off-Ramp at Eisenhower Parkway	C	D
	I-75 SB Off-Ramp at Mercer University Drive	C	D
	I-75 NB Off-Ramp at Forsyth Street/ Hardeman Avenue	D	C
	I-75 NB On-Ramp at I-16	v/c = 1.02	v/c=1.49
	I-75 SB Off-Ramp at I-16	F	F
	I-75 NB Off-Ramp at Pierce Avenue	C	D
	I-75 SB Off-Ramp at Pierce Avenue	D	C
	I-75 NB Off-Ramp at Arkwright Road	C	D
	I-75 SB On-Ramp at Arkwright Road	D	C
	I-75 NB Off-Ramp at Riverside Drive	B	D
	I-75 SB Off-Ramp at Riverside Drive	D	C
	I-75 SB On-Ramp at Riverside Drive	D	C
	I-75 NB Off-Ramp at Bass Road	B	D
	I-75 SB Off-Ramp at Bass Road	D	B
	I-75 SB On-Ramp at Bass Road	D	C
	I-75 SB On-Ramp at Pate Road	D	B
	I-75 SB Off-Ramp at Rumble Road	D	C
	I-75 SB Off-Ramp at SR 16	C	D
	I-75 SB Off-Ramp at Bill Gardner Parkway	C	D
	I-75 NB On-Ramp at SR 155	D	C
	I-75 SB Off-Ramp at SR 155	C	D

# 2040 Operations: LOS C – LOS F



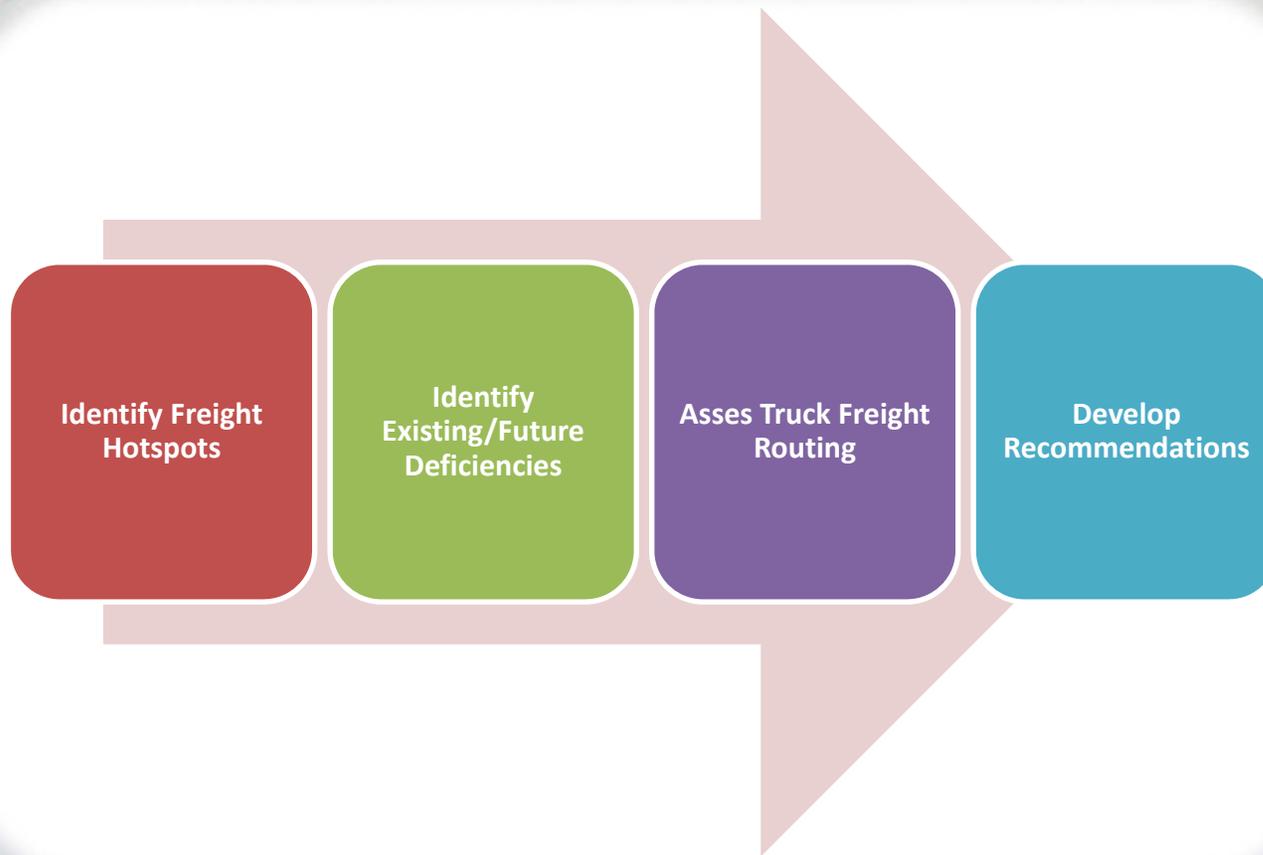
Major Movements		2040 E+C	
		AM Peak	PM Peak
		LOS	LOS
<b>Signalized Control</b>	Eisenhower Parkway @ I-75 SB Ramps	D	F
	Forsyth Street @ I-75 NB Ramps	F	B
	Pierce Avenue @ I-75 NB Ramps/ Riverside Drive	F	F
	Arkwright Road @ I-75 NB Ramps	D	C
	Bass Road @ I-75 SB Ramps	F	B
	Bass Road @ I-75 NB Ramps	C	E
	SR 16 @ I-75 NB Ramps	D	C
	SR 155 @ I-75 SB Ramps	E	C
	SR 155 @ I-75 NB Ramps	F	D
	CR 49/Spring Street @ I-16 SB Ramps	F	F
	CR 49/Spring Street @ I-16 NB Ramps	D	F
<b>Unsignalized Control</b>	Pio Nono Avenue @ I-75 NB Ramps	F	F
	Eisenhower Parkway @ I-75 NB Ramps	F	E
	Mercer University Drive @ I-75 SB Ramps	F	F
	Mercer University Drive @ I-75 NB Ramps	E	F
	Pierce Avenue @ I-75 SB Off Ramp	F	F
	Arkwright Road @ I-75 SB Ramps	F	F
	Riverside Drive @ I-75 SB Ramps	F	F
	Riverside Drive @ I-75 NB Ramps	F	F
	Coliseum Drive @ I-16 NB Ramps	F	F
	2nd Street @ I-16 NB Off Ramp	F	D

# Integrated Corridor Freight Planning (ICFP)

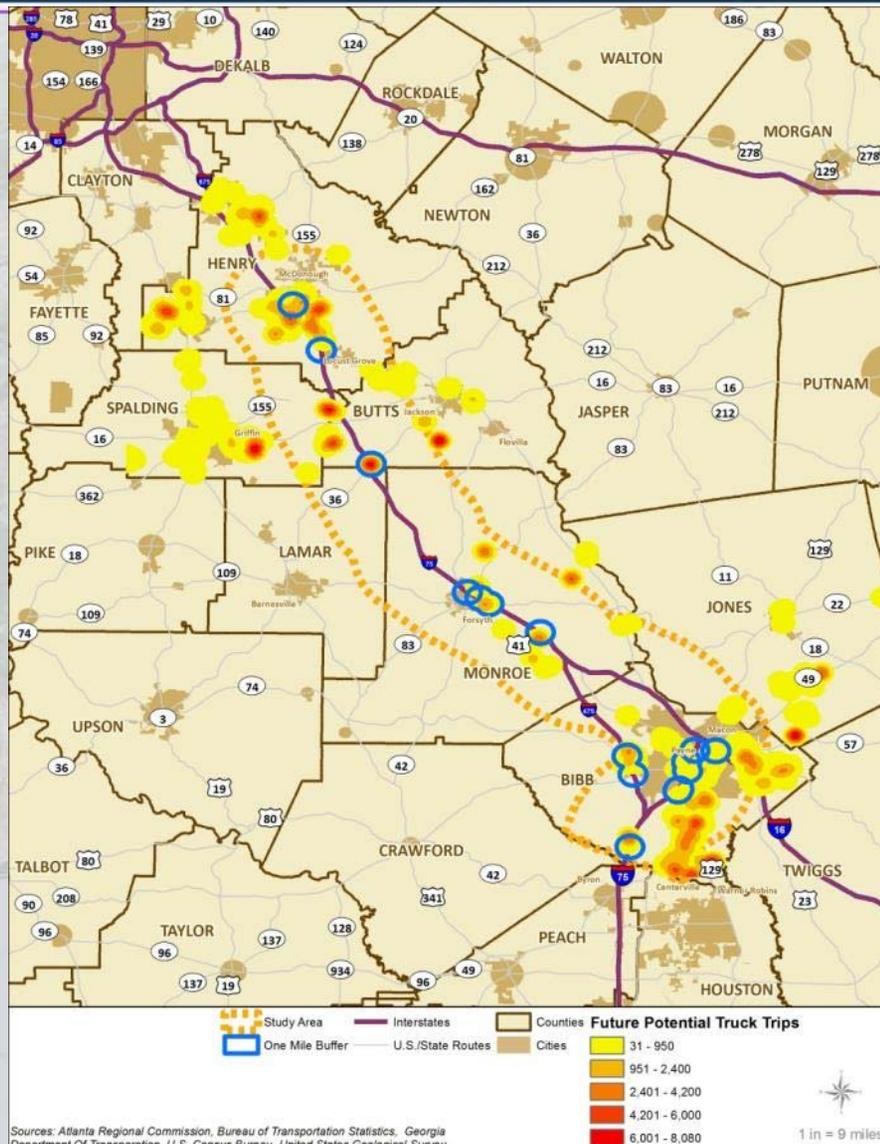
# Integrated Corridor Freight Planning (ICFP)



# Integrated Corridor Freight Planning (ICFP)

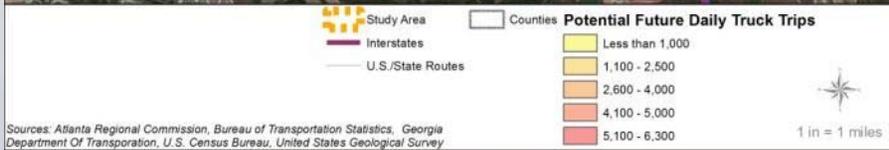
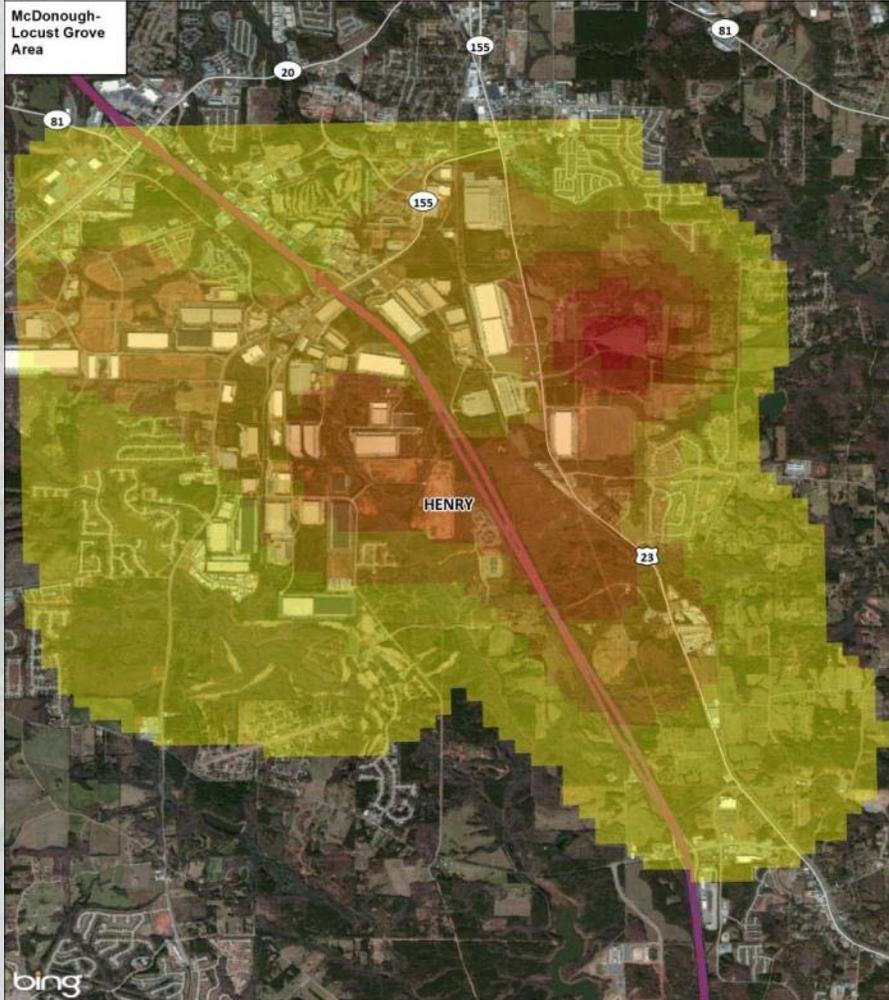


# Potential Freight Hotspots

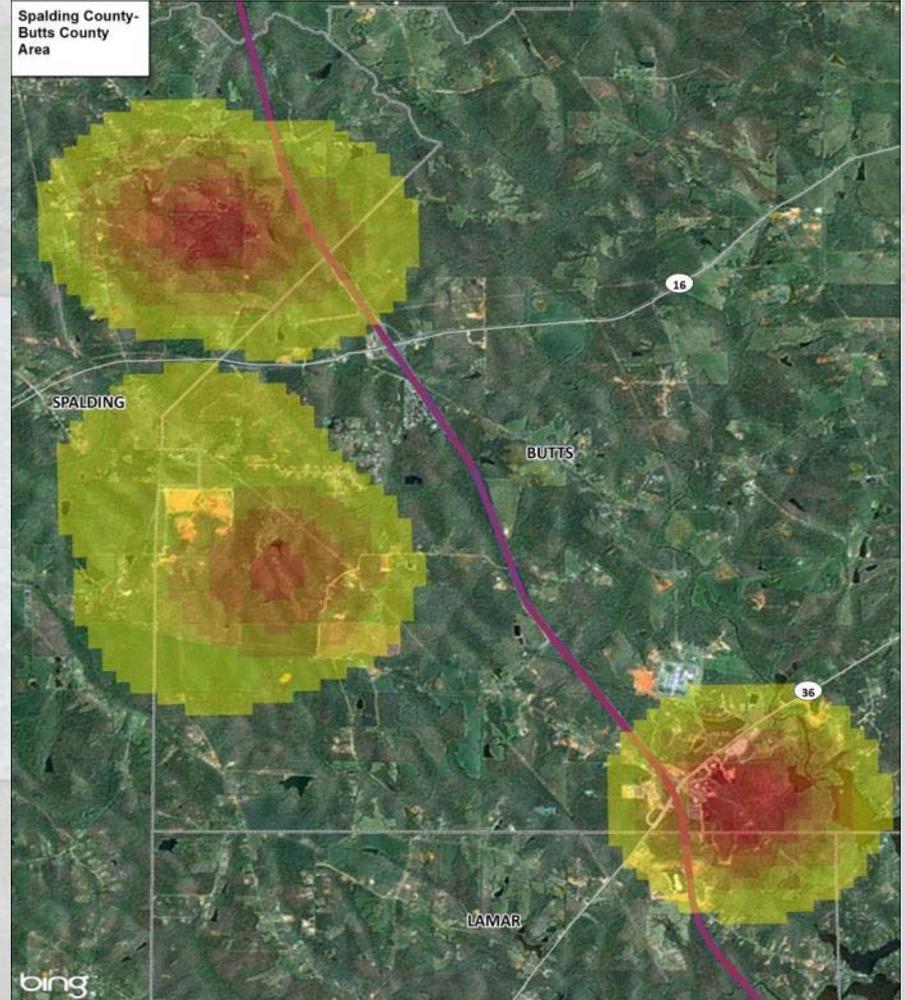


- **Determined Areas of Future Industrial Land Use**
- **Calculated Buildable Land Areas / Warehouse Sizes**
- **Estimated Potential Daily Truck Trips Based upon Institute of Transportation Engineers (ITE) Trip Generation Methodologies**

# Potential Freight Hotspots

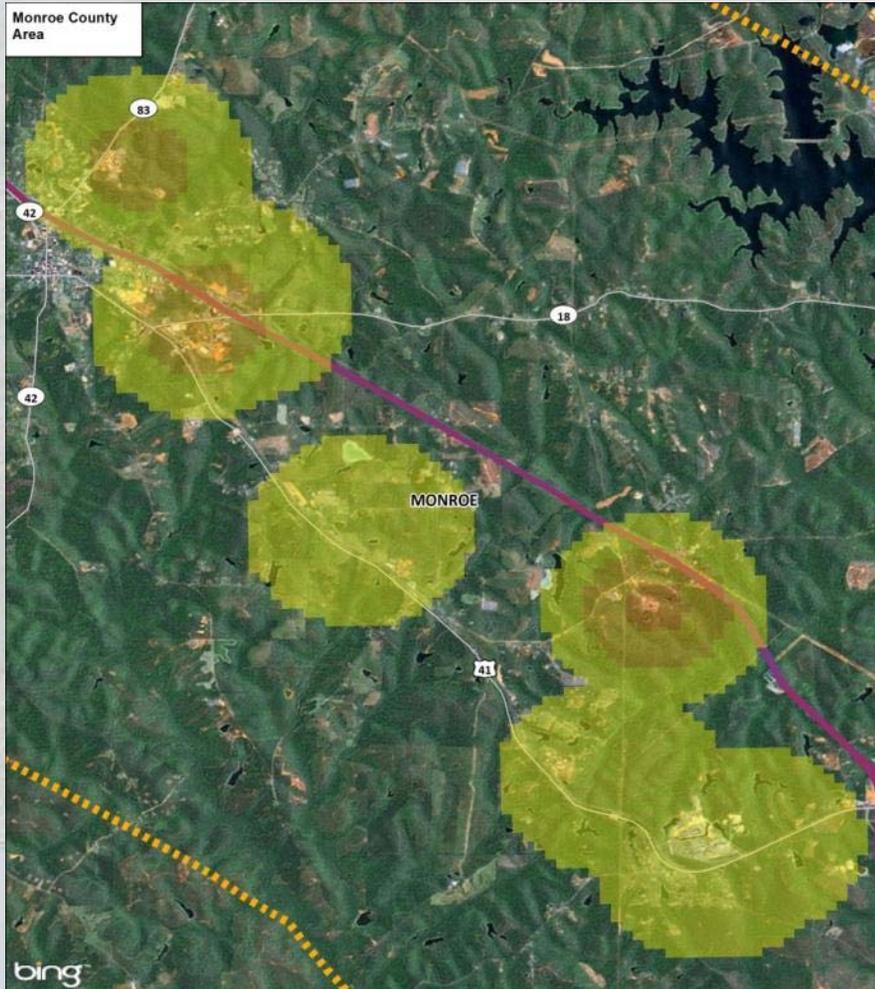


Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, United States Geological Survey

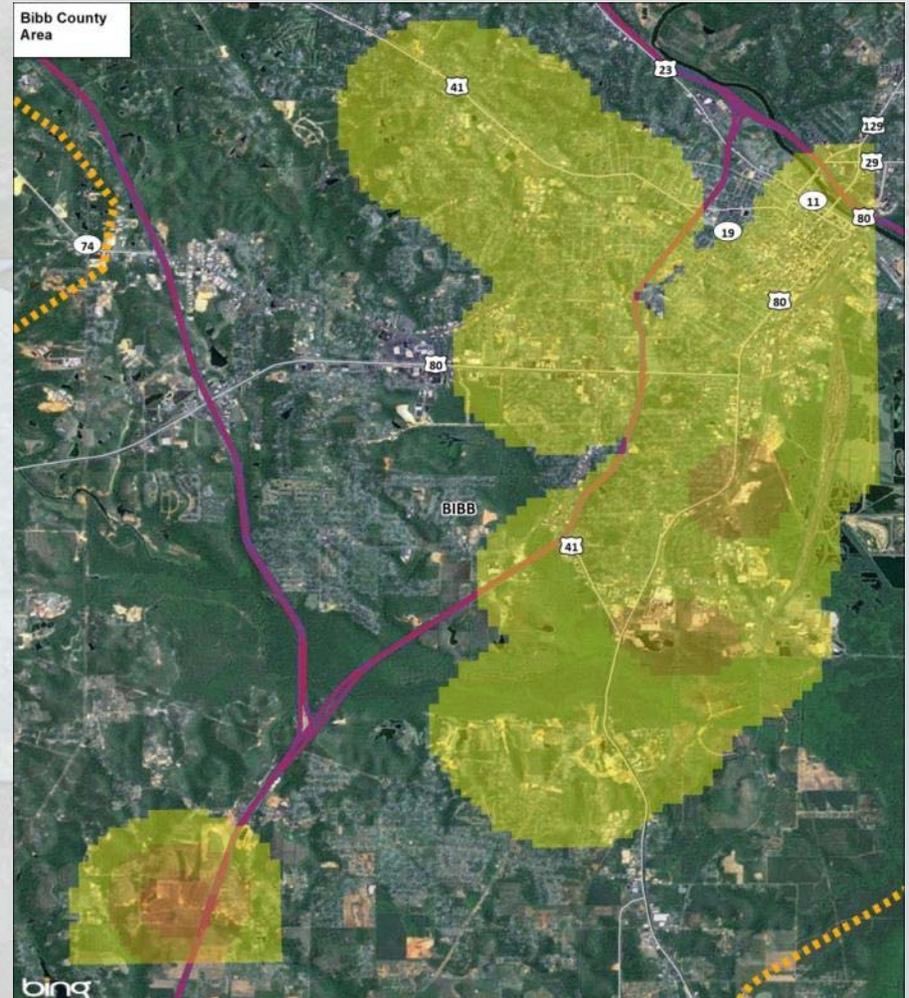


Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, United States Geological Survey

# Potential Freight Hotspots

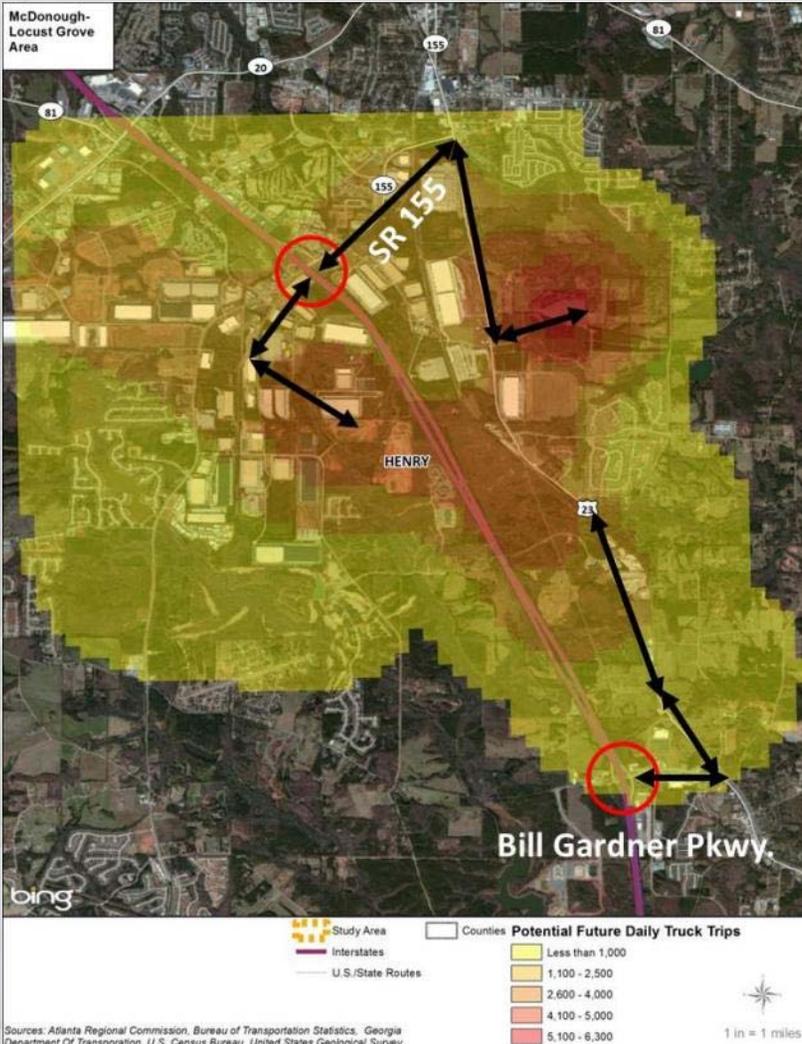


Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, United States Geological Survey



Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, United States Geological Survey

# SR 155 / Bill Gardner Parkway Area Integrated Corridor Freight Planning (ICFP)

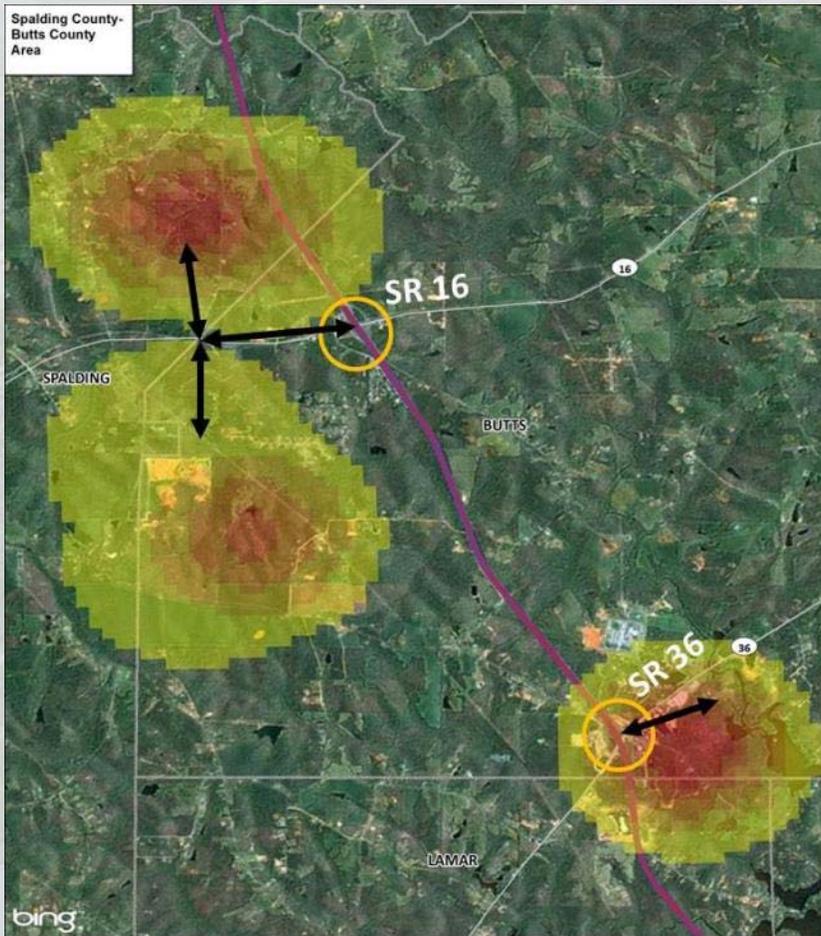


- ↔ Likely route to freight hotspot
- Interchange <= LOS D

- I-75 Interchanges at SR 155 and Bill Gardner projected to operate at poor LOS and will experience increasing truck volumes by 2040
- Improved access could help alleviate congestion at existing interchanges

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, United States Geological Survey

# SR 16 and SR 36 Area Integrated Corridor Freight Planning (ICFP)

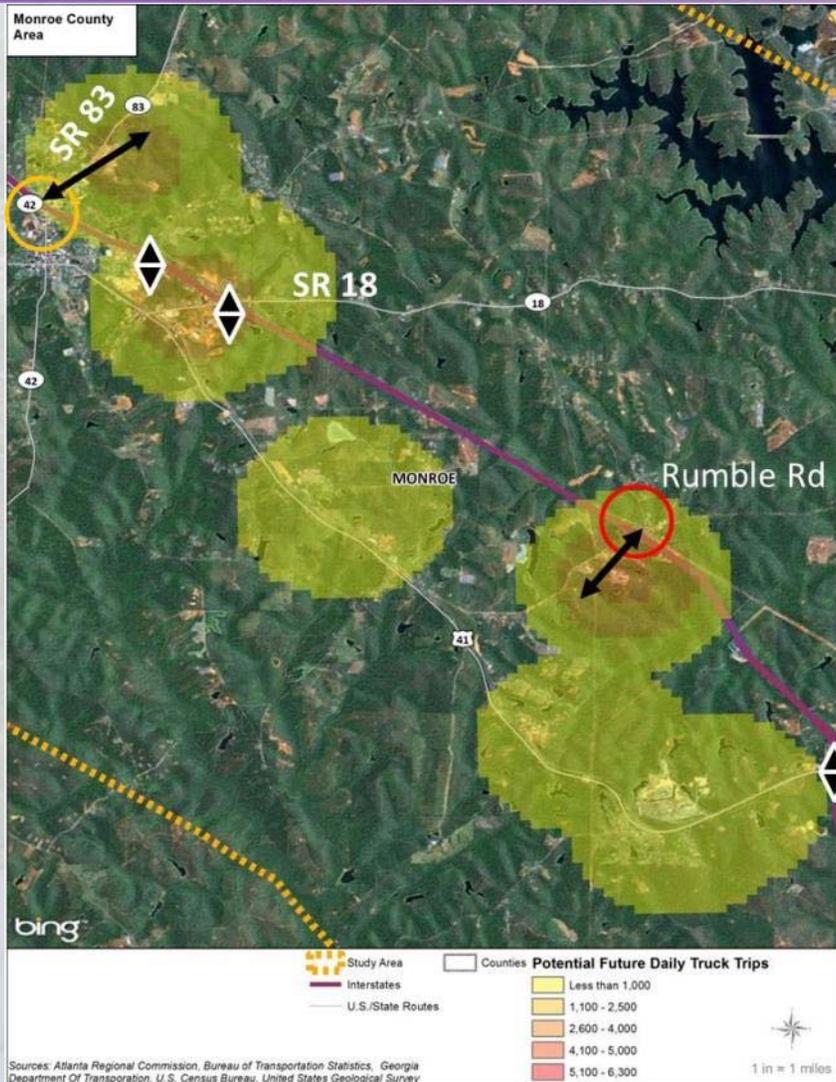


- Likely route to freight hotspot
- Interchange <= LOS D
- Interchange = LOS C

- I-75 Interchanges at SR 116 and SR 36 projected to operate at satisfactory LOS by 2040
- Existing access will likely be satisfactory based upon local land use plans

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, United States Geological Survey

# City of Forsyth and Rumble Road Area Integrated Corridor Freight Planning (ICFP)

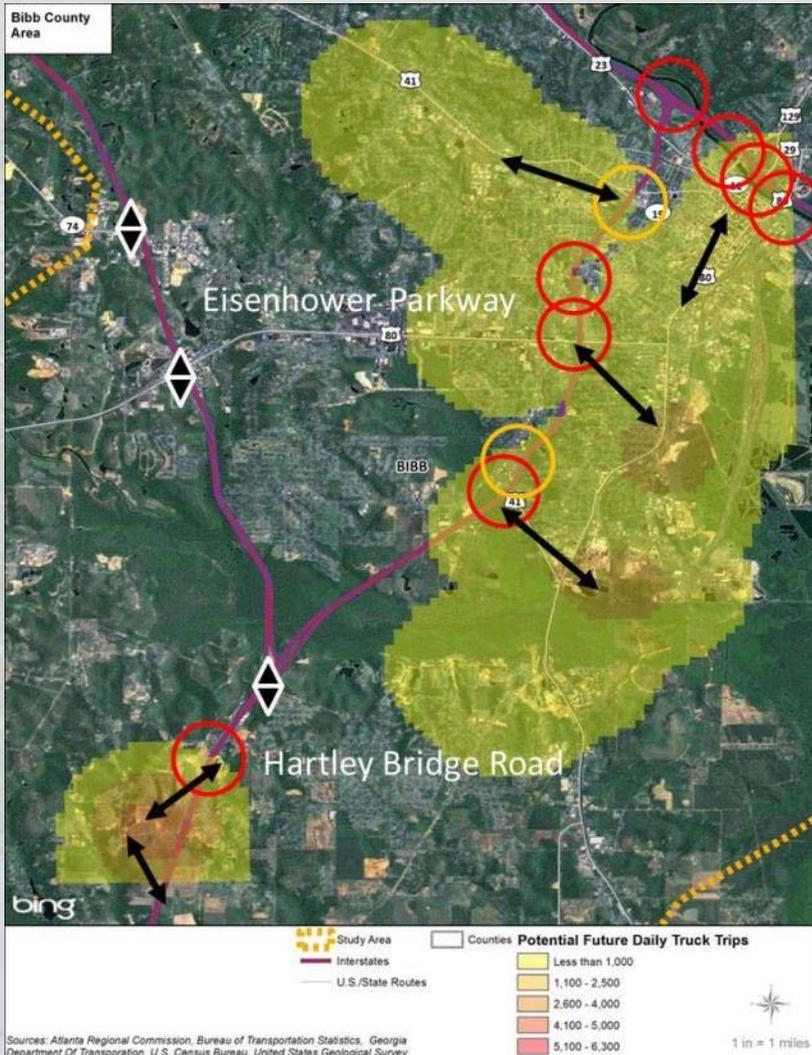


- Likely route to freight hotspot
- Interchange <= LOS D
- Interchange = LOS C
- Interchange > LOS C

- I-75 Interchanges at Rumble Road projected to operate at poor LOS and will experience increasing truck volumes by 2040
- Improved access could help alleviate congestion at existing interchanges

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, United States Geological Survey

# Macon-Bibb County Integrated Corridor Freight Planning (ICFP)



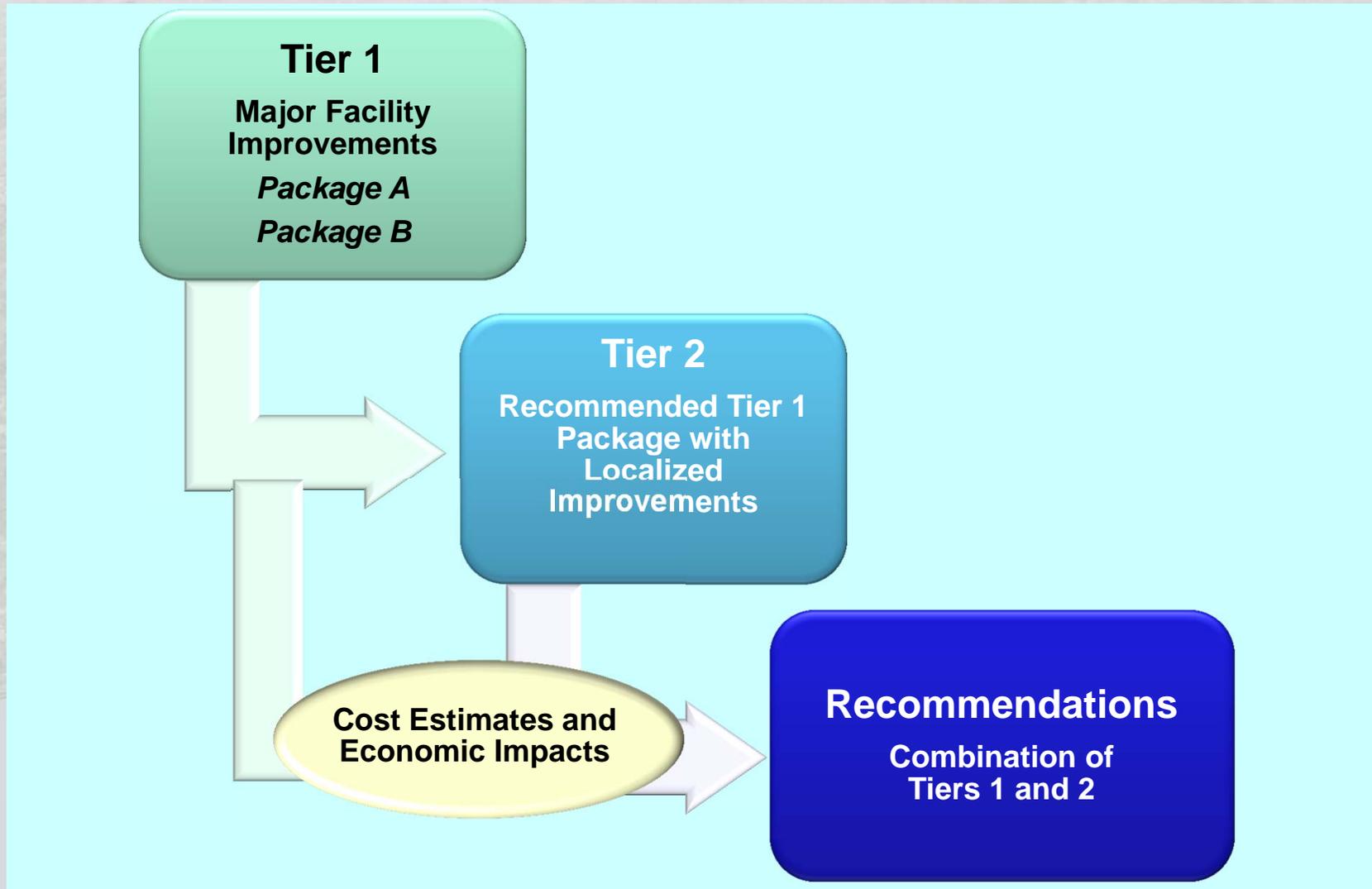
- Likely route to freight hotspot
- Interchange <= LOS D
- Interchange = LOS C
- Interchange > LOS C

- **I-75 Interchanges at numerous locations within downtown Macon projected to operate at poor LOS and will experience increasing truck volumes by 2040**
- **Improved access could help alleviate congestion at existing interchanges**

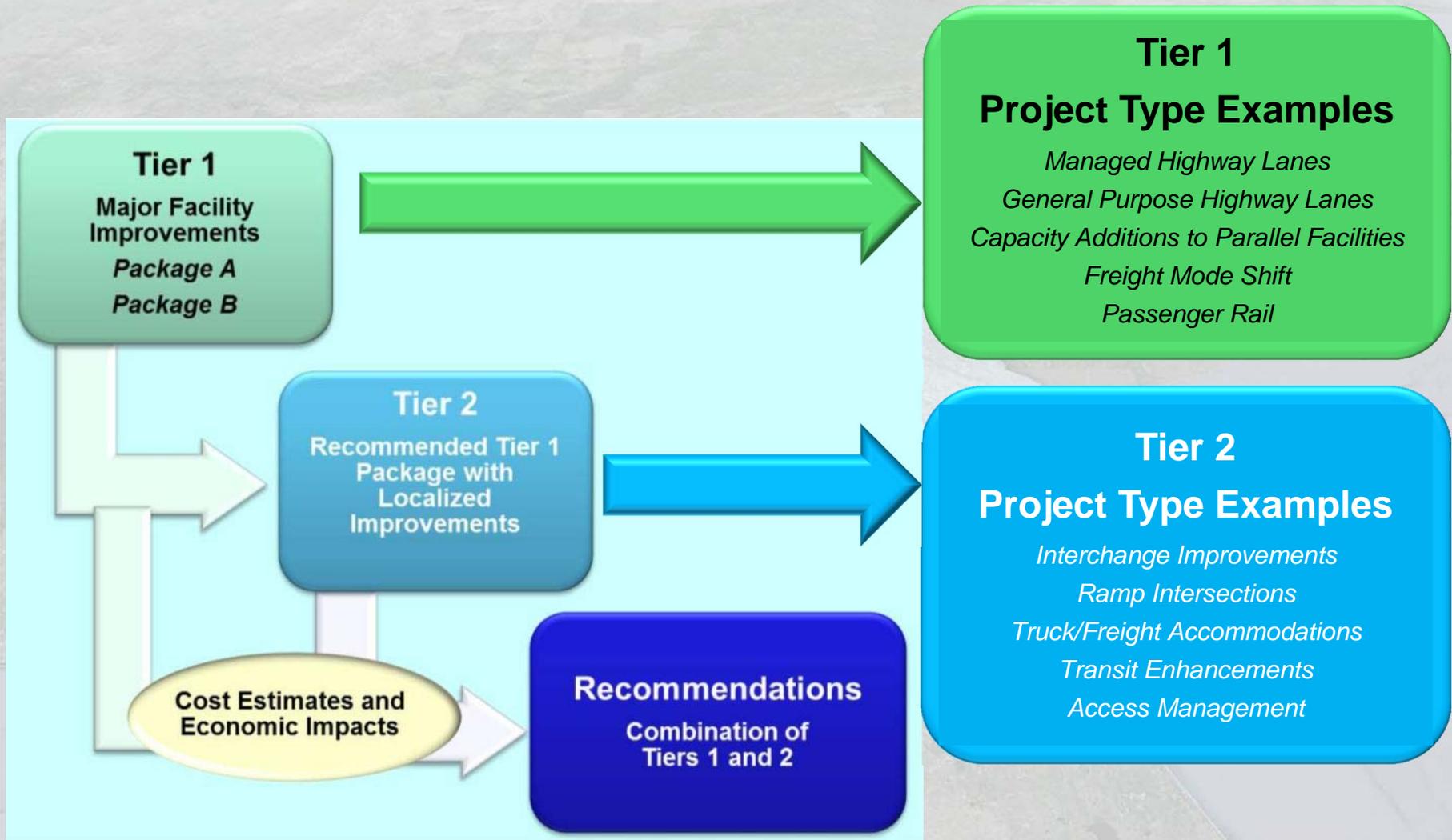


# Development of Alternatives

# Potential Improvement Packages



# Potential Improvement Packages



# Tier 1 Improvements

**Tier 1  
Major Facility  
Improvements**

- **Improvement Package A**

- Includes the 2040 Existing and Committed Projects “2040 E+C”

- **Committed Projects are those Funding**

- **Analysis of Additional Projects Inside the Existing I-75 Right-of-Way**

- **Additional General Purpose Lanes**
  - **Enhanced Express Transit Service**

- **Improvement Package B**

- Includes the 2040 E+C Projects

- **Analysis of Additional Projects Inside and/or Outside the I-75 Right-of-Way**

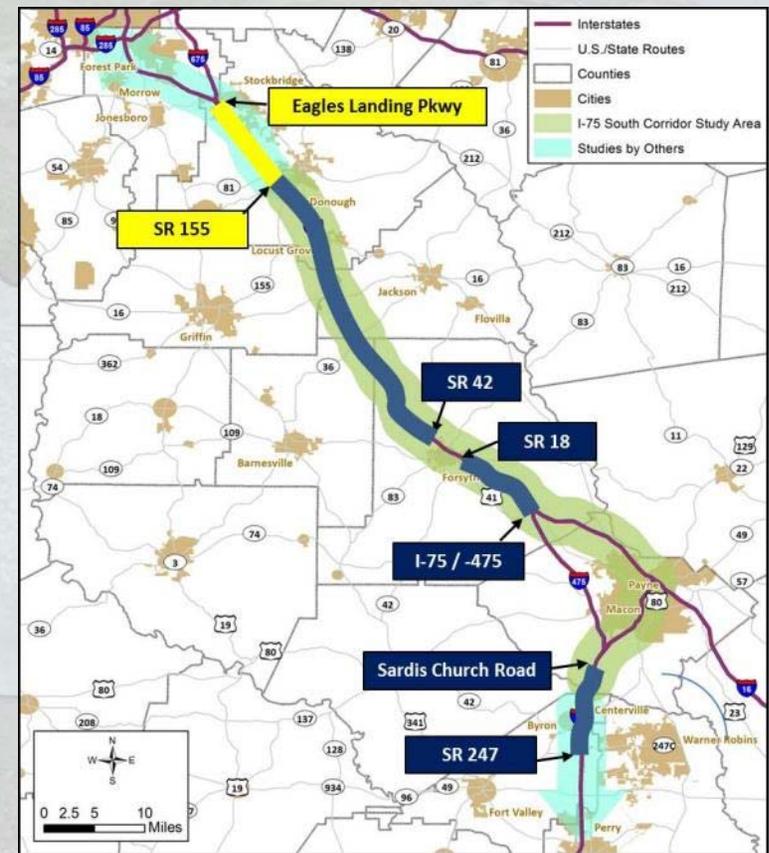
- **Additional Capacity to Parallel North-South Roadways (US 41 and US 23)**
  - **Potential Freight Shift (Truck to Rail)**
  - **Passenger Rail**

# Tier 1 – Improvement Package A



- **Projects Analyzed Inside the I-75 Right-of-Way**

- **2040 E+C Project: Managed Lanes: 2 (two) lanes to just north of SR 20; one (1) lane to SR 155**
  - **Eagles Landing Parkway/Walt Stephens Road South to SR 155**
  - **Includes Managed Lanes Interchange at Mount Carmel**
- **Add Two (2) General Purpose Lanes (*One (1) in each direction*)**
  - **SR 155 South to SR 42 (Forsyth)**
  - **SR 18/Harold Clarke Pkwy/Dames Ferry Road) South to I-75 / I-475 North Interchange**
  - **Sardis Church Road South to SR 247 (Houston County)**



# Tier 1 – Improvement Package A



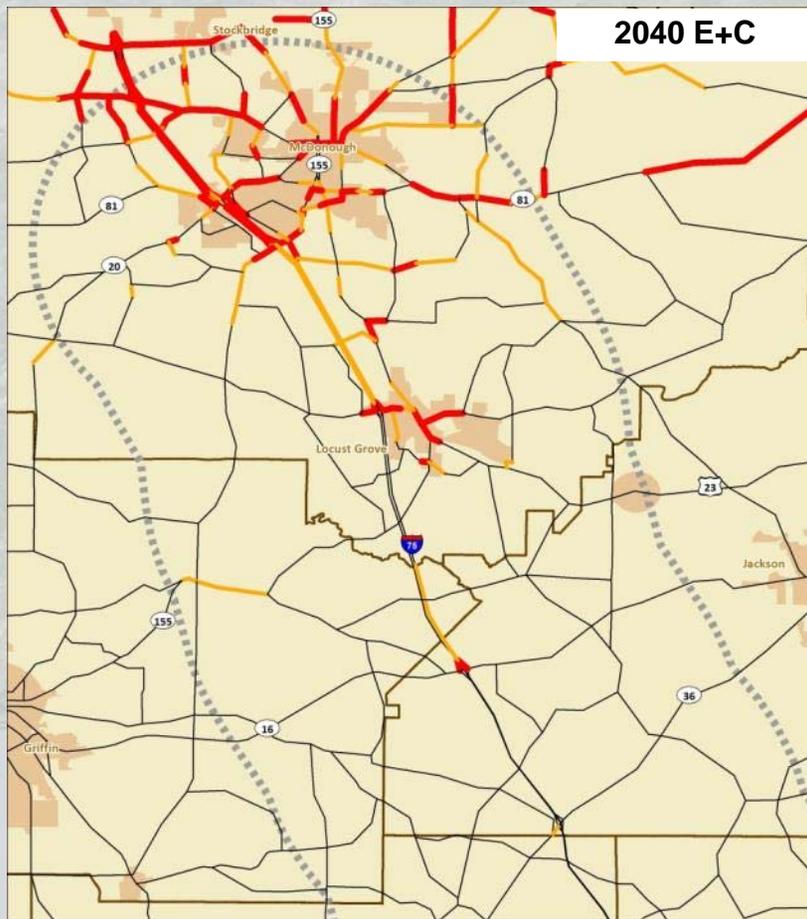
- **Projects Analyzed Inside the I-75 Right-of-Way**
  - **New I-75 Interchange At Bethlehem Road**
  - **Interchange Reconstructions**
    - I-75 / I-16 (*Concept/Design Complete*)
    - I-75 at Bass Road
  - **Transit Service Enhancements**
    - **New Express Bus Service with Park-n-ride at I-75 / Jodeco Road**
    - **New Express Bus Service with Park-n-ride at I-75 / Bill Gardner Parkway**



# Tier 1 – Improvement Package A Northern Segment: Deficiencies



## Projects Analyzed Inside the I-75 Right-of-Way



**Capacity Sufficiency Key (2040)**

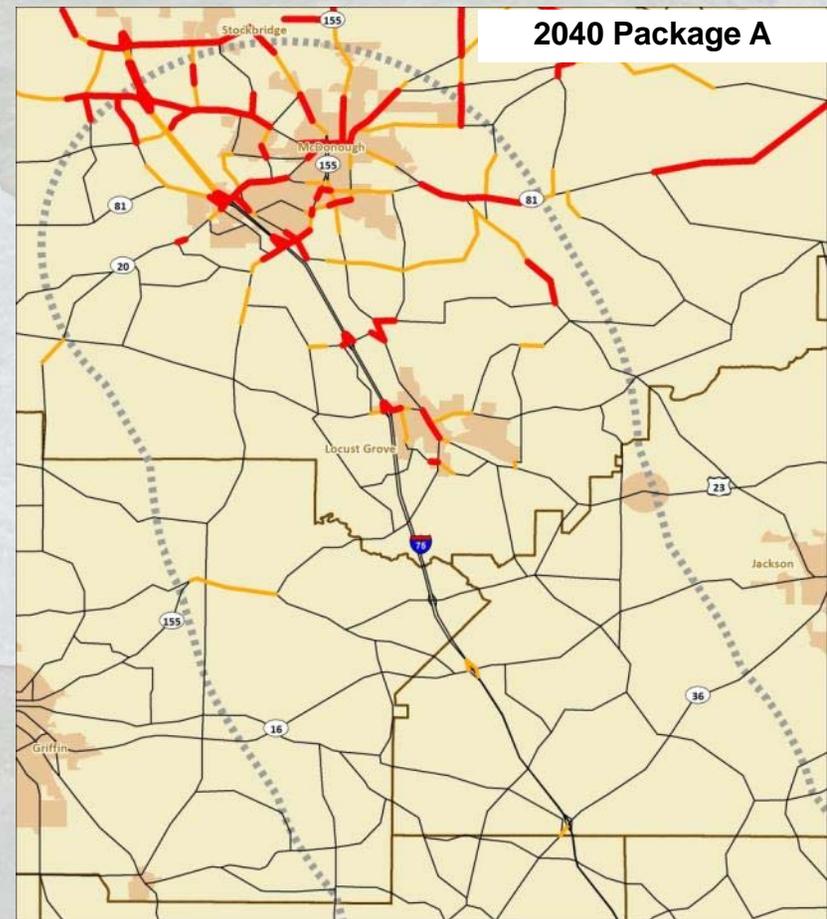
- Sufficient Capacity (V/C < 0.78)
- Approaching Insufficient Capacity (0.78 <= V/C < 0.92)
- Insufficient Capacity (V/C >= 0.92)

**Other Map Features**

- Cities
- Counties
- Study Area

1 in = 2 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, Study Team



**Capacity Sufficiency Key (2040- T1 P1)**

- Sufficient Capacity (V/C < 0.78)
- Approaching Insufficient Capacity (0.78 <= V/C < 0.92)
- Insufficient Capacity (V/C >= 0.92)

**Other Map Features**

- Cities
- Counties
- Study Area

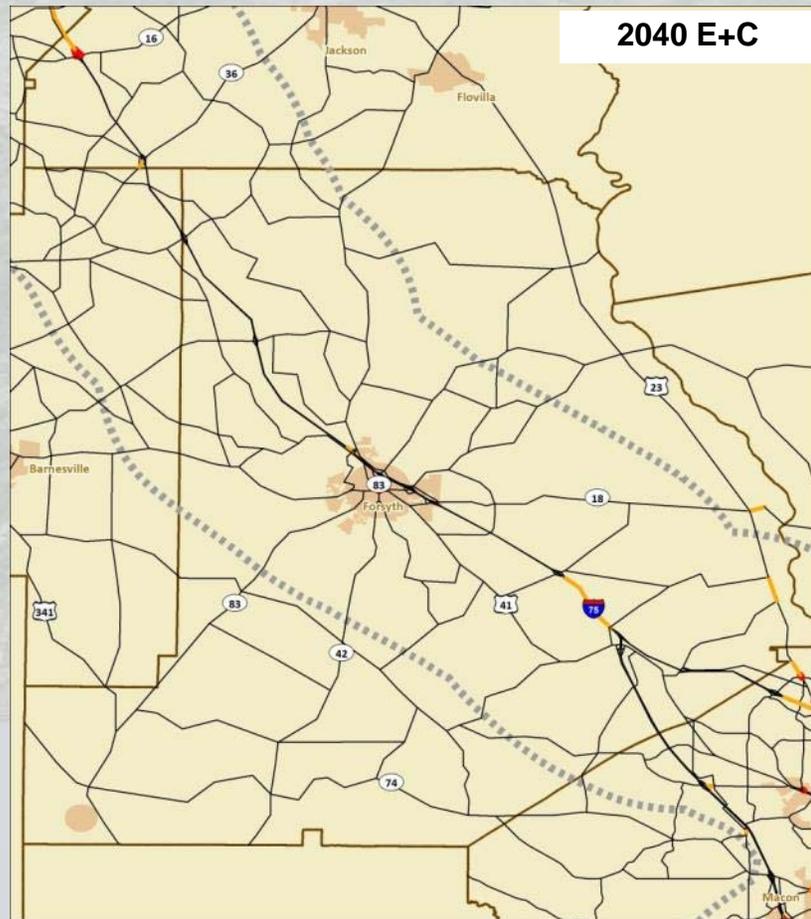
1 in = 2 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, Study Team

# Tier 1 – Improvement Package A Central Segment: Deficiencies



## Projects Analyzed Inside the I-75 Right-of-Way



**Capacity Sufficiency Key (2040)**

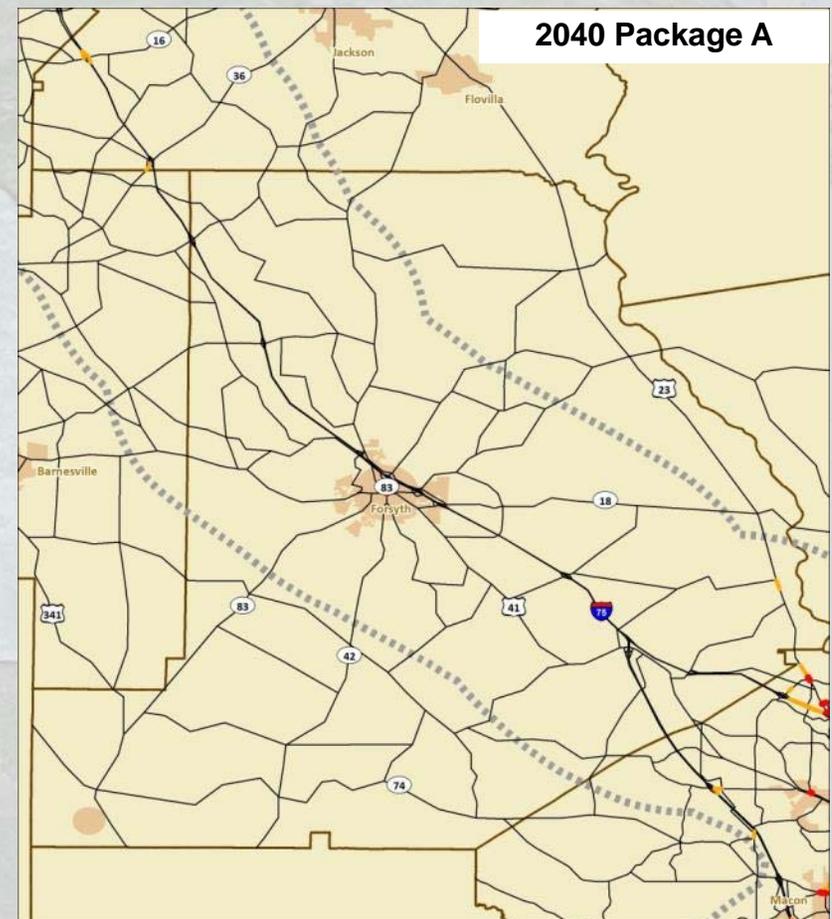
- Sufficient Capacity ( $V/C < 0.78$ )
- Approaching Insufficient Capacity ( $0.78 \leq V/C < 0.92$ )
- Insufficient Capacity ( $V/C \geq 0.92$ )

**Other Map Features**

- Cities
- Study Area
- Counties

1 in = 3 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team



**Capacity Sufficiency Key (2040- T1 P1)**

- Sufficient Capacity ( $V/C < 0.78$ )
- Approaching Insufficient Capacity ( $0.78 \leq V/C < 0.92$ )
- Insufficient Capacity ( $V/C \geq 0.92$ )

**Other Map Features**

- Cities
- Study Area
- Counties

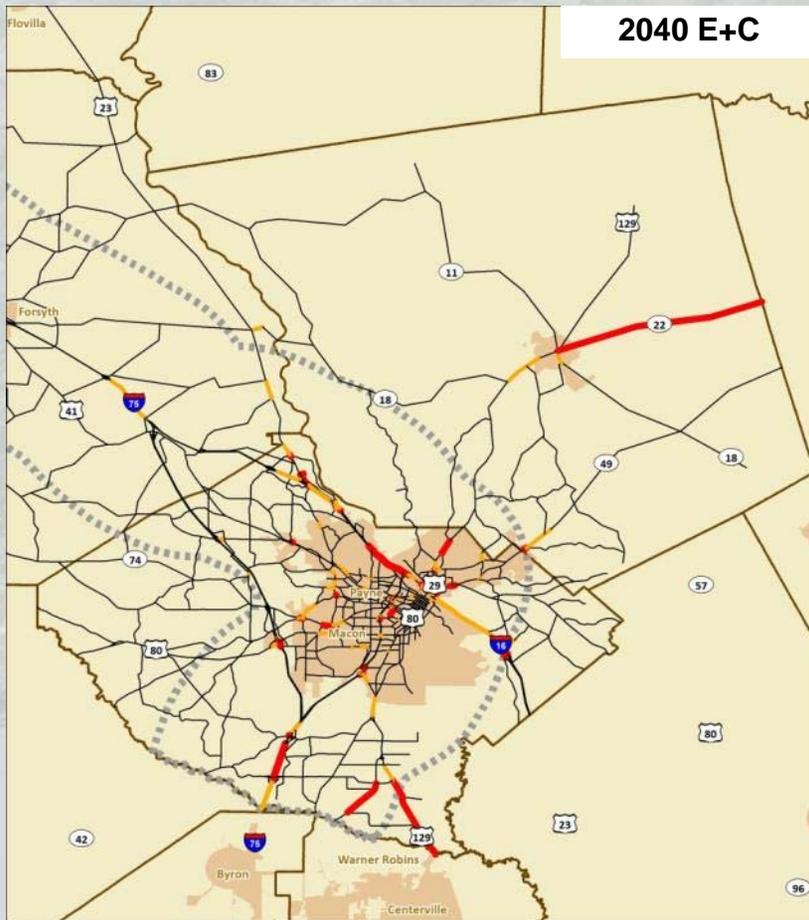
1 in = 3 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

# Tier 1 – Improvement Package A Southern Segment: Deficiencies



## Projects Analyzed Inside the I-75 Right-of-Way



**Capacity Sufficiency Key (2040)**

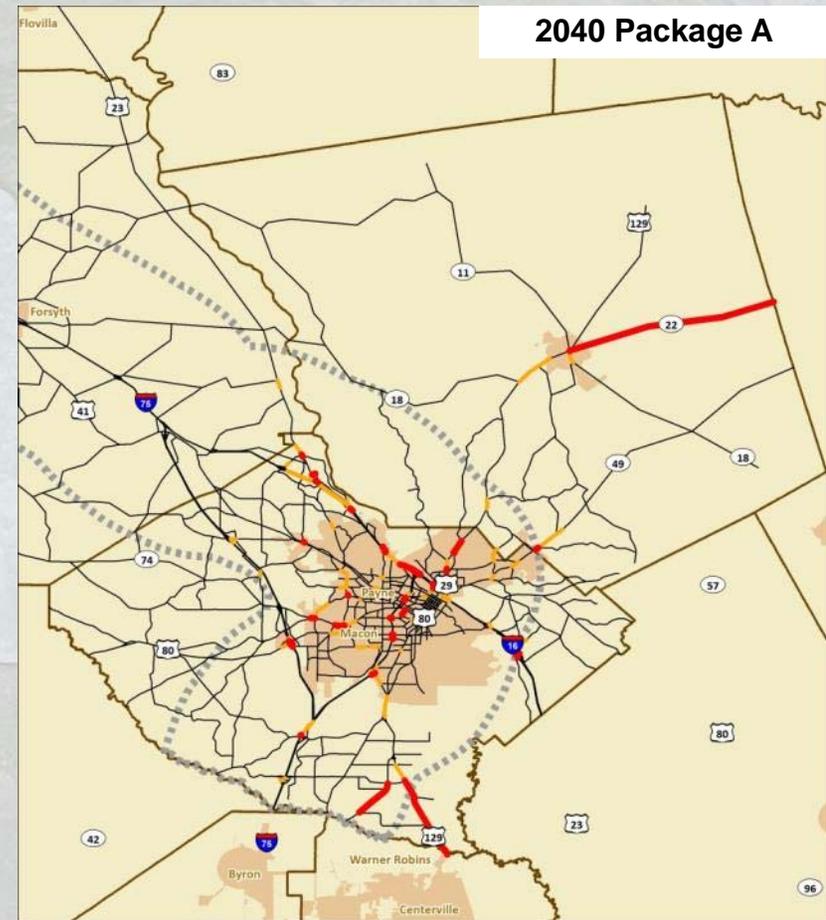
- Sufficient Capacity (V/C < 0.78)
- Approaching Insufficient Capacity (0.78 <= V/C < 0.92)
- Insufficient Capacity (V/C >= 0.92)

**Other Map Features**

- Cities
- Study Area
- Counties

1 in = 5 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, Study Team



**Capacity Sufficiency Key (2040- T1 P1)**

- Sufficient Capacity (V/C < 0.78)
- Approaching Insufficient Capacity (0.78 <= V/C < 0.92)
- Insufficient Capacity (V/C >= 0.92)

**Other Map Features**

- Cities
- Study Area
- Counties

1 in = 5 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department Of Transportation, U.S. Census Bureau, Study Team



# Tier 1 – Improvement Package B Potential Shift from Truck to Rail



	Norfolk Southern "H" Line	Norfolk Southern "S" Line
<b>Cities Intersected</b>	McDonough and Jackson	Griffin
<b>Existing No. of Tracks</b>	One (1)	One (1)
<b>Double Stack Vertical Clearance</b>	Yes	No
<b>Trains / Day</b>	18 - 20	Six (6)
<b>Siding Spacing</b>	10 - 15 miles	10 - 15 miles
<b>Potential Alternative to Increase Capacity</b>	Construct double track	Establish Double-Stack Vertical Clearance
<b>Existing Available Capacity</b>	Six (6) to 10 double-stack trains / day	--
<b>Additional Capacity with Alternative Implemented</b>	40 trains / day	14 trains / day
<b>Potential Maximum Trucks that Could be Removed from Highway Network</b>	8,800 trucks	6,160 trucks
<i>Conversions:</i>		
* 110 car train handles 440 containers		
* There is one (1) container per truck		
* 110 car train can remove 440 trucks from the highway		
<i>Source: Norfolk Southern</i>		

# Tier 1 – Improvement Package B Potential Shift from Truck to Rail

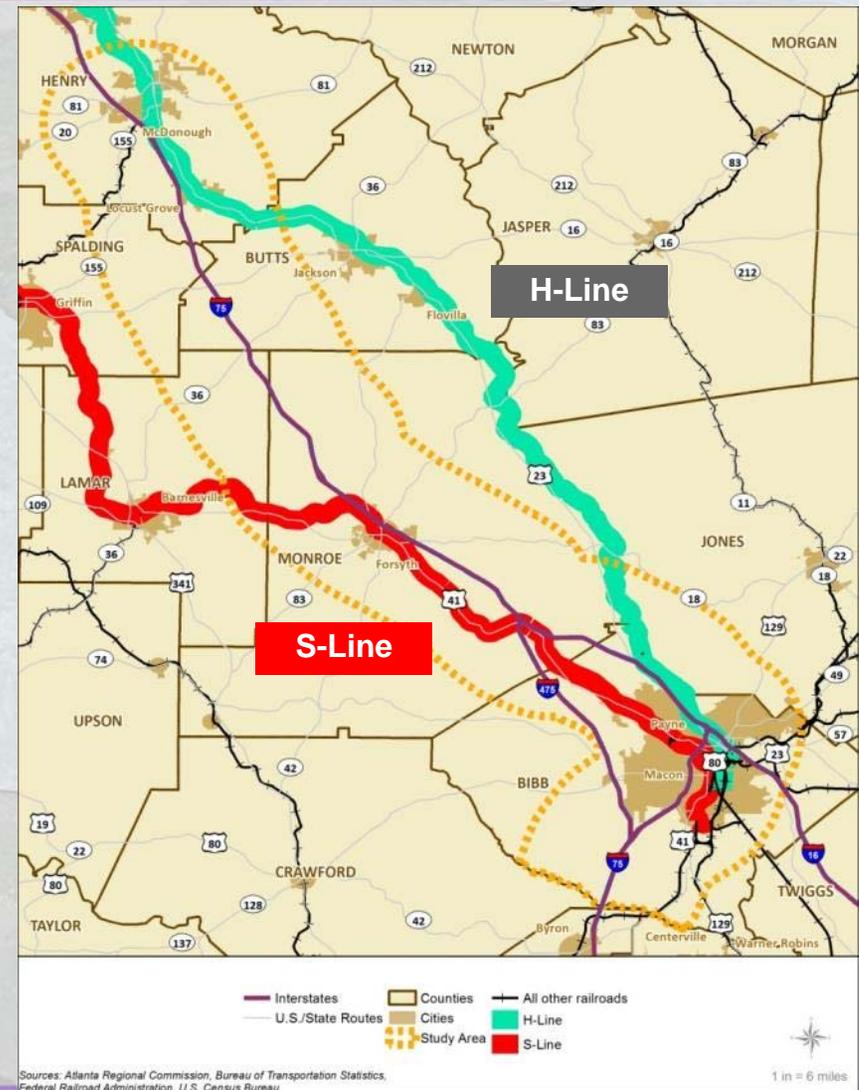


## “S” Line: Double-Stack Vertical Clearance Needed to Increase Capacity

- Today: 6 trains / day
- Potential: 14 trains / day
- Equivalent: 6,160 trucks / day

## “H” Line: Double Track Needed to Increase Capacity

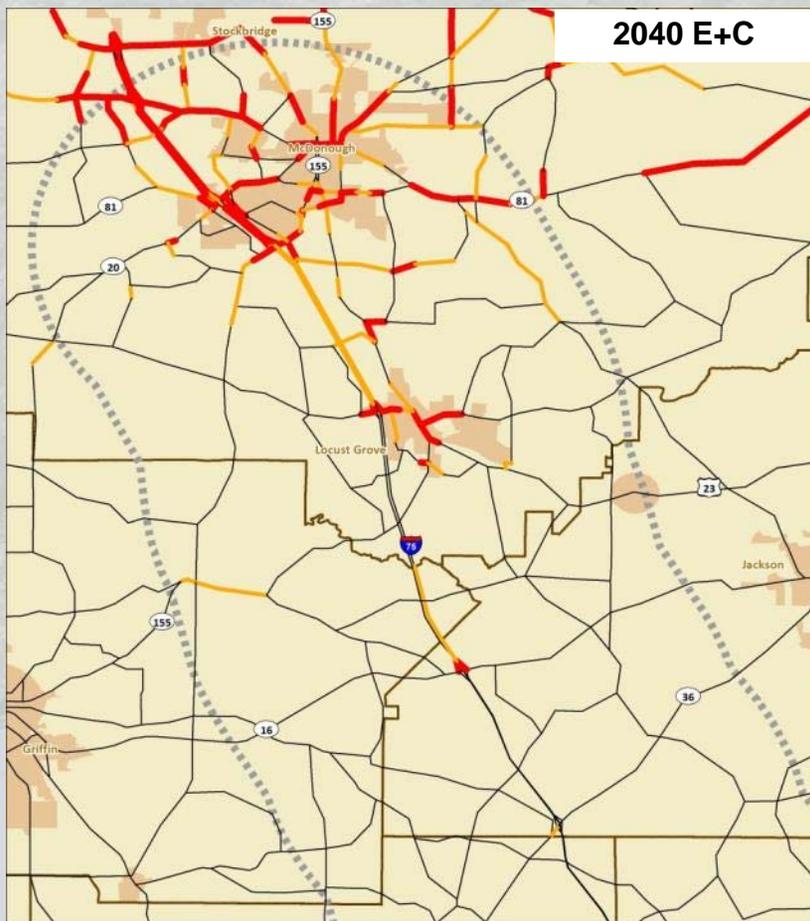
- Today: 18-20 trains / day
- Potential: 40 trains / day
- Equivalent: 8,800 trucks / day



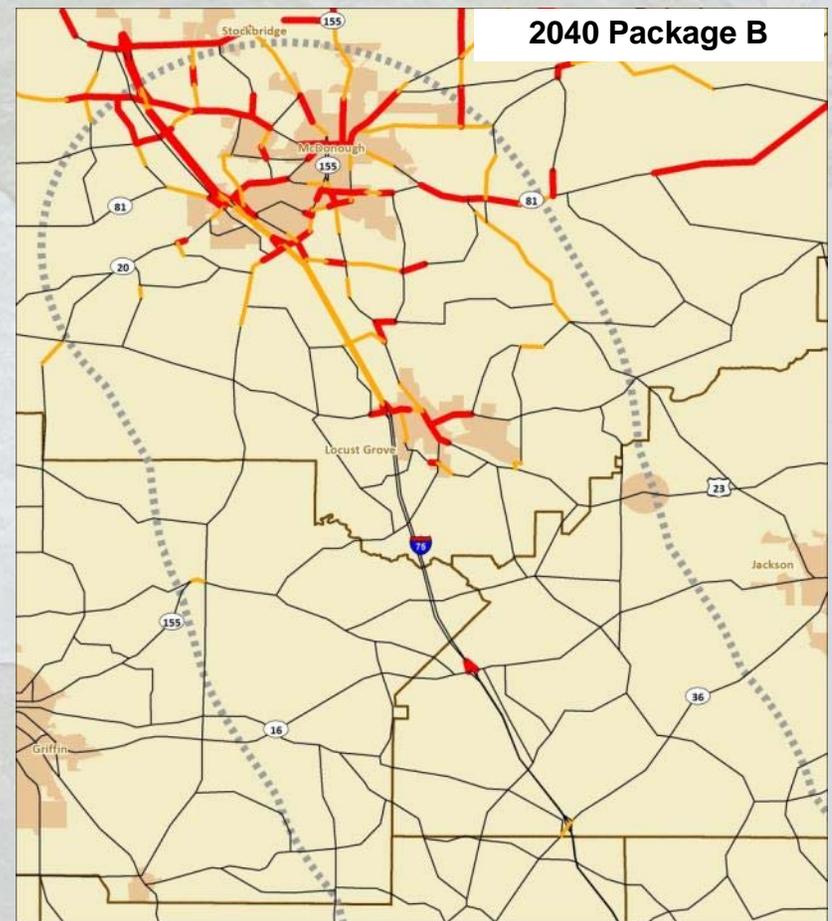
# Tier 1 – Improvement Package B Northern Segment: Deficiencies



## Projects Analyzed Inside and/or Outside the I-75 Right-of-Way



2040 E+C



2040 Package B

**Capacity Sufficiency Key (2040)**

- Sufficient Capacity ( $V/C < 0.78$ )
- Approaching Insufficient Capacity ( $0.78 \leq V/C < 0.92$ )
- Insufficient Capacity ( $V/C \geq 0.92$ )

**Other Map Features**

- Cities
- Counties
- Study Area

1 in = 2 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

**Capacity Sufficiency Key (2040- T1 P2)**

- Sufficient Capacity ( $V/C < 0.78$ )
- Approaching Insufficient Capacity ( $0.78 \leq V/C < 0.92$ )
- Insufficient Capacity ( $V/C \geq 0.92$ )

**Other Map Features**

- Cities
- Counties
- Study Area

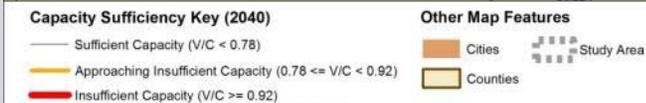
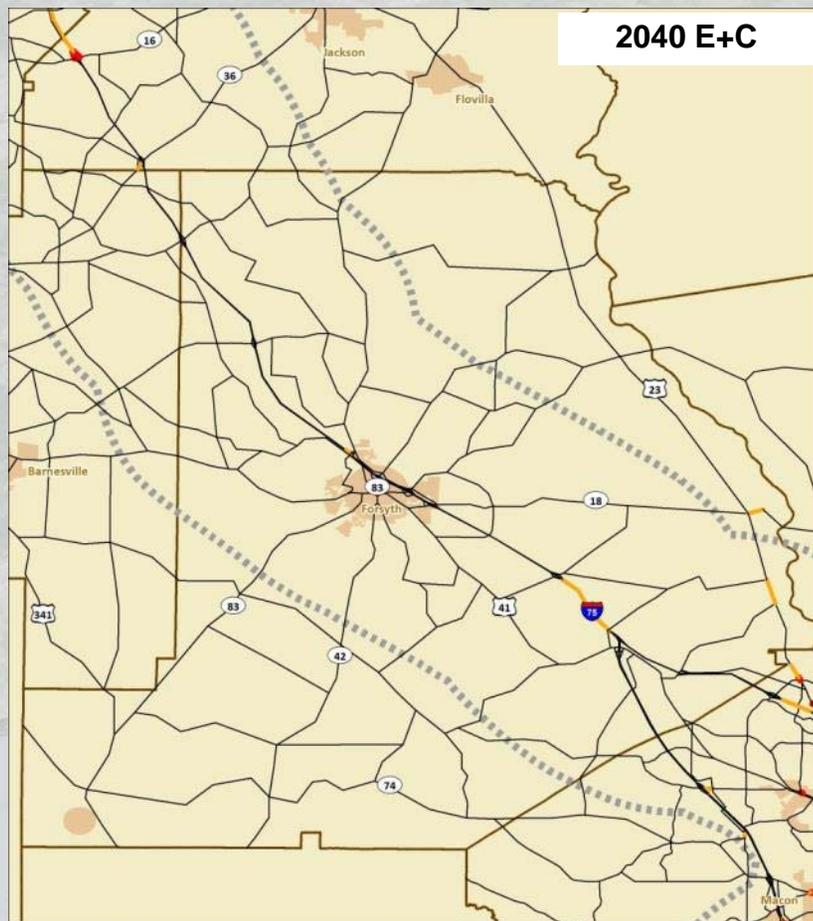
1 in = 2 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

# Tier 1 – Improvement Package B Central Segment: Deficiencies

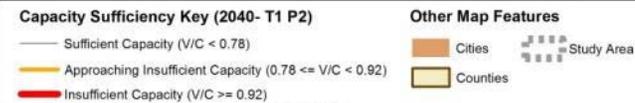
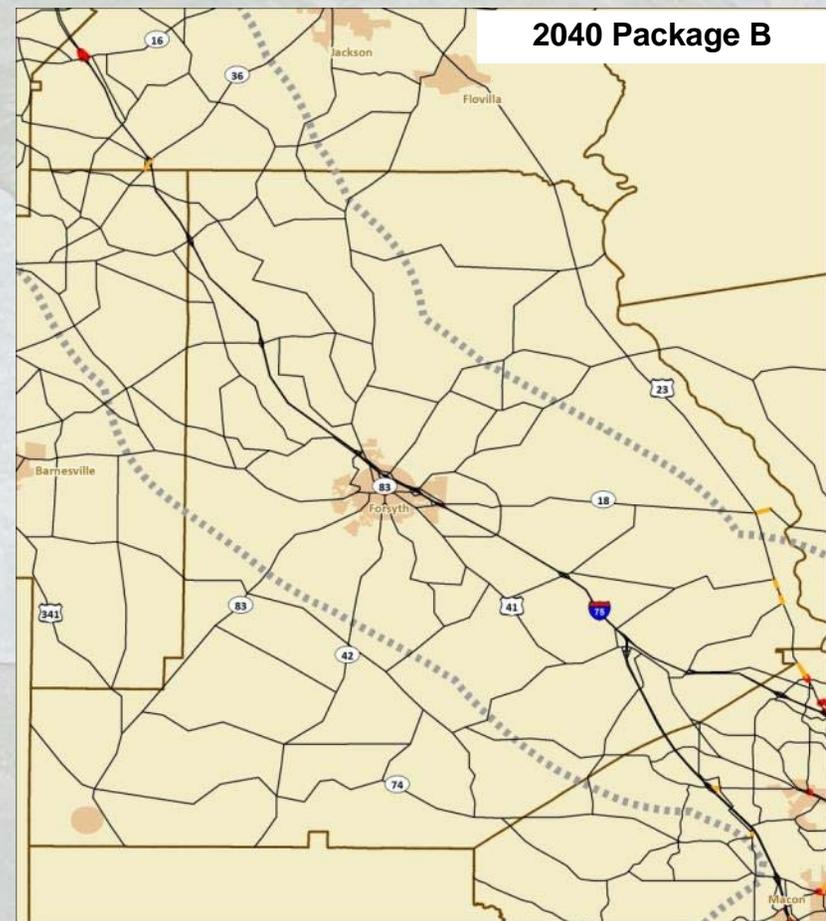


## Projects Analyzed Inside and/or Outside the I-75 Right-of-Way



Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

1 in = 3 miles



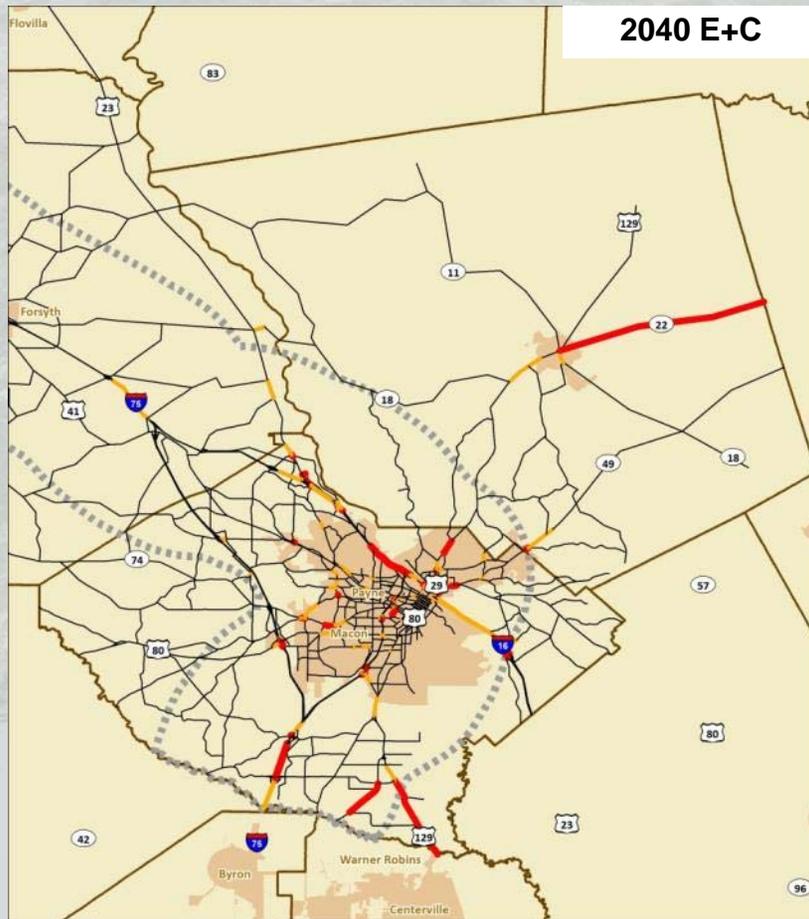
Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

1 in = 3 miles

# Tier 1 – Improvement Package B Southern Segment: Deficiencies



## Projects Analyzed Inside and/or Outside the I-75 Right-of-Way



**Capacity Sufficiency Key (2040)**

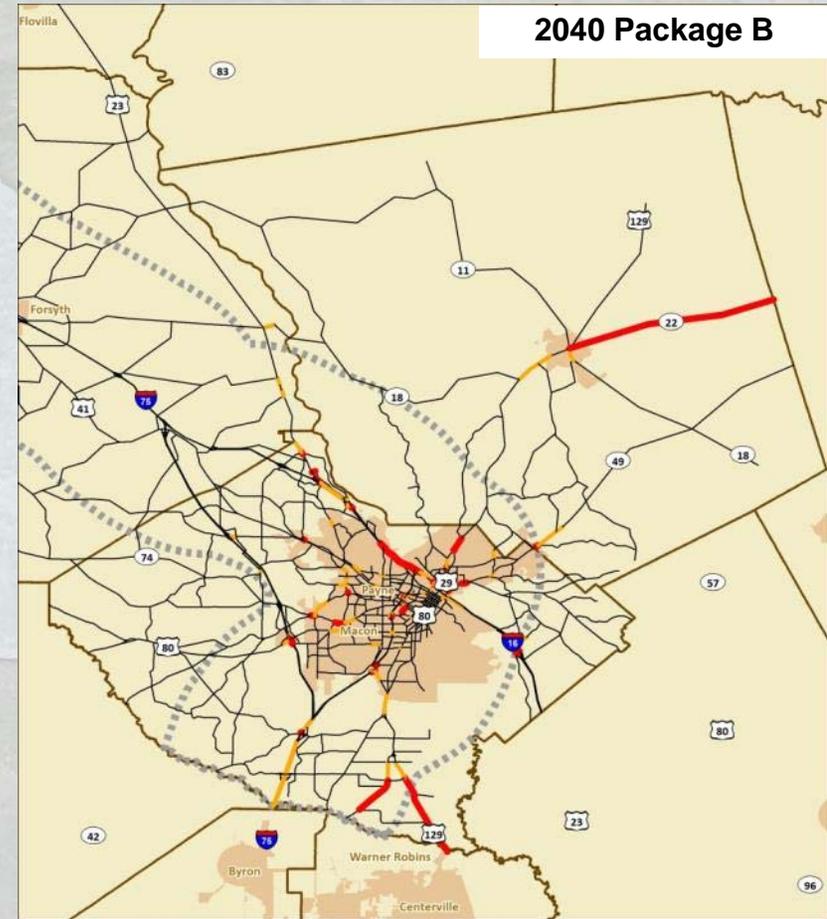
- Sufficient Capacity ( $V/C < 0.78$ )
- Approaching Insufficient Capacity ( $0.78 \leq V/C < 0.92$ )
- Insufficient Capacity ( $V/C \geq 0.92$ )

**Other Map Features**

- Cities
- Study Area
- Counties

1 in = 5 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team



**Capacity Sufficiency Key (2040- T1 P2)**

- Sufficient Capacity ( $V/C < 0.78$ )
- Approaching Insufficient Capacity ( $0.78 \leq V/C < 0.92$ )
- Insufficient Capacity ( $V/C \geq 0.92$ )

**Other Map Features**

- Cities
- Study Area
- Counties

1 in = 5 miles

Sources: Atlanta Regional Commission, Bureau of Transportation Statistics, Georgia Department of Transportation, U.S. Census Bureau, Study Team

# Tier 2 Improvements

## Tier 2

Recommended Tier 1  
Package with Localized  
Improvements

- **Recommended Tier 1 Improvement Package Plus...**

- **Localized Improvements**

- Interchange Improvements
- Ramp Intersections
- Truck Accommodations
- Transit Enhancements
- Access Management



**I-75 South Corridor**  
**Group Discussion**

# Group Discussion

- **Study Performance Measures**



## Performance Metrics should be “S – M – A – R – T “

**S: Specific**

**M: Measurable**

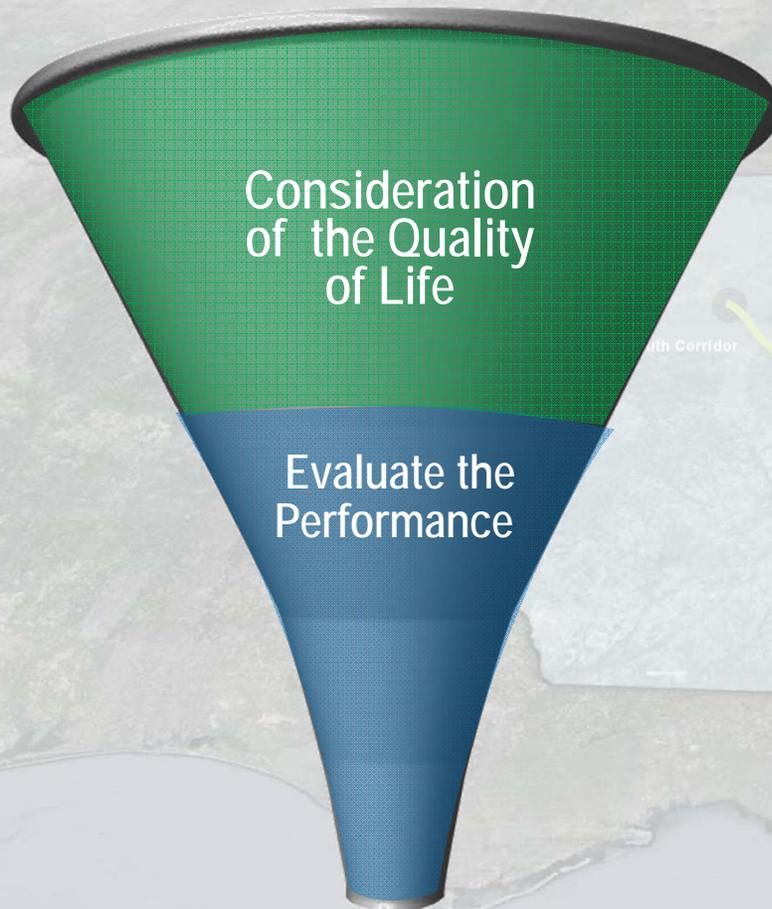
**A: Agreed**

**R: Realistic**

**T: Time-Bound**

*Source: FHWA, PBPP Newsletter, April 2013*

# Steering Committee / Stakeholder Identified Performance Measures



Goals: Quality of Life
Enhance / Maintain Quality of Life
Enhance Natural, Historic, and Community Resources
Maintain Community Character
Improve Intergovernmental Coordination
Enhance Facility Function

Goals: Performance-Based
Mobility for People and Goods
Connectivity / Accessibility to Regional Activity Centers
Safety
Enhance Multimodal Transportation Options
Support Economic Sustainability
Expand Role as Major Logistics Hub

Source: I-75 South Corridor Study Steering Committee and Stakeholders

# Draft Performance Measures



Goal	Studies	Metric	I-75 South Corridor Study Steering Committee / Stakeholder Project Goals								
			1- Ensure Mobility	2 - Accessibility; Connectivity	3- Safety	4- Preserve Environment, Culture and Quality of Life	5- Enhance Function / Context and Community Character	6- Promote Economic Sustainability	7- Consider Multimodal Options	8- Support Logistics Industry	9- Intergovernmental Coordination
1- Mobility	GRTA 2011 Transportation Map; Atlanta Regional Managed Lane System Plan (2010); Connect Central Georgia; ARC Plan 2040	Travel Time Index (TTI) / Travel Time/Travel Speeds	X	X							
	I-75 South FDOT Master Plan; Connect Central Georgia; Interstate System Plan (2004); Atlanta Regional Managed Lane System Plan (2010); Georgia Statewide Freight Plan	Level of Service (LOS) / Volume/Capacity (V/C) Ratio	X								
2- Access	ARC Plan 2040; GRTA 2011 Transportation Map	Activity / Employment Center Travel Shed- 45 minute	X	X					X		
	Connect Central Georgia; Atlanta Regional Managed Lane System Plan (2010)	Number/Types of Connections		X						X	
3- Safety	ARC Plan 2040; GRTA 2011 Transportation Map; Connect Central Georgia; Interstate System Plan (2004)	Injury / Fatal Crash Rates			X						
4- Environment	Connect Central Georgia; I-75 South FDOT Master Plan	Minimize Impacts				X	X				
	GRTA 2011 Transportation Map; ARC Plan 2040; Interstate System Plan (2004)	Daily vehicle emissions				X					
6- Economy	ARC Plan 2040; Georgia Statewide Freight Plan	Jobs and Growth							X		X
8- Freight	I-75 South FDOT Master Plan	Facilitate Freight Movements	X						X		X

Policy Recommendations

# Current Project Status



- **Completed Tasks:**

- Data Collection
- Data Inventory and Study Review
- Existing and Future Conditions
- Needs Identified
- Performance Measures Determined
- Tier 1 Alternatives Developed and Analyzed



- **Major Tasks Remaining:**

- Develop and Analyze Tier 2 Alternatives
- Present Draft Recommendations
- Finalize Plan

# Next Steps

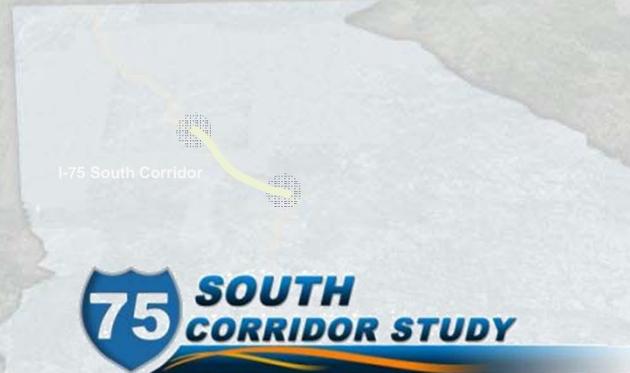


- **Fall 2013**
  - Complete Development and Analysis of Tier 2 Alternatives
  - Present Draft Recommendations

Task	2011			2012												2013											
	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	
Planning Process Starts	■																										
Assessment of Existing and Future Conditions		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■											
Assessment of Current and Future Needs								■	■	■	■	■	■	■	■	■	■	■	■								
System Analysis and Evaluation of Future Scenarios																■	■	■	■	■	■	■	■	■	■	■	■
Recommendations and Implementation																							■	■	■	■	■
Committee Meetings				★				★				★					★						★		★		
Study Completion																									■	■	

★ Past and Anticipated Future Committee Meetings

**Thank You for Your Participation!**



**[www.dot.ga.gov/I75South](http://www.dot.ga.gov/I75South)**